Town of East Gwillimbury

COMMITTEE OF THE WHOLE COUNCIL AGENDA
Tuesday, June 23, 2026, 10:00 AM
Town of East Gwillimbury, Council Chambers
19000 Leslie Street, Sharon, Ontario

Individuals who wish to speak to an item on the agenda in person or virtually must pre-register with the Municipal Clerk by filling out the Deputation Request Form at eastgwillimbury.ca/DeputationForm no later than 12:00 p.m. (noon) on the Friday prior to the meeting (June 19, 2026).

Comments addressed to Council are considered public information and noted in the public record.

Page

A. CALL TO ORDER

B. DECLARATION OF INTEREST

C. LAND ACKNOWLEDGEMENT STATEMENT

D. COMMUNITY ANNOUNCEMENTS

E. DEPUTATION(S)

1. B. Rogers, on behalf of Groundswell Urban Planners Inc., and A. Fagan, on behalf of Community Living Central York, making a deputation to Committee regarding an update on the assisted living facility at Jeffery Crescent and Doane Road — 10 - 19

BE IT RESOLVED THAT the deputation made by B. Rogers, on behalf of Groundswell Urban Planners Inc., and A. Fagan, on behalf of Community Living Central York, regarding an update on the assisted living facility at Jeffery Crescent and Doane Road, be received.

2. B. Tang, Thorstone Consulting Services Inc., on behalf of N. Reddy, making a deputation to Committee regarding Item H.1 Development Services, Planning Branch Presentation and Report DS2026-17: East Gwillimbury Official Plan and Complete Communities Plan — 20
[In relation to Item H.1]

BE IT RESOLVED THAT the deputation made by B. Tang, Thorstone Consulting Services Inc., on behalf of N. Reddy, regarding Item H.1 Development Services, Planning Branch Presentation and Report DS2026-17: East Gwillimbury Official Plan and Complete Communities Plan, be received.

3. M. Cory, on behalf of the East Gwillimbury Whitebelt Landowners Group, making a deputation to Committee regarding Item H.1 Development Services, Planning Branch Presentation and Report DS2026-17: East Gwillimbury Official Plan and Complete Communities Plan
[In relation to Item H.1]

BE IT RESOLVED THAT the deputation made by M. Cory, on behalf of the East Gwillimbury Whitebelt Landowners Group, regarding Item H.1 Development Services, Planning Branch Presentation and Report DS2026-17: East Gwillimbury Official Plan and Complete Communities Plan, be received.

F. PRESENTATION(S)
None at this time.

G. FINANCE Councillor Johns, Chair
1. Finance Presentation and Report FIN2026-06: 2026 Asset Management Progress Update — 21 - 269

BE IT RESOLVED THAT Finance Presentation and Report FIN2026-06, dated June 23, 2026, entitled "2026 Asset Management Progress Update," be received; and

THAT Council approve the 2026 Asset Management Progress Update; and

THAT Council direct staff to circulate the 2026 Asset Management Progress Update to the Ministry of Infrastructure and post the report on the Town's website, in accordance with Ontario Regulation 588/17.

2. Joint Finance and Engineering and Public Works Report FIN2026-07: Harry Walker Parkway Extension Roads Development Charge Credit Agreement — 270 - 274

BE IT RESOLVED THAT Joint Finance and Engineering and Public Works Report FIN2026-07, dated June 23, 2026, entitled "Harry Walker Parkway Extension Roads Development Charge Credit Agreement," be received; and

THAT staff be authorized to enter into a Development Charge Credit Agreement related to the construction of the Harry Walker Parkway Extension and associated site works, in accordance with the Council-approved Development Charge Credit Policy and to the satisfaction of the Treasurer; and

THAT the Treasurer be authorized to execute the agreement on behalf of the Town.

H. DEVELOPMENT SERVICES Councillor Roy-DiClemente, Chair

1. Development Services, Planning Branch Presentation and Report DS2026-17: East Gwillimbury Official Plan and Complete Communities Plan — 275 - 827

BE IT RESOLVED THAT Development Services, Planning Branch Presentation and Report DS2026-17, dated June 23, 2026, entitled "East Gwillimbury Official Plan and Complete Communities Plan," be received; and

THAT Council adopt the Town of East Gwillimbury Official Plan (June 2026), included in Appendices 1 and 2 to Report DS2026-17 under Section 17 of the Planning Act; and

THAT Council endorse the Town-wide Urban Design Manual (November 2025), included as Appendix 7 to Report DS2026-17; and

THAT Council authorize staff to make technical changes to reflect Council's final decision on the Official Plan, its Schedules and the Urban Design Manual; and

THAT Council direct staff to bring forward a By-law, included as Appendix 9 to Development Services Report DS2026-17, to the next Council meeting on July 23, 2026, for Council to enact a By-law passed under the authority of Section 17 of the Planning Act to adopt the new Town of East Gwillimbury Official Plan (June 2026), as modified; and

THAT Council direct staff to forward the new Town of East Gwillimbury Official Plan (June 2026), to the Ministry of Municipal Affairs and Housing for the Minister's decision and approval; and

THAT Council direct Parks Recreation and Culture to retain the services of Montieth Brown Planning Consultants in an amount not to exceed $50,000, excluding taxes, to undertake a Parks Study to support an update to Parkland Dedication By-law #2002-129, to be funded through development charges.

2. Joint Development Services and Finance Report DS2026-18: Planning Fee Update 828 - 847

BE IT RESOLVED THAT Joint Development Services and Finance Report DS2026-18, dated June 23, 2026, entitled "Planning Fee Update," be received; and

THAT Council approve the Development Services Fee Schedule as outlined in Appendix 1 of Report DS2026-18; and

THAT Council enact a By-law to amend Schedule A to the Town's Fees and Charges By-law (2015-078) to reflect the revised Development Services fees, effective August 1, 2026.

3. Development Services, Planning Branch Report DS2026-19: Green Earth Village Community Design 848 - 894

Plan and Zoning By-law Amendment, East Gwill Ltd. and GEV LP (Green Earth Village) Recommendation Report [Files: ZBA.26.01 and CDP.25.02]

BE IT RESOLVED THAT Development Services, Planning Branch Report DS2026-19 dated June 23, 2026, entitled "Green Earth Village Community Design Plan and Zoning By-law Amendment," be received; and

THAT Council endorse the Community Design Plan concept illustrated within Appendix 6 which forms part of Development Services Report DS2026-19; and

THAT Council approve the Zoning By-law Amendment included as Appendix 7 of Report DS2026-19 to rezone the lands from Rural "RU" Zone and Site Specific Rural "(RU-119)" Zone to Holding One Site Specific Mixed Use Seven "(MU7-188(H1)", Holding Two Site Specific Mixed Use Seven "(MU7-189(H2)", Holding One Site Specific Mixed Use Seven "(MU7-190(H1)" and Site Specific Environmental Protection "(EP-191)"; and

THAT Council delegate the General Manager of Development Services approval authority for Draft Plan of Subdivision approval for the Green Earth Village development pursuant to Section 51 of the Planning Act, until December 31, 2026; and

THAT Council authorize the General Manager of Engineering and Public Works to execute an Earthworks Agreement to permit the developer to commence earthworks subject to all necessary approvals being in place.

4. Development Services, Planning Branch Report DS2026-20: Zoning By-law Amendment, 18899 Leslie Street, Gwillimbury Hill Day Care Ltd. [File: ZBA.25.16] 895 - 919

BE IT RESOLVED THAT Development Services, Planning Branch Report DS2026-20, dated June 23, 2026, entitled "Zoning By-law Amendment, 18899 Leslie Street, Gwillimbury Hill Day Care Ltd.," be received; and

THAT Council approve the Zoning By-law Amendment (ZBA.25.16) included as Appendix 5 to Report DS2026-20 to rezone the lands from Mixed Used One Holding 4 "MU1 (H4)" zone to site-specific Mixed Used One Holding 4 "MU1(187)(H4)"; and

THAT the recommendations of this Report DS2026-20 be ratified at the Council meeting on June 23, 2026.

5. Development Services Memo: Economic Development Strategy Update — 920 - 922

BE IT RESOLVED THAT the Development Services memorandum, dated May 22, 2026, entitled "Economic Development Strategy Update," be received.

I. ADMINISTRATION Mayor Hackson, Chair

1. Joint Administration, Corporate Services, Development Services, and Engineering and Public Works Memo: Senate Report on Soil Health in Canada – Impacts and Considerations for East Gwillimbury — 923 - 926

BE IT RESOLVED THAT the joint Administration, Corporate Services, Development Services, and Engineering and Public Works memorandum, dated June 5, 2026, entitled "Senate Report on Soil Health in Canada – Impacts and Considerations for East Gwillimbury," be received.

J. CORPORATE SERVICES Councillor Carruthers, Chair

1. Corporate Services, By-law Enforcement Branch Report CS2026-13: Vacant Building Registry By-law — 927 - 952

BE IT RESOLVED THAT Corporate Services, By-law Enforcement Branch Report CS2026-13, dated June 23, 2026, entitled "Vacant Building Registry By-law," be received; and

THAT Council endorse a one-year pilot program to implement a permit system for vacant buildings, as outlined in Corporate Services Report CS2026-13; and

THAT Council enact the Vacant Building Registration By-law in the form attached as Appendix 1 to Corporate Services Report CS2026-13; and

THAT Council enact the amendments to the Administrative Penalty System (APS) By-law in the form attached as Appendix 2 to Corporate Services Report CS2026-13; and

THAT Council approve the amendments to the Fees and Charges By-law 2015-078, as amended, to provide for cost recovery of the Vacant Building Registry By-law, as outlined in Appendix 3 to Corporate Services Report CS2026-13; and

THAT staff report back to Council regarding the outcome of the pilot program as outlined in Report CS2026-13.

2. Corporate Services Report CS2026-14: Addressing Antisemitism 953 - 961

BE IT RESOLVED THAT Corporate Services Report CS2026-14, dated June 23, 2026, entitled "Addressing Antisemitism," be received; and

THAT, in addition to the existing initiatives identified in Table A of Report CS2026-14, staff be directed to identify resources needed to support proposed deliverables in Table B of Report CS2026-14 through the 2027 budget process.

3. Corporate Services, By-law Enforcement Branch Report CS2026-17: Sign By-law Amendment 962 - 970

BE IT RESOLVED THAT Corporate Services, By-law Enforcement Branch Report CS2026-17, dated June 23, 2026, entitled "Sign By-law Amendment," be received; and

THAT Council approve and enact the proposed minor technical amendments to Sign By-law 2025-052, as outlined in Appendix 1 of Corporate

Services Report CS2026-17

4. Joint Corporate Services and Development Services Memo: Thinking Green Development Standards Update — 971

BE IT RESOLVED THAT the joint Corporate Services and Development Services memorandum, dated May 22, 2026, entitled "Thinking Green Development Standards Update," be received.

K. PARKS, RECREATION AND CULTURE Councillor Crone, Chair

1. Parks, Recreation and Culture Report PRC2026-05: East Gwillimbury's First Swim Team — 972 - 976

BE IT RESOLVED THAT Parks, Recreation and Culture Report PRC2026-05, dated June 23, 2026, entitled "East Gwillimbury's First Swim Team," be received; and

THAT Council approve the RFP Award to Matthew Sequeira of East Gwillimbury Elite.

L. ENGINEERING AND PUBLIC WORKS Councillor Lahey, Chair

1. Joint Engineering and Public Works and Parks, Recreation and Culture Report EPW2026-014: Assumption of Mount Albert Village Phase 1 – 19T-13001 — 977 - 983

BE IT RESOLVED THAT Joint Engineering and Public Works and Parks, Recreation and Culture Report EPW2026-014, dated June 23, 2026, entitled "Assumption of Mount Albert Village Phase 1 – 19T-13001," be received and;

THAT Council enact a by-law to assume the public works and services within Plan of Subdivision 65M-4586.

2. Engineering and Public Works Memo: Winter Maintenance Update, 2025-2026 Season — 984 - 993

BE IT RESOLVED THAT the Engineering and Public Works memorandum, dated June 5, 2026, entitled "Winter Maintenance Update, 2025-2026 Season," be received.

M. FIRE AND EMERGENCY SERVICES Councillor Foster, Chair
None at this time.

N. LEGAL AND LEGISLATIVE SERVICES Mayor Hackson, Chair
None at this time.

O. OTHER BUSINESS
None at this time.

P. ADJOURNMENT

BE IT RESOLVED THAT the meeting of Committee of the Whole Council adjourn at _____ p.m.

Community Living

Jeffery Crescent, East Gwillimbury

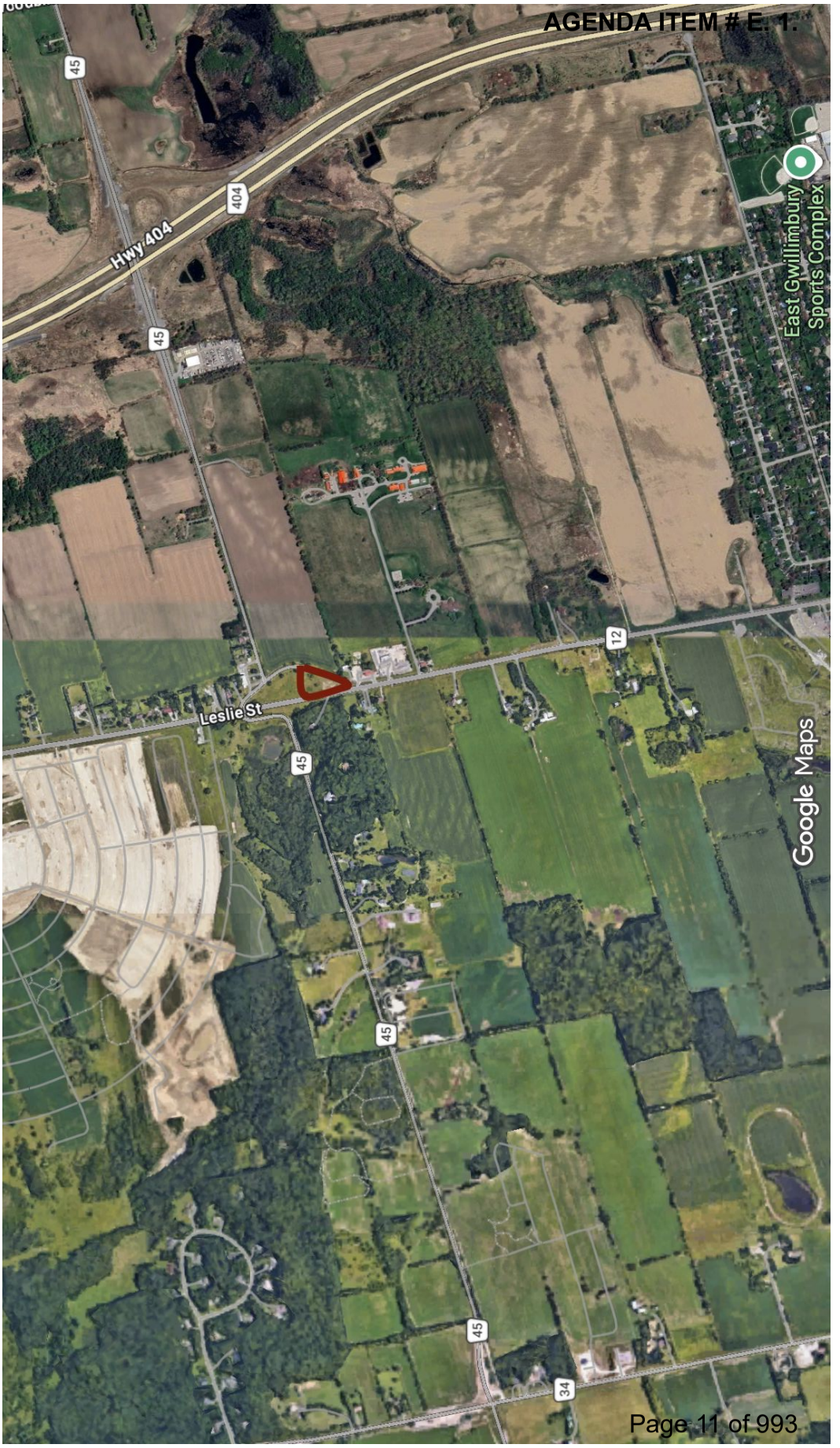
GROUNDSWELL URBAN PLANNERS INC. and COMMUNITY LIVING CENTRAL YORK

2026-05-24

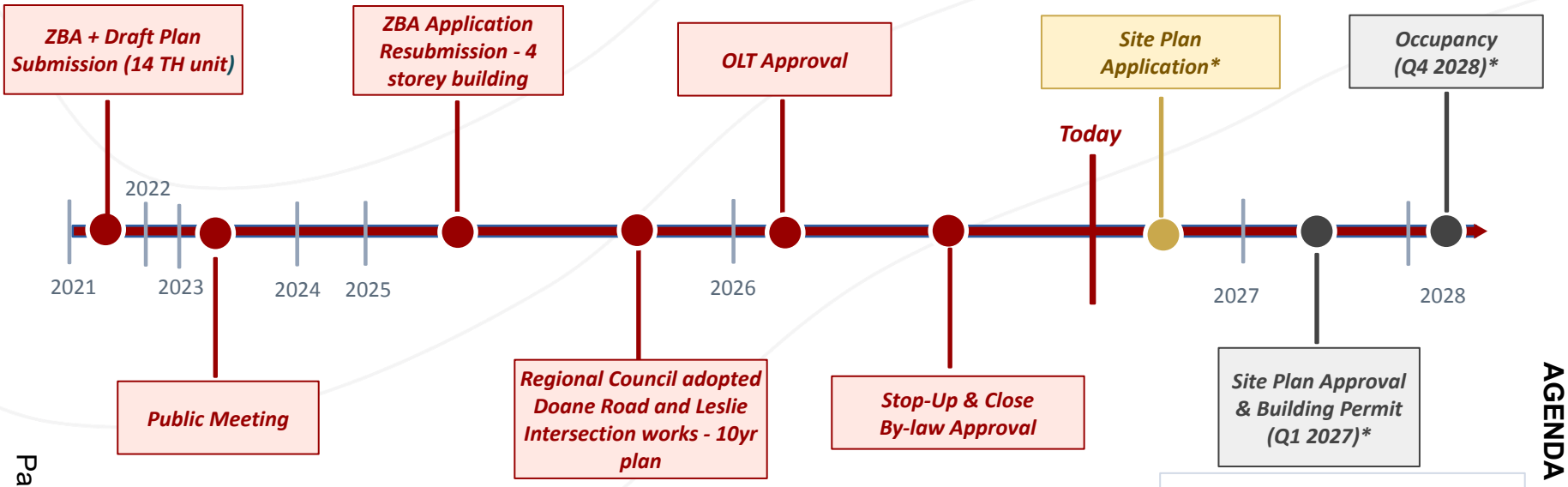
COMMUNITY LIVING Central York

groundswell URBAN PLANNERS INC.

GIVING YOU SOMETHING TO BUILD ON


Hwy 404
404
45
45
East Gwillimbury Sports Complex
12
Leslie St
45
45
45
34
Google Maps

Milestones & Next Steps



Projected timelines are subject to change and depend on agency review timelines, approvals, and other factors outside the applicant's control.

SITE CONTEXT

- 4-Storey, 39-unit building
- Mix of single, 2-bedroom and 3-bedroom units
- Total: 93 bedrooms
- Amenity spaces on rooftop and main areas
- Underground drop-off and pick-up areas including parking



COMMUNITY LIVING
Central York

Our Mission

Empower individuals with diverse abilities to thrive in our shared community.

Our Vision

A community where everyone belongs.

Our Values

Our principles guide our relationships with the people we support, families, our partners, supporters and employees.

RESPECT INTEGRITY EXCELLENCE

COMMUNITY LIVING
Central York

- Community Living Central York in 2025 supported over **800 individuals with diverse abilities** across York Region
- Currently **53,000 individuals are on waitlists** across Ontario
- **28,000 of the 53,000** require stable and safe housing
- In York Region alone, that includes over **6,000 individuals waiting for services, and approximately 3,000 in need of housing today**

COMMUNITY LIVING
Central York

A Shared Commitment to Community Impact - Capital Campaign $6M

CLCY will engage individuals, families, businesses, foundations, and community leaders in a shared effort to help bring this vision to life.

Our campaign approach will:

- Build community awareness and understanding of the need for inclusive housing and support services
- Create opportunities for donors and partners to invest in a lasting community asset
- Foster a sense of ownership, pride, and belonging throughout the region
- Complement — not replace — government funding, grants, and organizational investment

"Community support will help ensure this project is not only built, but embraced as an important community asset"

Thank You East Gwillimbury,

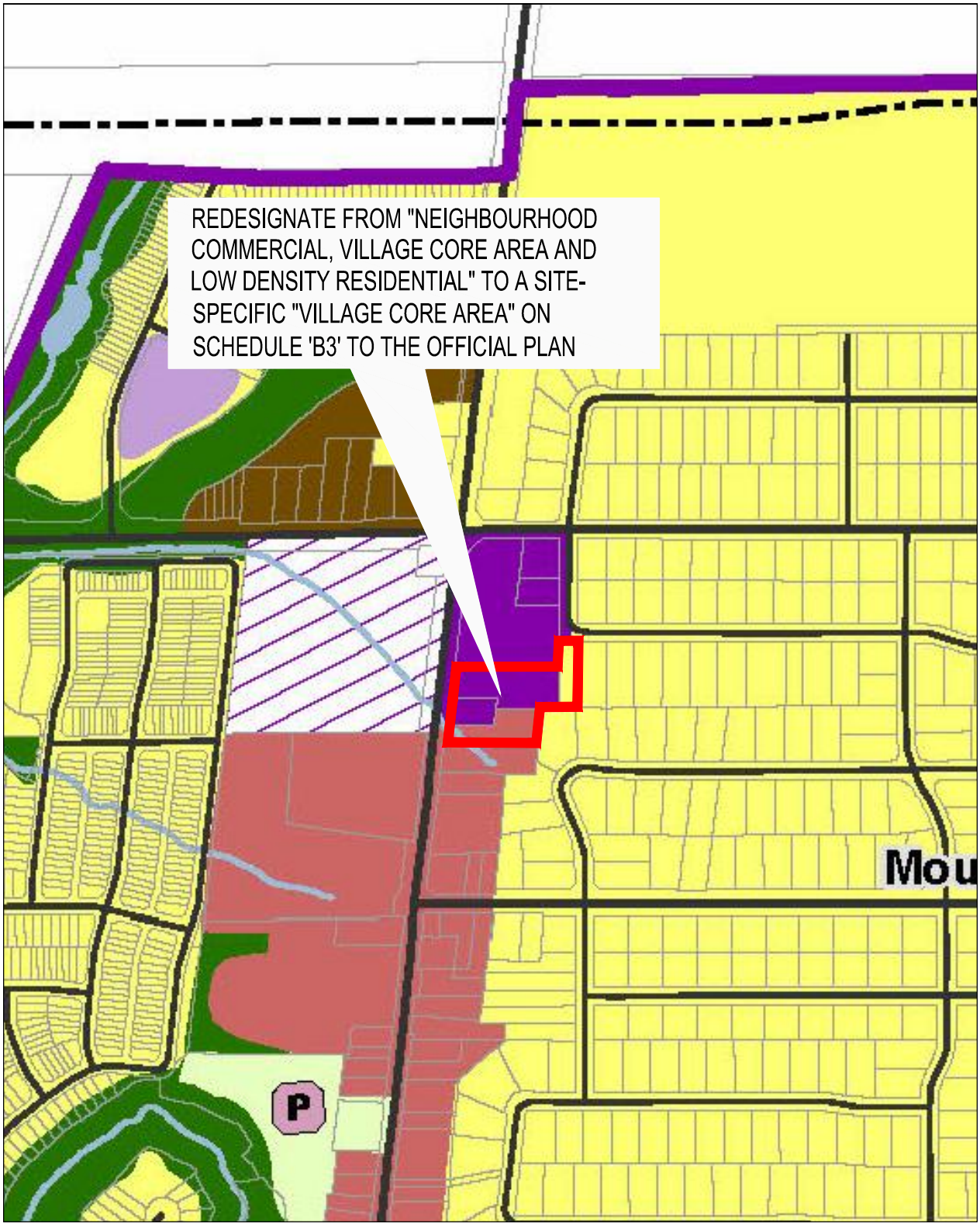
Council and Staff for your continued collaboration and efforts to advancing this long-standing matter and to being a resilient, sustainable and welcoming community that aims to connect services and opportunities.

COMMUNITY LIVING
Central York

groundswell
URBAN PLANNERS INC.
GIVING YOU SOMETHING TO BUILD ON

SCHEDULE 'B3' TO OPA No. XX

19061, 19071 & 19083 LESLIE STREET
TOWN OF EAST GWILLIMBURY, REGIONAL MUNICIPALITY OF YORK



Lands Subject to this OP Amendment



Town of East Gwillimbury
2026 Asset Management Progress Update

1

June 23, 2026

Presented by

Chris Lombard, MBA, P.Eng., IAM Cert.
Asset Management Leader, Canada, AECOM

Donghui Lu, PhD., IAM Cert
Asset Management Leader, Ontario, AECOM

Agenda

1. Purpose
2. Regulatory Context & 2026 AM Progress Update Outcome
3. AM Maturity Assessment
4. State of Infrastructure Update
5. Levels of Service Update
6. Risk Assessment & Management Update
7. AM Governance
8. AM Improvement Roadmap
9. Key Takeaways & Next Steps



1 Purpose

DELIVERING A BETTER WORLD.

Why We're Here Today

Provide Council with 2026 Asset Management progress update.

- Transportation
- Stormwater Network
- Water Network
- Wastewater Network
- Fleet
- Facilities
- Parks / Land Improvements
- Fire & Emergency Services
- IT
- Library



2 Regulatory Context & 2026 AM Progress Update Outcome

AGENDA ITEM # G. 1.

Key Ontario Regulation 588 / 17 Deadlines

Ontario Regulation 588/17 mandates that all Ontario municipalities develop asset management plans, as follows:



July 1st, 2019

Strategic AM Policy

July 1st, 2022

AM Plans for core municipal infrastructure (i.e., water, wastewater, stormwater, roads, and bridges & culverts)

July 1st, 2024

AM Plans for assets not included in core assets

July 1st, 2025

All AM Plans must include information about service levels, lifecycle activities & associated costs, available funding & shortfalls, and risk

2026 Onward

Every municipal council shall conduct

- **Annual review of AM progress before July 1**
- AMP update every 5 years

2026 AM Progress Update Outcome Overview

1 AM Maturity Assessment

- Maturity assessment
- Targets Setting
- Identify priority areas to improve maturity

2 State of Infrastructure (SOI)

- Asset Hierarchy Update
- Asset Inventory Review
- Data Quality Improvement
- SOI report cards

3 Levels of Service (LoS)

- Performance measures refinement
- Service levels progress Review
- A continuous monitoring framework

4 Risk Management

- Standard Risk Framework
- Likelihood & consequence of failure criteria and factors refinements
- Risk management framework

5 AM Governance

- Governance framework review
- Asset interdependencies matrix

6 AM Improvement Roadmap

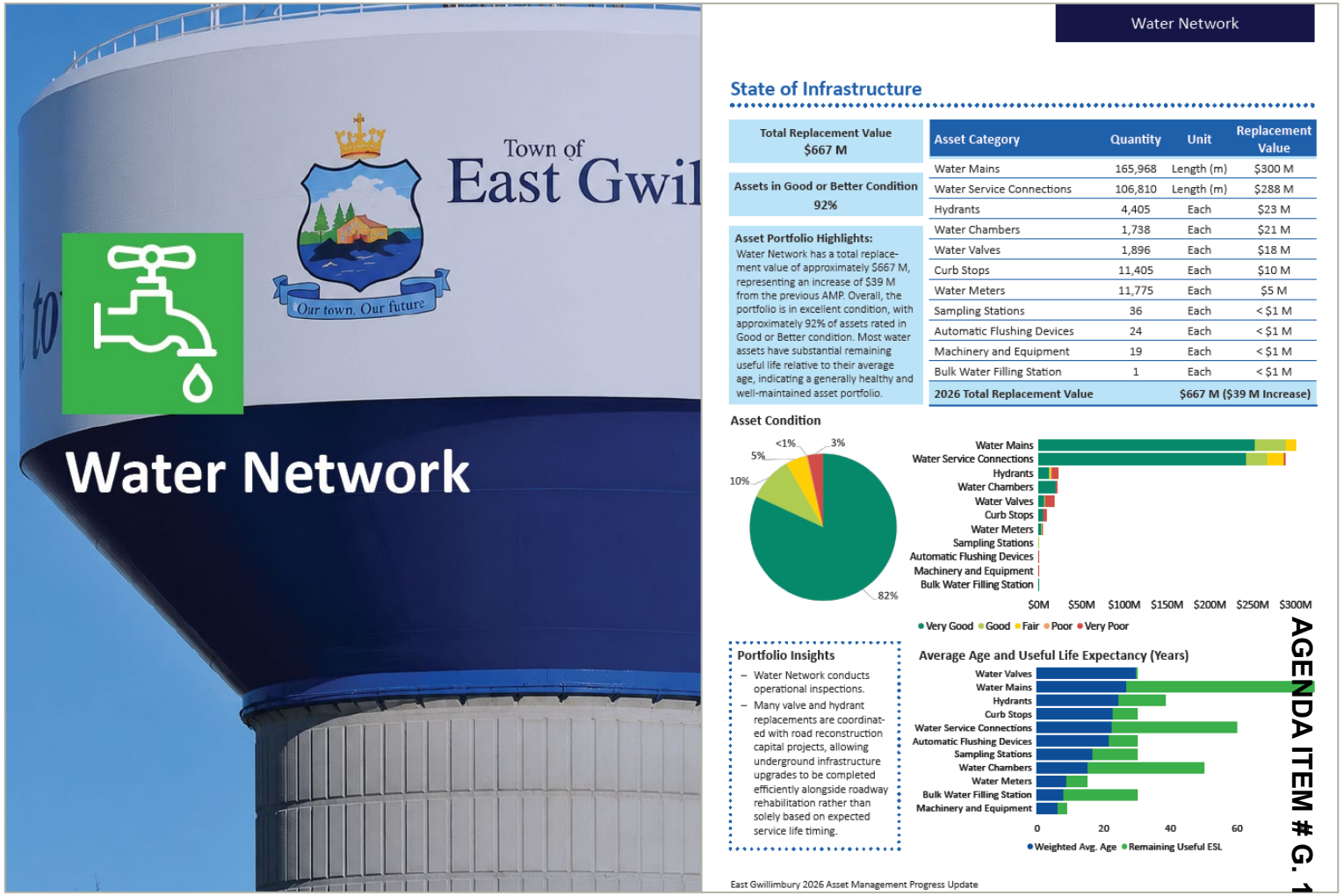
- Key AM improvement actions
- A phased roadmap 2026-2031
- Annual tracking & continuous improvement

2026 AM Progress Update Deliverables

2026 AM Progress Update Report



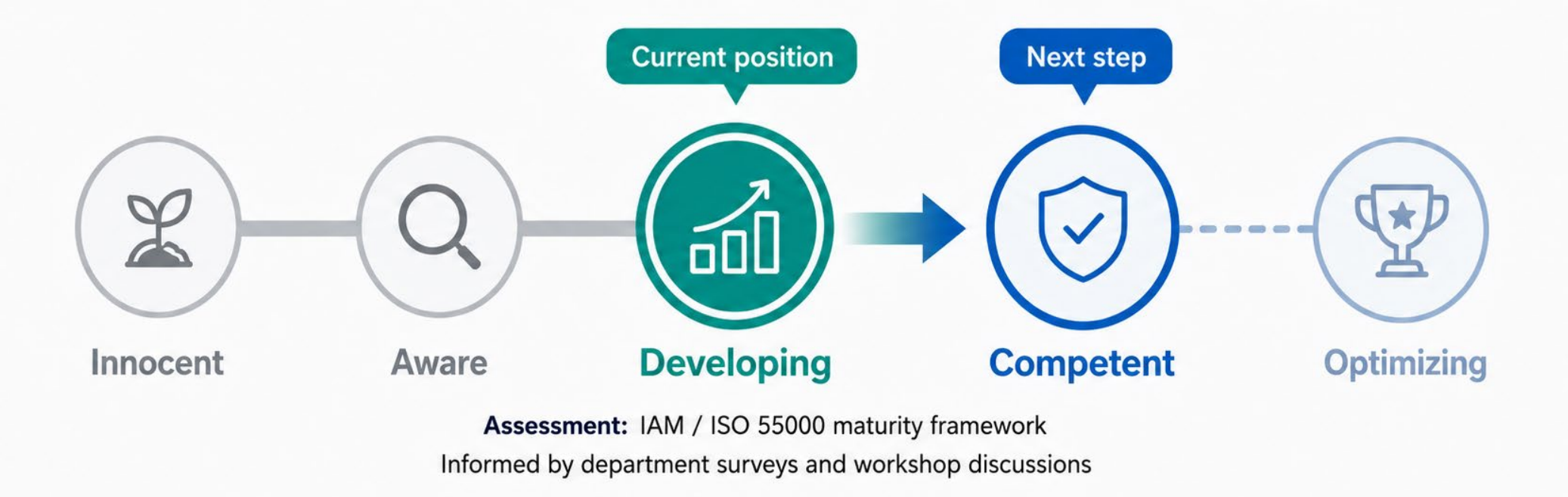
State of Infrastructure Report Card Example





3 AM Maturity Assessment

Asset Management Maturity Assessment – Key Findings



KEY FINDINGS

- Town is progressing toward competency
- Strong foundation: AM is connected to Town priorities
- Area of strength: AM Capability – Purpose & Context
- Improvement focus: Governance, Review & Continuous Improvement

Rating	Description
Innocent	Requirement not recognized; no evidence of action.
Aware	Need identified; intent to address demonstrated.
Developing	**Processes being established with credible plans and resources.**
Competent	Requirement is consistently and systematically achieved.
Optimizing	Practices are continuously improved and aligned to objectives.

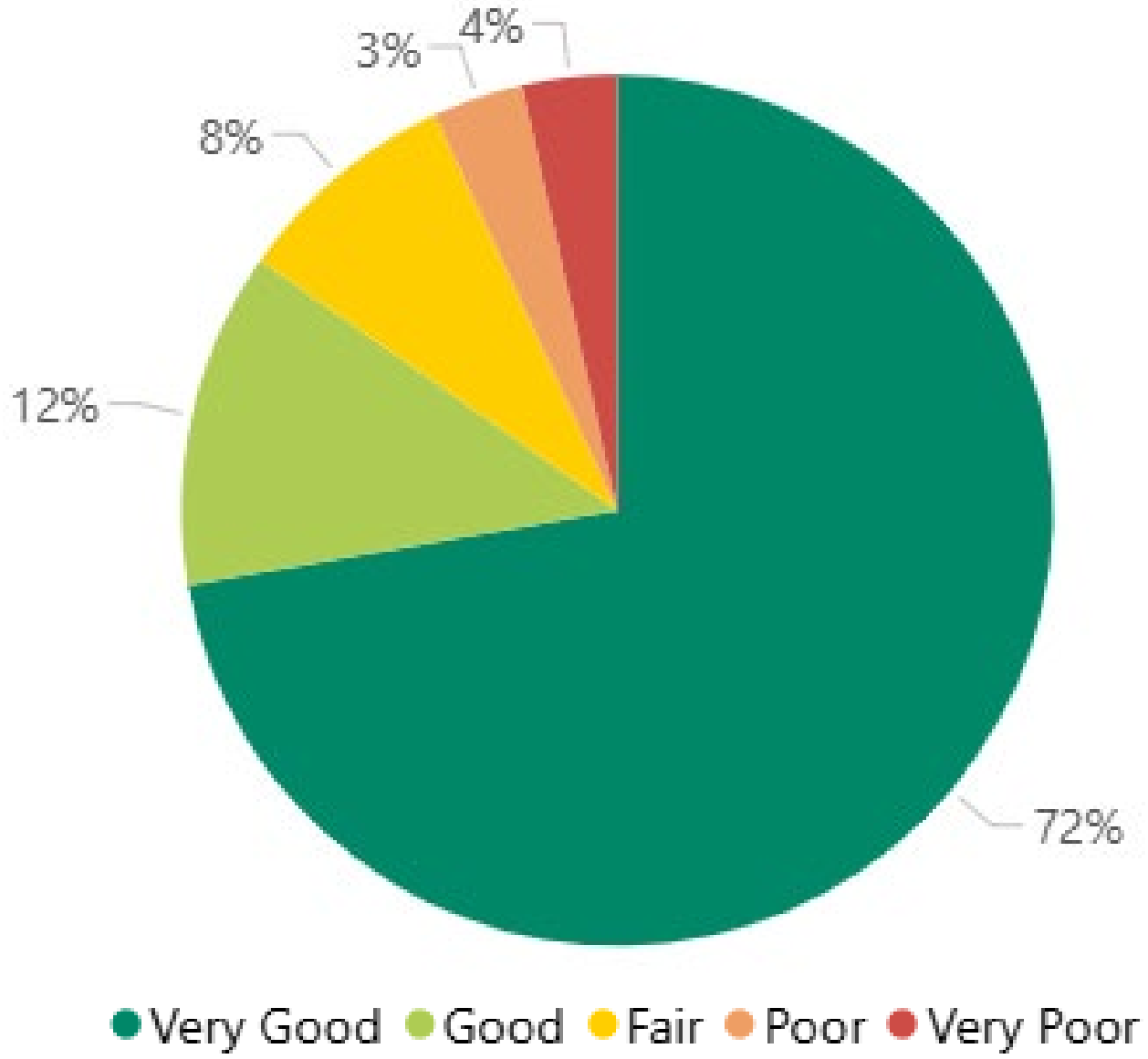


4 State of Infrastructure

AGENDA ITEM # G. 1.

State of Infrastructure Update

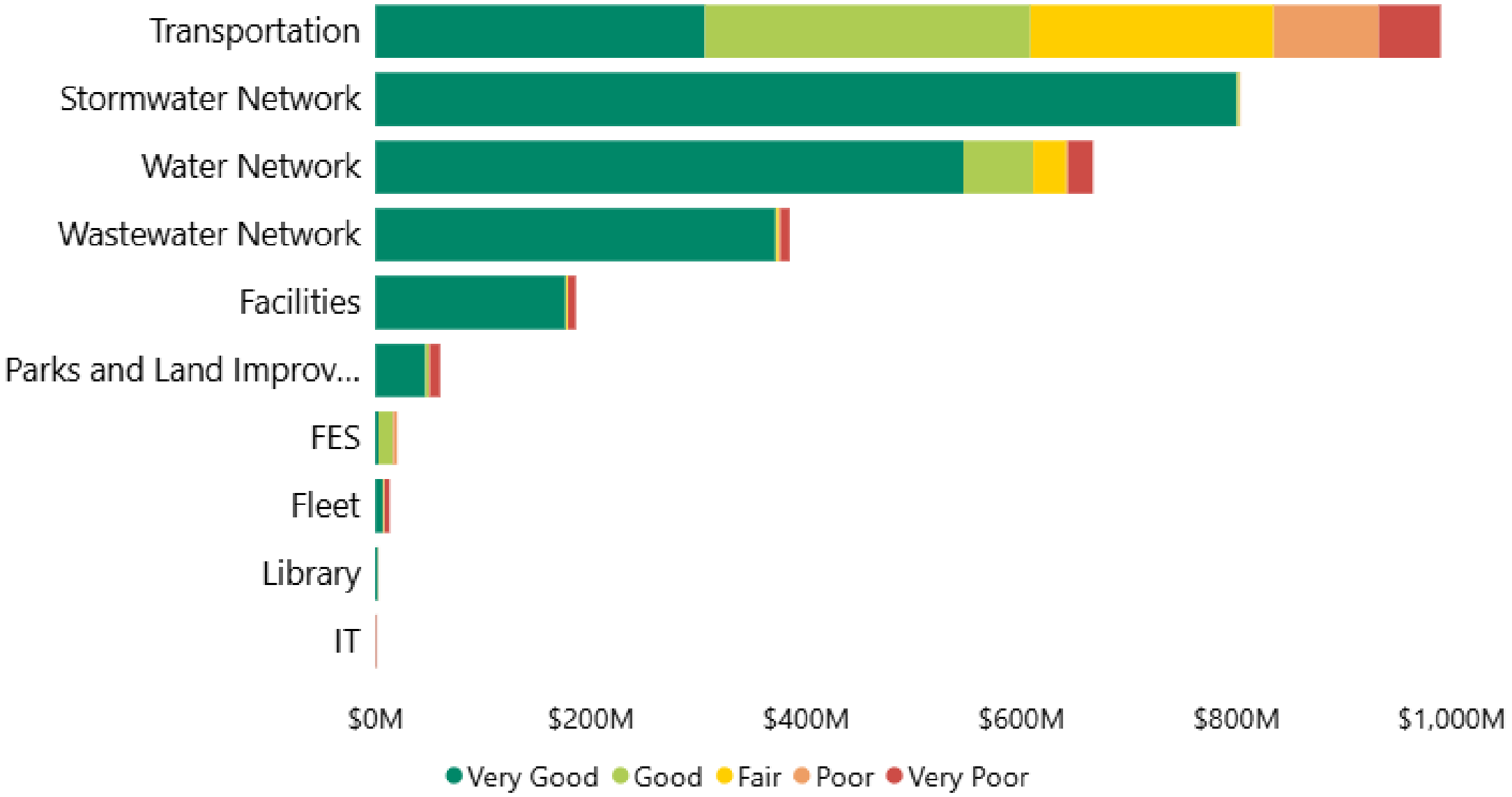
- Progress: Data Improvement & 2026 State of Infrastructure Update
- Infrastructure replacement value increased from **$2.9B** to **$3.13B**
- **84%** of assets are in Good or better condition
- Overall asset condition remains consistent with projections in the 2025 AMP



Overall Asset Condition by Replacement Value

* Minor discrepancies between reported totals and the sum of individual values or percentages are attributable to rounding.

State of Infrastructure Update – Condition for Service Areas

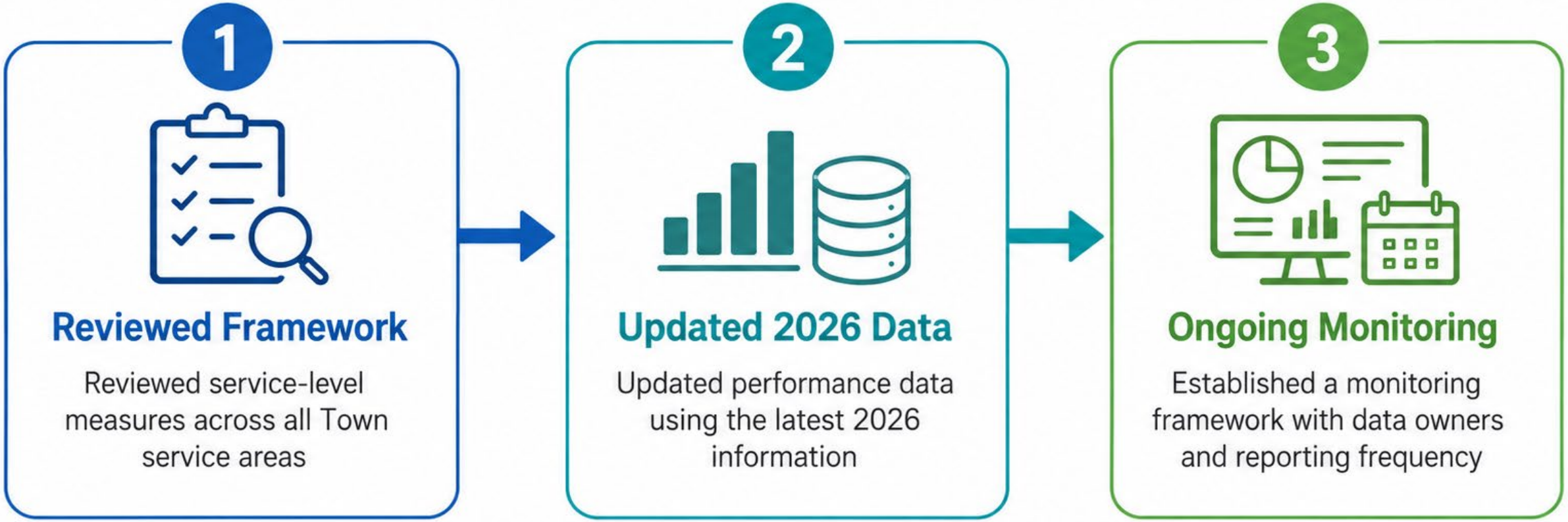


Condition Distribution by Service Area weighted by Replacement Value



AGENDA ITEM # G. 1.

Levels of Service Update



Created a stronger basis for annual service level tracking & future Council reporting.



AECOM DELIVERING A BETTER WORLD.

6

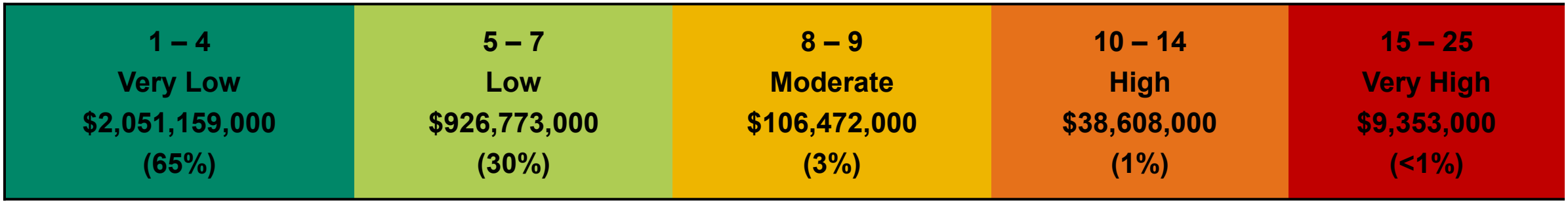
Risk Assessment & Management

Risk Assessment Update and Progress

Progress in 2026

- Updated and standardized Town's risk framework
- Updated likelihood consequence of failure factors
- 5×5 — Introduced a 5x5 risk matrix
- Refreshed risk results using updated asset condition
- $ — Set the foundation for risk-informed capital planning

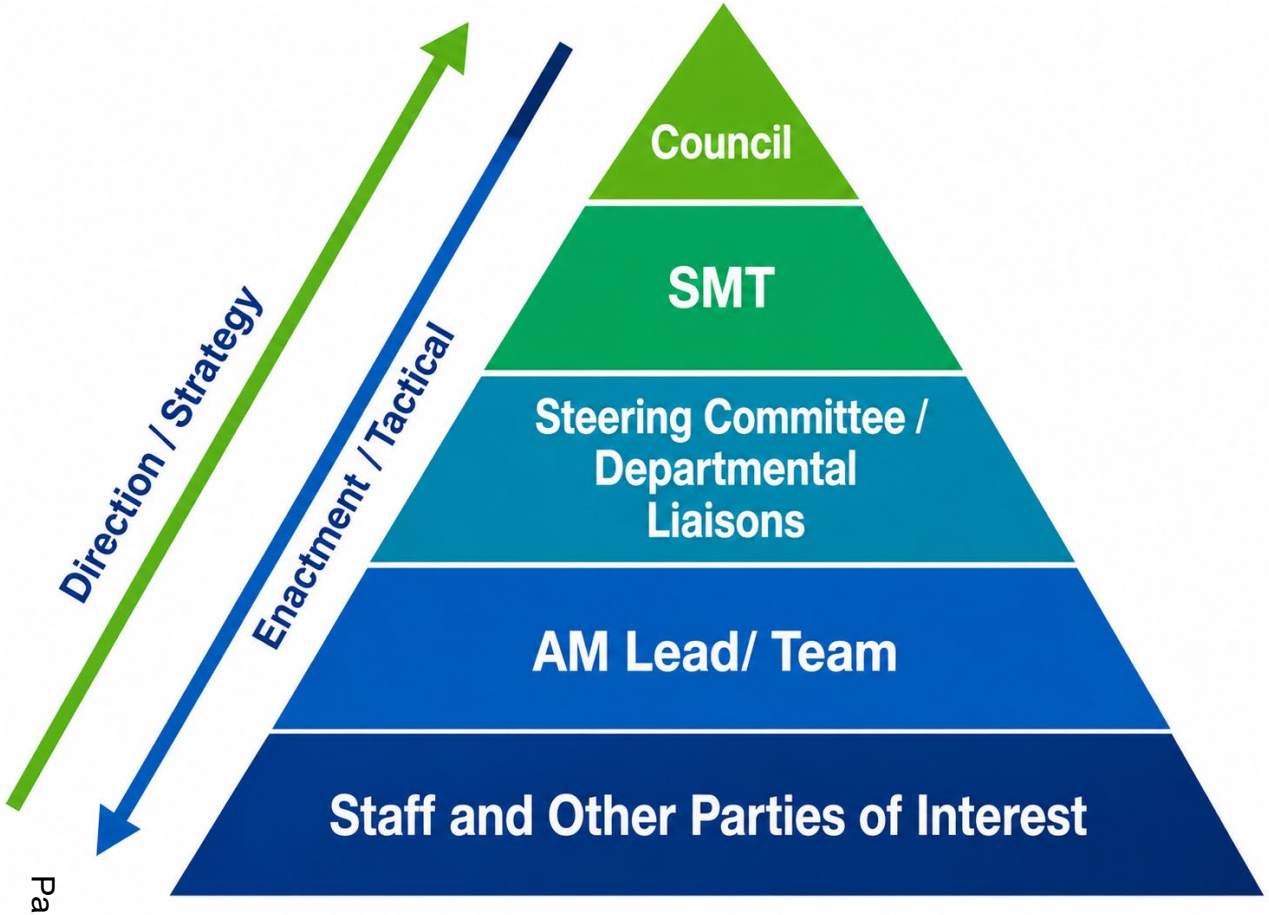
Risk Results 2026: Most assets remain in the very low to low-risk categories (95%)





7 AM Governance

AM Governance Progress Summary



- Clarified AM decision-making roles & responsibilities
- Updated the RASCI* matrix to improve clarity across AM activities
- Identified where services depend on each other and need better coordination
- Strengthened communication triggers for Council, Staff and other parties of interest

*RASCI: Responsible; Accountable; Support; Consulted; Informed



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8 AM Improvement Roadmap

AM Improvement Roadmap (2026-2031)

AM Capability Area	Near Term – Year 1 (2026)	Medium Term – Years 2–4 (2027–2029)	Long Term – Year 5+ (2030+)
1 Purpose & Context	● ★★ Define and communicate AM contribution to objectives		
2 Leadership & Governance	✓ ★★★ Develop communication & onboarding plan for AM Policy		
3 Organization & People		● ★★★ Define AM leads / liaisons per department	⚙ ★ Implement change management framework
4 Strategy & Planning		◆ ★★★ Document demand drivers, planning outputs, resource and constraints	
5 Decision-Making		⚖ ★★★ Develop formal prioritization framework	↻ ★★★ Automate prioritization & planning
6 Lifecycle Delivery		↻ ★★ Document and share leading practices across departments	
7 Information Management		■ ★★★ Define data standards	■ ★ Remove Citywide Usage Constraints
		⌘ ★ Define system integration approach	
8 Risk Management		! ★★ Refine risk models and use risk to prioritize projects	
9 Review & Continual Improvement		↗ ★★★/★★ Improvement roadmap tracking	↗ ★ Develop benchmarking approach
10 Value & Outcomes		$ ★★★ Enhance long-term financial planning and capital forecasting	

| **Near term**: strengthen communication and ownership
| **Medium term**: improve data, planning, and prioritization
| **Long term**: support risk-informed and sustainable capital decisions

Priority: ★★★ High ★★ Medium ★ Low

AECOM DELIVERING A BETTER WORLD.

9 Key Takeaways & Next Steps

Key Takeaways & Next Steps



The Town has made meaningful progress and is moving from compliance toward more consistent, risk-informed, and service level focused AM.

✓ Key Takeaways

- Strong **participation across departments**
- **Improved asset data**, hierarchy, and **service levels monitoring**
- Most assets remain in **Good or better condition** and **low risk**
- Phased **roadmap** in place for continuous AM **improvement**

→ Next Steps

- **Implement** AM **improvement roadmap**
- Continue to improve **data quality**
- Advance **risk-based capital** prioritization
- **Review progress** annually
- **Build towards the 2029 AM Policy and 2030 AM Plan update**.

AGENDA ITEM # G. 1.

Q&A

DELIVERING A BETTER WORLD.

AECOM DELIVERING A BETTER WORLD.

Thank you

Finance Report FIN2026-06

To: Committee of the Whole Council

Date: June 23, 2026

Subject: 2026 Asset Management Progress Update

Origin: Finance Department, Capital and Development Finance Branch

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Recommendations

1. That Finance Report FIN2026-06, dated June 23, 2026, entitled “2026 Asset Management Progress Update,” be received; and
2. That Council approve the 2026 Asset Management Progress Update; and
3. That Council direct staff to circulate the 2026 Asset Management Progress Update to the Ministry of Infrastructure and post the report on the Town’s website, in accordance with Ontario Regulation 588/17.

Purpose

This report seeks Council approval of the Town’s 2026 Asset Management Progress Update in compliance with Ontario Regulation 588/17: Asset Management Planning for Municipal Infrastructure. The 2026 Asset Management Progress Update provides an update on the Town’s asset management program and progress toward meeting the requirements of Ontario Regulation 588/17. It highlights key advancements in asset management planning, updates on state of infrastructure, levels of service, risk and criticality, and governance practices. The report also outlines priority actions and continuous improvement initiatives to support informed asset investment and long-term capital planning decisions.

Background

Ontario Regulation 588/17 (O. Reg. 588/17), AM Planning for Municipal Infrastructure, requires municipalities to maintain AMPs and conduct annual reviews of AM planning progress.

The 2026 AM Progress Update has been prepared in alignment with the regulation, with content structured to address:

- Report on progress in implementing approved AM policies, frameworks, and plans on or before July 1 each year.
- Identify factors that have affected implementation and document actions being taken to address them.
- Develop a structured improvement roadmap to guide continued advancement of the Town's AM program.

The Town of East Gwillimbury ("the Town") infrastructure assets represent a significant community investment and support safe, reliable service delivery. The Town has established a corporate AM Program that supports informed infrastructure and service delivery decision making.

Key elements of the Town's AM Program include:

- Coverage of diverse municipal asset service areas, including Transportation, Stormwater, Water, Wastewater, Facilities, Feet, Parks and Land Improvements, Fire and Emergency Services (FES), IT, and Library.
- Adoption of a structured AM framework, supported by defined governance roles and an AM Steering Committee.
- Review of progress to date and identification of targeted actions to further embed AM practices across the organization.
- Progressive development of State of Infrastructure (SOI) reporting, asset inventories, condition information, and lifecycle considerations.
- Ongoing efforts to strengthen alignment between AM, financial planning, capital budgeting, and service delivery objectives.

This Progress Update provides an annual review of the Town's progress in implementing the 2025 Asset Management Plan (AMP), including advancements in asset condition assessment, performance monitoring, risk/criticality evaluation, lifecycle planning, and governance to support capital planning, and Council decision-making.

Staff will continue to implement recommended improvements from the progress update and standardize corporate-wide asset management practices.

This report complies with all requirements under O. Reg 588/17 until July 1, 2026, and is a dynamic document that will be continuously updated with new data.

Analysis

Key Updates and Progress Summary

The progress update provides an overview of work completed across all asset classes, highlighting key accomplishments, identified improvements, and future actions to advance asset management practices. As shown in Table 1, key updates completed through 2026 include:

Table 1: Key Updates and Progress in the 2026 AM Progress Update

Update Area	Progress Summary
Regulatory alignment	Supports annual reporting requirements under O. Reg. 588/17 and documents progress and planned actions.
AM maturity assessment	Completed using the Institute of Asset Management (IAM)maturity scale. Average maturity is 2.64 (Developing, approaching Competent) with a target of 3.50.
State of Infrastructure	Updated to 96,894 asset records with a total replacement value of approximately $3.1B (up from $2.9B in 2025).
Asset condition	Approximately 84% of assets are in Good or Very Good condition; about 7% are in Poor or Very Poor condition.
Risk and criticality	Updated risk framework including standardized Probability and Consequence of Failure criteria, updated risk matrix, and risk-based prioritization approach.
Levels of Service	Reviewed and refined the Levels of Service framework and reporting to improve clarity and usability.
Governance	Updated governance structure, RASCI (Responsible; Accountable; Support; Consulted; Informed) matrix refinements, communication approach, and interdependency considerations.
Improvement Plan and Roadmap	Developed a structured roadmap outlining priority actions to advance AM maturity, including improving data standards and system integration, strengthening risk-based capital prioritization, clarifying roles and responsibilities, enhancing alignment between asset management and financial planning, and improving use of PSD Citywide as a corporate asset management system.

AM Maturity Assessment

A maturity assessment was completed across the Town's asset categories and service areas using the Institute of Asset Management (IAM) maturity scale. The assessment included two components:

- AM 101, which evaluates the foundational elements of asset management and alignment with ISO 55000 - *Asset management - Vocabulary, overview and principles* requirements; and
- AM 201, which assesses the implementation and effectiveness of supporting systems and practices and identifies areas of more advanced performance.

The assessment was completed through a survey tailored to the Town's operating environment and designed to identify strengths, gaps, and opportunities for improvement. The detailed assessment framework is provided in Appendix B of the report.

Assessment Framework

The IAM framework identifies ten core asset management capabilities that support effective management of infrastructure and assets. These capabilities cover key areas such as planning, decision-making, risk management, lifecycle delivery, and information management. Together, they provide a structured approach for managing assets, optimizing performance, and supporting long-term service delivery. Figure 1 illustrates the IAM's 40 Asset Management Subject Areas.

Figure 1: The IAM's 40 AM Subject Areas



The survey mapped 40 assessment questions to the IAM six-point maturity scale to evaluate the Town's current practices and capabilities. To facilitate participation and

improve consistency in responses, the IAM maturity definitions were translated into corresponding survey responses. The IAM maturity scale is presented in Table 2.

Table 2: The IAM Six-point AM Maturity Scale

Scale	**Definition**
0 – Innocent	The organisation has not recognised the need for this requirement and/or there is no evidence of commitment to put it in place.
1 – Aware	The organisation has identified the need for this requirement, and there is evidence of intent to progress it.
2 – Developing	The organisation has identified the means of systematically and consistently achieving the requirements and can demonstrate that these are being progressed with credible and resourced plans in place.
3 – Competent	The organisation can demonstrate that it systematically and consistently achieves relevant requirements set out in ISO 55001.
4 – Optimizing	The organisation can demonstrate that it is systematically and consistently optimizing its Asset Management practice, in line with the organisation's objectives and operating context.
5 - Excellent	The organisation can demonstrate that it employs the leading practices and achieves maximum value from the management of its assets, in line with the organisation's objectives and operating context.
N/A	N/A (not included in the IAM model)

Maturity Assessment Results

The Town's overall maturity score was 2.64, placing the organization at the Developing level and approaching Competent. The target maturity score is 3.50.

The assessment found that the Town demonstrates stronger performance in Purpose and Context, indicating that asset management is generally aligned with corporate objectives. Opportunities for improvement were identified in Risk, Review and Continual Improvement, Lifecycle Delivery, and Information Management, which are important areas for achieving overall competence.

Figure 2 summarizes the maturity assessment results and the Town's current maturity position across the IAM capability areas. The findings indicate that continued progress is needed to improve consistency, standardization, and collaboration across departments. Key opportunities include:

- Clarifying asset management roles and responsibilities.
- Strengthening communication of asset management policies and requirements.
- Formalizing demand management practices to better account for future growth, changing service expectations, and the resulting impacts on infrastructure and service requirements.
- Implementing a Town-wide capital prioritization framework.
- Improving asset data quality and information management.
- Further integrating risk assessment into capital planning and investment decisions.

The advanced assessment component (AM 201) also highlighted several areas where service areas are demonstrating more mature asset management practices. These strengths provide a foundation for future improvements and can be leveraged across the organization.

Where ISO competence was achieved, the advanced assessment score was used. Where ISO competence was not achieved, the basic assessment score was used. Targets were established by considering both the achievement of ISO competence and the extent to which advanced practices exceed minimum requirements.

Figure 2: Summary of Maturity Results



The results shown in Figure 2 include:

- The Advanced Score (AM 201), representing areas of advanced asset management performance.
- The Current Score, reflecting overall performance against ISO 55001 competence and advanced practices.
- The Target Score, representing a realistic maturity objective based on current capabilities and demonstrated strengths.

Priority Actions

To advance from the Developing level toward Competent, the Town has identified the following priority actions:

- Improve alignment and communication: Develop a clear visual framework showing how corporate objectives, asset management strategies, and capital investments are connected to support consistent decision-making across departments.
- Strengthen integration between asset management and financial planning: Establish clearer asset management requirements and processes so that Asset Management Plans (AMPs) provide reliable information for long-term financial planning and capital forecasting.
- Improve data management and system integration: Standardize asset data requirements and enhance integration with asset management software to improve data quality, reporting, and decision-making.

Supporting Actions

Additional actions that will support continued maturity growth include:

- Increasing the use of AM software by improving data quality, streamlining workflows, and reducing reliance on parallel systems.
- Enhancing benchmarking practices to better compare service levels, costs, and asset performance across service areas and with peer municipalities.

State of Infrastructure

The Town's asset inventory has a total replacement value of approximately $3.13 billion, which represents an increase of approximately $205 million compared to the 2025 valuation ($2.93 billion). Approximately $90 million of this increase is attributable to the application of a 3% inflation rate to replacement costs, while the remaining increase reflects changes to the asset base, including newly added assets, capital improvements, and ongoing refinements to inventory completeness and data quality.

Table 3 summarizes the Town's asset inventory and replacement costs by asset class. Transportation assets continue to represent the largest asset class by replacement

value, followed by Stormwater, Water, and Wastewater Network assets. Direct comparisons are not available for FES, Fleet, Library, and IT assets, as these assets were recategorized under the updated asset hierarchy.

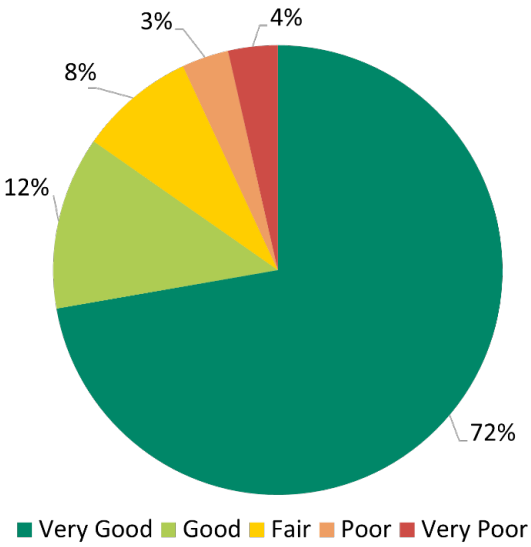
Table 3: Summary of Inventory and Replacement Cost by Asset Class

Asset Class	2025 Total Replacement Cost	2026 Total Replacement Cost
Transportation	$924,332,000	$990,390,000
Stormwater Network	$757,321,000	$803,961,000
Water Network	$628,742,000	$667,462,000
Wastewater Network	$365,035,000	$385,058,000
Facilities *	$171,019,000	$186,373,000
Parks and Land Improvements	$53,454,000	$60,532,000
FES	–	$20,567,000
Fleet	–	$13,345,000
Library	–	$3,210,000
IT	–	$1,466,000
Total	**$2,927,128,000**	**$3,132,365,000**

**The Health and Active Living Plaza (HALP), with an estimated replacement value of approximately $98M, was brought into service in October 2025. However, its asset data was not included in this analysis and will be incorporated in future updates. The Service Area is currently developing and refining a detailed asset inventory to support future reporting and analysis.*

Overall, the Town's infrastructure is in relatively good condition, with approximately 84% of total replacement value rated Good or Very Good (Figure 3). Asset condition ratings were determined using available condition assessment data where available and age-based estimates for assets without recent condition assessment information.

Figure 3: Summary of Asset Condition*



* Minor discrepancies between reported totals and the sum of individual values or percentages are attributable to rounding.

Figure 4 and Table 4 summarize condition ratings by asset class and replacement value. Overall, the Town's infrastructure portfolio is predominantly in Very Good condition, representing approximately $2.3 billion in replacement value.

Figure 4: Distribution of Condition Ratings by Asset Class and Replacement Value

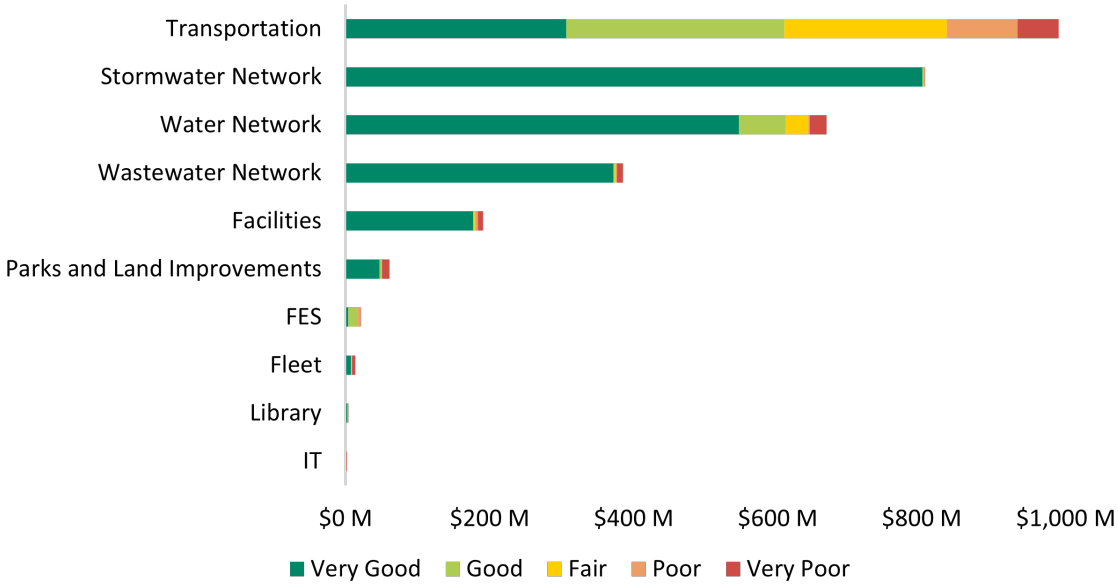


Table 4: Distribution of Condition Ratings by Asset Class and Replacement Value (In $M)

Asset Class	Very Good	Good	Fair	Poor	Very Poor
Transportation	$306	$303	$226	$98	$57
Stormwater Network	$801	$2	< $1	< $1	< $1
Water Network	$546	$65	$31	$2	$23
Wastewater Network	$372	$1	$2	$2	$8
Facilities	$177	$1	$1	$4	$7
Parks and Land Improvements	$47	$3	< $1	$1	$10
FES	$3	$14	< $1	$3	< $1
Fleet	$7	$1	$1	< $1	$5
Library	$2	$1	< $1	< $1	< $1
IT	< $1	< $1	< $1	< $1	< $1
Total	**$2,263**	**$390**	**$262**	**$110**	**$112**

Stormwater, Water, and Wastewater Network assets are concentrated in the Very Good category, reflecting the relatively newer age profile and long service life of many underground assets. Transportation assets have a broader distribution across all condition categories and account for the largest share of assets rated Fair, Poor, and Very Poor. This is typical of mature road and bridge networks that require ongoing rehabilitation and renewal investments. Facilities are also primarily rated Very Good, while Parks and Land Improvements, Fleet, Library, and IT assets represent a comparatively small portion of the Town's overall asset value.

These results provide a high-level understanding of the condition of the Town's infrastructure portfolio and support lifecycle planning, rehabilitation prioritization, and long-term capital investment forecasting.

Risk Management and Criticality Assessment

The Risk Update builds on the framework established in the Town's 2025 AMP and advances the Town's transition toward a more consistent and risk-informed approach to asset management. The framework has been refined and tailored to individual asset classes to better reflect portfolio-specific risks, service expectations, and operational requirements. A risk evaluation and mitigation framework has been developed to support lifecycle planning, Levels of Service (LOS), and capital planning decisions.

The Town's risk framework combines both quantitative and qualitative approaches. Quantitatively, risk is defined as Probability of Failure (PoF) × Consequence of Failure (CoF). Probability of Failure reflects the likelihood that an asset will fail and is primarily influenced by structural and functional condition, while also considering climate change

as a future risk factor. Consequence of Failure measures the potential impact of asset failure on service delivery, operations, and financial performance. Probability and consequence scores are combined to produce an overall risk rating, grouped into five categories ranging from Very Low to Very High risk.

To support Town-wide consistency, this AM Progress Update includes standardized PoF and CoF frameworks. The framework also considers data confidence and corporate service risks to support the identification of critical assets and move beyond a condition-based, worst-first approach to asset prioritization.

While progress has been made, several challenges remain:

- Risk results are not yet consistently used to inform capital planning and asset-related decision-making.
- A formal risk register has not been established to document, monitor, and track risks over time.
- Standard risk criteria may not fully reflect the needs of all asset classes and will require continued refinement.
- Resource constraints, including staffing and funding limitations, affect the Town's ability to fully integrate risk management into ongoing planning processes.

Overall Risk Profile

Table 5 summarizes the Town's overall risk profile for 2026. The results indicate that approximately 95% of the Town's assets, by replacement value, fall within the Very Low and Low risk categories. Compared to 2025, the overall distribution of risk remains generally consistent, with only minor shifts toward lower-risk categories and a small proportion of assets continuing to be classified as Moderate, High, or Very High risk.

Table 5: Overall Risk Rating

1 – 4 Very Low $2,051,159,000 (65%)	5 – 7 Low $926,773,000 (30%)	8 – 9 Moderate $106,472,000 (3%)	10 – 14 High $38,608,000 (1%)	15 – 25 Very High $9,353,000 (<1%)

Table 6 summarizes the risk profile of assets currently rated in Poor and Very Poor condition based on the 2026 risk analysis. These results help identify assets that may require further investigation, monitoring, rehabilitation, or renewal planning and support the Town's ongoing transition toward risk-based decision-making.

Table 6: Risks of Assets in Poor (P) and Very Poor (VP) Conditions

Asset Class	Total Replacement Cost for P/VP Assets	% of P/VP Assets Relative to Asset Portfolio	Total Replacement Cost of P/VP Assets Classified as Low and Very Low Risk	Total Replacement Cost of P/VP Assets Classified as Moderate Risk	Total Replacement Cost of P/VP Assets Classified as High and Very High Risk
Transportation	$155 M	16%	$72 M	$72 M	$11 M
Water Network	$25 M	4%	$24 M	$1 M	< $1 M
Parks and Land Improvements	$10 M	17%	$1 M	$2 M	$8 M
Wastewater Network	$10 M	3%	$10 M	–	< $1 M
Facilities	$7 M	4%	$1 M	$1 M	$5 M
Fleet	$5 M	35%	$1 M	$1 M	$3 M
FES	$3 M	17%	< $1 M	–	$3 M
IT	$1 M	69%	$1 M	–	–
Stormwater Network	< $1 M	< 1%	< $1 M	–	< $1 M
Library	< $1 M	7%	< $1 M	–	–
Total	**$217 M**	**7%**	**$109 M**	**$76 M**	**$32 M**

Note: Where CoF is unavailable, an average value for the corresponding asset class has been applied. This should be refined in the next iteration using the proposed CoF frameworks. Minor discrepancies between reported totals and the sum of individual values are attributable to rounding.

Governance

As part of this update, the Town refined its Asset Management (AM) governance framework to strengthen accountability, improve coordination across departments, and support consistent implementation of AM practices. The updated framework includes a revised governance structure, an updated Responsible, Accountable, Supportive, Consulted, and Informed (RASCI) matrix, and documentation of service and asset interdependencies.

Governance Structure

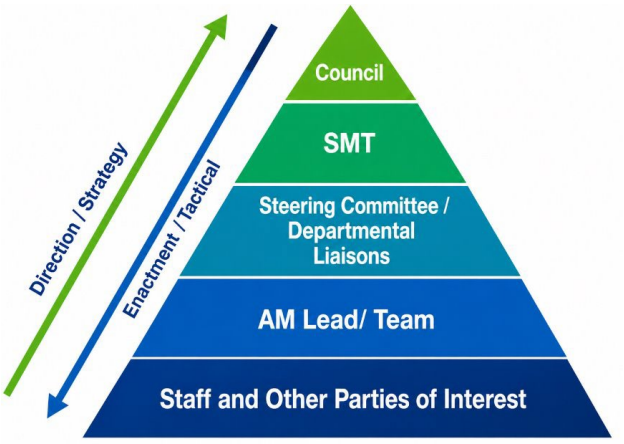
The proposed governance model clarifies roles and responsibilities across the organization and supports the effective delivery of the AM program (Figure 5).

At the corporate level, Council provides strategic direction through approval of the AM Policy, Levels of Service (LOS), and funding decisions. The Senior Management Team (SMT) provides oversight and is accountable for the Strategic Asset Management Plan (SAMP), ensuring that AM initiatives are advanced across the organization.

The AM Steering Committee and Departmental AM Liaisons support coordination and consistency across service areas, while departments remain responsible for delivering the commitments identified in the AM Plan. The AM Lead/Team is responsible for developing corporate frameworks, monitoring progress, and reporting on results. Operations and Maintenance staff, Finance, and other internal and external parties of interest support implementation.

Overall, the governance model maintains decision-making authority at the strategic level while clearly assigning implementation and day-to-day responsibilities throughout the organization.

Figure 5: Proposed Governance Model



RASCI (Responsible; Accountable; Support; Consulted; Informed) Matrix Update

To support effective AM delivery, the Town has updated its RASCI matrix, expanding on the previous RACI approach by formally recognizing supporting roles. The RASCI framework is used to clarify responsibilities, strengthen accountability, and improve coordination across departments and approval levels.

Figure 6 presents the resulting RASCI Matrix. The framework defines five role types:

- R - Responsible: The individual(s) who perform the work required to complete the task or deliverable.
- A - Accountable: The individual who is ultimately responsible for the successful completion of the deliverable.
- S - Support: Those assigned a supporting role are key to assisting the Responsible party by providing resources and inputs as well as supporting the execution of important tasks.
- C - Consulted: Individuals or groups whose expertise, opinions, or input are sought to complete the task or deliverable effectively. Consultation involves a two-way exchange of information and collaboration.
- I - Informed: Individuals or groups who are kept updated on progress or completion of the task. They are not directly involved in performing or approving the work and typically receive information after decisions or deliverables are finalized.

Figure 6: RASCI Matrix

East Gwillimbury
Growing Together

Roles / Activity		Council	SMT	AM Steering Committee/ Department	AM Lead/ Team	Staff and Other Parties of Interest
Understanding and Defining Requirements	Analysis of the Strategic Direction (AM Policy and Objectives)	A	C	C	R	C/I
	Levels of Service Framework	A	C	C (Steering Co.) R (Department)	S	C/I
	Demand Forecasting and Management	I	A	C (Steering Co.) R (Department)	S	C/I
	Asset Condition and Performance	I	I	A (Department)	R	S (O&M)
	Strategic Asset Management Plan	A (for approving)	A (for developing)	C	R	S
Developing Asset Management Lifecycle Strategies	Risk Management and Resilience	I	A	I	R	C/S (O&M)
	Operational Planning	I	C	A (Department)	R	C/I
	Capital Works Planning	I	C	A (Department)	R	S (Finance)
	Asset Financial Planning and Management	I	C	A(Department)	R	S (Finance)
	Asset Management Plans (AMPs)	I	C	A	R	C/I
Asset Management Enablers	AM People and Leadership	I	A (Define AM roles & responsibilities)	I	R (AM training)	I
	Asset Data and Information	I	C	A (Department)	R	S
	Asset Management Information Systems	I	I	A (Department)	R	I
	AM Process Management	I	C	A	R	I
	Outsourcing and Procurement	I	C	A (Department for capital project outsourcing/ procurement)	A (for corporate level work) /R	C
	Continuous Improvement	I	A	C	R	I

Table 7 summarizes the key asset management activities covered by the RASCI framework, including strategic planning, Levels of Service, risk management, capital planning, financial planning, asset management plans, data management, information systems, procurement, and organizational leadership.

Table 7: RASCI Activity Description

Activity	Definition
Analysis of the Strategic Direction (AM Policy and Objectives)	Review and refine the Asset Management (AM) policy to ensure alignment with the corporate vision and legislative requirements. Define clear objectives and prioritize initiatives.
Levels of Service Framework	Define and document customer and technical service levels. Establish measurable performance metrics and targets to track service delivery.
Demand Forecasting and Management	Analyse population growth, land use patterns, and service trends. Identify key demand drivers and evaluate their impact on existing and future assets.
Asset Condition and Performance	Develop and implement programs to assess asset condition and monitor performance. Analyze deterioration trends to inform maintenance and renewal strategies.
Strategic Asset Management Plan (SAMP)	Develop and periodically update the SAMP, ensuring alignment with AM policy and corporate strategy.
Risk Management and Resilience	Identify risks related to assets, assess their likelihood and potential consequences, and develop strategies to mitigate and manage these risks.
Operational Planning	Develop maintenance strategies and optimize operations and maintenance (O and M) activities. Ensure coordination and integration with capital planning efforts.
Capital Works Planning	Identify capital asset renewal and upgrade needs. Prioritize capital projects based on asset condition, risk, and organizational priorities.
Asset Financial Planning and Management	Align lifecycle costs with budget forecasts. Evaluate funding strategies and investment scenarios to support sustainable asset management. Note: Council formally approves the 10-year capital plan. This activity refers to the financial analysis and planning work that supports that approval.
Asset Management Plans (AMPs)	Develop and maintain AMPs for all major asset classes, integrating lifecycle strategies, risk management, and service level objectives.
AM People and Leadership	Define AM roles and responsibilities. Build organizational capacity through training and development programs.
Asset Data and Information	Establish data standards and protocols for collection, validation, and storage. Ensure high-quality, accessible data to support decision-making.

Asset Management Information Systems	Select, implement, and manage AM systems. Ensure seamless integration with other corporate systems.
AM Process Management	Develop and maintain standardized AM processes to promote consistency, efficiency, and proper documentation.
Outsourcing and Procurement	Manage contracts and procurement activities related to asset services, ensuring alignment with AM objectives and strategic priorities.

Service Interdependency

Service interdependency refers to the extent to which one service area's ability to deliver its LOS depends on the assets, activities, and decisions of other service areas. Understanding these relationships helps identify where coordination is critical to maintaining reliable service delivery and organizational resilience.

For this update, interdependencies were assessed based on:

1. Coordination and planning effort between departments.
2. Operational impacts during maintenance activities, service disruptions, or emergency events.
3. Alignment of renewal, acquisition, and capital planning activities across service areas.

The assessment was designed to align with the Town’s current AM maturity level, focusing on operational relationships and resilience rather than detailed service-to-asset mapping.

Table 8 presents the framework used to assess interdependencies based on the level of coordination required (Time and Effort) and the degree to which one service relies on another (Asset Impact).

Table 8: Service Interdependency Framework

Score	Time and Effort	Asset Impact
1	Never	No relationship
2	Only when issue arise (informal)	Ad-hoc reliance
3	Regular (formal) meetings	Scenario specific reliance
4	Frequent (weekly, formal) meetings/ discussion	Reliance most of the time

5	Constant (almost daily)	Consistent, direct reliance to deliver service

The scores are combined into a single interdependency rating ranging from 1 to 25 and grouped into five levels, as shown in Table 9.

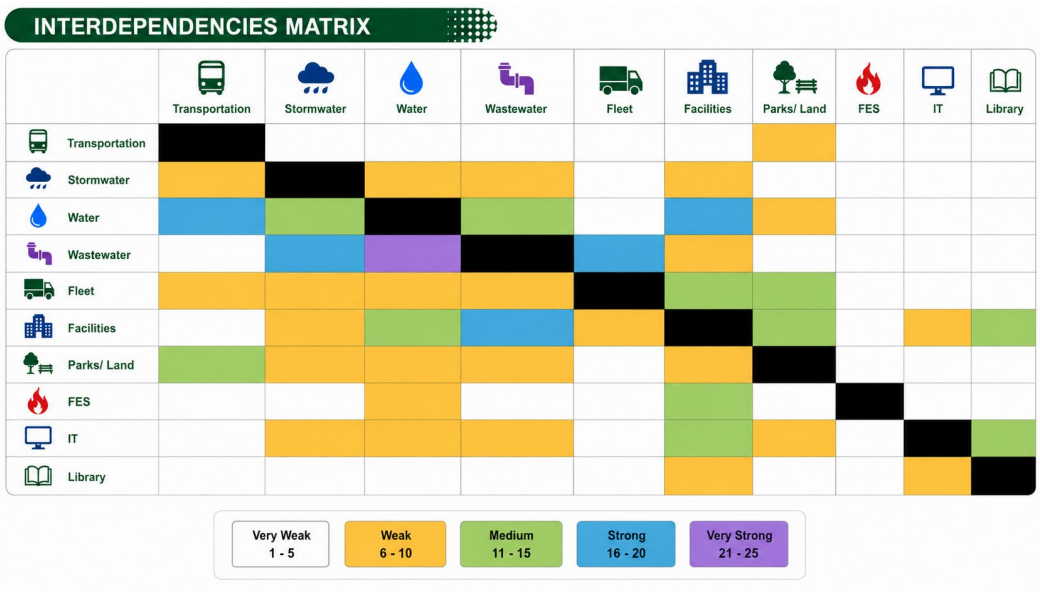
Table 9: Interdependency Score Breakdown

Very Weak	Weak	Medium	Strong	Very Strong
1 – 5	6 – 10	11 – 15	16 – 20	21 – 25

Figure 7 presents the resulting Interdependency Matrix.

The assessment found that most service relationships are classified as Weak or Very Weak, indicating that coordination is often informal or issue driven. However, several core service areas demonstrate stronger dependencies. The most significant relationship is between Water and Wastewater, which was assessed as Very Strong. Additional Strong interdependencies exist between Stormwater, Wastewater, Transportation, Fleet, and Facilities, reflecting shared infrastructure corridors, operational coordination requirements, and the potential for cascading impacts when failures occur.

Figure 7: Interdependency Matrix.



These findings help identify where coordination is already critical to service delivery and where there are opportunities to strengthen integrated planning, improve resilience, and support more efficient decision-making across departments.

Levels of Service and Performance Monitoring

The Levels of Service (LOS) update builds on the framework established in the Town's 2025 Asset Management Plan (AMP). The update reviews existing LOS targets and performance measures, assesses progress made since the 2025 AMP, and identifies refinements to support clearer, more practical, and transparent performance monitoring. The updated framework remains aligned with the requirements of Ontario Regulation 588/17.

Since 2025 AMP, the Town has made progress in asset data management, lifecycle planning, and internal coordination. The level of progress varies across asset categories and reflects differences in data maturity, inspection programs, and established monitoring practices. Asset categories such as Transportation, Water, Wastewater, and Stormwater generally have more mature condition and performance information, while other asset categories continue to develop performance measures that align with available data and operational practices.

As part of the 2026 update, existing LOS measures were reviewed to determine whether they should be retained, refined, removed, or supplemented. The review focused on ensuring that performance measures remain relevant, practical, and aligned with service delivery objectives.

Key findings from the review include:

- Continued improvement in asset data and performance monitoring for Transportation, Water, and Wastewater assets.
- Ongoing refinement of LOS measures across other asset categories.
- Continued challenges related to data standardization and varying levels of data maturity across service areas.

For each service area, the LOS framework identifies the LOS type, service attribute, unit of measure, proposed LOS target, current performance, data source, and stakeholder feedback. This structure strengthens the connection between service objectives, asset performance, lifecycle planning, and future reporting.

The detailed LOS framework is provided in the Appendix section of the main report as part of the service area report cards.

To support ongoing monitoring and accountability, the 2026 AM Progress Update also includes a LOS monitoring and reporting framework that identifies data ownership and reporting frequency for each service area. This framework is intended to support consistent performance monitoring and clarify departmental responsibilities.

Overall, the updated LOS framework provides a structured basis for measuring asset performance, tracking progress over time, and supporting future AM Progress Updates through the Town's annual review process.

Asset Management Progress Summary, Improvement Plan, and Roadmap

The Asset Management (AM) Improvement Roadmap (Table 10) translates the findings of the 2026 AM Progress Review into a practical implementation plan for advancing the Town's AM program. The roadmap outlines improvement actions from 2026 to 2031 and recognizes that many initiatives are interdependent and must be implemented in a logical sequence.

The roadmap is organized around key AM capability areas and is intended to support coordinated implementation across departments. Action sequencing reflects the dependencies identified during the review. For example, improvements to system integration and use of AM software rely on establishing consistent data standards, clear ownership, and defined business processes. Similarly, greater use of risk in capital planning and prioritization depends on reliable condition data, updated asset information, and a consistent approach to applying risk results.

Actions are grouped into short-, medium-, and long-term priorities to reflect current resource availability and organizational capacity. The roadmap provides a realistic path toward improving asset management practices while supporting ongoing service delivery and operational requirements.

The roadmap is intended to be a living document that is reviewed and updated regularly to reflect changing priorities, resource availability, system enhancements, and organizational needs. It will also support the Town's annual AMP review process by tracking completed actions, identifying implementation challenges, and documenting strategies to address barriers over time.

Detailed service area improvement plans are provided in Appendix A. These plans identify service-specific actions and support the phased implementation of the Town's overall AM Improvement Roadmap.

Table 9: AM Improvement Roadmap

	AM Capability Area	Actions	Priority*	Short Term (Year 1)	Medium Term (Year 2-4)	Long Term (Year 5+)
1	**Purpose and Context**	Define and communicate AM contribution to corporate objectives	★★	●		

2	**Leadership and Governance**	Develop communication and onboarding plan for the AM Policy	★★★	●		
3	**Organization and People**	Define AM leads or liaisons per department	★★★		●	
		Develop and implement change management framework	★			●
4	**Strategy and Planning**	Define and document demand drivers in AMPs	★★★		●	
		Define standard AM planning outputs (e.g., needs, risks, forecasts)	★★★		●	
		Integrate resource and supply constraints into planning	★★★		●	
5	**Decision-Making**	Develop formal prioritization framework (risk, LOS, cost)	★★★		●	
		Streamline and automate prioritization and planning process	★★★			●
6	**Lifecycle Delivery**	Document and share leading practices (e.g., EPW)	★★		●	
7	**Information Management**	Define minimum data requirements and standards	★★★		●	
		Remove Citywide Usage Constraints (Time and Data Quality)	★			●
		Define system integration approach and responsibilities	★		●	
8	**Risk Management**	Continue refining Risk Models and use Risk assessment results to prioritize capital projects	★★		●	
9	**Review and Continual Improvement**	Establish AM improvement roadmap tracking	★★★/★★		●	
		Develop structured benchmarking approach (where useful)	★			●

10	**Value and Outcomes**	Enhance long-term financial planning and capital forecasting	★★★		•	

* High - ★★★, Medium - ★★, Low - ★

Identified Improvement Areas and Actions

In accordance with Ontario Regulation 588/17, the 2026 AM Progress Update identified several improvement areas that affect the Town's ability to continue advancing Asset Management (AM) maturity and fully implement the objectives of the Asset Management Plan (AMP).

The improvement areas were developed based on the findings of the maturity assessment, Levels of Service review, risk assessment, governance review, and other activities completed as part of the 2026 AM Progress Update. To provide a consistent and structured approach, the improvement areas have been organized according to the AM capability areas used in the maturity assessment.

This summary provides a clear link between the key findings of the review and the actions required to address identified gaps and opportunities. The resulting actions are intended to strengthen AM practices, improve decision-making, and support the continued implementation of the Town's AM program.

The identified improvement areas and corresponding actions form the basis of the Town's AM Improvement Plan and AM Improvement Roadmap. A summary of these improvement areas and actions is provided in Table 11.

Table 11: Identified Improvement Areas and Actions

AM Capability Area	Improvement Area	Improvement Action	Intended Outcome
Purpose and Context	Limited visibility of how AM supports strategic outcomes	Define and communicate the contribution of AM to corporate objectives	Improve organization-wide understanding, buy-in, and support for AM implementation
Leadership and Governance	AM policy exists, but awareness and implementation are not consistent	Develop a communication and onboarding plan for the AM Policy	Improve awareness of AM responsibilities and expectations
Organization and People	No formal AM ownership structure within all departments	Define AM leads or liaisons for each department	Improve departmental accountability and coordination

	Limited structured change management approach	Develop and implement change management framework	Support consistent adoption of AM changes across departments
Strategy and Planning	Demand drivers are identified, but require ongoing refinement	Define and document demand drivers in future AMPs	Improve alignment between growth, service demand, and asset planning
	AMP outputs are not always standardized or easy for departments to use	Define standard AM planning outputs, such as needs, risks, and forecasts	Support business cases, budget requests, and consistent reporting
	Resource and supply constraints are not consistently captured in planning	Integrate resource and supply constraints into planning	Improve realism of capital plans and implementation schedules
Decision-Making	Capital decisions based on departmental input and affordability	Develop formal capital prioritization framework (risk, LOS, cost)	Support transparent and consistent capital decision-making
	Capital planning and prioritization can be time-intensive and department-specific	Streamline and automate prioritization and planning processes where practical	Improve consistency and reduce effort in capital planning
Lifecycle Delivery	Lifecycle practices vary across departments	Document and share leading lifecycle practices	Improve consistency in lifecycle planning and treatment selection
Information Management	Minimum data standards are not consistently defined	Define minimum data requirements and standards	Improve data quality, completeness, and consistency
	Citywide is not yet used consistently as a central source of truth	Remove PSD Citywide usage constraints related to time and data quality	Improve system use and reduce repeated data collection exercises
	Systems are not fully integrated across GIS,	Define system integration	Improve data flow, reduce duplication,

	Citywide, spreadsheets, and other tools	approach and responsibilities	and clarify ownership
Risk Management	Risk models exist, but risk results are not consistently used in capital planning	Continue refining risk models and use risk results to prioritize capital projects	Strengthen risk-based decision-making
Review and Continual Improvement	AM improvement activities are not formally tracked	Establish AM improvement roadmap tracking	Monitor implementation progress and support annual reporting
	Benchmarking used informally	Develop structured benchmarking approach (where useful)	Identify improvement opportunities and inform service and resource planning
Value and Outcomes	Limited visibility of requested versus approved funding and funding gaps	Strengthen long-term financial planning and capital forecasting	Improve transparency of funding needs and support budget decisions

Financial Implications

The 2026 Asset Management Progress Update highlights the financial and resource implications of implementing the Asset Management Plan. This includes the integration of risk-based capital planning, as well as potential resource requirements to support implementation of identified improvement actions. The progress update also confirms continued alignment with the 2025 AMP financial strategy to ensure long-term financial sustainability and informed decision-making.

Need For Public Consultation

Public consultation is not required. Following Council’s approval of the 2026 Asset Management Progress Update, the final document will be submitted to the province and posted on the Town’s website in an accessible format to ensure transparency and public access, in accordance with O.Reg. 588/17.

Alignment to Strategic Plan

Quality Programs and Service

The 2025 Asset Management Progress Update meets legislative requirements and supports the Town by ensuring that the condition of town core and non-core assets are regularly reviewed and an improvement plan is in place so that Town assets continue to provide safe and reliable services.

Conclusion

The 2026 AM Progress Update shows that the Town has made steady progress in advancing its asset management practices, with overall maturity assessed at 2.64 (Developing and approaching Competent). Infrastructure remains in good condition, with approximately 84% of assets rated Good or Very Good, and the overall risk profile is stable, with about 95% of assets in the Very Low to Low-risk categories. While governance, Levels of Service, and risk management frameworks have been strengthened, further work is needed to improve data quality, system integration, and consistent application of asset management practices across all service areas. The AM Improvement Roadmap (Table 3) and service area actions (Appendix A) provide a structured path forward to support continued progress toward ISO 55000 competence and more integrated, risk-informed decision-making.

Once approved, the 2026 Asset Management Progress Update brings the Town into compliance with Ontario Regulation 588/17 to the extent of the requirements to be completed by July 1, 2026. This Plan also supports more informed decision-making related to asset acquisition, renewal, and lifecycle investment. Compliance with the regulation enables continued access to provincial and federal funding programs, including the Canada Community-Building Fund, which remains an important funding source for the Town.

Staff will use the recommendations of this Progress Update to further mature the Town’s Asset Management program. Staff will also report annually to Council on progress achieved in implementing the Asset Management program and associated improvement actions.

Appendices

Appendix 1: 2026 Asset Management Progress Update

Approval

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Town of East Gwillimbury

2026 Asset Management Progress Update



June 2026

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Acknowledgments

The development of the 2026 Asset Management Progress Update was a significant, Town-wide effort involving collaboration across all service areas. Input was gathered through workshops, meetings, and review sessions, requiring considerable time and effort.

The Asset Management Team would like to sincerely thank the Steering Committee, Town staff, and the Council for their continued support, guidance, and contributions throughout the development of this update.

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Key Definitions

Term	Description
Asset	A physical resource with economic value that a municipality controls with the expectation that it will provide a public service. An asset may include infrastructure, equipment, vehicles, or other resources with a purchase value at or above the Town's capitalization threshold. An asset can also include natural and green assets such as trees and natural areas that are measurable.
Asset Condition Assessment	The process of continuous or periodic inspection, assessment, measurement and interpretation of the resultant data to indicate the condition of a specific asset to determine the need for some preventative or remedial action. It is a crucial part of asset management to determine remaining useful life and an assets capability to meet performance requirements.
Asset Management	The coordinated activity to realize value of assets.
Asset Management Governance	Asset Management governance refers to the framework that links functions, assigns accountabilities and responsibilities, and supports consistent, coordinated decision-making.
Asset Management Maturity	Asset Management maturity refers to the extent to which an organization's asset management capabilities, performance, assurance processes, and embedded behaviours meet the needs of current and future parties of interest, while responding to its operating context.
Asset Management Plan	A plan developed for the management of infrastructure assets, in compliance with Ontario Regulation 588/17 (O. Reg. 588/17), that combines multi-disciplinary management techniques (including technical and financial) over the lifecycle of the asset in the most cost-effective manner to provide a specific level of service.
Asset Management Program	The term used to describe the activities, people, and processes that make up Asset Management at the Town.
Asset Management Roadmap	An Asset Management roadmap is multi-year plan to improve AM processes and address practice gaps.
Citywide	A municipal asset management and financial planning software platform developed by PSD Citywide used to support the inventory, valuation, lifecycle planning, risk assessment, and reporting of municipal infrastructure assets. It enables integration of asset data to support capital planning, budgeting, and regulatory reporting requirements, including Ontario Regulation 588/17 compliance.
Current Replacement Value	The cost, in today's dollars, to replace an existing asset with another like asset that performs the same function and purpose.
Estimated Service Life	The estimated amount of time that an asset is expected to maintain its performance or function.
Levels of Service	Levels of service is a qualitative or quantitative description of a service that is being provided. The Town evaluates two types of Levels of Service: Community Levels of Service and Technical Levels of Service.
Parties of Interest	Individuals, groups, organizations, agencies, or communities that have an interest in, may influence, or may be impacted by the Town's asset management decisions, services, programs, or operations.
Risk	In an asset management context, risk refers to the probability and consequence (outcome) of potential events that could negatively affect the Town's ability to meet its defined levels of service.

Acronyms and Abbreviations

Acronyms / Abbreviation	Description
AC	Asbestos Cement
AM	Asset Management
AMP	Asset Management Plan
B	Billion
BCA	Building Condition Assessment
BCI	Bridge Condition Index
CAO	Chief Administrative Officer
CCTV	Closed-circuit Television
CMMS	Computerized Maintenance Management System
CoF	Consequence of Failure
CSA	Canadian Standards Association
DI	Ductile Iron
DWQMS	Drinking Water Quality Management System
EPW	Engineering and Public Works
ESL	Estimated Service Life / Expected Service Life
FES	Fire and Emergency Service
FOTL	Friends of the Library
GHG	Greenhouse Gas
GIS	Geographic Information System
HDPE	High-Density Polyethylene
IAM	The Institute of Asset Management
IAP2	The International Association for Public Participation
ISO	The International Organization for Standardization
IT	Information Technology
KPI	Key Performance Indicator
LMS	Learning Management System- A Training Portal at the Town
LOS	Levels of Service
M	Million
MMS	Minimum Maintenance Standards
O and M	Operations and Maintenance
O. Reg.	Ontario Regulation
OSIM	Ontario Structure Inspection Manual
PACP	Pipeline Assessment and Certification Program
PCI	Pavement Condition Index
PE	Polyethylene
PMS	Pavement Management System
PoF	Probability of Failure
PRC	Parks, Recreation and Culture
PSD	Public Sector Digest
PVC	Polyvinyl chloride

Acronyms / Abbreviation	Description
P/VP	Poor and Very Poor
RACI	Responsible; Accountable; Consulted; Informed
RASCI	Responsible; Accountable; Support; Consulted; Informed
SAMP	Strategic Asset Management Plan
SIPOC	Suppliers; Inputs; Process; Outputs; Customers
SMT	Senior Management Team
SWM	Stormwater Management
TCA	Tangible Capital Assets



Executive Summary

The Town of East Gwillimbury ("the Town") infrastructure assets represent a significant community investment and support safe, reliable service delivery. The 2026 Asset Management Progress Update documents the Town's progress in implementing its Asset Management Plan (AMP) since the completion of the 2025 AMP. The update consolidates work undertaken across all asset classes and summarizes progress achieved, improvement areas identified, and planned actions to continue advancing AM practices.

The purpose of this 2026 Progress Update is to:

- Summarize the progress in implementing the Town's Asset Management (AM) program and Asset Management Plans.
- Highlight key constraints affecting implementation.
- Identify practical next steps for continuous improvement, aligned with Ontario Regulation 588/17 (O. Reg. 588/17).

Key Updates and Progress Summary

The 2026 Asset Management Planning Progress Update documents the Town of East Gwillimbury's progress in implementing its AMP since the 2025 AMP was completed. The update consolidates work undertaken across all asset classes and summarizes progress achieved, improvement areas identified, and planned actions to continue advancing AM practices.

The update has been prepared in alignment with Ontario Regulation (O. Reg.) 588/17, Asset Management Planning for Municipal Infrastructure. The regulation requires municipalities to maintain AMPs and complete annual reviews of AM planning progress.

The Town's AM program continues to support informed infrastructure and service delivery decision making. The program is guided by Council approved policies, frameworks, and AMPs prepared for ten service areas, including Transportation, Stormwater, Water, Wastewater, Facilities, Fleet, Parks and Land Improvements, Fire and Emergency Services, IT, and Library. The Town has continued to develop State of Infrastructure reporting, asset inventories, condition information, lifecycle planning, risk considerations, governance practices, and Levels of Service monitoring.

As shown in **Table ES-1,** key updates completed through the 2026 AM Progress Update include:

Table ES- 1: Key Updates and Progress in this AM Progress Update

Update Area	Progress Summary
Regulatory alignment	The update supports the Town's annual review requirements under O. Reg. 588/17 and documents progress, implementation considerations, and planned actions.
AM maturity assessment	A corporate and portfolio level maturity assessment was completed using the Institute of Asset Management (IAM) maturity scale. The Town's average determined maturity score is 2.64, which is Developing and approaching Competent, with a target score of 3.50.
State of Infrastructure	The Town's asset inventory was updated to 96,894 asset records with a total replacement value of approximately $3.1 B. This represents an increase of approximately 7.9% compared to the 2025 valuation of $2.9 B.
Asset condition	Approximately 84% of the Town's assets are rated in a condition of Good or Very Good, and approximately 7% in Poor or Very Poor.
Risk and criticality	The risk framework was updated to support Town-wide standardization, including updated Probability of Failure and Consequence of Failure criteria, a risk evaluation matrix, risk management strategy and a high-level risk-based prioritization framework. Risk scores were updated.
Levels of Service	The Town reviewed the 2025 Levels of Service (LOS) framework, and updated monitoring and reporting practices to support more practical and transparent performance monitoring.
Governance	The Town updated its governance framework, including proposed governance roles, RASCI (Responsible; Accountable; Support; Consulted; Informed) refinements, communication approaches, and asset interdependency considerations.
Improvement Plan and Roadmap	An improvement plan for Service Areas and a structured improvement roadmap has been prepared to guide continued advancement of the Town's AM maturity and support future annual reviews

This update provides a clear and accessible summary of progress for Council, staff, and the public. It also strengthens the connection between asset management, financial planning, capital budgeting, risk-based decision making, service delivery objectives, and long-term sustainability.

State of Infrastructure Update

The Town's asset inventory includes 96,894 asset records with a total replacement value of approximately $3.1 B. Compared to the 2025 valuation of approximately $2.9 B, this represents an increase of approximately $200 M. Approximately $90 M of this increase is attributable to the application of a 3% inflation rate to replacement costs, while approximately $110 M reflects changes in the asset base, including newly added assets, capital improvements, and continued refinements to inventory completeness and data quality.

Table ES-2 summarizes the Town's asset inventory records and replacement costs by asset class. Transportation assets continue to represent the largest asset class by replacement value, followed by Stormwater, Water, and Wastewater Network assets. No direct comparison is available for FES, Fleet, Library, and IT assets, as these assets were recategorized according to the updated asset hierarchy.

Table ES- 2: Summary of Inventory and Replacement Cost by Asset Class

Asset Class	2026 Count of Records in Inventory *	2025 Total Replacement Cost	2026 Total Replacement Cost
Transportation	12,540	$924,332,000	$990,390,000
Stormwater Network	22,669	$757,321,000	$803,961,000
Water Network	32,280	$628,742,000	$667,462,000
Wastewater Network	9,391	$365,035,000	$385,058,000
Facilities **	2,073	$171,019,000	$186,373,000
Parks and Land Improvements	15,377	$53,454,000	$60,532,000
FES	633	–	$20,567,000
Fleet	105	–	$13,345,000
Library	740	–	$3,210,000
IT	1,086	–	$1,466,000
Total	**96,894**	**$2,927,128,000**	**$3,132,365,000**

** Count of Asset Records represents the number of inventory records and may differ from the physical quantity of assets.*

*** The Health and Active Living Plaza (HALP), with an estimated replacement value of approximately $98M, was brought into service in October 2025. However, its asset data was not included in this analysis and will be incorporated in future updates. The Service Area is currently developing and refining a detailed asset inventory to support future reporting and analysis.*



Overall, the Town's assets are in a relatively good condition, with approximately 84%* of the total replacement value rated Good or Better (**Figure ES-1**). Asset condition was determined using condition assessment data where available and age-based estimation for assets without recent condition assessment data.

** Minor discrepancies between reported totals and the sum of individual values or percentages are attributable to rounding.*

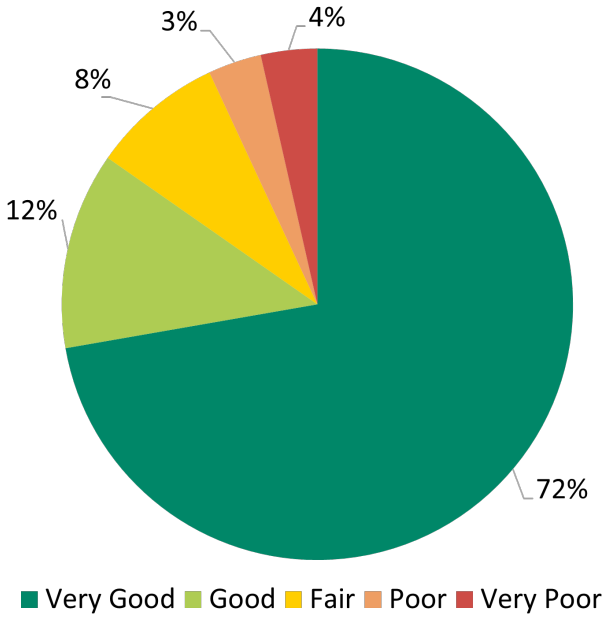


Figure ES-1: Overall Asset Condition Ratings by Replacement Value

Levels of Service and Performance Monitoring Trend

The 2026 Levels of Service (LOS) update builds directly on the framework established in the Town's 2025 AMP. The update reviews existing LOS targets and performance measures, assesses progress made since the 2025 plan, and identifies refinements to support clearer, more practical, and more transparent performance monitoring. The updated framework remains aligned with the requirements of Ontario Regulation 588/17.

Since the 2025 AMP, progress has been made in asset data, lifecycle planning, and internal coordination. Progress varies by asset category and reflects differences in data maturity, inspection practices, and established monitoring processes. The asset categories, including roads, bridges and culverts, water, wastewater, and stormwater, generally have more established condition and performance data. Other asset categories continue to mature, with several service areas still developing practical indicators that align with available data and operational practices.

As part of the 2026 update, the Town reviewed existing LOS measures to determine whether they should be retained, refined, removed, or supplemented. The review focused on relevance, practicality, and alignment with service delivery objectives, with particular attention to measures that may be duplicative, difficult to calculate consistently, or descriptive of asset scale.

Key observations from the LoS review include:

- Continued improvement in asset data and monitoring practices for asset categories such as transportation, water, and wastewater.
- Ongoing refinement of LOS measures for other asset categories.
- Challenges related to data standardization and differences in data maturity across service areas.
- The need to clarify data sources and calculation methods for certain performance measures.

For each service area, the LOS framework identifies LOS type, service attribute, unit of measure, proposed LOS targets, current performance, data source, and important feedback received. This structure supports improved transparency and clearer links between service objectives, asset performance, lifecycle planning, and future reporting.

The 2026 AM Progress Update also documents a LOS monitoring and reporting framework that identifies data ownership and reporting frequency for each service area. This framework is intended to support consistent monitoring and clarify departmental responsibilities. Where thresholds and triggered actions have not yet been defined, trends will continue to be monitored as reporting practices mature.

The updated LOS provides a structured basis for monitoring asset performance, tracking progress, and supporting future AM Progress Updates through the Town's annual review process.

Risk Profile Update

The Risk Update builds on the framework established in the Town's 2025 AMP. It reviews the existing risk approach and introduces a standardized, corporate-wide framework tailored to each asset portfolio. The criteria and risk factors have been refined and customized by asset class to reflect portfolio-specific context, consequence drivers, and service expectations. A complementary risk evaluation and mitigation framework has also been developed to integrate risk and criticality results with lifecycle strategies and LOS indicators. In addition, a high-level risk-based prioritization framework is generated to support evidence-informed capital planning.

Table **ES-3** summarizes the overall risk profile for 2026, with most assets remaining in the very low to low-risk categories (95%). Compared to 2025, the distribution of risk remains broadly consistent, with minor shifts toward lower-risk categories and a small proportion of assets continuing to be classified as moderate to very high risk.

Table ES-3: Overall Risk Rating

1 – 4 Very Low $2,051,159,000 (65%)	5 – 7 Low $926,773,000 (30%)	8 – 9 Moderate $106,472,000 (3%)	10 – 14 High $38,608,000 (1%)	15 – 25 Very High $9,353,000 (<1%)

AM Maturity Assessment

A maturity assessment was completed by asset category and service area using the Institute of Asset Management (IAM) maturity scale. The assessment included AM 101, which evaluates foundational AM elements, and AM 201, which assesses the level of implementation and effectiveness of supporting systems and practices.

The Town's average determined maturity score is 2.64, which is Developing and approaching Competent. The target maturity score is 3.50. The results show that the Town has higher maturity in Purpose and Context, while continued improvement in Risk, Review and Continual Improvement, Lifecycle Delivery, and Information Management will support progression toward overall competence.

Figure ES-2 shows the summary of AM maturity assessment results, indicating the Town's AM maturity position in various areas. The maturity assessment identifies actions to advance consistency, standardization, and cross departmental alignment. Key areas of focus include clarifying AM ownership and accountability, strengthening AM policy communication, formalizing demand management, implementing a Town wide capital prioritization framework, improving data and information management, and further integrating risk into capital planning and decision making.

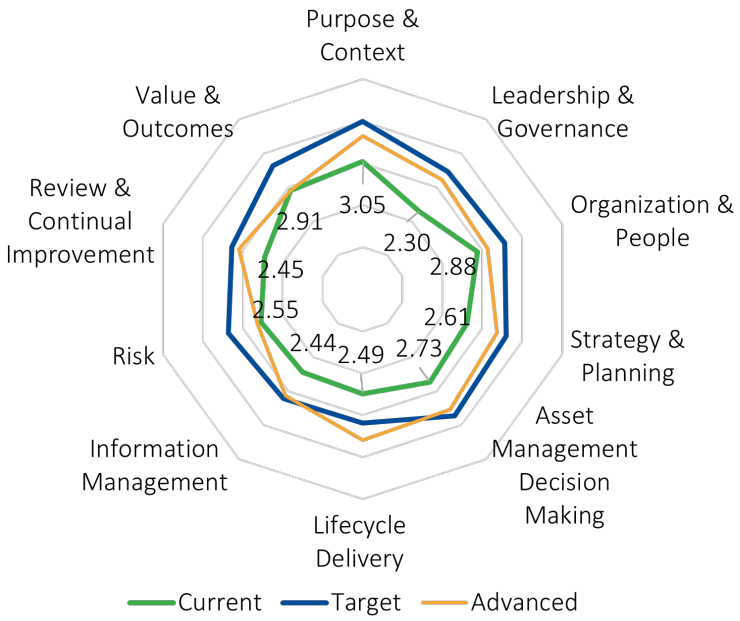


Figure ES-2: Summary of Maturity Results



Asset Management Improvement Plan and Roadmap

The AM Improvement Roadmap (**Table 7-3**) translates the findings of the 2026 AM Progress Review and the identified improvement areas into a phased and practical implementation plan. The roadmap organizes improvement actions from 2026 to 2031 and recognizes that many actions are interdependent and must be implemented in a logical sequence.

The roadmap is structured around AM capability areas and is intended to support coordinated implementation across departments. Sequencing of actions reflects the dependencies identified during the review. For example, improvements to system integration and use of Citywide depend on defined data standards, clear ownership, and agreed business processes. Similarly, stronger use of risk in capital prioritization depends on consistent condition data, updated asset information, and clarity on how risk results are to be applied.

The roadmap identifies actions to be completed in the short, medium, and long term, recognizing current resource availability and organizational capacity. The roadmap is intended to be used as a living implementation and tracking tool. It should be reviewed and updated regularly to reflect changes in priorities, resources, systems, and organizational capacity. It is also intended to support the Town's annual AMP progress review by tracking completed actions, identifying barriers to implementation, and documenting strategies to address those barriers over time.

Service area specific improvement plans are provided in **Appendix A**. These plans identify actions for individual service areas and support phased implementation of the Town's AM improvement roadm



1. Introduction

1.1 Purpose of the Update

The Town of East Gwillimbury ("the Town") infrastructure assets represent a significant community investment and support safe, reliable service delivery. This Progress Update provides an annual review of the Town's progress in implementing the 2025 Asset Management Plan (AMP), including advancements in asset condition assessment, performance monitoring, risk/criticality evaluation, lifecycle planning, and governance to support capital planning, budgeting, and Council decision-making.

The update serves to:

- Report on progress in implementing approved AM policies, frameworks, and plans.
- Identify factors that have affected implementation and document actions being taken to address them.
- Perform a corporate and portfolio-level Maturity Assessment and identify improvement areas.
- Present a structured improvement roadmap to guide continued advancement of the Town's AM maturity.
- Provide a clear and accessible summary of progress for Council, staff, and other parties of interest.

WHY THIS UPDATE MATTERS

This 2026 Progress Update reports on the Town's progress in implementing the AMPs and advancing compliance with O. Reg. 588/17. It summarizes the latest maturity assessment results and updates the State of Infrastructure, Levels of Service, risk and criticality, governance, and describes an improvement roadmap to support Council and capital planning decisions.

1.2 Regulatory Context (O. Reg. 588/17)

Ontario Regulation 588/17 (O. Reg. 588/17), AM Planning for Municipal Infrastructure, requires municipalities to maintain AMPs and conduct annual reviews of AM planning progress. The regulation outlines specific reporting obligations, including documentation of implementation progress, identified impediments, and proposed actions.

The 2026 AM Progress Update has been prepared in alignment with the regulation, with content structured to address:

- Annual review requirements on or before July 1 in each year, under Section 9 of O. Reg. 588/17.
    - Progress toward implementing previously approved AMPs.
    - Integration of levels of service (LOS), risk considerations, lifecycle management, governance, and financial planning.
    - Identification of actions to support continuous improvement and future compliance milestones.

1.3 Overview of the Town's AM program

The Town has established a corporate AM Program that supports informed infrastructure and service delivery decision making. The program is guided by Council approved policies, frameworks, and a series of AMPs prepared for ten service areas. The asset hierarchy can be found in Appendix C.

Key elements of the Town's AM Program include:

- Coverage of diverse municipal asset service areas, including Transportation, Stormwater, Water, Wastewater, Facilities, Feet, Parks and Land Improvements, Fire and Emergency Services (FES), IT, and Library.
- Adoption of a structured AM framework, supported by defined governance roles and an AM Steering Committee.
- Review of progress to date and identification of targeted actions to further embed AM practices across the organization. Progressive development of State of Infrastructure (SOI) reporting, asset inventories, condition information, and lifecycle considerations.
- Ongoing efforts to strengthen alignment between AM, financial planning, capital budgeting, and service delivery objectives.

2. AM Maturity Assessment

A maturity assessment of The Town was conducted by asset category and service area in accordance with the Institute of Asset Management (IAM) maturity scale. The assessment was completed using a survey consisting of two components: AM 101, which evaluates the Town's performance against the foundational elements of asset management, and AM 201, which builds on these fundamentals by assessing the level of implementation and effectiveness of supporting systems and practices to identify areas that exceed ISO 55000 competence. The IAM Maturity scale is provided in Table 2-1. The detailed assessment framework is provided in Appendix B. The results of the maturity assessment are summarized and discussed below.

2.1 Assessment Framework

The IAM has identified ten key AM capabilities that organizations should develop to manage assets effectively. Each capability focuses on a specific domain, collectively covering a broad range of disciplines essential for maximizing value, performance, and asset longevity. These capabilities serve as a strategic framework, guiding asset managers in aligning resources, managing risk, and making informed decisions to achieve both organizational and sustainability objectives.

Each of the ten capabilities is further broken down into specific subjects, offering detailed guidance and deeper insight into the practical aspects of AM. These subjects provide a granular view of what each capability entails, helping organizations understand and implement best practices in asset management.



Figure 2-1: The IAM's 40 AM Subject Areas[1]

IAM has developed a six-point AM maturity scale, which was utilized to assess the capabilities and maturity of the Town. A set of 40 targeted assessment questions was aligned to this scale to evaluate current practices. Table 2-1 below presents the maturity scale definitions alongside the corresponding survey responses. To enable as many responses as possible the IAM definition was converted into a corresponding survey response.

[1] IAM (2025) The IAM 10-box model

Table 2-1: The IAM Six-point AM Maturity Scale

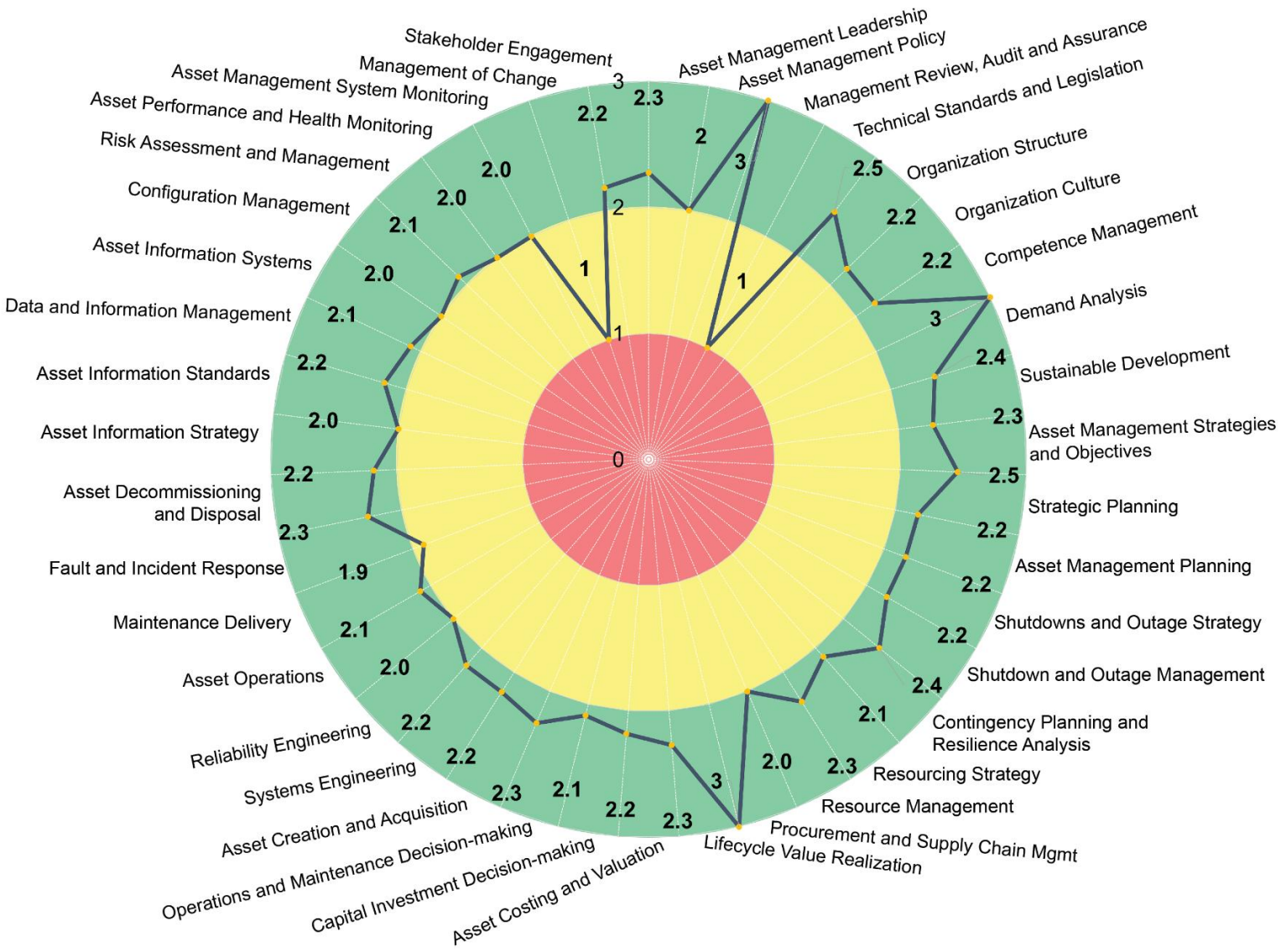
Scale	Definition
0 – Innocent	The organisation has not recognised the need for this requirement and/or there is no evidence of commitment to put it in place.
1 – Aware	The organisation has identified the need for this requirement, and there is evidence of intent to progress it.
2 – Developing	The organisation has identified the means of systematically and consistently achieving the requirements and can demonstrate that these are being progressed with credible and resourced plans in place.
3 – Competent	The organisation can demonstrate that it systematically and consistently achieves relevant requirements set out in ISO 55001.
4 – Optimizing	The organisation can demonstrate that it is systematically and consistently optimizing its Asset Management practice, in line with the organisation's objectives and operating context.
5- Excellent	The organisation can demonstrate that it employs the leading practices and achieves maximum value from the management of its assets, in line with the organisation's objectives and operating context.
N/A	N/A (not included in the IAM model)

A survey was developed based on the IAM's subject areas and maturity scale, with a tailored framework specifically for the Town to accurately determine where service areas meet the requirements of ISO 55000 (referred to here as AM 101- basic) and where areas of higher performance may exist (referred to as AM 201 – advanced). This customization ensures that the results are both relevant and easily interpretable by technical staff and allow prioritisation to meet ISO requirements.

This targeted approach provides actionable insights that support informed decision-making, effective resource allocation, and the development of focused improvement strategies. The survey was distributed across departments and divisions within the Town. The following sections present the survey results in detail and outline the next steps for continuous improvement.

2.2 AM 101 – Basic Results Overview

This section forms the basis of the Town's maturity score and assesses how well The Town performs the basic elements of AM. The Towns performance against ISO 55000 compliance is provided in Figure 2-2.


Asset Management Leadership
Asset Management Policy
Management Review, Audit and Assurance
Technical Standards and Legislation
Organization Structure
Organization Culture
Competence Management
Demand Analysis
Sustainable Development
Asset Management Strategies and Objectives
Strategic Planning
Asset Management Planning
Shutdowns and Outage Strategy
Shutdown and Outage Management
Contingency Planning and Resilience Analysis
Resourcing Strategy
Resource Management
Procurement and Supply Chain Mgmt
Lifecycle Value Realization
Asset Costing and Valuation
Capital Investment Decision-making
Operations and Maintenance Decision-making
Asset Creation and Acquisition
Systems Engineering
Reliability Engineering
Asset Operations
Maintenance Delivery
Fault and Incident Response
Asset Decommissioning and Disposal
Asset Information Strategy
Asset Information Standards
Data and Information Management
Asset Information Systems
Configuration Management
Risk Assessment and Management
Asset Performance and Health Monitoring
Asset Management System Monitoring
Management of Change
Stakeholder Engagement
0
1
2
3
2.3
2.2
2.0
2.0
2.1
2.0
2.1
2.2
2.0
2.2
2.3
1.9
2.1
2.0
2.2
2.2
2.1
2.3
2.2
2.3
2.1
2.0
2.3
2.4
2.2
2.2
2.2
2.4
2.1
2.0
2.3
2.5
2.2
2.2
3
2.4
2.3
2.5
2.2
2.2
2.2
2.4
2.1
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3
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2.2
2.1

This figure shows the average level of AM maturity for each of the 40 subject areas reported during discussions with the Town. Levels 1, 2, and 3 correspond to the scoring shown in Table 2-1 where level 3 demonstrates that the current AM system meets the requirements of ISO 55001. Only 2 areas are determined to meet this level across all service areas at The Town.

The average score for the ISO competency results (not considering is 2.4 (Developing), with some areas like AM Policy, Competence Management, and Procurement and Supply Chain Management reaching Competent and meeting ISO 55001 standards. Areas that need improvement include Management Review, Audit and Assurance, and Asset Costing and Valuation. Scores are polarized across departments, with EPW assets consistently scoring high across all areas, while other asset groups are at earlier stages of AM maturity. This suggests opportunities to further enhance consistency, standardization, and cross-departmental alignment in the implementation of AM practices.

The Town has identified the following priority actions to advance the Town's maturity from Developing towards Competent:

- Create an alignment diagram (demonstrating objectives, strategies, capital plan and AM): Although the Strategic Asset Management Plan (SAMP), financial strategy, and Town objectives are generally aligned, the Town will further communicate this alignment across departments. The absence of a simple visual "line of sight" showing how objectives translate into asset strategies and actions limits understanding of AM priorities.
- Provide clear AM requirements and create a SIPOC (Suppliers; Inputs; Process; Outputs; Customers) for financial planning process: Finance heavily relies on departmental input rather than system-driven AM outputs. AMPs do not yet consistently generate clear, actionable data that can directly inform long-term financial planning and capital forecasts. Improved clarity and consistency in the AM requirements would strengthen financial planning and support more evidence-based investment decisions.
- Investigate data requirements and potential integration to PSD Citywide: Asset data requirements are not yet standardized across asset classes. Service Areas, in particular, face challenges integrating maintenance and work-order data into PSD Citywide, therefore limiting real-time condition updates. There is an opportunity to define minimum required data fields and better integrate Town systems to enable automated Citywide asset updates.

The Town has also identified the following supporting actions to improve maturity levels:

- Remove PSD Citywide usage constraints (time and data quality): PSD Citywide is primarily used to meet provincial obligations rather than for day-to-day decision-making. Time constraints, competing systems, and inconsistent data quality limit broader adoption. Improved data standards, streamlined workflows, and clearer value propositions are necessary before Citywide can be embedded consistently across the organization.
- Optimize benchmarking approach (based on area/responsibility and not people): Benchmarking practices exist informally, particularly within EPW, using asset metrics (e.g., lane-km, watermain length). However, there is limited use of external or corporate-wide benchmarks, and difficulties comparing "like-for-like" assets reduce its

near-term value. Benchmarking is viewed as useful but not essential at the current maturity stage.

2.3 AM 201 – Moving To Excellence

Questions to investigate potential areas of advanced performance across the Town were also asked to gauge how far is practical as a target level of maturity currently.

2.3.1 Purpose and Context

The Purpose and Context capability supports AM activities being aligned with the Town's strategic direction, operational realities, and service quality. For the Town, this capability is critical in maintaining a clear connection between its mission to building a sustainable future, while supporting evolving needs of the community.

Figure 2-3 illustrates the Purpose and Context scores across the two subject areas: Organizational Purpose and Context (scored a 3.70, Competent) and Stakeholder Management (scored a 3.60, Competent). The results show that both are meeting ISO 55001 standards but can be further refined.

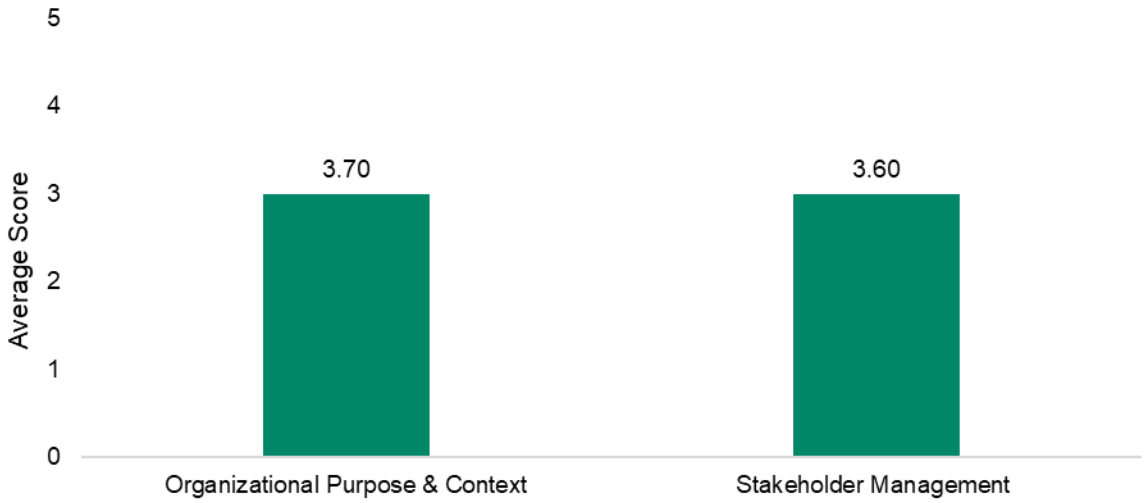


Figure 2-3: Purpose and Context Subject Area Scores

The Town demonstrates a relatively high level of maturity in the "Organizational Purpose and Context" capability, with many responses scoring at 4. However, a key theme is a lack of clear AM ownership within departments. AM responsibilities are distributed informally, leading to inconsistent accountability, knowledge loss, and reliance on individual capacity. While not an immediate operational blocker, this creates long-term risks for continuity and maturity progression. Improved communication and clearer lines of sight will help elevate overall performance. In contrast, the "Stakeholder Management" capability scores are more spread out with many departments still developing. There is a need for more clearly defined, and improved awareness across the departments.

Table 2-2 summarizes the current ISO 55001 compliance status for the Purpose and Context capability across asset portfolios.

Table 2-2: Purpose and Context ISO 55001 Compliance Status.

Subject Area	0 – 2: Development Required	3 – 5: Compliant and Beyond ISO 55001
Organizational Purpose and Context	FES, and Library	Transportation, Stormwater, Water, Wastewater, Fleet, Facilities, Parks and Land Improvements, and IT
Stakeholder Management	Parks and Land Improvements, FES, IT, and Library	Transportation, Stormwater, Water, Wastewater, Fleet, and Facilities

The high-priority action identified below is required to support developing portfolios in progressing toward ISO 55001 compliance:

- Clarify AM ownership and accountability in the RASCI.
- Formalize stakeholder management by developing a parties of interest register and communication plan outlining needs and expectations of the parties of interest.

The following medium and low-priority actions will further support improvements in the Town's overall AM maturity:

- Demonstrate AM's role in capital planning and decision-making by developing an alignment diagram.

2.3.2 Leadership and Governance

Leadership and Governance establish the organizational structures and processes required to effectively guide AM activities, including clearly defined roles, responsibilities, and senior-level oversight. For the Town, this capability is critical to ensuring clear and consistent communication of AM policies and objectives across all levels of the organization.

Figure 2-4 illustrates the Leadership and Governance scores across four subject areas: Asset Management Leadership (scored a 3.64, Competent), Asset Management System (scored a 2.82, Developing), Asset Management Assurance and Audit (scored a 3.09, Competent), and Technical Standards and Legislation (scored a 3.36, Competent).

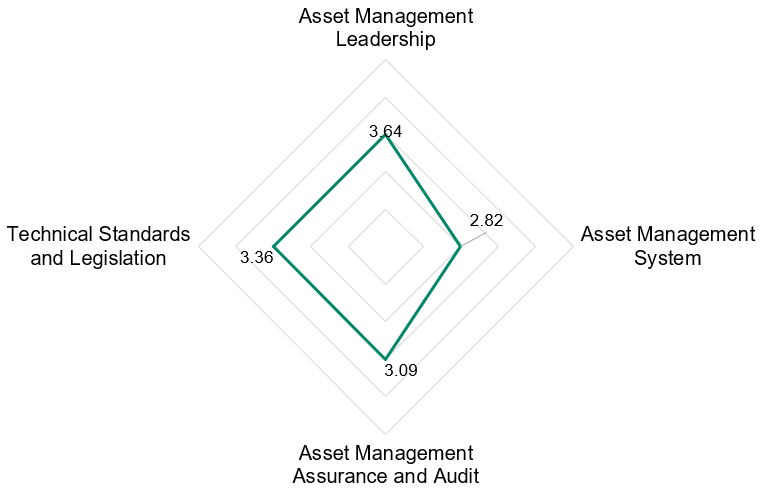


Figure 2-4: Leadership and Governance Subject Area Scores

The Town is generally Competent across Leadership and Governance subject areas, except for "Asset Management System". A key theme identified is a gap in communication and engagement related to the AM Policy. While the policy and plan have been updated and meet regulatory requirements, staff awareness and understanding remain limited, with some staff unaware of the updates and others unclear on their implications for day-to-day operations. The AM Policy appears to have been developed primarily to meet compliance requirements, with minimal engagement during its development and limited follow-up communication, onboarding, or reinforcement.

In addition, although departments report annually on performance against the Strategic Plan, there is limited line of sight demonstrating how departmental objectives align with and support the Town's overall AM objectives. Addressing these communication and alignment gaps are a high-impact and relatively low-effort improvement opportunity. Table 2-3 summarizes the current ISO 55001 compliance status for the Leadership and Governance capability across asset portfolios.

Table 2-3: Leadership and Governance ISO 55001 Compliance Status

Subject Area	0 – 2: Development Required	3 – 5: Compliant and Beyond ISO 55001
Asset Management Leadership	Parks and Land Improvements, and Library	Transportation, Stormwater, Water, Wastewater, Fleet, Facilities, FES, and IT
Asset Management System	Parks and Land Improvements, Library, and FES	Transportation, Stormwater, Water, Wastewater, Fleet, Facilities, and IT
Asset Management Assurance and Audit	Parks and Land Improvements, Library, IT, and FES	Transportation, Stormwater, Water, Wastewater, Fleet, and Facilities
Technical Standards and Legislation	Parks and Land Improvements, Library, and IT	Transportation, Stormwater, Water, Wastewater, Fleet, Facilities, and FES.

The high-priority action identified below is required to support developing portfolios in progressing toward ISO 55001 compliance:

- Develop a communication and implementation plan for the AM Policy.
- Establish a line of sight between corporate AM objectives and departmental plans through mapped alignment.
- Undertake an internal review to confirm that activities are compliant with relevant technical standards, regulations, and legislation (Specific to Libraries, IT, and Parks and Land Improvements).

The following medium and low-priority actions will further support improvements in the Town's overall AM maturity:

- Enhance engagement in AM Policy updates through structured cross-departmental input and review.
- Introduce periodic refreshers or check-ins to reinforce AM Policy understanding and application.

2.3.3 Organization and People

Organization and People focus on the people, roles, capabilities, and culture required to effectively support AM across the organization. For the Town, this capability highlights variability in how AM is understood and supported, with strong practices present in some areas but inconsistent application across others. Key challenges relate to clearly defined roles, resourcing, and the integration of AM responsibilities into job functions, as well as fostering a consistent organizational culture that actively supports AM beyond policy-level endorsement.

Figure 2-5 illustrates the Organization and People scores across four subject areas: Organizational Arrangements, (scored a 3.24, Competent), Organizational Culture (scored a 3.45, Competent), Competence Management (scored a 2.95, Developing), and Organizational Change Management (scored a 3.09, Competent).



Figure 2-5: Organization and People Subject Area Scores

The Town is generally Competent across Organization and People subject areas, except for "Competence Management". Council and senior management demonstrate support for asset management; however, awareness, role clarity, and accountability vary across departments. AM responsibilities are not consistently embedded in job descriptions, and the absence of formal AM Leads within departments has led to informal and reactive resourcing approaches. While departments report annually on activities, there is limited visibility into how departmental objectives collectively support Town-wide strategic objectives through asset management, resulting in high-level performance reporting with unclear AM outcomes. In addition, the lack of a formal change management framework has led to inconsistent implementation of AM-related changes, highlighting the need for clearer processes to support alignment, accountability, and maturity advancement.

Table 2-4 summarizes the current ISO 55001 compliance status for the Organization and People capability across asset portfolios.

Table 2-4: Organization and People ISO 55001 Compliance Status

Subject Area	0 – 2: Development Required	3 – 5: Compliant and Beyond ISO 55001
Organizational Arrangements	Parks and Land Improvements, and FES	Transportation, Stormwater, Water, Wastewater, Fleet, Facilities, Library, and IT
Organizational Culture	Parks and Land Improvements, IT, and FES	Transportation, Stormwater, Water, Wastewater, Fleet, Facilities, and Library
Competence Management	Parks and Land Improvements, Facilities, Library, IT, Stormwater, and FES	Transportation, Water, Wastewater, and Fleet
Organizational Change Management	Parks and Land Improvements, Library, and IT	Transportation, Stormwater, Water, Wastewater, Fleet, Facilities, and FES.

The high-priority action identified below is required to support developing portfolios in progressing toward ISO 55001 compliance:

- Establish clear AM ownership by designating formal AM leads within each department and embedding AM responsibilities into relevant job descriptions.
- Create a ground-up plan for necessary activity and AM resourcing to identify required staffing and required skill sets (Parks and Land Improvements).

The following medium and low-priority actions will further support improvements in the Town's overall AM maturity:

- Introduce a consistent change management framework to guide the implementation of AM-related changes across departments.
- Reinforce an AM-supportive culture by emphasizing outcome-based AM practices through targeted communication and training.

2.3.4 Strategy and Planning

Strategy and Planning focuses on the processes and direction needed to anticipate future needs, align AM with broader organizational objectives, and guide decision-making. Key considerations include how the Town plans for future demand, integrates sustainability goals, and responds to service interruptions.

Figure 2-6 illustrates the Strategy and Planning scores across nine subject areas: Demand Analysis (scored a 3.09, Competent), Sustainable Development (scored a 3.36, Competent), Asset Management Strategy and Objectives (scored a 3.45, Competent), Planning (scored a 3.45, Competent), Shutdown and Outage Strategy and Planning (scored a 3.27, Competent), Contingency Planning and Resilience Analysis (scored a 3.55, Competent), Resource Strategy and Management (scored a 2.70, Developing), Supply Chain Management (scored a 3.73, Competent), Life Cycle Value Realization (scored a 3.64, Competent).

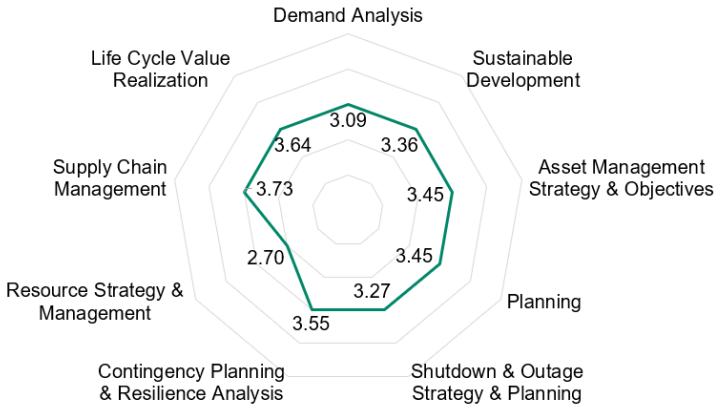


Figure 2-6: Strategy and Planning Subject Area Scores

The Town is generally competent across Strategy and Planning subject areas, except for "Resource Strategy and Management". An overarching strategy is in place; however, awareness and understanding are uneven, with some only slightly aware of the strategy and associated planning processes. Demand management activities are occurring in several departments (e.g., EPW, Parks and Land Improvements, Library), but these practices are not consistently documented in the AMP. Improved articulation of demand drivers (growth, service expectations, regulatory change) would strengthen planning consistency and cross-departmental understanding.

Table 2-5 summarizes the current ISO 55001 compliance status for the Strategy and Planning capability across asset portfolios.

Table 2-5: Strategy and Planning ISO 55001 Compliance Status

Subject Area	0 – 2: Development Required	3 – 5: Compliant and Beyond ISO 55001
Demand Analysis	Parks and Land Improvements, Library, IT, and FES	Transportation, Stormwater, Water, Wastewater, Fleet, and Facilities
Sustainable Development	Parks and Land Improvements, Library, and IT	Transportation, Stormwater, Water, Wastewater, Fleet, Facilities, and FES
Asset Management Strategy and Objectives	Parks and Land Improvements, and Library	Transportation, Stormwater, Water, Wastewater, Fleet, Facilities, IT, and FES
Planning	Parks and Land Improvements, Library, and FES	Transportation, Stormwater, Water, Wastewater, Fleet, Facilities, and IT
Shutdown and Outage Strategy and Planning	Library	Transportation, Stormwater, Water, Wastewater, Fleet, Facilities, Parks/ Land Improvement, FES, and IT
Contingency Planning and Resilience Analysis	Library, and IT	Transportation, Stormwater, Water, Wastewater, Fleet, Facilities, Parks/ Land Improvements, and FES.
Resource Strategy and Management	Parks and Land Improvements, Library, IT, and FES	Transportation, Stormwater, Water, Wastewater, Fleet, and Facilities
Supply Chain Management	Parks and Land Improvements, and Library	Transportation, Stormwater, Water, Wastewater, Fleet, Facilities, FES, and IT
Life Cycle Value Realization	Parks and Land Improvements, and Library	Transportation, Stormwater, Water, Wastewater, Fleet, Facilities, FES, and IT

The high-priority action identified below is required to support developing portfolios in progressing toward ISO 55001 compliance:

- Formalize demand management within AMPs by adding a consistent AMP section that documents demand drivers, assumptions, and resulting impacts on service levels and investment needs for each portfolio.
- Creation of a Parks and Land Improvement AM guide to record current processes, identify gaps, and outline Parks and Land Improvements specific actions to maximize asset value.

The following medium and low-priority actions will further support improvements in the Town's overall AM maturity:

- Improve strategy awareness and consistency by implementing a standardized internal communication and onboarding approach that clearly explains the Town's AM strategy, planning cycle, and decision pathways.
- Standardize demand forecasting outputs by using a simple, shared template for departments to summarize key demand trends, risks, and implications for renewal and service continuity.

2.3.5 Asset Management Decision Making

AM Decision Making oversees that the Town has the tools, information, criteria, and processes needed to make consistent, evidence-based asset decisions that align day-to-day choices with longer-term plans. For the Town, this capability would be strengthened by targeted training and shared understanding, particularly in lifecycle management and risk management, to support more consistent decision-making across different perspectives, teams, and asset areas.

Figure 2-7 illustrates that the Towns is competent for AM Decision Making, scoring at 3.45.

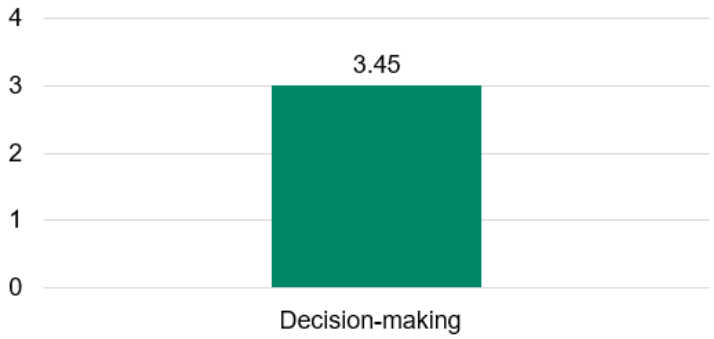


Figure 2-7: AM Decision Making Subject Area Scores

Although the Town is assessed as competent for AM Decision Making, capital planning lacks a Town-wide, formal scoring or prioritization framework. Capital requests are developed by departments in collaboration with the Finance department and then reviewed by senior management and Council, with prioritization influenced primarily by departmental input and affordability rather than consistent, risk-based AM criteria. Finance applies affordability and funding capacity screens and categorizes projects (e.g., growth, repair/replacement, transformation, service level increase). The capital planning process is also widely viewed as

time-intensive, with process clarity, data quality improvements, and the adoption of a transparent prioritization method identified as key opportunities to reduce manual effort and strengthen justification of trade-offs between competing investments.

Table 2-6 summarizes the current ISO 55001 compliance status for the AM Decision Making capability across asset portfolios.

Table 2-6: AM Decision Making ISO 55001 Compliance Status

Subject Area	0 – 2: Development Required	3 – 5: Compliant and Beyond ISO 55001
Decision Making	Parks and Land Improvements, and Library	Transportation, Stormwater, Water, Wastewater, Fleet, Facilities, FES, and IT

The high-priority action identified below is required to support developing portfolios in progressing toward ISO 55001 compliance:

- Implement a Town-wide capital prioritization framework using clear scoring criteria (e.g., risk, service impact, regulatory compliance, lifecycle cost, growth, sustainability) to improve transparency and defensibility of investment decisions.

The following medium and low-priority actions will further support improvements in the Town's overall AM maturity:

- Reduce administrative burden through automation and data improvements by leveraging standardized capital budget submission forms, including pre-populating known data fields and enhancing data quality to support recurring decision-making processes.

2.3.6 Lifecycle Delivery

Lifecycle Delivery supports the Town to deliver, operate, maintain, and ultimately retire assets in a way that sustains service levels and lifecycle value. Overall, the results suggest lifecycle plans are largely defined but practices may vary across different portfolios.

Figure 2-8 illustrates the Lifecycle Delivery scores across six subject areas: Asset Creation and Acquisition (scored a 3.73, Competent), Systems Engineering (scored a 3.45, Competent), Integrated Reliability (scored a 3.82, Competent), Asset Operations (scored a 3.64, Competent), Maintenance Delivery (scored a 3.27, Competent), Incident Management and Response (scored a 3.64, Competent), and Asset Repurposing and Disposal (scored a 3.64, Competent).

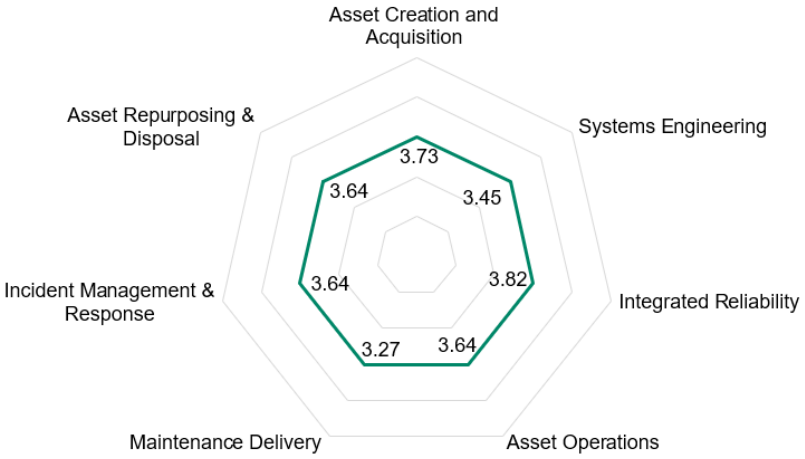


Figure 2-8: Lifecycle Delivery Subject Area Scores

Lifecycle delivery practices are well established across several departments, with structured inspection, renewal planning, and replacement approaches. However, lifecycle thinking is not consistently understood across all departments, and cross department collaboration on asset interdependencies is informal. Sharing of good practices and improved cross-department collaboration would improve coordination and help establish a consistent baseline.

Table 2-7 summarizes the current ISO 55001 compliance status for the Lifecycle Delivery capability across asset portfolios.

Table 2-7: Lifecycle Delivery ISO 55001 Compliance Status

Subject Area	0 – 2: Development Required	3 – 5: Compliant and Beyond ISO 55001
Asset Creation and Acquisition	IT	Transportation, Stormwater, Water, Wastewater, Fleet, Facilities, FES, Parks and Land Improvements, and Library
Systems Engineering	Parks and Land Improvements, Library, IT, and FES	Transportation, Stormwater, Water, Wastewater, Fleet, and Facilities
Integrated Reliability	Library	Transportation, Stormwater, Water, Wastewater, Fleet, Facilities, Parks and Land Improvement, FES, and IT
Asset Operations	Library, and FES	Transportation, Stormwater, Water, Wastewater, Fleet, Facilities, Parks and Land Improvements, and IT
Maintenance Delivery	Parks and Land Improvements, Library, and FES	Transportation, Stormwater, Water, Wastewater, Fleet, IT, and Facilities
Incident Management and Response	Library	Transportation, Stormwater, Water, Wastewater, Fleet, Facilities, Parks and Land Improvement, FES, and IT
Asset Repurposing and Disposal	Parks and Land Improvements, Library, and IT	Transportation, Stormwater, Water, Wastewater, Fleet, Facilities, and FES

The high-priority action identified below is required to support developing portfolios in progressing toward ISO 55001 compliance:

- Increase lifecycle consistency by sharing department “good practices” through short showcases and a simple lifecycle delivery checklist for all departments.

The following medium and low-priority actions will further support improvements in the Town's overall AM maturity:

- Standardize lifecycle planning in AMPs by adding a common template section for inspection/ renewal triggers, risk/ criticality, and replacement assumptions, including for minor assets that are currently managed reactively.
- Strengthen incident and end-of-life processes by documenting consistent approaches for incident response, decommissioning, and disposal, including required records and approvals.

2.3.7 Information Management

Information Management supports the Town with consistent approaches to define, collect, maintain, and structure asset data, retain organizational knowledge, and use information systems to support asset-related decisions. For the Town, this capability shows a wide range of maturity with strong practices in some areas, while others are still developing.

Figure 2-9 illustrates the Information Management scores across four subject areas: Asset Management Data and Information Strategy (scored a 2.91, Developing), Knowledge Management (scored a 3.40, Competent), Asset Data and Information Standards (scored a 3.27, Competent), and Asset Management Data and Information Systems (scored a 3.09, Competent).

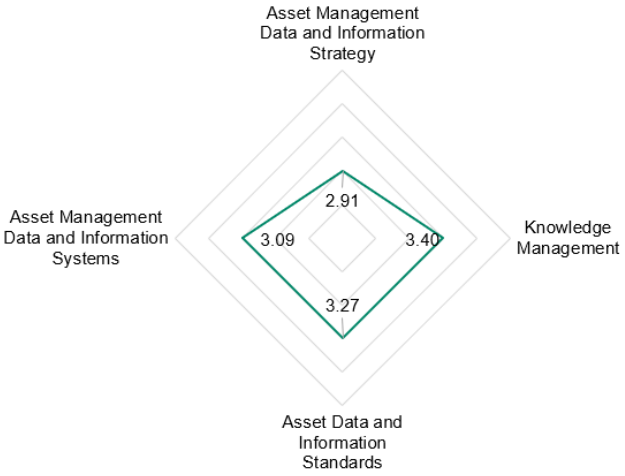


Figure 2-9: Information Management Subject Area Scores

The Town is generally Competent across Information Management subject areas, except for "Asset Management Data and Information Strategy". While asset data collection is improving, Town-wide data standards and defined "critical data fields" (particularly in Citywide) are still under development, contributing to data quality issues. System integration is also limited, specialized asset systems (e.g., Road Matrix, OSIM reports, library systems, potential facilities CMMS) are not consistently connected to Citywide, resulting in manual and ad hoc updates. Although corporate data retention policies exist, AM-specific standards (field definitions, validation rules, and update frequencies) are not yet documented, leading departments to develop independent approaches. A key gap is the absence of a consistent Town-wide AM information and data strategy that defines required data fields, validates sources, and clarifies

which systems remain the "system of record" while providing summarized data for decision-making.

Table 2-8 summarizes the current ISO 55001 compliance status for the Information Management capability across asset portfolios.

Table 2-8: Information Management ISO 55001 Compliance Status

Subject Area	0 – 2: Development Required	3 – 5: Compliant and Beyond ISO 55001
Asset Management Data and Information Strategy	Library, IT, and FES	Transportation, Stormwater, Water, Wastewater, Fleet, Facilities, and Parks and Land Improvement
Knowledge Management	Library, IT, and FES	Transportation, Stormwater, Water, Wastewater, Fleet, Facilities, and Parks and Land Improvement
Asset Data and Information Standards	Parks and Land Improvements, Library, and IT	Transportation, Stormwater, Water, Wastewater, Fleet, Facilities, and FES
Asset Management Data and Information Systems	Parks and Land Improvements, Library, and IT	Transportation, Stormwater, Water, Wastewater, Fleet, Facilities, and FES

The high-priority action identified below is required to support developing portfolios in progressing toward ISO 55001 compliance:

- Develop a Town-wide AM Data and Information Strategy in collaboration with other departments that defines governance, roles, standards, and how corporate (Citywide) and specialized systems will work together.

The following medium and low-priority actions will further support improvements in the Town's overall AM maturity:

- Clarify systems of record and integration pathways by documenting which specialized systems remain authoritative and what summarized data must feed into Citywide via interfaces or scheduled uploads.
- Standardize data maintenance processes by establishing routine update cycles, audit trails, and responsibilities for data entry, review, and approval.
- Create a practical data dictionary and user guidance for Citywide to support consistent use across departments and reduce ad hoc interpretations of fields and reporting.

2.3.8 Risk, Improvement, and Outcomes

Risk, Improvement, and Outcomes supports the Town in identifying, assessing, and mitigating asset-related risks, supported by monitoring, performance metrics, and continuous improvement to demonstrate results. For the Town, respondents generally indicated that risk processes exist; however, maturity is uneven, particularly in the availability and use of supporting data and metrics.

Figure 2-10 illustrates the Risk, Improvement, and Outcomes scores across four subject areas: Risk (scored a 2.90, Competent), Monitoring (scored a 3.08, Competent), Continuous Improvement (scored a 3.50, Competent), and Outcomes and Impacts (scored a 3.20, Competent).

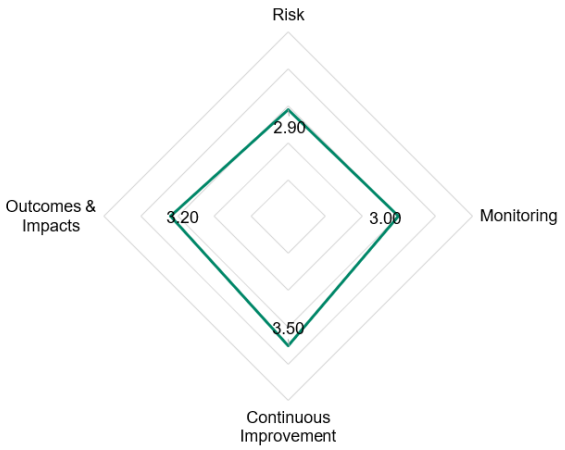


Figure 2-10: Risk, Improvement, and Outcomes Subject Area Scores

The Town is generally Competent across Risk, Improvement, and Outcomes subject areas, except for "Risk". While the Town has a SAMP in place, performance measures and outcome-based metrics are not consistently defined, tracked, or used, limiting the ability to demonstrate progress and drive continuous improvement. Risk is considered across departments, but approaches are informal and inconsistent, and the absence of a Town-wide risk matrix reduces comparability and weakens capital prioritization. Risk is also not formally integrated into decision-making, and there is no corporate-wide risk management policy or consistent monitoring plan for AM strategy performance. More mature departments consider criticality and risk factors in practice, but these methods are not consistently formalized or applied across all portfolios, reinforcing the need for a shared risk framework and structured performance monitoring.

Table 2-9 summarizes the current ISO 55001 compliance status for the Risk, Improvement, and Outcomes capability across asset portfolios.

Table 2-9: Risk, Improvement, and Outcomes ISO 55001 Compliance Status

Subject Area	0 – 2: Development Required	3 – 5: Compliant and Beyond ISO 55001
Risk	Parks and Land Improvements, Library, IT, and FES	Transportation, Stormwater, Water, Wastewater, Fleet, and Facilities
Monitoring	Parks and Land Improvements, Library, IT, and FES	Transportation, Stormwater, Water, Wastewater, Fleet, and Facilities
Continuous Improvement	Parks and Land Improvements, Library, and IT	Transportation, Stormwater, Water, Wastewater, Fleet, Facilities, and FES
Outcomes and Impacts	Parks and Land Improvements, Library, and FES	Transportation, Stormwater, Water, Wastewater, Fleet, Facilities, and IT

The high-priority actions identified below are required to support developing portfolios in progressing toward ISO 55001 compliance:

- Create and implement a Town-wide risk matrix with standard definitions, scoring guidance, and minimum documentation requirements to enable consistent risk assessments across departments.
- Embed risk into capital prioritization and decision-making by requiring risk/criticality scores and service impacts in capital business cases and project submissions.

- Create a process to identify risks and their impact to services (Library).

The following medium and low-priority actions will further support improvements in the Town's overall AM maturity:

- Formalize review by introducing annual or biannual reviews of AM decisions and KPI results to identify lessons learned and update priorities, assumptions, and practices.

2.4 Maturity Summary

Figure 2-11 shows the summary of AM maturity assessment results, indicating the Town's AM maturity position in various areas. The Town has greater maturity in Purpose and Context, however, to successfully reach overall competence, notable improvement in Risk, Continuous Review, Lifecycle Delivery and Information Management is essential. Other areas also require improvement but not to the same extent to achieve ISO competence. On average the Town is performing at a Developing level but is approaching Competent.

The advanced questions gave the Town the opportunity to demonstrate its areas of high performance so that these can be considered in future maturity targets and to highlight areas of maturity that can be shared across the Town. Several service areas demonstrated elements of mature AM but are continuing to advance toward all components of the Competent maturity level.

Therefore, the determined performance scores consider the performance against the basic results (and if ISO 55000 competence has been achieved) and the performance against the advanced criteria. They follow the philosophy outlined below:

- If ISO competence is reached, the determined score is the advanced score.
- If ISO competence is not reached, then the basic score is used.

The target has been determined by considering the basic score (meeting ISO competence) and the degree to which the advanced score exceeds competence (identifying key strengths and how small areas may be holding the Town back from achieving competence). The official scores based on the maturity framework are listed in Table 2-10 along with the appropriate target determined following the maturity assessment.

The differing data sets shown in Figure 2-11 are the advanced score (the AM 201 score demonstrating the areas of advanced AM performance across the town), the overall current score (the score determined by review of the AM 101 scores against ISO 55001 competence and the advanced performance), and a realistic target for the Town based upon their current and advanced performance.



Figure 2-11: Summary of Maturity Results

Table 2-10: IAM Maturity Summary

Capability Area	Advanced Questions	Determined Performance	Target
Purpose and Context	3.65	3.05	4.00
Leadership and Governance	3.23	2.30	3.45
Organization and People	3.14	2.88	3.56
Strategy and Planning	3.37	2.61	3.60
Asset Management Decision Making	3.55	2.73	3.73
Lifecycle Delivery	3.60	2.49	3.18
Information Management	3.13	2.44	3.22
Risk	2.64	2.55	3.36
Review and Continual Improvement	3.09	2.45	3.27
Values and Outcomes	2.91	2.91	3.64
AVERAGE	3.23	2.64	3.50

3. State of Infrastructure and Lifecycle Outlook

3.1 State of Infrastructure

The Town's asset inventory includes 96,894 asset records with a total replacement value of about $3.1 B. Compared to 2025, this represents an increase of approximately $200 M from the previous valuation of $2.9 B. Out of this increase, $90 M is attributable to the application of a 3% inflation rate to replacement costs. The remaining $110 M reflects change in the asset base, including newly added assets, capital improvements, and ongoing refinements to inventory completeness and data quality.

Table 3-1 summarizes the Town's asset inventory records and replacement costs by asset class. Transportation assets continue to represent the largest asset class by replacement value, followed by Stormwater, Water, and Wastewater Network assets. No direct comparison is available for FES, Fleet, Library, and IT assets, as these assets were recategorized according to the updated asset hierarchy. Overall, the table highlights both the scale of the Town's infrastructure portfolio and the continued evolution of the Town's AM data and inventory practices.

Table 3-1: Summary of Inventory and Replacement Cost by Asset Class

Asset Class	2026 Count of Records in Inventory	2025 Total Replacement Cost	2026 Total Replacement Cost
Transportation	12,540	$924,332,000	$990,390,000
Stormwater Network	22,669	$757,321,000	$803,961,000
Water Network	32,280	$628,742,000	$667,462,000
Wastewater Network	9,391	$365,035,000	$385,058,000
Facilities *	2,073	$171,019,000	$186,373,000
Parks and Land Improvements	15,377	$53,454,000	$60,532,000
FES	633	—	$20,567,000
Fleet	105	—	$13,345,000
Library	740	—	$3,210,000
IT	1,086	—	$1,466,000
Total	**96,894**	**$2,927,128,000**	**$3,132,365,000**

** The Health and Active Living Plaza (HALP), with an estimated replacement value of approximately $98M, was brought into service in October 2025. However, its asset data was not included in this analysis and will be incorporated in future updates. The Service Area is currently developing and refining a detailed asset inventory to support future reporting and analysis.*

Figure 3-1 illustrates the average age and average remaining expected service life (ESL) of the Town's assets by asset class. The asset classes on the y-axis are arranged from the oldest average age to the youngest average age to highlight the relative maturity of each asset group. Transportation assets have the highest average age among the Town's asset classes and show a more balanced relationship between average age and remaining ESL, indicating a mature asset

base that will require ongoing rehabilitation and replacement investment. Water, Stormwater, and Wastewater networks also have relatively high average ages; however, they retain substantial remaining service life due to the long design life of underground linear infrastructure assets. FES, and Parks and Land Improvements assets fall within the mid-range of the portfolio in terms of average age and remaining ESL. Fleet assets are comparatively younger and have shorter service lives associated with vehicles and mobile equipment. Facilities show a relatively lower average age but significant remaining service life, reflecting the long lifecycle of building assets. IT and Library assets have the youngest average ages and shortest remaining service lives due to the rapid replacement cycle associated with technology and equipment assets. Overall, the figure provides a high-level indication of asset maturity across the portfolio and supports long-term lifecycle planning and capital forecasting.

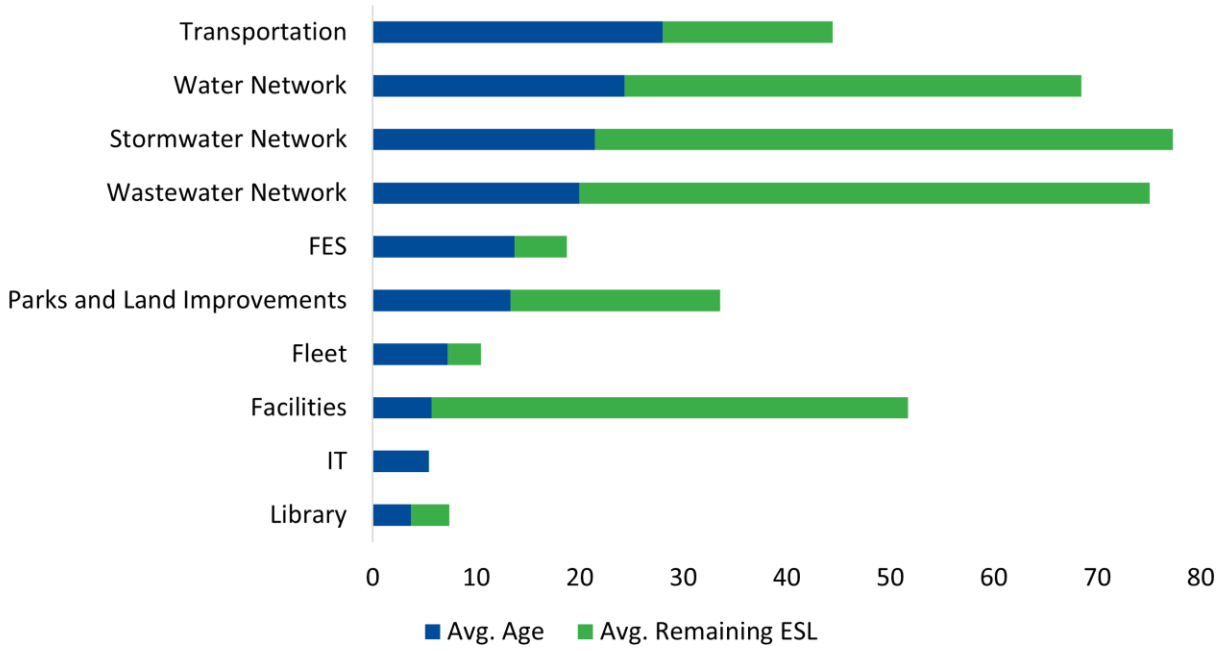


Figure 3-1: Asset Average Age and Remaining ESL

Overall, as shown in Figure 3-2, the Town's assets are in relatively good condition, with approximately of 84% of the total replacement value rated in Good or Better condition. Specifically, 72% of the assets are rated as "Very Good" and an additional 12% rated as "Good." About 8% of assets are in "Fair" condition, while only a small proportion are rated as "Poor" or "Very Poor." Asset condition was determined using a combination of available condition assessment data and age-based estimation. For roads and bridges, the provided condition assessment values were used wherever available. For all other assets, condition assessment values collected in 2025 or later were used. These values were translated into condition ratings using the Town's asset-specific rating systems. For assets without recent condition assessment data, condition was projected based on asset age and expected service life.

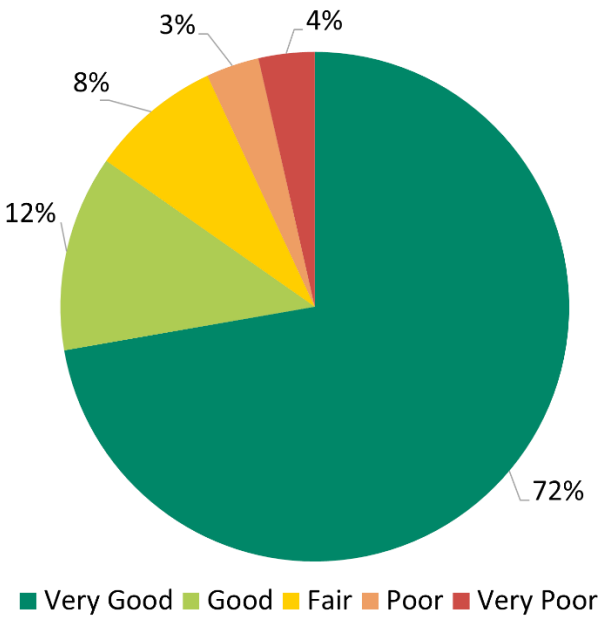


Figure 3-2: Overall Asset Condition Ratings by Replacement Value*

Figure 3-3 and Table 3-2 summarize the distribution of asset condition ratings by asset class and replacement value. Overall, the Town's infrastructure portfolio is predominantly in "Very Good" condition, with approximately $2.3 B of assets falling within this category. Stormwater, Water, and Wastewater network assets are largely concentrated in the "Very Good" category, reflecting the relatively newer age profile and long service life of many underground linear assets. Transportation assets show a broader distribution across all condition categories, including the largest proportion of assets rated "Fair," "Poor," and "Very Poor," which is typical for mature road and bridge networks that require ongoing rehabilitation and renewal investment. Facilities are also primarily rated "Very Good," with a smaller portion rated "Very Poor," while Parks and Land Improvements, Fleet, Library, and IT assets represent comparatively smaller portions of the Town's overall replacement value. The results provide a high-level indication of asset condition across the portfolio and help support lifecycle planning, rehabilitation prioritization, and long-term capital investment forecasting.

* Minor discrepancies between reported totals and the sum of individual values or percentages are attributable to rounding.

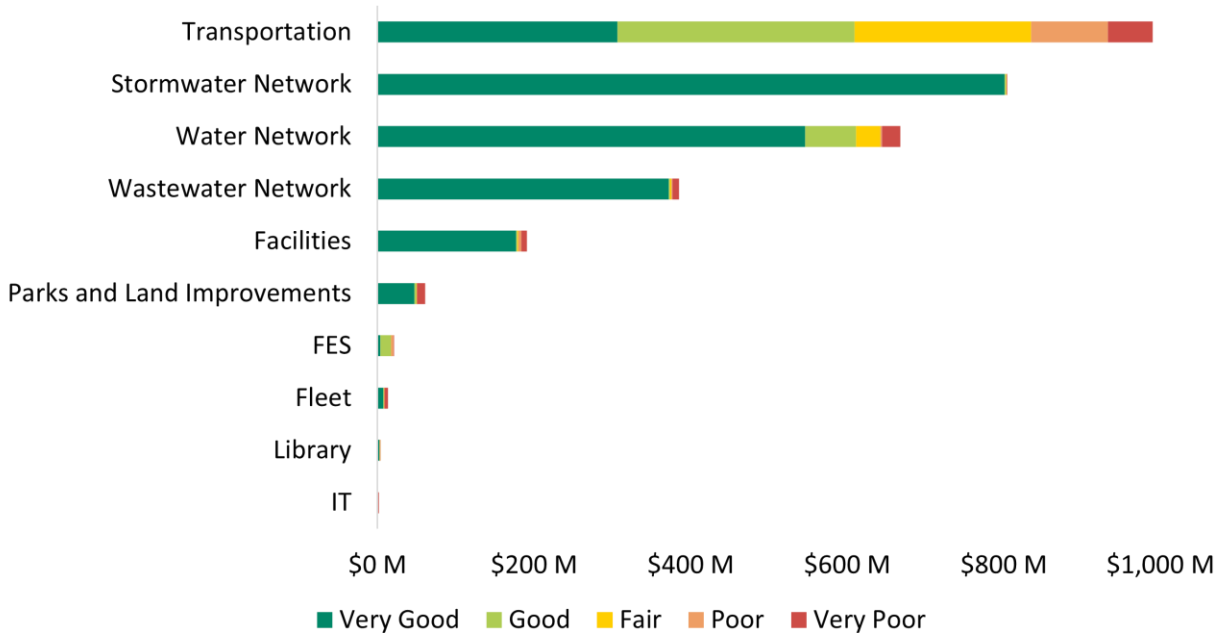


Figure 3-3: Distribution of Condition Ratings by Asset Class and Replacement Value

Table 3-2: Distribution of Condition Ratings by Asset Class and Replacement Value (In $M)

Asset Class	Very Good	Good	Fair	Poor	Very Poor
Transportation	$306	$303	$226	$98	$57
Stormwater Network	$801	$2	< $1	< $1	< $1
Water Network	$546	$65	$31	$2	$23
Wastewater Network	$372	$1	$2	$2	$8
Facilities	$177	$1	$1	$4	$7
Parks and Land Improvements	$47	$3	< $1	$1	$10
FES	$3	$14	< $1	$3	< $1
Fleet	$7	$1	$1	< $1	$5
Library	$2	$1	< $1	< $1	< $1
IT	< $1	< $1	< $1	< $1	< $1
Total	$2,263	$390	$262	$110	$112

3.2 Lifecycle Outlook

As part of this update, a capital plan list has been generated to support lifecycle and long-term financial planning. The capital list presents the projected timing and estimated costs of AM funding needs across the Town's asset portfolio, providing a financial outlook to support AM decision-making and funding strategy development.

3.3 Planned Improvements

Accurate, complete, and up-to-date asset data is essential for effective reporting, as it supports reliable condition assessment, risk evaluation, lifecycle forecasting, and long-term financial planning. Several opportunities were identified in Table 3-3 to further improve the Town's asset data quality and consistency.

Table 3-3: Summary of Improvement Areas and Planned Improvements

Opportunity Area	Improvement Areas	Planned Improvements
Asset Inventory Completeness	Not all Town assets are currently captured within Citywide.	Continue updating, adding, and refining asset records within Citywide to improve inventory completeness.
Asset Identification (ID)	Some asset records contain missing Asset IDs or inconsistent ID formatting.	Standardize and refine Asset IDs across the inventory to improve consistency and traceability.
Replacement Cost Data	Replacement cost information is currently unavailable for some assets.	Refine and update asset unit cost information to improve replacement cost accuracy and completeness.
In-Service Date Data	Some asset in-service dates may contain inaccuracies, affecting asset age calculations.	Review and validate in-service dates across the asset inventory to improve lifecycle and age-based analysis.

4. Risk Management and Criticality Assessment

4.1 Risk Annual Progress Summary

The Town's risk framework combines quantitative and qualitative approaches to support AM decisions and is intended to be applied consistently on a Town-wide basis. Quantitatively, risk is defined as Probability of Failure (PoF) × Consequence of Failure (CoF). Probability of Failure reflects the likelihood that an asset will fail and is driven primarily by structural and functional considerations, with climate change included as a future risk factor.

Consequence of Failure represents the impact of asset failure on AM objectives and is assessed across financial, operational, and service delivery dimensions, with criteria varying by asset class. Probability and consequence scores are combined to produce overall risk ratings, which are summarized into five risk bands ranging from very low to very high.

Impediments and challenges to the Town's existing risk framework include:

- *The risk framework is not consistently used to inform capital planning or asset-related decision-making.*
- *There is no formal risk register in place to document, monitor, and track risks over time.*
- *The standard framework and associated criteria may not be suitable for all asset classes, indicating a need for greater customization.*
- *Capacity constraints, including human and financial resources, limit the ability to fully operationalize and embed risk results into ongoing planning and decision-making processes.*

This AM Progress Update includes both the PoF and CoF frameworks to support Town-wide standardization. The detailed PoF and CoF definitions and scoring criteria are provided in Appendix A. Qualitatively, the framework also considers data confidence and corporate-level service risks to support the identification of critical assets and move beyond a condition-based, worst-first approach to prioritization.

4.2 Risk Assessment Framework

The updated risk assessment framework will guide consistent application across portfolios. The PoF and CoF scales, based on best practices, are summarized in Table 4-1 and Table 4-2. Detailed risk frameworks by asset class are provided in Appendix D. The recommended Town wide CoF rating is shown in Table 4-2.

Table 4-1: PoF Assessment Framework

Probability of Failure Score	PoF Description	For activity/ service risks, the probability that the event will occur within a year
1	Rare	A rare event: 1–2% chance in any given year (≈ once in 50 years)
2	Unlikely	Unlikely event: A 5% chance in any given year (≈ once in 20 years).
3	Possible	Low-probability event: A 10% chance in any given year (≈ once in 10 years).
4	Likely	Occasional event: A 25% chance in any given year (≈ once in 4 years).
5	Almost Certain	Highly likely event: An 80% or greater chance in any given year (expected within the next year).

Table 4-2: CoF Assessment Framework

Criticality Score	Financial	Operational (Service Impact)	Health and Safety	Regulatory	Reputational	Environmental
1	<$25,000	No service disruption, response can be handled through routine operations/ standard work order.	No expected injury or illness to workers or the public.	No non-compliance with applicable permits, approvals, standards, or requirements.	Little to no public awareness of the issue.	No release, spill, exceedance, or measurable environmental effect.
2	$25,000-$150,000	Short-duration disruption or localized operational impact, can be resolved with in-house crews using common equipment/ materials.	Minor injury (e.g., first-aid level) or minor short-term health effects.	Minor non-compliance of an administrative nature (e.g., documentation, minor procedural deviation).	Localized or low-level public concern; a small number of complaints or inquiries.	Minor release or disturbance with localized effects and short duration.
3	$150,000-$500,000	Service disruption beyond a small, localized area, requires coordinated response across teams.	Injury requiring medical treatment or other recordable health/safety impact.	Non-compliance triggers required reporting/ notification to a regulator and/ or a formal internal incident report.	Clear public visibility and increased community concern.	Measurable environmental impact and/or release that requires organized response and remediation.
4	$500,000-$1,000,000	Major service disruption, requires multi-day response, traffic management, multiple crews, and/ or subcontractor involvement.	Serious injury (e.g., hospitalization, permanent impairment) or multiple injuries.	Significant non-compliance with permit/ approval conditions or regulatory requirements.	Widespread public concern and strong dissatisfaction; sustained complaint volume.	Significant release or disturbance causing substantial impact to the receiving environment and/ or sensitive areas.
5	>1,000,000	Widespread system-level disruption requires emergency response, continuous staffing, and external contractors. Restoration is uncertain/ extended.	Fatality or multiple serious injuries/ fatalities.	Serious or repeated non-compliance with major regulatory consequences.	Community-wide loss of confidence and high-profile public scrutiny.	Extensive release or disturbance with widespread impact and/ or long-term environmental damage.

Comparing to current state, Regulatory, Health and Safety, Reputational, and Environmental factors are newly added to the CoF framework. Use and Functionality and Capacity factors are newly added to the PoF framework.

Table 4-3 documents the changes applied to the risk framework by asset class in this AM Progress Update, informed by feedback received during the risk and criticality workshop and additional review of the risk frameworks from the Town's team.

Table 4-3: Summary of Risk Framework Changes by Portfolio

Portfolio	PoF Changes since 2025	CoF Changes since 2025
Transportation	• Overall criteria weightings adjusted due to new criteria added. • Climate Change factors for Roadside Safety, Sidewalks, and Streetlights are adjusted.	• Overall criteria weightings adjusted due to new criteria added. • Roadside Safety, Sidewalks, and Streetlights use adjacent Roads CoF.
Stormwater Network	• Separate frameworks are proposed for stormwater main and other assets. • Overall criteria weightings adjusted due to new criteria added for stormwater mains. • Materials are removed from all other assets causing Condition weighting to be adjusted to 100%.	• New CoF criteria are added causing weightings to be adjusted. • Removed separate CoF framework for Storm Ponds. • CoF for all other assets excluding Storm Sewers will adopt the CoF of adjacent sewers, noting that Financial CoF is not appropriate for all asset classes.
Water Network	• Separate frameworks are proposed for watermain and other assets. • Overall criteria weightings adjusted due to new criteria added for water mains. • Materials are removed from all other assets causing Condition weighting to be adjusted to 100%.	• New CoF criteria are added causing weightings to be adjusted. • CoF for all other assets excluding watermains will adopt the CoF of adjacent watermains, noting that Financial CoF is not appropriate for all asset classes.
Wastewater Network	• Separate frameworks are proposed for wastewater sewers and other assets. • Overall criteria weightings adjusted due to new criteria added for wastewater mains. • Materials are removed from all other assets causing Condition weighting to be adjusted to 100%.	• New CoF criteria are added causing weightings to be adjusted. • CoF for all other assets excluding wastewater sewers will adopt the CoF of the adjacent sewer, noting that Financial CoF is not appropriate for all asset classes.
Fleet	• Overall criteria weightings adjusted due to new criteria added.	• Overall criteria weightings adjusted due to new criteria added. • Value/ Range for replacement cost are adjusted to more accurately reflect Fleet asset values. • Value/ Rang for Operational revised to match sub-asset classes. • Service Delivery criteria removed to avoid double counting.
Facilities	• Overall criteria weightings adjusted due to new criteria added.	• Overall criteria weightings adjusted due to new criteria added.

Portfolio	PoF Changes since 2025	CoF Changes since 2025
		• Value / Range for Operational criteria have been adjusted to reflect updated asset subclasses
Parks and Land Improvements	• Overall criteria weightings adjusted due to new criteria added.	• Overall criteria weightings adjusted due to new criteria added. • Value/ Range for replacement cost have been adjusted. • Value/ Range for other criteria have been adjusted to reflect updated asset classes • GIS – Asset Type factor removed.
Fire and Emergency Services (FES)	• Developed a standalone PoF framework for FES, separating it from Vehicles and closing the 2025 gap.	• Developed a standalone CoF framework for FES, introducing a distinct FES-specific consequence approach.
IT	• Developed a standalone PoF framework for IT assets, separating it from Machinery and Equipment and closing the 2025 gap.	• Developed a standalone CoF framework for IT assets, introducing a distinct IT-specific consequence approach.
Library	• Developed a standalone PoF framework for Library assets, separating it from Machinery and Equipment and closing the 2025 gap.	• Developed a standalone CoF framework for Library assets, introducing Library-specific consequence assessment as a distinct approach.

4.3 Risk Evaluation Matrix

Risk is evaluated using a 5x5 matrix (Table 4-4) that combines PoF and CoF into a single score ranging from 1 to 25, which is then grouped into five risk levels from Very Low to Very High. This structure supports clear interpretation of risk exposure and provides a consistent basis for ranking assets and informing intervention timing. The assigned risk level can inform renewal decisions, lifecycle planning, inspection frequency, and emergency response measures.

While the 2025 AMP included an appropriate assessment of PoF and CoF, a formal risk matrix was not applied. The use of the risk matrix moving forward will improve transparency and consistency in interpreting risk scores and support more risk informed decision making. The scoring approach used within the matrix are aligned with the Town's previous risk assessment methodology to maintain continuity and comparability over time.

Table 4-4: Risk Evaluation Matrix

Consequence of Failure (CoF)						
	5-Severe	5	10	15	20	25
	4-Significant	4	8	12	16	20
	3-Moderate	3	6	9	12	15
	2-Limited	2	4	6	8	10
	1-Negligible	1	2	3	4	5
		1-Rare	2-Unlikely	3-Possible	4-Likely	5- Almost Certain
		Probability of Failure (PoF)				

In this update, risk scores have been revised to reflect the current age of assets using a Weibull based condition assessment approach. To support this analysis, a three parameter Weibull distribution to evaluate asset condition was applied. This method is widely used in reliability and lifecycle modelling and provides a practical way to estimate probability of failure over time.

The deterioration curve recognizes that some assets may fail earlier due to operating conditions or installation issues, while others may continue to perform beyond their expected service life. The distribution parameters allow the model to capture this variability and produce a probability based condition profile for the overall asset portfolio. The Town will continue to refine risk scores in future AMP updates by incorporating additional criteria.

The risk matrix presented in this update was developed by combining the Town's existing consequence of failure categories from the 2025 iteration with updated probability of failure values derived in this cycle. While the Town previously defined consequence categories, a formal 5 by 5 risk matrix framework had not been applied.

To maintain continuity with prior assessments, the existing consequence of failure ratings were retained without modification. Probability of failure was updated using the current condition assessment approach, incorporating Weibull-based modelling to reflect asset age and condition. This allows the updated risk scores to better represent the likelihood of failure while preserving the established understanding of consequence.

Using these inputs, a standardized 5 by 5 matrix was constructed to produce risk scores ranging from 1 to 25, grouped into five risk levels. This provides a consistent and transparent basis for comparing assets across the portfolio.

The resulting risk outputs were visualized and analyzed in relation to asset replacement value to support capital planning and prioritization. This approach enables the identification of high-risk, high-value assets where investment decisions may have the greatest impact.

It is noted that newer risk evaluation frameworks were not applied in this update. The approach was selected to align with the Town's previous methodology while introducing improvements in probability estimation and overall consistency in risk interpretation.

Table 4-5 summarizes the overall risk profile for 2026, with most assets remaining in the very low to low-risk categories (95%). Compared to 2025, the distribution of risk remains broadly consistent, with minor shifts toward lower-risk categories and a small proportion of assets continuing to be classified as moderate to very high risk. Table 4-6 summarizes the risk of assets in poor and very poor condition based on the 2026 risk analysis.

Table 4-5: Overall Risk Rating

1 – 4 Very Low $2,051,159,000 (65%)	5 – 7 Low $926,773,000 (30%)	8 – 9 Moderate $106,472,000 (3%)	10 – 14 High $38,608,000 (1%)	15 – 25 Very High $9,353,000 (<1%)

Table 4-6: Risks of Assets in Poor (P) and Very Poor (VP) Conditions

Asset Class	Total Replacement Cost for P/VP Assets	% of P/VP Assets Relative to Asset Portfolio	Total Replacement Cost of P/VP Assets Classified as Low and Very Low Risk	Total Replacement Cost of P/VP Assets Classified as Moderate Risk	Total Replacement Cost of P/VP Assets Classified as High and Very High Risk
Transportation	$155 M	16%	$72 M	$72 M	$11 M
Water Network	$25 M	4%	$24 M	$1 M	< $1 M
Parks and Land Improvements	$10 M	17%	$1 M	$2 M	$8 M
Wastewater Network	$10 M	3%	$10 M	–	< $1 M
Facilities	$7 M	4%	$1 M	$1 M	$5 M
Fleet	$5 M	35%	$1 M	$1 M	$3 M
FES	$3 M	17%	< $1 M	–	$3 M
IT	$1 M	69%	$1 M	–	–
Stormwater Network	< $1 M	< 1%	< $1 M	–	< $1 M
Library	< $1 M	7%	< $1 M	–	–
Total	**$217 M**	**7%**	**$109 M**	**$76 M**	**$32 M**

Note: Where CoF is unavailable, an average value for the corresponding asset class has been applied. This should be refined in the next iteration using the proposed CoF frameworks. Minor discrepancies between reported totals and the sum of individual values are attributable to rounding.

4.4 Risk Mitigation Framework

Across departments, risk mitigation is handled inconsistently and is often informal. Water maintains a risk register focused on water quality rather than AM, highlighting a gap between operational response and long-term renewal planning. Facilities and Parks and Land Improvements do not maintain formal risk registers, instead relying on condition assessments, inspections, inventory updates, and maintenance programs, with risk-based prioritization limited by unclear consequence criteria and funding constraints. IT manages risk through age-based

replacement cycles, recognizing high service consequences despite relatively low asset values, while Library assets are generally low risk, Library IT components are managed similarly to corporate IT through standard service-life schedules. Table 4-7 presents a standard risk mitigation framework that the Town could apply consistently across all departments.

Table 4-7: Risk Mitigation Framework

Risk Category	Asset Renewal Strategy	Capital Investment Requirements	System Redundancy Provisions	Inspection and Maintenance Schedule	Spare Parts Availability and Supply Chain Considerations	Operational Utilization	Emergency Preparedness and Response
Very High	Immediate replace/ rehab	Fund now (urgent)	Full redundancy / backup unit	Continuous / weekly condition monitoring	Critical spares on-site; dual suppliers	Restrict use; conservative operations	24/7 response; drills; stocked kits
High	Replace soon; prioritize	Budget in current cycle	Partial redundancy; temporary bypass	Monthly/ quarterly inspections and maintenance	Key spares stocked; expedite contracts	Reduce load; optimize duty cycles	On call; clear playbooks; test quarterly
Moderate	Plan renewal in 1–3 yrs	Include in mid-term plan	Limited redundancy; contingency plan	Semi-annual inspections and maintenance	Order as needed; confirm lead times	Normal use; track trends	Defined contacts; tabletop annually
Low	Maintain; renew later	Routine allowance	Minimal redundancy needed	Annual inspections and maintenance	Standard inventory; normal ordering	Normal use	Basic procedures; annual review
Very Low	Run-to-failure	Minimal	None required	Periodic/ biannual inspections and basic maintenance	No stocking: order when required	Normal use	Standard awareness: update as needed

4.5 Risk-Based Prioritization

The Town is developing a risk-based prioritization framework to support evidence-based capital planning by linking asset needs to risk, project timing, and funding decisions. As an asset owner, the Town aims to preserve the condition and performance of its infrastructure for as long as possible by maintaining and extending asset lifecycles through preventive maintenance and timely renewal before full replacement is required. At the same time, the Town continues to acquire new infrastructure, which increases long-term operating, maintenance, and renewal obligations as assets age.

The AM planning process is intended to support cost-effective planning and resource management by improving understanding of the Town's overall infrastructure needs. Lifecycle analysis is used to estimate renewal and replacement requirements across the asset portfolio and to inform long-term capital planning decisions.

Within this context, the risk-based prioritization framework focuses limited capital budgets on the most critical and higher-risk assets, reducing the likelihood of unexpected failures and service disruptions while providing a transparent and defensible rationale for why some projects advance and others are deferred. High- and very high-risk needs are ranked first for funding consideration within each budget cycle. Projects that fit within available funding become funded actions for that cycle, while unfunded needs remain visible, tracked, and carried forward into future budget cycles where priorities can be reassessed as conditions, risks, or information change.

Figure 4-1 outlines a simplified decision logic for prioritizing asset replacement using risk scores when funding is limited. Proposed actions are ranked based on risk, with funding applied sequentially until budget limits are reached. Needs that are not funded remain in the program and are rolled forward into subsequent budget cycles.

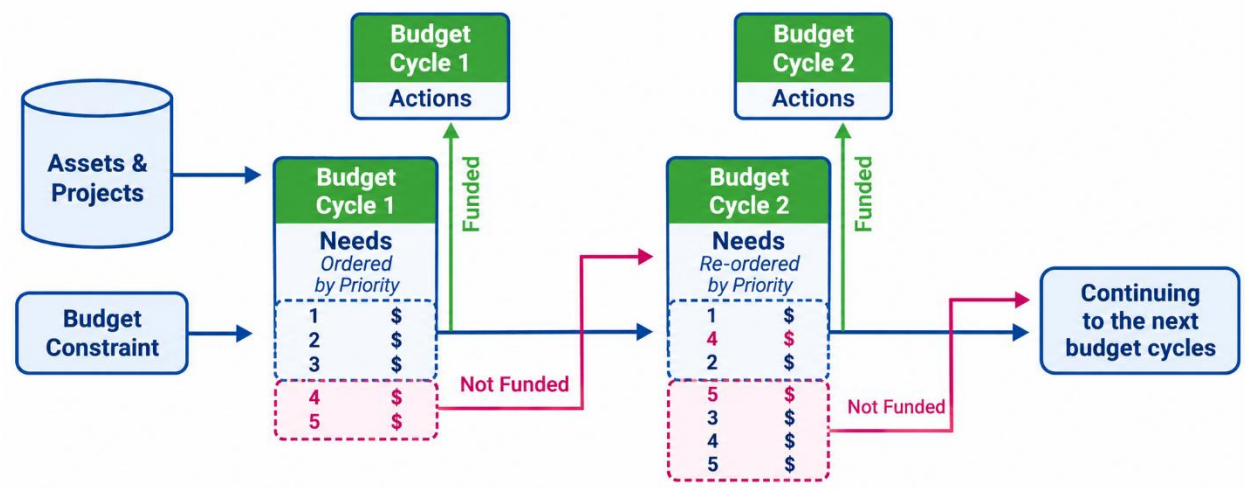


Figure 4-1: Risk-Based Prioritization Framework

As the Town's AM program continues to evolve, the Town will develop a risk-based coordination framework for capital projects by considering asset interdependencies and opportunities to align interventions across asset classes within the same corridor or service area, helping reduce rework, minimize service disruptions, and improve overall program efficiency.

4.6 Planned Improvements

Table 4-8 present recommended action items to help the Town improve its risk framework.

Table 4-8: Summary of Improvement Areas and Planned Improvements

Opportunity Area	Improvement Areas	Planned Improvements
Root-cause analysis of risk score	The underlying PoF and CoF drivers contributing to risk scores are not yet visually illustrated	Develop a clear visual summary that shows the main factors contributing to risk scores, making it easier to understand how different drivers influence overall results.
Risk roles and accountability	Responsibilities for managing risks not clearly defined across teams	Create a RASCI table to clarify responsibilities for managing risks.

Opportunity Area	Improvement Areas	Planned Improvements
Customizable risk framework	Current framework does not reflect asset specific characteristics (i.e. Tree Risk Assessment not reflected for Parks and Land Improvements)	Create customized risk frameworks to accommodate for portfolio specific requirements.
Condition data integration	Real-time condition data not incorporated in AMP	Incorporate condition data when available
Condition scale mapping (linear vs nonlinear)	Condition deterioration requires review and refinement; need to clarify external scales (PACP/FCI)	Town to verify mapping formulas and link updated condition data to asset inventories.
Corporate risk governance	No corporate-wide risk register for tracking risks	Establish corporate-wide risk register to track risks
Risk framework used in decision-making	2025 AMP risk framework was not used to support funding decisions	Use risk framework to inform prioritization for the 10-year capital project list.
Risk mitigation strategies	The Town does not have a consistent, documented approach for identifying and applying risk mitigation actions across asset classes.	Implement standardized risk mitigation strategies to guide preventive, corrective, and contingency actions.

5. Governance

The following section updates and strengthens the Town's governance framework and includes structure (Section 5.1), an updated Responsible, Accountable, Supportive, Consulted, and Informed (RASCI) (Section 5.2), and documentation of asset class interdependencies (Section 5.3). Also discussed are communication approaches to the parties of interest across AM as the triggers initiating those communications.

5.1 Governance Framework

In alignment with ISO 55001, the AM governance framework supports effective, timely, and informed decision-making across the organization. Governance plays a key role in enabling appropriate decision-making structures and accountabilities to support AM objectives.

This approach summarized in this section is informed by the workshop outcomes and aligned with the ISO 55000 series, which emphasizes the importance of understanding the organization's internal context as a foundation for effective governance. This includes consideration of governance requirements, policies, objectives, organizational structure, roles and accountabilities, decision-making processes, and the systems and information flows that support asset-related decisions.

It also reflects broader contextual factors such as organizational culture and values, risk management approach and tolerance, availability of resources and capabilities, contractual relationships, and the size, complexity, and criticality of assets. In addition, it recognizes the importance of learning from past performance, including incidents, audits, and reviews, to continuously improve AM practices.

5.1.1 Governance Models

In aligning AM governance with ISO 55001 and O. Reg. 588/17, municipalities typically assess governance options that best support consistent decision-making, accountability, and delivery of AM outcomes. A review of models that can be applied within AM[2] identified four potential governance models commonly used by government organizations to structure AM oversight and delivery. Figure 5-1 summarizes the four typical AM governance models which are:

- Model 1: A steering committee advises and coordinates alongside departmental leadership, a centralized AM Office supports implementation and standardization, and decentralized departments execute AM activities (e.g., plans, risk assessments, prioritization) through formal, documented, and consistent processes.
- Model 2: A steering committee provides clear, consistent direction (typically positioned below departmental leadership), while AM capability is distributed across departments rather than housed in a central AM office. As a result, AM activities are decentralized and more informal, often completed within existing roles instead of through a dedicated, fully resourced AM Office.
- Model 3: The steering committee and AM Office operate as an integrated central function that sets standards and governance requirements and actively enforces consistent adoption, while departments carry out the day-to-day AM activities within that centrally controlled framework.
- Model 4: A central steering team provides strategic direction and oversight with limited involvement in execution, while departments and operations lead delivery of day-to-day AM activities, with the central function focused primarily on governance, coordination, and guidance.

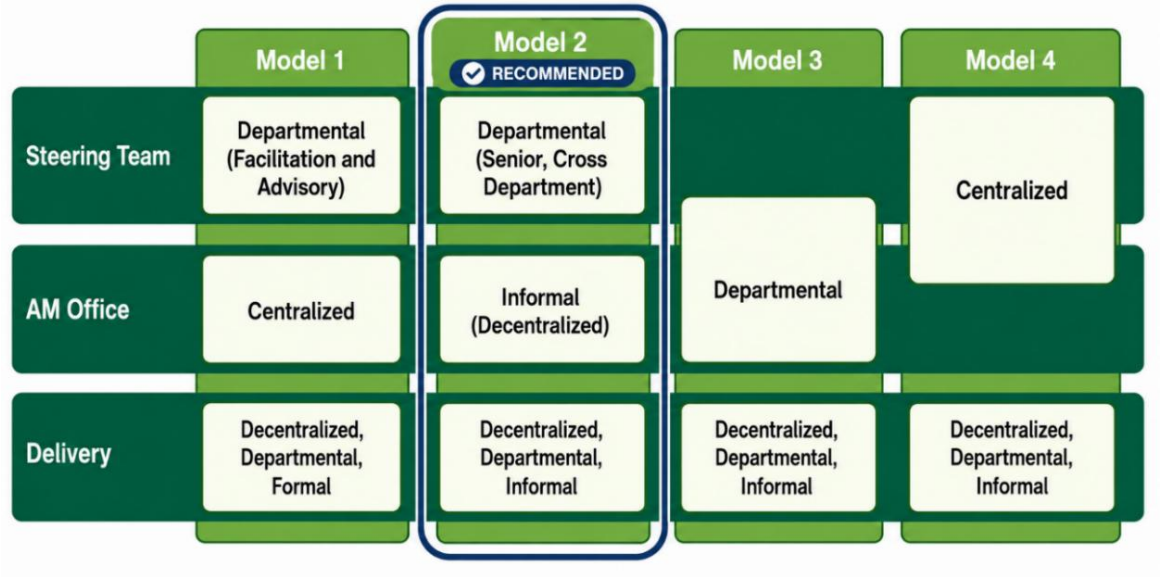


Figure 5-1: Governance Models

Overall, the Town's current governance approach aligns most closely with Model 2. The Town's Asset Management (AM) Office is currently delivered through a single dedicated role, while AM

[2] GHD (2018) Governance Models for Successful Asset Management Development and Sustenance

coordination and delivery are distributed across departments through designated AM Liaisons who support day-to-day implementation within their respective service areas. This model leverages departmental expertise and fosters cross-functional collaboration, which is particularly beneficial in a smaller organizational context.

While Model 1 could also meet the Town's needs, it would require additional resources to establish and maintain a more centralized AM Office. It would also not provide the same level of direct departmental representation and service-area knowledge within the governance structure.

The Steering Committee, comprised of General Managers and department heads, provides oversight, direction, and facilitation, including guidance on matters advancing to Council, rather than functioning as a centralized delivery body.

This distributed approach is well suited to a smaller organization, as it keeps responsibilities close to operations while supporting practical, day-to-day asset management activities. As AM practices mature, the AM Office can expand as needed. The Town will continue to reinforce this governance approach through its AM system and align future governance activities with the roles defined in the updated RASCI. This will support consistent delivery of future work and provide a clear framework for continuous improvement.

5.1.2 Proposed EG Governance Model

It is noted that the current governance model is informal and reflects the roles outlined in the current RASCI. As a result, the Town will simplify the structure to improve clarity in decision-making and accountability.

The proposed governance model therefore simplifies the existing structure from eight positions into five governance tiers, as shown in Figure 5-2. At the top, Council provides the highest level of authority and approves the AM Policy, LOS, and funding. Below this, the Senior Management Team provides corporate oversight and are accountable for the Strategic Asset Management Plan, ensuring that AM initiatives are advanced across the organization.

The Steering Committee and Departmental AM Liaisons support coordination and consistency, while departments remain accountable for delivering the commitments outlined in the AM Plan. The AM Lead/Team group is responsible for developing corporate frameworks and monitoring and reporting on progress, whereas Operations and Maintenance staff, Finance, and other internal and external parties of interest primarily support implementation.

Overall, the proposed model is designed to maintain decision-making authority at the top of the hierarchy while cascading implementation and day-to-day responsibilities throughout the organization.

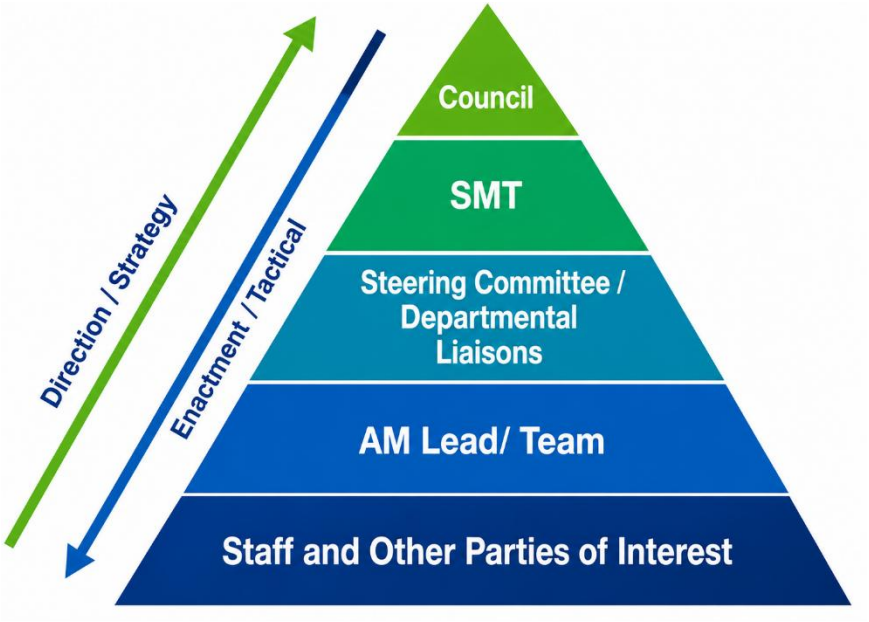


Figure 5-2: Proposed Governance Model

5.2 RASCI Update

To support effective AM delivery, the Town uses a RASCI (previously RACI) matrix to clearly define who does the work, who owns the decision, and who needs to be involved across key AM activities. A RASCI is a practical governance tool that reduces ambiguity, strengthens accountability, and improves coordination, especially where work crosses multiple departments and approval levels.

The RASCI model assigns one of five role types to each activity:

- R — Responsible: The individual(s) who perform the work to complete the task or deliverable.
- A — Accountable: The individual who is ultimately answerable for the successful completion of the deliverable or task. This person approves the work to check that it meets expectations.
- S — Support: Those assigned a supporting role are key to assisting the Responsible party (provide resources, inputs, execution help). They are more than just consulted and form part of the delivery team for an activity.
- C — Consulted: Individuals or groups whose expertise, opinions, or input are sought to complete the task or deliverable effectively. Consultation involves a two-way exchange of information and collaboration.
- I — Informed: Individuals or groups who are kept updated on progress or completion of the task. They are not directly involved in performing or approving the work and typically receive information after decisions or deliverables are finalized.

5.2.1 Governance Improvement Areas

This section summarizes the key gaps identified in the Town's current RASCI during the workshop, organized by task area. The observations in Table 5-1 reflect where roles, decision-rights, and accountability are unclear, over-assigned, or bundled in ways that could slow decision-making and dilute ownership. These gaps highlight opportunities to better separate governance from delivery, clarify strategic versus operational responsibilities, and strengthen enabling functions to support consistent AM execution.

Table 5-1: Summary of Gaps by Task

Task	Improvement Area	Description
Defining Requirements	Decision-rights and accountability are too high and bundled	• Council is positioned as accountable for multiple defining requirements activities, which risks pushing operational/ technical governance upward by default causing slower decisions, and heavier escalation. • Council vs. SMT roles are blended in several areas, making it harder to determine who owns drafting, endorsement, and approval.
	Steering Committee is over-assigned as Accountable	• The Steering Committee is described as best suited to enable consistency, not to own delivery work such as demand forecasting or condition/ performance program implementation. • Assigning accountability to a committee creates ambiguity because a committee cannot practically be the single accountable owner in day-to-day execution.
	Customer LOS vs. Technical LOS governance is not cleanly separated	• Council must approve customer LOS • Technical LOS is more appropriately defined/ managed within the departments, supported by consultation and standards.
	Condition and performance roles blur between "strategic process owner" and "doers"	• There's a recognized gap in distinguishing who sets the condition/performance framework requirements (standards, strategy, cadence) and who follows and executes the process (O and M doing inspections, day-to-day tasks, monitoring). • Combining roles (O and M + strategic AM ownership) without a clear split may risk confusion and duplication.
	SAMP ownership: "approval" vs "accountability" is not clearly split	• The SAMP needs Council approval to be meaningful (funding, LOS, risk) but also suggests that SMT is typically accountable for producing the SAMP. Council may be more appropriately positioned as informed.
Developing Strategies	Risk management activities are bundled into one step	• The current approach treats risk identification/ assessment and risk mitigation planning as a same task which can blur ownership and make it harder to assign the right level of accountability.
	O and M involvement is not consistently positioned for mitigation and delivery	• O and M is flagged as having a major role in maintaining condition/ performance and implementing mitigations, but the RASCI positioning can leave them too passive for activities where their input is essential.
	Finance involvement varies by department and maturity	• Finance is centralized and closely engaged with EPW capital planning, but other departments are less mature, and finance engagement is less consistent. • This inconsistency can lead to uneven forecasting quality and uneven integration of AM strategy into the 10-year plan.

Task	Improvement Area	Description
	The funding gap is not documented or reported as a governance output	• The gap between requested vs. approved capital list is not currently reported, creating an opportunity to track the infrastructure funding gap.
AM Enablers	AM People and Leadership: training capacity exists, but AM training is not formalized	• The Town has a training portal (Learning Management System (LMS)), but there is no dedicated AM learning module, and AM training is not mandatory for new staff. • AM Training currently relies on informal coaching from prior consultants or internal leads, which creates uneven knowledge transfer across departments.
	Asset data quality and consistency are recognized as a major gap	• The Town is actively refining reporting scope, but currently data quality is not high and attributes are inconsistent. • Departments vary widely in maturity, making consistency harder.
	Project delivery handover requirements for AM data are unclear	• There is a wide gap in shared understanding of what data needs to be handed over into GIS/ CMMS/ Citywide PSD to support AM planning. • Less mature departments have wider data gaps.
	Outsourcing and Procurement roles need to be reassigned	• Procurement accountability depends on what's being procured and the current RASCI doesn't reflect that split, assigning the Steering Committee to be accountable for all procurement.

5.2.1.1 Recommendations

Building on the gaps identified, this section outlines targeted recommendations to refine the Town's RASCI by task area. The recommendations in Table 5-2 focus on improving clarity of decision-rights and ownership, reducing over-reliance on committees as "Accountable," and better distinguishing governance responsibilities from day-to-day delivery. Collectively, these changes are intended to streamline approvals, strengthen operational accountability, and establish more consistent enabling practices to support reliable AM outcomes.

Table 5-2: Summary of Recommendations for the RASCI by Task

Task	Recommendation	Description
Defining Requirements	Keep Policy and Objectives largely as-is	• No major efficiency or governance issues are identified for the AM policy and objectives; roles are seen as broadly aligned.
	Refine LOS governance by separating Customer vs. Technical LOS	• Consider splitting LOS into Customer LOS and Technical LOS; however, maintain a combined approach in the near term (2-4 years) given the Town's size and the shared responsibility across the same team.
	Reassign "Accountable" from Steering Committee to specific senior roles	• Demand forecasting: move "A" from Steering Committee to SMT/Department Heads (with departments + AM lead responsible/supporting for inputs and analysis). • Condition and performance programs: assign "A" to Directors/Department leadership, who then cascade "R" to teams.
	Clarify the "process owner vs process executor" split (especially for O and M)	• For condition/performance: Leadership sets the framework requirements (what must be done, minimum standards, cadence). • O and M teams are responsible for executing day-to-day tasks, inspections, monitoring, and feeding information back.

Task	Recommendation	Description
	Clarify SAMP governance	• Align SAMP refresh timing with the Council objective cycle (e.g., post-election priorities). • Executive leadership accountable for developing and updating the SAMP. • AM Lead responsible for drafting/ coordinating the document. • Council approves key commitments embedded within.
Developing Strategies	Risk Management: clarify ownership and elevate O and M contribution	• Consider splitting risk identification/assessment from mitigation strategy development for clarity, acknowledging that some teams may perform both. • O and M is Consulted for mitigation feasibility.
	Capital Works Planning: Clarify Finance vs Department roles	• Clarify that Finance supports alignment of 10-year forecasts to annual budgets, but departments/O and M manage within approved envelopes.
	Create a standard governance deliverable to track funding gaps	• Implement a Financial Gap Analysis as a recurring AM governance output tracking constraints, proposed plan, Council-approved plan, and deferrals.
	AMPs: move accountability from committee to an exact role, keep committee as oversight	• Shift AMP accountability away from the Steering Committee, instead assign it to an Executive/Director-level role. • AM Lead/ Team is responsible for producing and updating the AMPs. • Continue Council's role as formal approval and ratification, per current practice.
AM Enablers	Split governance and make training repeatable	• Consider separating the enabler into two activities: define AM roles and responsibilities and build AM capacity (training and onboarding). • Create a baseline AM onboarding package that is mandatory and add role-based modules.
	Define data standards to improve handovers	• Define minimum viable AM data standards by asset class (the small set of fields required to make decisions), rather than aiming for all perfect data. • Standardize core attributes where gaps are flagged (e.g., asset ID, location, replacement value, condition inputs, service life assumptions, criticality where relevant). • Introduce asset reporting thresholds that vary by department/ asset class, so effort is proportional to value/ risk.
	Build a simple AM process playbook for departments to follow	• This can include procedures and templates for departments to use and provides structure on required input/ outputs, where things live, and who produces what.
	Correct accountability by procurement type	• Remove Steering Committee as "Accountable" for procurement execution. • Split procurement governance into two: • Corporate AM work (e.g., AM program support, AMPs, progress updates): accountability with AM Lead/ Team, with procurement support as needed. • Project/ Asset-level procurement (capital projects, departmental initiatives): accountability with the relevant department/ project owner, with Finance and Procurement in supporting roles.

Based on the gaps and recommendations, an updated RASCI Matrix is provided below with activities defined in Table 5-3.

East Gwillimbury
Growing Together

Roles / Activity		Council	SMT	AM Steering Committee/ Department	AM Lead/ Team	Staff and Other Parties of Interest
Understanding and Defining Requirements	Analysis of the Strategic Direction (AM Policy and Objectives)	A	C	C	R	C/I
	Levels of Service Framework	A	C	C (Steering Co.) R (Department)	S	C/I
	Demand Forecasting and Management	I	A	C (Steering Co.) R (Department)	S	C/I
	Asset Condition and Performance	I	I	A (Department)	R	S (O&M)
	Strategic Asset Management Plan	A (for approving)	A (for developing)	C	R	S
Developing Asset Management Lifecycle Strategies	Risk Management and Resilience	I	A	I	R	C/S (O&M)
	Operational Planning	I	C	A (Department)	R	C/I
	Capital Works Planning	I	C	A (Department)	R	S (Finance)
	Asset Financial Planning and Management	I	C	A(Department)	R	S (Finance)
	Asset Management Plans (AMPs)	I	C	A	R	C/I
Asset Management Enablers	AM People and Leadership	I	A (Define AM roles & responsibilities)	I	R (AM training)	I
	Asset Data and Information	I	C	A (Department)	R	S
	Asset Management Information Systems	I	I	A (Department)	R	I
	AM Process Management	I	C	A	R	I
	Outsourcing and Procurement	I	C	A (Department for capital project outsourcing/ procurement)	A (for corporate level work) /R	C
	Continuous Improvement	I	A	C	R	I

Figure 5-3: Updated RASCI Matrix

Table 5-3: RASCI Activity Description

Activity	Definition
Analysis of the Strategic Direction (AM Policy and Objectives)	Review and refine the Asset Management (AM) policy to ensure alignment with the corporate vision and legislative requirements. Define clear objectives and prioritize initiatives.
Levels of Service Framework	Define and document customer and technical service levels. Establish measurable performance metrics and targets to track service delivery.
Demand Forecasting and Management	Analyse population growth, land use patterns, and service trends. Identify key demand drivers and evaluate their impact on existing and future assets.
Asset Condition and Performance	Develop and implement programs to assess asset condition and monitor performance. Analyze deterioration trends to inform maintenance and renewal strategies.
Strategic Asset Management Plan (SAMP)	Develop and periodically update the SAMP, ensuring alignment with AM policy and corporate strategy.
Risk Management and Resilience	Identify risks related to assets, assess their likelihood and potential consequences, and develop strategies to mitigate and manage these risks.
Operational Planning	Develop maintenance strategies and optimize operations and maintenance (O and M) activities. Ensure coordination and integration with capital planning efforts.
Capital Works Planning	Identify capital asset renewal and upgrade needs. Prioritize capital projects based on asset condition, risk, and organizational priorities.
Asset Financial Planning and Management	Align lifecycle costs with budget forecasts. Evaluate funding strategies and investment scenarios to support sustainable asset management. Note: Council formally approves the 10-year capital plan. This activity refers to the financial analysis and planning work that supports that approval.
Asset Management Plans (AMPs)	Develop and maintain AMPs for all major asset classes, integrating lifecycle strategies, risk management, and service level objectives.
AM People and Leadership	Define AM roles and responsibilities. Build organizational capacity through training and development programs.
Asset Data and Information	Establish data standards and protocols for collection, validation, and storage. Ensure high-quality, accessible data to support decision-making.
Asset Management Information Systems	Select, implement, and manage AM systems. Ensure seamless integration with other corporate systems.
AM Process Management	Develop and maintain standardized AM processes to promote consistency, efficiency, and proper documentation.
Outsourcing and Procurement	Manage contracts and procurement activities related to asset services, ensuring alignment with AM objectives and strategic priorities.

5.3 Service Interdependency

Service interdependency describes the extent to which one service area's ability to meet its LOS depends on the assets, activities, and decisions of other departments. In practice, these dependencies show up in three main ways:

1. Time and coordination effort spent on forward planning, routine liaison, and aligning work programs (e.g., coordinating roads and stormwater works).

2. Operational interoperability and failure impacts during operations, maintenance, and unplanned events (e.g., fleet enabling road clearance for emergency response, or downstream impacts from a water main failure or stormwater overflow)
3. Alignment during renewal and acquisition, where capital timing, corridor planning, and shared construction windows require cross-department collaboration (e.g., roads, water, wastewater, parks and land improvements, and public works).

For this update, interdependency is assessed in a way that fits the Town's current maturity, focusing on working relationships and resilience rather than a fully detailed service-objective-to-asset mapping.

Table 5-4 presents the interdependency framework used by departments to score dependencies across two dimensions: **Time and Effort × Asset Impact** to assess how frequently teams interact and how strongly one service relies on another to deliver outcomes. This provides a clear, comparable snapshot of where coordination is routine versus reactive, and where dependencies create the greatest risk or the greatest opportunity for integrated planning and reliable service delivery.

Table 5-4: Service Interdependency Framework

Score	Time and Effort	Asset Impact
1	Never	No relationship
2	Only when issue arise (informal)	Ad-hoc reliance
3	Regular (formal) meetings	Scenario specific reliance
4	Frequent (weekly, formal) meetings/ discussion	Reliance most of the time
5	Constant (almost daily)	Consistent, direct reliance to deliver service

The scores are converted to a 5x5 matrix that combines Time and Effort and Asset Impact into a single score ranging from 1 to 25, which is then grouped into five interdependency levels from Very Weak to Very Strong according to the scoring breakdown shown in Table 5-5. Based on the findings, the Interdependency Matrix is provided below.

Table 5-5: Interdependency Score Breakdown

Very Weak	Weak	Medium	Strong	Very Strong
1 – 5	6 – 10	11 – 15	16 – 20	21 – 25

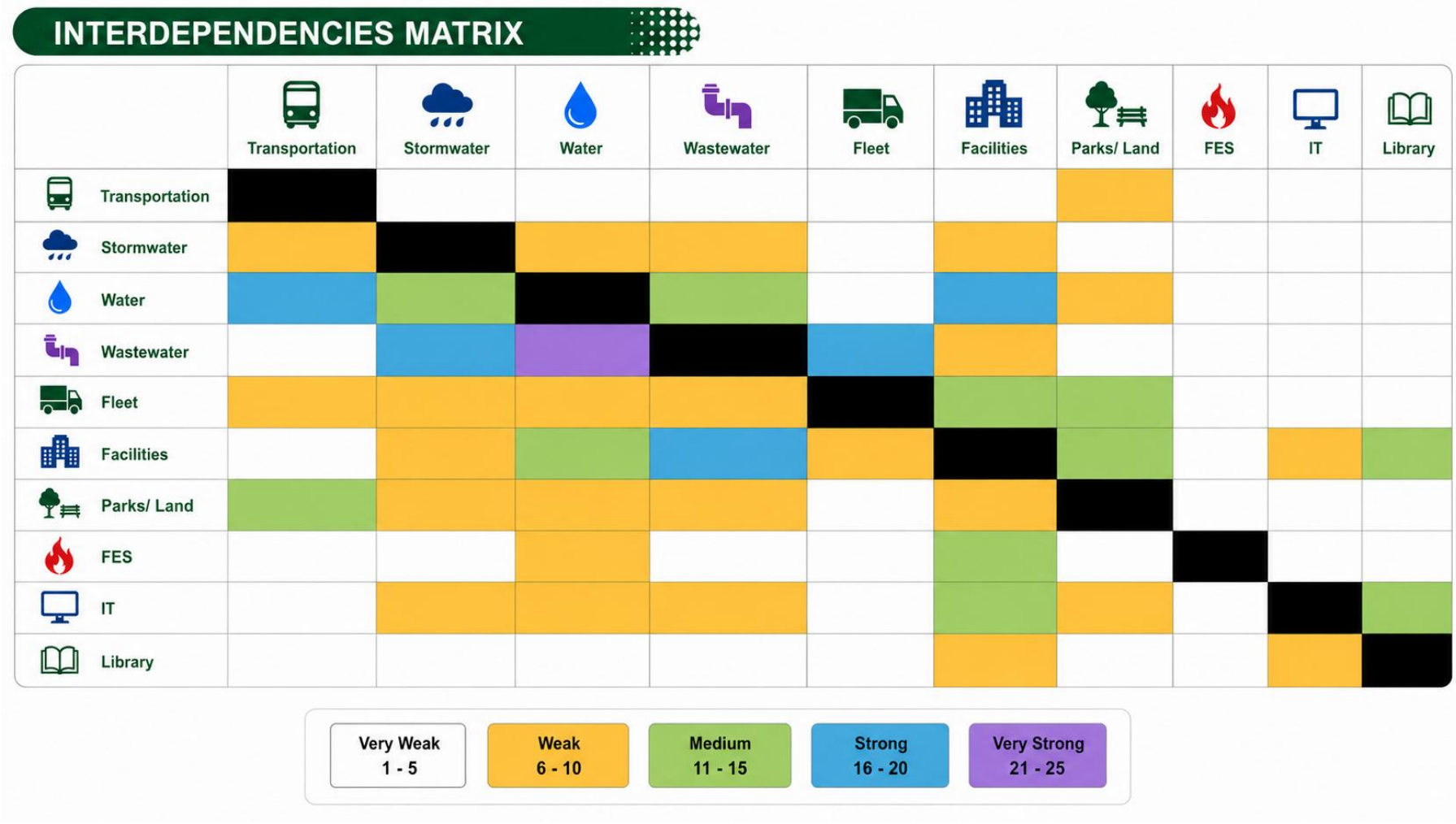


Figure 5-4: Interdependencies Matrix

The matrix shows most interdependencies to be Weak to Very Weak, indicating coordination is often ad-hoc or issue-driven, while a smaller set of portfolio pairs from core assets demonstrate higher dependency, most notably between Water and Wastewater (Very Strong), with additional Strong linkages among Stormwater, Wastewater, Transportation, Fleet, and Facilities that reflect shared corridors, operational interoperability, and cascading failure impacts. Overall, the results highlight where coordination is already routine and critical for resilience, and where there is the greatest opportunity to strengthen integrated planning and improve reliable service delivery through more structured cross-department collaboration.

5.4 Change Management and Communications

The change management and communications approach identifies the key internal and external parties of interest who influence or are affected by AM and establishes a structured engagement approach to allow the parties of interest to receive timely information, have meaningful opportunities to provide input, and are engaged at an appropriate level as AM activities progress through the asset lifecycle.

East Gwillimbury is developing a Community Engagement Strategy (CES) as part of the planned actions identified in the Town's Service Experience Strategy (2025) and the 2024–2027 Indigeneity, Inclusion, Diversity, Equity, and Accessibility (IIDEA) Action Plan. The Town is also developing an Indigenous Consultation Framework identified within the IIDEA Action Plan.

As the CES and Indigenous Consultation Framework are developed, the AM team will use the following toolkit to align with the Town's recommended engagement and consultation practices and protocols. The CES will align with the International Association for Public Participation (IAP2) Spectrum of Public Participation[3], which will assist in determining the appropriate level of participation for each party of interest and their potential role in engagement activities.

5.4.1 Parties of Interest

Education and engagement of the parties of interest are critical to the success of any communication plan. This approach has been determined so that key parties of interest have multiple opportunities to learn about and/or broaden their understanding of AM while providing feedback that will be used to refine future AM education tactics, as well as internal AM delivery processes.

Table 5-6 is a list of the parties of interest engaged in the internal AM communications process. These key parties of interest were identified for engagement due to their impact and influence within AM for the Town. The list below may change over time due to shifting AM needs and internal employee structuring.

Table 5-6: Summary Table of Key Parties of Interest

Parties of Interest	Description
Council and Executive Leadership	Includes elected Council members and the Executive Leadership team (General Managers and SMT). This group provides overall governance, strategic direction, and oversight of organizational assets. They set policies, approve major initiatives, and oversee departmental goals align with corporate objectives.

Parties of Interest	Description
AM Steering Committee	Provides strategic guidance and oversight specifically for AM activities. Reviews and monitors AM plans, prioritizes initiatives, and alignment with corporate strategy.
Departmental AM Liaison	A designated individual within each department who serves as the primary point of contact for the AM Lead. They act as the Asset Management Champion, coordinating planning, reporting, and departmental input into corporate AM initiatives. This role is often fulfilled by the same individual who manages operations and maintenance.
Operations and Maintenance Staff	Responsible for the day-to-day operation and upkeep of departmental assets, ensuring optimal performance, reliability, and service delivery. Implements preventive and corrective maintenance programs, monitors condition, and manages lifecycle activities. In most cases, this is the same individual as the Departmental AM Liaison, performing both functions.
AM Lead / Team	Develop long-term AM strategies and plans. Align asset lifecycle planning with corporate objectives, risk management, and service level targets. This refers to the corporate AM function responsible for developing and guiding the overall AM framework, policies, and plans. This is distinct from departmental AM liaisons, who represent their respective departments.
Finance Department	Provides financial oversight for asset management, including budgeting, cost analysis, funding strategies, and financial reporting. Supports lifecycle costs to align with available resources and corporate priorities and is responsible for reporting on AM activities and tangible capital assets (TCA) to support transparency and decision-making.
Internal Parties of Interest (Other Departments)	Staff from other departments who collaborate on AM initiatives where service area interdependencies exist. Provide input, share information, and coordinate resources.
External Parties of Interest	Includes residents, vendors, regulatory agencies, and other external parties with interest or influence over the organization's assets. Engaged for consultation, compliance, and transparency purposes.

5.4.2 Identification and Assessment of Parties of Interest and Potential Tactics

The International Association for Public Participation (IAP2) designed a Spectrum of Public Participation[3] to assist with the selection of the level of participation that defines the public's or in this case, a party of interest's role in any participation or engagement process. Five levels of engagement are identified: inform, consult, involve, collaborate, and empower. These are summarized in Table 5-7 below with potential tactics identified in Table 5-8 based upon feedback from the Town regarding their experience communicating with the parties of interest.

Table 5-7: Participation Engagement Levels

Inform	Consult	Involve	Collaborate	Empower
Providing balanced and objective information in a timely manner.	Obtaining feedback in the development and assessment of options.	Integrating ideas, concerns, and aspirations of the parties of interest to the maximum extent possible.	Engaging in co-creation and problem-solving at multiple points in the process.	Giving some level of decision-making power.

[3] IAP2 (accessed May 13, 2026) https://www.iap2.org/page/SpectrumEvolution

As the life cycle of an asset progresses and parties of interest become more engaged, it is likely they may move from one level of participation to another. Parties of Interest within each level will be provided with various and differing opportunities to engage in the project. Potential issues, interests, or opportunities identified below have been informed by and reflect the findings from the AM Governance and Communications.

Table 5-8: Parties of Interest Analysis and Engagement Plan

Parties of Interest	Engagement Needs and Plan	Communication Triggers
Council and Executive Leadership	Inform the Council and Executive Leadership, with a focus on awareness of key AM activities, risks, and performance. Main needs also include approvals, strategic direction, and advocacy, particularly through Council, SMT, and Board reporting processes. Engagement may increase to consultation for some portfolios where decisions, resourcing, or policy direction are required.	Communicate when items require senior leadership awareness or direction, including public inquiries, departmental needs, resourcing or approval requests, and significant issues escalated through SMT or Council reporting. This is also triggered during formal governance cycles, such as Council agendas, reporting, and budget development updates.
AM Steering Committee	Collaborate and consult the Steering Committee, with an emphasis on gathering data, sharing information, supporting AMP updates, and contributing to reporting processes.	Communicate during governance touchpoints, AM updates, annual reporting, AMP reporting, and when AM project plans or the annual AMP process are being developed or progressed.
Departmental AM Liaison	Collaborate with AM Liaison, particularly in planning and approval processes, and data management.	Communicate to support coordination of departmental AM initiatives, including ongoing AM Progress Updates and lifecycle and budget planning.
Operations and Maintenance Staff	Collaborate with O and M staff, particularly in relation to operational and compliance requirements, deficiency reporting, and data input. O and M contribute operational data, vendor information, and insights into maintenance needs to support AM activities.	Communication is primarily triggered when work it anticipated to impact routine processes and planned work. Communication is also triggered to seek feedback on workflows and completed activities.
AM Lead /Team	Collaborate with the AM Lead/ Team, supported by information sharing and data coordination. The team is involved in awareness-building, information gathering, and reporting, including use of data and software to support AM activities.	Communicate when AM deliverables are being produced, such as annual reporting, AMP reporting, technical program support needs, and preparation of budget materials and formal reporting packages (e.g., Council reports) to check alignment with previously shared information.
Finance Department	Involve and collaborate with Finance. Finance provides and coordinates data and financial inputs, including through systems and software, to support financial management. Engagement is ongoing across budget planning and procurement activities, with Finance playing a key role in supporting and informing these processes.	Communication is triggered during budget development cycles and capital project update reporting. Transactional communication during budget and/or invoice processing, procurement and budget coordination, and purchase decisions that require Finance involvement.

Parties of Interest	Engagement Needs and Plan	Communication Triggers
Internal Parties of Interest (Other Departments)	Collaborate with Internal Parties, particularly around shared asset responsibilities. Internal parties are engaged to support awareness, data sharing, and use of systems or software, with coordination also involving many departments, and Corporate Services where relevant. In some cases, engagement may extend to empowerment to support operational use of data and tools.	Communicate when interdepartmental coordination is required, especially procurement that impacts multiple teams, shared asset responsibilities, and cross-service lifecycle planning items (e.g., end-of-life schedules, growth projects on interacting asset types).
External Parties of Interest	Inform External Parties, particularly in relation to shared asset responsibilities. External Parties are engaged to support awareness of activities, provide relevant updates, and incorporate external input where needed. In some cases, data is shared to support external understanding and advocacy needs (e.g., Friends of the Library). Overall, engagement is intended to maintain transparency and coordination with external parties of interest rather than operational involvement.	Communicate to give awareness of impending service changes to customers and planning intention to parties of interest (such as the York Region). Also trigger when gathering external inputs such as wish lists (e.g., Library's FOTL Wish List).

6. Levels of Service and Performance Monitoring

The 2025 AMP established the Town's current and proposed Levels of Service (LOS) framework, including both community and technical LOS measures required under O. Reg. 588/17 and additional measures selected by the Town. The 2026 update builds on this foundation by reviewing the existing LOS target and performance measures, assessing progress made since the 2025 AMP, and identifying refinements to support more practical and transparent performance monitoring.

6.1 Review of Existing Levels of Service Targets and Performance Measures

As part of the 2026 AM Progress Update, the Town's existing LOS framework was reviewed to confirm whether the 2025 AMP measures remain relevant, practical, and aligned with current service delivery objectives. The review considered both community and technical LOS across the Town's service areas.

The review focused on whether each existing performance measure should be retained, refined, removed, or supplemented. Attention was given to measures that may duplicate other measures, measures that are difficult to calculate consistently, and measures that may describe asset scale rather than service performance. During the workshop, the Town also noted broader challenges related to data standardization and differences in data maturity among asset categories.

6.2 Progress Toward Levels of Service Outcomes

The review identified several areas where progress has been made since the 2025 AMP, as well as areas where further work is required to improve confidence in LOS reporting. Overall, the Town continues to improve its asset data, lifecycle planning, and internal coordination. Progress varies by asset category depending on the maturity of available data, inspection practices, and whether formal monitoring processes are already in place. For the asset categories, including roads, bridges and culverts, water, wastewater, and stormwater, the Town generally has more established condition and performance data. For example, roads rely on road condition survey data and pavement management system modelling, bridges and culverts are supported by OSIM inspections, and water, wastewater, and stormwater systems have a mix of Citywide, GIS, inspection, CCTV, and operational data. For other asset categories, the LOS framework is continuing to mature, with some service areas still developing practical indicators that align with available data and day-to-day operations.

Table 6-1 summarized the progress made by service areas since the 2025 AMP.

Table 6-1: Summary of Progress Since the 2025 AMP

Service Area	Progress Identified	Consideration Captured in the 2026 Update
Transportation-Roads	• PCI and modelling practices are in place • Town is keen in benchmarking PCI and other transportation KPIs	• Replacement cost and average condition measures may need to be consolidated or removed where they duplicate other measures
Transportation-Bridges and Culverts	• 2025 OSIM inspections and bridge and culvert AMP work are underway • Three bridges are being replaced	• Confirm whether some condition measures duplicate BCI based measures
Stormwater	• Strong CCTV program for storm mains • Collaboration on pond inspections and sediment planning • Increased attention to stormwater funding needs	• Ponds, culverts, and headwalls may require separate condition reporting • Resilience measures require confirmation of data sources and calculation methods
Water	• Updated useful life assumptions for pipe materials • Proactive replacement of asbestos cement pipes and problematic ductile iron • Ongoing valve and hydrant inspection practices	• Field inspection results are not yet consistently translated into AMP condition updates • Service interruption calculation methods require clarification
Wastewater	• Overall system condition remains strong • CCTV inspections cover a portion of the network annually • PACP data is available	• PACP data is not yet integrated into AMP condition scoring • Condition figures may need to be presented more clearly
Fleet	• Earlier lifecycle planning and budgeting for high value fleet assets has been implemented due to long procurement timelines	• Potential new lifecycle and maintenance indicators require further review
Facilities	• New facility added to the portfolio	• Work order, downtime, health and safety, and deferred maintenance measures may be useful additions

Service Area	Progress Identified	Consideration Captured in the 2026 Update
	• Replacement cost, square footage, reinvestment, and condition assessment practices are being tracked	
Parks and Land Improvements	• Existing AMP measures provide a solid baseline	• None
Fire and Emergency Services	• More proactive budgeting for large assets such as fire trucks has been adopted	• Data consistency and a single source of truth remain key constraints
IT	• IT is developing an IT AM procedure to formalize roles, responsibilities, and data flow	• Future IT LOS measures should align with the procedure and available data
Library	• New branch and expanded services have created a stronger need for usage and lifecycle tracking	• A focused set of priority LOS measures should be selected

6.3 Updated Levels of Service Framework

The updated LOS framework builds on the 2025 AMP framework and incorporate refinements identified through the 2026 review process. The framework maintains alignment with O. Reg. 588/17 requirements while improving the usefulness of LOS measures for internal decision-making, budget planning, and Council reporting.

The updated LOS framework for each service area can be found in Appendix A. They identify LOS performance measures, type, unit of measure, current performance, proposed LOS targets, and data source. It is noted that the methodology used to calculate the capital reinvestment metric has been updated from the approach used in the 2025 AMP. It is noted that the methodology used to calculate the capital reinvestment metric has been updated from the approach used in the 2025 AMP. Previously, the metric included a broader range of funding sources, including one-time grants, reserves, debt financing, taxes, rates, OCIF, and CCBF. Under that approach, reserve contributions were recognized when funds were contributed rather than when they were spent, and grant funding was included regardless of whether funds were fully expended within the reporting year. As a result, reinvestment levels may have been overstated relative to actual annual capital delivery. The updated approach reflects actual capital expenditures to provide a more accurate representation of annual reinvestment activity across each service area. Under this methodology, all funding sources contributing to actual capital delivery are included in the calculation (e.g., grants, reserves, taxes, rates, and debt); and only expenditures that have been realized within the reporting year are counted toward the reinvestment metric. Levels of Service Monitoring and Reporting

The LOS monitoring and reporting framework has been updated to document how each LOS measure will be tracked over time, as shown in Table 6-2. The framework identifies the data owner and reporting frequency for each service area, and captures available notes related to early warning thresholds and actions if triggered.

This framework supports consistent performance monitoring and helps clarify departmental responsibilities for maintaining LOS information. Where thresholds and actions have not yet been

defined, the Town will continue to monitor trends and confirm appropriate triggers as reporting practices mature.

Table 6-2: LOS Monitoring and Reporting Framework

Service Area	Data Owner	Reporting Frequency	Notes
Transportation- Roads	EPW	Once a year	Average pavement condition index relies on decision trees in RoadMatrix.
Transportation- Bridges and Culverts	EPW	Once every two years	Two-year reporting frequency is considered appropriate for structures with long service lives. Road staff regularly inspect structures for safety issues.
Transportation- Roadside Safety	EPW	Once a year / Other depending on the LOS	-
Stormwater	EPW	Once a year	-
Water	EPW	Once a year	-
Wastewater	EPW	Once a year	-
Fleet	EPW, Fleet Services	Once a year / Other depending on the LOS	Lifecycle tracking is used to identify when assets approach end-of-life and budget approvals are initiated early to avoid service gaps.
Facilities	Office of the CAO, PRC, Finance, IT	Twice a year / Once a year / Other depending on the LOS	No early warning threshold or triggered action identified.
Parks and Land Improvements	Parks and Land Improvements, AM team, GIS team, landscape architect	Once a year	Assets are replaced at end of life or rely on operations team for the inspection reports on what is to be put into the budget for next budget cycle.
FES	Fire Chief and General Manager and Deputy Chief of Operations	Once a year	Begin planning for replacement once assets approach end of life. Action is triggered when an asset reaches the end of usable life, becomes damaged, or the cost to repair is too high.
IT	Finance and IT	Once a year	-
Library	Library Team	Once a year	-

6.4 Planned Improvements

The updated LOS framework provides a more structured basis for monitoring asset performance, tracking progress, and supporting future AM decisions. As the framework is implemented, the Town will continue to refine the measures, data sources, reporting progresses, and performance thresholds to reflect available data, operational needs, and Council priorities.

The LOS continuous improvement considerations are summarized in Table 6-3.

Table 6-3: Summary of Improvement Areas and Planned Improvements

Improvement Area	Improvement Areas	Planned Improvements
Data governance	Minimum data standards are not consistently defined	Confirm data sources, data owners, and calculation methods for each measure
Performance monitoring	AM improvement activities and LOS performance are not formally tracked through a consistent monitoring process	Track LOS results through the agreed reporting frequency
Thresholds and triggers	Early warning thresholds and triggered actions are not yet consistently defined	Develop early warning thresholds and actions as data maturity improves
Asset class detail	Portfolio-level measures do not always provide enough detail for service area decision-making	Add more detailed reporting where portfolio-level measures do not provide enough insight
Lifecycle and risk integration	Risk models exist, but risk results are not consistently used in capital planning	Use LOS results to inform lifecycle strategies, risk review, and capital planning
Annual review	AM improvement activities are not formally tracked	Revisit measures, targets, and monitoring requirements through the annual AMP review process

A key focus of continuous improvement will be improving the consistency and reliability of LOS data. This includes documenting calculation methods, confirming data ownership, and aligning performance reporting with existing systems such as Citywide, GIS, inspection records, condition assessment programs, work order systems, and departmental tracking tools. Clearer data governance will support more consistent year-over-year reporting and improve confidence in future AM updates.

The Town will continue to assess whether the updated measures remain meaningful for decision-making. Some measures may need to be refined over time as asset data improves, service priorities evolve, or new monitoring capabilities become available. Where broad portfolio-level measures do not fully capture asset-specific needs, the Town will consider more detailed reporting by asset class or other priority asset groups.

The updated framework is also intended to strengthen the connection between LOS, lifecycle planning, risk, and financial decision-making. As performance results are monitored, they should be used to identify emerging service risks, inform capital and operating budget needs, support business cases for funding or staffing, and guide future updates to lifecycle strategies.

Continuous improvement will be completed through the Town's annual AMP progress review process. This will allow the Town to assess whether LOS targets are being achieved, identify factors that may be affecting implementation, and confirm any actions required to maintain or improve service outcomes over time.

7. Asset Management Progress Summary, Improvement Plan, and Roadmap

7.1 Asset Management Progress Review

The 2026 AM Progress Update reviewed the Town's progress in implementing the 2025 AMP and advancing AM practices across key service areas, which is summarized in Table 7-1.

Overall, the Town has continued to build its AM program, with progress noted in areas such as departmental engagement, risk framework review, LOS refinement, condition and inspection practices, asset hierarchy confirmation, governance review, and system/process improvement discussions. The review also confirmed that progress varies by service area, with some portfolios, such as Transportation, Water and Wastewater, having more mature data, inspection, and planning practices than others.

The progress review indicates that the Town has made meaningful progress since the 2025 AMP.

- At the corporate level, the Town confirmed the need to continue building alignment between the AMP, departmental practices, financial planning, governance, and reporting.
- At the service area level, progress is strongest where existing inspection programs, lifecycle practices, data systems, or regulatory requirements are already in place.

Table 7-1: Summary of AM Progress by Service Area

Service Area	AM Component				
	Asset Maturity	State of Infrastructure	Risk Assessment	Governance	Levels of Service
Transportation	• EPW was identified as a relatively mature area, with inspection, assessment, prioritization, and 10-year capital delivery planning practices.	• Road Network and Bridges and Culverts, which were treated as individual portfolios before, are now combined under the Transportation portfolio, resulting in different replacement value breakdowns. • A LED replacement program is under development to replace all streetlights.	• Transportation conducts regular inspections and maintains a traffic sign database. • Roadside safety assets use condition assessments that prompt replacement strategies. • Further PoF/CoF input is to be reviewed.	• Strong integration between capital planning and O and M teams was noted. • Transportation also has important interdependencies with stormwater.	• Road and structure LOS measures were reviewed. • Road condition survey data and RoadMatrix modelling support pavement condition and capital planning. • OSIM inspections support bridge and culvert reporting.
Stormwater	• Stormwater has strong CCTV and Citywide data, with ongoing discussion about more detailed reporting for ponds, culverts, and headwalls.	• Stormwater asset replacement cost changes mainly include inflation and addition of new assets. Storm ponds were flagged to revise ESL to better reflect rehabilitation needs. • Future opportunities have been identified to incorporate PACP scores into condition rating assessments, as well as to utilize pond inspection data to further enhance condition evaluation methodologies.	• The stormwater CoF framework is being kept simple for now until the data set is stronger. • Storm assets considered include mains, manholes, dry/wet ponds, catch basins, culverts, services, and headwalls.	• Stormwater interdependencies were identified with Transportation, Water/Wastewater, and Parks and Land Improvements. • Stormwater is closely tied to roads, water, wastewater and parks services.	• The service area confirmed stormwater assets are generally young and in good condition overall. • CCTV is completed for approximately 20% of storm mains annually on a five-year cycle. • The service area is collaborating on pond inspections and sediment management planning.
Water	• AM practices are supported by operational tracking and existing DWQMS processes. • Progress is being made between bridging operational information and AMP reporting.	• As recommended by the consultant, water main and hydrants ESL is viewed as likely to being too high and should be shortened depending on material lifespan assumptions.	• DWQMS risk register exists but is focused on water quality rather than asset management. • Redundancy, and potential additional CoF factors are recommended.	• Water is included in the broader departmental governance and RASCI review. • Roles for condition and performance programs are to be clarified through the governance update.	• Age-based condition assumptions were reviewed. • AC pipe is being replaced and PVC useful life assumptions were updated.
Wastewater	• CCTV and PACP data are available and provide a basis for improving AM maturity in the future.	• Wastewater CCTV data is available but not mapped into the AMP. • It is recommended to have a component breakdown for Pump station replacement costs.	• PACP data exists and is being incorporated. • A consultant is working on translating PACP into a format usable for asset management.	• Wastewater is included in the broader departmental governance and RASCI review. • Asset interdependencies with Facilities were noted through wells and pool systems.	• Wastewater condition and service measures were reviewed. • The system is generally newer, with no combined sewers or combined sewer overflows. • CCTV inspections cover approximately 20% to 30% of the network annually.
Fleet	• Fleet replacement decisions are supported by inspections, reliability, service impact, availability, and operational judgment, rather than age alone.	• Fleet's asset replacement value breakdown is revised to reflect more detailed sub-asset classes and confirmed that condition will remain to be age-based.	• A comprehensive risk assessment for municipal assets, including fleet, was completed approximately one year prior. • Risk considerations are already incorporated into vehicle replacement and end-of-life decisions, although not through a rigid scoring rule.	• Fleet is included in the broader governance and RASCI review. • Fleet and FES interdependency was noted, for example snow clearance affecting fire response capability.	• Fleet has advanced earlier lifecycle planning and budgeting for high-value assets with long procurement timelines. • Potential additional measures include average fleet age versus useful life, assets beyond lifecycle, preventative maintenance indicators, GHG emissions, and inspection frequency.
Facilities	• Facilities track replacement cost quarterly, total square footage, and capital reinvestment through long-range planning.	• Facilities reported a new facility brought online last October 2025. The new facility was not included in the analysis for this	• Facilities use five-year Building Condition Assessments, Facility Condition Index,	• Facilities noted that work is often team-based and clear ownership remains important. Facilities has strong reliance on	• Facilities reviewed potential new KPIs, including health and safety/risk indicators, work order response time, system

Service Area	AM Component				
	Asset Maturity	State of Infrastructure	Risk Assessment	Governance	Levels of Service
	• Condition assessments are completed on a five-year cycle through BCAs, and monthly building/equipment inspections are completed.	update and would be included in future updates. • Installation years need to be revised to accurately reflect ESL. • Facilities noted forecasts can extend 20–40 years for some components and recommended reassessments about every five years due to non-linear deterioration.	preventative maintenance, lifecycle planning, and work order tracking. • BCAs from 2021 to 2022 are planned for renewal in 2027.	Water/Wastewater and coordinates with Parks and Land Improvements for indoor/outdoor boundary responsibilities.	downtime, preventative versus reactive maintenance, deferred maintenance, and planned BCA cycles.
Parks and Land Improvements	• Parks and Land Improvements uses planning processes and the 10-year capital plan to anticipate new parks and trails. • Frequent inspections are completed for higher-risk assets, such as playgrounds.	• A new park coming online this year would be reflected future updates. • A 2025 tree inventory exists but has not yet been incorporated in the data. • Parks and Land Improvements completes a 10-year capital plan annually with Finance.	• Parks and Land Improvements has no formal risk register but uses formal inspections for higher-risk assets, including Tree Risk Assessment qualifications and CSA-based playground inspections. • Higher-risk assets are inspected more frequently than low risk assets.	• Parks and Land Improvements noted unclear AM expectations beyond inventory updates and a learning curve. • Facilities and Parks and Land Improvements coordination was noted for indoor/outdoor boundary responsibilities.	• Parks and Land Improvements reviewed the LOS framework.. • Potential measures include parks, urban forestry, tree canopy, playground compliance, and O and M related indicators.
Fire and Emergency Services (FES)	• FES uses lifecycle requirements governed by NFPA standards for major assets. • The department has adopted proactive budgeting for large assets such as fire trucks.	• FES agreed to use the Weibull curve for forward forecasting and capital planning.	• FES lifecycle is governed by NFPA standards, including maximum in-service life, limited spare service life, and mandatory retirement. • FES and Fleet are considered critical assets with high CoF.	• FES is included in the broader governance and RASCI review. • Emergency response planning was identified as relevant to the risk framework review.	• FES has adopted proactive budgeting for large assets, placing orders approximately two years before end-of-life and phasing capital allocations to avoid service disruptions.
IT	• IT is refining internal processes and developing a dedicated IT Asset Management Procedure, with a target completion of summer 2026. • IT tracks asset changes on a daily/weekly basis and exports data to Citywide.	• IT noticed hardware prices spiking due to broader hardware demand constraints. IT replaces on a regular cycle and can provide recent costs. • IT aim to increase their inventory completeness to 99% next year. • IT also plans to include the Software inventory in future updates.	• IT redid the 10-year capital forecast based on actual end-of-life dates for core IT infrastructure. • Cybersecurity risk is escalating, and mitigation plans now exist that did not exist in the past.	• IT is included in system integration and governance discussions. • IT strength was noted as an enabler for defining system integration responsibilities.	• No new metrics are required for this AM Progress Update. • Future tracking of server downtime/uptime may be considered.
Library	• Library has internal policies and regular service and usage data to support collection renewal, IT replacement, and service planning.	• Library replacement value increased significantly due to efforts to capture missing materials and properly account for the collection. • Library reported a new branch opened; the inventory will be documented in future updates. • Library has a 10-capital project list, aligned with finance requirements.	• Library collections are generally low risk and are assessed as a whole rather than item by item. • Core Library IT assets follow service-life schedules like corporate IT.	• Library has a distinct governance structure through the Library Board. • The governance discussion noted strong participation and culture, with processes requiring formalization.	• Library tracks circulation, e-resource usage, customer service interactions, active cardholders, Wi-Fi use, program sessions and attendance, makerspace usage, physical visits, and website visits. • Long-term forecasting for these measures has not yet been developed. Incorporating long-term KPI forecasting would enhance future Levels of Service (LOS) reporting and support more informed asset management decision-making.

7.2 Identified Improvement Areas and Actions

The 2026 AM Progress Update identified several improvement areas that affect the Town's ability to continue advancing AM maturity and fully implement the AMP. These improvement areas were generalized from the findings discussed in the previous sections and are organized by AM capability area, consistent with the structure used in the AM maturity assessment.

This summary is intended to provide a clear link between the maturity assessment findings and the resulting improvement actions. The identified improvement areas were used to develop corresponding actions, which will support the preparation of the AM Improvement Plan and Roadmap. The improvement areas and actions are summarized in Table 7-2.

Table 7-2: Identified Improvement Areas and Actions

AM Capability Area	Improvement Area	Improvement Action	Intended Outcome
Purpose and Context	Limited visibility of how AM supports strategic outcomes	Define and communicate the contribution of AM to corporate objectives	Improve organization-wide understanding, buy-in, and support for AM implementation
Leadership and Governance	AM policy exists, but awareness and implementation are not consistent	Develop a communication and onboarding plan for the AM Policy	Improve awareness of AM responsibilities and expectations
Organization and People	No formal AM ownership structure within all departments	Define AM leads or liaisons for each department	Improve departmental accountability and coordination
	Limited structured change management approach	Develop and implement change management framework	Support consistent adoption of AM changes across departments
Strategy and Planning	Demand drivers are identified, but require ongoing refinement	Define and document demand drivers in future AMPs	Improve alignment between growth, service demand, and asset planning
	AMP outputs are not always standardized or easy for departments to use	Define standard AM planning outputs, such as needs, risks, and forecasts	Support business cases, budget requests, and consistent reporting
	Resource and supply constraints are not consistently captured in planning	Integrate resource and supply constraints into planning	Improve realism of capital plans and implementation schedules
Decision-Making	Capital decisions based on departmental input and affordability	Develop formal capital prioritization framework (risk, LOS, cost)	Support transparent and consistent capital decision-making
	Capital planning and prioritization can be time-intensive and department-specific	Streamline and automate prioritization and planning processes where practical	Improve consistency and reduce effort in capital planning
Lifecycle Delivery	Lifecycle practices vary across departments	Document and share leading lifecycle practices	Improve consistency in lifecycle planning and treatment selection

AM Capability Area	Improvement Area	Improvement Action	Intended Outcome
Information Management	Minimum data standards are not consistently defined	Define minimum data requirements and standards	Improve data quality, completeness, and consistency
	Citywide is not yet used consistently as a central source of truth	Remove PSD Citywide usage constraints related to time and data quality	Improve system use and reduce repeated data collection exercises
	Systems are not fully integrated across GIS, Citywide, spreadsheets, and other tools	Define system integration approach and responsibilities	Improve data flow, reduce duplication, and clarify ownership
Risk Management	Risk models exist, but risk results are not consistently used in capital planning	Continue refining risk models and use risk results to prioritize capital projects	Strengthen risk-based decision-making
Review and Continual Improvement	AM improvement activities are not formally tracked	Establish AM improvement roadmap tracking	Monitor implementation progress and support annual reporting
	Benchmarking used informally	Develop structured benchmarking approach (where useful)	Identify improvement opportunities and inform service and resource planning
Value and Outcomes	Limited visibility of requested versus approved funding and funding gaps	Strengthen long-term financial planning and capital forecasting	Improve transparency of funding needs and support budget decisions

7.3 Asset Management Improvement Plan and Roadmap

The improvement actions are interdependent and should be sequenced carefully. For example, system integration and Citywide improvements depend on having strong data standards, clear ownership, and defined business processes. Similarly, stronger risk-based prioritization depends on consistent condition data, updated asset information, and agreement on how risk results should be used in capital planning.

The improvement actions are organized into the AM roadmap (Table 7-3), i.e., a phased implementation plan from 2026 to 2031. The roadmap is intended to provide a realistic sequence for implementation, recognizing that some actions must be completed before others can proceed.

In the immediate and short term, the Town will focus on strengthening communication, confirming ownership, and establishing the foundations required for implementation. This includes communicating the role of AM in supporting corporate objectives, confirming departmental AM leads or liaisons, and developing a practical approach to tracking roadmap actions.

In the medium term, the Town will focus on standardizing AM processes and improving the consistency of data, planning outputs, and system use. This includes defining minimum data requirements, documenting demand drivers, standardizing AMP outputs, improving Citywide usage, and clarifying how GIS, Citywide, and departmental tools should be integrated.

In the longer term, the Town will continue maturing its decision-support processes. This includes improving automation where practical, further integrating risk results into capital prioritization, strengthening long-term financial planning, and continuing to refine lifecycle practices across departments.

The roadmap should be treated as a living implementation tool. It should be reviewed regularly and updated as priorities, resources, systems, and organizational capacity change. The roadmap is also intended to support the Town's annual AMP progress review by tracking completed actions, identifying barriers to implementation, and documenting strategies to address those barriers.

The service area specific AM improvement plans are documented in Appendix A.

Table 7-3: AM Improvement Roadmap

	AM Capability Area	Actions	Priority*	Short Term (Year 1)	Medium Term (Year 2-4)	Long Term (Year 5+)
1	Purpose and Context	Define and communicate AM contribution to corporate objectives	★★	●		
2	Leadership and Governance	Develop communication and onboarding plan for the AM Policy	★★★	●		
3	Organization and People	Define AM leads or liaisons per department	★★★		●	
		Develop and implement change management framework	★			●
4	Strategy and Planning	Define and document demand drivers in AMPs	★★★		●	
		Define standard AM planning outputs (e.g., needs, risks, forecasts)	★★★		●	
		Integrate resource and supply constraints into planning	★★★		●	
5	Decision-Making	Develop formal prioritization framework (risk, LOS, cost)	★★★		●	
		Streamline and automate prioritization and planning process	★★★			●
6	Lifecycle Delivery	Document and share leading practices (e.g., EPW)	★★		●	
7	Information Management	Define minimum data requirements and standards	★★★		●	
		Remove Citywide Usage Constraints (Time and Data Quality)	★			●
		Define system integration approach and responsibilities	★		●	
8	Risk Management	Continue refining Risk Models and use Risk assessment results to prioritize capital projects	★★		●	
9	Review and Continual Improvement	Establish AM improvement roadmap tracking	★★★/★★		●	
		Develop structured benchmarking approach (where useful)	★			●
10	Value and Outcomes	Enhance long-term financial planning and capital forecasting	★★★		●	

* High- ★★★, Medium- ★★, Low- ★

AGENDA ITEM # G. 1.



Appendix

Service Area Report Cards

A



Transportation

State of Infrastructure

Total Replacement Value
$990 M

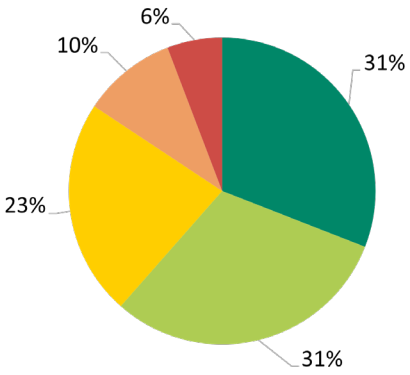
Assets in Good or Better Condition
61%

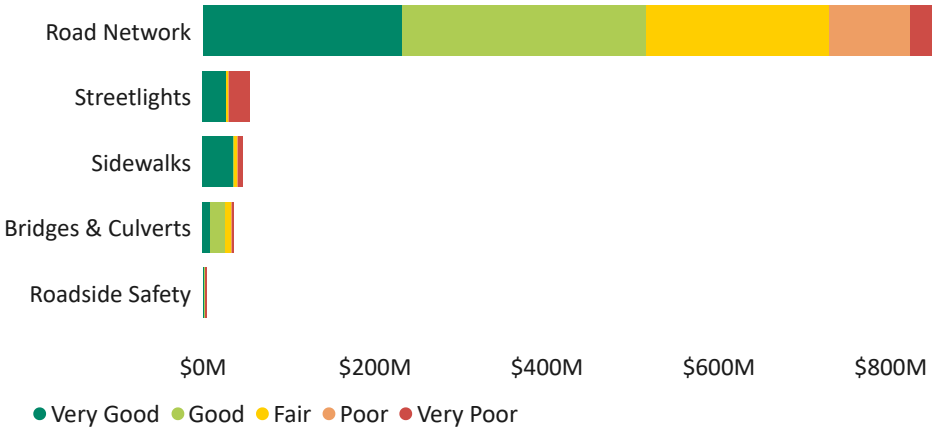
Asset Portfolio Highlights:
Transportation assets have a total replacement value of $990 million, an increase of $66 million from the previous AMP. Approximately 61% of the portfolio is rated in Good or Better condition. While transportation assets are generally older than other asset classes, most retain significant remaining useful life, supporting continued service delivery with ongoing rehabilitation and renewal investments.

Asset Category	Quantity	Unit	Replacement Value
Road Network	244,827	Length (m)	$848 M
Streetlights	7,037	Each	$55 M
Sidewalks	139,227	Length (m)	$46 M
Bridges & Culverts	48	Each	$36 M
Roadside Safety	8,964	Length (m)	$4 M
2026 Total Replacement Value			**$990 M ($66 M Increase)**

Note: Minor discrepancies between reported totals and the sum of individual values or percentages are attributable to rounding.

Asset Condition

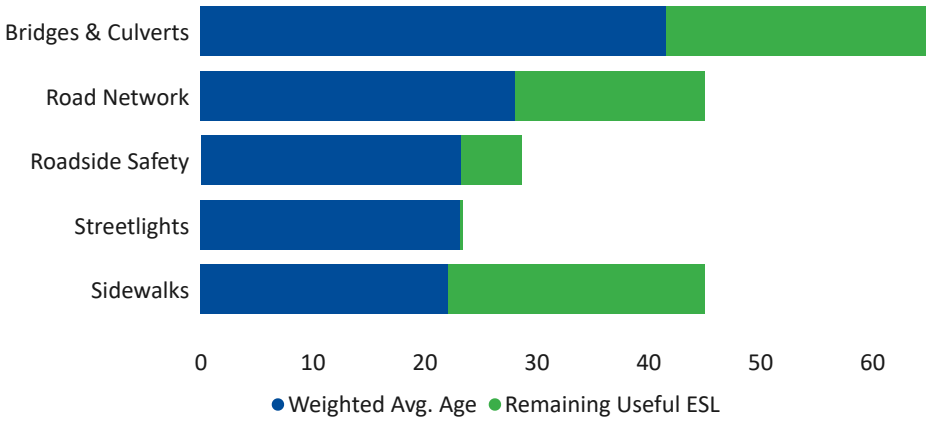




Portfolio Insights

- Transportation uses of Stantec RoadMatrix for pavement modelling and project prioritization.
- Bridges and culverts are inspected biannually in accordance with regulatory requirements, while roads are assessed regularly through the Town's pavement management program.

Average Age and Useful Life Expectancy (Years)



Maturity Assessment

Current Maturity Score
3.9

Target Maturity Score
4.7

Key Observations:

Transportation is approaching an Optimizing level of AM maturity. The service area consistently achieved the highest scores across all assessment categories; however, minor gaps remain in meeting certain basic competency requirements. The areas where maximum scores were not achieved relate to asset management leadership, staffing levels, and incident management.



Key Activities Required:

Purpose and Context

- Demonstrate AM's role in capital planning and decision-making by developing an alignment diagram.
- Clarify AM ownership and accountability in the RSACI.

Leadership and Governance

- Develop a communication and implementation plan for the AM Policy.
- Enhance engagement in AM Policy updates through structured cross-departmental input and review.
- Introduce periodic refreshers or check-ins to reinforce understanding and application of the AM Policy.

Organization and People

- Reinforce an AM supportive culture by emphasizing outcome based AM practices through targeted communication and training.

Strategy and Planning

- Improve strategy awareness and consistency by implementing a standardized internal communication and onboarding approach that clearly explains the Town's AM strategy, planning cycle, and decision-making pathways..
- Standardize demand forecasting outputs by using a simple, shared template for departments to summarize key demand trends, risks, and implications for asset renewal and service continuity.

Asset Management Decision Making

- Implement a Town wide capital prioritization framework using clear scoring criteria (e.g., risk, service impact, regulatory compliance, lifecycle cost, growth, and sustainability) to improve transparency and defensibility of investment decisions.

Maturity Assessment (Continued)

Key Activities Required (Continued):

- Reduce administrative burden through automation and data improvements by leveraging standardized capital budget submission forms, including pre-populating known data fields and enhancing data quality to support recurring decision-making processes.

Lifecycle Delivery

- Increase lifecycle consistency by sharing departmental “best practices” through short showcases and a simple lifecycle delivery checklist for all departments.
- Standardize lifecycle planning in AMPs by adding a common template section for inspection and renewal triggers, risk/criticality, and replacement assumptions, including for minor assets that are currently managed reactively.

Information Management

- Develop a Town-wide AM Data and Information Strategy in collaboration with other departments that defines governance, roles, standards, and how corporate (Citywide) and specialized systems will work together.
- Clarify systems of record and integration pathways by documenting which specialized systems remain authoritative and identifying what summarized data must feed into Citywide through interfaces or scheduled uploads.

Risk and Continual Improvement

- Create and implement a Town wide risk matrix with standard definitions, scoring guidance, and minimum documentation requirements to enable consistent risk assessments across departments.
- Embed risk into capital prioritization and decision-making by requiring risk/criticality scores and service impact considerations in capital business cases and project submissions.
- Formalize review processes by introducing annual or biannual reviews of AM decisions and KPI results to identify lessons learned and update priorities, assumptions, and practices.

Levels of Service Framework

Asset Category	No.	LOS Type	Service Attribute	LOS Performance Measure	Unit	Proposed LOS Target	LOS Performance (2025)	LOS Performance (2026)
Roads	1	Community	-	Description, which may include maps of the road network in the municipality and its level of connectivity	Text / Map	-	See Figure 31 in the 2025 Asset Management Plan	See Figure A1 for the map
Roads	2	Community	-	Description or images that illustrate the different levels of road class pavement condition	Text / Image	-	See Figure 32 in the 2025 Asset Management Plan	See Figure A2 for images that illustrate the different levels of road class pavement condition
Roads	3	Technical	Scope	Replacement Cost	$	-	$890,767,250	$847,977,000
Roads	4	Technical	Scope	Lane-km of arterial roads (MMS classes 1 and 2) per land area (km/km2)	km/km2	-	0	0
Roads	5	Technical	Scope	Lane-km of collector roads (MMS classes 3 and 4) per land area (km/km2)	km/km2	-	0.472	0.028; Note: The significant change in the metric likely reflects the Town's 2025 update of MMS road classifications based on new traffic count data, the first update since 2019.
Roads	6	Technical	Scope	Lane-km of local roads (MMS classes 5 and 6) per land area (km/km2)	km/km2	-	1.488	0.99; Note: The significant change in the metric likely reflects the Town's 2025 update of MMS road classifications based on new traffic count data, the first update since 2019.
Roads	7	Technical	Reliable	Average pavement condition index for paved roads	#	-	71	70

AGENDA ITEM # G. 1.

Levels of Service Framework (Continued)

Asset Category	No.	LOS Type	Service Attribute	LOS Performance Measure	Unit	Proposed LOS Target	LOS Performance (2025)	LOS Performance (2026)
Roads	8	Technical	Reliable	Average surface condition for unpaved roads (e.g. excellent, good, fair, poor)	#	-	N/A	N/A
Roads	9	Technical	Reliable	Average condition	Text	Good	Good	Good
Roads	10	Technical	Reliable	% Condition Good and Very Good	%	-	-	61%
Roads	11	Technical	Reliable	% Condition Poor and Very Poor	%	-	17%	14%
Roads	12	Technical	Sustainable	% Risk that is High and Very High	%	-	<1%	1%
Roads	13	Technical	Affordable	Capital reinvestment	$	-	$3,360,542	$6,996,531
Roads	14	Technical	Affordable	Capital reinvestment rate	%	-	0.38%	0.83%
Bridges and Culverts	1	Community	-	Description of the traffic that is supported by municipal bridges (e.g. heavy transport vehicles, motor vehicles, emergency vehicles, pedestrians, cyclists)	Text / Map	-	The Town's bridges support a range of traffic types, including heavy and light vehicles, pedestrians and cyclists. They are used as part of major transportation routes that accommodate all types of travel including emergency response, transportation of goods/services, and personal travel.	The Town's bridges support a range of traffic types, including heavy and light vehicles, pedestrians and cyclists. They are used as part of major transportation routes that accommo-date all types of travel including emergency response, transporta-tion of goods/services, and personal travel.

AGENDA ITEM # G. 1.

Levels of Service Framework (Continued)

Asset Category	No.	LOS Type	Service Attribute	LOS Performance Measure	Unit	Proposed LOS Target	LOS Performance (2025)	LOS Performance (2026)
Bridges and Culverts	2	Community	-	Description or images of the condition of culverts and how this would affect use of the bridges	Text / Image	-	See Figure 38 in the 2025 Asset Management Plan	See Figure A3 for images that illustrate the different levels of bridge or culvert condition
Bridges and Culverts	3	Community	-	Description or images of the condition of culverts and how this would affect use of the culverts	Text / Image	-	See Figure 38 in the 2025 Asset Management Plan	See Figure A3 for images that illustrate the different levels of bridge or culvert condition
Bridges and Culverts	4	Community	-	Description of the services being provided	Text	-	The Town's bridges and culverts provide quality services that are reliable and sustainable while ensuring afford-ability	The Town's bridges and culverts provide quality services that are reliable and sustainable while ensuring affordability
Bridges and Culverts	5	Technical	Scope	Replacement Cost	$	-	$33,564,215	$36,321,000
Bridges and Culverts	6	Technical	Scope	% of bridges in the Town with loading or dimensional restrictions	%	-	17%	18% by structure; 17% by replacement value
Bridges and Culverts	7	Technical	Reliable	Average bridge condition index value for bridges in the Town	#	-	67	65 by structure; 67 by replace-ment value
Bridges and Culverts	8	Technical	Reliable	Average bridge condition index value for structural culverts in the Town	#	-	83	73 by structure; 72 by replace-ment value
Bridges and Culverts	9	Technical	Reliable	Average condition	Text	Good	Good	Good
Bridges and Culverts	10	Technical	Reliable	% Condition Good and Very Good	%	-	-	72%
Bridges and Culverts	11	Technical	Reliable	% Condition Poor and Very Poor	%	-	9%	9%

AGENDA ITEM # G. 1.

Levels of Service Framework (Continued)

Asset Category	No.	LOS Type	Service Attribute	LOS Performance Measure	Unit	Proposed LOS Target	LOS Performance (2025)	LOS Performance (2026)
Bridges and Culverts	12	Technical	Sustainable	% Risk that is High and Very High	%	-	24%	19%
Bridges and Culverts	13	Technical	Affordable	Capital reinvestment	$	-	$111,489	$2,836,021
Bridges and Culverts	14	Technical	Affordable	Capital reinvestment rate	%	-	0.33%	7.81%
Roadside Safety	1	Technical	Scope	Replacement Cost	$	-	-	$4,497,000
Roadside Safety	2	Technical	Scope	Quantity	#	-	-	8,964
Roadside Safety	3	Technical	Reliable	Average condition	Text	-	-	Fair
Roadside Safety	4	Technical	Reliable	% Condition Good and Very Good	%	-	-	63%
Roadside Safety	5	Technical	Reliable	% Condition Poor and Very Poor	%	-	-	32%
Roadside Safety	6	Technical	Sustainable	% Risk that is High and Very High	%	-	-	<1%
Roadside Safety	7	Technical	Affordable	Capital reinvestment	$	-	-	$816,592
Roadside Safety	8	Technical	Affordable	Capital reinvestment rate	%	-	-	18.16%

AGENDA ITEM # G. 1.

Levels of Service Framework (Continued)

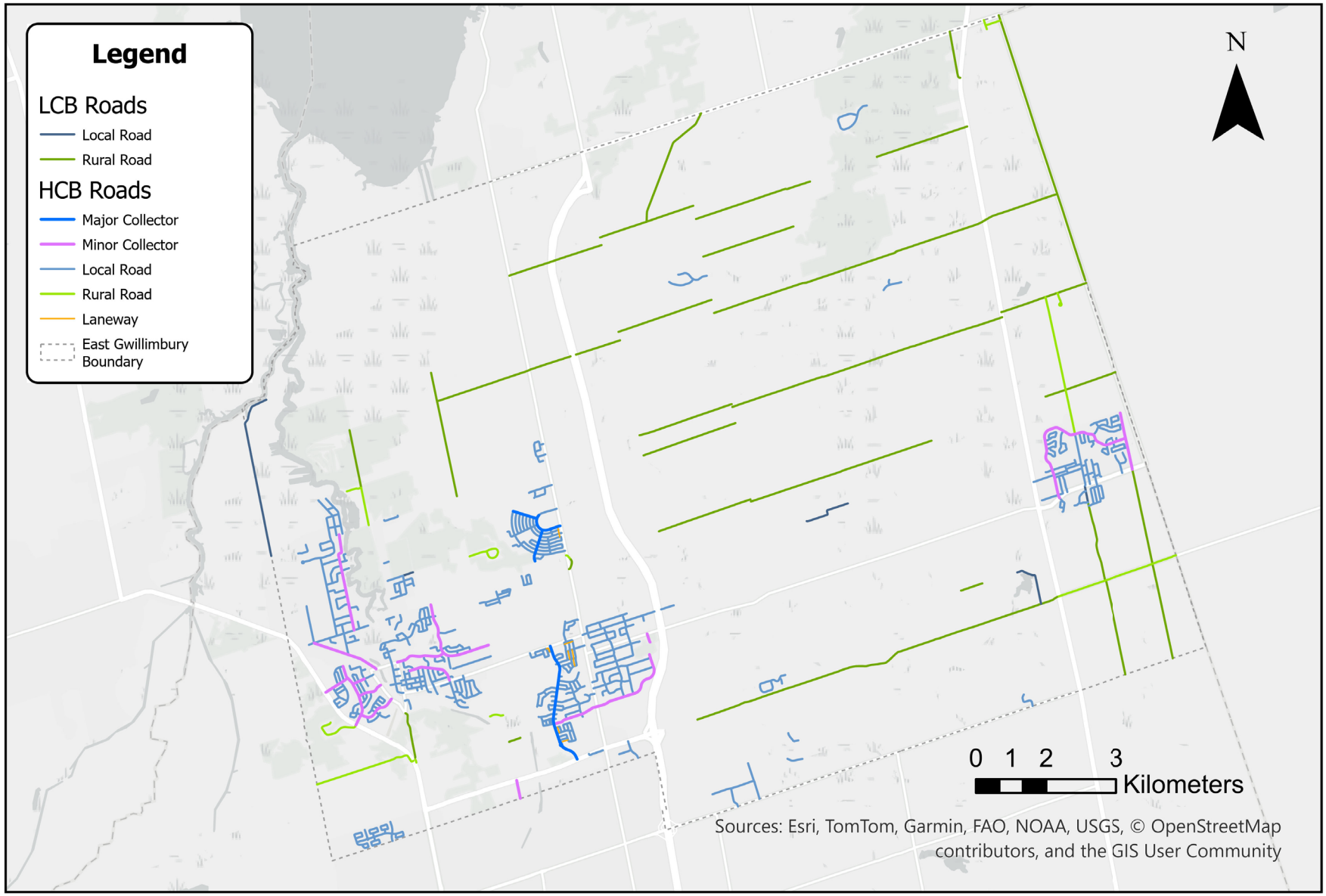


Figure A1: Road Network Map

AGENDA ITEM # G. 1.

Levels of Service Framework (Continued)

Very Good




Good




Fair




Poor




Very Poor

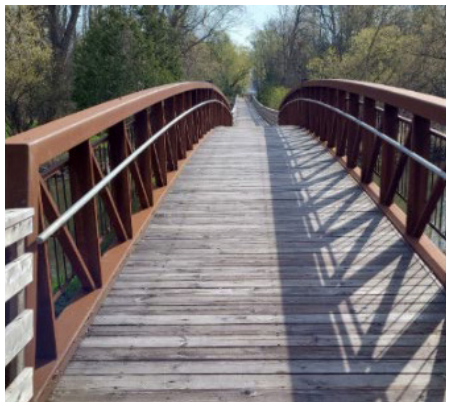



Figure A2 Pavement Condition

Levels of Service Framework (Continued)

Very Good





Good





Fair





Poor





Figure A3 Bridge and Culvert Condition

Risk Summary

Risk	Consequence of Failure (CoF)				
Probability of Failure (PoF)	C1	C2	C3	C4	C5
P1	$35 M	$55 M	$191 M	$14 M	$5 M
P2	$10 M	$149 M	$347 M	$17 M	$10 M
P3	$3 M	$55 M	$59 M	$1 M	$2 M
P4	$25 M	$12 M	$1 M	–	–
P5	–	–	–	–	–

Key Highlights:
Risk is concentrated in C3 (Moderate consequence), driven primarily by P2 (Unlikely) at $347 M and P1 (Rare) at $191 M. The remaining consequence categories represent comparatively smaller portions of the overall risk profile. Assets in Poor and Very Poor condition total $155 M, representing approximately 16% of the portfolio. The replacement value falls in the High and Very High Risk is limited to $11 M, primarily associated with the Road Network at $8 M and Bridges and Culverts at $3 M.

PoF and CoF Scale	1	2	3	4	5
PoF (P)	Rare	Unlikely	Possible	Likely	Almost Certain
CoF (C)	Negligible	Limited	Moderate	Significant	Severe

Risk of Assets in Poor and Very Poor Condition

Asset Category	Total Replacement Cost for P/VP Assets	% of P/VP Assets Relative to Asset Portfolio	Total Replacement Cost of P/VP Assets Classified as Low and Very Low Risk	Total Replacement Cost of P/VP Assets Classified as Moderate Risk	Total Replacement Cost of P/VP Assets Classified as High and Very High Risk
Road Network	$119 M	14%	$43 M	$68 M	$8 M
Streetlights	$25 M	46%	$25 M	–	–
Sidewalks	$6 M	13%	$2 M	$4 M	< $1 M
Bridges and Culverts	$3 M	8%	< $1 M	–	$3 M
Roadside Safety	$1 M	32%	$1 M	< $1 M	–
Total	**$155 M**	**16%**	**$72 M**	**$72 M**	**$11 M**

Note: Minor discrepancies between reported totals and the sum of individual values are attributable to rounding.

AM Improvement Plan

AM Component	Improvements
State of Infrastructure	– For road network, York Region currently collects Pavement Condition Index (PCI) data on behalf of the Town. At the time of this update, portions of the PCI data had not yet been fully integrated into the current AM dataset. Future integration of PCI data with the Town's GIS and AM systems may further enhance data accessibility and decision-making as data management practices continue to evolve. – For streetlights, pole and support infrastructure represent a significant portion of replacement costs and should be considered separately from luminaires. The Town currently undertakes third-party pole condition assessments, targeted replacements, and rehabilitation activities, including an ongoing recoating program. From an AM perspective, assets reaching end-of-life do not necessarily indicate functional failure. While certain streetlight components may be considered at end-of-life based on lifecycle modelling, related pole and support infrastructure may continue to remain in serviceable condition. The Town is also progressing LED conversion initiatives across the network.
Risk Assessment	– Risk results are based on the updated Probability of Failure (PoF) framework, while the Consequence of Failure (CoF) assessment continues to rely on the previous framework. In the next iteration of the AMP, CoF scores should be updated to align with the revised risk framework developed through this update. – The PoF and CoF frameworks should be reviewed with asset class owners to confirm the availability of data for newly introduced factors. Where data is not available, factors should either be removed or retained with adjusted weighting redistributed across the remaining factors until sufficient data becomes available. – Weightings assigned to newly introduced factors are currently high-level and should be reviewed with asset class owners to confirm alignment with strategic objectives and be refined where necessary. – Separate risk frameworks developed for specific asset classes have been recently populated and should be reviewed in detail with asset owners to confirm alignment with strategic objectives and ensure they are tailored as needed.
Governance	– Establishing a clearer AM liaison role would provide a single point of contact for AM coordination, capital planning input, and reporting. – Formal documentation of Transportation and Stormwater interdependencies would support coordinated road renewal, drainage planning, and project delivery activities. – Clearer separation between condition and performance program ownership and O&M delivery responsibilities would improve accountability for inspection, monitoring, and renewal planning.
Levels of Service	– Developing new LOS measures for sidewalks, streetlights, and roadside safety would address areas where measures have not yet been established.



Stormwater Network

State of Infrastructure

Total Replacement Value
$804 M

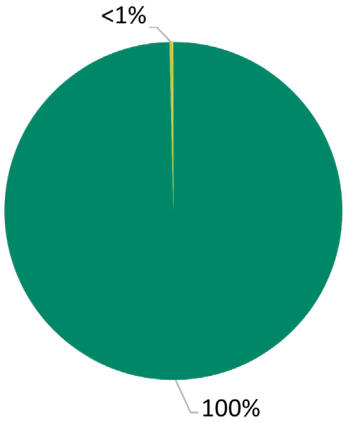
Assets in Good or Better Condition
100%

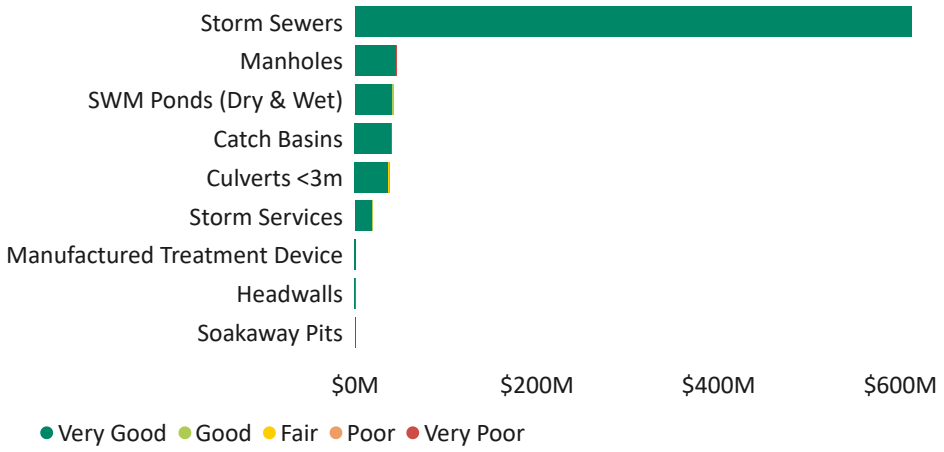
Asset Portfolio Highlights:
Stormwater Network has a total replacement value of $804 M, representing an increase of $47 M from the previous AMP. Overall, the portfolio is in excellent condition, with almost 100% of assets rated in Good or Better condition. The network also maintains a favourable age profile, with most asset classes having substantial remaining useful life relative to their current age.

Asset Category	Quantity	Unit	Replacement Value
Storm Sewers	179,384	Length (m)	$613 M
Manholes	2,322	Each	$46 M
SWM Ponds (Dry & Wet)	62	Each	$43 M
Catch Basins	3,976	Each	$41 M
Culverts <3m	16,176	Length (m)	$38 M
Storm Services	73,641	Length (m)	$20 M
Manufactured Treatment Device	19	Each	$1 M
Headwalls	242	Each	$1 M
Soakaway Pits	49	Each	$1 M
2026 Total Replacement Value			**$804 M ($47 M Increase)**

Note: Minor discrepancies between reported totals and the sum of individual values or percentages are attributable to rounding.

Asset Condition

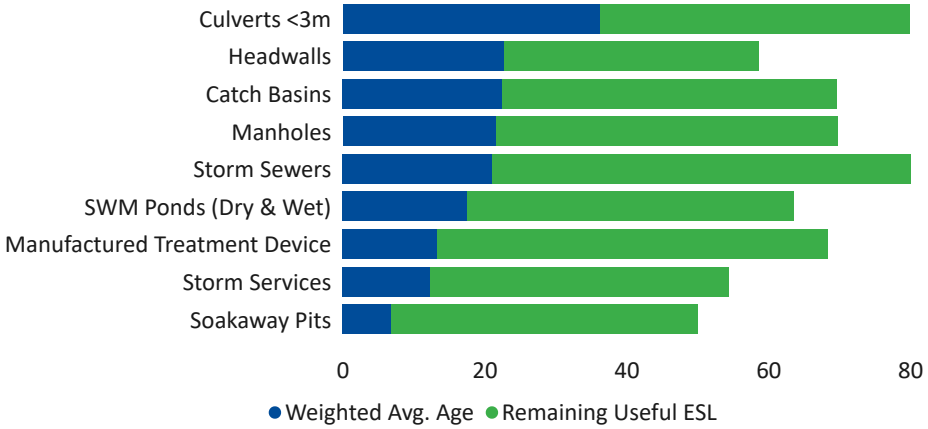




Portfolio Insights

- Several stormwater management ponds require future maintenance and sediment cleanouts, with some rehabilitation projects potentially exceeding $1 million.
- The Town works with LSRCA and specialized consultants to monitor stormwater assets and support maintenance and rehabilitation prioritization.

Average Age and Useful Life Expectancy (Years)



Maturity Assessment

Current Maturity Score
3.8

Target Maturity Score
4.7

Key Observations:

Stormwater is in the Competent to Optimizing stage of AM maturity. The service area consistently achieved the highest scores across all assessment categories; however, minor gaps remain in meeting certain basic competency requirements. The areas where maximum scores were not achieved relate to management of change and asset management leadership.



Key Activities Required:

Purpose and Context

- Demonstrate AM's role in capital planning and decision-making by developing an alignment diagram.
- Clarify AM ownership and accountability within the RSACI.

Leadership and Governance

- Develop a communication and implementation plan for the AM Policy.
- Enhance engagement in AM Policy updates through structured cross-departmental input and review.
- Introduce periodic refreshers or check-ins to reinforce AM Policy understanding and application of the AM Policy.

Organization and People

- Reinforce an AM supportive culture by emphasizing outcome based AM practices through targeted communication and training.

Strategy and Planning

- Improve strategy awareness and consistency by implementing a standardized internal communication and onboarding approach that clearly explains the Town's AM strategy, planning cycle, and decision-making pathways.
- Standardize demand forecasting outputs by using a simple, shared template for departments to summarize key demand trends, risks, and implications for asset renewal and service continuity.

Asset Management Decision Making

- Implement a Town wide capital prioritization framework using clear scoring criteria (e.g., risk, service impact, regulatory compliance, lifecycle cost, growth, and sustainability) to improve transparency and defensibility of investment decisions.

Maturity Assessment (Continued)

Key Activities Required (Continued):

- Reduce administrative burden through automation and data improvements by leveraging standardized capital budget submission forms, including pre-populating known data fields and enhancing data quality to support recurring decision-making processes.

Lifecycle Delivery

- Increase lifecycle consistency by sharing departmental “best practices” through short showcases and a simple lifecycle delivery checklist for all departments.
- Standardize lifecycle planning in AMPs by adding a common template section for inspection and renewal triggers, risk/criticality, and replacement assumptions, including for minor assets that are currently managed reactively.

Information Management

- Develop a Town-wide AM Data and Information Strategy in collaboration with other departments that defines governance, roles, standards, and how corporate (Citywide) and specialized systems will work together.
- Clarify systems of record and integration pathways by documenting which specialized systems remain authoritative and identifying what summarized data must feed into Citywide through interfaces or scheduled uploads.

Risk and Continual Improvement

- Create and implement a Town wide risk matrix with standard definitions, scoring guidance, and minimum documentation requirements to enable consistent risk assessments across departments.
- Embed risk into capital prioritization and decision-making by requiring risk/criticality scores and service impact considerations in capital business cases and project submissions.
- Formalize review processes by introducing annual or biannual reviews of AM decisions and KPI results to identify lessons learned and update priorities, assumptions, and practices.

Levels of Service Framework

No.	LOS Type	Service Attribute	LOS Performance Measure	Unit	Proposed LOS Target	LOS Performance (2025)	LOS Performance (2026)
1	Community	-	Description, which may include map, of the user groups or areas of the municipality that are protected from flooding, including the extent of protection provided by the municipal stormwater management system	Text / Map	-	See Figure 44 in the 2025 Asset Management Plan	See Figure A4 for the map
2	Community	-	Description of the services being provided	Text	-	The Town's stormwater network is providing service that is reliable and sustainable while ensuring affordability	The Town's stormwater network is providing service that is reliable and sustainable while ensuring affordability
3	Technical	Scope	Replacement Cost	$	-	$757,320,680	$803,961,000
4	Technical	Scope	Quantity of mains (meters)	m	-	179,861	275,871
5	Technical	Scope	% of properties in the municipality that are resilient to a 100-year storm	%	-	99.35%	99.35%
6	Technical	Scope	% of the municipal stormwater management system resilient to a 5-year storm	%	-	100%	100%
7	Technical	Reliable	Average condition	Text	Good	Very Good	Very Good
8	Technical	Reliable	% Condition > Fair	%	-	-	100%
9	Technical	Reliable	% Condition poor and very poor	%	-	1%	0%
10	Technical	Sustainable	% Risk that is High and Very High	%	-	1%	0.1%
11	Technical	Affordable	Capital reinvestment	$	-	$0	$135,376
12	Technical	Affordable	Capital reinvestment rate	%	-	0.0%	0.02%

AGENDA ITEM # G. 1.

Levels of Service Framework (Continued)

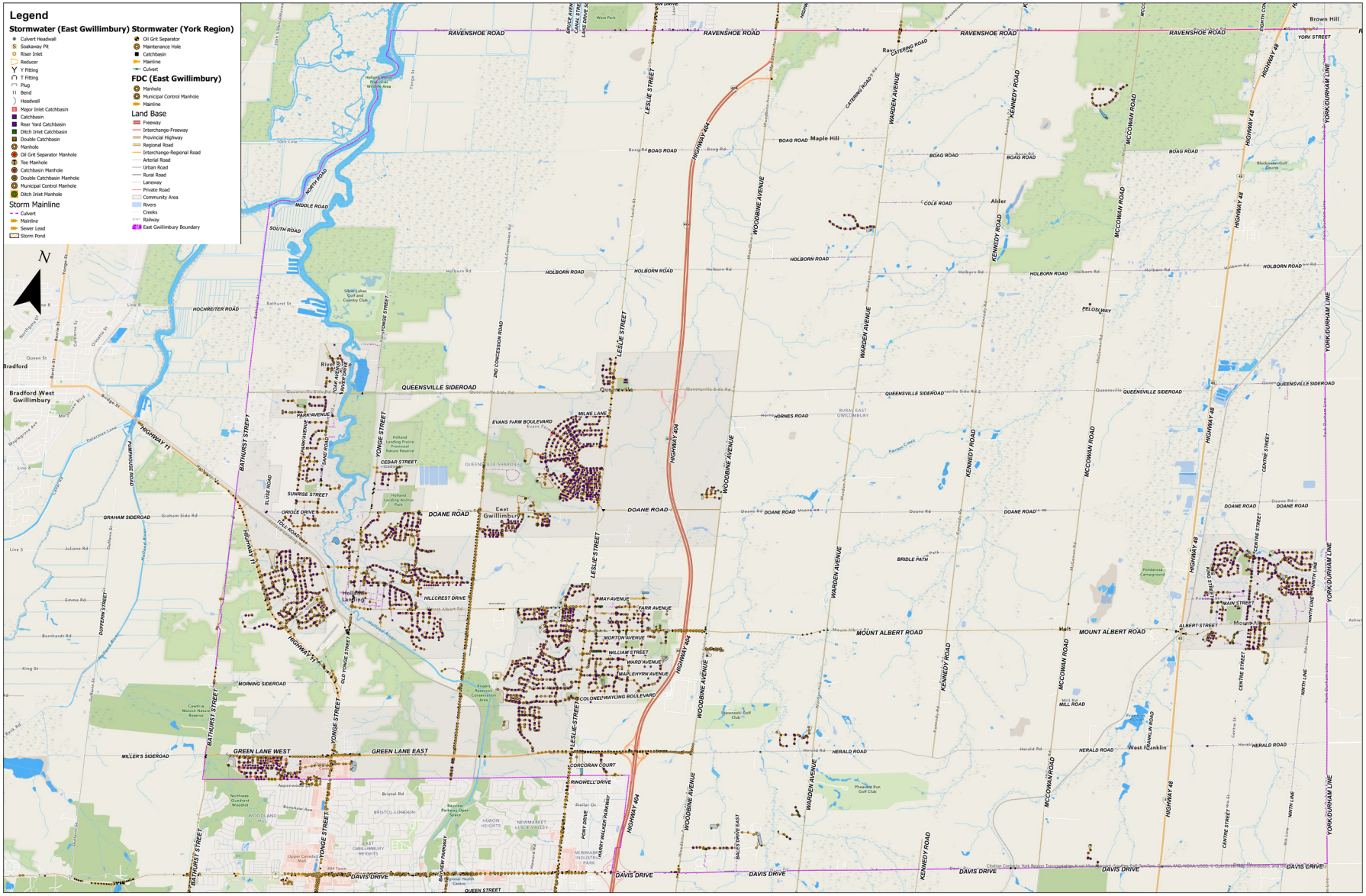


Figure A4 Stormwater Network Map

Risk Summary

Risk	Consequence of Failure (CoF)				
Probability of Failure (PoF)	C1	C2	C3	C4	C5
P1	$130 M	$205 M	$321 M	$91 M	$52 M
P2	$1 M	$1 M	$1 M	< $1 M	$1 M
P3	< $1 M	< $1 M	–	< $1 M	–
P4	< $1 M	–	–	–	–
P5	–	–	–	–	–

Key Highlights:
Risk is driven by P1, with the largest concentrations in C3 ($321 M), C2 ($205 M), and C1 ($130 M), while P2–P4 are generally around $1M or less per cell. Assets in Poor and Very Poor condition are minimal (less than 1% of the portfolio), with only less than $1 M classified as High/ Very High risk and the remainder largely Low/ Very Low risk. These risks are distributed across small drainage-related asset classes, including culverts, catch basins, headwalls, and manholes.

PoF and CoF Scale	1	2	3	4	5
PoF (P)	Rare	Unlikely	Possible	Likely	Almost Certain
CoF (C)	Negligible	Limited	Moderate	Significant	Severe

Risk of Assets in Poor and Very Poor Condition

Asset Category	Total Replacement Cost for P/VP Assets	% of P/VP Assets Relative to Asset Portfolio	Total Replacement Cost of P/VP Assets Classified as Low and Very Low Risk	Total Replacement Cost of P/VP Assets Classified as Moderate Risk	Total Replacement Cost of P/VP Assets Classified as High and Very High Risk
Storm Sewers	< $1 M	< 1%	< $1 M	–	< $1 M
Manholes	< $1 M	< 1%	< $1 M	–	–
SWM Ponds (Dry & Wet)	< $1 M	9 %	< $1 M	–	–
Catch Basins	< $1 M	< 1%	< $1 M	–	–
Culverts <3m	–	–	–	–	–
Storm Services	–	–	–	–	–
Manufactured Treatment Device	–	–	–	–	–
Headwalls	–	–	–	–	–
Soakaway Pits	–	–	–	–	–
Total	**< $1 M**	**< 1%**	**< $1 M**	**–**	**< $1 M**

AM Improvement Plan

AM Component	Improvements
State of Infrastructure	– The Town has identified stormwater management ponds as an area for ongoing monitoring and continuous improvement, noting that several ponds are approaching rehabilitation thresholds due to sediment accumulation levels exceeding 50% capacity. – Future rehabilitation needs for ponds are anticipated within approximately 5–10 years, subject to funding availability. As part of this update, it was suggested that the Estimated Service Lives of ponds be reduced to approximately 20–25 years to better reflect observed lifecycle performance. – No significant issues (“red flags”) have been identified through current storm sewer CCTV inspections; however, recent CCTV results may not yet be fully reflected within the current asset management update dataset.
Risk Assessment	– Risk results are based on the updated Probability of Failure (PoF) framework, while the Consequence of Failure (CoF) assessment continues to rely on the previous framework. In the next iteration of the AMP, CoF scores will be updated to align with the revised risk framework developed through this update. – The PoF and CoF frameworks should be reviewed with asset class owners to confirm the availability of data for newly introduced factors. Where data is not available, factors should either be removed or retained with adjusted weighting redistributed to other factors until data becomes available. – Weightings assigned to newly introduced factors are currently high level and should be reviewed with asset class owners to confirm that weightings reflect strategic objectives and should be refined where necessary.
Governance	– Formal documentation of Stormwater interdependencies with Water, Wastewater, and Parks and Land Improvements would support more coordinated planning and renewal decisions. A clearer process for stormwater data updates between GIS, Citywide, CCTV inspections, and AM reporting would improve data consistency. – Separate tracking of ponds, culverts, and headwalls would improve visibility of priority stormwater needs and support future funding discussions.
Levels of Service	– Separate condition reporting for ponds, culverts, and headwalls would improve visibility of asset specific needs. – Integration of CCTV, PACP, and MACP information into AMP reporting would improve condition assessment and prioritization. – Confirmed data sources and calculation methods for stormwater resilience KPIs would improve confidence in 100-year and 5-year storm reporting.



Water Network

State of Infrastructure

Total Replacement Value
$667 M

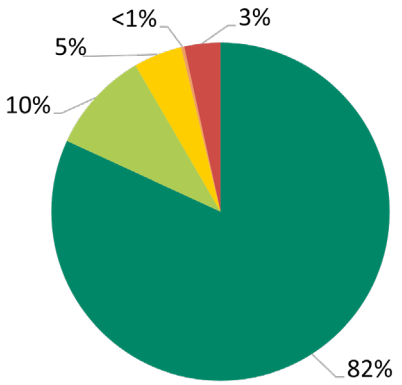
Assets in Good or Better Condition
92%

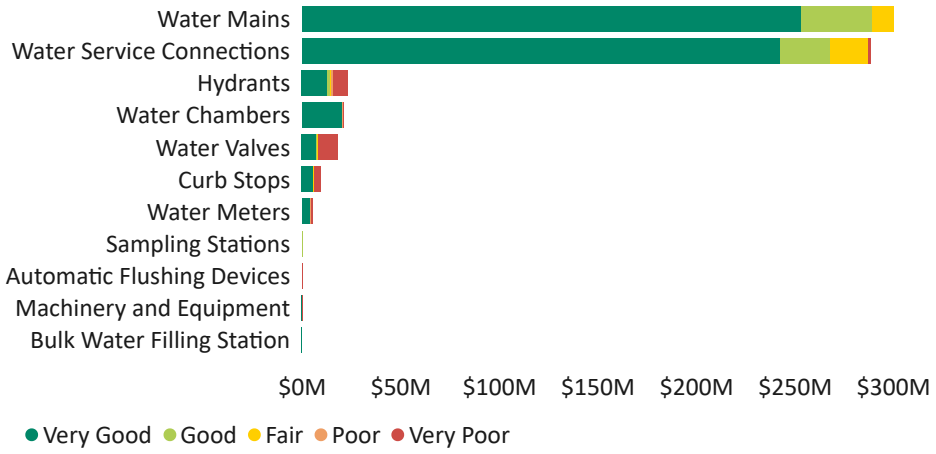
Asset Portfolio Highlights:
Water Network has a total replacement value of approximately $667 M, representing an increase of $39 M from the previous AMP. Overall, the portfolio is in excellent condition, with approximately 92% of assets rated in Good or Better condition. Most water assets have substantial remaining useful life relative to their average age, indicating a generally healthy and well-maintained asset portfolio.

Asset Category	Quantity	Unit	Replacement Value
Water Mains	165,968	Length (m)	$300 M
Water Service Connections	106,810	Length (m)	$288 M
Hydrants	4,405	Each	$23 M
Water Chambers	1,738	Each	$21 M
Water Valves	1,896	Each	$18 M
Curb Stops	11,405	Each	$10 M
Water Meters	11,775	Each	$5 M
Sampling Stations	36	Each	< $1 M
Automatic Flushing Devices	24	Each	< $1 M
Machinery and Equipment	19	Each	< $1 M
Bulk Water Filling Station	1	Each	< $1 M
2026 Total Replacement Value			**$667 M ($39 M Increase)**

Note: Minor discrepancies between reported totals and the sum of individual values or percentages are attributable to rounding.

Asset Condition

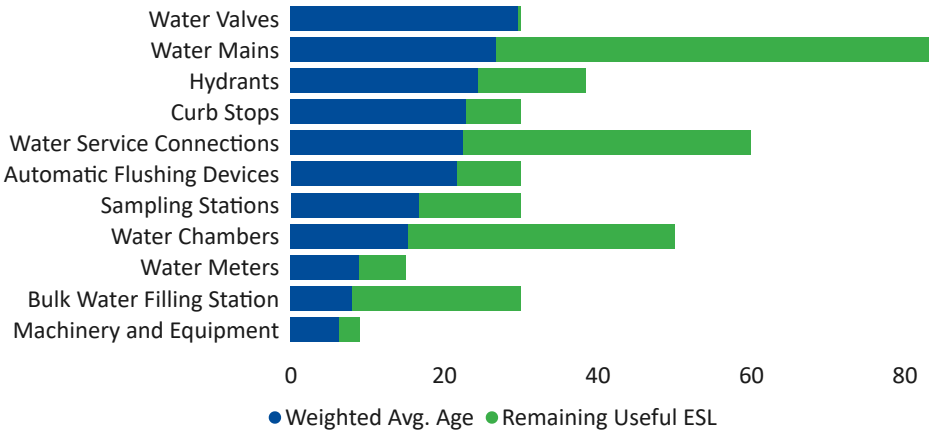




Portfolio Insights

- Water Network conducts operational inspections.
- Many valve and hydrant replacements are coordinated with road reconstruction capital projects, allowing underground infrastructure upgrades to be completed efficiently alongside roadway rehabilitation rather than solely based on expected service life timing.

Average Age and Useful Life Expectancy (Years)



Maturity Assessment

Current Maturity Score
3.7

Target Maturity Score
4.7

Key Observations:

Water Network is in the Competent to Optimizing stage of AM maturity. The service area consistently achieved the highest scores across all assessment categories; however, minor gaps remain in meeting certain basic competency requirements. The areas where maximum scores were not achieved relate to Technical Standards and Legislation and AM Delivery.



Key Activities Required:

Purpose and Context

- Demonstrate AM's role in capital planning and decision-making by developing an alignment diagram.
- Clarify AM ownership and accountability within the RSACI.

Leadership and Governance

- Develop a communication and implementation plan for the AM Policy.
- Enhance engagement in AM Policy updates through structured cross-departmental input and review.
- Introduce periodic refreshers or check-ins to reinforce AM Policy understanding and application of the AM Policy.

Organization and People

- Reinforce an AM supportive culture by emphasizing outcome based AM practices through targeted communication and training.

Strategy and Planning

- Improve strategy awareness and consistency by implementing a standardized internal communication and onboarding approach that clearly explains the Town's AM strategy, planning cycle, and decision-making pathways.
- Standardize demand forecasting outputs by using a simple, shared template for departments to summarize key demand trends, risks, and implications for asset renewal and service continuity.

Asset Management Decision Making

- Implement a Town wide capital prioritization framework using clear scoring criteria (e.g., risk, service impact, regulatory compliance, lifecycle cost, growth, and sustainability) to improve transparency and defensibility of investment decisions.

Maturity Assessment (Continued)

Key Activities Required (Continued):

- Reduce administrative burden through automation and data improvements by leveraging standardized capital budget submission forms, including pre-populating known data fields and enhancing data quality to support recurring decision-making processes.

Lifecycle Delivery

- Increase lifecycle consistency by sharing departmental “best practices” through short showcases and a simple lifecycle delivery checklist for all departments.
- Standardize lifecycle planning in AMPs by adding a common template section for inspection and renewal triggers, risk/criticality, and replacement assumptions, including for minor assets that are currently managed reactively.

Information Management

- Develop a Town-wide AM Data and Information Strategy in collaboration with other departments that defines governance, roles, standards, and how corporate (Citywide) and specialized systems will work together.
- Clarify systems of record and integration pathways by documenting which specialized systems remain authoritative and identifying what summarized data must feed into Citywide through interfaces or scheduled uploads.

Risk and Continual Improvement

- Create and implement a Town wide risk matrix with standard definitions, scoring guidance, and minimum documentation requirements to enable consistent risk assessments across departments.
- Embed risk into capital prioritization and decision-making by requiring risk/criticality scores and service impact considerations in capital business cases and project submissions.
- Formalize review processes by introducing annual or biannual reviews of AM decisions and KPI results to identify lessons learned and update priorities, assumptions, and practices.

Levels of Service Framework

No.	LOS Type	Service Attribute	LOS Performance Measure	Unit	Proposed LOS Target	LOS Performance (2025)	LOS Performance (2026)
1	Community	-	Description, which may include maps, of the user groups or areas of the municipality that are connected to the municipal water system	Text / Map	-	See Figure 50 in the 2025 Asset Management Plan	See Figure A5 for the map
2	Community	-	Description, which may include maps, of the user groups or areas of the municipality that have fire flow	Text / Map	-	Fire flow is available where water system exists	Fire flow is available where water system exists
3	Community	-	Description of boil water advisories and service interruptions	Text	-	N/A	0
4	Technical	Scope	Replacement Cost	$	-	$628,741,977	$667,462,000
5	Technical	Scope	Quantity of mains (meters)	m	-	165,957	171,560
6	Technical	Scope	% of properties connected to the municipal water system	%	-	71%	73.4%
7	Technical	Scope	% of properties where fire flow is available	%	-	100%	100%
8	Technical	Reliable	# of connection-days per year where a boil water advisory notice is in place compared to the total number of properties connected to the municipal water system	#	-	0	0
9	Technical	Reliable	# of connection-days per year where water is not available to water main breaks compared to the total number of properties connected to the municipal water system	#	-	2	2

AGENDA ITEM # G. 1.

Levels of Service Framework

No.	LOS Type	Service Attribute	LOS Performance Measure	Unit	Proposed LOS Target	LOS Performance (2025)	LOS Performance (2026)
10	Technical	Reliable	Average condition	Text	Good	Very Good	Very Good
11	Technical	Reliable	% Condition Good and Very Good	%	-	-	92%
12	Technical	Reliable	% Condition Poor and Very Poor	%	-	4%	3%*
13	Technical	Sustainable	% Risk that is High and Very High	%	-	0%	<1%
14	Technical	Affordable	Capital reinvestment	$	-	$987,425	$334,013
15	Technical	Affordable	Capital reinvestment rate	%	-	0.16%	0.05%

*Minor discrepancies between reported totals and the sum of individual values or percentages are attributable to rounding.

Levels of Service Framework (Continued)

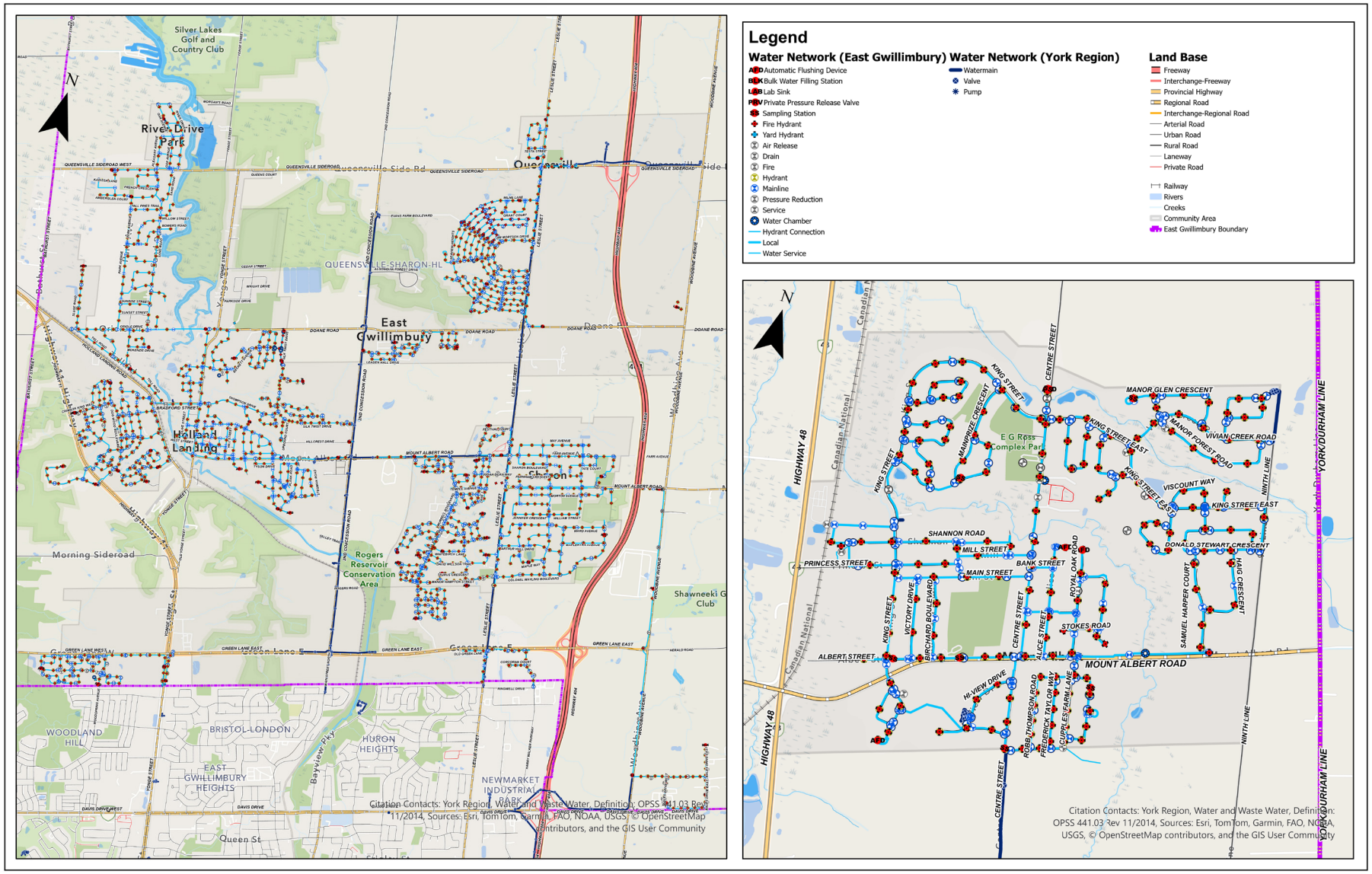


Figure A5 Water Network Map

Risk Summary

Risk	Consequence of Failure (CoF)				
Probability of Failure (PoF)	C1	C2	C3	C4	C5
P1	$293 M	$247 M	$9 M	$1 M	–
P2	$46 M	$47 M	< $1 M	–	–
P3	$3 M	< $1 M	< $1 M	–	–
P4	$21 M	$1 M	–	–	–
P5	–	–	–	–	–

Key Highlights:
Risk is concentrated in P1 for C1 and C2, with $293 M in C1 and $247 M in C2 driving the risk profile. All other risk-matrix cells are comparatively small, generally $47 M or less per cell, with many below $1 M. Assets in Poor and Very Poor condition total $25 M, representing approximately 4% of the portfolio. The majority of these assets are classified as Low and Very Low risk at $24 M, with less than $1 M in Moderate risk and less than $1 M in High and Very High risk.

PoF and CoF Scale	1	2	3	4	5
PoF (P)	Rare	Unlikely	Possible	Likely	Almost Certain
CoF (C)	Negligible	Limited	Moderate	Significant	Severe

Risk of Assets in Poor and Very Poor Condition

Asset Category	Total Replacement Cost for P/VP Assets	% of P/VP Assets Relative to Asset Portfolio	Total Replacement Cost of P/VP Assets Classified as Low and Very Low Risk	Total Replacement Cost of P/VP Assets Classified as Moderate Risk	Total Replacement Cost of P/VP Assets Classified as High and Very High Risk
Water Valves	$10 M	56%	$10 M	–	–
Hydrants	$8 M	36%	$8 M	–	–
Curb Stops	$4 M	37%	$4 M	–	–
Water Service Connections	$1 M	< 1%	$1 M	–	–
Water Meters	$1 M	16%	< $1 M	< $1 M	–
Water Chambers	$1 M	3%	$1 M	–	–
Automatic Flushing Devices	< $1 M	33%	< $1 M	–	–
Machinery and Equipment	< $1 M	44%	< $1 M	–	< $1 M
Bulk Water Filling Station	–	–	–	–	–
Sampling Stations	–	–	–	–	–
Water Mains	–	–	–	–	–
Total	**$25 M**	**4%**	**$24 M**	**< $1 M**	**< $1 M**

AM Improvement Plan

AM Component	Improvements
State of Infrastructure	– The Town has identified opportunities to further refine Estimated Service Lives (ESLs) for water infrastructure assets, particularly for water mains, hydrants, and valves. Current ESL assumptions are considered optimistic for certain pipe materials, and future updates may incorporate more detailed pipe material-based lifecycle assumptions to better reflect observed asset performance. – The Town has identified opportunities to further refine unit cost assumptions, particularly for larger water meters and other assets where replacement costs may not fully reflect current construction and procurement costs. The Town also noted that replacement values may not currently include all project-related costs such as design, contract administration, inspection, and contingencies. – Future updates may include maintaining a more detailed and regularly updated unit cost database, including contingency and markup considerations, to support more accurate long-term financial forecasting. – For hydrants, the internal components can often be renewed through operations and maintenance activities without requiring full asset replacement. – A formal process to translate valve, hydrant, watermain break, and field inspection information into AMP condition and performance reporting would improve the use of operational data.
Risk Assessment	– Risk results are based on the updated Probability of Failure (PoF) framework, while the Consequence of Failure (CoF) assessment continues to rely on the previous framework. In the next iteration of the AMP, CoF scores will be updated to align with the revised risk framework developed through this update. – The PoF and CoF frameworks should be reviewed with asset class owners to confirm the availability of data for newly introduced factors. Where data is not available, factors should either be removed or retained with adjusted weighting redistributed to other factors until data becomes available. – Weightings assigned to newly introduced factors are currently high level and should be reviewed with asset class owners to confirm that weightings reflect strategic objectives and should be refined where necessary.
Governance	– Formal documentation of water interdependencies with Stormwater, Wastewater, and Parks and Land Improvements would support more coordinated planning and renewal decisions. – A clearer process for water data updates between GIS, Citywide, inspections, and AM reporting would improve data consistency.
Levels of Service	– Separate condition reporting for priority water asset classes would improve visibility of asset specific condition needs.



Wastewater Network

State of Infrastructure

Total Replacement Value
$385 M

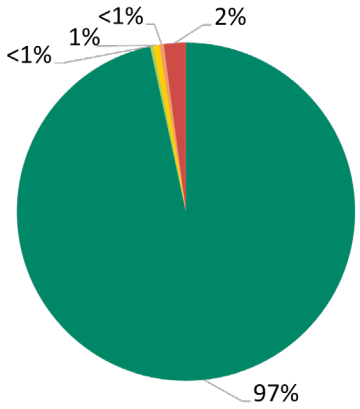
Assets in Good or Better Condition
97%

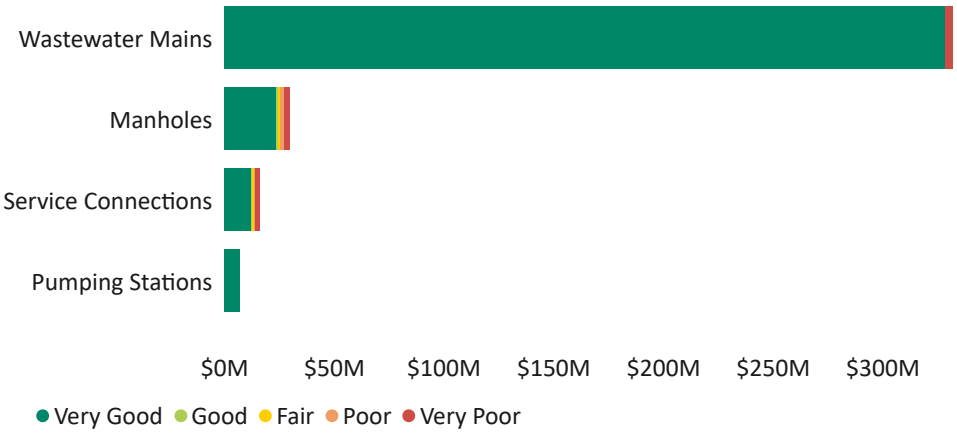
Asset Portfolio Highlights:
Wastewater Network has a total replacement value of approximately $385 M, representing an increase of $20 M from the previous AMP. The portfolio is in excellent condition, with 97% of assets rated in Good or Better condition. Wastewater assets have substantial remaining useful life relative to their average age, indicating a well-maintained network with limited near-term renewal pressures.

Asset Category	Quantity	Unit	Replacement Value
Wastewater Mains	106,312	Length (m)	$332 M
Manholes	1,669	Each	$30 M
Service Connections	59,578	Length (m)	$16 M
Pumping Stations	4	Each	$7 M
2026 Total Replacement Value			**$385 M ($20 M Increase)**

Note: Minor discrepancies between reported totals and the sum of individual values or percentages are attributable to rounding.

Asset Condition

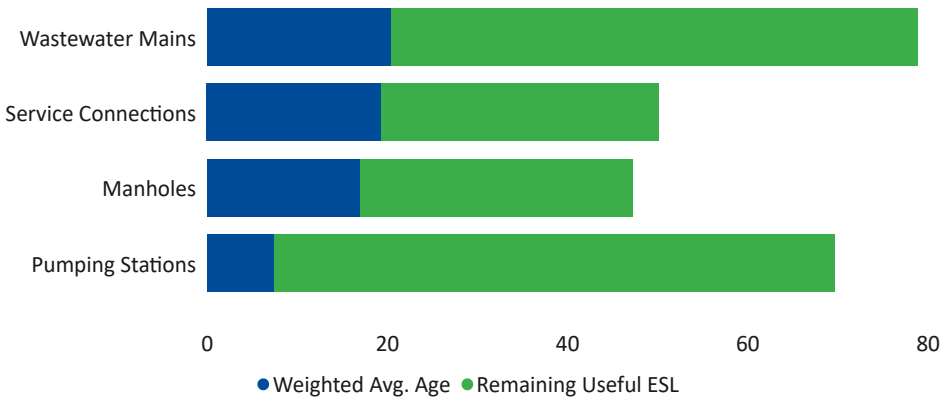




Portfolio Insights

- Wastewater Network uses internal project prioritization processes based on CCTV inspection results and operational data.
- Most pump stations, remain in very good condition due to completed rehabilitation and renewal programs.

Average Age and Useful Life Expectancy (Years)



Maturity Assessment

Current Maturity Score
3.7

Target Maturity Score
4.7

Key Observations:

Wastewater Network is in the Competent to Optimizing stage of AM maturity. The service area consistently achieved the highest scores across all assessment categories; however, minor gaps remain in meeting certain basic competency requirements. The areas where maximum scores were not achieved relate to Technical Standards and Legislation (relating to the wider impact of legislation driving wastewater service performance and not the meeting of legislation governing wastewater collection) and AM Delivery.



Key Activities Required:

Purpose and Context

- Demonstrate AM's role in capital planning and decision-making by developing an alignment diagram.
- Clarify AM ownership and accountability within the RSACI.

Leadership and Governance

- Develop a communication and implementation plan for the AM Policy.
- Enhance engagement in AM Policy updates through structured cross-departmental input and review.
- Introduce periodic refreshers or check-ins to reinforce AM Policy understanding and application of the AM Policy.

Organization and People

- Reinforce an AM supportive culture by emphasizing outcome based AM practices through targeted communication and training.

Strategy and Planning

- Improve strategy awareness and consistency by implementing a standardized internal communication and onboarding approach that clearly explains the Town's AM strategy, planning cycle, and decision-making pathways.
- Standardize demand forecasting outputs by using a simple, shared template for departments to summarize key demand trends, risks, and implications for asset renewal and service continuity.

Maturity Assessment (Continued)

Key Activities Required (Continued):

Asset Management Decision Making

- Implement a Town wide capital prioritization framework using clear scoring criteria (e.g., risk, service impact, regulatory compliance, lifecycle cost, growth, and sustainability) to improve transparency and defensibility of investment decisions.
- Reduce administrative burden through automation and data improvements by leveraging standardized capital budget submission forms, including pre-populating known data fields and enhancing data quality to support recurring decision-making processes.

Lifecycle Delivery

- Increase lifecycle consistency by sharing departmental “best practices” through short showcases and a simple lifecycle delivery checklist for all departments.
- Standardize lifecycle planning in AMPs by adding a common template section for inspection and renewal triggers, risk/criticality, and replacement assumptions, including for minor assets that are currently managed reactively.

Information Management

- Develop a Town-wide AM Data and Information Strategy in collaboration with other departments that defines governance, roles, standards, and how corporate (Citywide) and specialized systems will work together.
- Clarify systems of record and integration pathways by documenting which specialized systems remain authoritative and identifying what summarized data must feed into Citywide through interfaces or scheduled uploads.

Risk and Continual Improvement

- Create and implement a Town wide risk matrix with standard definitions, scoring guidance, and minimum documentation requirements to enable consistent risk assessments across departments.
- Embed risk into capital prioritization and decision-making by requiring risk/criticality scores and service impact considerations in capital business cases and project submissions.
- Formalize review processes by introducing annual or biannual reviews of AM decisions and KPI results to identify lessons learned and update priorities, assumptions, and practices.

Levels of Service Framework

No.	LOS Type	Service Attribute	LOS Performance Measure	Unit	Proposed LOS Target	LOS Performance (2025)	LOS Performance (2026)
1	Community	-	Description, which may include maps, of the user groups or areas of the municipality that are connected to the municipal wastewater system	Text / Map	-	See Figure 55 in the 2025 Asset Management Plan	See Figure A6 for the map
2	Community	-	Description of how wastewater mains in the municipal wastewater system are designed to be resilient to storm-water infiltration	Text	-	Modern wastewater system is built to seal it from infiltration. Iandl is not present in new areas, and mostly an issue with older areas.	Modern wastewater system is built to seal it from infiltration. Iandl is not present in new areas, and mostly an issue with older areas.
3	Community	-	Description of the effluent that is discharged from sewage treatment plants in the municipal wastewater system	Text	-	Sewage Treatment is managed by York Region	Sewage Treatment is managed by York Region
4	Community	-	Description of the services being provided	Text	-	The Town's facilities are providing service that is reliable and sustainable while ensuring affordability	The Town's facilities are providing service that is reliable and sustainable while ensuring affordability
5	Technical	Scope	Replacement Cost	$	-	$365,034,868	$385,058,000
6	Technical	Scope	Quantity of mains (meters)	m	-	104,847	113,336
7	Technical	Scope	% of properties connected to the municipal wastewater system	%	-	54%	54%
8	Technical	Reliable	Average condition	Text	Good	Very Good	Very Good
9	Technical	Reliable	% Condition Good and Very Good	%	-	-	97%*
10	Technical	Reliable	% Condition Poor and Very Poor	%	-	2%	3%
11	Technical	Sustainable	% Risk that is High and very High	%	-	0%	<1%
12	Technical	Affordable	Capital reinvestment	$	-	$1,596,170	$26,982
13	Technical	Affordable	Capital reinvestment rate	%	-	0.44%	0.01%

* Minor discrepancies between reported totals and the sum of individual values or percentages are attributable to rounding.

AGENDA ITEM # G. 1.

Levels of Service Framework (Continued)

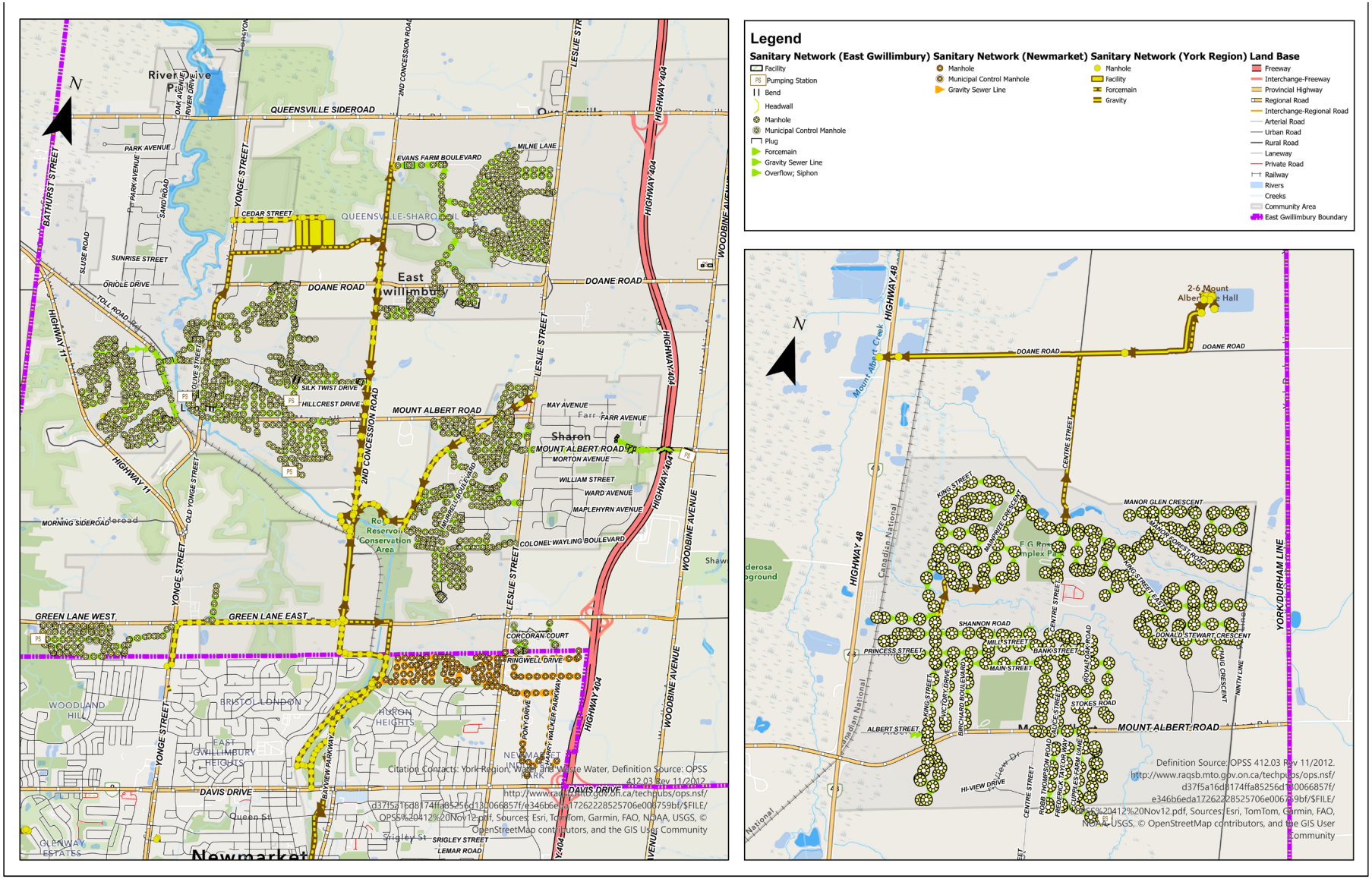


Figure A6 Wastewater Network Map

Risk Summary

Risk — **Consequence of Failure (CoF)**

Probability of Failure (PoF)	C1	C2	C3	C4	C5
P1	$166 M	$188 M	$9 M	$2 M	$7 M
P2	$3 M	–	< $1 M	–	–
P3	$4 M	–	–	–	–
P4	$3 M	$3 M	< $1 M	–	–
P5	–	–	–	–	–

Key Highlights:

Risk is concentrated in P1, primarily within C2 at $188 M and C1 at $166 M. All other risk matrix cells are comparatively small, generally approximately $4 M or less, with many below $1 M. Assets in Poor and Very Poor condition total $10 M, representing approximately 3% of the portfolio. The majority of these assets are classified as Low and Very Low risk. Assets categorized as High and Very High risk total are below $1 M, while no assets were identified within the Moderate risk category.

PoF and CoF Scale	1	2	3	4	5
PoF (P)	Rare	Unlikely	Possible	Likely	Almost Certain
CoF (C)	Negligible	Limited	Moderate	Significant	Severe

Risk of Assets in Poor and Very Poor Condition

Asset Category	Total Replacement Cost for P/VP Assets	% of P/VP Assets Relative to Asset Portfolio	Total Replacement Cost of P/VP Assets Classified as Low and Very Low Risk	Total Replacement Cost of P/VP Assets Classified as Moderate Risk	Total Replacement Cost of P/VP Assets Classified as High and Very High Risk
Manholes	$4 M	14%	$4 M	–	–
Wastewater Mains	$3 M	1%	$3 M	–	< $1 M
Service Connections	$2 M	14%	$2 M	–	–
Pumping Stations	–	–	–	–	–
Total	**$10 M**	**3%**	**$10 M**	**–**	**< $1 M**

AM Improvement Plan

AM Component	Improvements
State of Infrastructure	– The Town has identified opportunities to further refine wastewater pump station asset data by breaking facilities into component-level assets (e.g., structural, mechanical, electrical, and instrumentation components) to support more accurate condition assessment, lifecycle modelling, and replacement forecasting. – Future updates may include refining Estimated Service Life (ESL) assumptions for wastewater assets based on pipe material type, as different materials may exhibit significantly different performance characteristics and deterioration rates. – The Town has also identified an opportunity to improve the integration of inspection data into the AM framework by developing approaches to translate CCTV and inspection ratings (such as NASCO ratings) into standardized AMP condition-scoring methodologies. – Integration of CCTV and PACP data into AMP condition scoring would improve wastewater condition reporting and lifecycle planning.
Risk Assessment	– Risk results are based on the updated Probability of Failure (PoF) framework, while the Consequence of Failure (CoF) assessment continues to rely on the previous framework. In the next iteration of the AMP, CoF scores will be updated to align with the revised risk framework developed through this update. – The PoF and CoF frameworks should be reviewed with asset class owners to confirm the availability of data for newly introduced factors. Where supporting data is unavailable, factors should either be removed or retained with adjusted weightings redistributed across the remaining factors until sufficient data becomes available. – Weightings assigned to newly introduced factors are currently high level and should be reviewed with asset class owners to confirm alignment with strategic objectives and refined where required.
Governance	– A defined process to integrate CCTV and PACP results into AMP condition scoring would improve wastewater lifecycle planning. – Formal documentation of wastewater interdependencies with Stormwater, Water, and Parks and Land Improvements would support more coordinated planning and renewal decisions. – A clearer process for wastewater data updates between GIS, Citywide, inspections, and AM reporting would improve data consistency.
Levels of Service	– Separate condition reporting for priority wastewater asset classes would improve visibility of asset specific condition needs.



Fleet

State of Infrastructure

Total Replacement Value
$13 M

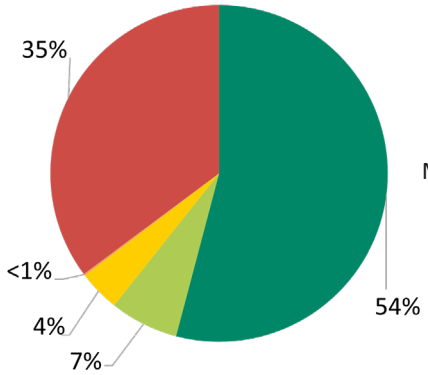
Assets in Good or Better Condition
61%

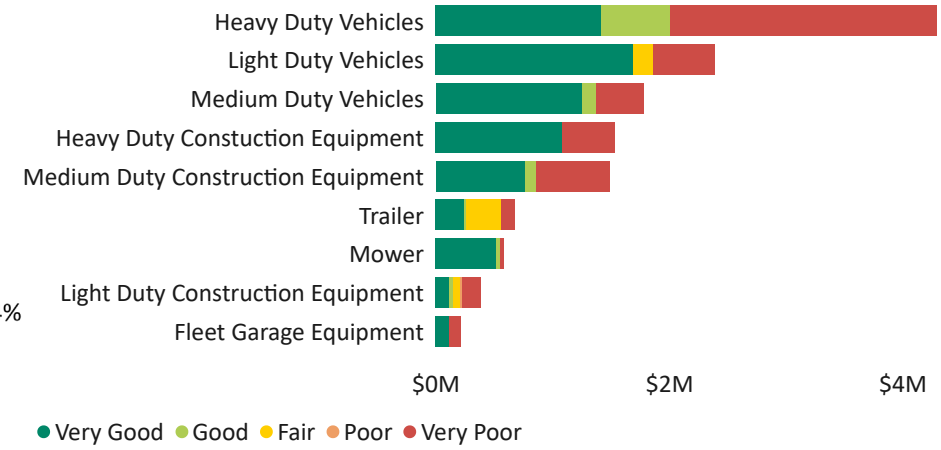
Asset Portfolio Highlights:
Fleet has a total replacement value of approximately $13 M. Overall, 61% of fleet assets are rated in Good or Better condition, while a significant portion of the portfolio is approaching end-of-life. Fleet assets generally have shorter service lives than other asset classes, with several vehicle and equipment categories exhibiting relatively high average ages compared to their remaining useful life.

Asset Category	Quantity	Unit	Replacement Value
Heavy Duty Vehicles	9	Each	$4 M
Light Duty Vehicles	26	Each	$2 M
Medium Duty Vehicles	12	Each	$2 M
Heavy Duty Construction Equipment	5	Each	$2 M
Medium Duty Construction Equipment	8	Each	$1 M
Trailer	20	Each	$1 M
Mower	8	Each	$1 M
Light Duty Construction Equipment	13	Each	< $1 M
Fleet Garage Equipment	4	Each	< $1 M
2026 Total Replacement Value			**$13 M**

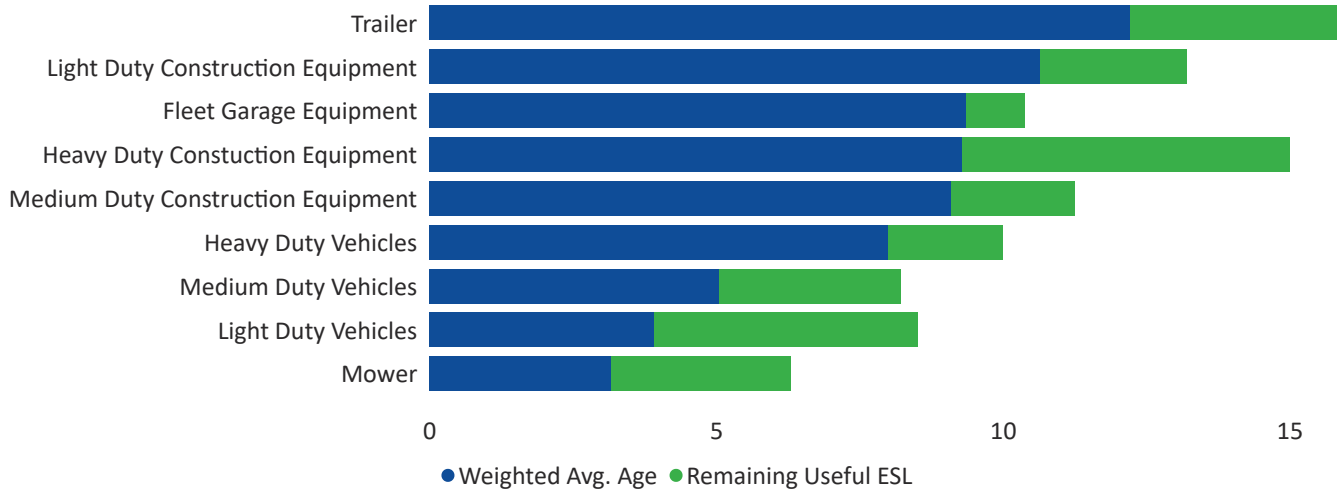
Note: Minor discrepancies between reported totals and the sum of individual values or percentages are attributable to rounding.

Asset Condition





Average Age and Useful Life Expectancy (Years)



Maturity Assessment

Current Maturity Score
3.4

Target Maturity Score
4.2

Key Observations:

Fleet is in the Competent to Optimizing stage of AM maturity. The service area consistently achieved the highest scores across all assessment categories; however, minor gaps remain in meeting certain basic competency requirements. The areas where maximum scores were not achieved relate to Maintenance Delivery and Management of Change.



Key Activities Required:

Purpose and Context

- Demonstrate AM's role in capital planning and decision-making by developing an alignment diagram.
- Clarify AM ownership and accountability within the RSACI.

Leadership and Governance

- Develop a communication and implementation plan for the AM Policy.
- Enhance engagement in AM Policy updates through structured cross-departmental input and review.
- Introduce periodic refreshers or check-ins to reinforce AM Policy understanding and application of the AM Policy.

Organization and People

- Reinforce an AM supportive culture by emphasizing outcome based AM practices through targeted communication and training.

Strategy and Planning

- Improve strategy awareness and consistency by implementing a standardized internal communication and onboarding approach that clearly explains the Town's AM strategy, planning cycle, and decision-making pathways.
- Standardize demand forecasting outputs by using a simple, shared template for departments to summarize key demand trends, risks, and implications for asset renewal and service continuity.

Asset Management Decision Making

- Implement a Town wide capital prioritization framework using clear scoring criteria (e.g., risk, service impact, regulatory compliance, lifecycle cost, growth, and sustainability) to improve transparency and defensibility of investment decisions.

Maturity Assessment (Continued)

Key Activities Required (Continued):

- Reduce administrative burden through automation and data improvements by leveraging standardized capital budget submission forms, including pre-populating known data fields and enhancing data quality to support recurring decision-making processes.

Lifecycle Delivery

- Increase lifecycle consistency by sharing departmental “best practices” through short showcases and a simple lifecycle delivery checklist for all departments.
- Standardize lifecycle planning in AMPs by adding a common template section for inspection and renewal triggers, risk/criticality, and replacement assumptions, including for minor assets that are currently managed reactively.

Information Management

- Develop a Town-wide AM Data and Information Strategy in collaboration with other departments that defines governance, roles, standards, and how corporate (Citywide) and specialized systems will work together.
- Clarify systems of record and integration pathways by documenting which specialized systems remain authoritative and identifying what summarized data must feed into Citywide through interfaces or scheduled uploads.

Risk and Continual Improvement

- Create and implement a Town wide risk matrix with standard definitions, scoring guidance, and minimum documentation requirements to enable consistent risk assessments across departments
- Embed risk into capital prioritization and decision-making by requiring risk/criticality scores and service impact considerations in capital business cases and project submissions.
- Formalize review processes by introducing annual or biannual reviews

Levels of Service Framework

No.	LOS Type	Service Attribute	LOS Performance Measure	Unit	Proposed LOS Target	LOS Performance (2025)	LOS Performance (2026)
1	Community	-	Description of the municipal services supported by Fleet	Text	-	To maintain the quality stewardship of East Gwillimbury's infrastructure and the delivery of municipal services, staff operate and maintain a diverse fleet of vehicles and equipment. This includes Engineering and Public Works equipment used to support roadway maintenance and other operational activities. Vehicles support the delivery of municipal services across several service areas. This includes plow vehicles for winter maintenance operations, vehicles and specialized equipment for park maintenance activities, and administrative vehicles used for by-law enforcement, inspections, and other municipal functions.	To support effective stewardship of East Gwillimbury's infrastructure and the delivery of municipal services, staff operate and maintain a diverse fleet of vehicles and equipment. This includes Engineering and Public Works equipment used to support roadway maintenance and other operational activities. Vehicles support the delivery of municipal services across several service areas. This includes plow vehicles for winter maintenance operations, vehicles and specialized equipment for park maintenance activities, and administrative vehicles used for by-law enforcement, inspections, and other municipal functions.
2	Community	-	Description of the services being provided	Text	-	The Town's vehicles provide services that are reliable and sustainable while ensuring affordability. The Town's machinery and equipment also provide services that are reliable and sustainable while maintaining affordability.	The Town's vehicles provide services that are reliable and sustainable while ensuring affordability. The Town's machinery and equipment also provide services that are reliable and sustainable while maintaining affordability.
3	Technical	Scope	Replacement Cost	$	-	-	$13,345,000
4	Technical	Scope	Quantity	#	-	-	105

AGENDA ITEM # G. 1.

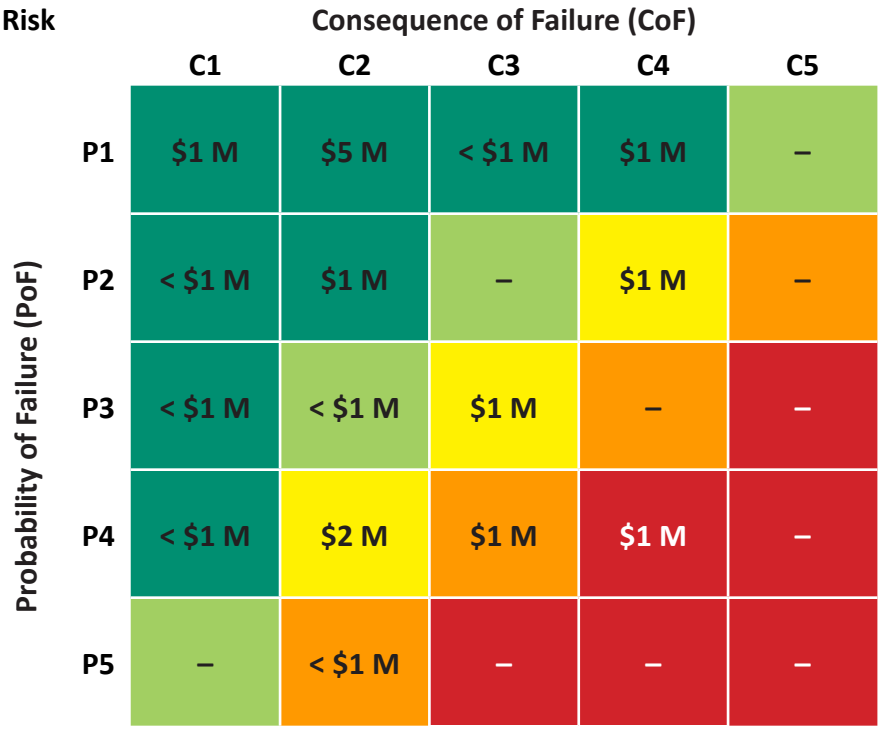
Levels of Service Framework

No.	LOS Type	Service Attribute	LOS Performance Measure	Unit	Proposed LOS Target	LOS Performance (2025)	LOS Performance (2026)
5	Technical	Reliable	Average condition	Text	Good	-	Fair
6	Technical	Reliable	% Condition Good and Very Good	%	-	-	60%
7	Technical	Reliable	% Condition Poor and Very Poor	%	-	-	35%*
8	Technical	Sustainable	% Risk that is High and Very High	%	-	-	25%
9	Technical	Affordable	Capital reinvestment	$	-	-	$967,989
10	Technical	Affordable	Capital reinvestment rate	%	-	-	7.25%
11	Technical	Reliable	% of regulated MTO maintenance inspections completed	%	100%	-	100%

Note: No direct comparison is available for Fleet; Fleet, Library, and IT assets, as these asset classes were recategorized under the updated asset hierarchy. In the 2025 Asset Management Plan, Fleet levels of service were included within the Vehicles, Machinery, and Equipment asset category.

** Minor discrepancies between reported totals and the sum of individual values or percentages are attributable to rounding.*

Risk Summary



Key Highlights:
Overall risk is low and concentrated within a limited number of risk matrix cells, primarily P1, C2 at $5 M and P4, C2 at $2 M. The remaining cells are generally $1 M or less. Assets in Poor and Very Poor total $5 M, representing approximately 35% of the fleet portfolio. The majority of this replacement value is classified as High and Very High risk at $3 M, driven primarily by Heavy Duty Vehicles at $2 M. Moderate Risk assets total approximately $1 M, with Low and Very Low Risk assets accounting for a further $1 M.

PoF and CoF Scale	1	2	3	4	5
PoF (P)	Rare	Unlikely	Possible	Likely	Almost Certain
CoF (C)	Negligible	Limited	Moderate	Significant	Severe

Risk of Assets in Poor and Very Poor Condition

Asset Category	Total Replacement Cost for P/VP Assets	% of P/VP Assets Relative to Asset Portfolio	Total Replacement Cost of P/VP Assets Classified as Low and Very Low Risk	Total Replacement Cost of P/VP Assets Classified as Moderate Risk	Total Replacement Cost of P/VP Assets Classified as High and Very High Risk
Heavy Duty Vehicles	$2 M	53%	–	–	$2 M
Medium Duty Construction Equipment	$1 M	42%	< $1 M	–	< $1 M
Light Duty Vehicles	$1 M	22%	< $1 M	< $1 M	–
Heavy Duty Construction Equipment	< $1 M	29%	–	–	< $1 M
Medium Duty Vehicles	< $1 M	23%	< $1 M	< $1 M	–
Light Duty Construction Equipment	< $1 M	46%	< $1 M	< $1 M	< $1 M
Trailer	< $1 M	17%	< $1 M	< $1 M	< $1 M
Fleet Garage Equipment	< $1 M	45%	< $1 M	–	–
Mower	< $1 M	6%	–	< $1 M	–
Total	**$5 M**	**35%**	**$1 M**	**$1 M**	**$3 M**

AM Improvement Plan

AM Component	Improvements
Risk Assessment	– Risk results are based on the updated Probability of Failure (PoF) framework, while the Consequence of Failure (CoF) assessment continues to rely on the previous framework. In the next iteration of the AMP, CoF scores will be updated to align with the revised risk framework developed through this update. – The PoF and CoF frameworks should be reviewed with asset class owners to confirm the availability of data for newly introduced factors. Where supporting data is unavailable, factors should either be removed or retained with adjusted weightings redistributed across the remaining factors until sufficient data becomes available. – Weightings assigned to newly introduced factors are currently high level and should be reviewed with asset class owners to confirm alignment with strategic objectives and refined where necessary. – Separate risk frameworks developed for specific asset classes have recently been populated and should be reviewed in detail with asset owners to confirm alignment with strategic objectives and ensure they are appropriately tailored.
Governance	– More formal documentation of Fleet lifecycle planning would improve traceability between condition, reliability, service impact, availability, and replacement timing. – Lifecycle tracking linked to procurement lead times would improve visibility of assets approaching end-of-life.
Levels of Service	– New lifecycle and maintenance indicators, such as average fleet age relative to useful life, percentage of assets beyond lifecycle, preventative maintenance completion rates, greenhouse gas (GHG) emissions, and inspection frequency, would improve Fleet performance reporting.



Facilities

State of Infrastructure

Total Replacement Value
$186 M

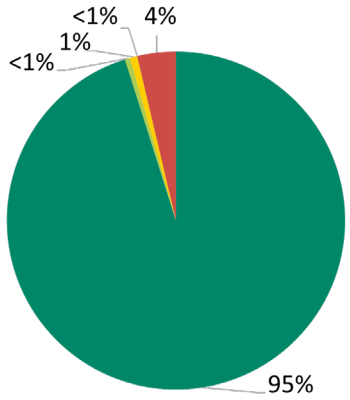
Assets in Good or Better Condition
96%

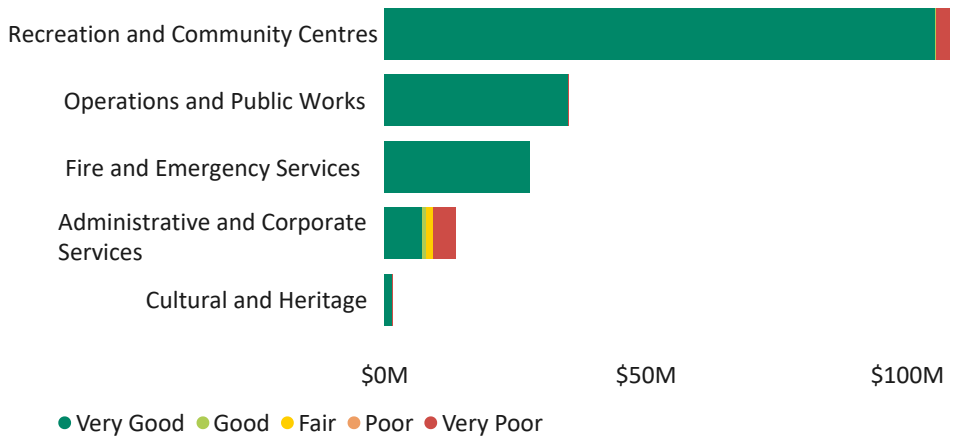
Asset Portfolio Highlights:
Facilities has a total replacement value of approximately $186 M and is in excellent condition, with approximately 96% of assets rated in Good or Better condition. Recreation and Community Centres represent the largest component of the portfolio. Overall, facilities have relatively low average ages compared to their remaining useful life, indicating a generally modern and well-maintained asset base.

Asset Category	Quantity	Unit	Replacement Value
Recreation and Community Centres	1,036,022	Area (ft²)	$108 M
Operations and& Public Works	448,709	Area (ft²)	$35 M
Fire and Emergency Services	273,817	Area (ft²)	$28 M
Administrative and Corporate Services	235,528	Area (ft²)	$14 M
Cultural and Heritage	16,948	Area (ft²)	$2 M
2026 Total Replacement Value			**$186 M ($15 M Increase)**

Note: Minor discrepancies between reported totals and the sum of individual values or percentages are attributable to rounding.

Asset Condition

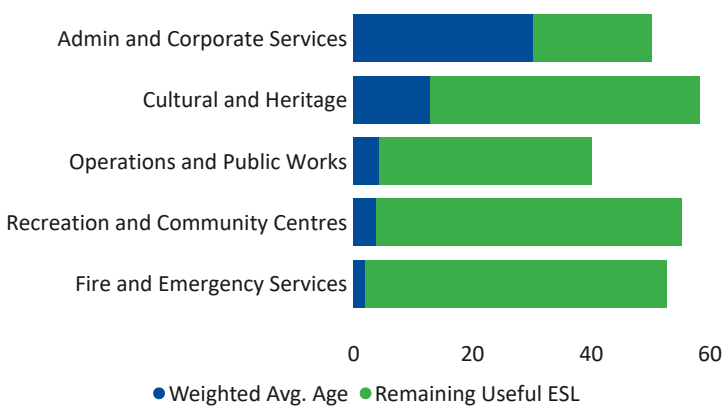




Portfolio Insights

- Facilities' capital planning is informed by Building Condition Assessments (BCAs), which are typically completed on an approximately five-year cycle to support asset renewal prioritization and long-term capital forecasting.
- The Health and Active Living Plaza (HALP), with an estimated replacement value of approximately $98 M, was brought into service in October 2025. However, its asset data was not included in this analysis and will be incorporated in future updates. The Service Area is currently developing and refining a detailed asset inventory to support future reporting and analysis.

Average Age and Useful Life Expectancy (Years)



Maturity Assessment

Current Maturity Score
3.0

Target Maturity Score
3.9

Key Observations:

Facilities have consistently achieved competence across all areas of assessment and are now focused on advancing asset management maturity beyond ISO 55000 requirements.



Key Activities Required:

Purpose and Context

- Demonstrate AM's role in capital planning and decision-making by developing an alignment diagram.
- Clarify AM ownership and accountability within the RSACI.

Leadership and Governance

- Develop a communication and implementation plan for the AM Policy.
- Enhance engagement in AM Policy updates through structured cross-departmental input and review.
- Introduce periodic refreshers or check-ins to reinforce AM Policy understanding and application of the AM Policy.

Organization and People

- Reinforce an AM supportive culture by emphasizing outcome based AM practices through targeted communication and training.

Strategy and Planning

- Improve strategy awareness and consistency by implementing a standardized internal communication and onboarding approach that clearly explains the Town's AM strategy, planning cycle, and decision-making pathways.
- Standardize demand forecasting outputs by using a simple, shared template for departments to summarize key demand trends, risks, and implications for asset renewal and service continuity.

Asset Management Decision Making

- Implement a Town wide capital prioritization framework using clear scoring criteria (e.g., risk, service impact, regulatory compliance, lifecycle cost, growth, and sustainability) to improve transparency and defensibility of investment decisions.

Maturity Assessment (Continued)

Key Activities Required (Continued):

- Reduce administrative burden through automation and data improvements by leveraging standardized capital budget submission forms, including pre-populating known data fields and enhancing data quality to support recurring decision-making processes.

Lifecycle Delivery

- Increase lifecycle consistency by sharing departmental “best practices” through short showcases and a simple lifecycle delivery checklist for all departments.
- Standardize lifecycle planning in AMPs by adding a common template section for inspection and renewal triggers, risk/criticality, and replacement assumptions, including for minor assets that are currently managed reactively.

Information Management

- Develop a Town-wide AM Data and Information Strategy in collaboration with other departments that defines governance, roles, standards, and how corporate (Citywide) and specialized systems will work together.
- Clarify systems of record and integration pathways by documenting which specialized systems remain authoritative and identifying what summarized data must feed into Citywide through interfaces or scheduled uploads.

Risk and Continual Improvement

- Create and implement a Town wide risk matrix with standard definitions, scoring guidance, and minimum documentation requirements to enable consistent risk assessments across departments.
- Embed risk into capital prioritization and decision-making by requiring risk/criticality scores and service impact considerations in capital business cases and project submissions.
- Formalize review processes by introducing annual or biannual reviews of AM decisions and KPI results to identify lessons learned and update priorities, assumptions, and practices.

Levels of Service Framework

No.	LOS Type	Service Attribute	LOS Performance Measure	Unit	Proposed LOS Target	LOS Performance (2025)	LOS Performance (2026)
1	Community	-	Description of the municipal services supported by facilities	Text	-	Facilities support the delivery of municipal services through the support of several service areas, including Administrative offices – general government services, Public works garages and storage sheds – roadway and winter control services, Fire – emergency services, and Community centers – recreation and cultural service	Facilities support the delivery of municipal services through the support of several service areas, including Administrative offices – general government services, Public works garages and storage sheds – roadway and winter control services, Fire – emergency services, and Community centers – recreation and cultural service
2	Community	-	Description of the services being provided	Text	-	The Town's facilities are providing service that is reliable and sustainable while ensuring affordability	The Town's facilities are providing service that is reliable and sustainable while ensuring affordability
3	Technical	Scope	Replacement Cost	$	-	$171,018,557	$186,373,000
4	Technical	Scope	Quantity	Varies	-	18 #	1,036,022 ft^2
5	Technical	Reliable	Average condition (of all facilities)	Text	Good	Good	Very Good
6	Technical	Reliable	% Condition Good and Very Good	%	-	-	96%

Levels of Service Framework

No.	LOS Type	Service Attribute	LOS Performance Measure	Unit	Proposed LOS Target	LOS Performance (2025)	LOS Performance (2026)
7	Technical	Reliable	% Condition Poor and Very Poor	%	-	6%	4%*
8	Technical	Sustainable	% Risk that is High and Very High	%	-	22%	3%
9	Technical	Affordable	Capital reinvestment	$	-	$2,644,445	$28,064,197
10	Technical	Affordable	Capital reinvestment rate	%	-	1.55%	15.06%
11	Technical	Reliable	Average FCI of facilities	#	-	-	72

* Minor discrepancies between reported totals and the sum of individual values or percentages are attributable to rounding.

Risk Summary

Risk	Consequence of Failure (CoF)				
Probability of Failure (PoF)	C1	C2	C3	C4	C5
P1	$1 M	$19 M	$27 M	$93 M	$36 M
P2	< $1 M	< $1 M	< $1 M	–	$1 M
P3	< $1 M	$1 M	$1 M	$1 M	–
P4	$1 M	$1 M	$2 M	$1 M	–
P5	–	–	–	–	–

Key Highlights:
Risk is dominated by P1, with the largest concentration in C4 at $93 M, followed by C5 at $36 M and C3 at $27 M. All other risk matrix cells are comparatively small, generally below $1 M each. Assets in Poor and Very Poor condition total $7 M, representing approximately 4% of the portfolio. The majority of this replacement value is classified as High and Very High risk at $5 M, driven primarily by Administrative and Corporate Services Facilities at $4 M and Recreation and Community Centres at $2 M.

PoF and CoF Scale	1	2	3	4	5
PoF (P)	Rare	Unlikely	Possible	Likely	Almost Certain
CoF (C)	Negligible	Limited	Moderate	Significant	Severe

Risk of Assets in Poor and Very Poor Condition

Asset Category	Total Replacement Cost for P/VP Assets	% of P/VP Assets Relative to Asset Portfolio	Total Replacement Cost of P/VP Assets Classified as Low and Very Low Risk	Total Replacement Cost of P/VP Assets Classified as Moderate Risk	Total Replacement Cost of P/VP Assets Classified as High and Very High Risk
Administrative and Corporate Services	$4 M	31%	< $1 M	< $1 M	$4 M
Recreation and Community Centres	$3 M	2%	$1 M	< $1 M	$2 M
Cultural and Heritage	< $1 M	3%	< $1 M	< $1 M	< $1 M
Operations and Public Works	< $1 M	< 1%	–	–	< $1 M
Fire and Emergency Services	–	< 1%	–	–	–
Total	**$7 M**	**4%**	**$1 M**	**$1 M**	**$5 M**

Note: Minor discrepancies between reported totals and the sum of individual values are attributable to rounding.

AM Improvement Plan

AM Component	Improvements
State of Infrastructure	– The newly added facility may not yet be fully reflected within the current dataset or Building Condition Assessment (BCA) program. – The Town has identified opportunities to further improve facility asset data by refining component-level asset breakdowns, recognizing that individual building components may have significantly different expected service lives, deterioration patterns, and replacement timelines. – Opportunities have also been identified to improve the accuracy of facility installation year data, as some records may currently reflect data-entry dates rather than original construction or rehabilitation years, which may affect lifecycle forecasting and replacement modelling. – Some building components may have forecast horizons extending 20–40 years, highlighting the importance of updating BCAs approximately every five years to reflect changing conditions and non-linear deterioration patterns. – The Town has also identified approaches for addressing assets with zero replacement values, including the use of reasonable budget-based estimates where detailed replacement cost information is not yet available. – Improved linkage between monthly inspections, BCA results, and risk indicators would strengthen Facilities condition and risk reporting.
Risk Assessment	– Risk results are based on the updated Probability of Failure (PoF) framework, while the Consequence of Failure (CoF) assessment continues to rely on the previous framework. In the next iteration of the AMP, CoF scores will be updated to align with the revised risk framework developed through this update. – The PoF and CoF frameworks should be reviewed with asset class owners to confirm the availability of data for newly introduced factors. Where supporting data is unavailable, factors should either be removed or retained with adjusted weightings redistributed across the remaining factors until sufficient data becomes available. – Weightings assigned to newly introduced factors are currently high level and should be reviewed with asset class owners to confirm alignment with strategic objectives and refined where required. – Separate risk frameworks developed for specific asset classes have recently been populated and should be reviewed in detail with asset owners to confirm alignment with strategic objectives and ensure they are appropriately tailored.
Governance	– More formal alignment between Facilities processes and the updated RASCI would improve consistency and visibility of AM responsibilities. – Improved integration of Facilities work order data with Citywide would support more consistent asset updates and condition reporting.
Levels of Service	– Additional measures related to health and safety, work order response times, system downtime, preventative versus reactive maintenance, deferred maintenance, and BCA cycles would strengthen performance monitoring.



Parks and Land Improvements

State of Infrastructure

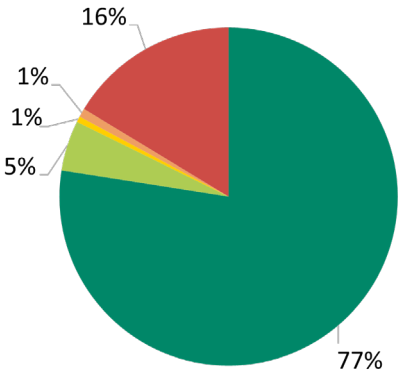
Total Replacement Value
$61 M

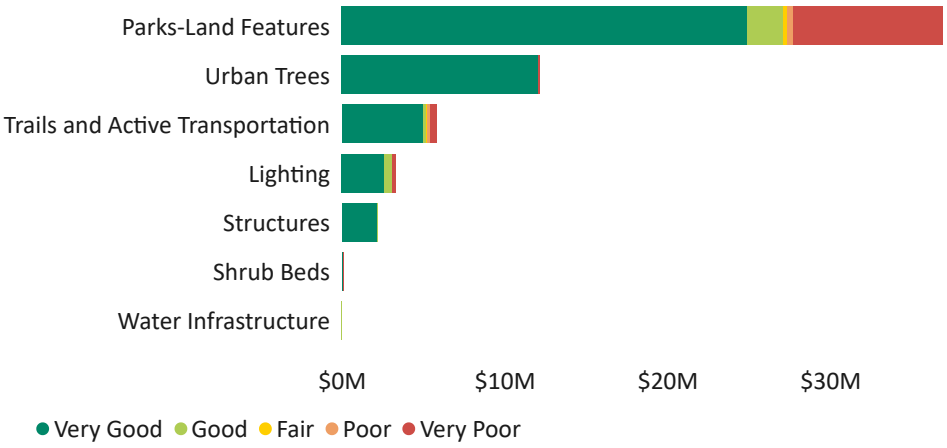
Assets in Good or Better Condition
82%

Asset Portfolio Highlights:
Parks and Land Improvements has a total replacement value of approximately $61 M. Overall, 82% of assets are rated in Good or Better condition, with most assets concentrated in the Very Good category. The portfolio generally exhibits a favourable age profile, with most asset classes having substantial remaining useful life relative to their average age, supporting continued service delivery.

Asset Category	Quantity	Unit	Replacement Value
Parks-Land Features	587,722	Area (m²)	$37 M
Urban Trees	11,868	Each	$12 M
Trails and Active Transportation	45,478	Length (m)	$6 M
Lighting	299	Each	$3 M
Structures	89	Each	$2 M
Shrub Beds	330	Each	< $1 M
Water Infrastructure	84	Each	< $1 M
2026 Total Replacement Value			**$61 M ($7 M Increase)**

Asset Condition

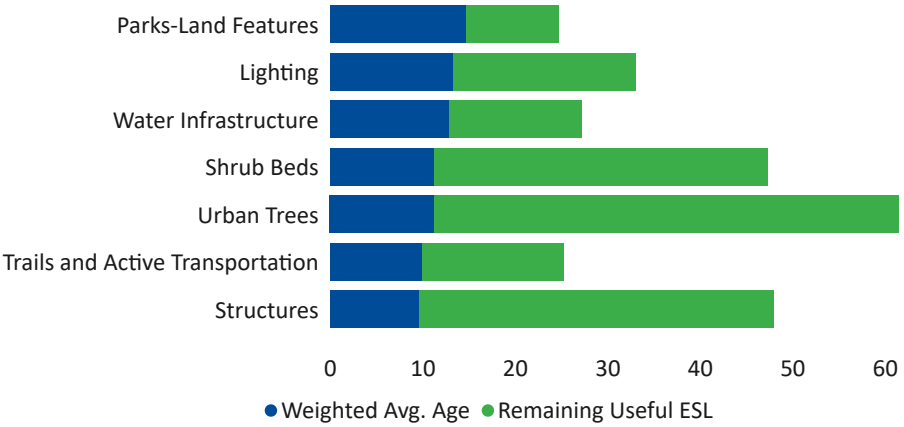




Portfolio Insights

- Parks and Land Improvements completes a 10-year capital plan annually in coordination with Finance, incorporating both asset replacement needs and planned new capital investments to support long-term service delivery and financial planning.

Average Age and Useful Life Expectancy (Years)



Maturity Assessment

Current Maturity Score
0.8

Target Maturity Score
1.7

Key Observations:

Parks and Land Improvements are in the Innocent to Aware stage of AM maturity and have significant opportunities to advance AM maturity across all assessment areas.



Key Activities Required:

Purpose and Context

- Demonstrate AM's role in capital planning and decision-making by developing an alignment diagram.
- Clarify AM ownership and accountability in the RASCI matrix.
- Formalize stakeholder management by developing a stakeholder register and communication plan outlining stakeholder needs and expectations.

Leadership and Governance

- Develop a communication and implementation plan for the AM Policy.
- Establish a clear line of sight between corporate AM objectives and departmental plans through mapped alignment.
- Enhance engagement in AM Policy updates through structured cross-departmental input and review.
- Introduce periodic refreshers or check-ins to reinforce AM Policy understanding and application of the AM Policy.
- Undertake an internal review to confirm compliance with relevant technical standards, regulations, and legislation.

Organization and People

- Establish clear AM ownership by designating formal AM leads within each department and embedding AM responsibilities into relevant job descriptions.
- Introduce a consistent change management framework to guide the implementation of AM related changes across departments.
- Reinforce an AM supportive culture by emphasizing outcome based AM practices through targeted communication and training.
- Develop a workforce planning approach to identify required activities, resourcing needs, and skill sets.

Maturity Assessment (Continued)

Key Activities Required (Continued):

Strategy and Planning

- Formalize demand management within AMPs by adding a consistent AMP section that documents demand drivers, assumptions, and resulting impacts on service levels and investment needs for each portfolio.
- Improve strategy awareness and consistency by implementing a standardized internal communication and onboarding approach that clearly explains the Town's AM strategy, planning cycle, and decision-making pathways.
- Standardize demand forecasting outputs by using a simple, shared template for departments to summarize key demand trends, risks, and implications for renewal and service continuity.
- Develop a Parks and Land Improvement AM guide to document current processes, identify gaps, and outline Parks and Land Improvements specific actions to maximize asset value.

Asset Management Decision Making

- Implement a Town wide capital prioritization framework using clear scoring criteria (e.g., risk, service impact, regulatory compliance, lifecycle cost, growth, sustainability) to improve transparency and defensibility of investment decisions.
- Reduce administrative burden through automation and data improvements by leveraging standardized capital budget submission forms, including pre-populating known data fields and enhancing data quality to support recurring decision-making processes.

Lifecycle Delivery

- Increase lifecycle consistency by sharing departmental best practices through short showcases and a simple lifecycle delivery checklist for all departments.
- Standardize lifecycle planning in AMPs by adding a common template section for inspection and renewal triggers, risk/criticality, and replacement assumptions, including for minor assets that are currently managed reactively.

Information Management

- Develop a Town-wide AM Data and Information Strategy in collaboration with other departments that defines governance, roles, standards, and how corporate (Citywide) and specialized systems will work together.
- Clarify systems of record and integration pathways by documenting which specialized systems remain authoritative and identifying what summarized data must feed into Citywide through interfaces or scheduled uploads.
- Standardize data maintenance processes by establishing routine update cycles, audit trails, and clear responsibilities for data entry, review, and approval.

Risk and Continual Improvement

- Create and implement a Town-wide risk matrix with standard definitions, scoring guidance, and minimum documentation requirements to enable consistent risk assessments across departments.
- Embed risk into capital prioritization and decision-making by requiring risk/criticality scores and service impact considerations in capital business cases and project submissions.
- Formalize review processes by introducing annual or biannual reviews of AM decisions and KPI results to identify lessons learned and update priorities, assumptions, and practices.

Levels of Service Framework

No.	LOS Type	Service Attribute	LOS Performance Measure	Unit	Proposed LOS Target	LOS Performance (2025)	LOS Performance (2026)
1	Community	-	Description of the services being provided	Text	-	The Town's land improvements are providing service that is reliable and sustainable while ensuring affordable park services	The Town's land improvements are providing service that is reliable and sustainable while ensuring affordable park services
2	Technical	Scope	Replacement Cost	$	-	$53,453,630	$60,532,000
3	Technical	Scope	Quantity	#	-	27,478	Parks-Land Features: 587,722 m^2 Urban Trees: 11,868 Trails and Active Transportation: 45,478 m Lighting: 299 Structures: 89 Shrub Beds: 330 Water Infrastructure: 84
4	Technical	Reliable	Average condition	Text	Good	Very Good	Good
5	Technical	Reliable	% Condition Good and Very Good	%	-	-	82%
6	Technical	Reliable	% Condition Poor and Very Poor	%	-	6%	17%
7	Technical	Sustainable	% Risk that is High and Very High	%	-	2%	13%
8	Technical	Affordable	Capital reinvestment	$	-	$295,000	$3,145,293
9	Technical	Affordable	Capital reinvestment rate	%	-	0.55%	5.20%

AGENDA ITEM # G. 1.

Risk Summary

Risk	Consequence of Failure (CoF)				
Probability of Failure (PoF)	C1	C2	C3	C4	C5
P1	$16 M	$15 M	$8 M	$8 M	–
P2	< $1 M	$2 M	$2 M	< $1 M	–
P3	< $1 M	$1 M	< $1 M	$2 M	–
P4	< $1 M	$3 M	$2 M	$2 M	–
P5	< $1 M	–	–	–	–

Key Highlights:

Risk is concentrated in P1, led by C1 at $16 M and C2 at $15 M, with secondary contributions in C3 and C4 at $8M each. Outside of P1, the largest remaining cell is P4, C2 at $3 M, with all others at $2 M or less. Assets in Poor and Very Poor condition total $10 M, representing approximately 17% of the portfolio. The majority of this replacement value is classified as High and Very High risk at $8 M, driven primarily by Parks–Land Features is split between Moderate risk at $1 M and Low and Very Low risk at $1 M.

PoF and CoF Scale	1	2	3	4	5
PoF (P)	Rare	Unlikely	Possible	Likely	Almost Certain
CoF (C)	Negligible	Limited	Moderate	Significant	Severe

Risk of Assets in Poor and Very Poor Condition

Asset Category	Total Replacement Cost for P/VP Assets	% of P/VP Assets Relative to Asset Portfolio	Total Replacement Cost of P/VP Assets Classified as Low and Very Low Risk	Total Replacement Cost of P/VP Assets Classified as Moderate Risk	Total Replacement Cost of P/VP Assets Classified as High and Very High Risk
Parks-Land Features	$10 M	26%	$1 M	$1 M	$8 M
Trails and Active Transportation	$1 M	10%	–	< $1 M	< $1 M
Lighting	< $1 M	7%	< $1 M	< $1 M	–
Urban Trees	< $1 M	1%	< $1 M	–	–
Shrub Beds	< $1 M	1%	< $1 M	–	–
Structures	–	–	–	–	–
Water Infrastructure	–	–	–	–	–
Total	**$10 M**	**17%**	**$1 M**	**$1 M**	**$8 M**

Note: Minor discrepancies between reported totals and the sum of individual values are attributable to rounding.

AM Improvement Plan

AM Component	Improvements
State of Infrastructure	– The Parks and Land Improvements service area has identified opportunities to further refine and validate parks and land imrprovements inventory data, including reviewing recent increases in replacement value that may be associated with updated on-the-ground inventory collection and asset record enhancements completed around 2024. – The service area notes that a 2025 tree inventory has been completed but has not yet been fully incorporated into the broader AM dataset, representing an opportunity to improve the completeness of urban forestry asset data. – Playgrounds are identified as a key priority asset class due to regulatory requirements, and regular monthly inspections.
Risk Assessment	– Risk results are based on the updated Probability of Failure (PoF) framework, while the Consequence of Failure (CoF) assessment continues to rely on the previous framework. In the next iteration of the AMP, CoF scores will be updated to align with the revised risk framework developed through this update. – The PoF and CoF frameworks should be reviewed with asset class owners to confirm the availability of data for newly introduced factors. Where supporting data is unavailable, factors should either be removed or retained with adjusted weightings redistributed across the remaining factors until sufficient data becomes available. – Weightings assigned to newly introduced factors are currently high level and should be reviewed with asset class owners to confirm alignment with strategic objectives and refined where required. – Separate risk frameworks developed for specific asset classes have recently been populated and should be reviewed in detail with asset owners to confirm alignment with strategic objectives and ensure they are appropriately tailored.
Governance	– The Town has identified opportunities to improve governance and integration of parks and land improvements asset data by clarifying responsibilities for data management and strengthening connections between inspection records, GIS systems, and PSD Citywide. – Develop a Parks and Land Improvements AM guide would document current processes, portfolio-specific actions, and AM responsibilities beyond inventory updates. – A documented resourcing and skills plan would identify the capacity required to support Parks and Land Improvements AM activities.
Levels of Service	– Incorporation of new parks assets, including the tree inventory into asset data would improve future LOS reporting. – Increased frequency of inspection reporting for higher-risk assets, such as playgrounds, would improve risk-based performance monitoring.



Fire and Emergency Services

State of Infrastructure

Total Replacement Value
$21 M

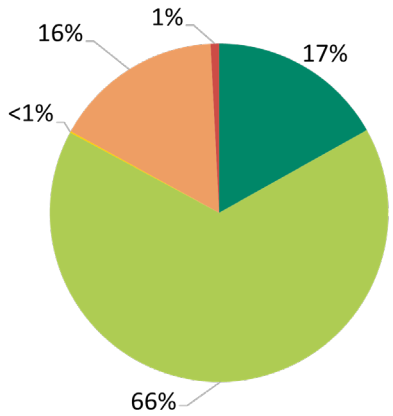
Assets in Good or Better Condition
83%

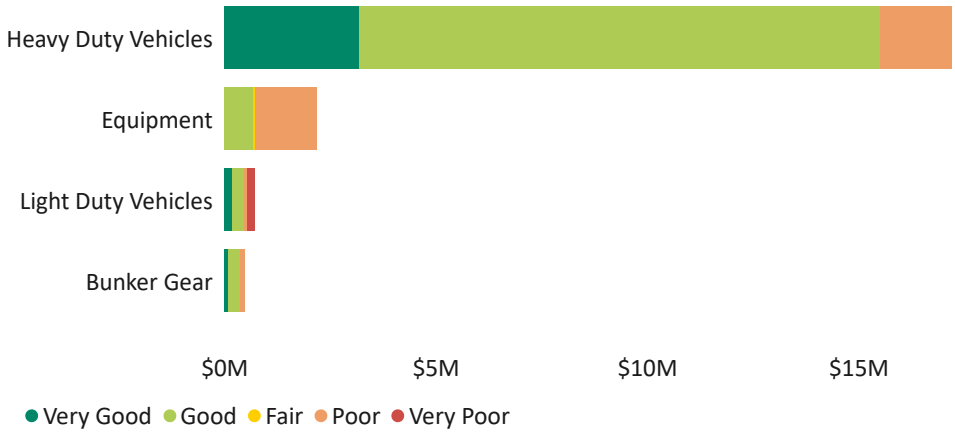
Asset Portfolio Highlights:
Fire and Emergency Services has a total replacement value of approximately $21 M, with heavy-duty vehicles representing the majority of the portfolio value. Overall, 83% of assets are rated in Good or Better condition. Due to the relatively short service lives, many assets are approaching or have surpassed the midpoint of their lifecycle, highlighting the importance of ongoing replacement planning.

Asset Category	Quantity	Unit	Replacement Value
Heavy Duty Vehicles	10	Each	$17 M
Equipment	372	Each	$2 M
Light Duty Vehicles	9	Each	$1 M
Bunker Gear	242	Each	< $1 M
2026 Total Replacement Value			**$21 M**

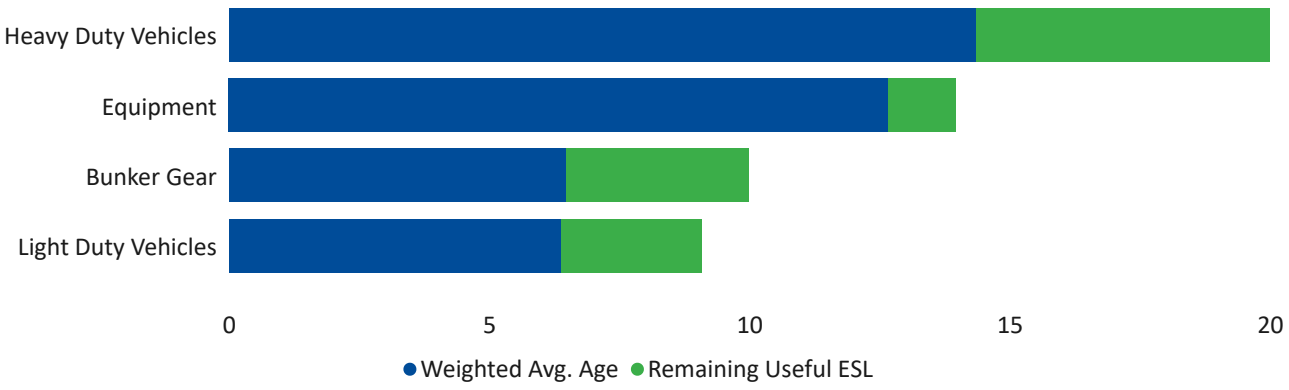
Note: Minor discrepancies between reported totals and the sum of individual values or percentages are attributable to rounding.

Asset Condition





Average Age and Useful Life Expectancy (Years)



Maturity Assessment

Current Maturity Score
1.7

Target Maturity Score
2.7

Key Observations:

Fire and Emergency Services (FES) is currently in the Aware to Developing stage of AM maturity. The common activities identified across service areas are expected to have a significant impact on FES and support improvements in its overall maturity level.



Key Activities Required:

Purpose and Context

- Demonstrate AM's role in capital planning and decision-making by developing an alignment diagram.
- Clarify AM ownership and accountability within the RASCI matrix.
- Formalize stakeholder management by developing a stakeholder register and communication plan outlining stakeholder needs and expectations.

Leadership and Governance

- Develop a communication and implementation plan for the AM Policy.
- Establish a clear line of sight between corporate AM objectives and departmental plans through mapped alignment.
- Enhance engagement in AM Policy updates through structured cross-departmental input and review.
- Introduce periodic refreshers or check-ins to reinforce understanding and application of the AM Policy.

Organization and People

- Establish clear AM ownership by designating formal AM leads within each department and embedding AM responsibilities into relevant job descriptions.
- Reinforce an AM-supportive culture by emphasizing outcome-based AM practices through targeted communication and training.

Strategy and Planning

- Formalize demand management within AMPs by adding a consistent AMP section that documents demand drivers, assumptions, and resulting impacts on service levels and investment needs for each portfolio.
- Improve strategy awareness and consistency by implementing a standardized internal communication and onboarding approach that clearly explains the Town's AM strategy, planning cycle, and decision-making pathways.

Maturity Assessment (Continued)

Key Activities Required (Continued):

- Standardize demand forecasting outputs by using a simple, shared template for departments to summarize key demand trends, risks, and implications for renewal and service continuity.

Asset Management Decision Making

- Implement a Town-wide capital prioritization framework using clear scoring criteria (e.g., risk, service impact, regulatory compliance, lifecycle cost, growth, and sustainability) to improve transparency and defensibility of investment decisions.
- Reduce administrative burden through automation and data improvements by leveraging standardized capital budget submission forms, including pre-populating known data fields and enhancing data quality to support recurring decision-making processes.

Lifecycle Delivery

- Increase lifecycle consistency by sharing departmental best practices through short showcases and a simple lifecycle delivery checklist for all departments.
- Standardize lifecycle planning in AMPs by adding a common template section for inspection and renewal triggers, risk/criticality, and replacement assumptions, including for minor assets that are currently managed reactively.

Information Management

- Develop a Town-wide AM Data and Information Strategy in collaboration with other departments that defines governance, roles, standards, and how corporate (Citywide) and specialized systems will work together.
- Clarify systems of record and integration pathways by documenting which specialized systems remain authoritative and identifying what summarized data must feed into Citywide through interfaces or scheduled uploads.

Risk and Continual Improvement

- Create and implement a Town-wide risk matrix with standard definitions, scoring guidance, and minimum documentation requirements to enable consistent risk assessments across departments.
- Embed risk into capital prioritization and decision-making by requiring risk/criticality scores and service impact considerations in capital business cases and project submissions.
- Formalize review processes by introducing annual or biannual reviews of AM decisions and KPI results to identify lessons learned and update priorities, assumptions, and practices.

Levels of Service Framework

No.	LOS Type	Service Attribute	LOS Performance Measure	Unit	Proposed LOS Target	LOS Performance (2025)	LOS Performance (2026)
1	Community	-	Description of the municipal services supported by FES	Text	-	To maintain the quality stewardship of East Gwillimbury's infrastructure and the delivery of municipal services, staff own and operate a variety of equipment. This includes fire equipment used to support emergency response services. Municipal vehicles support service delivery across several areas, including fire trucks used for emergency response and protective services.	To maintain the quality stewardship of East Gwillimbury's infrastructure and the delivery of municipal services, staff own and operate a variety of equipment. This includes fire equipment used to support emergency response services. Municipal vehicles support service delivery across several areas, including fire trucks used for emergency response and protective services.
2	Community	-	Description of the services being provided	Text	Text	The Town's vehicles provide services that are reliable and sustainable while ensuring affordability. The Town's machinery and equipment also provide services that are reliable and sustainable while maintaining affordability.	East Gwillimbury Fire & Emergency Service (EGFES) provides reliable emergency response services to the Town of East Gwillimbury while ensuring affordability. EGFES responds to fires, motor vehicle collisions, medicals, alarm activations, and other calls for service.
2	Technical	Scope	Replacement Cost	$	-	-	$20,567,000
3	Technical	Scope	Quantity	#	-	-	633
4	Technical	Reliable	Average condition	Text	Good	-	Good

AGENDA ITEM # G. 1.

Levels of Service Framework

No.	LOS Type	Service Attribute	LOS Performance Measure	Unit	Proposed LOS Target	LOS Performance (2025)	LOS Performance (2026)
5	Technical	Reliable	% Condition Good and Very Good	%	-	-	83%
6	Technical	Reliable	% Condition Poor and Very Poor	%	-	-	17%
7	Technical	Sustainable	% Risk that is High and Very High	%	-	-	59%
8	Technical	Affordable	Capital reinvestment	$	-	-	$270,039
9	Technical	Affordable	Capital reinvestment rate	%	-	-	1.31%

Note: No direct comparison is available for Fire and Emergency Services (FES); Fleet, Library, and IT assets, as these asset classes were recategorized under the updated asset hierarchy. In the 2025 Asset Management Plan, Fire and Emergency Services levels of service were included within the Vehicles, Machinery, and Equipment asset category.

Risk Summary

Risk	Consequence of Failure (CoF)				
Probability of Failure (PoF)	C1	C2	C3	C4	C5
P1	–	–	–	–	$3 M
P2	< $1 M	< $1 M	–	–	$13 M
P3	–	< $1 M	–	–	$3 M
P4	–	–	–	–	–
P5	–	–	–	–	–

Key Highlights:
Risk is minimal outside of C5 and is dominated by one cell: P2, C5 at $13 M. The next largest are P1, C5 at $3 M. and P3, C5 at $3 M. All other risk matrix cells are less than $1 M. Assets in Poor and Very Poor condition total $3 M, representing approximately 17% of the portfolio. These assets are concentrated in Heavy Duty Vehicles ($2 M) and Equipment ($1 M), both of which are classified as high or very high risk.

PoF and CoF Scale	1	2	3	4	5
PoF (P)	Rare	Unlikely	Possible	Likely	Almost Certain
CoF (C)	Negligible	Limited	Moderate	Significant	Severe

Risk of Assets in Poor and Very Poor Condition

Asset Category	Total Replacement Cost for P/VP Assets	% of P/VP Assets Relative to Asset Portfolio	Total Replacement Cost of P/VP Assets Classified as Low and Very Low Risk	Total Replacement Cost of P/VP Assets Classified as Moderate Risk	Total Replacement Cost of P/VP Assets Classified as High and Very High Risk
Heavy Duty Vehicles	$2 M	10%	–	–	$2 M
Equipment	$1 M	67%	–	–	$1 M
Light Duty Vehicles	< $1 M	32%	< $1 M	–	–
Bunker Gear	< $1 M	24%	–	–	< $1 M
Total	**$3 M**	**17%**	< $1 M	**–**	**$3 M**

AM Improvement Plan

AM Component	Improvements
Risk Assessment	– Risk results are based on the updated Probability of Failure (PoF) framework, while the Consequence of Failure (CoF) assessment continues to rely on the previous framework. In the next iteration of the AMP, CoF scores will be updated to align with the revised risk framework developed through this update. – The PoF and CoF frameworks should be reviewed with asset class owners to confirm the availability of data for newly introduced factors. Where supporting data is unavailable, factors should either be removed or retained with adjusted weightings redistributed across the remaining factors until sufficient data becomes available. – Weightings assigned to newly introduced factors are currently high level and should be reviewed with asset class owners to confirm alignment with strategic objectives and refined where required. – Separate risk frameworks developed for specific asset classes have recently been populated and should be reviewed in detail with asset owners to confirm alignment with strategic objectives and ensure they are appropriately tailored.
Governance	– Develop a consistent FES asset data structure would support Citywide as the central repository for FES asset information. – The Town has identified that more consistent thresholds for FES asset inventory inclusion would improve replacement planning and reporting.
Levels of Service	– Community LOS measures, such as response times and percentage of calls answered within target thresholds, would support reporting where publicly committed and approved by Council. – Clearer links between FES asset availability and emergency response standards would improve service-based asset planning.



IT

State of Infrastructure

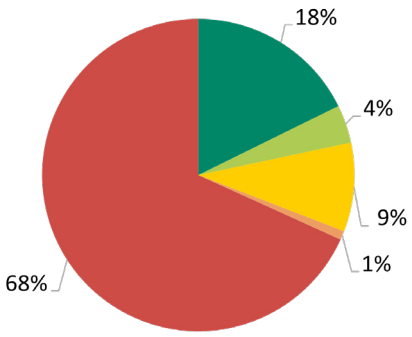
Total Replacement Value
$1 M

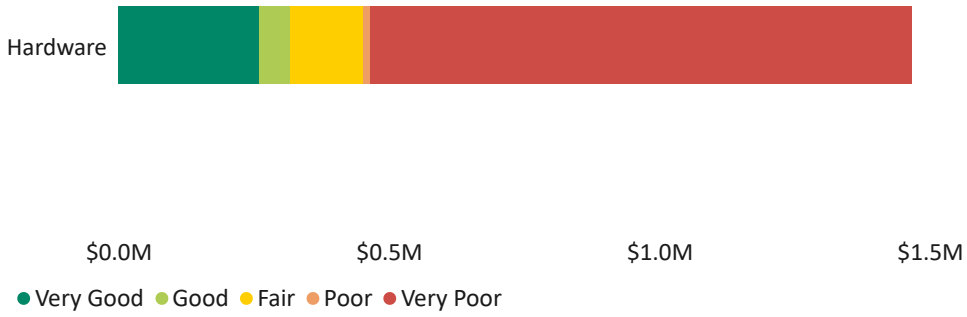
Assets in Good or Better Condition
22%

Asset Portfolio Highlights:
IT has a total replacement value of approximately $1 M. Overall, only 22% of assets are rated in Good or Better condition, with a significant portion of the portfolio classified as Very Poor, reflecting the relatively short lifecycle of technology assets.

Asset Category	Quantity	Unit	Replacement Value
Hardware	1,090	Each	$1 M
2026 Total Replacement Value			**$1 M**

Asset Condition

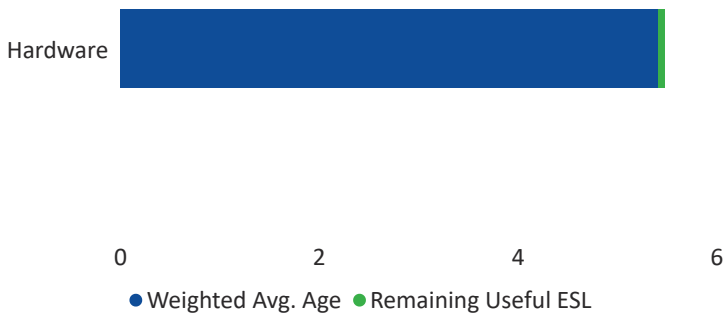




Portfolio Insights

- A significant portion of the Town's laptop inventory was acquired within a short timeframe, resulting in assets reaching end-of-life concurrently and a higher proportion in poor condition. Due to budgetary and operational constraints, replacements are being implemented on a phased basis. Accordingly, the overall condition profile is expected to improve gradually as planned replacement cycles are completed.
- The service area also manages Software assets which will be included in future updates.

Average Age and Useful Life Expectancy (Years)



Maturity Assessment

Current Maturity Score
1.4

Target Maturity Score
2.4

Key Observations:

IT are currently in the Aware to Developing stage of AM maturity. The common activities identified across service areas are expected to have a significant impact on IT and support improvements in its overall maturity level.



Key Activities Required:

Purpose and Context

- Demonstrate AM's role in capital planning and decision-making by developing an alignment diagram.
- Clarify AM ownership and accountability within the RASCI matrix.
- Formalize stakeholder management by developing a stakeholder register and communication plan outlining stakeholder needs and expectations.

Leadership and Governance

- Develop a communication and implementation plan for AM Policy.
- Establish a clear line of sight between corporate AM objectives and departmental plans through mapped alignment.
- Enhance engagement in AM Policy updates through structured cross-departmental input and review.
- Introduce periodic refreshers or check-ins to reinforce understanding and application of the AM Policy.
- Undertake an internal review to confirm compliance with relevant technical standards, regulations, and legislation.

Organization and People

- Establish clear AM ownership by designating formal AM leads within each department and embedding AM responsibilities into relevant job descriptions.
- Introduce a consistent change management framework to guide the implementation of AM related changes across departments.
- Reinforce an AM supportive culture by emphasizing outcome based AM practices through targeted communication and training.

Strategy and Planning

- Formalize demand management within AMPs by adding a consistent AMP section that documents demand drivers,

Maturity Assessment (Continued)

Key Activities Required (Continued):

assumptions, and resulting impacts on service levels and investment needs for each portfolio.

- Improve strategy awareness and consistency by implementing a standardized internal communication and onboarding approach that clearly explains the Town's AM strategy, planning cycle, and decision-making pathways.
- Standardize demand forecasting outputs by using a simple, shared template for departments to summarize key demand trends, risks, and implications for renewal and service continuity.

Asset Management Decision Making

- Implement a Town-wide capital prioritization framework using clear scoring criteria (e.g., risk, service impact, regulatory compliance, lifecycle cost, growth, and sustainability) to improve transparency and defensibility of investment decisions.
- Reduce administrative burden through automation and data improvements by leveraging standardized capital budget submission forms, including pre-populating known data fields and enhancing data quality to support recurring decision-making processes.

Lifecycle Delivery

- Increase lifecycle consistency by sharing departmental "best practices" through short showcases and a simple lifecycle delivery checklist for all departments.
- Standardize lifecycle planning in AMPs by adding a common template section for inspection and renewal triggers, risk/criticality, and replacement assumptions, including for minor assets that are currently managed reactively.

Information Management

- Develop a Town-wide AM Data and Information Strategy in collaboration with other departments that defines governance, roles, standards, and how corporate (Citywide) and specialized systems will work together.
- Clarify systems of record and integration pathways by documenting which specialized systems remain authoritative and identifying what summarized data must feed into Citywide through interfaces or scheduled uploads.
- Standardize data maintenance processes by establishing routine update cycles, audit trails, and responsibilities for data entry, review, and approval.

Risk and Continual Improvement

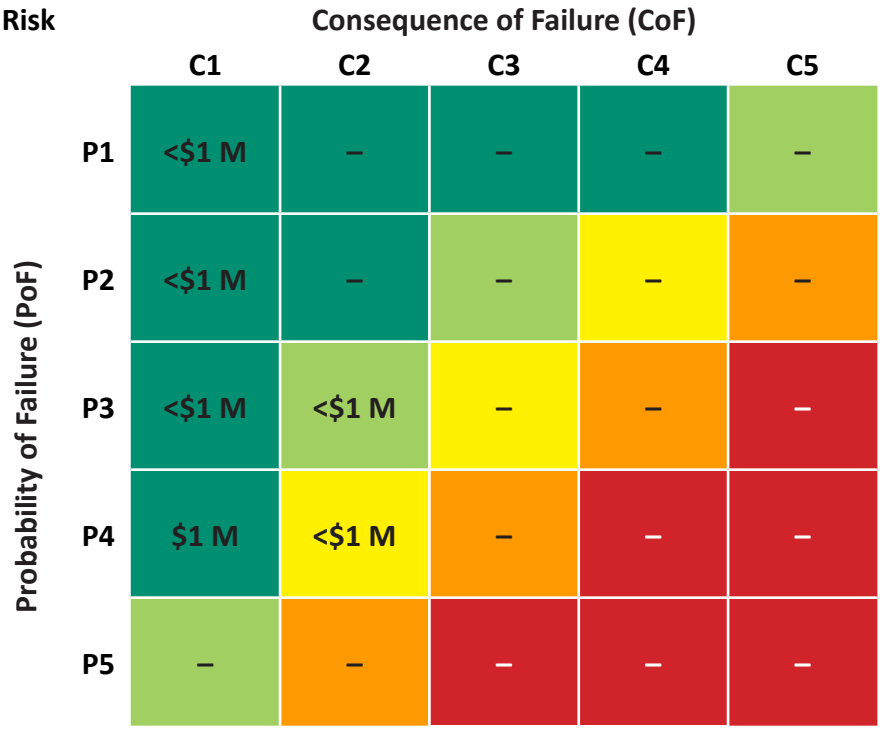
- Create and implement a Town wide risk matrix with standard definitions, scoring guidance, and minimum documentation requirements to enable consistent risk assessments across departments.
- Embed risk into capital prioritization and decision-making by requiring risk/criticality scores and service impact considerations in capital business cases and project submissions.
- Formalize review processes by introducing annual or biannual reviews of AM decisions and KPI results to identify lessons learned and update priorities, assumptions, and practices.

Levels of Service Framework

No.	LOS Type	Service Attribute	LOS Performance Measure	Unit	Proposed LOS Target	LOS Performance (2025)	LOS Performance (2026)
1	Community	-	Description of the municipal services supported by IT	Text	-	To maintain the quality stewardship of East Gwillimbury's infrastructure and support the delivery of services, municipal staff own and employ various types of equipment. This includes Computers, and phone systems to support all municipal service	To maintain the quality stewardship of East Gwillimbury's infrastructure and support the delivery of services, municipal staff own and employ various types of equipment. This includes Hardware and software to support all municipal services
2	Community	-	Description of the services being provided	Text	-	The Town's machinery and equipment are providing service that is reliable and sustainable while ensuring affordability	The Town's machinery and equipment are providing service that is reliable and sustainable while ensuring affordability
3	Technical	Scope	Replacement Cost	$	-	-	$1,466,000
4	Technical	Scope	Quantity	#	-	-	1,090
5	Technical	Reliable	Average condition	Text	Good	-	Very Poor
6	Technical	Reliable	% Condition Good and Very Good	%	-	-	22%
7	Technical	Reliable	% Condition Poor and Very Poor	%	-	-	69%
8	Technical	Sustainable	% Risk that is High and Very High	%	-	-	<1%
9	Technical	Affordable	Capital reinvestment	$	-	-	$147,178
10	Technical	Affordable	Capital reinvestment rate	%	-	-	10.04%

Note: No direct comparison is available for IT; Fleet, Library, and IT assets, as these asset classes were recategorized under the updated asset hierarchy. In the 2025 Asset Management Plan, IT levels of service were included within the Machinery, and Equipment asset category.

Risk Summary



Key Highlights:
Overall risk is very low and concentrated almost entirely in C1, led by P4, C1 at $1 M. Only minor amounts appear in other cells. Assets in Poor and Very Poor condition total $1 M, or 69% of the hardware asset class. All of this is classified as Low and Very Low risk at $1 M, with no Moderate or High and Very High replacement cost identified.

PoF and CoF Scale	1	2	3	4	5
PoF (P)	Rare	Unlikely	Possible	Likely	Almost Certain
CoF (C)	Negligible	Limited	Moderate	Significant	Severe

Risk of Assets in Poor and Very Poor Condition

Asset Category	Total Replacement Cost for P/VP Assets	% of P/VP Assets Relative to Asset Portfolio	Total Replacement Cost of P/VP Assets Classified as Low and Very Low Risk	Total Replacement Cost of P/VP Assets Classified as Moderate Risk	Total Replacement Cost of P/VP Assets Classified as High and Very High Risk
Hardware	**$1 M**	69%	**$1 M**	–	–
Total	**$1 M**	**69%**	**$1 M**	**–**	**–**

AM Improvement Plan

AM Component	Improvements
State of Infrastructure	– The Town has identified ongoing efforts to improve the completeness and quality control of the IT asset inventory within PSD Citywide, with the objective of achieving a more comprehensive and accurate inventory in future AMP updates. – Future improvements will focus on refining inventory validation processes and increasing IT asset inventory completeness to support more reliable lifecycle planning, replacement forecasting, and asset management reporting.
Risk Assessment	– Risk results are based on the updated Probability of Failure (PoF) framework, while the Consequence of Failure (CoF) assessment continues to rely on the previous framework. In the next iteration of the AMP, CoF scores will be updated to align with the revised risk framework developed through this update. – The PoF and CoF frameworks should be reviewed with asset class owners to confirm the availability of data for newly introduced factors. Where supporting data is unavailable, factors should either be removed or retained with adjusted weightings redistributed across the remaining factors until sufficient data becomes available. – Weightings assigned to newly introduced factors are currently high level and should be reviewed with asset class owners to confirm alignment with strategic objectives and refined where required. – Separate risk frameworks developed for specific asset classes have recently been populated and should be reviewed in detail with asset owners to confirm alignment with strategic objectives and ensure they are appropriately tailored.
Governance	– The development of an IT Asset Management Procedure would formalize IT roles, responsibilities, data flows, and reporting expectations. – Clearer alignment between IT asset data and Citywide would support improved inventory completeness and capital forecast updates. – Use of actual end-of-life dates for core IT infrastructure would improve the accuracy of the 10-year capital forecast.Improved IT involvement in system integration discussions would support alignment between Citywide, GIS, work order systems, and department-specific asset systems.
Levels of Service	– Alignment of IT LOS measures with the IT Asset Management Procedure would support practical performance reporting based on available data.Future server uptime or downtime measures would require confirmed internal processes and data availability prior to inclusion.



Library

State of Infrastructure

Total Replacement Value
$3 M

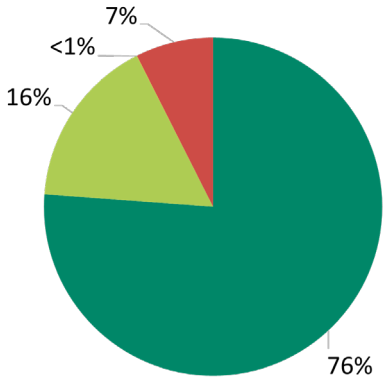
Assets in Good or Better Condition
93%

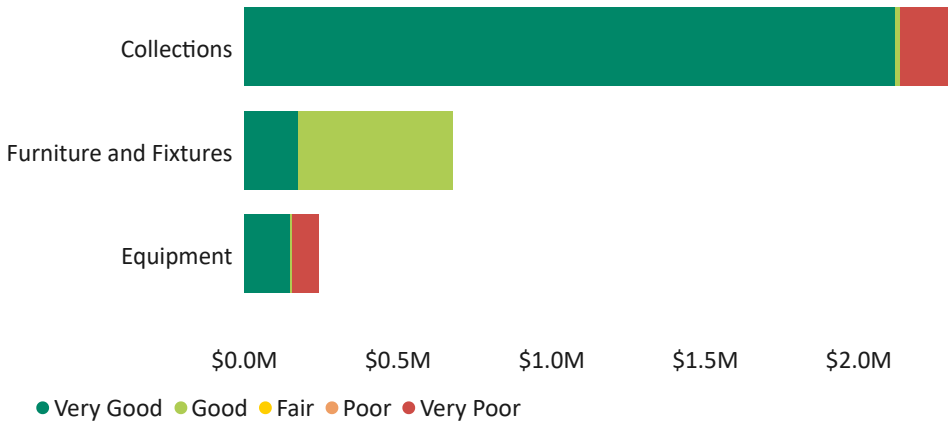
Asset Portfolio Highlights:
Library has a total replacement value of approximately $3 M and is in good overall condition, with approximately 93% of assets rated in Good or Better condition. Collections represent the majority of the portfolio value. Library assets generally have low average ages relative to their remaining useful life, indicating a well-maintained portfolio with limited near-term renewal pressures.

Asset Category	Quantity	Unit	Replacement Value
Collections	95,411	Each	$2 M
Furniture and Fixtures	539	Each	$1 M
Equipment	271	Each	<$1 M
2026 Total Replacement Value			**$3 M**

Note: Minor discrepancies between reported totals and the sum of individual values or percentages are attributable to rounding.

Asset Condition

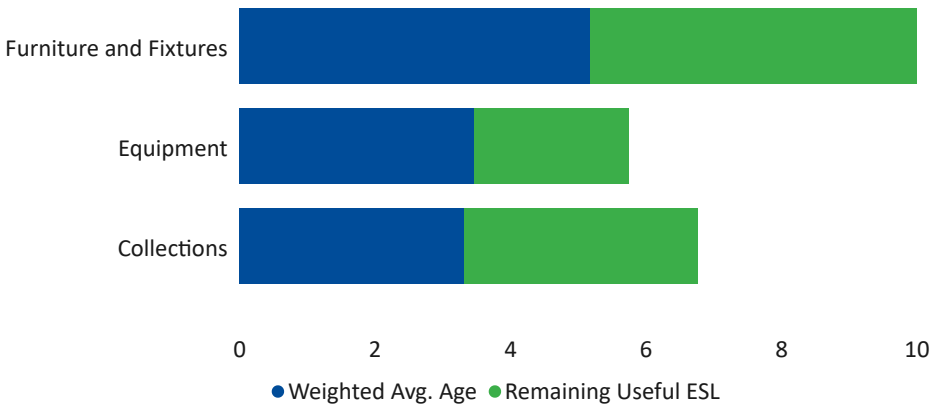




Portfolio Insights

- Library has a 10-year capital plan maintained in alignment with Finance to support long-term asset planning.

Average Age and Useful Life Expectancy (Years)



Maturity Assessment

Current Maturity Score
1.6

Target Maturity Score
2.4

Key Observations:

Library services are currently in the Aware to Developing stage of AM maturity. They already demonstrate a number of more mature practices, particularly in relation to inventory and demand management. Efforts should be focused on completing outstanding foundational maturity components, as relatively small improvements are expected to result in significant increases in the overall maturity score.



Key Activities Required:

Purpose and Context

- Demonstrate AM's role in capital planning and decision-making by developing an alignment diagram.
- Clarify AM ownership and accountability within the RASCI matrix.
- Formalize stakeholder management by developing a stakeholder register and communication plan outlining stakeholder needs and expectations.

Leadership and Governance

- Develop a Library-specific Asset Management policy aligned with the Town's Asset Management Policy, along with associated processes that reflect its operational context. A communication and implementation plan will also be developed to support adoption of the AM Policy and related activities.
- Establish a clear line of sight between corporate AM objectives and departmental plans through mapped alignment.
- Enhance engagement in AM Policy updates through structured cross-departmental input and review.
- Introduce periodic refreshers or check-ins to reinforce understanding and application of the AM Policy.
- Undertake an internal review to confirm compliance with relevant technical standards, regulations, and legislation.

Organization and People

- Introduce a consistent change management framework to guide the implementation of AM related changes across departments.
- Reinforce an AM supportive culture by emphasizing outcome based AM practices through targeted communication and training.

Maturity Assessment (Continued)

Key Activities Required (Continued):

Strategy and Planning

- Formalize demand management within AMPs by adding a consistent AMP section that documents demand drivers, assumptions, and resulting impacts on service levels and investment needs for each portfolio.
- Improve strategy awareness and consistency by implementing a standardized internal communication and onboarding approach that clearly explains the Town's AM strategy, planning cycle, and decision-making pathways.
- Standardize demand forecasting outputs by using a simple, shared template for departments to summarize key demand trends, risks, and implications for renewal and service continuity.

Asset Management Decision Making

- Implement a Town-wide capital prioritization framework using clear scoring criteria (e.g., risk, service impact, regulatory compliance, lifecycle cost, growth, and sustainability) to improve transparency and defensibility of investment decisions.
- Reduce administrative burden through automation and data improvements by leveraging standardized capital budget submission forms, including pre-populating known data fields and enhancing data quality to support recurring decision-making processes.

Lifecycle Delivery

- Increase lifecycle consistency by sharing departmental "best practices" through short showcases and a simple lifecycle delivery checklist for all departments.
- Standardize lifecycle planning in AMPs by adding a common template section for inspection and renewal triggers, risk/criticality, and replacement assumptions, including for minor assets that are currently managed reactively.
- Strengthen incident and end of life processes by documenting consistent approaches for incident response, decommissioning, and disposal, including required records and approvals.

Information Management

- Develop a Town-wide AM Data and Information Strategy in collaboration with other departments that defines governance, roles, standards, and how corporate (Citywide) and specialized systems will work together.
- Clarify systems of record and integration pathways by documenting which specialized systems remain authoritative and identifying what summarized data must feed into Citywide through interfaces or scheduled uploads.
- Standardize data maintenance processes by establishing routine update cycles, audit trails, and responsibilities for data entry, review, and approval.

Risk and Continual Improvement

- Create and implement a Town wide risk matrix with standard definitions, scoring guidance, and minimum documentation requirements to enable consistent risk assessments across departments.
- Embed risk into capital prioritization and decision-making by requiring risk/criticality scores and service impact considerations in capital business cases and project submissions.
- Formalize review processes by introducing annual or biannual reviews of AM decisions and KPI results to identify lessons learned and update priorities, assumptions, and practices.

Levels of Service Framework

No.	LOS Type	Service Attribute	LOS Performance Measure	Unit	Proposed LOS Target	LOS Performance (2025)	LOS Performance (2026)
1	Community	-	Description of the municipal services supported by Library	Text	-	To maintain the quality stewardship of East Gwillimbury's infrastructure and support the delivery of services, municipal staff own and employ various types of equipment. This includes computers, furniture and Library equipment to support all municipal services.	The Library provides support to the public through its people, collections, technology, programs, connections and spaces.
2	Community	-	Description of the services being provided	Text	-	The Town's machinery and equipment are providing service that is reliable and sustainable while ensuring affordability.	The Library provides service that is reliable and sustainable while ensuring affordability.
3	Technical	Scope	Replacement Cost	$	-	-	$3,210,000
4	Technical	Scope	Quantity	#	-	-	96,221
5	Technical	Reliable	Average condition	Text	-	-	Very Good
6	Technical	Reliable	% Condition Good and Very Good	%	-	-	93%*
7	Technical	Reliable	% Condition Poor and Very Poor	%	-	-	7%*
8	Technical	Sustainable	% Risk that is High and Very High	%	-	-	<1%

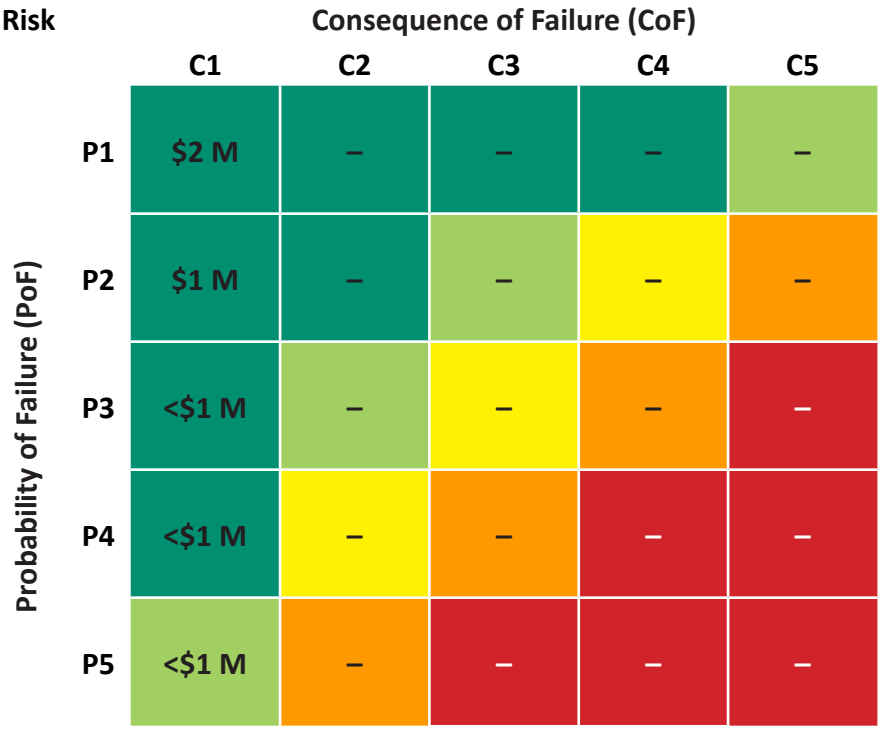
Levels of Service Framework

No.	LOS Type	Service Attribute	LOS Performance Measure	Unit	Proposed LOS Target	LOS Performance (2025)	LOS Performance (2026)
9	Technical	Affordable	Capital reinvestment	$	-	-	$797,079
10	Technical	Affordable	Capital reinvestment rate	%	-	-	24.83%
11	Technical	Reliable	Circulations	Circulations / year	-	72,898	80,000
12	Technical	Reliable	Electronic circulations	Digital loans / year	-	14,817	15,500
13	Technical	Reliable	Library visits	Visits / Year	-	49,383	55,000
14	Technical	Reliable	Number of service points (branches)	Count of branches	-	3	3
15	Technical	Reliable	Opening hours	Hours / year	-	5,442	7,604
16	Technical	Affordable	Operating expenditures	Annual $	-	2,446,406	3,170,922
17	Technical	Reliable	Program attendance	Participants / year	-	3,379	3,7001

Note: No direct comparison is available for Library; Fleet, Library, and IT assets, as these asset classes were recategorized under the updated asset hierarchy. In the 2025 Asset Management Plan, Library levels of service were included within the Machinery, and Equipment asset category.

** Minor discrepancies between reported totals and the sum of individual values or percentages are attributable to rounding.*

Risk Summary



Key Highlights:
Overall risk is negligible and concentrated in C1, with P1, C1 at $2 M and P2, C1 at $1 M. Assets in Poor and Very Poor condition is less than $1 M, representing approximately 7% of the portfolio. All of this is classified as Low and Very Low risk, concentrated in Collections and Equipment. No asset is identified in the Moderate, High, or Very High risk categories.

PoF and CoF Scale	1	2	3	4	5
PoF (P)	Rare	Unlikely	Possible	Likely	Almost Certain
CoF (C)	Negligible	Limited	Moderate	Significant	Severe

Risk of Assets in Poor and Very Poor Condition

Asset Category	Total Replacement Cost for P/VP Assets	% of P/VP Assets Relative to Asset Portfolio	Total Replacement Cost of P/VP Assets Classified as Low and Very Low Risk	Total Replacement Cost of P/VP Assets Classified as Moderate Risk	Total Replacement Cost of P/VP Assets Classified as High and Very High Risk
Collections	< $1 M	7%	< $1 M	–	–
Equipment	< $1 M	35%	< $1 M	–	–
Furniture and Fixtures	–	–	–	–	–
Total	**< $1 M**	**7%**	**< $1 M**	**–**	**–**

AM Improvement Plan

AM Component	Improvements
State of Infrastructure	– The Library completed a significant inventory refinement exercise to better capture library collections and previously missing assets, resulting in an increase in the reported replacement value of the library portfolio compared to previous AMP updates. – Opportunities were identified to document the inventory of the Queensville branch in future updates. – Collection assets are currently grouped at a higher level due to the complexity of tracking and categorizing individual acquisition records, representing an opportunity for future refinement as asset management practices continue to evolve.
Risk Assessment	– Risk results are based on the updated Probability of Failure (PoF) framework, while the Consequence of Failure (CoF) assessment continues to rely on the previous framework. In the next iteration of the AMP, CoF scores will be updated to align with the revised risk framework developed through this update. – The PoF and CoF frameworks should be reviewed with asset class owners to confirm the availability of data for newly introduced factors. Where supporting data is unavailable, factors should either be removed or retained with adjusted weightings redistributed across the remaining factors until sufficient data becomes available. – Weightings assigned to newly introduced factors are currently high level and should be reviewed with asset class owners to confirm alignment with strategic objectives and refined where required. – Separate risk frameworks developed for specific asset classes have recently been populated and should be reviewed in detail with asset owners to confirm alignment with strategic objectives and ensure they are appropriately tailored.
Governance	– The development of formal Library asset management processes would reflect the Library's distinct governance structure, including the Library Board, Senior Management Team (SMT) engagement, and internal asset management leads. – Clearer Library asset data processes would support branch changes, collection renewal, IT replacement, and service planning.
Levels of Service	– The Library has established a set of KPIs; however, long-term forecasting for these measures has not yet been developed. Incorporating long-term KPI forecasting would enhance future Levels of Service (LOS) reporting and support more informed asset management decision-making.



Appendix

AM Maturity Framework

B

The Institute of Asset Management (IAM) defines ten core AM capabilities that organizations should apply to manage their assets effectively. Each capability addresses a distinct area of practice, and together they span the full range of disciplines required to optimize value, performance, and asset lifecycle outcomes. Collectively, these capabilities provide a strategic framework that supports asset managers in aligning resources, managing risk, and making well-informed decisions that advance both organizational goals and sustainability ambitions.

Each capability is further developed through a set of defined subjects that offer detailed, practical guidance. These subjects break down the capabilities into actionable components, giving organizations clearer insight into what effective AM looks like in practice and how best practices can be implemented.



Figure B-1: IAM's 40 AM Subject Areas[4]

IAM has established a six-level AM maturity scale, which was applied to assess the capability and maturity of the Town. A set of 40 targeted assessment questions was aligned to this scale to evaluate current AM practices. Table B-1 below outlines the maturity scale definitions alongside the corresponding survey responses. To maximize participation, the IAM maturity definitions were translated into equivalent survey response options.

[4] IAM (2025) The IAM 10-box model

Table B-1: AM Maturity Scale

Scale	Definition	Corresponding Town Survey Response
0 – Innocent	The organization has not recognised the need for this requirement and / or there is no evidence of commitment put into place.	We don't have this or don't recognize the need to have it.
1 – Aware	The organization has identified the need for this requirement, and there is evidence of intent to progress it.	We are aware of the need but don't have it.
2 – Developing	The organization has identified the means of systematically and consistently achieving the requirements and can demonstrate that these are being progressed with credible and resourced plans in place.	We've started this but it is very basic/immature.
3 – Competent	The organization can demonstrate that it systematically and consistently achieves relevant requirements set out in ISO 55001.	We have this or do this. It works but can be improved.
4 – Optimizing	The organization can demonstrate that it is systematically and consistently optimising its AM practices, in line with the organization's objectives and operating context.	We're doing it well. The system works and improvements are carried out as necessary.
5- Excellent	The organization can demonstrate that it employs the leadership practices and achieves maximum value from the management of its assets, in line with the organization's objectives and operating context.	We're excelling. We are proud of this and would share and present if asked.
??	?? (not included in the IAM model, used in AM 201 Questions Only)	I don't know / can't answer.
N/A	N/A (not included in the IAM model, used in AM 101 Questions Only)	The assets I am responsible for does not require actions in this subject area.

A survey was developed based on the IAM's subject areas and maturity scale, tailoring the framework specifically for the Town's AM. This customization allows results to be both relevant and easily interpretable by technical staff. The survey is divided into two sections:

- AM 101 – Core Maturity Assessment: uses IAM maturity characteristics with clearly defined response options. It establishes the Town's basic maturity score by assessing performance against fundamental AM practices. Where full compliance is not met, respondents can identify gaps through a brief follow-up comment.
- AM 201 – Implementation and Effectiveness: builds on AM 101 to evaluate how effectively systems and processes are implemented. For each subject area, respondents provide a 0–5 rating (or "Don't Know") and may add optional free-text feedback on what is working well, what could be improved, and what should be discontinued. This section also helps validate and refine findings from AM 101.

This targeted approach provides actionable insights that support informed decision-making, effective resource allocation, and the development of focused improvement strategies. The survey was distributed across departments within the Town involved in asset management. The

results serve as a foundation to develop a list of recommendations aimed at advancing AM maturity and enhancing the management of assets at the Town.

Table B-2 and Table B-3 present the survey questions participants answered for AM 101 and AM 201 and their corresponding subject areas.

Table B-2: Summary of AM 101 Questions

#	Corresponding Subject Area	Question
1	Asset Management Strategy and Objectives	The strategic approach or plan for the management of the assets of an organization that will be used to achieve the organizational strategic plan. The Asset Management strategy is also known as the SAMP. Have you seen evidence relating to your assets?
2	Demand Analysis	The processes The Town uses to both assess and influence the demand for, and level of service from, the Town's assets. Do you consider demand in planning for your assets?
3	Strategic Planning	The processes The Town uses to undertake strategic Asset Management planning. How integrated are your plans to others and across supporting departments?
4	Asset Management Planning	The activities to develop the AMPs that specify the detailed activities and resources, responsibilities and timescales and risks for the achievement of the Asset Management objectives. How well developed are your AMPs?
5	Capital Investment Decision-making	The processes and decisions to evaluate and analyze scenarios for decisions related to capital investments of The Town into your assets. These processes and decisions may relate to new assets for the Town (e.g. Greenfield projects) and/or replacements of assets at end of life (Capex sustaining programs). Do clear capital investment decision processes exist?
6	Operations and Maintenance Decision-making	The management activities and processes involved in determining the Operations and Maintenance requirements in support of the Asset Management objectives and goals. How do you approach decision making when it comes to O and M?
7	Life Cycle Value Realization	The activities undertaken by The Town to optimize the costs and benefits of different renewal, maintenance, overhaul and disposal interventions. How effectively do you plan and optimize the life of your assets?
8	Resourcing Strategy	Determining and documenting the activities and processes to be undertaken by The Town in order to procure and optimize the use of people, plant, tools and materials to deliver the Asset Management objectives and AMPs.
9	Shutdowns and Outage Strategy	The activities taken by The Town to develop an optimized strategy for shutdown and outages. Note that this may not apply to your assets.
10	Shutdown and Outage Management	The Town's processes for identification, planning, scheduling, execution and control of work related to shutdowns or outages.
11	Technical Standards and Legislation	The processes used by The Town to check that its Asset Management activities are compliant with the relevant technical standards and legislation.
12	Asset Creation and Acquisition	The Town's processes for the selection, construction or acquisition, installation and commissioning of assets. Do you have a clear process or standard to follow for your assets?
13	Systems Engineering	An interdisciplinary, collaborative approach to derive, evolve and verify a life-cycle balanced system solution. which satisfies customer expectations and meets public acceptability. Typically applied during the acquisition phase it takes an overall view of how assets (people, products, services, information) work together to deliver the right solution at the right time.

#	Corresponding Subject Area	Question
14	Configuration Management	A management process for establishing and maintaining consistency of a product's physical and functional attributes with its design and operational information throughout its life. Configuration management applies a system and control to variables in an assets performance. Typically this is related to software and IT hardware but due to increasing digitization many additional assets now require configuration. Non digital assets can also be configured, for example the modification of a fleet vehicle to meet specific service requirements.
15	Maintenance Delivery	The management of maintenance activities including both preventive and corrective maintenance. How effective is your process and application of a CMMS for your assets?
16	Reliability Engineering	The processes for ensuring that an asset shall be able to operate to a defined standard for a defined period of time in a defined environment. How much does the Town look for "bad actors"?
17	Asset Operations	The processes used by The Town to operate its assets to achieve the business goals.
18	Resource Management	Implementing the Resourcing Strategy to manage the use of funds, people, plant, tools and materials in delivering Asset Management activities. Do we take a holistic view of everything we need to provide the service.
19	Fault and Incident Response	Responding to failures and incidents in a systematic manner, including incident detection and identification, fault analysis, use of standard responses, temporary and permanent repairs as well as taking over and handing back of sites/assets/processes.
20	Asset Decommissioning and Disposal	The processes used by The Town to decommission and dispose of assets due to ageing or changes in performance and capacity requirements. Does the Town wait until failure or are you more proactive?
21	Asset Information Strategy	The strategic approach to the definition, collection, management, reporting and overall governance of asset information necessary to support the implementation of The Town's Asset Management strategy and objectives.
22	Asset Information Standards	The specification of a consistent structure and format for collecting and storing asset information and for reporting on the quality and accuracy of asset information
23	Asset Information Systems	The asset information systems The Town has in place to support the Asset Management activities and decision-making processes in accordance with the Asset Information Strategy.
24	Data and Information Management	The data and information held within The Town's asset information systems and the processes for the management and governance of that data and information.
25	Organizational Structure	The structure of The Town in terms of its ability to deliver the Town and Asset Management objectives. Look across and above the area of your assets.
26	Organizational Culture	The culture of The Town in terms of its ability to deliver the Town and Asset Management objectives.
27	Risk Assessment and Management	The policies and processes for identifying, quantifying and mitigating risk and enhancing opportunities.
28	Contingency Planning and Resilience Analysis	The processes and systems put in place by The Town to ensure it is able to continue to either operate its assets to deliver the required level of service in the event of an adverse impact and maintain the safety and integrity of the assets.
29	Management of Change	The Town's processes for the identification, assessment, implementation and communication of changes to people, processes and assets. Look at your area and assets specifically.

#	Corresponding Subject Area	Question
30	Sustainable Development	The interdisciplinary, collaborative processes used by The Town to ensure an enduring, balanced approach to economic activity, environmental responsibility and social progress to ensure all activities are sustainable in perpetuity.
31	Asset Performance and Health Monitoring	The processes and measures used by The Town to assess the performance and health of its assets using performance indicators.
32	Asset Management System Monitoring	The processes and measures used by The Town to assess the performance and health of its Asset Management System.
33	Management Review, Audit and Assurance	The Town's processes for reviewing and auditing the effectiveness of its Asset Management processes and Asset Management system.
34	Asset Costing and Valuation	The Town's processes for defining and capturing maintenance and renewal unit costs and the methods used by The Town for the valuation and depreciation of its assets.
35	Stakeholder Engagement	The methods The Town uses to engage with the parties of interest.

Table B-3: Summary of AM 201 Questions

#	Corresponding Subject Area	AM 201 Question
1	Organizational Purpose and Context	Do you think the Town manages its assets to achieve its overall purpose and goals?
2	Stakeholder Management	Do you think the Town has a structured approach for managing internal and external parties of interest?
3	Asset Management Leadership	Does leadership promote a whole life cycle asset management approach for all assets?
4	Asset Management Policy	No Question
5	Asset Management System	Do you have processes and schedules in place to review and update asset management policies, strategies and objectives?
6	Asset Management Assurance and Audit	Do you have processes to review and confirm that all assets are meeting their objectives?
7	Technical Standards and Legislation	Do you have a process to confirm that activities are compliant with relevant technical standards, regulations, and legislation?
8	Organizational Arrangements	How well are resources managed across multiple teams involved in asset management?
9	Organizational Arrangements	Are the roles and responsibilities for the management of assets clearly defined across the Town?
10	Organizational Culture	Is there a culture that supports asset management within the Town?
11	Competence Management	Is there sufficient staffing for managing assets?
12	Competence Management	Do staffing have sufficient knowledge and skills for managing assets?
13	Organizational Change Management	Are changes formally and consistently managed at the Town (e.g., changes in organization, technology and following a common review process)?
14	Demand Analysis	Are there processes in place for projecting future demands on assets (e.g. climate change, development etc.)?

#	Corresponding Subject Area	AM 201 Question
15	Sustainable Development	Are economic, environmental, and social goals considered in asset management?
16	Asset Management Strategy and Objectives	Is there an overarching asset management strategy? Either for your assets or for the Town in general.
17	Planning	Is there a plan that identifies asset needs (e.g., maintenance and renewal) over time?
18	Shutdown and Outage Strategy and Planning	Do you have plans for managing outages that may impact service delivery?
19	Contingency Planning and Resilience Analysis	Is there a plan for preparing for, responding to, and recovering from hazardous events (e.g., storms, fires, earthquakes etc.)?
20	Resource Strategy and Management	Do you have a strategy for getting enough staff to deliver services?
21	Supply Chain Management	Do you have a procurement strategy for acquiring the necessary equipment and materials to deliver services?
22	Life Cycle Value Realization	Are decisions made to maximize the full value of assets over their whole life cycle (e.g., beyond purchase/construction cost)?
23	Decision-making	Does the Town have the tools, information, criteria and processes needed to make good asset related decisions?
24	Asset Creation and Acquisition	Do you have the processes for choosing, creating, acquiring, installing, and commissioning new assets?
25	Systems Engineering	Do you use an interdisciplinary and collaborative approach to managing assets?
26	Integrated Reliability	Do you conduct activities (e.g., inspections) to confirm the reliability of assets (e.g., prevent failures) over their lifecycle?
27	Asset Operations	Are assets operated in a manner that considers the overall asset objectives?
28	Maintenance Delivery	Are asset maintenance plans based on data (e.g., asset condition)?
29	Incident Management and Response	Do you have a structured approach to addressing incidents (e.g., spills, outages, etc.)?
30	Asset Repurposing and Disposal	Do you have processes in place for the decommissioning and disposal of assets?
31	Asset Management Data and Information Strategy	Do you have a strategic approach to defining, collecting, maintaining, and reporting asset data?
32	Knowledge Management	Are there processes in place for retaining organizational knowledge of assets?
33	Asset Data and Information Standards	Do you have a consistent structure for asset data?
34	Asset Management Data and Information Management	No question
35	Asset Management Data and Information Systems	Do asset data and information systems sufficiently support asset management related decisions?
36	Configuration Management	No question
37	Risk	Do you have a documented approach for identifying, quantifying and mitigating risks related to asset management?

#	Corresponding Subject Area	AM 201 Question
38	Monitoring	Do you use data and metrics to evaluate the value realized from assets to help inform future asset decisions?
39	Continuous Improvement	Do you review asset performance to identify opportunities for service improvement?
40	Outcomes and Impacts	Do you assess the effectiveness of your Asset Management activities?



Appendix

Asset Hierarchies

C

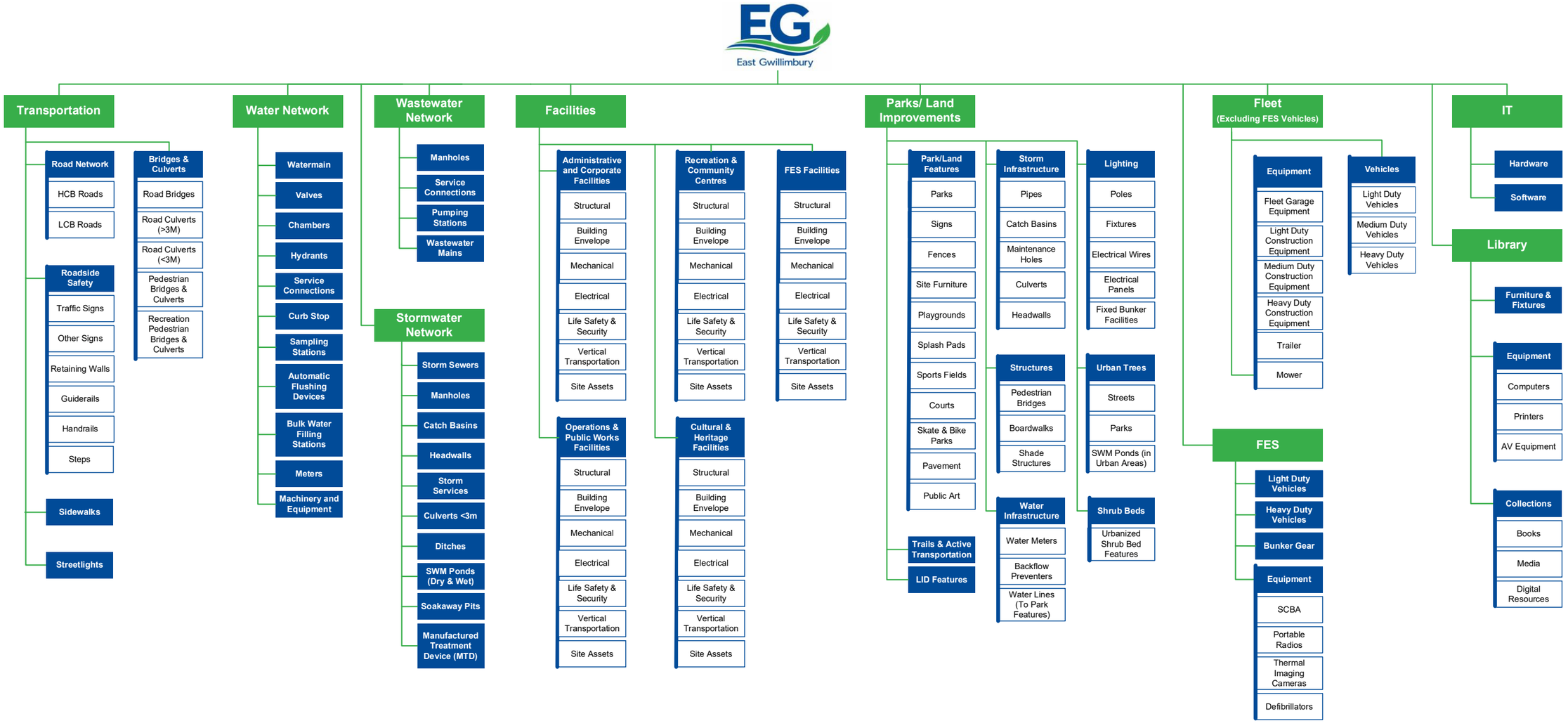


Figure C-1: Town of East Gwillimbury Asset Hierarchy



Appendix

Risk Framework

D

D.1 Transportation

Road Network PoF Framework

Criteria	Criteria Weighting	Factor	Factor Weighting	Value / Range	Score
Structural	60%	Condition	100%	85-100	1
				70-84	2
				55-69	3
				40-54	4
				0-39	5
Climate Change	20%	Extreme Rainfall	20%	1-5	1-5
		Extreme Snow	20%	1-5	1-5
		Freeze / Thaw	20%	1-5	1-5
		Extreme Wind	20%	1-5	1-5
		Extreme Heat	20%	1-5	1-5
Capacity	10%	MMS Class	100%	6	1
				5	2
				4	3
				3	4
				1, 2	5
Use and Functionality	10%	Failure History	100%	Yes / No	1=No, 5=Yes

Road Network CoF Framework

Criteria	Criteria Weighting	Factor	Factor Weighting	Value / Range	Score
Financial	20%	GIS – Roadside Environment	50%	Rural Section	1
				Semi Urban Section	3
				Urban Section	5
		MMS Class	50%	6	1
				5	2
				4	3
				3	4
				1, 2	5
Operational (Service Impact)	40%	MMS Class	40%	6	1
				5	2
				4	3
				3	4
				1, 2	5

Criteria	Criteria Weighting	Factor	Factor Weighting	Value / Range	Score
		Population Density	10%	Population*	1- 5
		Land Use	10%	Land Use Type*	1- 5
		GIS – Roadside Class	40%	6	1
				5	2
				4	3
				3	4
				1, 2	5
Health and Safety	10%	Land Use	50%	Land Use Type*	1-5
		MMS Class	50%	6	1
				5	2
				4	3
				3	4
				1, 2	5
Regulatory	10%	Environmental Compliance Impact	100%	In Regulated Area	1=No, 5=Yes
Reputational	10%	Equity Concern**	100%	High Equity Concern	5
				Moderate Equity Concern	4
				Potential Equity Concern	3
				No Equity Concern	2
				No Information Available	1
Environmental	10%	Proximity to ESAs	100%	Yes / No	1=No, 5=Yes

** The values and ranges should be defined based on the availability of the zoning and population layers and incorporated in the next iteration of the AMP update. ** This is the recommended factor; if data is unavailable, it should be removed and the weighting redistributed.*

Bridges and Culverts PoF Framework

Criteria	Criteria Weighting	Factor	Factor Weighting	Value / Range	Score
Structural	60%	Condition	100%	85-100	1
				70-84	2
				55-69	3
				40-54	4
				0-39	5
Climate Change	20%	Extreme Rainfall	20%	1-5	1-5
		Extreme Snow	20%	1-5	1-5
		Freeze / Thaw	20%	1-5	1-5
		Extreme Wind	20%	1-5	1-5
		Extreme Heat	20%	1-5	1-5
Capacity	10%	MMS Class	100%	6	1
				5	2

Criteria	Criteria Weighting	Factor	Factor Weighting	Value / Range	Score
				4	3
				3	4
				1, 2	5
Use and Functionality	10%	Failure History	100%	Yes / No	1=No, 5=Yes

Bridges and Culverts CoF Framework

Criteria	Criteria Weighting	Factor	Factor Weighting	Value / Range	Score
Financial	20%	GIS – Roadside Environment	50%	Rural Section	1
				Semi Urban Section	3
				Urban Section	5
		MMS Class	50%	6	1
				5	2
				4	3
				3	4
				1, 2	5
Operational (Service Impact)	40%	MMS Class	40%	6	1
				5	2
				4	3
				3	4
				1, 2	5
		Population Density	10%	Population*	1- 5
		Land Use	10%	Land Use Type*	1- 5
		GIS – Roadside Class	40%	6	1
				5	2
				4	3
				3	4
				1, 2	5
Health and Safety	10%	Land Use	50%	Land Use Type*	1-5
		MMS Class	50%	6	1
				5	2
				4	3
				3	4
				1, 2	5
Regulatory	10%	Environmental Compliance Impact	100%	In the Regulated Area	1=No, 5=Yes
Reputational	10%	Equity Concern**	100%	High Equity Concern	5
				Moderate Equity Concern	4
				Potential Equity Concern	3

Criteria	Criteria Weighting	Factor	Factor Weighting	Value / Range	Score
				No Equity Concern	2
				No Information Available	1
Environmental	10%	Proximity to ESAs	100%	Yes / No	1=No, 5=Yes

** The values and ranges should be defined based on the availability of the zoning and population layers and incorporated in the next iteration of the AMP update. ** This is the recommended factor; if data is unavailable, it should be removed and the weighting redistributed.*

Roadside Safety, Sidewalks, and Streetlights PoF Framework

Criteria	Criteria Weighting	Factor	Factor Weighting	Value / Range	Score
Structural	60%	Condition	100%	85-100	1
				70-84	2
				55-69	3
				40-54	4
				0-39	5
Climate Change	20%	Extreme Rainfall	20%	1-5	1-5
		Extreme Snow	20%	1-5	1-5
		Freeze / Thaw	20%	1-5	1-5
		Extreme Wind	20%	1-5	1-5
		Extreme Heat	20%	1-5	1-5
Use and Functionality	20%	Failure History	100%	Yes / No	1=No, 5=Yes

For Roadside Safety, Sidewalks, and Streetlights CoF: use the adjacent Road Network CoF

D.2 Stormwater Network

Storm Sewers PoF Framework

Criteria	Criteria Weighting	Factor	Factor Weighting	Value / Range	Score
Structural	60%	Condition	75%	80-100	1
				60-79	2
				40-59	3
				20-39	4
				0-19	5
		GIS-Material	25%	Steel, Galvanized Steel, Perforated Steel	5
				Concrete, Polybutylene, Perforated Plastics, Unknown	3
				HDPE, PE, PP, PVC	1
Climate Change	20%	Extreme Rainfall	20%	1-5	1-5
		Extreme Snow	20%	1-5	1-5
		Freeze / Thaw	20%	1-5	1-5
		Extreme Wind	20%	1-5	1-5
		Extreme Heat	20%	1-5	1-5
Capacity	10%	Demand (Demand/Design Ratio (%))	100%	≤ 50%	1
				50%-70%	2
				70%-90%	3
				90%-100%	4
				100% ≤	5
Use and Functionality	10%	Failure History	100%	Yes / No	1=No, 5=Yes

Stormwater – All Other Assets PoF Framework

Criteria	Criteria Weighting	Factor	Factor Weighting	Value / Range	Score
Structural	80%	Condition	100%	80-100	1
				60-79	2
				40-59	3
				20-39	4
				0-19	5
Climate Change	20%	Extreme Rainfall	20%	1-5	1-5

Criteria	Criteria Weighting	Factor	Factor Weighting	Value / Range	Score
		Extreme Snow	20%	1-5	1-5
		Freeze / Thaw	20%	1-5	1-5
		Extreme Wind	20%	1-5	1-5
		Extreme Heat	20%	1-5	1-5

Storm Sewers CoF Framework

Criteria	Criteria Weighting	Factor	Factor Weighting	Value / Range	Score
Financial	35%	GIS – Size (mm)	50%	< 200	1
				200-400	2
				400-600	3
				600-1000	4
				> 1000	5
		MMS Class	25%	6	1
				5	2
				4	3
				3	4
				1, 2	5
		Depth	25%	<1.5 m	1
				1.5 < m < 3	3
				> 3 m	5
Operational (Service Impact)	25%	GIS – Material	50%	Concrete, Steel, Galvanized Steel, Perforated Steel	5
				PB, PE, PP, PVC, Perforated Plastic, Unknown	3
				HDPE	1
		GIS – Easement	20%	No	1
				Yes	5
		Land Use	10%	Land Use Categories*	1-5
		Pressure	10%	Pressure Range*	1-5
		MMS Class	10%	6	1
				5	2
				4	3
				3	4
				1, 2	5
Health and Safety	10%	MMS Class	50%	6	1
				5	2
				4	3
				3	4

Criteria	Criteria Weighting	Factor	Factor Weighting	Value / Range	Score
				1, 2	5
		Depth	50%	<1.5 m	1
				1.5 < m < 3	3
				> 3 m	5
Regulatory	10%	Environmental Compliance Impact	100%	In Regulated Area	1=No, 5=Yes
Reputational	10%	MMS Class	50%	6	1
				5	2
				4	3
				3	4
				1, 2	5
		Land Use	50%	Land Use Categories*	1-5
Environmental	10%	Proximity to ESAs	100%	Yes / No	1=No, 5=Yes

For other Stormwater Assets CoF: Use the adjacent Storm Sewer CoF
** The values and ranges should be defined based on the availability of the zoning and pressure layers and incorporated in the next iteration of the AMP update.*

D.3 Water Network

Watermains PoF Framework

Criteria	Criteria Weighting	Factor	Factor Weighting	Value / Range	Score
Structural	60%	Condition	75%	80-100	1
				60-79	2
				40-59	3
				20-39	4
				0-19	5
		GIS-Material	25%	HDPE, PE, PVC	1
				Asbestos Cement, Copper, Ductile Iron	3
				Thin Wall PVC	5
Climate Change	20%	Extreme Rainfall	20%	1-5	1-5
		Extreme Snow	20%	1-5	1-5
		Freeze / Thaw	20%	1-5	1-5
		Extreme Wind	20%	1-5	1-5
		Extreme Heat	20%	1-5	1-5
Capacity	10%	Demand (Demand/Design Ratio (%))	100%	≤ 50%	1
				50%-70%	2
				70%-90%	3
				90%-100%	4
				100% ≤	5
Use and Functionality	10%	Failure History	100%	Yes / No	1=No, 5=Yes

Water – All Other Assets PoF Framework

Criteria	Criteria Weighting	Factor	Factor Weighting	Value / Range	Score
Structural	80%	Condition	100%	80-100	1
				60-79	2
				40-59	3
				20-39	4
				0-19	5
Climate Change	20%	Extreme Rainfall	20%	1-5	1-5

	Extreme Snow	20%	1-5	1-5
	Freeze / Thaw	20%	1-5	1-5
	Extreme Wind	20%	1-5	1-5
	Extreme Heat	20%	1-5	1-5

Watermains CoF Framework

Criteria	Criteria Weighting	Factor	Factor Weighting	Value / Range	Score
Financial	35%	Gis – Size (mm)	50%	< 50	1
				50-150	2
				150-300	3
				300-450	4
				> 450	5
		MMS Class	25%	6	1
				5	2
				4	3
				3	4
				1, 2	5
		Depth	25%	<1.5 m	1
				1.5 < m < 3	3
				> 3 m	5
Operational (Service Impact)	25%	GIS – Material	40%	Copper, Ductile Iron, HDPE, PE, PVC, Thin Wall PVC	1
				Asbestos Cement	5
		GIS- Easement	20%	No	1
				Yes	5
		Land Use	10%	Land Use Categories*	1-5
		Pressure	10%	Pressure Range*	1-5
		MMS Class	10%	6	1
				5	2
				4	3
				3	4
				1, 2	5
		Redundancy	10%	Yes / No	1=Yes, 5=No
Health and Safety	10%	MMS Class	50%	6	1
				5	2
				4	3
				3	4
				1, 2	5
		Depth	50%	<1.5 m	1
				1.5 < m < 3	3
				> 3 m	5

Criteria	Criteria Weighting	Factor	Factor Weighting	Value / Range	Score
Regulatory	10%	Environmental Compliance Impact	100%	In Regulated Area	1=No, 5=Yes
Reputational	10%	MMS Class	50%	6	1
				5	2
				4	3
				3	4
				1, 2	5
		Land Use	50%	Land Use Categories*	1-5
Environmental	10%	Proximity to ESAs	100%	Yes / No	1=No, 5=Yes

For all other Water assets: the CoF of adjacent mains will be used.
** The values and ranges should be defined based on the availability of the zoning and pressure layers and incorporated in the next iteration of the AMP update.*

D.4 Wastewater Network

Wastewater sewers PoF Framework

Criteria	Criteria Weighting	Factor	Factor Weighting	Value / Range	Score
Structural	60%	Condition	75%	80-100	1
				60-79	2
				40-59	3
				20-39	4
				0-19	5
		GIS-Material	25%	AC, Concrete	5
				Ductile Iron	3
				HDPE, PVC	1
Climate Change	20%	Extreme Rainfall	20%	1-5	1-5
		Extreme Snow	20%	1-5	1-5
		Freeze / Thaw	20%	1-5	1-5
		Extreme Wind	20%	1-5	1-5
		Extreme Heat	20%	1-5	1-5
Capacity	10%	Demand	100%	≤ 50%	1
				50%-70%	2
				70%-90%	3
				90%-100%	4
				100% ≤	5
Use and Functionality	10%	Failure History	100%	Yes / No	1=No, 5=Yes

Wastewater – All Other Assets PoF Framework

Criteria	Criteria Weighting	Factor	Factor Weighting	Value / Range	Score
Structural	80%	Condition	100%	80-100	1
				60-79	2
				40-59	3
				20-39	4
				0-19	5
Climate Change	20%	Extreme Rainfall	20%	1-5	1-5
		Extreme Snow	20%	1-5	1-5

Criteria	Criteria Weighting	Factor	Factor Weighting	Value / Range	Score
		Freeze / Thaw	20%	1-5	1-5
		Extreme Wind	20%	1-5	1-5
		Extreme Heat	20%	1-5	1-5

Wastewater Sewers CoF Framework

Criteria	Criteria Weighting	Factor	Factor Weighting	Value / Range	Score
Financial	35%	GIS – Size (mm)	50%	< 200	1
				200-400	2
				400-600	3
				600-1000	4
				> 1000	5
		MMS Class	25%	6	1
				5	2
				4	3
				3	4
				1, 2	5
		Depth	25%	<1.5 m	1
				1.5 < m < 3	3
				> 3 m	5
Operational (Service Impact)	25%	GIS – Material	40%	PVC, DI, HDPE	1
				Asbestos Cement, Concrete	5
		GIS – Easement	20%	No	1
				Yes	5
		GIS – SL Type	10%	Gravity Sewer	1
				Overflow, Siphon	3
				Force main	5
		Land Use	10%	Land Use Categories*	1-5
		Pressure	10%	Pressure Range*	1-5
		MMS Class	10%	6	1
				5	2
				4	3
				3	4
				1, 2	5
Health and Safety	10%	MMS Class	50%	6	1
				5	2
				4	3
				3	4
				1, 2	5
		Depth	50%	<1.5 m	1

Criteria	Criteria Weighting	Factor	Factor Weighting	Value / Range	Score
				1.5 < m < 3	3
				> 3 m	5
Regulatory	10%	Environmental Compliance Impact	100%	In the Regulated Area	1=No, 5=Yes
Reputational	10%	MMS Class	50%	6	1
				5	2
				4	3
				3	4
				1, 2	5
		Land Use	50%	Land Use Categories*	1-5
Environmental	10%	Proximity to ESAs	100%	Yes / No	1=No, 5=Yes

For all other Wastewater assets, the CoF of the adjacent sewer will be used.
** The values and ranges should be defined based on the availability of the zoning and pressure layers and incorporated in the next iteration of the AMP update.*

D.5 Fleet

Fleet PoF Framework

Criteria	Criteria Weighting	Factor	Factor Weighting	Value / Range	Score
Structural	60%	Condition	100%	80-100	1
				60-79	2
				40-59	3
				20-39	4
				0-19	5
Climate Change	20%	Extreme Rainfall	20%	1-5	1-5
		Extreme Snow	20%	1-5	1-5
		Freeze / Thaw	20%	1-5	1-5
		Extreme Wind	20%	1-5	1-5
		Extreme Heat	20%	1-5	1-5
Use and Functionality	20%	Failure History	100%	Yes / No	1=No, 5=Yes

Fleet CoF Framework

Criteria	Criteria Weighting	Factor	Factor Weighting	Value / Range	Score
Financial	40%	Replacement Cost	100%	<100,000	1
				100,000- 250,000	2
				250,000- 500,000	3
				500,000- 1,000,000	4
				>1,000,000	5
Health and Safety	10%	Injury Severity Potential*	100%	Minor injury	1
				Moderate injury	3
				Severe / fatal injury	5
Operational (Service Impact)	35%	AMP Segment	100%	Mover, Fleet Garage Equipment	1
				Light-Duty, Light-Duty Pick-up, Light-Duty Construction Equipment	2
				Medium Duty, Medium-Duty Construction Equipment	3
				Heavy-Duty, Heavy-Duty Construction Equipment	4

Criteria	Criteria Weighting	Factor	Factor Weighting	Value / Range	Score
				Trailer	5
Regulatory	5%	Does failure of this asset create a regulatory breach or compliance risk?	100%	Yes / No*	1=No, 5=Yes
Reputational	5%	Would failure be visible to the public or significantly impact customer perception?	100%	Yes / No*	1=No, 5=Yes
Environmental	5%	Could failure result in environmental harm or regulatory risk?	100%	Yes / No*	1=No, 5=Yes

** The applicability of these factors is dependent on data availability. In the absence of data, the factor may be excluded, and its weighting reallocated to other factors.*

D.6 Facilities

Facilities PoF Framework

Criteria	Criteria Weighting	Factor	Factor Weighting	Value / Range	Score
Structural	60%	Condition	100%	80-100	1
				60-79	2
				40-59	3
				20-39	4
				0-19	5
Climate Change	20%	Extreme Rainfall	20%	1-5	1-5
		Extreme Snow	20%	1-5	1-5
		Freeze / Thaw	20%	1-5	1-5
		Extreme Wind	20%	1-5	1-5
		Extreme Heat	20%	1-5	1-5
Capacity	10%	Demand*	100%	Is the facility component operating near or beyond capacity or without redundancy?	1=No, 5=Yes
Use and Functionality	10%	Failure History	100%	Yes / No	1=No, 5=Yes

** The applicability of this factor is dependent on data availability. In the absence of data, the factor may be excluded, and its weighting reallocated to other factors.*

Facilities CoF Framework

Criteria	Criteria Weighting	Factor	Factor Weighting	Value / Range	Score
Financial	30%	Replacement Cost	80%	<250,000	1
				250,000- 500,000	2
				500,000- 750,000	3
				750,000- 1,500,000	4
				>1,500,000	5
		Deferred Maintenance	20%	Yes/No	No=1, Yes=5
Operational (Service Impact)	30%	Level 2 – Component Group	100%	Site Assets	1
				Building Envelope	2
				Mechanical Systems	3
				Electrical Systems	4
				Structural, Life Safety and Security, Vertical Transportation	5
Health and Safety	10%	Facility Capacity *	100%	Does insufficient capacity pose a health and safety risk?	No=1, Yes=5
Regulatory	10%	Code/ accessibility gaps, permits, audit findings *	100%	Would failure of this component result in a regulatory violation or non-compliance?	No=1, Yes=5

Criteria	Criteria Weighting	Factor	Factor Weighting	Value / Range	Score
Reputational	10%	Community Reliance *	100%	Yes/No	No=1, Yes=5
Functionality	10%	AMP Segment	100%	Recreation and Community Centres	5
				Administrative and Corporate Facilities	3
				Fire and Emergency Services Facilities	4
				Cultural and Heritage Facilities (partially applicable for the Town) and Operations and Public Works Facilities (under the PW portfolio in the Town)	2

** The applicability of this factor is dependent on data availability. In the absence of data, the factor may be excluded, and its weighting reallocated to other factors.*

D.7 Parks and Land Improvements

Parks and Land Improvements PoF Framework

Criteria	Criteria Weighting	Factor	Factor Weighting	Value / Range	Score
Structural	60%	Condition	100%	80-100	1
				60-79	2
				40-59	3
				20-39	4
				0-19	5
Climate Change	20%	Extreme Rainfall	20%	1-5	1-5
		Extreme Snow	20%	1-5	1-5
		Freeze / Thaw	20%	1-5	1-5
		Extreme Wind	20%	1-5	1-5
		Extreme Heat	20%	1-5	1-5
Use and Functionality	20%	Failure History	100%	Yes / No	1=No, 5=Yes

Parks and Land Improvements CoF

Criteria	Criteria Weighting	Factor	Factor Weighting	Value / Range	Score
Financial	30%	Replacement Cost	100%	<100,000	1
				100,000- 250,000	2
				250,000- 500,000	3
				500,000- 750,000	4
				>750,000	5
Reputational	20%	Community Reliance, Land Use*	100%	Shrub Beds	1
				Parks / Land Features except playgrounds	2
				Playgrounds	4
				Urban Trees	4
				Water Infrastructure	2- 3
				Lighting	2- 3
				Structures	3- 4
				Trails and Active Transportation	2- 3
				Storm Infrastructure	3- 4
				LID Features – Constructed within parks and open spaces	2
Environmental	10%	Proximity to ESAs, Canopy Value*	100%	Shrub Beds	3
				Parks / Land Features	2
				Urban Trees	5
				Water Infrastructure	3
				Lighting	1

Criteria	Criteria Weighting	Factor	Factor Weighting	Value / Range	Score
				Structures	1
				Trails and Active Transportation	3
				Storm Infrastructure	4
				LID Features – Constructed within parks and open spaces	4
Health and Safety	10%	Inspection findings, incidents, hazard severity, and child-focused use*	100%	Shrub Beds	1
				Parks / Land Features except playgrounds	1
				Playgrounds	4
				Urban Trees	5
				Water Infrastructure	2
				Lighting	2
				Structures	3- 4
				Trails and Active Transportation	3- 4
				Storm Infrastructure	3
				LID Features – Constructed within parks and open spaces	2
Regulatory	10%	Accessibility, Playground/ Sport Compliance*	100%	Shrub Beds	1
				Parks / Land Features except playgrounds	1
				Playgrounds	4
				Urban Trees	4
				Water Infrastructure	2
				Lighting	4
				Structures	4
				Trails and Active Transportation	2
				Storm Infrastructure	3
				LID Features – Constructed within parks and open spaces	1
Operational (Service Impact)	20%	Ops Segment	100%	Shrub Beds	2
				Parks / Land Features	3
				Urban Trees	3
				Water Infrastructure	3
				Lighting	3
				Structures	4
				Trails and Active Transportation	4
				Storm Infrastructure	4
				LID Features – Constructed within parks and open spaces	4

** The applicability of this factor is dependent on data availability. In the absence of data, the factor may be excluded, and its weighting reallocated to other factors.*

D.8 Fire and Emergency Services

Fire and Emergency Services PoF Framework

Criteria	Criteria Weighting	Factor	Factor Weighting	Value / Range	Score
Structural	60%	Condition	100%	80-100	1
				60-79	2
				40-59	3
				20-39	4
				0-19	5
Climate Change	20%	Extreme Rainfall	20%	1-5	1-5
		Extreme Snow	20%	1-5	1-5
		Freeze / Thaw	20%	1-5	1-5
		Extreme Wind	20%	1-5	1-5
		Extreme Heat	20%	1-5	1-5
Use and Functionality	20%	Failure History	100%	Yes / No	1=No, 5=Yes

Fire and Emergency Services CoF Framework

Criteria	Criteria Weighting	Factor	Factor Weighting	Value / Range	Score
Financial	30%	Replacement Cost	100%	<100,000	1
				100,000- 250,000	2
				250,000- 500,000	3
				500,000- 1,000,000	4
				>1,000,000	5
Health and Safety	10%	Injury Severity Potential (Use the Ops Segment and Category within the Data)	100%	Light Duty Pick-up	2
				Fire Truck	5
				Bunker gear	5
				Equipment	3
Operational (Service Impact)	30%	AMP Segment (Use the Ops Segment and Category within the Data)	100%	Light Duty Pick-up	1
				Fire Truck	5
				Bunker gear	3
				Equipment	4
Regulatory	10%	AMP Segment (Use the Ops Segment and Category within the Data)	100%	Light Duty Pick-up	1
				Fire Truck	5
				Bunker gear	5
				Equipment	3
Reputational	10%	AMP Segment (Use the Ops Segment and	100%	Light Duty Pick-up	2
				Fire Truck	5
				Bunker gear	4
				Equipment	3

Criteria	Criteria Weighting	Factor	Factor Weighting	Value / Range	Score
		Category within the Data)			
Environmental	10%	AMP Segment (Use the Ops Segment and Category within the Data)	100%	Light Duty Pick-up	2
				Fire Truck	4
				Bunker gear	3
				Equipment	5

** The applicability of this factor is dependent on data availability. In the absence of data, the factor may be excluded, and its weighting reallocated to other factors.*

D.9 IT

IT PoF Framework

Criteria	Criteria Weighting	Factor	Factor Weighting	Value / Range	Score
Structural	60%	Condition	100%	80-100	1
				60-79	2
				40-59	3
				20-39	4
				0-19	5
Climate Change	20%	Extreme Rainfall	20%	1-5	1-5
		Extreme Snow	20%	1-5	1-5
		Freeze / Thaw	20%	1-5	1-5
		Extreme Wind	20%	1-5	1-5
		Extreme Heat	20%	1-5	1-5
Use and Functionality	20%	Failure History	100%	Yes / No	1=No, 5=Yes

IT CoF Framework

Criteria	Criteria Weighting	Factor	Factor Weighting	Value / Range	Score
Financial	30%	Replacement Cost	100%	<25,000	1
				25,000- 50,000	2
				50,000- 75,000	3
				75,000- 150,000	4
				>150,000	5
Regulatory	10%	Privacy, cyber, accessibility, and audit requirements*	100%	Software	2
				Hardware	2
Health and Safety	10%	Support for alarms, emergency, traffic, security, control systems or critical public safety functions*	100%	Software	2
				Hardware	2
Reputational	10%	Public outage impact, if any*	100%	Software	4
				Hardware	4
Environmental	10%	Energy use, e-waste/ disposal implications*	100%	Software	1
				Hardware	1
Operational (Service Impact)	30%	Ops Segment	100%	Software	3
				Hardware	5

** The applicability of this factor is dependent on data availability. In the absence of data, the factor may be excluded, and its weighting reallocated to other factors.*

D.10 Library

Library PoF Framework

Criteria	Criteria Weighting	Factor	Factor Weighting	Value / Range	Score
Structural	60%	Condition	100%	80-100	1
				60-79	2
				40-59	3
				20-39	4
				0-19	5
Climate Change	20%	Extreme Rainfall	20%	1-5	1-5
		Extreme Snow	20%	1-5	1-5
		Freeze / Thaw	20%	1-5	1-5
		Extreme Wind	20%	1-5	1-5
		Extreme Heat	20%	1-5	1-5
Use and Functionality	20%	Failure History	100%	Yes / No	1=No, 5=Yes

Library CoF Framework

Criteria	Criteria Weighting	Factor	Factor Weighting	Value / Range	Score
Financial	30%	Replacement Cost	100%	<250,000	2
				250,000- 500,000	3
				500,000- 750,000	4
				750,000- 1,500,000	4
				>1,500,000	4
Operational (Service Impact)	30%	Ops Segment	50%	Computers, printers, AV equipment	1
				Furniture and fixtures	3
				Books, media, digital resources	5
Regulatory	10%	Archival retention obligations, accessibility format requirements, copyright/licensing restrictions*	100%	Computers, printers, AV equipment	1
				Furniture and fixtures	4
				Books, media, digital resources	1
Health and Safety	10%	Damaged/ hazardous material, mould, handling concerns*	100%	Computers, printers, AV equipment	1
				Furniture and fixtures	3
				Books, media, digital resources	2
Reputational	10%	Public demand, cultural significance, and complaints*	100%	Computers, printers, AV equipment	2
				Furniture and fixtures	1

Criteria	Criteria Weighting	Factor	Factor Weighting	Value / Range	Score
				Books, media, digital resources	2
Environmental	10%	Vulnerability to fire, water, mould, humidity; impact of environmental conditions*	100%	Computers, printers, AV equipment	1
				Furniture and fixtures	1
				Books, media, digital resources	1

** The applicability of this factor is dependent on data availability. In the absence of data, the factor may be excluded, and its weighting reallocated to other factors.*



Town of East Gwillimbury

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Finance and Engineering and Public Works Joint Report FIN2026-07

To: Committee of the Whole Council

Date: June 23, 2026

Subject: Harry Walker Parkway Extension Roads Development Charge Credit Agreement

Origin: Finance Department, Capital and Development Finance Branch and Engineering and Public Works, Development Engineering Branch

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Recommendations

1. That joint Finance and Engineering and Public Works Report FIN2026-07, dated June 23, 2026, entitled “Harry Walker Parkway Extension Roads Development Charge Credit Agreement,” be received; and
2. That staff be authorized to enter into a Development Charge Credit Agreement related to the construction of the Harry Walker Parkway Extension and associated site works, in accordance with the Council-approved Development Charge Credit Policy and to the satisfaction of the Treasurer; and
3. That the Treasurer be authorized to execute the agreement on behalf of the Town.

Purpose

The purpose of this report is to seek Council’s authority for staff to enter into a Development Charge (DC) Credit Agreement related to the construction of the Harry Walker Parkway Extension and associated works in connection with SPA.21.18 and SPA.21.21. The infrastructure is being designed, constructed, and financed by the developer and is eligible for DC recovery in accordance with the Town’s Development Charge Credit Policy.

Background

The owner, Rice Group, has agreed to design, construct, and upfront finance the extension of Harry Walker Parkway and associated works, including road construction, grading, and related infrastructure. A map of the project area is included in Appendix A. The extension supports future growth in the surrounding area and forms part of the

Town's 2024 Development Charges Background Study, with an estimated cost of $944,378, planned between 2025–2029.

The design and construction comply with the Town's engineering and road development standards, specifications, and design criteria, which are reviewed and approved by the Director of Engineering and Public Works.

Analysis

The Harry Walker Parkway Extension is an important component of the Town-wide road network and is included in the Town's current DC Background Study. As such, Rice Group is eligible to recover the cost of DC-related works through a Development Charge Credit Agreement in accordance with the Town's Development Charge Credit Policy. The terms of the DC credit agreement will be consistent with prior agreements entered into by the Town with other developers.

The key principles of the DC credit agreement will include:

- The estimated eligible cost outlined in the most recent estimate, dated April 14, 2025, which totals $1,753,161.10;
- The final DC credit will be determined following review and reconciliation of actual eligible costs, based on final payment certificates provided by the developer;
- The amount of DC credits will be limited to the lesser of:
    - The actual cost of the works; or
    - the original tender cost plus 10% for soft costs and up to 10% contingency (contingencies are subject to review and approval by the General Manager of Engineering and Public Works (EPW)).

The proposed industrial development associated with SPA.21.18 is anticipated to be 332,641 square feet, which would generate approximately $506,000 in Roads-related DCs. The amount would be issued as credits to the developer at the time of building permit issuance. Any remaining eligible balance will be administered in accordance with the Town's Development Charge Credit Payout Policy, with reimbursement provided through annual payments based on Roads DC collections.

Financial Implications

All costs associated with the Harry Walker Parkway Extension are being upfront financed by Rice Group. Entering into a Development Charge Credit Agreement will not result in an immediate financial impact to the Town, as repayment will occur when DCs are otherwise payable.

Need For Public Consultation

All agendas, reports and minutes are made available to the public through posting on the Town's website.

Alignment to Strategic Plan

Responsible Growth
Build Complete Communities

The recommendations in this report support the Town's Strategic Plan by supporting infrastructure that enables planned growth, promotes complete communities, and reinforces fiscal responsibility in the delivery of municipal services.

Conclusion

This report recommends that Council authorize staff to proceed with entering into a Development Charge Credit Agreement with Rice Group for the Harry Walker Parkway Extension as outlined in this report.

Appendices

Appendix A – Map of Harry Walker Parkway Extension

Approval

Report Author:

Vicky Liu
Financial Analyst, Development Finance
Finance

This report was reviewed by:

Carolyn Brown
Director of Capital and Development Finance
Finance

This report was reviewed and recommended by:

Warren Marshall
General Manager, Finance / Treasurer
Finance

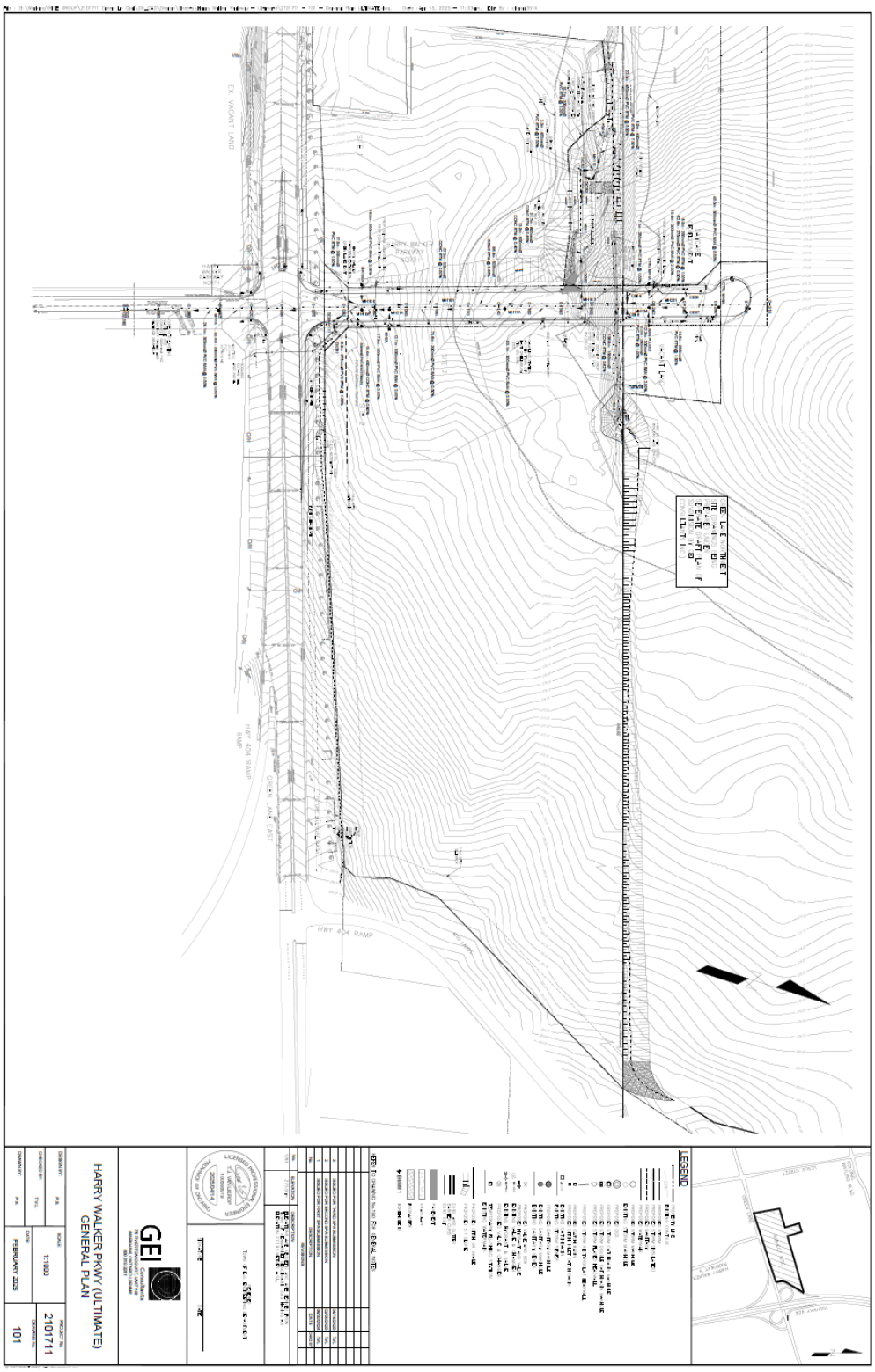
This report was reviewed and recommended by:

Mike Molinari
General Manager, Engineering and Public Works
Engineering and Public Works

This report was approved by:

Mark Valcic
Chief Administrative Officer

Appendix A – Map of Harry Walker Parkway Extension



East Gwillimbury







East Gwillimbury

Official Plan and Complete Communities Plan Area

Presentation to Council

June 23, 2026

AGENDA ITEM # H. 1.

Purpose

The purpose of this presentation is to provide a summary of the comments received on the Official Plan and the incorporated Complete Communities Plan Area.

- **Subwatershed Study Update and Area Servicing Plan - GEI Consultants**
- **Community Services and Parks Strategy – Monteith Brown Planning Consultants**
- **Retail/Commercial Market Analysis - urbanMetrics**
- **Transportation Plan – Paradigm Transportation Solutions Limited**
- **Financial Impact Study – Randy M. Grimes Enterprises Ltd**
- **Archaeological Assessment – ACC Archaeological Consultants**
- **Cultural Heritage Resource Assessment - ASI (Archaeological Services Inc.)**
- **Agricultural Impact Assessment – Colville Consulting Inc.**

Official Plan Timeline

2020 - The Official Plan Review commenced.

2022 - Town Council adopted the NEW Official Plan and submitted the NEW Official Plan to the Region of York for approval.

2023 - Council endorsed the commencement of the Complete Communities Secondary Plan.

2024 - The Province released a new Provincial Planning Statement (PPS). There were also a number of changes to the Planning Act:

- The Province removed the Region's planning authority and the Ministry of Municipal Affairs and Housing become the approval authority.

- The Town was required to bring the Official Plan into conformity with the legislative requirements of the revised PPS as well as ongoing changes to the Planning Act.

2025 - The Official Plan and the Complete Communities Secondary Pan were merged. The DRAFT of the REVISED NEW Official Plan was released on November 21, 2025.

2026 - Official Plan review, comments/responses, liaison with TAC and LOG, Public Open Houses (February 17), and Statutory Public Meeting (March 24).

CCSP Study Process Timeline

East Gwillimbury

PHASE 1 Project Initiation Q1 2024	PHASE 2 Background Q1 2024 – Q2 2025	PHASE 3 Secondary Plan Preparation Q2 – Q4 2025	PHASE 4 Final Secondary Plan Q1 – Q2 2026
• Project Team Workshops	• Preliminary Findings	• Draft Secondary Plan 1	• TAC/LOG Meetings
• TAC Meetings	• Emerging Land Use Plan 2	• Final Technical Studies	• Public Open House #4
• Technical Studies	• Technical Studies	• TAC / LOG Meeting	• Council Workshop
• Emerging Land Use Plan 1	• TAC / LOG Meeting	• Council Workshop	• Statutory Public Meeting
• Council Workshop	• Council Workshop	• Public Open House #3	• Revise OP/CCSP
• Public Open House #1	• Public Open House #2	• Draft Secondary Plan 2	• **Council Adoption**
			• Submission to Province

Indigenous Communities Engagement

@

Online Engagement / Project Website

FINAL DRAFT of the Town's NEW Official Plan

- The Town's FINAL DRAFT of the NEW Official Plan has been prepared based on the Council Adopted NEW Official Plan, dated June 2022.

- Changes to the Council Adopted NEW Official Plan reflect a fulsome consideration of the commentary provided by the Region of York, updates based on legislative requirements and directives from the Province, comments from other agencies and from the public heard as this process has unfolded.

- The Complete Communities Plan Area is integrated into the Town's Official Plan. As such, all of the relevant policies of the FINAL DRAFT of the Town's NEW Official Plan are applicable to the future development of the Complete Communities Plan Area.

- The Town's FINAL DRAFT of the Town's NEW Official Plan, and the associated policy framework for the Complete Communities Plan Area were released in DRAFT form to all interested parties, including the Province on November 21, 2025.

FINAL DRAFT of the Town's NEW Official Plan

- The FINAL DRAFT of the Town's NEW Official Plan includes **Appendix A,** which is the Terms of Reference for the preparation of Community Design Plans.

- The FINAL DRAFT of the Town's NEW Official Plan is supported by the **Urban Design Manual**. The Urban Design Manual was adopted with the New Official Plan in 2022 and has been updated as follows:

  > Edited to ensure conformity with Official Plan policies and terminology. For example - block lengths, road right-of-way widths, parks and open space hierarchy, definition of compatibility, ground floor height for mid- and high-rise buildings, and use of employment districts versus employment areas.

  > A new context map to include the Community Design Plan districts for the Complete Communities Plan Area.

  > The Vision revised to match the Official Plan language.

  > Removed all reference to a 15-minute community.

  > Added guidelines for waste container storage.

Vision Statement

All development, including development within the **Complete Community Plan Area** will be prepared on the basis of the Vision Statement and associated Guiding Principles as they are articulated in the **Official Plan:**

Vision Statement

East Gwillimbury will evolve as a balanced, sustainable and complete community, with a mixture of housing options to meet the needs of a diverse population and a range of employment opportunities, public service facilities and commercial uses supported by appropriate municipal infrastructure and a well-connected multi-modal transportation network.

The Town's unique villages will be supported as they grow and diversify with new compatible development and a mix of uses, while character giving natural areas and farmland are protected for the long-term.

East Gwillimbury will continue to support and celebrate a high quality of life for current and future residents of all backgrounds and abilities and will ensure that health, accessibility, safety, equity, prosperity and resilience are prioritized.





AGENDA ITEM # H. 1.

Fundamental Principles

Principle 1 – Protect and enhance the Natural Heritage System.

Principle 2 – Foster a vibrant agricultural and rural community.

Principle 3 - Ensure new development contributes to the creation of complete communities.

Principle 4 - Encourage and support a full range and mix of housing options to meet emerging needs of the population.

Principle 5 - Promote fiscal responsibility in an equitable and sustainable manner.

Principle 6 - Create cohesive, vibrant and connected urban communities through mixed-uses and excellent urban design.

Principle 7 - Promote the creation of resilient and sustainable communities that respond to climate change impacts.

Principle 8 - Provide opportunities for economic growth.







Approach to Comment Review

- Throughout this process hundreds of questions, concerns and suggestions have been received and responded to. That includes the process carried out to get to the New Official Plan that was originally adopted by Council in 2022.

- Since that time, and in combination with the Complete Communities Plan process, hundreds of more questions, concerns and suggestion have been considered.

- The review of questions, concerns and suggestions is an important part of this process. It provides Council with the opportunity to understand where the range of interests are on all of the key topics that are covered within the Official Plan.

- There are **5 interest-holder groups** that have been established as a way to organize responses, as follows:
  - Members of the public.
  - Williams Treaties First Nations.
  - Provincial Ministries.
  - The Technical Advisory Committee (TAC).
  - The Landowners Group (LOG).

Approach to Comment Review

- Overall, many of the suggestions for changes, as well as editorial comments from all of the interest-holder groups have been implemented. But not all of them.

- The "test" for the review of the various suggestions for changes is based on protecting the "public interest" as that is expressed through the achievement of:
  - > Conformity or consistency with Provincial legislation and policy – primarily the Planning Act and the Provincial Planning Statement.
  - > The best interests of the Town – as understood through the consultation process, including discussions with Town staff and Council.
  - > A balance:
    - Among the objectives and desires of all of the various interest-holders – there are many competing interests within the Town; and
    - Between the need to regulate/require certain elements of the Plan versus the flexibility to respond to changing circumstances and contexts.

- The FINAL DRAFT of the NEW Official Plan represents the best advice from the consulting team and staff to achieve the "tests" based on our experience and what we heard through the consultation process.

Public Consultation – Key Comments/Responses

- A total of **4 public open houses** and **one Statutory Public Meeting** have been held since the 2022 adoption of the initial NEW Official Plan to help the team understand and consider the questions, concerns and suggestions of the general public. In addition, the Town has received written commentary, typically provided via email. The following are considered the key areas of concern:
  - ***The ongoing protection of the Town's Greenlands - Agricultural Lands and the Natural Heritage System*** – The FINAL DRAFT of the NEW Official Plan maintains the greenlands system within the Town. New urban development continues to be fully focused within the Central Growth Area and Mount Albert. The former "Whitebelt" lands are realizing the well-established intention that they accommodate urban forms of development in the long-term.
  - ***The Conservation of Cultural Heritage*** – The policy regime within the FINAL DRAFT of the NEW Official Plan appropriately deals with cultural heritage conservation, and particularly archaeological resources has been enhanced through the comments from the Province, and from Indigenous communities. Cultural heritage is to be conserved through all of the applicable requirements of the Province, including the Heritage Act. **See Section 3.4.3.**
  - ***Compatibility between new development and existing development and existing historic communities*** – This is a key policy area within the FINAL DRAFT of the NEW Official Plan that has been substantially enhanced. All development is subject to the application of the policies within **Section 3.4.4.3.**

Public Consultation – Key Comments/Responses

- ***Financial impacts – who pays for development?*** With respect to the Complete Communities Plan, a Financial Impact Study has been carried out. Fundamentally, growth pays for growth. The Financial Impact Study goes on to articulate the role of Development Charges, Community Benefit Charges and Parkland Dedication - at the Town-wide and Regional scales – to offset capital costs AND, the growing tax base that will be in place to offset ongoing operating costs.

- ***The Provision of housing choices, including affordable housing*** - The FINAL DRAFT of the NEW Official Plan includes a fulsome policy framework aimed specifically at the provision of a full range and mix of housing types throughout the Town, but specifically focused within Green Lane Corridor and Complete Communities Plan Areas. The implementation of minimum densities as well as the establishment of land use designations that require higher density from of housing will ensure a range and mix of housing types. Policies related to affordable housing are included in **Section 3.2.3.2** and are focused on incentivizing affordability, keeping in mind the lack of legislative planning tools to compel affordable housing.

- There were a number of very site specific the questions, concerns and suggestions made. One was focused on the Highway 404 Employment Corridor Land Use Plan, which has been dealt with.

- This is a summary. Much of the commentary was identified in the form of questions, and have been responded to in the associated Comment/Response Matrix.

Indigenous Communities – Key Comments/Responses

- Indigenous communities that have treaty rights have been consulted through the study process. They have provided comments and all suggested policy adjustments have been considered.

- The focus on their comments included:

  > ***Ensuring an ongoing commitment to Indigenous Consultation*** – Policies have been added to the Official Plan, as well as to the TofR for Community Design Plans that specifically identify requirements for Indigenous Consultation that is in additional to traditional public consultation processes.

  > ***Requirements for protection of the natural environment*** –The policy framework and process for establishing the Natural Heritage System and its protection were explained. Any changes to the Natural Heritage System will require additional scientific work and will be subject to ongoing Indigenous Consultation.

  > ***Requirements for the conservation of archaeological resources*** - The policy framework and process for establishing the study and conservation of these resources were explained and the frameworks was modified to strengthen the requirements based on wording provided by the Province. Future Archaeological Studies will include appropriate Indigenous Consultation.

- A concern has been raised regarding the Town's Land Acknowledgement. This Plan utilizes the current Council-adopted Acknowledgement. Future adjustments may be considered by Council and subsequently added to this Plan without the need for a formal Amendment.

AGENDA ITEM # H. 1.

Technical Advisory Committee – Key Comments/Responses

- A total of **4 TAC meetings** have been held to present and discuss the evolving Plan. Written comments from many TAC members have been received to date. Among a number of issues that have been raised, the following have been considered and specifically responded to:

  - ***School Boards*** – The School Boards are generally satisfied with the number of schools and their proposed locations within the Complete Communities Plan Area. Policy framework is flexible.

  - ***Conservation Authority*** - Comments from the Conservation Authority have been included in the Official Plan.

  - ***York Region*** - York Region has provided a number of policy suggestions focused on transportation, infrastructure, affordable housing, healthy communities and source water protection. Many comments were editorial and changes to the Official Plan were made in response.

- In general, comments from all members of the TAC have been positively responded to, with few exceptions. Questions of clarification have been provided.

- It is recognized that additional and more detailed technical requirements of the agencies will be addressed through subsequent planning approval processes.

The Province of Ontario – Key Comments/Responses

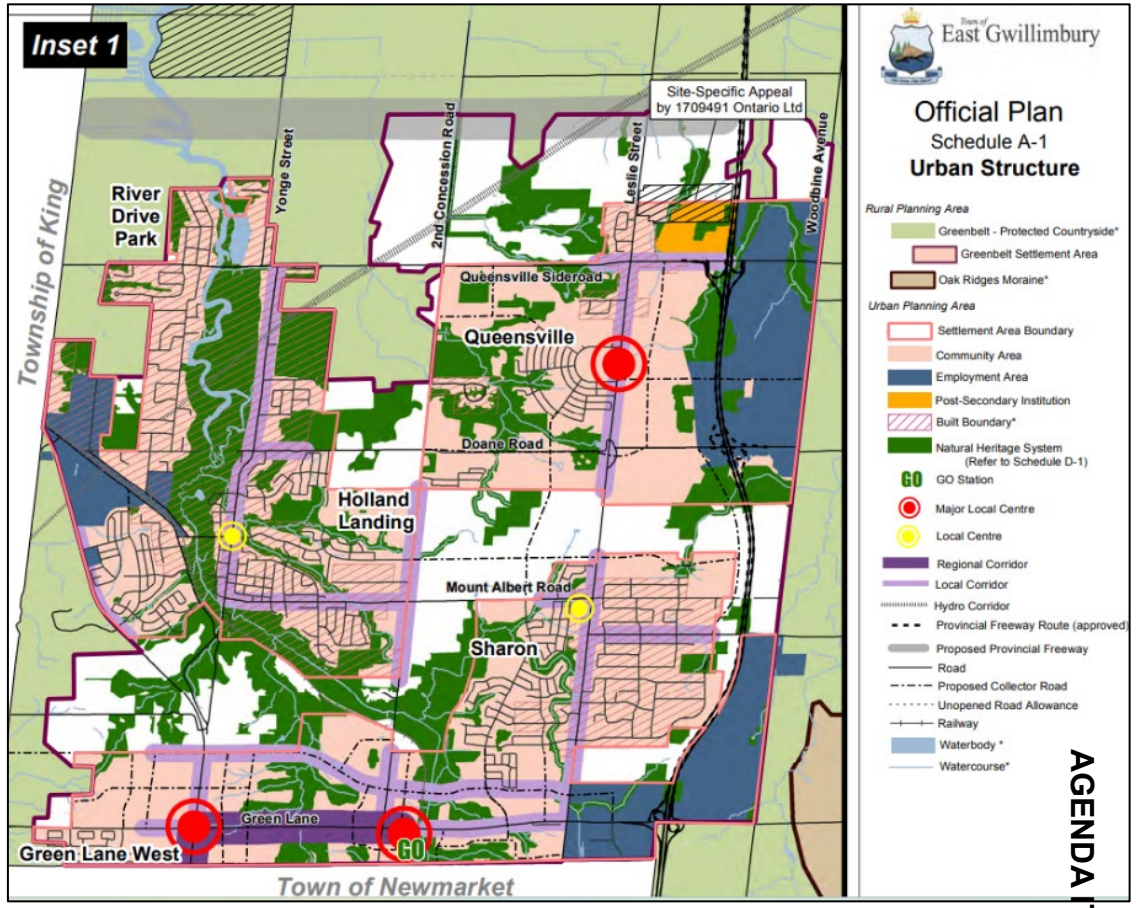
- The Province of Ontario is the approval authority for the Town's Official Plan. As such, the FINAL DRAFT of the NEW Official Plan includes the vast majority of the Province's suggestions, including all of their editorial adjustments and most of the changes to the Schedules. These changes improve the Plan's conformity with the Planning Act and consistency with the Provincial Planning Statement.

- There are, however, two topics where the Town does not agree with the Province:

  > ***The Natural Heritage System*** – The Province suggests an approach that implements an "Overlay" approach to identify features and functions that are required to be protected. This approach has, historically proven to be problematic, and substantially weaker than the Town's current approach in the 2010 Official Plan. The approach taken in this Official Plan is to include features and functions within the Environmental Protection Designation. A designation is considered a more effective approach to protect significant natural features and functions.

The Province of Ontario – Key Comments/Responses

- ***The Future Urban Areas*** – The 2010 Schedule A-1 shows the "White Belt" as being within the Greenbelt Settlement Area. There are a number of areas within the Central Growth Area that are not currently within the defined Settlement Area Boundary, but are also outside of the defined boundary of the Greenbelt Plan. The approach to these lands in this Official Plan is to recognize that the land use planning history on the Subject Lands has established the expectation that these lands will eventually accommodate urban land uses. The Province indicates that these lands are outside of the current Settlement Area Boundary, and require a justification to implement the Town's approach. Additional work has been carried out by the consulting team and staff to respond to the Province's concern. The approach taken in the FINAL DRAFT of the NEW Official Plan is in line with the 2022 Official Plan adopted by Council.



The Landowner's Group – Key Comments/Responses

- The Landowner's Group represents the major landowners within the Complete Community Plan Area. A total of 4 LOG meetings have been held to present and discuss the evolving Plan. Written comments from the representatives of the LOG, as well as some of the individual owners were received and reviewed. Key topic areas include:

  - ***Policy framework for phasing*** – The issue of phasing has been a crucial consideration throughout the development of this FINAL DRAFT of the NEW Official Plan. The population is expected to more than triple up to a 2051 population of 128,600. There are areas for growth that have been planned for quite some time, and still have tremendous growth potential including Sharon, Queensville and Green Lane. There is the substantial growth potential of the Complete Communities Plan Area. The concern is that the Town will be accommodating active development within all of these areas at about the same time, ensuring that the Central Growth Area is an unmanaged active development site for the next 25 years. **Section 2.2.6** gives the Town the responsibility to manage the pace and location of growth and identifies and articulates an approach to phasing that is based on the planning tools that are available to the Town, including the allocation of service infrastructure capacity. This policy framework continues to rely upon the Town's Capacity Allocation Protocol.

The Landowner's Group – Key Comments/Responses

- ***Requirements for a Community Design Plan*** – Since the outset of the Complete Communities Planning process, it has been understood that the Secondary Plan – now embedded within the Official Plan – would be general in nature, and identify a planning framework that would be supported by more detailed Community Design Plans intended to inform Zoning and Draft Plan processes. The planning framework embedded within the FINAL DRAFT of the NEW Official Plan reflects this level of detail, and level of inherent flexibility. This approach is considered appropriate to facilitate detailed comprehensive planning throughout the Complete Communities Plan Area. Requirements for a Community Design Plan are included in Appendix A.

- ***The requirements for mixed use buildings versus permissions for standalone buildings*** – This comment affects the Commercial Mixed Use Designation. The DRAFT of the New Official Plan required non-residential Gross Floor Area at-grade within all mixed-use residential proposals within this designation. After consultation with the Town's Retail/Commercial Market Analysis consultant, this policy has been revised to encourage mixed use residential buildings and allow retail and service commercial uses to be part of comprehensive development proposals. Standalone residential buildings are now permitted within the Commercial Mixed Use Designation.

The Landowner's Group – Key Comments/Responses

- ***Concerns about the required amount of retail and service commercial floor area*** – The provision of retail and service commercial floor space is considered a crucial component of ensuring a complete community. The planning framework for the Complete Communities Plan Area is supported by a Retail/Commercial Market Analysis that established the range of Gross Floor Area required for each of the Community Design Plan Districts. Based on information provided by the LOG, the amount of GFA for the Yonge Corridor Community Design Plan District was reduced in recognition of ongoing development applications in proximity. Further, inherent flexibility is incorporated into the planning framework given that the low end of the range of retail and service commercial GFA is the requirement, not an average, and not the high end of the range. There are no restrictions if more than the required amounts of GFA are proposed.

- ***Concerns about the amount and locations for public parkland –*** Public parkland is an absolute necessity for all residential neighbourhoods, and all of the Community Design Plan Districts within the Complete Communities Plan Area. Parks are identified symbolically and the policies of Section 4.2.9 provide substantial flexibility to adjust the locations of the parks through the Community Design Plan process. The amount of parkland is established at just below the maximum permitted for residential development in the Planning Act. It is expected that cash-in-lieu of parkland will not be accepted until the minimum is achieved. As noted in the policy framework, the Town does need to explore alternative parkland acquisition tools.

The Landowner's Group – Key Comments/Responses

- ***Concerns about planning process requirements for lands within the Future Urban Areas*** – Some landowners, with lands that are not within the Complete Communities Plan Area, raised concerns about the requirements for an Official Plan Amendment and, potentially a Community Design Plan, in order to facilitate urban development. As noted, these lands have been identified as the location for urban development in the long-term, however, as per the commentary from the Province, there is a concern that their inclusion within the Settlement Area Boundary has not been justified. Thes lands are in a very unique circumstance, and the Town is working with some of the landowners to ensure that the historic expectation for urban development can be accommodated within the FINAL DRAFT of the NEW Official Plan. Notwithstanding that concern, the Town still requires comprehensive planning to be carried out. It is not appropriate to consider future development on these lands in isolation from their context, and subject to the requirements for technical studies that will be required to support future development proposals.

- This is a summary. The LOG has also provided a host of comments regarding the Official Plan in general, as well as policies that are relevant to the Complete Communities Plan Area more specifically, including text changes and changes to Schedule 3G-1 and 3G-2. All identified suggestions have been reviewed, and some have been reflected within the FINAL DRAFT of the NEW Official Plan.

Next Steps

- Council Adoption – **July 23, 2026**

- Submission to the Province for Approval to Follow

Development Services Report DS2026-17

To: Committee of the Whole Council

Date: June 23, 2026

Subject: East Gwillimbury Official Plan and Complete Communities Plan

Origin: Development Services, Planning Branch

Recommendations

1. That Development Services, Planning Branch Report DS2026-17 dated June 23, 2026, entitled “East Gwillimbury Official Plan and Complete Communities Plan” be received; and
2. That Council adopt the Town of East Gwillimbury Official Plan (June 2026), included in Appendices 1 and 2 to this Report DS2026-17 under Section 17 of the *Planning Act*; and
3. That Council endorse the Town-wide Urban Design Manual (November 2025), included as Appendix 7 to Report DS2026-17; and
4. That Council authorize staff to make technical changes to reflect Council’s final decision on the Official Plan, its Schedules and the Urban Design Manual; and
5. That Council direct staff to bring forward a By-law, included as Appendix 9 to Development Services Report DS2026-17, to the next Council meeting on July 23, 2026, for Council to enact a By-law passed under the authority of Section 17 of the *Planning Act* to adopt the new Town of East Gwillimbury Official Plan (June 2026), as modified; and
6. That Council direct staff to forward the new Town of East Gwillimbury Official Plan (June 2026), to the Ministry of Municipal Affairs and Housing for the Minister’s decision and approval; and
7. That Council direct Parks Recreation and Culture to retain the services of Montieth Brown Planning Consultants in an amount not to exceed $50,000, excluding taxes, to undertake a Parks Study to support an update to Parkland Dedication By-law #2002-129. Such study is to be funded through development charges.

Purpose

This report presents the final recommended version of the new Town of East Gwillimbury Official Plan included in Appendices 1 and 2 for Council‘s adoption and

submission to the Ministry of Municipal Affairs and Housing for approval Appendices 1 and 2 include revised Official Plan policy content and schedules. The Official Plan Review project has been informed by extensive consultation to date. A series of consultation matrix's (Appendices 3-7) are provided which identify the key comments received on the Official Plan and how these are addressed in the Plan. Following Council's adoption of the By-law to adopt the Official Plan (June 2026) staff will forward the adopted Official Plan (June 2026), to the Minister of Municipal Affairs and Housing who is the approval authority. The Town-wide Urban Design Manual has also been finalized and is presented for Council endorsement. The Urban Design Manual is not subject to Provincial approval.

Executive Summary

The *Planning Act*, R.S.O. 1990, c. P.13 of Ontario requires municipalities to regularly review their Official Plans to reflect updates to legislation, Provincial plans and policies, and government (Region of York) plans. Reviewing the Town's Official Plan ensures the document and vision for the Town remains up to date and consistent with guiding Provincial policy and legislation.

The new Official Plan provides a long-term vision for land use, housing, infrastructure, and environmental stewardship within East Gwillimbury. The purpose of a municipal Official Plan review is to ensure that an Official Plan (OP) aligns with Council's goals and objectives together with provincial and regional planning policies and legislation.

The Official Plan Review commenced in 2020, and the Plan presented to the public, for the most part, was adopted by Town Council in 2022. Since adoption of the Town's Official Plan in 2022, staff submitted the Official Plan to the Regional Municipality of York for approval. Through working with the Region, numerous amendments were made to address conformity with the Region of York Official Plan as well as Provincial Plans and policies.

Changes at the Provincial level necessitated the need for further updates as the Official Plan must conform to Provincial plans and policies. During this timeframe, the approval authority for Official Plans within York Region shifted from the Region of York to the Minister of Municipal Affairs and Housing (MMAH). As a result, the province is now the approval authority for the Town's Official Plan. With consideration of the recommended Official Plan at this Committee meeting, the new municipal Official Plan and related Schedules moves one step closer towards approval.

Background

History

Following the commencement of the Official Plan Review project in August 2020, numerous engagement events were held including public workshops, public open houses, special-interest group consultations, briefing sessions with Council members, Council presentations, and two statutory public meetings (2022 and 2026).

East Gwillimbury's Official Plan Review began in 2020 and was completed in three phases: Phase 1, Visioning and Background Research; Phase 2, Discussion Papers and Land Needs Assessment; Phase 3, Draft Updated OP and Adoption.
On October 27, 2020, Phase 1 began with online community visioning workshops to hear from members of the public about their vision for the future of the Town. These workshops continued into 2021 with further online community workshops being held on June 2 and June 3, 2021.

The Phase 1 consultations laid the foundation for the creation of the Phase 2 Official Plan Review Discussion Papers and Land Needs Assessment report received by Council on September 21, 2021. These documents were developed based on the background research and public consultations undertaken for the project and informed the development of the Draft Updated Official Plan.

The Phase 2 Land Needs Assessment laid out the Towns planning justification for the inclusion of the Town's "whitebelt" lands within the Settlement Area boundary during the planning horizon of the Official Plan The inclusion of these lands bridge the gap between existing Settlement Areas and will allow for the Town and its infrastructure to be planned more comprehensively through to the 2051 planning horizon. Adding and incorporating all the "whitebelt" lands into the urban boundary also allowed for any necessary servicing and infrastructure to be planned and installed in a logical, efficient and cost-effective manner. This is beneficial as it better enables the reduction of the risk of incurring additional costs due to infrastructure that needs to be upsized or adjusted at significant cost when the "whitebelt" lands are ultimately added in the future.

The first draft of the Updated Official Plan was presented to Council on February 15, 2022. A virtual public open house was held on March 3, 2022, to review the draft Updated Official Plan. The draft Updated Official Plan built on the engagement pursued for the project and presented updates based on comments received through public engagements and presentations to Council. The second draft of the Town's Updated Official Plan was further considered following the release of the first draft. This second draft of the Updated Official Plan was subject to a public meeting on May 11, 2022. The Town's Updated Official Plan was finalized based on the comments received from the May 11, 2022, public meeting. The documents were then adopted and endorsed at the

June 21, 2022, Council meeting. Once adopted the Updated Official Plan was to the Region of York for approval.

The new Official Plan builds on the background work and consultation undertaken throughout the Official Plan Review project and focuses on promoting complete communities and responsible growth, supporting job creation, providing diverse and attainable housing, ensuring high quality community design, and promoting environmental sustainability and protection of the Town's agriculture and rural lands. There is appreciation for the need to grow sustainably while promoting complete communities, affordable housing, active transportation and environmental protection. There is also support for balancing residential and employment growth and providing more commercial opportunities including through the enhancement of our historic mainstreets with high quality urban design.

Ministry of Municipal Affairs and Housing - Planning Authority

York Region's upper-tier planning authority was removed July 1, 2024. Under Bill 185, the Cutting Red Tape to Build More Homes Act, 2024, released on April 10, 2024, York Region had its planning responsibilities removed. In short, this means the Region is no longer an approval authority for land-use matters, such as official plans, subdivisions, and zoning by-law amendments, shifting this responsibility to local municipalities, and to the Minister of Municipal Affairs and Housing with respect to approval of an Official Plan.

On August 20, 2024, the Province of Ontario released the new Provincial Planning Statement ("2024 PPS"). The 2024 PPS came into on October 20, 2024. The 2024 PPS replaced both the Provincial Policy Statement, 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, and consolidated elements of both into a single land use policy document.

As a result of these 2024 Planning events, the Ministry directed Town staff to further update the East Gwillimbury Official Plan to ensure consistency with the 2024 PPS, and to engage in additional public and Indigenous consultation on any resulting revisions.

In 2023, Council endorsed the commencement of the Complete Communities Secondary Plan. The secondary plan encompassed an area of approximately 1,200 hectares (2,965 acres) and included 6 Community Design Plan (CDP) Areas (Green Earth Village CDP, Holland Landing East CDP, Sharon Heights CDP, Yonge Corridor CDP, Walnut Farms CDP and Sharon East CDP). These lands represent the majority of the "whitebelt" lands identified through an earlier Land Needs Assessment included within the Town's Settlement Area boundary.

The Complete Communities Secondary Plan was merged with the Town's Draft Official Plan in late 2025 and communicated to the public during the Phase 3 Public Information Sessions held on October 16, 2025, and to Council on October 7, 2025. Following

which the Town of East Gwillimbury submitted its Draft Official Plan to the Province for review, in accordance with the requirements of the *Planning Act 17(17.1).*

Following submission to the Ministry, Public Information Sessions for the combined Complete Communities Secondary Plan and Official Plan Review were hosted on Tuesday, February 17, 2026, as well as a presentation to Council during a Special Meeting of Municipal Council on February 18, 2026.

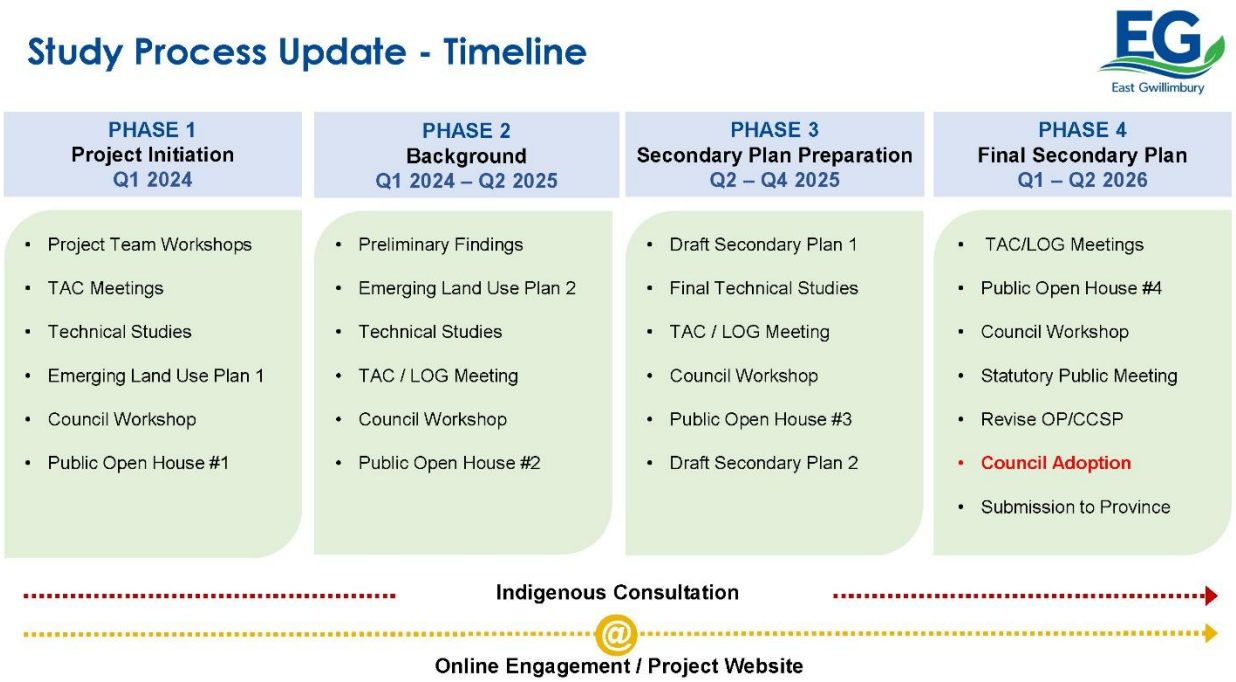
Analysis

Complete Communities Secondary Plan (CCSP) Update

The East Gwillimbury CCSP project consisted of four phases, each with goals, objectives, and deliverables. Public engagement occurred in each phase through Public Information Sessions and presentations to the Committee of the Whole Council to provide ample opportunities to receive and integrate feedback on the Secondary Plan.

The CCSP recognizes existing land uses and creates a framework to guide future planning and development within the CCSP area through the creation of land use designations. The planning policy framework will inform the preparation of future Community Design Plans for the six Community Design Plan Areas which make up the CCSP. The Secondary Plan clearly differentiates different types of housing and development are proposed within the Secondary Plan area, including commercial and employment areas, and identifies the conceptual location of parks, schools and community centres needed to fulfill the principles of a complete community.

At the conclusion of Phase 4 of the study, the CCSP merged with the new Official Plan. and staff presented the Preferred Land Use Plan to Council and the public. All parties contributed to the evolution of the Secondary Plan policies within the new Official Plan.



The following table provides an accessible text version of the timeline graphic above and contains the same information for accessibility purposes:

Study Process Update – Timeline

Phase	Timeline	Activities
Phase 1 – Project Initiation	Q1 2024	• Project Team Workshops • TAC Meetings • Technical Studies • Emerging Land Use Plan 1 • Council Workshop • Public Open House #1
Phase 2 – Background	Q1 2024 – Q2 2025	• Preliminary Findings • Emerging Land Use Plan 2 • Technical Studies • TAC / LOG Meeting • Council Workshop • Public Open House #2
Phase 3 – Secondary Plan Preparation	Q2 – Q4 2025	• Draft Secondary Plan 1 • Final Technical Studies • TAC / LOG Meeting • Council Workshop • Public Open House #3 • Draft Secondary Plan 2

Phase 4 – Secondary Plan Merged with Official Plan and Adopted	Q1 – Q2 2026	• TAC/LOG Meetings • Public Open House #4 • Council Workshop • Revise OP/CCSP • Statutory Public Meeting • Council Adoption • Submission to Province

Provincial Planning Statement, 2024

More recently, a new Provincial Planning Statement, 2024 (PPS, 2024) was released under section 3 of the *Planning Act* which requires that all decisions affecting planning matters shall be consistent with the minimum standards set in the Provincial Planning Statement. It came into effect October 20, 2024.

Ministry staff communicated direction to Town staff to take the necessary actions to refine the new Official Plan to be consistent with the PPS, 2024. In response, Town staff made the required amendments to the Official Plan.

The new Official Plan has been reviewed and modified to ensure consistency with the new Provincial Planning Statement, 2024. Attachment 8 is a matrix that identifies the relevant elements of the Provincial Planning Statement and provides an assessment and the location within this Plan where each element was considered. Attachment 8 is intended to assist the Ministry in their review of this Plan for consistency.

The new Official Plan is consistent with the Provincial Planning Statement (PPS).

Maintain Settlement Area Boundaries

In the Town's existing Official Plan, there are substantial lands within the Greenbelt Settlement Area, that are not designated. These lands have typically been referred to as "whitebelt lands". On December 3, 2019, Council directed that 100% of East Gwillimbury's "whitebelt lands" be included within the existing Settlement Area identified for future urban growth.

In the Council adopted 2022 Official Plan the majority of the former "whitebelt lands" were identified as the Complete Communities Plan Area. However, four areas remained within the Settlement Area Boundary and were identified as either Future Employment District or Future Community Area. These identifiers recognized the potential of these lands to accommodate future urban development, in recognition of their existing status as lands within the Settlement Area Boundary.

In their comments on the Council adopted 2022 Official Plan, York Region reduced the Settlement Area Boundary, removing the 4 "whitebelt" areas from the Settlement Area

Boundary. The Town does not agree with the Region's approach to remove lands from the Town's longstanding Settlement Area Boundary.

Consequently, Town staff recommended the inclusion of the Greenbelt Settlement Area Boundary and to recognize "whitebelt" areas as Future Employment District and Future Community Area, as identified on Schedule 2 to the new Official Plan. The rationale for this request is premised on:

- These lands do not represent a Settlement Area Boundary Expansion and are therefore not subject to Section 2.3.2 of the Provincial Planning Statement. It is noted that the Provincial Planning Statement does not provide a planning framework for the consideration of Settlement Area Boundary Reductions;
- The Greenbelt Settlement Area Boundary as it is identified in the 2010 Official Plan established the expectation that these lands will be developed for urban development in the future. These expectations have been in place for some time.
- With respect to the Future Employment Districts identified, Section 2.1.3 of the Provincial Planning Statement does not constrain the designation of lands for employment generating land uses on the basis of the planning horizon identified in the Draft Official Plan dated November 21, 2025. Staff recommend that it is in the interest of the Town of East Gwillimbury to have a substantial supply of lands available for employment generating lands uses within the Greenbelt Settlement Area Boundary, particularly where they are strategically located in proximity to the future Bradford By-pass and Highway 404.

Provincial Review

The *Planning Act*, R.S.O. 1990, c. P.13, required the Town to submit a draft of the East Gwillimbury Official Plan to the Ministry of Municipal Affairs and Housing at least 90 days before the municipality gave notice of the statutory public meeting under subsection (17), as the Minister is the approval authority of the Official Plan. The new Official Plan conforms with provincial plans or does not conflict with them, has regard to the matters of provincial interest listed in section 2, and is consistent with policy statements issued under subsection 3 (1).

Update to the Parkland Dedication By-law

Section 42 of the *Planning Act* empowers the Town to establish a Parkland Dedication By-law for the purposes of securing public parkland through the development approval process. There have been substantial changes to Section 42 as a result of changes to the Planning Act including changes to the rates the Town may utilize to achieve the quantum of land (or cash-in-lieu of land) as well as a pending permission for the Town to accept and credit alternative ownership/management protocols including fee simple parkland, strata parkland and privately owned public spaces (POPS).

In terms of the permitted maximum rates to secure parkland, Section 42 establishes "typical rates" and, specifically for residential forms of development, "alternative rates". In order to apply an alternative rate, the Town is required under the legislation to prepare a "Parks Plan" to justify the use of the "alternative rates". Parkland Dedication By-laws were previously approved under the *Municipal Act* and were not subject to appeal. Parkland Dedication By-laws are now approved under the *Planning Act*, and are subject to both consultation requirements, and appeal.

To ensure the Town's vision of a community with ample parkland, it is imperative that the Town undertake the preparation of a Parks Plan to justify the use of the "alternative rate" in consideration of the planning context provided for in the Official Plan, particularly with regard to high density uses. A Parks Plan will further support the recent work carried out under the Complete Communities Secondary Planning process. Adopting an approach with "alternative rates" is a critical tool for the Town to utilize in implementing the Official Plan policy framework to reflect the most up-to-date opportunities for parkland dedication from the *Planning Act*, in particular with higher density development applications.

Public Comments

The Official Plan and Complete Communities Secondary Plan garnered significant interest. Numerous questions, concerns and suggestions have been received and responded to either prior to the preparation of this report or thru policy and mapping changes which are reflected in the June 2026 version of the new Official Plan. The comments are variable and staff have addressed many of the comments without loosing the vision established by Council when it first adopted the Official Plan in 2022.

Since the commencement of the Official Plan Review project in August 2020, dozens of engagement events have been held including public workshops, sessions Council, Council presentations, public open houses, interest group consultations, and a statutory public meeting. Internal departments as well as external agencies including York Region, York Region school boards, and the Lake Simcoe Region Conservation Authority (LSRCA) have been engaged and provided comments, and the project has a dedicated and regularly updated project website as well as an interested parties mailing list to keep parties apprised of all updates related to the new Official Plan Review. Staff have been able to engage on the Official Plan Review through a variety of mediums, both in-person and virtually, and comments received have been incorporated, where appropriate, into the final version of the new Official Plan. Detailed responses to all interest-holder group consultations can be found in Appendices 3-7.

Staff have categorized the comments under five interest-holder groups to enable Council to understand the comments as many of them are similar. The groups may be categorized as follows:

- Members of the public

- Williams Treaties First Nations
- Provincial Ministries
- The Technical Advisory Committee (TAC)
- The Landowners Group (LOG)

Many of the comments have been addressed through modifications to the Official Plan presented to Council thru this report. The "test" for the review of the various suggestions for changes is based on protecting the "public interest" as expressed through:

- Conformity or consistency with Provincial legislation and policy.
- The best interests of the Town.
- The competing objectives and desires of all of the various interest-holders and Indigenous treaty rights holder groups.

Public Consultation

Four additional public open houses and one statutory public meeting was held since the 2022 adoption of the new Official Plan. The following are the key areas of commentary:

- **The ongoing protection of the Town's Greenlands, Agricultural Lands and the Natural Heritage System** – The recommended version of the new Official Plan maintains the greenlands system within the Town. The majority of new urban development continues to be focused within the Central Growth Area and Mount Albert. The former "whitebelt" lands are realizing the well-established intention that they accommodate urban forms of development in the long-term.
- **Conservation of Cultural Heritage** – The policy regime within the recommended version of the new Official Plan comprehensively addresses cultural heritage conservation. The archaeological resources policies have been enhanced in response to comments from the Province and the Indigenous communities. Cultural heritage is to be conserved through the applicable requirements of the Province, including the *Heritage Act*. See Section 3.4.3.
- **Compatibility between new development and existing development and existing historic communities** – In response to commentary, the policies in the recommended version of the new Official Plan have been substantially enhanced. All development is subject to the application of the policies within Section 3.4.4.3.
- **Financial impacts – who pays for development** - With respect to the Complete Communities Plan, a Financial Impact Study was conducted. Fundamentally, growth pays for growth. The Financial Impact Study articulates the role of Development Charges, Community Benefit Charges and Parkland Dedication to offset capital costs and the growing tax base that will be in place to offset ongoing operating costs.
- **Provision of housing choices, including affordable housing** - The recommended Official Plan includes a fulsome policy framework aimed at the

provision of a full range and mix of housing types throughout the Town, and specifically is directed towards the Green Lane Corridor and Complete Communities Plan Areas. The implementation of minimum densities as well as the establishment of land use designations that require higher density forms of housing will ensure a range and mix of housing types. Policies related to affordable housing are included in Section 3.2.3.2 and are focused on incentivizing affordability, keeping in mind the lack of legislative land use planning tools to compel affordable housing under the *Planning Act*.

Indigenous Consultation

The seven Williams Treaties First Nations were engaged to participate in the Indigenous Consultation process to provide feedback on the Official Plan revisions and the Complete Communities Secondary Plan. Three Williams Treaties First Nations participated in providing feedback throughout the study process. They have provided comments and policy modifications for the Town's consideration. Their comments included a focus on the following:

- **Ensuring an ongoing commitment to Indigenous Consultation** – Policies have been added to the Official Plan, as well as to the Terms of Reference for Community Design Plans that establish requirements for Indigenous Consultation that are in addition to traditional public consultation processes.
- **Requirements for protection of the natural environment** – The policy framework and process for establishing the Natural Heritage System and its protection were discussed. Any changes to the Natural Heritage System will require additional scientific work and will be subject to ongoing Indigenous Consultation.

Requirements for the conservation of archaeological resources - The policy framework and process for establishing the study and conservation of these resources were discussed and the frameworks was modified to strengthen the requirements based on wording provided by the Province. Future Archaeological Studies will include Indigenous Consultation.

Technical Advisory Committee (TAC) Consultation

Four TAC meetings were held to present and discuss the Plan as modifications evolved. Among a number of issues raised have been considered and addressed as follows:

- **School Boards** – The School Boards are generally satisfied with the number of schools and their proposed locations within the Complete Communities Plan Area. The policy framework is flexible and will accommodate changes as necessitated by detailed planning.

- **Conservation Authority** - Comments from the Conservation Authority have been incorporated related to floodplain management and hydraulic modelling policies, and consultation.
- **York Region** - York Region policy suggestions focused on transportation, infrastructure, affordable housing, healthy communities and source water protection. The majority of the comments were minor and refinements to the recommended policies. Modifications to the Official Plan were made in response to these comments as appropriate.

Landowner's Group (LOG) Consultation

The Landowner's Group represents the major landowners within the Complete Community Plan Area. Four LOG meetings were held to present and discuss the Plan as it was evolving and subsequent discussions took place on key policy areas Main topic areas include:

- **Policy framework for phasing** – Phasing has been a crucial consideration throughout the development of the Official Plan. The population is expected to more than triple up to a 2051 population of 128,600. There are areas for growth that have been planned for quite some time, and still have tremendous growth potential including Sharon, Queensville and Green Lane. There is also substantial growth potential within the Complete Communities Plan Area. Section 2.2.6 provides the Town the responsibility to manage the pace and location of growth and identifies and articulates an approach to phasing that is based on the planning tools available to the Town, including the allocation of service infrastructure capacity. This policy framework continues to rely upon the Town's Servicing Allocation Policy.
- **Requirements for a Community Design Plan** – Since the outset of the Complete Communities Secondary Plan process – now embedded within the Official Plan – it was understood the secondary plan would be general in nature, and identify a planning framework that would be supported by detailed Community Design Plans intended to inform Zoning and Draft Plan of Subdivision processes. The planning framework embedded within the recommended Official Plan reflects this level of detail and flexibility. This approach is considered appropriate to facilitate detailed comprehensive planning throughout the Complete Communities Plan Area and will enable the Town to respond to planning changes over the lifespan of the Official Plan. Requirements for Community Design Plans are included in Appendix A.
- **Requirements for mixed use buildings versus permissions for standalone buildings** – The draft of the new Official Plan required non-residential Gross Floor Area at-grade within all mixed-use residential proposals within the Commercial Mixed-Use designation. Further review and discussions of the

Town's Retail/Commercial Market Analysis have resulted in staff recommending revisions to encourage mixed use residential buildings and allow retail and service commercial uses to be part of comprehensive development proposals. Standalone residential buildings are now permitted within the Commercial Mixed-Use designation.

- **Concerns about the required amount of retail and service commercial floor area** – The provision of retail and service commercial floor space is considered a critical component of ensuring a complete community. The planning framework for the Complete Communities Plan Area is supported by a Retail/Commercial Market Analysis that established the range of Gross Floor Area required for each of the Community Design Plan Districts. Based on information and further analysis provided by the LOG, the amount of GFA for the Yonge Corridor Community Design Plan District has been reduced in recognition of ongoing development applications in proximity to the designation. Further, flexibility is incorporated into the planning framework given that the low end of the range of retail and service commercial GFA is the requirement, not an average, and not the high end of the range. There are no restrictions if more than the required amounts of GFA are proposed.
- **Concerns about the amount and locations for public parkland** – Public parkland is critical for all new residential neighbourhoods. Parks are identified symbolically within the Complete Communities Plan Areas The policies of Section 4.2.9 provide flexibility to adjust the locations of the parks through the Community Design Plan process. The amount of parkland is established at just below the maximum permitted for residential development in the Planning Act. It is expected that cash-in-lieu of parkland will not be accepted until the minimum is achieved. As noted in the policy framework, the Town will be exploring alternative parkland acquisition tools.
- **Concerns about planning process requirements for lands within the Future Urban Areas** – Commentary/concerns were received from some landowners with lands that are not within the Complete Communities Plan Area, about the requirements for an Official Plan Amendment and, potentially a Community Design Plan, in order to facilitate urban development. As noted, these lands have been identified as the location for urban development in the long-term. In response to commentary from the Province, there is a concern that their inclusion within the Settlement Area Boundary has not been justified. The Town is working with landowners to ensure that the historic expectation for urban development can be accommodated within the recommended Official Plan. Notwithstanding that concern, Town staff recommend that comprehensive planning be carried out for these lands in the form of future official plan amendments. It is not appropriate to consider future development on these lands in isolation from their context, and

subject to technical studies that will be required to support future development proposals.

Next Steps

Following submission to the Ministry, Public Information Sessions for the combined Complete Communities Secondary Plan and Official Plan Review were hosted on Tuesday, February 17, 2026, and presented to Council during a Special Meeting of Municipal Council on February 18, 2026. Residents and all other interested parties have had opportunities to provide feedback on these policy documents. Notice was provided within the February publication of the EG Bulletin Magazine, as well as online on the EG website through Town Talk.

On March 24, 2026 the Town held a statutory public meeting for the Official Plan has now returned to Council with a recommendation report for adoption of the new Official Plan (Q2 2026). Staff have also received, considered, and provided commentary on submissions on the Official Plan received to date. Following adoption of the new Official Plan, staff will forward the adopted new Official Plan to the Approval Authority for final approval.

As part of adopting the Town's new Official Plan, the existing Official Plan (2010) must be repealed and replaced through the attached adoption by-law (Appendix 9). Specific clauses have been developed in the adopting by-law to ensure that the repeal of the existing Official Plan shall not come into effect until the Updated Official Plan (as may be modified) is approved by the Province and comes into effect. This ensures no lapse in policy protection during the period of adopting the new Official Plan and having the Province issue its decision on the Official Plan by the Province.

Financial Implications

The reserved project budget allocated for the Official Plan Review was $600,000, funded through development charges and Community Capital Contributions. The project remains on track with this allocated budget.

The new Official Plan includes policies to ensure growth occurs in a financially responsible manner and that growth pays for growth. Development of the secondary plan lands included within the new Official Plan will generate development charge revenue and property tax revenue once development on the lands moves forward.

The new Official Plan and growth forecasts are also key to informing the Town's long term infrastructure planning and needs. Furthermore, the new Official Plan will inform the development of the Town's Master Plans, which will include costing details for growth related infrastructure projects.

Within this recommendation report, staff are also seeking to award a contract to Montieth Brown in an amount not to exceed $50,000, excluding taxes for a Parks Study. The award of contract is to be provided under the Procurement By-law #2026-21 in accordance with Section 10 of the By-law and is to be funded through development charges.

Need For Public Consultation

Official Plan Review

Once adopted, the Official Plan will be posted on the Town's website, and a comprehensive communications campaign will be developed. The following list provides the public consultations for the Official Plan and Complete Communities Secondary Plan that have been undertaken to date**.**

Official Plan Review and Land Needs Assessment Award of Contract and Proposed Amendment 1 to the Growth Plan and Updated Land Needs Assessment Methodology
• Council – July 28, 2020

Growth Management OP Review and Land Needs Assessment Update
• Council – March 23, 2021

Official Plan Review Discussion Papers and Land Needs Assessment Report
• Council – September 21, 2021

November 2, 2021 Planning for Growth to 2051 Presentation and Report - 70% "whitebelt" Included as Urban Area by Regional Council
• Council – November 2, 2021

Online Community Workshops for the Official Plan Review
Growth Management – June 2, 2021
Complete Communities and Housing – June 2, 2021
Sustainability and Climate Change – June 3, 2021
Agriculture and Rural Lands – June 3, 2021

Town of East Gwillimbury Draft #1 Updated Official Plan with Schedules
• Council – February 15, 2022

Town of East Gwillimbury Draft #2 Updated Official Plan with Schedules
• Council – May 11, 2022

Adopted Official Plan and Schedules
• Council – June 21, 2022

OP Consultation & Adoption (Q4 2025 – Q2 2026)
• MMAH 90 Day Review – November 21, 2025
Statutory Public Meeting - March 24, 2026
• Public Meeting Recommendation Report
• Public Meeting Presentation

Complete Communities Secondary Plan

Phase 1 - Project Initiation – (Q1 2024)
• TAC Meeting
• Committee of the Whole Council – February 21, 2024
• Public Open House #1 – March 21, 2024

Phase 2 – Background (Q1 2024 – Q2 2025)
• TAC Meeting
• Committee of the Whole Council – December 17, 2024
• Committee of the Whole Council – May 6, 2025
• Public Open House #2 – June 10, 2025

Phase 3 – Draft CCSP Preparation (Q2 – Q4 2025)
• TAC Meeting
• Committee of the Whole Council – October 7, 2025
• Public Open House #3 – October 16, 2025

Phase 4 - Final CCSP (Q1 2026 - Q2 2026)
• TAC Meeting
• Special Meeting of Municipal Council – February 18, 2026
• Public Open House #4 – February 17, 2026

Alignment to Strategic Plan

Responsible Growth

The recommendations of this report align with the strategic priority of responsible growth by ensuring responsible and balanced growth management.

Build Complete Communities

The Complete Communities Secondary Plan envisions communities that support the ability for residents to connect to amenities, services, employment, and each other.

Conclusion

Planning staff recommend that Committee of the Whole Council adopt the recommended new Town of East Gwillimbury Official Plan (June 2026), as included in Attachment 1 and 2 to this report, and direct staff to forward the adopted new Town of East Gwillimbury Official Plan (June 2026), to the Approval Authority for final approval. To support the Official Plan parkland ambitions, staff have also recommended funding to perform a Parks Study to support an update to Parkland Dedication By-law #2002-129, to be funded through development charges.

Appendices

Appendix 1 – Official Plan
Appendix 2 – Official Plan Schedules
Appendix 3 - Public Consultation Matrix
Appendix 4 - Agency Consultation Matrix
Appendix 5 - Land Owners Group Consultation Matrix
Appendix 6 - Indigenous Consultation Matrix
Appendix 7 - Town of East Gwillimbury Urban Design Manual (November 2025)
Appendix 8 – East Gwillimbury Official Plan and PPS (2024) Consistency Review
Appendix 9 – New Official Plan Adoption By-law

Approval

Report Author:

Jack Krubnik, MCIP, RPP, CSLA, OALA, PLE
Director of Planning Policy & Growth Management
Development Services, Planning Branch

This report was reviewed and recommended by:

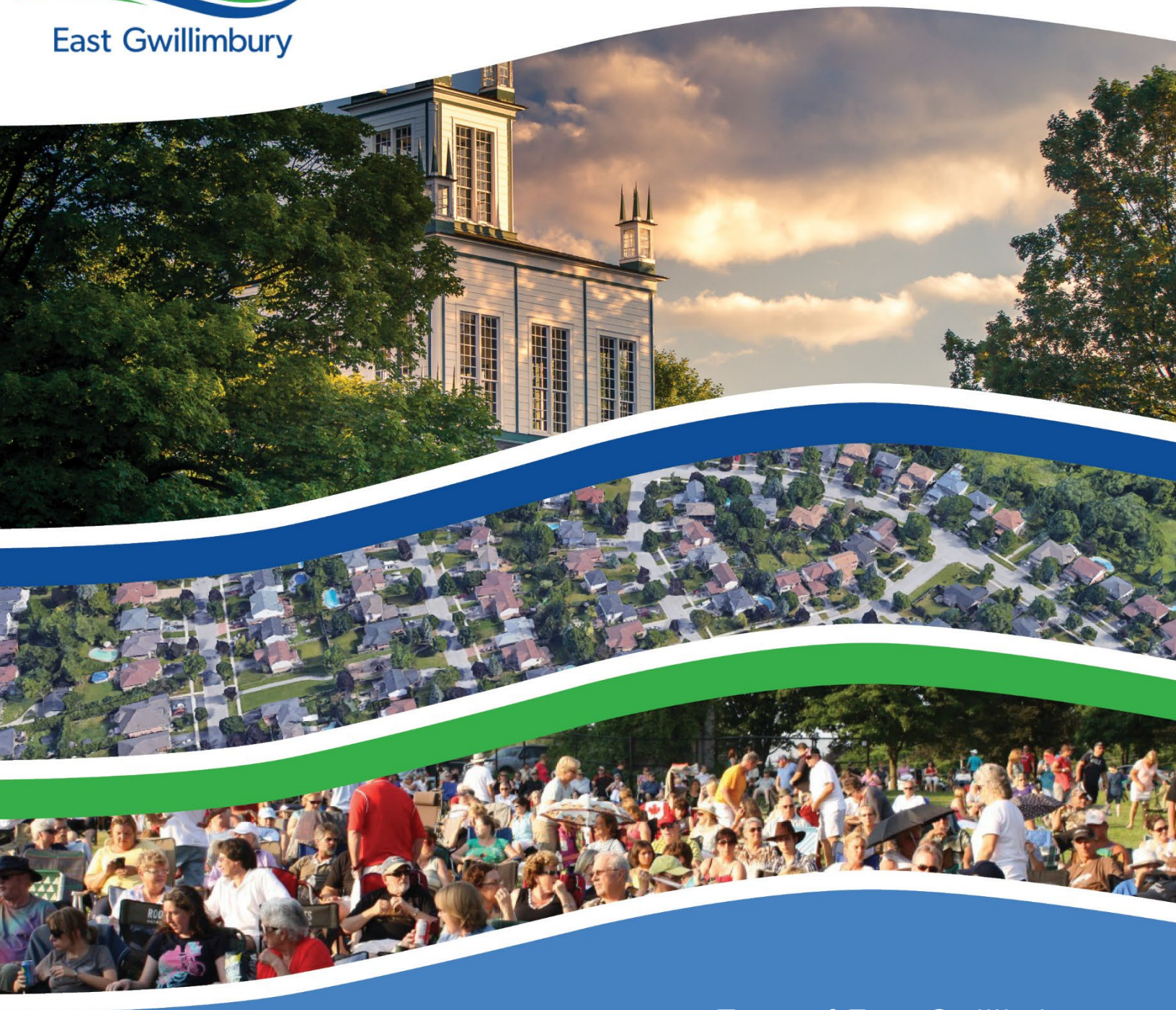
Kerri Voumvakis
General Manager
Development Services

This report was approved by:

Mark Valcic
Chief Administrative Officer

Appendix 1 - Official Plan

East Gwillimbury



Town of East Gwillimbury

OFFICIAL PLAN

June 2026

East Gwillimbury

Town of East Gwillimbury

OFFICIAL PLAN

June 2026

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Land Acknowledgment

The Town of East Gwillimbury recognizes and acknowledges the lands originally used and occupied by the First Peoples of the Williams Treaties First Nations and other Indigenous Peoples, and on behalf of the Mayor and Council, we would like to thank them for sharing this land.

We would also like to acknowledge the Chippewas of Georgina Island First Nation as East Gwillimbury's closest First Nation community and recognize the unique relationship the Chippewas have with the lands and waters of this territory. They are the water protectors and environmental stewards of these lands, and we join them in these responsibilities.

Land Acknowledgement Reflection

We acknowledge that the Town of East Gwillimbury is located on lands that are covered by the Williams Treaties. The Williams Treaties First Nations include the Mississaugas of Alderville, Curve Lake, Hiawatha, and Scugog Island, and the Chippewas of Beausoleil, Rama, and our closest neighbour, Georgina Island First Nation. We recognize them as Rights Holders.

1.0 INTRODUCTION, VISION + GUIDING PRINCIPLES

1.1 Introduction

1.1.1 Land Use Planning in Ontario

A Policy-Led System

a) Land use planning in Ontario is carried out on the basis of a policy-led framework that includes specific roles for the Province, York Region and the Town of East Gwillimbury. The policy-led system is highly integrated and hierarchical. It is established through Provincial legislation, policies and guidelines that are to be implemented by the Town. The East Gwillimbury Official Plan (this Plan) is to conform with, or be consistent with, or have regard for Provincial legislation, policies, plans and guidelines.

b) In terms of land use planning within the Town itself, decisions about future development will need to integrate environmental, social and economic perspectives. Further, all planning decisions within the Town, including the preparation and implementation of all of the various planning tools empowered by the *Planning Act*, are to conform with this Plan, as well as to conform with, or be consistent with, or have regard for Provincial legislation, policies, plans and guidelines.

The Planning Act

c) The *Planning Act* is the overarching legislation for planning in Ontario. The primary purposes of the *Planning Act* include to:

   i. Promote sustainable economic development in a healthy natural environment within the policy and by the means provided under this Act;

   ii. Provide for a land use planning system led by Provincial policy;

   iii. Integrate matters of provincial interest in Provincial and municipal planning decisions;

   iv. Provide for planning processes that are fair by making them open, accessible, timely and efficient;

   v. Encourage co-operation and co-ordination among various interests; and

   vi. Recognize the decision-making authority and accountability of municipal councils in planning.

The Provincial Interest in Land Use Planning

d) Section 2 of the *Planning Act* includes a list of matters of Provincial Interest that form the basic framework for all planning decisions. The list is broad and generally inclusive and this Plan has had appropriate regard for all of the listed matters of Provincial Interest. All future land use planning and development decisions of the Town shall have regard for the identified matters of Provincial Interest.

Other Provincial Legislation relevant to East Gwillimbury

e) In addition to the *Planning Act*, the Province has enacted, through their legislative processes, a number of Acts that have a specific influence on land use planning processes throughout Ontario and within the Town. Some key legislation having a direct impact on planning in East Gwillimbury include:

   i. *The Ontario Heritage Act*;

   ii. The *Municipal Act*;

iii. *The Development Charges Act*;

iv. *The Oak Ridges Moraine Act*;

v. *The Greenbelt Act*; and

vi. *The Lake Simcoe Protection Act*.

The Provincial Planning Statement

f) The *Planning Act* also requires the decisions of the Town conform with Provincial Plans and be consistent with Policy Statements issued under the *Planning Act*. Of key importance is the Provincial Planning Statement. The Provincial Planning Statement is applicable throughout the entirety of East Gwillimbury. It is a requirement of the Provincial Planning Statement that this Plan identify Provincial Interests and set out appropriate land use designations and provide clear, reasonable and attainable policies to protect Provincial Interests and facilitate development in suitable areas. The policies of the Provincial Planning Statement continue to apply to all of the Town's planning decisions, even after the approval of this Plan.

1.1.2 This Plan

A Provincially-Mandated Official Plan

a) The *Planning Act* provides the legislative authority for the Town to implement and utilize an array of planning tools, including the requirement for the Town to prepare and adopt an Official Plan and submit it to the Province for approval.

A Comprehensive Land Use Planning Document

b) This Plan applies to all lands within the municipal boundary of the Town of East Gwillimbury. This Plan is:

i. The Town's primary tool for implementing long-range Provincial and Town-wide planning and development initiatives to the year 2051; and

ii. A dynamic document that is designed to be flexible in responding to changes in regulations, circumstances and priorities over time.

c) The detailed policies of this Plan build upon the community's vision for the future and a number of supportive guiding principles. The vision, principles and polices are inextricably linked to provide the Town with a comprehensive framework within which to guide decision making about future growth, and to manage change in a way that ensures East Gwillimbury's reputation as a successful and desirable place to live and work and to invest in.

d) This Plan is about making strategic choices and shaping East Gwillimbury's collective future. This Plan:

i. Sets out the vision, guiding principles and policies for where and how East Gwillimbury will grow;

ii. Is about getting the fundamentals right. Building a successful community means making sustainable choices about how growth will be accommodated;

iii. Provides direction and guidance on the management of the Town's distinct communities, commercial mixed-use and employment areas.

iv. Provides the appropriate policies to protect the Natural Heritage and Agricultural Systems, and the tools to ensure that cultural heritage resources are appropriately conserved;

v. Establishes the key link between planning and approving new development with the provision of service infrastructure and public service facilities, including community facilities;

vi. Provides a strategy for phasing and the assignment of service infrastructure capacity over time; and

vii. Positively responds to the matters of Provincial interest identified in the *Planning Act* and implements various pieces of Provincial legislation, plans, policy statements and guidelines.

How to Read this Plan

e) This Plan is to be read and interpreted as a fully integrated and comprehensive whole. In all circumstances, all the relevant policies of this Plan must be considered together to guide its interpretation and determine conformity. Individual policies should not be read or interpreted in isolation from other relevant policies, including the applicable policies of the Oak Ridges Moraine Conservation Plan, the Greenbelt Plan and the Lake Simcoe Protection Plan.

f) Decision making by the Town will be based on conformity with all the relevant policies of this Plan and decisions about future development will need to integrate environmental, social and economic perspectives so that today's needs can be met, without compromising the ability of future generations to meet their needs.

Statutory Elements of this Plan

g) The Vision Statement, Guiding Principles, the associated policy framework, tables, figures and the associated Schedules constitute the statutory elements of this Plan.

Non-Statutory Elements of this Plan

h) This Plan also includes **APPENDIX A - Community Design Plan Terms of Reference**, which constitutes a non-statutory element of this Plan, and is provided for clarification purposes only.

i) This Plan also contains images, icons and explanatory sidenotes intended to provide additional context and help to readers as to the intent or source of the policy in question. These contextual images, icons and explanatory sidenotes are meant for illustrative and supportive purposes only. They are non-statutory and are not an operative part of this Plan.

Supported by Master Plans, Strategies, Studies, Guidelines, Engineering Standards and By-Laws

j) This Plan is supported by the Urban Design Manual and a host of other Town adopted master plans, strategies, studies, guidelines, standards and By-laws that provide both support for the policy framework and more detailed direction for consideration throughout the ongoing planning approval processes.

Indigenous Rights

k) Nothing in this Official Plan shall be interpreted or applied so as to abrogate or derogate from the Aboriginal and Treaty Rights of Indigenous Peoples recognized and affirmed by Section 35 of the Constitution Act, 1982.

1.2 Envisioning Our Town: 2051

a) This Plan promotes a long-term vision for the Town, articulating what East Gwillimbury aspires to become, and forming the basis for the Guiding Principles and policy frameworks articulated in this Plan:

East Gwillimbury will evolve as a balanced, sustainable, and complete community, with a mix of housing options to meet the needs of a diverse population and a range of employment opportunities, public service facilities/community facilities and commercial uses supported by appropriate municipal infrastructure and a well-connected multimodal transportation network. The Town's unique villages will be supported as they grow and diversify with new compatible development and a mix of uses, while character giving natural areas and farmland are protected for the long-term. East Gwillimbury will continue to support and celebrate a high quality of life for current and future residents and ensure that health, safety, equity, prosperity and resilience are prioritized.

1.3 Guiding Principles

a) The vision for the Town is supported by, and the policies of this Plan build upon the following Guiding Principles:

Principle 1: To ensure that the growth and evolution of the Town prioritizes the protection and enhancement of the natural heritage system and its ecological functions, including appropriate protection for those lands included in the Greenbelt Plan, the Oak Ridges Moraine Plan and the Lake Simcoe Protection Plan.

Principle 2: To foster a vibrant agricultural and rural community through support for farming and appropriate agricultural-related and on-farm diversified uses and to protect, maintain and enhance the rural character and function of lands outside of the defined Settlement Areas.

Principle 3: To ensure that new development contributes to the creation of complete communities, including a diverse mix of uses that facilitate easy access daily needs, a multi-modal transportation stem, live-work and local employment opportunities, providing opportunities for people of all ages, abilities and incomes.

Principle 4: To encourage and support the creation of a full range and mix of housing options to meet the needs of a growing and diversifying population, including a mix of densities, unit types and tenures, as well as affordable housing options.

Principle 5: To promote fiscal responsibility, by ensuring that the required capital and operating expenditures to provide services for growth and development are funded in an equitable and sustainable manner and that supports logical development patterns, the creation of complete and successful communities and the achievement of the Town's intensification and density targets.

Principle 6: To create cohesive, vibrant, and connected urban communities through the promotion of successful, mixed-use historic main streets, attention to urban design and architectural excellence and the protection of the Town's cultural heritage.

Principle 7: To promote the creation of resilient and environmentally sustainable communities that recognize and respond to the impacts of climate change, including the promotion of green building technologies, green infrastructure, compact development, and a multi-modal transportation system with a commitment to transit and active transportation.

Principle 8: To provide opportunities for economic development, including support for new and existing economic generators, protection of employment areas, goods movement

networks, the provision of appropriate service infrastructure and the creation of strong and attractive commercial main streets.

2.0 GROWTH MANAGEMENT

2.1 Population and Employment Forecasts

2.1.1 Residential and Employment Growth

a) The planning horizon for this Plan is to the year 2051. Within that planning horizon, the Town has adopted a projection for residential growth to a population of 128,600 and a projection for employment growth to 44,300 jobs. **Table 1** identifies the planned population and employment growth projections to the year 2051.

Table 1 - Population and Employment Forecasts to 2051*

	2021	2031	2041	2051
Population	**35,700**	57,100	88,700	128,600
Employment	10,600	16,500	27,500	44,300

*The projections for population and employment growth identified on Table 1 are from the 2022 York Region Official Plan.

b) Residential growth is to be allocated within East Gwillimbury generally as follows:

i. Within the **Agricultural System** +/- 6,000 total population

ii. Within the **Settlement Areas:**

> The Mount Albert Greenbelt Settlement Area +/- 8,000 total population

> The Central Growth Area +/- 114,600 total population

c) It is recognized that the projections to 2051 established by the Region and adopted by the Town 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 respond positively to 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 and beyond;

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; and

v. To support and move forward with the identified capital plans for service infrastructure, public service facilities/community facilities and other infrastructure solutions/strategies.

2.1.2 Planning for Growth in an Urban Structure

a) **Schedule 1** identifies the urban structure of the Town of East Gwillimbury as it evolves over the planning horizon of this Plan. It identifies a number of key geographic components that help articulate where and how growth will occur, and that will consequently influence East Gwillimbury's success in achieving its stated vision for the future. **Schedule 1** identifies the following components within the Municipal Boundary of the Town:

i. **The Settlement Areas** - The Town has two areas that are delineated by Settlement Area Boundaries - The Greenbelt Settlement Area of Mount Albert and the larger Central Growth Area. The Settlement Areas also incorporate elements of the Town-wide Natural Heritage System. On **Schedule 1**, the Settlement Areas are further subdivided into:

> **The Built-Up Areas** – Within the Settlement Areas, Built-Up Areas are identified within both the Mount Albert Greenbelt Settlement Area and within the Central Growth Area. Within the Central Growth Area, the Built-Up Areas generally correspond to the components of Sharon, Holland Landing and Queensville that were developed historically, up to the year 2006. The purpose of identifying the Built-Up Areas within the Settlement Area Boundaries is to provide for the ongoing measurement of the Intensification Target;

> **The Designated Growth Areas** - Within the identified Settlement Areas, and particularly within the Central Growth Area, there are substantial land areas that incorporate development that has occurred since 2006, as well as significant vacant land areas that are expected to be developed for new, urban land uses and built forms. These lands are identified as Designated Growth Areas;

> **The Future Urban Areas** - Within the Central Growth Area there are lands that have historically been identified as lands having potential for urban development in the long-term. They are identified on **Schedule 1** as Future Urban Area;

ii. **The Agricultural System** - The Agricultural System incorporates the Town's rural and agricultural areas and the Town-wide Natural Heritage System. In addition, as identified on **Schedule 1A**, the lands within the Agricultural System are also influenced by Provincial planning policies, including:

> The Protected Countryside of the Greenbelt Plan;

> Lands within the Oak Ridges Moraine Protection Plan; and

> Lands within the Holland Marsh Specialty Crop Area/Wetland Complex Overlay.

All of the lands within the Agricultural System are specifically protected from urban development through the policies of this Plan and the various applicable and relevant policies of the Province; and

iii. **The Town-wide Natural Heritage System** - The Town-wide Natural Heritage System is located within both the Agricultural System and within the Settlement Areas. Lands identified as Natural Heritage System are articulated on **Schedule 5**, and those lands are intended to be protected from new urban forms of development. Importantly, the Town-wide Natural Heritage System shown on **Schedule 5** has been refined through Secondary Plans, as identified on **Schedule 3A** through **Schedule 3G-2** of this Plan.

b) **Schedule 2: Urban Structure** focuses on the identified Settlement Areas and differentiates lands within the Settlement Area Boundaries. Lands within the identified Settlement Areas, with the exception of the Town-wide Natural Heritage System, are the focus for new urban development within the Town, and are further subdivided as follows:

i. **The Strategic Growth Areas** - The Strategic Growth Areas are identified both within the Built-Up Areas and within the Designated Growth Areas. The Strategic Growth Areas, as identified on **Schedule 2**, are expected to incorporate higher intensity, mixed-use centres and corridors and include:

> Major Transit Station Areas;

> Major Local Centres;

> Regional Corridors;

> Local Corridors;

ii. **Community Areas** - Community Areas identified on **Schedule 2** are primarily residential in nature, but also include neighbourhood supporting uses such as public service facilities/community facilities, retail and service commercial uses, institutional uses and parks and open spaces. The Community Areas include:

> Lands that were developed prior to 2006, which are identified as within the Built-Up Areas on **Schedule 1**;

> Lands that have been developed since 2006 and up to the date of this Plan;

> Undeveloped lands that are subject to the land use designations and development policies of this Plan; and

iii. **Employment Districts** - Employment Districts are intended primarily for employment generating land uses including mixed commercial, office, business parks and industrial uses. The Employment Districts include lands that have been developed up to the date of this Plan and undeveloped lands that are subject to the land use designations and development policies of this Plan.

c) **Schedule 2** subdivides the Future Urban Area into:

i. Existing Estate Residential;

ii. Future Community Area; and

iii. Future Employment District.

These categories describe opportunities for urban development in the long-term. These areas are subject to more detailed and comprehensive planning policy frameworks that are articulated in this Plan.

2.2 Accommodating Projected Growth

a) Growth in East Gwillimbury will occur through a combination of intensification opportunities within the Built-Up Areas and new development on the undeveloped lands within the identified Designated Growth Areas, with a primary focus on new development within the Central Growth Area. These two development contexts, as identified on **Schedule 1,** have different policy frameworks to guide their planning, approval and development.

2.2.1 Intensification within the Built-Up Areas

a) The Town shall achieve an overall annual residential intensification target of a minimum of 25 percent of all new dwelling units to be developed within the Built-Up Areas identified on **Schedule 1.** Intensification initiatives will be distributed within the following categories:

i Intensification opportunities within the Strategic Growth Areas that are within the Built-Up Areas, as identified on **Schedule 2**, are to be the primary focus of the Town's intensification strategy;

ii. New residential development achieved through intensification within the Community Areas that are within the Built-Up Areas, as identified on **Schedule 2**, will be encouraged, where appropriate; and

iii. The intensification of the Town's existing Employment Districts within the Built-Up Areas, as identified on **Schedule 2**, will be encouraged, where appropriate.

b) Intensification initiatives within the Built-Up Areas identified on **Schedule 1** shall be considered and approved in accordance with the intensification hierarchy outlined in **Figure 1** and identified on **Schedule 2**.

Figure 1: Urban Development Hierarchy - Intensification

FIRST PRIORITY	**Major Local Centres, Regional Corridors + Local Corridors** that are within the Built-Up Areas identified on **Schedule 1**
SECOND PRIORITY	**Employment Districts** that are within the Built-Up Areas identified on **Schedule 1**
THIRD PRIORITY	**Community Areas** that are within the Built-Up Areas identified on **Schedule 1**

2.2.2 Development within the Designated Growth Areas

a) The Designated Growth Areas identified on **Schedule 1** are expected to accommodate significant growth over the 2051 horizon of this Plan as they develop as Community Areas (including the Strategic Growth Areas), Employment Districts and Future Urban Areas in accordance with the planning policy frameworks included in this Plan.

b) New development opportunities within the Designated Growth Areas shall be defined as follows:

i. **The Strategic Growth Areas** - The Strategic Growth Areas that are within the Designated Growth Areas are identified on **Schedule 2**. The identified Strategic Growth Areas include Major Local Centres and a number of defined Corridors. New development opportunities throughout the Town are to be primarily focused on development within these key Strategic Growth Areas. Further, the Strategic Growth Areas include two Major Transit Station Areas (MTSAs) as identified on **Schedule 2**, including the Green Lane Bus Rapid Transit MTSA and the East Gwillimbury GO Station MTSA.

The required minimum density target within both of these identified MTSAs is 160 people and jobs combined per hectare within the identified MTSA boundaries, in accordance with the applicable land use designations; and

ii. **The Community Areas and Employment Districts -** The Community Areas and Employment Districts that are within the Designated Growth Areas are identified on **Schedule 2**. These areas are subject to more detailed and comprehensive planning policy frameworks that are articulated in this Plan.

2.2.3 Development within the Land Use Plan Areas

a) **Schedule 3: Plan Areas/Community Design Plan Districts** identifies the boundaries of a number of Plan Areas that are subject to more detailed mapping that includes the distribution of land use designations, transportation system development and the distribution of parks and open spaces and public service facilities/community facilities. **Schedule 3** is subdivided into a number of more detailed Land Use Plans, as follows:

i. **Schedule 3A: Holland Landing Land Use Plan**;

ii. **Schedule 3B: Queensville Land Use Plan**;

iii. **Schedule 3C: Sharon Land Use Plan;**

iv. **Schedule 3D: Green Lane Corridor Land Use Plan**;

v. **Schedule 3E: Mount Albert Land Use Plan**;

vi. **Schedule 3F: Highway 404 Employment Corridor Land Use Plan**; and

vii. **Schedule 3G-1: Complete Communities Land Use Plan** and **Schedule 3G-2: Complete Communities Natural Heritage System.**

b) **Table 2** identifies the minimum gross density targets that shall be achieved in the long-term, subject to the relevant policies of this Plan:

Table 2: Plan Areas - Minimum Gross Density Targets

Schedule	Plan Area Name	Community Areas	General Employment	Other Employment
3A	Holland Landing	55 people + jobs/ha	25 jobs/ha	25 jobs/ha
3B	Queensville	55 people + jobs/ha	25 jobs/ha	50 jobs/ha
3C	Sharon	55 people + jobs/ha	n/a	n/a
3D	Green Lane Corridor	70 people + jobs/ha	n/a	n/a
3E	Mount Albert	55 people + jobs/ha	25 jobs/ha	n/a
3F	Highway 404 Employment Corridor	n/a	25 jobs/ha	55 jobs/ha
3G-1	Complete Communities	65 people + jobs/ha	25 jobs/ha	55 jobs/ha

c) Development applications within the existing Plan Areas of Holland Landing, Queensville, Sharon and Mount Albert that require ongoing *Planning Act* approvals, shall be re-examined to determine if 55 residents and jobs per hectare in the developable area can be achieved.

2.2.4 Development within Community Design Plan Districts

a) **Schedule 3** also identifies the boundaries of a number of Community Design Plan Districts that include targets for population and employment yields and minimum density targets, minimum public parkland targets, minimum retail and service commercial requirements and requirements for schools and public service facilities/community facilities. **Schedule 3** is subdivided into a number of more detailed Land Use Plans, as follows:

b) Community Design Plans shall be prepared for those lands identified as Community Design Plan Districts on **Schedule 3** to facilitate comprehensive planning. Community Design Plans shall be carried out in accordance with the relevant policies of this Plan and the Terms of Reference included as **APPENDIX A** to this Plan.

c) The Town may add additional Community Design Plan Districts by Amendment to this Plan, including for those lands identified as Future Urban Areas on **Schedule 1.**

d) Subject to Council approval, a Community Design Plan may not be required, where the subject lands are less than 20 ha and comprised of no more than two owners.

Additional Policies for the Green Lane Corridor Plan Area

e) The Green Lane Corridor Plan Area, as identified on **Schedule 3** requires the preparation of Community Design Plans to facilitate urban development. There are currently 2 Community Design Plan Districts identified on **Schedule 3,** however, the identified Community Design Plan Districts may be further subdivided, to the satisfaction of the Town. The Community Design Plans within the Green Lane Plan Area shall form the basis for the subsequent approval of Draft Plans of Subdivision/Condominium, Implementing Zoning By-laws and where required, Site Plan Approval.

Additional Policies for the Complete Communities Plan Area

f) The Complete Communities Plan Area, identified on **Schedule 3** has been subdivided into 6 Community Design Plan Districts. It is a policy of this Plan that within the Community Design Plan Districts identified on **Schedule 3**, Community Design Plans shall be prepared, and shall be adopted by the Town. Community Design Plans shall form the basis for the subsequent approval of Draft Plans of Subdivision/Condominium, Implementing Zoning By-laws and where required, Site Plan Approval. The required Community Design Plans shall identify the type, scale, distribution and location of required retail and service commercial Gross Floor Area, in accordance with the policies of this Plan.

g) Landowners within the Complete Communities Plan Area (as identified within the Complete Community Design Plan Districts on **Schedule 3**) shall form a cost-sharing landowners' group and enter into a cost-sharing agreement or agreements among themselves prior to the draft approval of any application under the *Planning Act*. Prior to the draft approval of any application under the *Planning Act*, the cost-sharing group's trustee(s) shall provide the Town with confirmation, in writing, that the owner of such lands is in good standing with the cost-sharing agreements.

h) The Development Yields and Gross Density Targets identified in **Table 3** are to be considered as minimums to be achieved and may be exceeded without an Amendment to this Plan, subject to:

   i. The more detailed results of the required Community Design Plan;

   ii. Confirmation that there is existing or planned capacity in all of the required service infrastructure systems, and

   iii. An appropriate commitment to the provision of adequate public service facilities/community facilities.

i) The following **Table 3** is a listing for the Community Design Plan Districts within the Complete Community Plan Area, including their anticipated development yields and required minimum gross density targets:

Table 3: Community Design Plan Districts - Development Yields/Minimum Density Targets

Community Design Plan (CDP) Districts	Population + Employment Yield	Gross Density Target
CDP District 1 - Sharon East	2,050 people + jobs	50 people + jobs/ha
CDP District 2 - Sharon Heights	20,500 people + jobs	65 people + jobs/ha
CDP District 3 - Walnut Farms	2,650 people + jobs	65 people +jobs/ha
CDP District 4 - Green Earth Villag	12,000 people + jobs	80 people + jobs/ha
CDP District 5 - Holland Landing East	3,900 people + jobs	70 people + jobs/ha
CDP District 6 - Yonge Corridor	9,400 people + jobs	65 people + jobs/ha
TOTAL	**50,500 people + jobs**	**65 people + jobs/ha**

Secondary and Elementary Schools

k) In collaboration with the School Boards, 1 Secondary School and 8 Elementary Schools are required and have been distributed throughout the Complete Communities Plan Area as identified symbolically on **Schedule 3G-1.**

Parkland Requirements

k) The aspirational objective of this Plan for parkland within the Complete Communities Plan Area is 1.9 hectares per 1,000 people, or, an estimated total of 85 to 90 hectares. Within that land area objective, it

is estimated that a full range of outdoor recreational facilities, including both active and passive opportunities, will be accommodated

l) The parkland dedication opportunity provided by the *Planning Act*, and in accordance with the Town's Parkland Dedication By-law, can be expected to deliver a minimum of between 36 and 40 hectares of parkland through the development approval process. That opportunity is to be considered the minimum required parkland to be delivered generally in accordance with the minimum requirements by Community Design Plan Districts in **Table 4**. Additional parkland, over and above the lands achieved through the parkland provisions of the *Planning Act* may be acquired by the Town through the other land acquisitions measures identified in this Plan.

Table 4: Community Design Plan Districts - Minimum Parkland Required

Community Design Plan (CDP) Districts	Gross Developable Land Area *	Minimum Parkland Requirement
CDP District 1 - Sharon East	45 ha	2 ha
CDP District 2 - Sharon Heights	300 ha	14 ha
CDP District 3 - Walnut Farms	44 ha	2 ha
CDP District 4 - Green Earth Villag	178 ha	8 ha
CDP District 5 - Holland Landing East	77 ha	3 ha
CDP District 6 - Yonge Corridor	151 ha	7 ha
TOTAL	795 ha	36 ha

*** Gross Developable Land Area is the Total Land Area less any lands that are within the Environmental Protection Designation, are the right-of-way of a Provincial Highway or Regional Arterial Road, or are a major utility or rail corridor.**

m) Locations for Potential Neighbourhood Parks are identified symbolically on **Schedule 3G-1.** The required Community Design Plans shall identify the location, size and configuration of required parks and open spaces, in accordance with the policies of this Plan.

Indoor Public Service Facilities/Community Facilities

n) In addition to the full range of required public service facilities/community facilities, this Plan identifies the need for a 3 Indoor Facilities sites that may include community centres, arenas and/or library facilities. These sites are identified symbolically within the Complete Communities Plan Area on **Schedule 3G-1.**

o) The required Community Design Plans shall identify the distribution and location of required Indoor Recreation Facilities and Libraries, in accordance with the policies of this Plan.

Retail and Service Commercial GFA Requirements

p) It is estimated that the Complete Community Plan Area should accommodate a total of between 74,650 to 105,000 square metres of Gross Floor Area for retail and service commercial uses of various scales and types.

q) The Community Design Plan Districts are required to accommodate retail and service commercial uses, generally in relation to their expected population and locational attributes, and in accordance with the estimated minimum Gross Floor Area targets identified in **Table 5**.

r) In addition to the minimum required Retail and Service Commercial Gross Floor Area assigned, it is anticipated that smaller scale, local serving retail and service commercial uses will also be accommodated within each Community Design Plan District. As such, local serving retail and service commercial uses

may be identified and accommodated within each Community Design Plan District through the Community Design Plan process, without the need for an Amendment to this Plan. The Gross Floor Area generated by local serving retail and service commercial development within a Community Design Plan District shall not be counted toward the required Gross Floor Area for that Community Design Plan District, as identified in Table 5.

Table 5: Community Design Plan Districts - Retail and Service Commercial Minimum GFA Requirements

Community Design Plan (CDP) Districts	Retail + Service Commercial Minimum GFA Target
CDP District 1 - Sharon East	-
CDP District 2 - Sharon Heights	23,250 m^2
CDP District 3 - Walnut Farms	4,750 m^2
CDP District 4 - Green Earth Villag	14,000 m^2
CDP District 5 - Holland Landing East	23,250 m^2
CDP District 6 - Yonge Corridor	9,400 m^2
TOTAL	**74,650 m^2**

2.2.5 Development within the Future Urban Areas

a) **Schedule 1** identifies a number of areas that are within the Settlement Area Boundary of the Central Growth Area and are specifically not included within the Protected Countryside of the Greenbelt Plan. **Schedule 2** further articulates the identified Future Urban Areas as Existing Estate Residential, Future Employment District or Future Community Area.

Existing Estate Residential

b) Lands identified as Existing Estate Residential on **Schedule 2** currently support large lot residential development supported by private service infrastructure. These lands shall be subject to the policies of the Estate Residential Designation of this Plan. To facilitate the future urban development of any/all of the land identified as Existing Estate Residential on **Schedule 2** an Amendment to this Plan is required, which shall be supported by appropriate technical studies and shall be carried out in accordance with the relevant policies of this Plan, and in conformity with any applicable Provincial plans, policies or guidelines.

Future Community Areas and Future Employment Districts

c) To facilitate the future urban development of any/all of the land identified as either Future Community Area or Future Employment District on **Schedule 2** an Amendment to this Plan is required, which shall be supported by appropriate technical studies and shall be carried out in accordance with the relevant policies of this Plan, and in conformity with any applicable Provincial plans, policies or guidelines. The required Official Plan Amendment shall identify the appropriate land use designations, service infrastructure requirements, including the road pattern, the provision of public service facilities and the system of public parks and open spaces.

Community Design Plans

d) As part of any Amendment(s) to this Plan relating to the development of lands identified as Future Urban Area on **Schedule 1**, the Town may require the preparation of a Community Design Plan(s) in accordance with the Terms of Reference included as **APPENDIX A** to this Plan. The Community Design Plan(s) may

inform subsequent applications for development including Draft Plans of Subdivision/Condominium, implementing Zoning and, where required, Site Plan Approval.

2.2.6 Development Phasing

a) Phasing of the development potential available within the Town is a crucial role of the Town to ensure a logical progression of growth that will be well managed over the planning horizon of this Plan. Phasing will be informed by the needs of the Town's residents and businesses, the then market conditions for various amounts, locations and forms of development, and any detailed staging policies approved by Council.

b) The approval of development applications under the Planning Act within the identified Settlement Areas shall be contingent upon, and explicitly linked to, the principle of municipal financial responsibility, as well as the availability of existing and planned service infrastructure and public service facilities.

c) A key factor for the Town to consider in phasing is the allocation of service infrastructure, including improvements to the Town's and Region's transportation facilities, water delivery and/or wastewater treatment systems that will be required to accommodate proposed development. To facilitate a transparent and equitable consideration of the allocation of service infrastructure, the Town shall evaluate development applications in consideration of any applicable Town service infrastructure allocation policies which may include the following factors:

   i. The need for, or the triggering of, capital works projects for improvements to infrastructure systems in coordination with planned growth.

   ii. The need for, and the time required to undertake and obtain any required Environmental Assessment Approvals for improvements to infrastructure systems in coordination with planned growth;

   iii. The need to ensure that financial and other requirements of the Town and Region are met to support sustainable growth, pursuant to applicable legislation are satisfied;

d) Where adequate service infrastructure capacity is planned but does not yet exist, the Town may not approve the application or may, in accordance with the provisions of the Planning Act, use the Holding (H) provisions in the Zoning By-law to regulate the timing of development. Where adequate service infrastructure capacity does not exist to support a proposed development, the Town will not be obligated to provide such service infrastructure in advance of development.

e) A second key factor in the phasing of development to be utilized by the Town is the consideration of ongoing required development approvals. In considering ongoing development approvals, including the adoption of Community Design Plans, as well as other development applications under the *Planning Act*, the Town shall make reference to the following criteria:

   i. Is the development proposal in conformity with all of the relevant policies of this Plan, including, where applicable:

      > Achievement of the required minimum gross density targets, and/or contribution to the overall annual residential intensification target;

      > Contribution towards affordable and attainable housing;

ii. Ensure satisfactory arrangements have been made with the Town, or other relevant agency, to ensure the early delivery of the required mix of land uses, the delivery of schools and parks and the ability to accommodate defined public service facilities and components of the active transportation network and transit facilities to support growth; and

iii. Are Regional water and wastewater services available to be extended to the lands and has adequate local water and wastewater servicing capacity has been confirmed by the Region.

f) Notwithstanding any other policies of this Plan, it shall remain the prerogative of the Town to retain its options to adopt any required Community Design Plan, or approve any development application under the *Planning Act* that positively responds to community needs, specifically the extent to which any proposed development facilitates the growth of the Town as a complete community in terms of the provision of major health care and/or post-secondary educational facilities, mobility choices including enhanced transit, a robust parks and open space system and a range and mix of housing types, including housing that is more affordable. Important to the Town's decision in this context is the commitment from the developer or agency to build in a timely manner, including a demonstrated readiness to develop based on applicable requirements for public service facilities, service infrastructure system capacity and associated planning approvals.

3.0 BUILDING A SUCCESSFUL COMMUNITY

3.1 A Successful Community

a) This Plan promotes East Gwillimbury as a Successful Community. Success will be measured through a host of elements that will continue to define the Town as a great place to live, to work and to invest in.

b) 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.

c) Being a Successful Community means making informed choices that take into consideration a number of interrelated principles and policies. Every decision has implications for infrastructure, for quality of life, for growth management, for economic development, for environmental protection, and for social cohesion. Decision making must be interdisciplinary, integrated, and strategic to ensure economic, cultural, environmental, and social rewards. Building a successful community requires a focus on becoming the following:

   i. **A Complete Community** with a focus on the provision of a mix of housing types, including housing that is more affordable, and with easy access to a full range of land uses that support a complete community;

   ii. **A Viable and Financially Responsible Community** with policies that promote ongoing economic development and a commitment to fiscal responsibility;

   iii. **A Beautiful and High Quality Community** that conserves cultural heritage and supports high quality design;

   iv. **A Healthy Community** that includes a commitment to active transportation and community development that supports healthy lifestyles, including access to healthy food; and

   v. **A Sustainable and Resilient Community** that considers social, financial, and environmental sustainability in all decision- making and promotes a response to a changing climate, that protects natural heritage features, and implements green building technologies.

3.2 A Complete Community

3.2.1 Objectives

a) A complete community meets people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, a full range of housing, including affordable housing, public services and community infrastructure including educational and recreational facilities and a robust open space system. Convenient access to options for Active Transportation are also crucial elements of a complete community. The objectives of this Plan are to:

   i. Accommodate a range and mix of housing types to allow for a range of choice and opportunity for residents to remain in the community for their entire lifecycle; and

   ii. Create a community that is walkable, with connected public gathering places, where opportunities for social interaction are increased, and where shopping and restaurants, parks and open spaces, employment opportunities, educational and cultural opportunities, retail and service commercial uses and public service facilities/community facilities can be provided within easy walking and cycling distances to people of all ages, backgrounds, and capabilities throughout the various stages

of their lives.

3.2.2 Structural Elements of a Complete Community

3.2.2.1 Key Structural Elements

a) The Key Structural Elements of the Town that assist in providing opportunities to achieve a Complete Community include:

i. The Strategic Growth Areas, by incorporating private and public developments that include an integrated mix of higher intensity 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 and multi-modal transportation system that connects, through roads, trails and transit, all of the elements of the Town's urban structure and maximizes the number of residents and businesses which are in proximity to active transportation, transit routes and existing and planned frequent transit corridors, shops and services and public service facilities/community 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.

3.2.2.2 The Strategic Growth Area -Centres and Corridors

a) 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.

b) Development within the Strategic Growth Areas shall be prioritized along the rapid transit and frequent transit corridors with the most intensive and widest range of uses directed to Major Transit Station Areas.

c) 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.

d) The identified urban structure of centres and corridors support the development of public service facilities/community facilities and institutional uses, office 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.

3.2.2.3 Public Service Facilities/Community Facilities

a) The Town shall ensure the development of an appropriate range of public service facilities/community facilities to meet the needs of residents and businesses to support a complete community. The Town will collaborate with service planning, funding and delivery sectors to facilitate the co-ordination and planning of community hubs and other public service facilities/community facilities. The Town will also include Williams Treaties First Nations in the co-ordination and planning of community hubs, particularly in light of identifying any community needs not currently being met (e.g., programming including Indigenous language courses and artist workshops.) The Town will consider:

i. Creative approaches to the development of facilities and delivery of services, with the Town participating in the co-design and co- delivery of services with other government agencies, the private sector and/or non- profit organizations;

ii. The co-location of public service facilities/community facilities, including higher intensity housing, in community hubs to promote cost-effectiveness and facilitate service integration;

iii. Prioritize the maintenance and adaptation of existing public service facilities/community facilities and spaces as community hubs to meet the needs of the community and optimize the long-term viability of public investments. Existing public service facilities/community facilities that are located in, or near Strategic Growth Areas and are easily accessible by active transportation and transit, should be the preferred location for community hubs; and

iv. That new public service facilities/community facilities shall be in proximity to where people live and work and have active transportation linkages to public transit including existing and planned frequent transit corridors.

b) The Town shall continue to collaborate with the appropriate education authorities, particularly through the Secondary Plan and/or Community Design Plan processes, in the planning of school facilities and the evaluation of existing educational facilities and services, to serve new and existing development.

3.2.2.4 Accessibility and Mobility

a) 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.

b) 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 Town's 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.

3.2.3 Providing Housing Opportunities

3.2.3.1 A Range and Mix of Housing Types

a) 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:

i. Maintain at all times the ability to accommodate 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. Maintain at all times where new development is to occur 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, with service infrastructure capacity available to support development.

b) Housing mix within the Community Areas identified on **Schedule 2** shall be regulated through the imposition of a minimum density target. Higher minimum density targets will be identified for the Strategic Growth Areas, also identified on **Schedule 2**.

c) The Town shall promote coordination among the municipality, senior levels of government, the development industry, community partners and other interest-holders to provide a mix and range of housing options suitable for all ages, household sizes and abilities including:

i. Affordable housing to address needs throughout the income spectrum, including attainable housing and assisted housing;

ii. All forms of additional needs housing;

iii. Cohousing, communal housing and life-lease housing and other innovative and non- traditional housing ownership models; and

iv. Purpose-built rental housing.

3.2.3.2 Promote Affordable Housing

a) It is an objective of the Town to encourage new residential development to provide opportunities for attainable and affordable housing. The Town shall promote the supply of new affordable housing in a variety of locations, dwelling types and tenures. The Town may require an applicant for new residential development to provide an appropriate amount of affordable housing through the Secondary Plan and/or Community Design Plan processes. The specific details of the methods used to provide affordable housing shall be articulated through the Secondary Plan and/or Community Design Plan processes.

b) The Town may become directly involved in the supply of affordable housing through land acquisitions, development partnerships, and potentially, financial incentives. Further, the following planning strategies may be considered by the Town in an effort to achieve affordable housing objectives:

i. Promote higher density housing forms with a range of unit sizes, primarily within the identified Major Transit Station Areas, Major Local Centres and along the identified Corridors where housing is more affordable due to reduce per unit land costs, and smaller units a less costly to build on a per square metre construction costs;

ii. Promote the development of Additional Residential Units within the Town's low density residential communities;

iii. Permit Additional Needs Housing wherever residential dwelling units are anticipated; and

iv. Encourage the inclusion of affordable housing units (both attainable and assisted) within subdivisions and larger scale developments.

c) The following strategies shall be considered by the Town, in partnership with York Region, in an effort to incentivize the provision of barrier-free and/or affordable housing in a timely manner:

i. Prioritize the use of Region-owned and Town-owned lands for affordable housing, and work with all levels of government to make surplus land available to providers of affordable housing at little, or no cost;

ii. Provide targeted relief from development, planning, permit and other fees normally charged for projects that provide affordable housing;

iii. Apply for government grants and/or subsidies, including land dedication, that will reduce overall development costs;

iv. Inform the development community of government grants available to encourage the creation of affordable housing;

v. Streamline the approvals process for projects that provide affordable housing;

vi. Reduce parking requirements and/or parkland dedication requirements for projects that provide affordable housing;

vii. Prioritize affordable housing projects for the allocation of service infrastructure capacity; and

viii. Identify affordable housing as a Community Benefit to qualify for potential financial incentives

provided under the Community Benefits By-law and/or carry out a Community Improvement Plan and provide financial incentive programs to qualifying projects.

3.2.3.3 Monitoring the Housing Market

a) The Town shall prepare, from time to time, a housing needs analysis that will be revised and updated, when appropriate, to monitor growth management strategies and maintain a current indicator of the Town's residential market and progress toward the achievement of the affordable housing targets. The Housing Monitoring Report shall include, at a minimum:

   i. The inventory of vacant and designated lands and lands with the potential for residential development throughout the Town;

   ii. Residential construction activity, including the type and tenure of housing being developed; and

   iii. The average price of housing by type and tenure - both existing and newly developed.

b) The Town shall review service infrastructure programs so that any constraint on the supply of serviced residential land can be identified and overcome well in advance of any capacity constraint.

3.3 A Viable and Financially Responsible Community

3.3.1 Objectives

a) Being a Viable and Financially Responsible Community is to actively support economic development initiatives that create a full range of employment opportunities and to ensure that development is efficient and cost-effective. Objectives are to:

   i. Attract long-term economic development opportunities by protecting for, and establishing, opportunities for businesses and commercial activities, as well as opportunities in education, health care and research and development sectors;

   ii. Support a diversified economic base and a flexible approach to economic development that helps the business sector adapt to changing trends and to seize new opportunities;

   iii. Optimize the use of existing service infrastructure capacity and investments and promote the coordinated, efficient and cost-effective delivery of housing options, service infrastructure and public service facilities/community facilities that are appropriate for the planned urban structure;

   iv. Ensure that new development is:

      > Self-funded and not a financial burden to the existing taxpayers of the Town;

      > Cost-effective and appropriate for the market place, including the flexibility to respond to, and encourage positive changes in the market place over time; and

      > Sustainable and financially viable over its life cycle.

3.3.2 Enhance the Economy

3.3.2.1 Economic Development Strategy

a) The Town will support its Economic Development Strategy in order to plan for a strong and healthy economy and anticipate changing economic trends.

3.3.2.2 Supporting Economic Development

a) The Town will continue to collaborate with, and support York Region and neighbouring municipalities in an effort to grow in a manner that provides a wide range of employment opportunities, supports a diverse economy, and contributes to East Gwillimbury's future prosperity while taking into consideration social and environmental impacts. To help attract and retain a diverse and skilled labour force, the Town will support economic development by:

   i. Protecting the Town's inventory of Employment Areas for appropriate employment generating land uses;

   ii. Constructing, upgrading, and maintaining high quality service infrastructure systems and public service facilities/community facilities;

   iii. Facilitating efficient and convenient transportation options for the movement of people and goods; and

   iv. Planning for an appropriate range of home occupations and home-based businesses, including artist studio/maker spaces and live/work units, within land use designations that permit residential uses.

3.3.2.3 Diversify Commercial Uses

a) The Town will continue to diversify its economic base by supporting its evolving urban structure, which includes a full range of employment generating uses, including office development, institutional uses, and a variety of restaurants, retail, and service commercial businesses. Collectively, the lands designated for commercial and mixed-use development will provide a sufficient supply of land to accommodate a complete range of commercial goods and services to foster competition and choice for the residents of East Gwillimbury, as well as visitors to the Town and surrounding communities. The Town will:

   i. Promote and strengthen the identified Strategic Growth Areas as significant locations for commercial retail uses, commercial office space, and hotel and conventions facilities, and plan for these areas to be well connected to a multi-modal transportation network, including access to transit; and

   ii. Support the retail sector by promoting compact built form and intensification and the integration of these uses with other land uses to support the achievement of complete communities.

3.3.2.4 Major Institutions

a) The Town will collaborate with other government agencies to attract major institutional land uses to East Gwillimbury, recognizing the important contribution of:

   i. The health care sector for its invaluable contribution to the health and well-being of the Town and as a major job creator; and

   ii. Post-secondary institutions, libraries and education service providers to the life-long learning opportunities for residents and the enhancement of the creative culture in East Gwillimbury.

3.3.2.5 Creative and Cultural Industries

a) The Town will support the growth and expansion of creative and cultural industries and institutions throughout the Town as an important sector of the economy.

b) The Town will work collaboratively with the community, artists, cultural workers and organizations to implement the Town's Cultural Plan, as it is amended from time to time, to guide the provision of arts and

cultural programs, services, and facilities that serve a growing and increasingly diverse population

3.3.2.6 The Rural/Agricultural Economy

a) The Town will support the rural/agricultural economy by:

i. Recognizing agriculture as the primary activity and land use in the Rural and Agricultural Area of the Town;

ii. Protecting lands suitable for agricultural production from fragmentation and land uses not related to agriculture; and

iii. Promoting the agricultural industry and associated activities and enhancing their capacity to contribute to the economy of the Town.

3.4 A Beautiful and High Quality Community

3.4.1 Objectives

a) A high quality, and ultimately a beautiful community includes well designed buildings and streetscapes. A beautiful community protects natural heritage features and viewscapes and includes an accessible and well-designed system of public parks and open spaces that celebrate the community and provide opportunities for enjoyment by the entire population. A high quality community should engender a sense of pride as a place to live and a sense of stewardship in its long-term care and maintenance. Objectives are to:

i. Develop a welcoming community that encourages and supports active living, social engagement, civic pride and the creation of a sense of place and well-being;

ii. Include landmarks and gateways. Landmarks must be recognizable and visible from a distance. Gateways help recognize entry points into the community. Landmarks and gateways can include buildings, structural elements and/or landscape features;

iii. Build beautiful streets and streetscapes. High quality streetscapes incorporate the concept of Complete Streets and provide opportunities for Active Transportation. They are designed to be pedestrian friendly and safe. Building façades play a crucial role in defining the street edge, animating the street and creating the image and character of the community. Together the streets and the adjacent building façades create a streetscape;

iv. Ensure the conservation of cultural heritage resources and integrate them sympathetically within new development;

v. Ensure that parks and open spaces, including the Natural Heritage System, are beautiful, accessible and linked;

vi. Require high quality architecture that transcends a theme or a specific period in time as fundamental to a beautiful community. Buildings should be compatible with one another, but there must be a diversity of scale and a diversity of style as it may be defined through building materials, colour and architectural details;

vii. Require the implementation of design features that ensure safety and accessibility, generally in accordance with the requirements of Crime Prevention Through Environmental Design (CPTED) and in conformity with the *Accessibility for Ontarians with Disabilities Act* (AODA); and

viii. Promote the concept of compatible development to ensure that new developments fit within the

surrounding neighbourhood with consideration for context, including the mix of uses, height, scale, setbacks, landscape treatments, architecture and the architectural details of adjacent buildings.

3.4.2 Community Identity

3.4.2.1 A Cohesive Municipal Entity

a) East Gwillimbury is a cohesive entity unto itself, with its own image and its own municipal responsibilities. The Town is expected to deliver administrative excellence, a range and mix of public service facilities/community facilities, as well as service infrastructure in a cost effective and efficient manner. As the Town continues to grow and to evolve it is crucial that an identifiable and marketable image be established and promoted that is Town-wide.

b) This Plan incorporates the Town's emerging overall structure of Major Local Centres and Corridors. Those Centres and Corridors are intended to facilitate and support an overall identity for East Gwillimbury, and includes opportunities for enhanced transit and mobility options, as well as to promote the Town's objectives related to enhanced sustainability and an appropriate response to climate change.

3.4.2.2 Community Image

a) Through effective community planning and design the Town can foster an image of East Gwillimbury that recognizes and promotes the high quality of the rural, natural, and built environment. The Town encourages:

   i. The appropriate retention and enhancement of the distinctive rural landscape and the built and natural features within the area, historic buildings, watercourses, and woodlots that contribute to the image of the Town; and

   ii. The thoughtful siting of landmark buildings of significant form and use at appropriate locations within the Town to enhance their visual and functional use and the creation of gateways and destinations that enhance the experience of residents and visitors as they move through the various elements of East Gwillimbury's urban structure.

3.4.2.3 A Community of Communities

a) East Gwillimbury has historically evolved as a community of communities - including Mount Albert, Queensville, Holland Landing and Sharon. The community of communities is an attribute of the Town that is considered desirable.

b) As the Town grows into the lands that encompass the Green Lane Corridor Plan Area and the Complete Communities Plan Area, there must be consideration of recognizing and enhancing individual community identities of Mount Albert, Queensville, Holland Landing and Sharon, including:

   i. The ongoing protection of the Greenbelt and the Oak Ridges Moraine, as those major Provincially identified features provide an urban separator function that will ensure the protection of the unique identity of Mount Albert over the long-term;

   ii. The identification, through gateway features, of the key historic centres of Mount Albert, Queensville, Sharon, and Holland Landing that recognize both the historic areas of settlement within East Gwillimbury, and their inclusion within the broader East Gwillimbury community. Gateway features may include signage, landscape features, landmark buildings, or some combination of all of those elements;

iii. The establishment of 2nd Concession Road from Rogers Road to Queensville Sideroad as a higher intensity, mixed use corridor where transit facilities will be focused and where its design will act as an urban separator between the communities of Sharon, Queensville, and Holland Landing;

iv. The establishment of the proposed east-west Collector Road between Highway 404 and 2nd Concession Road as a higher intensity, mixed use corridor where transit facilities will be focused and where its design will act as an urban separator between the communities of Sharon and Queensville;

v. The use of the identified natural heritage features, as they may be expanded through public parks and/or public institutions as part of the urban separator concept within the communities of Queensville, Holland Landing, and Sharon; and

vi. The design and development details of the identified elements of the urban separator concept will be more fully explored through subsequent and required Secondary Plans, in keeping with the principles inherent to the broad community structure identified in this Plan.

3.4.3 Cultural Heritage Resources

3.4.3.1 Management and Conservation

a) The Town will manage and conserve 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 identify areas of archaeological potential and designate cultural heritage resources, including:

i. Individual properties or groups of properties;

ii. Whole or specific parts of buildings or structures within a designated property;

iii. Heritage Conservation Districts;

iv. Cultural Heritage Landscapes;

v. Areas of Archaeological Potential; and

vi. Other heritage elements including, but not limited to, scenic heritage routes, roads, or road allowances.

b) Methods for the conservation of cultural heritage resources include, but are not limited to:

i. Designation under Parts IV or V of the *Ontario Heritage Act*;

ii. Listing the property on the Town's Heritage Register;

iii. Heritage Conservation Easements or Covenants;

iv. Zoning By-law regulations restricting the use of lands to current or compatible uses;

v. Conditions within Plans of Subdivision/Condominium and the Site Plan Approval process; and

vi. The offering of incentives to encourage and/ or assist with the conservation, restoration and reuse of heritage resources, as maybe set out in a Community Improvement Plan or through other available funding programs.

c) The inventory, evaluation, and conservation of cultural heritage resources of all types and related consultation efforts, shall conform with the requirements of the *Ontario Heritage Act*, the *Planning Act* and other enabling legislation, and shall be consistent with the applicable standards available in the Parks Canada Standards and Guidelines for the Conservation of Historic Places in Canada, and the guidelines provided by the Province of Ontario, such as the Ontario Heritage Toolkit.

d) All new developments and capital public works projects permitted by the land use policies and designations of this Plan shall:

i. Conserve cultural heritage resources that are identified as protected heritage properties, designated in accordance with the *Ontario Heritage Act*, or that are listed on the Town's Heritage Register;

ii. Be planned in a manner that conserves and enhances the context in which cultural heritage resources are situated;

iii. Engage early and ensure the influence and agency of Indigenous communities in conserving cultural heritage and archaeological resources, actively and proactively seeking their consultation, participation, and engagement; and

iv. Wherever possible, incorporate cultural heritage resources into any new development plans in a manner that conserves their cultural heritage value or interest.

3.4.3.2 Technical Cultural Heritage Study

a) The Town will require the submission of a Technical Cultural Heritage Study and/or Heritage Impact Assessment as part of a complete development application where such application relates to subject lands and includes, or are adjacent to an identified or designated cultural heritage resource. A Technical Cultural Heritage Study may also be required where cultural heritage resources are identified through the development approval process.

b) The Technical Cultural Heritage Study shall be conducted by a qualified professional and demonstrate how the heritage values, attributes and integrity of the resource are to be conserved and how any impacts to heritage attributes can be mitigated. It is the intent of the Town to conserve, enhance and support the reuse of cultural heritage resources in their original location, wherever possible.

3.4.3.3 Heritage Conservation District Plan

a) 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 and require the submission of a Technical Cultural Heritage Study as part of a complete development application within the Study Area.

3.4.3.4 Archaeological Resources

a) Archaeological resources may occur on, or below, the modern land surface or the surface of a water body. These sites may contain scatters of artifacts, the remains of structures, cultural deposits, or subsurface strata of human origin. To conserve archaeological sites:

i. In any area containing archaeological resources or archaeological potential, the Town will require the submission and entry of an Archaeological Assessment Report into the Ontario Register of Archaeological Reports as part of a complete development application, prior to site alteration, or when conducting public works projects; and

ii. Archaeological Assessments must be prepared by a licensed archaeologist to the satisfaction of the Town in accordance with the *Ontario Heritage Act*.

b) The Town will apply Provincial criteria to determine areas of archaeological potential and will obtain available archaeological site data locations from the Ontario Archaeological Sites Database maintained by the Ministry of Citizenship and Multiculturalism under the provisions of a municipal-provincial data sharing agreement, for the purpose of heritage conservation planning.

3.4.3.5 Archaeological Assessment

a) Site alteration, mitigation, and development shall be permitted only in accordance with the recommendations of an Archaeological Assessment, where applicable.

3.4.3.6 Consultation with Indigenous Communities

a) The Town shall consult early with affected Indigenous communities and ensure their interests are considered when identifying, conserving and managing archaeological resources, built heritage resources and cultural heritage landscapes. This consultation shall include the Williams Treaties First Nations as Rights Holders.

3.4.4 Good Urban Design

3.4.4.1 Urban Design Manual

a) Good urban design contributes to the vitality and health of a community and to vibrant and successful public spaces. All new development shall be consistent with the Town's Urban Design Manual, to the satisfaction of the Town. To demonstrate consistency, the Town may require the submission of an Urban Design Brief in support of any Community Design Plan and/or any development application under the *Planning Act*. The Town shall amend the Urban Design Manual from time to time to ensure that it remains supportive of appropriate and innovative forms of development.

3.4.4.2 Public Art

a) The Town shall maintain and enhance its existing inventory of public art and shall pursue the installation of new pieces of public art, including Indigenous artwork, in public locations.

b) The Town may implement a Community Benefits Charges By-law, through which the Town may require public art as a defined Community Benefit within qualifying private sector development proposals.

c) The Town may integrate Indigenous culture and heritage preservation and celebration through public art initiatives in collaboration with Indigenous communities. The allocation and installation of public art will be in line with the Guiding Principles of this Official Plan and the Town's commitment to reconciliation and upholding Treaty Rights.

3.4.4.3 Built Form and Landscape Compatibility

a) A fundamental policy element of this Plan is to ensure that new development is compatible with its surrounding built form and landscape context. It is recognized that all communities evolve over time, and one of the most important challenges for decision makers is to establish an approach to development approval that ensures that change is understood on the basis of "Built Form and Landscape Compatible Development". The concept and definition of Built Form and Landscape Compatible Development is intended to ensure that all new development within the Town is appropriately integrated into the existing built form and landscape and enhances the image, livability and character of the entire Town. The starting point is to consider the tested definition of "Built Form and Landscape Compatible Development", as follows:

> ***Built Form and Landscape Compatible Development means development that may not necessarily be the same as, or even similar to the existing buildings/development in the vicinity, but, nonetheless, enhances an established community and coexists with existing development without causing any***

undue, adverse impact on surrounding properties.

b) Built Form and Landscape Compatible Development is an overarching principle of good planning and applicable throughout the Town. Its definition needs to be clearly understood and applied in different ways and in different contexts throughout the Town. This definition raises a variety of key phrases that require further definition:

i. **Development in the vicinity**, where the concept of vicinity can be flexible. Within the East Gwillimbury context, the definition of vicinity should vary by the scale of development. There are generally two key scales of development that must be considered, including:

> **Major Development**, where land assembly and significant development intensification are proposed – likely in an apartment form. The vicinity here should be extensive, a minimum of 120 metres from the site of the proposed development;

> **Minor Development,** where land assembly is not necessarily required but existing development is demolished and replaced by new intensified development. The vicinity here should include properties within 60 metres in all directions. This vicinity could be reduced further if the anticipated impacts are considered to be more immediate - within a few properties on either side and across the street of a proposed development;

ii. **Enhance an established community**. In order to pass this test, the nature and character of the defined vicinity needs to be considered and clearly articulated. Clear statements about those attributes that define the character of that vicinity are required to assist in the determination of what form of building can enhance that character, and what form of building may be detrimental. Further, community investment is an important factor to consider where new and significant investment within an established community may be both necessary and desirable; and

iii. **Coexistence without undue, adverse impact on surrounding properties**. This test is usually related to easily identifiable/ quantifiable impacts like shadow, privacy, traffic, and parking problems. In some instances, the concept of visual impact may be established as an important development review criteria. Visual impact analysis will need to be tied to the attributes that define the community's character on a defined vicinity basis.

c) Built Form and Landscape Compatible Development shall be considered in the evaluation of all development proposals throughout the Town. The following shall be considered when evaluating the compatibility of development proposals:

i. The use, height, massing, setbacks, orientation and landscape characteristics of nearby properties are properly considered and appropriate transitions between the built forms and uses shall be ensured;

ii. On-site amenity space is provided and is reflective of, or enhances, the existing patterns of private and public amenity space in the vicinity; and

iii. Streetscape patterns, including block lengths, setbacks and building separations are generally maintained.

d) In addition to Built Form and Landscape Compatibility, the Town will have regard for the following when evaluating any development proposal:

i. That the Natural Heritage System is recognized and incorporated into the design of the development in a manner that protects and enhances its ecological integrity;

ii. That cultural heritage resources are recognized and incorporated into the design of the development in a manner that conserves the heritage attributes of the resource/landscape;

iii. That buildings and streetscapes are designed to create a sense of identity through architectural

features, massing, site layout, orientation and landscaping;

iv. That landscaping is provided to define and enhance the appearance of roads and associated pedestrian spaces to buffer adjacent sensitive land uses and to minimize the visual impact of parking, loading and storage areas; and

v. That utility networks and municipal servicing infrastructure have capacity to serve the proposed development and there are no adverse impacts on the Town's water, sewer, stormwater management and transportation systems.

e) Compatible development must consider appropriate and comfortable transitions. Transitions and buffering may be required where there may be undue, adverse impacts caused by a development proposal on adjacent uses. Appropriate transitions/ buffering may include the following:

i. Landscaped strips including rows of trees, bushes and grassed areas;

ii. Building height moderation through the application of angular planes and/or building step-backs;

iii. Perforated or solid walls, fences, or other appropriate screenings;

iv. Appropriate distance separation/setbacks between uses; and

v. Berms, particularly around parking lots.

f) Where residential uses abut non-residential uses, the following additional transition/ buffering techniques should be given consideration:

i. Restriction of adjacent parking, loading, unloading, and outside storage; and

ii. Regulation of lighting and signs so that light is focused and/or directed away from nearby residential uses.

3.4.4.4 Land Use Compatibility

a) Land Use Compatibility is specifically focused on mitigating the impacts of conflicts between major facilities and more sensitive land uses within the Town. The Town will require:

i. Health, environmental, and air quality impact studies that assess the impact on human health for development with significant known or potential air pollutant emission levels near sensitive land uses;

ii. That appropriate mitigation measures to reduce and prevent exposure to air pollutants will be incorporated in community, building and site design near significant known air emission sources such as existing and planned 400-series highways;

iii. Major facilities and sensitive uses are to be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety and to ensure the long term operational and economic viability of major facilities in accordance with Provincial guidelines, standards and procedures; and

iv. Where avoidance is not possible in accordance with sub-policy iii, the Town shall protect the long-term viability of existing or planned industrial, manufacturing or other major facilities that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent sensitive land uses is only permitted if potential adverse effects to the proposed sensitive land use are minimized and mitigated, and potential impacts to industrial, manufacturing or other major facilities are minimized and mitigated in accordance with provincial guidelines, standards and procedures.

b) Within the identified Strategic Growth Areas, that Secondary Plans, Community Design Plans or other equivalent comprehensive planning studies and/or development applications the Town shall require that the interface between major facilities and sensitive land uses to ensure matters of Land Use Compatibility are appropriately addressed in accordance with Provincial guidelines, standards and procedures.

3.4.4.5 Designing with Nature

a) Community design should encourage development that is properly integrated and connected to East Gwillimbury's Natural Heritage System, while maintaining and enhancing associated ecological functions. The Town shall, through the development review process, consider the following:

i. Ensure that key natural heritage features and associated ecological functions, such as watercourses, wetlands, woodlands, and shorelines are protected as visual landmarks to maintain links with the Town's cultural, historic, and environmental heritage;

ii. Promote the retention of native vegetation on development lands and permit such features to regenerate with minimal intervention;

iii. Encourage the use of plant materials to create visual variety and to satisfy functional requirements, such as shade, screening, sound attenuation, buffering and stabilizing slopes;

iv. Pay particular attention to the provision of attractive landscaping where parking lots and other large open spaces are provided, and in open areas around commercial, institutional and other large buildings in proximity to the Town's Natural Heritage System; and

v. Identify opportunities to naturalize and green vacant or underutilized public spaces for public use.

3.4.4.6 Crime Prevention through Environmental Design (CPTED)

a) All development, with a focus on streetscapes, parks and open spaces, parking lots, and other publicly accessible areas, shall be evaluated for consistency/adequacy of achieving the following consider CPTED considerations:

i. Adequate lighting with lighting designed, where possible, with regard for vehicular, cyclist, and pedestrian requirements so that the size, height, and style of lighting reflects and complements the character of the community;

ii. Clear sight lines, allowing view from one end of the walkway to the other;

iii. Appropriate landscaping, but avoiding landscaping that might create blind spots or hiding places;

iv. Adequate fencing;

v. Clear signage that delineates permitted use and speed; and

vi. Streetscape and building design that promotes "eyes on the street".

3.4.4.7 Barrier Free Design

a) The Town has a duty to accommodate persons with disabilities and applies to all forms of development within East Gwillimbury. The Town will consider accessibility for persons with disabilities in all land-use planning and development decisions, as such:

i. All newly constructed and/or renovated Town-owned, leased, funded or operated public service facilities/community facilities, parks and open spaces, municipal infrastructure systems, and any other space that is accessible to the public, shall comply with all applicable Provincial legislation and standards; and

ii. Barrier free and universal design principles for private sector development shall be achieved through Site Plan Approval, and the enforcement of all applicable Provincial legislation and standards, including the *Accessibility for Ontarians with Disabilities Act*.

3.5 A Healthy Community

3.5.1 Objectives

a) A healthy community consciously seeks to improve the health of its citizens by putting public health high on the social and political agenda. Physical, social, and mental well-being are the necessary components of public health, including access to healthy food, clean air, water, soil, and opportunities for physical activity. A fundamental element of a healthy community is the inclusion of active transportation - walking, cycling, using a wheelchair, scooters, inline skating, or skateboarding. Objectives are to:

i. Ensure that public health considerations are a crucial part of decision-making and are fully integrated with requirements for equitable access to healthy food, clean air, water, soil, safe environments and opportunities for physical activity;

ii. Ensure that new emergency service facilities and public service facilities/community facilities are strategically located to promote easy access for residents;

iii. Commit to an enhanced level of community engagement, where equity, inclusion, information, and participation are identified as key building blocks in accountable and transparent decision-making;

iv. Be well-connected through a comprehensive transit system enabling the Town to provide all communities with equal access to recreation and leisure amenities, including for sports, arts and cultural activities;

v. Enhance the Active Transportation Network, designing communities around pedestrian activity with a substantial number of destinations, including parks, cultural and community facilities, shopping and restaurant opportunities within walking distance to promote walking and cycling to encourage daily physical activity; and

vi. Collaborate with York Region Public Health in achieving plans and programs that support Active Transportation.

3.5.2 Active Transportation

a) The Town shall plan for an Active Transportation Network 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, including opportunities for:

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;

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*; and

iii. Facilities such as covered bicycle storage, lockers and showers are to be considered, where appropriate, through development approvals process to encourage an increase in the mode share of Active Transportation trips.

3.5.3 Access to Facilities

a) East Gwillimbury shall be planned around cycling and pedestrian activity with a substantial number of destinations, including parks, cultural and public service facilities, shopping and restaurant opportunities within walking distance to promote walking and cycling to encourage daily physical activity and a lessening of the dependence on automobiles. It is a requirement of this Plan that at least 75 percent of all new dwelling units be located within 1,200 metres of 2 or more of the following existing or planned categories of services and facilities that are to be connected via the Active Transportation Network:

   i. Retail or service commercial use, with a particular emphasis on pharmacies and food stores and/or a farmer's market;

   ii. Public service facilities/community facilities;

   iii. Transit stop;

   iv. Day care facility;

   v. Public park;

   vi. Community garden;

   vii. Hospital or health care clinic;

   viii. Place of worship;

   ix. Secondary or elementary school;

   x. Performance or cultural/arts space; and/or

   xi. Farmer's Market.

b) East Gwillimbury will support urban agricultural activities on Region-owned and/or Town-owned lands, including community gardens, food cooperatives and local food sourcing programs, where appropriate, and in accordance with the applicable policies of this Plan.

3.6 A Sustainable and Resilient Community

3.6.1 Objectives

a) Sustainability is commonly referred to as activities that meet present needs without compromising the ability of future generations to meet their own needs. A sustainable and resilient community is environmentally, socially and financially healthy.

b) In the context of environmental sustainability, the Town must meet the challenges of climate change, and other environmental issues through integrated solutions rather than through fragmented, incremental approaches that meet one objective at the expense of the others. Objectives are to:

   i. Meet the challenges of climate change and other environmental issues through integrated solutions related to:

      > Support for intensification and development that includes higher intensity land uses as a way of reducing land consumption, and maximizing the efficiency and cost effectiveness of service infrastructure;

      > Support for a multi-modal transportation system, including transit and active transportation;

      > Protection of significant natural heritage features and their associated ecological functions;

> Demonstrate leadership in sustainable forms of green infrastructure and green building design and technology, including the incorporation of renewable and low carbon alternative energy sources and energy storage systems; that support the responsible use of resources, waste reduction, and reductions in greenhouse gas emissions and demand for energy and water; and

ii. Ensure that the Town can effectively respond to natural or human-made emergencies because it has a plan in place, responsibilities assigned, and facilities available, including access to power, food, water, health care, and emergency services during and immediately following a disaster event.

3.6.2 Range of Practices

3.6.2.1 Thinking Green! Development Standards

a) The Town will continue to promote a broad range of practices associated with resilient and sustainable development including its Thinking Green! Development Standards and by:

i. Protecting the areas of the Town that are Provincially designated within the Greenbelt and within the Oak Ridges Moraine, in accordance with applicable Provincial planning policy;

ii. Protecting and enhancing the Town's identified significant natural heritage features and their associated ecological functions; and

iii. Developing communities and buildings consistent with the Town's sustainable planning policies and guidelines.

b) In addition to the Thinking Green! Development Standards and the Urban Design Manual, the Town will use its array of master plans, guidelines, standards and By-laws to help guide development and redevelopment to be more sustainable and resilient to climate change.

c) The Town may also consider the use of tools such as the Community Benefits Charges By-law, Community Improvement Plans, and associated incentive programs to assist with the implementation of sustainable development design standards.

3.6.2.2 The Natural Heritage System

a) The Town's inventory of significant natural heritage features and their associated ecological functions will be protected and their natural beauty, historic legacy, and recreational amenities will be enhanced for the enjoyment of residents and visitors today and for future generations. Protecting the Natural Heritage System and the areas critical to preserving water quality is a key element of mitigating the impacts of climate change.

3.6.2.3 Watershed Planning

a) Land use planning within the Town shall contribute to the protection, maintenance and enhancement of water and related resources and aquatic ecosystems on an integrated watershed management basis.

b) All land use decisions within the Town shall promote water conservation and support the efficient use of water resources on a watershed basis through the development review process and Thinking Green Development Standards.

c) The East Holland River, West Holland River, Maskinonge River and Black River Subwatershed Plans (2010) were undertaken by the Lake Simcoe Region Conservation Authority in cooperation with York Region and the Town. Land use decisions in the Town shall be consistent with the purpose and recommendations of these Subwatershed Plans.

3.6.2.4 Climate Change Action Plan/Corporate Energy Plan

a) The Town will address climate change adaptation by:

   i. Implementing the East Gwillimbury Corporate Energy Plan;

   ii. Promoting the preparation of Sustainable Neighbourhood Action Plans that identify actions and targets for making all existing communities more sustainable;

   iii. Developing a Climate Change Adaptation Plan that assesses climate change related risks and vulnerabilities in East Gwillimbury and identifies and prioritizes adaptation opportunities and actions;

   iv. Establishing climate change adaptation policies which would apply to all capital works projects, including those within existing neighbourhoods and within the Agricultural System;

   v. Including comprehensive strategies to reduce greenhouse gas emissions and improve resiliency; and

   vi. Establishing greenhouse gas inventories and reduction targets and include actions for meeting those targets.

b) Sustainable/resilient development will lead to safer, more active, healthier, financially prosperous, and resource conscious communities. The Town will promote a broad range of practices associated with sustainable/resilient development that are directly intended to promote the Town's response to climate change.

3.6.2.5 Energy and Water Conservation

a) The Town will encourage and support alternative energy systems, renewable energy systems, energy storage systems and district energy systems in accordance with the applicable policies of this Plan to accommodate current and projected needs of the community.

b) The Town will encourage energy efficient building design that meets Leadership in Energy & Environmental Design (LEED) standards, or equivalent/similar standard, and will encourage new residential neighbourhoods to be designed consistent with LEED for Neighbourhood Design Criteria, or equivalent/similar standard.

c) The Town will promote reducing energy consumption in all Town owned, maintained and operated facilities and equipment. The Town will ensure that all new Town facilities are designed to meet a high standard of environmentally conscious design for energy and water conservation.

3.6.2.6 Air Quality and Carbon Mitigation

a) To reduce the frequency and length of vehicle trips that contribute to poor air quality and greenhouse gas emissions, the Town shall:

   i. Promote development in a compact urban form that encourages walking, cycling, and the use of public transit;

   ii. Promote a strategy where public parks are provided within a reasonable walking distance from all residents; and

   iii. Ensure that all neighbourhoods include permission for small-scale convenience retail and other appropriate neighbourhood servicing retail and service commercial uses.

b) To support reducing emissions in the transportation sector the Town will encourage the installation of a

publicly accessible electric vehicle charging network across the Town.

c) The Town may prepare reports to monitor the Town's progress towards reducing emissions of air pollutants and greenhouse gases, and to increase awareness of initiatives to improve air quality and adapt to a changing climate.

d) Encourage and support York Region's process and implementation of tree protection, tree removal compensation and street tree horticultural elements along new developments through the York Region Street Tree and Forest Preservation Guidelines and the York Region Street Tree and Horticultural Design Guidelines.

3.6.2.7 Forest Resources

a) The Town shall plan to achieve a minimum of 40 percent tree canopy cover within East Gwillimbury's defined Settlement Areas by 2051. The Town shall promote and establish programs to achieve the tree canopy cover target including:

   i. Active tree planting on Town-owned lands, including within Town parks and undeveloped portions of the East Holland River floodplain;

   ii. Infilling gaps within and between existing woodlots and in heavily forested areas;

   iii. Encouraging a program of tree planting and tree preservation in all residential areas; and

   iv. Requiring compensation for tree removal as a result of development applications to the satisfaction of the Town and any other approval authority.

b) To support and increase the existing tree canopy, the Town:

   i. Will preserve, protect, manage, replace and acquire, where appropriate, tree stands, hedgerows, woodlands and forested areas within the municipal boundary; and

   ii. May pass a Tree Protection By- law to ensure the long-term sustainability of the existing tree canopy cover, including the principle of "no net loss" of the existing tree canopy.

c) The Town may require a Tree Preservation Plan, prepared by a qualified professional, be submitted in support of any development proposal on land which contains trees. The Tree Preservation Plan shall inventory and assess the present conditions of the trees on the site and shall make recommendations on tree preservation with the objective of maximizing the number of trees that will be conserved on site. To implement the findings of the Tree Preservation Plan the Town may require that the owner enter into an agreement whereby:

   i. Only such trees which directly impede the construction of buildings and services be removed and the developer will replace them with trees of sufficient maturity to enhance the appearance of the development; and

   ii. A reasonable minimum number of trees and/or other suitable vegetation per lot be provided by the developer regardless of the state of the area prior to being subdivided.

d) The Town will encourage the replacement of trees lost to development with new trees planted elsewhere, generally on-site. Where a development application will result in a net loss of trees, the proponent shall compensate the Town for this loss of tree cover. In determining appropriate compensation, consideration should be given to the significance and value of the ecological function that the existing tree inventory provides, including carbon sequestration.

3.6.2.8 Green Building

a) The Town shall take a leadership role in sustainable built form by ensuring that the development of new public service facilities/community facilities, utilities, service infrastructure, parks and opens spaces, streetscapes and civic buildings aim to meet LEED Gold performance level (or equivalent standard) and, where possible, shall consider higher ratings.

b) The Town will encourage green building design and construction and will work with the private sector to implement the Town's Thinking! Green Development Standards and to consider the following for all new building design that:

   i. Maximizes solar gains;

   ii. Mitigates heat island effects;

   iii. Promotes water and energy conservation;

   iv. Promotes adaptive reuse, recycling and the use of regionally or locally sourced construction materials;

   v. Promotes sustainable landscape practices, low impact development and green infrastructure;

   vi. Reduces light pollution;

   vii. Increases the use of renewable energy;

   viii. Enhances indoor air quality;

   ix. Incorporates climate change mitigation and adaptation measures; and

   x. Incorporates other sustainability measures.

c) The Town will work with the private sector to implement green building techniques and technologies that exceed the requirements of the Ontario Building Code by the establishment of financial incentives through the provisions and programs established through a Community Improvement Plan. The Town may also prioritize the allocation of service infrastructure capacity to development projects that achieve the stated green building policies of this Plan.

3.6.2.9 Emergency Planning

a) To improve the Town's response to natural or human-made emergency situations, the Town may:

   i. Prepare an Emergency Action Plan that considers activities and requirements under a number of disaster scenarios;

   ii. Require that all utilities and piped service infrastructure be located underground;

   iii. Require multiple vehicular access points into and out of every neighbourhood; and

   iv. Promote the desire that grocery stores, gas stations, health care facilities, additional needs housing, schools and emergency service facilities be equipped with alternative power sources viable for a minimum of 3 days following a disaster event.

3.6.2.10 Fill and Site Alteration

a) The Town considers it in the public interest to regulate the dumping and placing of fill, excess soils, and site alteration in order to ensure that existing drainage patterns are maintained and that any changes to existing drainage patterns essential to accommodate development are appropriate to protect

environmental features and to prevent the importation of hazardous materials. Objectives are to:

i. Prevent the disruption and destruction of landscape features caused by such means as mass grading and other extensive land alteration activities;

ii. Enforce the Town's Fill and Site Alteration By-law, which may require a permit to be obtained for the placing or dumping of fill and site alteration of the grade of the land or use of excess soils;

iii. As a condition of Draft Plan of Subdivision approval, ensure that identification be provided for planning, design, grading, and construction practices that minimize mass grading, disturbance to landform character, existing trees, significant vegetation and steep slopes, and the substantial import/export of fill and excess soils. The removal of topsoil and vegetation should be discouraged and limited to activities associated with permitted land uses. Removal of topsoil and/or vegetation, or other alterations of the land, such as grading, which are associated with a proposed land use change, shall be prohibited unless such change receives approval under the *Planning Act* or as authorized by legislation; and

iv. When assessing an application for development and/or site alteration proposals, including infrastructure development, the Town will incorporate best practices for the management of excess soil in accordance with the Town's Fill and Site Alteration By-law and any other applicable policy.

4.0 LAND USE POLICIES

4.1 The Strategic Growth Areas

4.1.1 General Policies

a) The Strategic Growth Areas identified on **Schedule 2**, including the Major Transit Station Areas, the Regional Corridors and the Local Centres and Local Corridors are all critical to creating a complete community in a compact built form and to providing pedestrian activity and support for ongoing investments in local, regional, and inter-regional transit. The intensity and mixture of uses in the Strategic Growth Areas, including office uses, institutional uses, public service facilities/community facilities, as well as retail and service commercial uses, contribute to a diversified tax base for the Town.

b) This Plan recognizes a range of commercial activity that is differentiated by its planned function and individual location. **Schedules 3A, 3B, 3C, 3D**, **3E** and **3G-1** identify the locational distribution of the following land use designations that together comprise the higher intensity and mixed use Strategic Growth Areas within the Town:

   i. Queensville Centre Designation;

   ii. Village Core Areas Designation;

   iii. Commercial Mixed Use Designation;

   iv. Residential Mixed Use Designation; and

   v. Community Commercial Designation.

c) The hierarchy of designations included within the Strategic Growth Areas, and the planned function of each, will provide a decision-making framework that is intended to distribute office, retail and service commercial functions in locations that best meet the needs of residents, visitors and businesses in support of the planned Urban Structure.

d) Secondary Plans, Community Design Plans and any other comprehensive plans that facilitate development within a Strategic Growth Area shall be:

   i. Pedestrian and bicycle friendly and supportive of existing and future transit investments;

   ii. Designed to the highest urban design quality and green development standard; and

   iii. Approved commensurate with available and planned service infrastructure, public service facilities/community facilities and utilities.

4.1.2 Queensville Centre Designation

4.1.2.1 Intent

a) Lands designated Queensville Centre on **Schedule 3B** are intended to become the primary commercial focus for the community of Queensville and to represent the community's Major Local Centre identified on **Schedule 2**.

4.1.2.2 Permitted Uses

a) Lands within the Queensville Centre Designation on **Schedule 3B** may be zoned to permit:

   i. Retail and service commercial uses and restaurants, including department stores;

   ii. Residential uses, including additional needs housing; and

   iii. Institutional uses.

b) In addition to the identified list of permitted uses, uses accessory to any of the identified permitted uses may also be permitted, subject to the Implementing Zoning By-law.

c) Non-noxious, small-scale industrial uses may be permitted, as long as no adverse effects are generated that impact adjacent sensitive land uses.

d) The list of permitted uses may be further refined through the Implementing Zoning By-law to ensure that new development is appropriate in the context of the adjacent community.

4.1.2.3 Development Policies

a) Existing dwelling units anywhere within this Designation, and within the Built Boundary identified on **Schedule 3B** may be utilized for commercial or office purposes, subject to an Amendment to the Zoning By-law and Site Plan Control.

b) Residential uses, including additional needs housing shall only be permitted in conjunction with commercial facilities.

c) The maximum height of buildings shall be 6 storeys, except for ornamental structures, such as clock towers, which may be higher.

d) A minimum of 10 percent of the lands within the Queensville Centre Designation shall be devoted to landscaping, open space and parkland, and the Town will encourage the provision of a centralized Community Park.

e) Implementing Zoning By-laws and, where appropriate, Site Plan Approvals shall address the following criteria:

   i. Maintain the historic function and preserve and revitalize historic main street areas, where applicable;

   ii. Establish consistent setback and frontage provisions to encourage a continuous building form adjacent to the street right-of-way;

   iii. Meet any applicable streetscaping policies; and

   iv. Limit vehicle access from developments adjacent to the historic main street and/or Regional Roads to maximize the efficiency of the road system through techniques such as managed road access, shared driveways and interconnected properties.

4.1.3 Village Core Area Designation

4.1.3.1 Intent

a) 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.

4.1.3.2 Permitted/Prohibited Uses

a) Lands within the Village Core Area Designation may be zoned to permit a wide range of uses, including:

   i. Retail stores, personal service shops and restaurants;

   ii. Business and professional offices and clinics;

   iii. Residential uses, including additional needs housing;

   iv. Additional residential units; and

   v. Institutional uses.

b) In addition to the identified list of permitted uses, uses accessory to any of the identified permitted uses may also be permitted, subject to the Implementing Zoning By-law.

c) Uses that are not permitted on lands within the Village Core Area Designation shall include outdoor storage, service stations, gas bars, car washes, self-storage, drive-through facilities and generally any use that is primarily automobile oriented.

d) Non-noxious, small-scale industrial uses may be permitted, as long as no adverse effects are generated that impact adjacent sensitive land uses.

e) The list of permitted/prohibited uses may be further refined through the Implementing Zoning By-law to ensure that new development is appropriate in the context of the adjacent community.

4.1.3.3 Development Policies

a) Existing dwelling units anywhere within this Designation and within the Built Boundary identified on **Schedule 3A, 3C** and **3E** may be utilized for commercial or office purposes, subject to an Amendment to the Zoning By-law and Site Plan Control.

b) Applications for new development within the Village Core Area Designation shall satisfy the applicable policies of this Plan and the following criteria:

   i. Residential uses, including additional needs housing, are only permitted where they are accommodated within commercial buildings;

   ii. New buildings shall not exceed a height of 4 storeys, except for ornamental structures, such as clock towers and church spires, which may be higher. 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 stablished through a site-specific Zoning By-law Amendment; and

   iii. New development shall demonstrate that it is integrated with adjacent lands wherever feasible with respect to parking, landscaping and pedestrian and vehicular circulation systems.

c) Development, including intensification in areas within the Village Core Area Designation 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.

d) 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 through the integration of bicycle and pedestrian trail systems; and

   v. All utilities shall be provided underground, where feasible.

e) The Town may delineate car-free zones or pedestrian streets within the Village Core Area Designation to encourage pedestrian-friendly environments.

f) In the Village Core Designation, sidewalks shall be on both sides of every public road and 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.

g) The Town may incorporate a provision in the Zoning By-law for lower parking standards or accept cash-in-lieu of parking in the Village Core Area Designation to encourage development.

h) Parking shall be located interior to the block or at the rear of buildings within the Village Core Designation. Limited on-street parking may be explored in appropriate areas.

i) The Town shall encourage service infrastructure, public/private utilities and other necessary infrastructure to be provided in the Village Core Area Designation to facilitate redevelopment and intensification.

j) The Town shall work with York Region Transit to expand transit services within the Village Core Designation.

k) The Town may utilize Tax Increment Financing to promote private sector improvements to existing buildings and revitalize existing development within the Village Core Designation.

l) The Town may establish Business Improvement Areas corresponding to the Village Core Area Designation to help promote and support local businesses in these areas.

m) The Town shall encourage coordination, by local business persons or owners, of such things as signs, building facades, lighting, street furniture, landscaping and general maintenance.

4.1.3.4 Area Specific Policies

a) Area Specific Policies are in addition to the general policies for permitted uses and development of the associated land use designation. Where there is a conflict between an Area Specific Policy and the general policies for permitted uses and development of the associated land use designation, the Area Specific Policy shall prevail.

Schedule 3C - Sharon Land Use Plan

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

i. 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;

ii. 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;

iii. Development surrounding the Civic Precinct should reinforce and support the Civic Precinct in order to enhance the vitality of the area; and

iv. 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.

c) 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.

d) New development shall be designed to be compatible with 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.

e) The Town shall work with appropriate interest-holders to develop a comprehensive and integrated urban design plan for the long term development of the Civic Square and shall secure funding through government and non-government sources to ensure the implementation and development of the Civic Square.

4.1.4 Commercial Mixed Use Designation

4.1.4.1 Intent

a) The lands within the Commercial Mixed Use Designation are identified on **Schedules 3D** and **3G-1**. These areas will provide suitable locations for commercial uses serving a wide trade area, including the entire Town. Lands within the Commercial Mixed Use Designation are also intended to include offices and higher intensity forms of residential development that will support the intensification policies of this Plan and planned transit on adjacent roads.

4.1.4.2 Permitted Uses

a) Lands within the Commercial Mixed Use Designation may be zoned to permit:

   i. A wide variety of retail and service commercial uses and restaurants, including major retail facilities;

   ii. Business and professional offices and clinics;

   iii. Entertainment, recreational, private educational uses and daycare uses;

   iv. Hotel and convention centres;

   v. Residential apartment uses, including additional needs housing;

   vi. Institutional uses, including major institutional uses;

   vii. Elementary schools and secondary schools; and

   viii. Regional-scale and community-scale places of worship.

b) In addition to the identified list of permitted uses, uses accessory to any of the identified permitted uses may also be permitted, subject to the Implementing Zoning By-law.

c) Non-noxious, small-scale industrial uses may be permitted, as long as no adverse effects are generated that impact adjacent sensitive land uses.

d) The list of permitted uses may be further refined through the Implementing Zoning By-law to ensure that new development is appropriate in the context of the adjacent community.

4.1.4.3 Development Policies

a) Development within the Commercial Mixed Use Designation, including retail, service commercial and major retail facilities, shall be planned to accommodate a mix of uses at densities supporting transit in accordance with the Region's Transit Oriented Development Guidelines. These uses may be accommodated within mixed use buildings or through a diversity of uses within the site.

b) Development, within Commercial Mixed Use Designation shall address the following criteria:

   i. Maintain the historic function and preserve and revitalize historic main street areas, where applicable;

   ii. Establish consistent setback and frontage provisions to encourage a continuous building form adjacent to the street right-of-way;

   iii. Meet any applicable streetscaping policies; and

   iv. Limit vehicle access from developments adjacent to a historic main street or a Regional Road to maximize the efficiency of the road system through techniques such as suitable access, shared driveways and interconnected properties.

c) A market impact analysis, completed by qualified professionals, may be required to support any development application within the Commercial Mixed Use Designation that includes individual major retail facilities of greater than 25,000 square metres of Gross Floor Area.

4.1.4.4 Area Specific Policies

a) Area Specific Policies are in addition to the general policies for permitted uses and development of the associated land use designation. Where there is a conflict between an Area Specific Policy and the

general policies for permitted uses and development of the associated land use designation, the Area Specific Policy shall prevail.

Schedule 3D - Green Lane Corridor Land Use Plan

b) In addition to the policies of this Section, the lands within the Commercial Mixed Use Designation on **Schedule 3D** on the west side of Yonge Street, shall be planned to accommodate a minimum of 500 residential units at full build out. Applications for Draft Plan of Subdivision and/or Site Plan approval shall illustrate how the minimum number of units can be accommodated as the area is developed.

c) In addition to the policies of this Section, the lands within the Commercial Mixed Use Designation on **Schedule 3D** on the east side of Yonge Street, be planned to accommodate a minimum of 500 residential units through intensification of the existing commercial development.

Schedule 3G-1 - Complete Communities Land Use Plan

d) The required Community Design Plans shall refine the boundaries of the Commercial Mixed Use Designation included on **Schedule 3G-1**, without the need for an Amendment to this Plan. Generally, the Commercial Mixed Use Designation will extend to a minimum of approximately 150 metres from the lot line abutting the identified Arterial Road or Collector Road right-of-way. The extent of the Commercial Mixed Use Designation may be larger than the identified minimum depth.

e) In addition to the policies of this Section, for the lands within the Commercial Mixed Use Designation identified on **Schedule 3G-1**:

   i. Buildings and sites may develop as individual sites or as comprehensively planned complexes. Comprehensive planning will promote a unified approach to common issues such as urban design, traffic impact and access, the provision of service infrastructure, public service facilities/community facilities and open space uses; and

   ii. The Town shall require compatible development by supporting development applications that conform to all the relevant policies of this Plan and are consistent with any Town adopted Manuals, Master Plans, Guidelines and Strategies.

f) In addition to the policies of this Section, for the lands within the Commercial Mixed Use Designation identified on **Schedule 3G-1**, with the exception of stand-alone retail and/or service commercial buildings, buildings shall be medium or high density developments. The distribution of medium and high density development opportunities shall be further articulated within the required Community Design Plans, and shall be facilitated through the Implementing Zoning By-law.

g) All new development within the Commercial Mixed Use Designation shall be designed in accordance with the following policies:

   i. The minimum building height shall be 4 storeys. Notwithstanding the minimum height requirement, permitted stand-alone retail and/or service commercial developments may be accommodated in buildings that are a minimum of 2 storeys, or 7.5 metres in height, whichever is greater;

   ii. The maximum building height for any medium density development shall be up to and including 10 storeys and the maximum net density shall be a Floor Space Index of 5.0. Additional density may be considered by the Town where the majority of automobile parking is provided on-site, in structure; and

   iii. The maximum height for any high density development shall be up to and including 20 storeys and the maximum net density shall be a Floor Space Index of 10.0. Additional density may be considered by the Town where the majority of automobile parking is provided on-site, in structure.

h) For any new medium or high density development to achieve the identified maximum height or density on any development site or block, the Town shall be satisfied that that the development is compatible with, and can be sensitively integrated with, and transitioned to adjacent lower height/density built forms. To ensure compatibility and appropriate transitions, the Town shall utilize and may implement special measures in the Implementing Zoning By-law, such as reduced building heights/densities, angular planes, step backs, increased building setbacks, or enhanced landscape buffers to ensure sensitive integration.

i) All new medium or high density developments within the Commercial Mixed Use Designation identified on **Schedule 3G-1** shall be designed to:

   i. Incorporate a maximum podium height of 4 storeys which shall be defined by a required step-back of a minimum of 2.5 metres above the top floor of the podium. Building tower elements for high density developments above the podium shall:

      > Have a maximum floorplate of 800 square metres;

      > Be separated from other building towers by a minimum of 30 metres;

   ii. Incorporate a minimum height of the at-grade first floor of a minimum of 4 metres;

   iii. Enhance the quality of the Active Transportation Network by including the articulation of facades and the use of quality building materials and landscape treatments for the podium component of the building, and particularly at the street level; and

   iv. Parking is encouraged to be provided in underground or above ground structures with surface parking being limited, where appropriate.

j) All new medium or high density developments within the Commercial Mixed Use Designation identified on **Schedule 3G-1** are encouraged to include a robust mixture of land uses. Stand-alone, single use residential buildings may only be considered within the Commercial Mixed Use Designation when accommodated on a development block that is comprehensively planned and includes a significant component of non-residential Gross Floor Area within the development block, to the satisfaction of the Town. Stand-alone, non-residential buildings are permitted anywhere within the Commercial Mixed Use Designation.

k) Community Design Plans shall identify the locations and amount of retail and service commercial Gross Floor Area that is to be accommodated on lands within the Commercial Mixed Use Designation within each Community Design Plan District. The delivery of such retail and service commercial Gross Floor Area shall be clearly articulated in an implementing Zoning By-law, to the satisfaction of the Town.

4.1.5 Residential Mixed Use Designation

4.1.5.1 Intent

a) Lands within the Residential Mixed Use Designation identified on **Schedules 3A, 3C**, **3D** and **3G-1** are intended to provide a mix of residential, retail and service commercial uses and restaurants and public service facilities/community facilities. The intent is that these areas provide opportunities for residents to live close to, and engage in a range of social and economic activities in proximity to each other, thereby minimizing dependency on the automobile and creating attractive areas that support activity throughout the day along transit routes.

4.1.5.2 Permitted Uses

a) Lands within the Residential Mixed Use Designation may be zoned to permit:
   i. Retail and service commercial uses and restaurants;
   ii. Business and professional offices and clinics;
   iii. Residential uses, including additional needs housing;
   iv. Additional residential units;
   v. Day care centres;
   vi. Institutional uses;
   vii. Elementary schools and secondary schools; and
   viii. Regional-scale and community-scale places of worship.

b) In addition to the identified list of permitted uses, uses accessory to any of the identified permitted uses may also be permitted, subject to the Implementing Zoning By-law.

c) The list of permitted/prohibited uses may be further refined through the Implementing Zoning By-law to ensure that new development is appropriate in the context of the adjacent community.

4.1.5.3 Development Policies

a) Mixed use buildings are encouraged with retail, commercial, office and/or public service facilities/community facilities, or other non-residential uses at grade in order to foster an animated, pedestrian-oriented atmosphere. Residential uses are permitted at grade.

b) Development, within Residential Mixed Use Designation shall address the following criteria:
   i. Maintain the historic function and preserve and revitalize historic main street areas, where applicable;
   ii. Establish consistent setback and frontage provisions to encourage a continuous building form adjacent to the street right-of-way;
   iii. Meet any applicable streetscaping policies; and
   iv. Limit vehicle access from developments adjacent to a historic main street or a Regional Road to maximize the efficiency of the road system through techniques such as suitable access, shared driveways and interconnected properties.

4.1.5.4 Area Specific Policies

a) Area Specific Policies are in addition to the general policies for permitted uses and development of the associated land use designation. Where there is a conflict between an Area Specific Policy and the general policies for permitted uses and development of the associated land use designation, the Area Specific Policy shall prevail.

Schedule 3C - Sharon Land Use Plan

b) Notwithstanding any other policy of this Plan, in the area designated as Residential Mixed Use on the east side of Murrell Boulevard, on **Schedule 3C**, the minimum height may be reduced to 2 storeys, 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.

c) Notwithstanding any other policy of this Plan, the area designated Residential Mixed Use at the northwest corner of Leslie Street and Manor Hampton Street, on **Schedule 3C,** the maximum Floor Space Index shall be 2.95 and the maximum height shall be 6 storeys, in accordance with OPA 01-2024.

Schedule 3D - Green Lane Corridor Land Use Plan

d) Development within the Residential Mixed Use Designations in the Green Lane Corridor Plan Area shown on **Schedule 3D** shall have a minimum height of 3 storeys and a maximum height of 12 storeys, except in the area on the east side of Yonge Street, where the maximum height shall be 25 storeys.

e) On **Schedule 3D**, the following area specific policies apply:

i. Notwithstanding any other policy of this Plan, within the Residential Mixed Use Designation located at Green Lane and 2nd Concession, the following policies are applicable:

> 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, at this location, mixed use buildings are encouraged;

> Single use residential buildings shall be permitted 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;

ii. In addition to all of the applicable policies within the Residential Mixed Use Designation located at Green Lane and 2nd Concession Road, the following policies are applicable:

> This area shall be planned to accommodate a minimum of 1,000 residential dwelling units. Applications for Draft Plan of Subdivision and/or Site Plan Approval shall illustrate how the minimum number of units can be accommodated as the area is developed; and

> On the lands that are also identified on **Schedule 3D** as within the Office Priority Area, major office use 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.

Schedule 3G-1 - The Complete Communities Plan Area

f) The required Community Design Plans shall refine the boundaries of the Residential Mixed Use Designation included on **Schedule 3G-1**, without the need for an Amendment to this Plan. Generally, the Residential Mixed Use Designation will extend to between a minimum of approximately 75 metres from the lot line abutting the identified Regional Arterial Road right-of-way. The extent of the Residential Mixed Use Designation may be larger than the identified minimum depth.

g) In addition to the policies of this Section, for the lands within the Residential Mixed Use Designation identified on **Schedule 3G-1**:

i. Buildings and sites may develop as individual sites or as comprehensively planned complexes. Comprehensive planning will promote a unified approach to common issues such as urban design, traffic impact and access, the provision of service infrastructure, public service facilities/community facilities and open space uses; and

ii. The Town shall require compatible development by supporting development applications that conform to all the relevant policies of this Plan and are consistent with any Town adopted manuals, master plans, guidelines and strategies.

h) In addition to the policies of this Section, for the lands within the Residential Mixed Use Designation identified on **Schedule 3G-1**, buildings shall be within low or medium density developments. The distribution of low and medium density development opportunities shall be further articulated within the required Community Design Plans, and shall be facilitated through the implementing Zoning By-law.

i) A full range and mix of low and medium density housing types is permitted within the Residential Mixed Use Designation. However, single and semi-detached residential dwellings shall be permitted to comprise no more than 25 percent of the total number of dwelling units on an application by application basis. The distribution of any single and semi-detached residential dwellings shall be further articulated within the required Community Design Plans, and shall be facilitated through the implementing Zoning By-law.

j) All new low and medium density developments shall be designed in accordance with the following policies:

i. The minimum building height shall be 2 storeys, or 6 metres, whichever is greater;

ii. The maximum building height for any low density development shall be up to and including 4 storeys. The maximum density shall be a Floor Space Index of 2.5. Additional density may be considered by the Town where the majority of automobile parking is provided on-site, in structure; and

iii. The maximum building height for any medium density development shall be up to and including 10 storeys. The maximum density shall be a Floor Space Index of 7.5. Additional density may be considered by the Town where the majority of automobile parking is provided on-site, in structure.

k) For any new low or medium density development to achieve the identified maximum height or density on any development site or block, the Town shall be satisfied that that the development is compatible with, and can be sensitively integrated with, and transitioned to adjacent lower height/density built forms. To ensure compatibility and appropriate transitions, the Town may implement special measures in the Implementing Zoning By-law, such as reduced building heights/densities, angular planes, step backs, increased building setbacks, or enhanced landscape buffers to ensure sensitive integration.

l) All new low density developments within the Residential Mixed Use Designation identified on **Schedule 3G-1** shall be designed to enhance the quality of the Active Transportation Network by including the articulation of facades and the use of quality building materials and landscape treatments at the street level. Parking is encouraged to be provided in underground structures with surface parking being limited, where appropriate.

m) All new medium density developments within the Residential Mixed Use Designation identified on **Schedule 3G-1** shall be designed to:

i. Incorporate a maximum podium height of 4 storeys which shall be defined by a required step-back above the top floor of the podium to be determined in the Implementing Zoning By-law;

ii. Incorporate a minimum height of the at-grade first floor of 4 metres; and

iii. Enhance the quality of the Active Transportation Network by including the articulation of facades and the use of quality building materials and landscape treatments at the street level.

4.1.6 Community Commercial Designation

4.1.6.1 Intent

a) Lands within the Community Commercial Designation, as identified on **Schedule 3E**, provide for the retail and service needs of the surrounding community. These areas provide an anchor for other functions and community activities that will create a focal point and the mixture of uses that provide a sense of community identity in a manner that will encourage active pedestrian streetscapes and support for planned levels of transit.

4.1.6.2 Permitted Uses

a) Land within the Community Commercial Designation may be zoned to permit:

   i. All categories of retail and service commercial uses and restaurants, excluding major retail uses;

   ii. Business and professional offices and clinics;

   iii. Entertainment and recreational uses;

   iv. Educational campuses; and

   v. Funeral Homes.

b) Multi-unit residential dwelling are also permitted, where they are located above any permitted non-residential use.

c) In addition to the identified list of permitted uses, uses accessory to any of the identified permitted uses may also be permitted, subject to the Implementing Zoning By-law.

d) Non-noxious, small-scale industrial uses may be permitted, as long as no adverse effects are generated that impact adjacent sensitive land uses.

e) The list of permitted/prohibited uses may be further refined through the Implementing Zoning By-law to ensure that new development is appropriate in the context of the adjacent community.

4.1.6.3 Development Policies

b) The Secondary Plan and/or the Community Design Plan process shall address the scale and design of all permitted uses and the implementing Zoning By-law shall specify minimum and maximum store (or unit) sizes, to ensure the planned function of lands designated Community Commercial is achieved.

c) Applications for new Community Commercial Designations may be permitted, subject to the approval of an Amendment to this Plan that demonstrates through a market study, planning analysis and transportation study that the use is warranted and that it will not undermine the planned function of the commercial areas within the Major Local Centres or Corridors identified on **Schedule 2**.

4.1.6.4 Area Specific Policies

a) Area Specific Policies are in addition to the general policies for permitted uses and development of the associated land use designation. Where there is a conflict between an Area Specific Policy and the general policies for permitted uses and development of the associated land use designation, the Area Specific Policy shall prevail.

Schedule 3D - Green Lane Corridor Land Use Plan

b) The Town will ensure that all development proposals in areas designated Community Commercial and identified as Major Transit Station Area on **Schedule 3D** are designed to support the provision of an efficient, convenient and safe public transit service. The Town will support the investment in transit within the Major Transit Station Areas by:

i. Requiring an overall density of 150 persons and jobs per hectare within the boundary of the GO MTSA as identified on **Schedule 3D**;

ii. Requiring an overall density of 160 persons and jobs per hectare within a radius of between 500 and 800 metres of the boundary of the Green Lane Bus Rapid Transit MTSA as shown on **Schedule 3D**;

iii. Locating the highest density housing, commercial and mixed-use developments and Major Office developments within 200 to 400 metres of the station facility;

iv. Ensuring that the layout of new Arterial Roads and Collector Roads promotes efficient and direct transit routes within and between neighbourhoods and that those routes include higher density, mixed use development opportunities that serve the Major Transit Station Areas;

v. Including supportive, safe and comfortable public transit facilities in the consideration of development proposals;

vi. Prohibiting the establishment of land uses and built forms that would adversely affect the achievement of the Major Transit Station Area minimum density targets; and

vii. Encouraging a resident to job ratio of 2:1 within all Major Transit Station Areas.

4.2 The Community Areas

4.2.1 Introduction

a) Community Areas, as identified on **Schedule 2** provide for the development of residential communities, including housing and other supporting land uses including parks and open spaces, convenience commercial uses and public service facilities/community facilities that are complementary to, and compatible with the residential function of the area. The intent of this Plan for the Community Areas is to:

i. Provide an adequate supply of serviced lands for community development at various locations within the defined Settlement Areas of the Town;

ii. Achieve a mix of housing types, densities, sizes and tenures, including a full array of additional needs housing to meet the existing and projected demographic and housing market requirements of current and future residents of the Town;

iii. Provide opportunities for residents to live in proximity to areas that will meet their daily needs within neighbourhoods including convenience commercial, office and personal services, institutional and recreational uses; and

iv. Provide housing opportunities and supportive land uses within a framework of community design and layout that encourage the usage of public transit, pedestrian and bicycle transportation and decrease dependence on the automobile.

b) To provide opportunities for a broad range of residential uses that accommodates a mix of housing types and tenures, as well as supportive land uses that assist in achieving a complete community, the following land use designations are provided:

i. Low Density Residential Designation;

ii. Medium Density Residential Designation;

iii. High Density Residential Designation;

iv. Institutional Designation;

v. Neighbourhood Commercial Designation;

vi. Educational Facilities Symbols; and

vii. Parks and Open Space Designation and Symbols.

4.2.2 Low Density Residential Designation

4.2.2.1 Intent

a) Lands designated Low Density Residential, as identified on **Schedules 3A, 3B, 3C, 3D**, **3E** and **3G-1** provide areas for the creation of neighbourhoods comprised of ground related housing and other compatible uses that provide for the day-to-day needs of residents.

4.2.2.2 Permitted Housing Types/Uses

a) Land designated Low Density Residential may be zoned to permit ground-oriented housing units, such as single and semi-detached dwellings, townhouses and apartment dwellings in low-rise buildings. Additional Needs Housing is also permitted, subject to the relevant policies of this Plan.

b) In addition to the permitted housing types within the Low Density Residential Designation, lands within this Designation may also be zoned to permit:

i. Day care centres;

ii. Bed and breakfast establishments;

iii. Home-based businesses;

iv. Additional residential units;

v. Neighbourhood supporting uses;

vi. Elementary schools; and

vii. Community-scale places of worship.

c) In addition to the identified list of permitted uses, uses accessory to any of the identified permitted uses may also be permitted, subject to the Implementing Zoning By-law.

d) The list of permitted uses may be further refined through the Implementing Zoning By-law to ensure that new development is appropriate in the context of the adjacent community.

4.2.2.3 Development Policies

a) Lands within the Low Density Residential Designation shall be a maximum height of 3 storeys, or 10 metres, whichever is less.

b) New development on lands that are within the Complete Community Plan Areas on **Schedule 3G-1**, and also within the Low Density Residential Designation may accommodate a range of housing types, with the following maximum densities::

i. Single-detached, Semi-detached, Duplex, Triplex, Fourplex, and Townhouses: up to 50 units per net hectare;

ii. Low-rise apartment dwellings: up to 75 units per net hectare;

c) New development on lands that are within Holland Landing on **Schedule 3A**, Queensville on **Schedule 3B**, Sharon on **Schedule 3C**, Mount Albert on **Schedule 3E**, and also within the Low Density Residential Designation may accommodate a range of housing types, within the following maximum densities:

i. Single-detached, Semi-detached, Duplex, Triplex, Fourplex, Townhouse and Low-rise apartment dwellings: up to 30 units per net hectare.

d) Infilling of vacant lots and intensification of existing properties in the Low Density Residential Designation, is permitted subject to ensuring compatible development, including a sensitive integration and appropriate transitions with existing land uses and built forms, to the satisfaction of the Town.

e) Rear or backlotting of dwelling units within the Low Density Residential Designation shall not be permitted on Arterial and Collector Roads and shall be minimized where abutting parks and open spaces and lands within the Environmental Protection Designation.

f) On **Schedules 3A, 3B, 3C**, **3E** and **3G-1**, where lands designated Low Density Residential remain undeveloped, a minimum of 15 percent of the Gross Developable Land Area shall be developed for townhouses and/or low-rise apartment dwellings. Gross Developable Land Area is the Total Land Area less any lands that are within the Environmental Protection Designation, are the right-of-way of a Provincial Highway or Regional Arterial Road, or are a major utility or rail corridor.

4.2.2.4 Area Specific Policies

a) Area Specific Policies are in addition to the general policies for permitted uses and development of the associated land use designation. Where there is a conflict between an Area Specific Policy and the general policies for permitted uses and development of the associated land use designation, the Area Specific Policy shall prevail.

Schedule 3D - Green Lane Corridor Land Use Plan

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

Schedule 3G-1 - The Complete Communities Plan Area

c) The required Community Design Plans shall refine the boundaries of the Low Density Residential Designation included on **Schedule 3G-1**, without the need for an Amendment to this Plan. The required Community Design Plans identify the distribution and location of the range and mix of dwelling unit types, public service facilities/community facilities, neighbourhood supporting uses, stormwater management facilities and parks and open spaces. The range of uses and pattern of development within the Low Density Residential Designation shall be facilitated through the implementing Zoning By-law that will be consistent with the associated Community Design Plan.

d) Notwithstanding any other policy of this Plan, on lands within the Low Density Residential Designation shown on **Schedule 3G-1**:

i. The height for permitted single-detached, semi-detached and townhouse dwellings may be up to 4 storeys or 13 metres, whichever is less.

ii. Low-rise residential apartment buildings may be permitted up to a height of 6 storeys or 19 metres, whichever is less subject to establishing compatibility and an appropriate transition to adjacent existing or planned development. The maximum density shall be a Floor Space Index of 4.0;

These permissions are subject to conformity with all of the relevant policies of this Plan, the establishment of compatibility and an appropriate transition to adjacent existing or planned development and are consistent with any Town adopted manuals, master plans, guidelines and strategies.

e) The Town shall encourage and support the development of appropriate neighbourhood supporting land uses, including public service facilities/community facilities. Apartment units may be permitted above the ground floor of any permitted neighbourhood supporting land use. Further, permitted neighbourhood supporting land uses should generally be centrally located within the residential neighbourhoods in each of the Community Areas and Community Design Plan Districts identified on **Schedule 3,** and:

i. Shall be located at an intersection, where at least one road is a Collector or Arterial Road;

ii. May be clustered with other similar neighbourhood supporting land uses and/or public service facilities/community facilities in the form of a neighbourhood centre; and

iii. Shall be compatible and sensitively integrated with the surrounding residential uses.

f) The required Community Design Plan shall establish a unified approach to common issues such as urban design, traffic impact and access, the provision of service infrastructure and public service facilities/community facilities. Within the Low Density Residential Designation the Community Design Plan will consider the following:

i. All development shall be planned and designed with high-quality design features including built form, architectural detail and landscaping. The Community Design Plan will ensure:

> The provision of an appropriate transition to/integration among adjacent uses/built forms;

> Changes in land use, lotting and built form shall, wherever possible, occur along a rear lot line so that similar uses and forms shall frame both sides of a street;

ii. All development shall be required to provide public parkland generally in accordance with the locations identified symbolically on **Schedule 3G-1**. The actual location, scale and configuration of the various parkland elements shall be identified through the Community Design Plan process. The Community Design Plan will ensure that views and vistas to the parks and open spaces through the location, arrangement and configuration of streets and blocks;

iii. Elementary schools and other public service facilities/community facilities are encouraged to be co-located with the parks and open space system, Active Transportation Network and other public service facilities/community facilities;

iv. Within each Community Design Plan Area an Active Transportation Network shall be created to foster pedestrian and cycling activity. The location and design of the Active Transportation Network will be confirmed through the Community Design Plan process. The Community Design Plan will ensure:

> Access to and through parks and, where appropriate, the lands within the Environmental Protection Designation;

- That key destinations such as retail and service commercial uses, public service facilities/community facilities, parks and open spaces are within 500 metres of most residents;

v. The following policies apply to lands within the Low Density Residential Designation that abut the Environmental Protection Designation as it is defined on **Schedule 3G-1**. The Community Design Plan will ensure:

- That the lands within the Environmental Protection Designation are both protected and incorporated as an integral part of each neighbourhood's structure;
- Views and vistas into the Environmental Protection Designation through the location, arrangement and configuration of streets and blocks;
- Adjacencies and strong connections from lands within the Environmental Protection Designation to stormwater management facilities, parks and open spaces and the Active Transportation Network;

vi. It is expected that the pattern of Local Roads within each of the Community Design Plan Districts will generally be designed and laid out based on a modified grid pattern, which responds to topographical features, natural features, built heritage and existing development patterns. The Community Design Plan will ensure:

- The provision of a well-connected internal Local Road Network designed to calm through traffic and to support the Active Transportation Network;
- Parks and open spaces, stormwater management facilities and lands within the Environmental Protection Designation have significant frontage onto Local Roads;
- That back-lotting of parks and open spaces and lands within the Environmental Protection Designation is avoided; and
- That block lengths will generally not exceed 250 metres. Where block lengths exceed 200 metres, a mid-block pedestrian walkway of a minimum width of 6 metres shall be provided to support pedestrian movement.

g) The Holland Landing Airpark is a private airport located immediately south of the community of Holland Landing, and is identified symbolically on **Schedule 3G-1**. It is designated as Low Density Residential on **Schedule 3G-1**, in recognition of its long term redevelopment potential. Until redevelopment of the Airpark is proposed, it is the intent of this Plan to protect its airport operation from encroachment that may impede its use. The Town supports current economic uses that are compatible with the existing airpark operations. This support does not extend beyond the operational life of the airpark and this policy shall be not interpreted as establishing long-term planning direction for airpark-related or airpark-supportive uses, once the airpark ceases operations.

h) Proposed development applications in proximity to the Airpark shall comply with the Aeronautics Act, which provides that buildings and structures in the vicinity of airports shall not interfere with airport operations and the movement of traffic, which may cause a potential aviation safety hazard. Proposed developments in proximity to the airport will be evaluated based on:

i. Aviation and passenger safety and their respective demands;

ii. Noise Exposure Forecast and Noise Exposure Projection contours;

iii. The potential impacts to both on-site operations and existing or planned uses;

iv. Wildlife hazards; and

v. Ensuring that development of residential or other sensitive land uses will occur in accordance with any Provincial and Federal requirements to protect existing and planned airports.

i) The Town will consider the following limitations or implementation strategies for proposed developments in proximity to the Airpark:

   i. The use of appropriate development control mechanisms to implement appropriate building envelope and height restrictions; and

   ii. Provision for the registration on title and insertion in Agreements of Purchase and Sale or Lease of a warning clause with regard to the existence of and potential impacts of airport use and operations and mechanisms to ensure the ongoing maintenance of the required measures.

4.2.3 Medium Density Residential Designation

4.2.3.1 Intent

a) Lands designated Medium Density Residential on Schedules **3A, 3B, 3C, 3D** and **3E** provide for forms of housing at densities that support transit. It is intended that these areas will be integrated into low density residential neighbourhoods to provide for a variety of housing types.

4.2.3.2 Permitted Housing Types/Uses

a) Land designated Medium Density Residential may be zoned to permit townhouses and low-rise apartments, including Additional Needs Housing.

b) In addition to the permitted housing types within the Medium Density Residential Designation, lands within this Designation may also be zoned to permit:

   i. Day care centres;

   ii. Bed and breakfast establishments;

   iii. Home-based businesses;

   iv. Additional residential units;

   v. Neighbourhood supporting uses;

   vi. Elementary Schools; and

   vii. Community-scale places of worship.

c) In addition to the identified list of permitted uses, uses accessory to any of the identified permitted uses may also be permitted, subject to the Implementing Zoning By-law.

d) The list of permitted uses may be further refined through the Implementing Zoning By-law to ensure that new development is appropriate in the context of the adjacent community.

4.2.3.3 Development Policies

a) Development within the Medium Density Residential Designation may include buildings up to a maximum of 4 storeys, or 13.5 metres, whichever is less. The net density range for development within the Medium Density Residential Designation shall be between a Floor Space Index of 2.0 and 3.0.

b) The Town shall prohibit Amendments to this Plan and the Implementing Zoning By-law that would have the effect of reducing the density of a site in the Medium Density Residential Designation.

c) Infilling of vacant lots and intensification of existing properties is encouraged in the Medium Density Residential Designation, subject to the relevant policies regarding compatible development and consistency with the Urban Design Manual.

d) Street-oriented Medium Density Residential uses shall be interspersed within Low Density Residential uses, such as single and semi-detached dwelling units, in small blocks throughout the new Community Areas identified on **Schedule 1**. Separation between Medium Density Residential areas is encouraged through the use of intervening functions, including Low Density Residential development, parks and open spaces, neighbourhood supporting uses or public service facilities/community facilities.

4.2.3.4 Area Specific Policies

a) Area Specific Policies are in addition to the general policies for permitted uses and development of the associated land use designation. Where there is a conflict between an Area Specific Policy and the general policies for permitted uses and development of the associated land use designation, the Area Specific Policy shall prevail.

Schedule 3D - Green Lane Corridor Land Use Plan

b) Within the Green Lane Corridor Plan Area, as shown on **Schedule 3D**, live-work units are also a permitted housing type/built form.

c) Within the Green Lane Corridor Plan Area, the density for areas designated as Medium Density Residential 1 shall be a minimum Floor Space Index of 2 per net hectare and a maximum Floor Space Index of 2.5 per net hectare, and the density for the areas designated as Medium Density Residential 2 shall be a minimum Floor Space Index of 2.5 per net hectare and a maximum Floor Space Index of 3.0 per net hectare. The permitted uses as identified in this Plan for medium density housing apply to both the Medium Density Residential 1 and Medium Density Residential 2 designation.

d) Within the Green Lane Corridor Plan Area, Medium Density Residential uses shall be focused along the identified Regional Corridor and Local Corridors. However, the Medium Density Residential Designations along the Local Corridors may alternatively be interspersed with the Low Density Residential uses in the neighbourhood through implementing Draft Plans of Subdivision in accordance with the relevant policies of this Plan, without Amendment to this Plan, provided the same amount of land area is designated Medium Density Residential, as illustrated on **Schedule 3D**.

Schedule 3G-1 - Complete Communities Land Use Plan

e) No lands are identified within the Medium Density Residential Designation for the development of medium density residential dwelling units on **Schedule 3G-1**. Notwithstanding any other policy of this Plan, the required Community Design Plans may identify lands for medium density residential dwelling units, and may implement those locations in conformity with the relevant policies of this Plan, through the Implementing Zoning By-law, without an Amendment to this Plan.

4.2.4 High Density Residential Designation

4.2.4.1 Intent

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

4.2.4.2 Permitted Housing Types/Uses

a) Lands within the designated High Density Residential Designation are to be zoned to permit apartment dwellings, including Additional Needs Housing.

b) In addition to the permitted residential uses within the High Density Residential Designation, lands within this Designation may also be zoned to permit:

   i. Day care centres;

   ii. Home-based businesses;

   iii. Neighbourhood supporting uses;

   iv. Elementary schools; and

   v. Community-scale places of worship.

c) In addition to the identified list of permitted uses, uses accessory to any of the identified permitted uses may also be permitted, subject to the Implementing Zoning By-law.

d) The list of permitted uses may be further refined through the Implementing Zoning By-law to ensure that new development is appropriate in the context of the adjacent community.

4.2.4.3 Development Policies

a) Buildings within the High Density Residential Designation shall have a minimum height of 4 storeys, up to a maximum of 12 storeys in height, or 40 metres, whichever is less. The net density range for development within the High Density Residential Designation shall be between a Floor Space Index of 2.0 and 6.0. Additional density, up to a maximum Floor Space Index of 7.5, may be considered by the Town where the majority of automobile parking is provided on-site, in structured parking.

b) Buildings shall be sited and designed to minimize potential for adverse impacts on lands within the Low Density Residential and Medium Density Residential Designations. The Implementing Zoning By-law shall ensure compatible development and may include transition requirements including additional height restrictions, enhanced setbacks, step back and/or angular planes to achieve a comfortable transition.

c) The Town shall prohibit Amendments to this Plan and the Zoning By-law that would have the effect of reducing the density of a site within the High Density Residential Designation.

4.2.4.4 Area Specific Policies

a) Area Specific Policies are in addition to the general policies for permitted uses and development of the associated land use designation. Where there is a conflict between an Area Specific Policy and the general policies for permitted uses and development of the associated land use designation, the Area Specific Policy shall prevail.

Schedule 3D - Green Lane Corridor Land Use Plan

b) Notwithstanding any other policy of this Plan, lands designated within the High Density Residential Designation on **Schedule 3D**, residential development within the High Density Residential Designation:

i. Shall be permitted in buildings up to a maximum height of 20 storeys, or 65 metres, whichever is less;

ii. Townhouses and other ground-related multiple unit buildings may only be permitted on development sites in association with one or more apartment buildings, provided:

> A minimum of 75 percent of the dwelling units are located in apartment buildings;

> The apartment building is built prior to, or at the same time as the ground related multiple unit buildings; and

> The combined density conforms to the relevant policies of this Plan.

c) Notwithstanding any other policy of this Plan, with respect to the lands in the High Density Residential Designation west of the north-south proposed Minor Collector Road west of Yonge Street identified on **Schedule 3D**, stacked townhouses, back- to-back townhouses, townhouses and other ground-related multiple unit buildings shall be permitted provided the density conforms to the relevant policies of this Plan.

d) Notwithstanding any other policy of this Plan, lands within the High Density Residential designation on the west side of Yonge Street identified on **Schedule 3D** may also be zoned to permit hotels and conventions centres in association with one or more other forms of high density residential development. Where hotels and conventions centres are permitted, density policies are not applicable.

e) The Town will ensure that all development proposals in areas designated High Density Residential and identified as Major Transit Station Area on **Schedule 3D** are designed to support the provision of an efficient, convenient, and safe public transit service. The Town will support the investment in transit within the Major Transit Station Areas (MTSA) by:

i. Requiring an overall density of 150 persons and jobs per hectare within the boundary of the GO MTSA as identified on **Schedule 3D**;

ii. Requiring an overall density of 160 persons and jobs per hectare within a radius of between 500 and 800 metres of the boundary of the Green Lane Bus Rapid Transit MTSA as shown on **Schedule 3D**;

iii. Locating the highest density housing, commercial and mixed-use developments and Major Office developments within 200 to 400 metres of the station facility;

iv. Ensuring that the layout of new Arterial Roads and Collector Roads promotes efficient and direct transit routes within and between neighbourhoods and that those routes include higher density, mixed use development opportunities that serve the MTSAs;

v. Including supportive, safe and comfortable public transit facilities in the consideration of development proposals;

vi. Prohibiting the establishment of land uses and built forms that would adversely affect the achievement of the MTSA minimum density targets; and

vii. Encouraging a resident to job ratio of 2:1 within all MTSAs.

Schedule 3G-1 - Complete Communities Land Use Plan

f) No lands are identified within the High Density Residential Designation for the development of high density residential apartments on **Schedule 3G-1**. Notwithstanding any other policy of this Plan, the required Community Design Plans may identify lands for high density residential apartments, and may implement those locations in conformity with the relevant policies of this Plan, through the implementing Zoning By-law, without an Amendment to this Plan.

4.2.5 Institutional Designation

4.2.5.1 Intent

a) Lands within the Institutional Designation are identified on **Schedules 3A, 3B, 3C, 3D, 3E** and **3F**. Institutional uses can be either owned and operated by a public body such as the Town or York Region, or may be intended for a quasi-public use such as places of worship and community halls. The intent of this Section is to outline the appropriate location and development standards for these uses and ensure that adequate lands are available for institutional uses to meet the needs of the Town's residents and workforce. It is the intent of the Institutional Designation to:

   i. Provide a range and variety of recreational, cultural, educational, and community facilities and activities;

   ii. Minimize barriers to participation as they relate to age, gender, income, culture, transportation or physical ability;

   iii. Foster a unique sense of civic pride and local identity that reflects and builds upon the Town's cultural diversity and unique amenities;

   iv. Encourage the integration of arts, cultural and recreational facilities with local businesses, health and social services, schools, parks and civic buildings;

   v. Encourage and support partnerships with all the providers of institutional and cultural services, including both public and non-profit agencies;

   vi. Ensure adequate library services are provided to Town residents; and

   vii. Provide indoor and outdoor recreational facilities and programs to meet the needs of all residents to ensure physical, creative and intellectual opportunities in accordance with the Town's Parks, Recreation and Culture Strategic Master Plan.

4.2.5.2 Permitted Uses

a) Lands designated Institutional may be zoned to permit uses including, but not be limited to:

   i. Public administration facilities;

   ii. Health care facilities;

   iii. Recreation facilities;

   iv. Cultural activities;

   v. Public and private schools;

   vi. Day care centres;

   vii. Institutional forms of Additional Needs Housing;

   viii. Community and Regional-scale places of worship;

   ix. Funeral homes; and

   x. Transit stations.

b) In addition to the identified list of permitted uses, uses accessory to any of the identified permitted uses may also be permitted, subject to the Implementing Zoning By-law.

c) The list of permitted uses may be further refined through the Implementing Zoning By-law to ensure that new development is appropriate in the context of the adjacent community.

4.2.5.3 Development Policies

a) All institutional uses should be located close to public transit and pedestrian links and away from significant known air pollution sources.

b) Vehicular access to institutional uses shall be located and designed to discourage the related vehicular traffic from penetrating or congesting residential neighbourhoods.

c) The Town shall, in cooperation with the appropriate organizations, encourage the allocation of adequate lands in locations appropriate to meet existing and future requirements for educational facilities and places of worship.

d) The primary use of lands designated Institutional on **Schedules 3A, 3B, 3C, 3D, 3E** and **3F** shall be various forms of public, quasi-public and/or private educational, health, cultural, recreational, religious or charitable institutions or similar organizations providing a public service.

e) In conjunction with any proposal for a new Institutional Designation, outside of a Secondary Plan process, the following information is required to be submitted by the applicant as part of the development application in order to assist in evaluating the proposal:

   i. An environmental management plan of the property, prepared by a qualified professional that describes the existing and proposed vegetation, extent of vegetation removal, topography, soil and ground water conditions, environmental impacts and measures to be taken to maintain and enhance any natural areas including watercourses, low- lying areas, areas of steep and/or unstable slopes, floodplains, vegetated areas and wildlife and fishery habitats;

   ii. A detailed engineering and servicing report, prepared by a professional engineer, that clearly demonstrates that the proposed lot(s) can be properly serviced by water supply and sewage disposal systems, the stormwater management techniques to be used, and that there will be no adverse effect from the development as it relates to soil, groundwater and surface water; and

   iii. Transportation studies, prepared by a professional engineer, that analyzes the impact of the development on the surrounding road network and the active transportation network and establishes any required modifications to those systems to alleviate potential impacts.

f) New institutional uses shall be designed to consider, but not be limited to the following criteria:

   i. Be sited near the street frontage and positioned on lots to maximize their visibility from surrounding neighbourhoods and encourage views to their building features, where appropriate, and interesting vistas from surrounding streets or parks;

   ii. Corner locations for buildings are encouraged as they reinforce streetscapes and terminate neighbourhood views;

   iii. Promote accessibility by pedestrians with direct connections from streetscape sidewalks to major entrances. Similarly, transit accessibility shall be promoted with direct walkway connections to transit stops;

   iv. The built form should be designed to reflect their landmark status within neighbourhoods. Architectural elements such as prominent building entrances, canopies, large glazed areas, and roof forms can create significant identity for these uses within the community; and

v. Construction should be to a high quality urban design standard, with consideration of multi-storey buildings and shared facilities, as well as smaller site sizes.

g) Proposed institutional development which is sensitive to noise impacts, such as hospitals and nursing homes may be subject to a noise study and possible remedial or mitigation measures.

4.2.5.4 Area Specific Policies

a) Area Specific Policies are in addition to the general policies for permitted uses and development of the associated land use designation. Where there is a conflict between an Area Specific Policy and the general policies for permitted uses and development of the associated land use designation, the Area Specific Policy shall prevail.

Schedule 3G-1 - Complete Communities Land Use Plan

b) No lands are identified within the Institutional Designation on **Schedule 3G-1**. Notwithstanding any other policy of this Plan, the required Community Design Plans may identify lands for institutional uses, and may implement those locations in conformity with the relevant policies of this Plan, through the implementing Zoning By-law, without an Amendment to this Plan.

4.2.6 Neighbourhood Commercial Designation

4.2.6.1 Intent

a) Lands designated Neighbourhood Commercial, as identified on **Schedules 3A, 3B, 3C, 3D** and **3E** are intended to provide a limited range of retail and service needs that will serve the convenience needs of the surrounding neighbourhoods within walking distance and will be compatible in scale and function to a neighbourhood setting.

4.2.6.2 Permitted Uses

a) Lands within the Neighbourhood Commercial Designation may be zoned to permit:

i. Small-scale retail and service commercial uses and restaurants;

ii. Business and professional offices and clinics;

iii. Community-scale places of worship; and

iv. Day care centres.

b) Multi-unit residential dwelling are also permitted, where they are located above any permitted non-residential use.

c) In addition to the identified list of permitted uses, uses accessory to any of the identified permitted uses may also be permitted, subject to the Implementing Zoning By-law.

d) The list of permitted/prohibited uses may be further refined through the Implementing Zoning By-law to ensure that new development is appropriate in the context of the adjacent community.

4.2.6.3 Development Policies

a) Neighbourhood Commercial Areas shall be between 1 and 5 hectares in size.

b) The Secondary Plan and/or Community Design Plan process and Implementing Zoning By-law shall specify minimum and maximum store (or unit) sizes, to ensure the planned function of lands designated Neighbourhood Commercial is achieved and maintained.

c) The maximum height of any building within the Neighbourhood Commercial Designation shall be 3 storeys, or 12 metres whichever is less.

4.2.6.4 Area Specific Policies

a) Area Specific Policies are in addition to the general policies for permitted uses and development of the associated land use designation. Where there is a conflict between an Area Specific Policy and the general policies for permitted uses and development of the associated land use designation, the Area Specific Policy shall prevail.

Schedule 3D - Green Lane Corridor Land Use Plan

b) The Neighbourhood Commercial Designation, identified on **Schedule 3D**, 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 4,700 square metres, in accordance with OPA-02-2023.

Schedule 3G-1 - Complete Communities Land Use Plan

c) No lands are identified within the Neighbourhood Commercial Designation on **Schedule 3G-1**. Notwithstanding any other policy of this Plan, the required Community Design Plans may identify lands for neighbourhood commercial uses, and may implement those locations in conformity with the relevant policies of this Plan, through the Implementing Zoning By-law, without an Amendment to this Plan.

4.2.7 Educational Facilities Symbols

4.2.7.1 Intent

a) Educational facilities are a crucial element to a complete community. It is the intent of this Plan to:

i. Work with school boards and/or private schools or institutions in providing and attracting new educational and skills training facilities, as well as a post-secondary institution;

ii. Ensure that Secondary Plans provide for appropriate school sites to accommodate residential growth;

iii. Require that, through development approvals, each school is connected with adjacent neighbourhoods by a network of sidewalks, bicycle and pedestrian paths to promote safe and convenient access for school children;

iv. Encourage the provision of joint use educational facilities which may accommodate the inclusion of community centre uses, public recreational and other institutional uses, subject to the appropriate joint- use agreements; and

v. Encourage schools and day nurseries to be located adjacent to parks that are of appropriate size and characteristic to enable, where appropriate, the coordinated development and use of space and facilities.

4.2.7.2 Permitted Uses

a) Educational facilities shall primarily consist of elementary and secondary schools to be established and funded by the affected School Boards.

b) Where the Elementary School, or Secondary School Symbol is not required for a school site, or is otherwise removed from a Schedule to this Plan, the underlying land use designation and associated policy framework is applicable.

c) Where the Elementary School, or Secondary School Symbol is not required for a school site, or is otherwise removed from a Schedule to this Plan, alternative uses shall be permitted and shall not require an Amendment to this Plan, in order of priority as follows, pursuant to the policies of this Plan:

   i. Open space uses, particularly parks or open space linkages which contribute to the enhancement of the Natural Heritage System;

   ii. Compatible institutional uses including private elementary schools, places of worship, community service or cultural buildings; and

   iii. Uses in accordance with the underlying land use designation on **Schedules 3A, 3B, 3C, 3D, 3E** and **3G-1.**

4.2.7.3 Development Policies

a) The Elementary School and Secondary School Symbols, as shown on **Schedules 3A, 3B, 3C, 3D, 3E** and **3G-1** denote the approximate preferred locations for schools. These locations may change without an Amendment to this Plan provided all other policies of this Plan are satisfied.

b) The Town shall encourage the coordinated use of recreational space and facilities to meet the needs of both the school and the community.

c) School sites should be located adjacent to public parks, where possible, and central to the community to promote walking or cycling, thereby enabling most students to walk to school and their location should minimize the hazards associated with children crossing major roads or rail lines.

d) The specific location, size and configuration of each school site shall be consistent with the policies of this Plan and the requirements of the respective School Boards and further defined in consultation with the appropriate School Boards as part of the Community Design Plan and/or the development review process.

e) School sites should have a minimum of two access points with connectivity to adjacent neighbourhoods allowing for a variety of routing options for school buses, pick-up and drop off and staff access.

f) School sites should not be located adjacent to the following uses, where possible:

   i. Commercial, industrial and agricultural uses;

   ii. Railway lines, arterial roads and airports; or

   iii. Utility transmission corridors, including gas pipelines and hydro corridors.

g) The Town shall require that all subdivision agreements that contain conditions for new school sites contain provisions that require the land owners to provide first right of refusal to the other School Board

and then to the Town to purchase proposed school sites where the subject lands are no longer deemed necessary by the relevant School Board.

4.2.7.4 Area Specific Policies

a) Area Specific Policies are in addition to the general policies for permitted uses and development of the associated land use designation. Where there is a conflict between an Area Specific Policy and the general policies for permitted uses and development of the associated land use designation, the Area Specific Policy shall prevail.

Schedule 3G-1 - Complete Communities Land Use Plan

b) **Schedule 3G-1** identifies locations for 8 Proposed Elementary Schools and 1 location for a Proposed Secondary School. The Proposed Elementary School locations support the community structure and patterns of land use and, wherever possible should be located adjacent to the parks and open space system, connected to the Active Transportation Network, and central to the community to promote walking or cycling. The Proposed Secondary School is centrally located within the Complete Communities Plan Area, in proximity to a Strategic Growth Area and a Proposed Community Facility.

c) The locations for the Proposed Elementary Schools and the Proposed Secondary School are identified conceptually on **Schedule 3G-1**, and may be moved to any other location within the Complete Communities Plan Area, or deleted from **Schedule 3G-1** without the need for an Amendment to this Plan, subject to the satisfaction of the Town, in consultation with the appropriate School Board.

d) The specific location, size and configuration of each Elementary School or Secondary School site shall be articulated in the required Community Design Plans generally where the sites are identified symbolically on **Schedule 3G-1** and shall be confirmed through applications for approval of a Plan of Subdivision and/or Zoning By-law Amendment.

e) The required Community Design Plans shall ensure that Elementary Schools are accommodated in buildings and on sites designed to reflect their role as focal points for the community. They are to:

   i. Be innovative in design, multi-storey and oriented to the street;

   ii. Provide access to the parks and open space system and the Active Transportation Network; and

   iii. Establish an inviting public entrance on the main façade facing the abutting Collector Road.

f) The required Community Design Plan shall ensure that Secondary Schools are accommodated in buildings and on sites designed as follows:

   i. Be innovative in design, b multi-storey and oriented to the street;

   ii. Establish an inviting public entrance on the main façade facing the abutting Arterial or Collector Road;

   iii. Provide enhanced access to the Transit System, the Park System and the Active Transportation Network. The Town will require wider sidewalks and bicycle lanes on key access routes and locations on transit routes;

   iv. Ensure appropriate mitigation of traffic hazards, or unacceptable levels of congestion on surrounding roads; and

   v. Consider the establishment of maximum on-site vehicular parking requirements and minimum on-site bicycle parking requirements.

g) Elementary Schools and the Secondary School are encouraged to co-locate with other compatible public

service facilities/community facilities. Further, urban schools and compact school sites should be provided when co-located with other public service facilities/community facilities and/or the parks and open space system.

h) The Town shall ensure that the Elementary Schools and the Secondary School are planned for and secured as a part of the development approvals process and appropriately phased in accordance with the proposed development. The Town shall work with the School Boards to monitor population growth and to ensure the provision of appropriate Elementary School and Secondary School facilities are provided to serve the needs of a growing population.

i) It is the responsibility of the relevant School Board to make the necessary arrangements to acquire an Elementary School site or the Secondary School site from the affected landowner. Following 5 years after Town adoption of a required Community Design Plan for an affected Community Design Plan District that includes an Elementary School site, or the Secondary School site, where no arrangement for the acquisition of the Elementary School site, or the Secondary School site has been achieved, or the site has been identified as not being required for Elementary School or Secondary School purposes, the Proposed Elementary School symbol, or the Proposed Secondary School symbol can be removed from **Schedule 3G-1**, and the site can be developed in accordance with the policies for the underlying land use designation, without the need for an Amendment to this Plan, but subject to appropriate Zoning.

4.2.8 Public Service Facilities/Community Facilities Symbols

4.2.8.1 Intent

a) **Schedule 4: Parks + Public Service Facilities/Community Facilities**, **Schedule 3D** and **Schedule 3G-1** identifies a number of existing and planned public service facilities/community facilities within the Town. Public service facilities/community facilities - including community centres, recreation/sports facilities and library facilities - are a crucial element to a complete community. It is the intent of this Plan to:

   i. Require that, through development approvals, each public service facility/community facility is connected with adjacent neighbourhoods by a network of sidewalks, bicycle and pedestrian paths to promote safe and convenient access for residents;

   ii. Encourage the provision of joint use public service facilities/community facilities which may accommodate the inclusion of secondary and elementary schools and other public service facilities/community facilities, subject to the appropriate joint- use agreements; and

   iii. Encourage public service facilities/community facilities to be located adjacent to parks that are of appropriate size and characteristic to enable, where appropriate, the coordinated development and use of space and facilities.

4.2.8.2 Permitted Uses

a) For the purposes of this Plan, public service facilities/community facilities shall primarily consist of recreation facilities, libraries and cultural facilities for the provision of programs and services provided, or subsidized by the Town or other government body. Public service facilities/community facilities may also include community-scale places of worship, health-related facilities, child care and educational programs, specifically not including elementary or secondary schools.

b) Where the Public Service Facilities/Community Facilities Symbol is determined not to be required by the Town and/or is removed from the Schedules of this Plan, the underlying land use designation and its associated policy framework are applicable, with the need for an Amendment to this Plan.

4.2.8.3 Development Policies

a) The Public Service Facilities/Community Facilities Symbol denotes the approximate existing and preferred locations for a range of facilities throughout the Town. These locations may change without an Amendment to this Plan provided all other policies of this Plan are satisfied.

b) The Town shall encourage the coordinated use of public service facilities/community facilities, public service facilities/community facilities and both secondary and elementary schools to meet the needs of the community.

c) Public service facilities/community facilities should be located adjacent to public parks, where possible, and central to the community to promote walking or cycling, thereby enabling most residents to walk or cycle. Locations should minimize the hazards associated with children crossing major roads or rail lines.

4.2.8.4 Area Specific Policies

a) Area Specific Policies are in addition to the general policies for permitted uses and development of the associated land use designation. Where there is a conflict between an Area Specific Policy and the general policies for permitted uses and development of the associated land use designation, the Area Specific Policy shall prevail.

Schedule 3G-1 - Complete Communities Land Use Plan

b) **Schedule 3G-1** identifies a location for 3 Public Service Facilities/Community Facilities. The proposed locations are conceptual and support the community structure and patterns of land use and, wherever possible should be located adjacent to the parks and open space system, connected to the Active Transportation Network, and central to the community to promote walking or cycling.

c) The specific location, size and configuration of each Public Service Facility/Community Facility site shall be consistent with the policies of this Plan and further defined in consultation with the affected landowners as part of the development review process. The specific location, size and configuration of each Public Service Facility/Community Facility shall be articulated in the required Community Design Plans generally where the sites are identified symbolically on **Schedule 3G-1** and shall be confirmed through applications for approval of a Plan of Subdivision and/or Zoning By-law Amendment. The Public Service Facility/Community Facility symbols identified on **Schedule 3G-1** may be moved or removed without the need for an Amendment to this Plan, subject to the satisfaction of the Town.

d) The required Community Design Plan shall ensure that Public Service Facilities/Community Facilities are accommodated in buildings and on sites designed as follows:

   i. Be multi-storey and oriented to the street;

   ii. Establish an inviting public entrance on the main façade facing the abutting Arterial or Collector Road;

   iii. Provide enhanced access to the Transit System, the Park System and the Active Transportation Network. The Town will require wider sidewalks and bicycle lanes on key access routes and locations on transit routes;

   iv. Ensure appropriate mitigation of traffic hazards, or unacceptable levels of congestion on surrounding roads; and

   v. Consider the establishment of maximum on-site vehicular parking requirements and minimum on-site bicycle parking requirements.

e) The Town shall ensure that the Public Service Facilities/Community Facilities are planned for and secured

as a part of the development approvals process and appropriately phased in accordance with the proposed development. The Town shall monitor population growth to ensure the provision of appropriate Public Service Facilities/Community Facilities are provided to serve the needs of a growing population.

f) The Implementing Zoning By-law may include additional provisions regulating the development of any Public Service Facility/Community Facility.

4.2.9 Parks and Open Space Designation and Symbols

4.2.9.1 Intent

a) The Parks and Open Space Designation and/or symbols, as shown on **Schedules 4**, **3A, 3B, 3C, 3D, 3E** and **3G-1** consists of public parks, environmental management areas and associated public trail systems. The intent of the Parks and Open Space Designation and/or symbols is to provide recreational and educational opportunities for existing and future residents. It is the intent of this Plan to:

i. Provide connectivity between passive and active recreational areas and environmental features, where possible;

ii. Provide public parkland within:

> A 500 metre radius of all residents within a Strategic Growth Area; and

> A 800 metre radius of all residents within the identified Settlement Areas;

iii. Establish a system of parks and recreation facilities that accommodate a wide array of recreation, leisure, and cultural activities;

iv. Encourage the integration of elements of the Natural Heritage System into the recreational open space system, where appropriate;

v. Provide recreational facilities within public parkland that respond to the needs of existing and future residents; and

vi. Explore opportunities with the school boards for the shared use of buildings, sports fields and parking facilities, where feasible.

4.2.9.2 Permitted Uses

a) Permitted uses on lands having a Parks and Open Space Designation shall be:

i. Public or private parks generally involving a range of predominantly outdoor recreation activities and facilities, both passive and active, as well as trails;

ii. Wildlife or other environmental management operations of a passive nature (including forest management and conservation efforts); and

iii. Other appropriate facilities incidental to open space uses.

b) In addition to the identified list of permitted uses, uses accessory to any of the identified permitted uses may also be permitted, subject to the Implementing Zoning By-law.

c) The list of permitted uses may be further refined through the Implementing Zoning By-law to ensure that new development is appropriate in the context of the adjacent community.

4.2.9.3 Development Policies

a) The Parks and Open Space Designation recognizes major existing and approved public open space areas and permits the extension and expansion of such uses. The Parks and Open Space Designation may also include lands that are unsuitable for development due to flood susceptibility, steep slopes and erosion. Such unsuitable lands shall not be included as part of the required parkland dedication.

b) The Park Symbols are intended to recognize the approximate location for Community and Neighbourhood Parks. The specific location, size and configuration of future parks will be further defined in the context of Community Design Plans, Plans of Subdivision and through the Implementing Zoning By-law. The park sites identified symbolically may be relocated without Amendment to this Plan.

c) Key design elements for all components of the parks and open space system include:

   i. Crime Prevention through Environmental Design (CPTED) principles in the design of parks and open spaces;

   ii. Public art in parks and open spaces;

   iii. Pedestrian walkways, trails and bicycle paths that minimize road crossings and link parks and open space areas into an integrated community-wide network; and

   iv. Clearly defined entrances to the local trail system integrating trail head locations into the design of parks.

d) Where the Parks and Open Space Designation is applied to privately owned lands, it shall not be construed that these lands are free and available for public use, or that such lands will be acquired by the Town or any other public agency.

e) Parks and Open Space lands may be provided by conveyance in accordance with the provisions of the *Planning Act* and through other actions by public authorities.

f) Environmental features and/or stormwater management facilities may be incorporated into the Parks and Open Space system. Such features and/or facilities shall not be included as part of the required parkland dedication. Notwithstanding this provision, the Town may consider parkland dedication credits for strata parks built over stormwater management facilities, which facilitate appropriate park facilities and public use.

4.2.9.4 Traditional Park Hierarchy

a) A traditional parkland hierarchy has been established that is characteristic of the distribution and needs of the community. The precise distribution of such parks will be determined in Secondary Plans, Community Design Plans or other planning programs in accordance with the policies of this Plan.

Town Parks

b) Town Parks are intended to serve a Town-wide function, as unique destination points drawing residents from the urban and rural populations, as well as visitors from beyond the boundaries of the Town. Town Parks may feature civic, historic, cultural, recreational and heritage significance and connect the community both as a focal point, as well as through trail and open space linkages. Town parks shall:

   i. Meet special community-wide needs and serving town-wide functions such as a fairgrounds or major indoor and outdoor recreation complexes;

ii. Be distinguished by uniqueness of their function or special feature(s) which add to the diversity of the parks system;

iii. Include adequate parking and may contain major indoor and/or outdoor recreation facilities, arts and cultural facilities, community and special event facilities, horticultural attractions and/or be oriented to natural features; and

iv. Include major indoor and/or outdoor recreation facilities, arts and cultural facilities, community and special event facilities, horticultural attractions and/or be oriented to the Natural Heritage System.

c) There is no defined size for Town Parks, but they are likely to be large blocks of land. Park size will vary depending upon the intended program and the function of facilities to be included. The size and provision standards applicable for Town Parks shall be determined through future studies undertaken by the Town in partnership with community interest-holders.

Community Parks

d) Community Parks are intended to serve larger Secondary Plan Areas or a series of neighbourhoods and shall:

i. Be between 2 hectares and 8 hectares in size with a demonstrated capacity to facilitate the development of at least 2 athletic facilities;

ii. Have substantial frontage on an Arterial or Collector Road with the objective of a minimum of 100 metres of continuous frontage;

iii. Include indoor and outdoor recreation space for all age groups;

iv. Accommodate illuminated major sports fields, field houses, and indoor recreation facilities; and

v. Integrate with public schools, where possible.

Neighbourhood Parks

e) Neighbourhood Parks are intended to serve local neighbourhoods within the community and shall:

i. Be located within an 800 metre walking distance of all residential uses, generally without crossing any Arterial Roads or natural barriers;

ii. Be an optimum size of 2 hectares for the provision of 1 unlit athletic facility;

iii. Have substantial frontage on a Local or Collector Road, with the objective of a minimum 60 metres of continuous frontage;

iv. Integrate with public school sites, where possible; and

v. Be designed for passive and active recreational facilities such as field sports, playgrounds and the recreational needs of neighbourhood residential areas.

f) Neighbourhood Parks normally sited and acquired through the development approval process, may be permitted on lands having a Commercial or Residential designation without requiring an Amendment to this Plan when located in accordance with all other relevant provisions of this Plan.

Other Open Space Elements

g) **Eco Parks -** Eco Park spaces support environmental education, interpretation and nature-related recreation. Eco Park spaces include opportunities for passive recreation and provide ecological relief from the more urban environments in the Town. Eco Park spaces may accommodate specialized events and amenities and will attract users from across the Town. Eco Parks shall:

i. Be generally greater than 3 hectares in size;

ii. Include passive recreation and interpretive space for all age groups; and

iii. Integrate with the adjacent Natural Heritage System, where appropriate.

Where an Eco Park Space incorporates lands within the Environmental Protection Designation, lands that are identified as a natural heritage feature, or as accommodating an associated ecological function shall not be included as part of the required parkland dedication.

h) **Open Space Connectors -** Open Space Connectors are intended to establish environmental and/or recreational links between and among key elements of the Natural Heritage System and the Parks and Open Space System. The program function and configuration of an Open Space Connector shall be related to the sensitivity and function of the natural heritage features that are being connected and may accommodate appropriate recreational opportunities, including trails. It is anticipated that the Natural Heritage System, Eco Parks and Open Space Connectors will collectively establish a robust, well connected network that protects natural heritage features and functions, as well as providing opportunities for residents to enjoy nature.

i) For both Eco Parks and Open Space Connectors, the ultimate program function and configuration shall be determined on a case by case basis. Lands within an Eco Park or an Open Space Connector may include:

i. Identified natural heritage features, or associated ecological functions shall not be included as part of the required parkland dedication;

ii. Enhanced Road rights-of-way that accommodate complimentary active transportation facilities shall not be included as part of the required parkland dedication; and

iii. Environmental education and programable recreation space and facilities may be included as part of the required parkland dedication, to the satisfaction of the Town.

4.2.9.5 Urban Park Hierarchy

a) As the Town continues to urbanize, the park system within the Strategic Growth Areas will need to recognize that urban parks are typically smaller than suburban parks, and are connected together with the corresponding sidewalk system. Urban parks typically include hard surface areas, and are less focused on programmed active recreation and more focused on passive recreation. The following urban park hierarchy may be considered by the Town.

b) **Public Common -** Public Commons are typically 0.75 to 2 hectares in size. Public Commons are the social and recreational focal points of a highly urban neighbourhood. They typically meet the needs of the local community, and in some instances, accommodate Town-wide facilities. Public Commons support a balance of active and passive uses. Public Commons should accommodate special features that add visual interest and contribute to placemaking, including locations for public art.

c) **Urban Square -** Urban Squares are generally 0.25 to 1 hectare in size. Urban Squares support neighbourhood-oriented social opportunities, as well as Town-wide entertainment and cultural events depending on their size and location. Urban Squares may include public art, small outdoor game areas, seating areas and places to eat, as well as street- related activities such as vendor and exhibit space.

d) **Promenade -** Promenades are substantial linear spaces that are located between adjacent building facades and the adjacent road right-of-way. They are typically only located along one side of the street, and are continuous along the length of the block. Promenades are between 6 and 20 metres in width, and are used to enhance the pedestrian experience along with highly activated at-grade retail spaces.

Promenades may include public art, small outdoor game areas, seating areas and places to eat, as well as street- related activities such as vendor and exhibit space.

e) **Other Urban Parks -** Other Urban Parks are small and compact spaces that are designed to a very high standard to support more intensified use. Other Urban Parks support the social and cultural fabric of the Town's Strategic Growth Areas. They are destinations for day-to-day use and are animated by their adjacent uses, such as cafés and shops.

4.2.9.6 Area Specific Policies

a) Area Specific Policies are in addition to the general policies for permitted uses and development of the associated land use designation. Where there is a conflict between an Area Specific Policy and the general policies for permitted uses and development of the associated land use designation, the Area Specific Policy shall prevail.

Schedule 3D - Green Lane Corridor Land Use Plan

b) Within the Green Lane Corridor Plan Area, shown on **Schedule 3D** community gardens may be permitted in the Environmental Protection Designation, but outside of natural heritage features, subject to the approval of the Town.

c) A road is shown connecting Green Lane to an extension of Bayview Parkway in Newmarket. This road traverses the 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 to the satisfaction of the Town and Conservation Authority.

Schedule 3B - Queensville Land Use Plan and Schedule 3D - Green Lane Corridor Land Use Plan

d) Further, the lands subject to this Open Space Special Study Area policy, as identified on **Schedule 3B** and **Schedule 3D** will be governed by the policies related to flooding, erosion and hazardous sites in accordance with the Provincial Planning Statement. Based on this approach, development and site alteration will not be permitted in:

   i. The flooding hazard limit of the identified river or creek tributaries;

   ii. The erosion hazard limit of identified river or creek tributaries;

   iii. Hazardous sites including unstable soils adjacent to the identified river or creek tributaries; and

   iv. The 30 metre buffer from the identified river or creek tributaries.

e) 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 an Amendment to this Plan provided a floodplain study is approved by the Conservation Authority and the Town.

Schedule 3G-1 - Complete Communities Land Use Plan

f) **Schedule 3G-1** includes lands that are within the Parks and Open Space Designation. These lands are Region-owned and currently accommodate sewage lagoons. This designation recognizes the opportunity, through appropriate decommissioning and remediation, to turn this land resource into a

significant Eco Park that has the potential to accommodate an environmental preserve for local flora and fauna, and to accommodate a range of ecological education and recreational facilities.

g) **Schedule 3G-1** also identifies symbolically Open Space Connectors as well as a host of Neighbourhood Parks:

   i. The Open Space Connectors provide links between key natural heritage elements that are included within the Environmental Protection Designation;

   ii. The Proposed Neighbourhood Parks shall be generally located, where possible, to:

      > Abut the lands within the Environmental Protection Designation in order to enhance the environmental function of the lands within the Environmental Protection Designation;

      > Create a central focal point for individual neighbourhoods within each of the Community Design Plan Areas;

      > Co-locate with the identified conceptual locations for the Proposed Elementary School sites;

      > Provide key destinations and connect to the evolving transit system and Active Transportation Network; and

   iii. The specific location, size and configuration of the Open Space Connectors and each of the Neighbourhood Parks shall be articulated in the required Community Design Plans, generally where the sites are identified symbolically on **Schedule 3G-1**.

h) The Parks and Open Space System within the Complete Communities Plan Area shall be established in conformity with the relevant policies of this Plan, through Plans of Subdivision and the Implementing Zoning By-law.

4.3 The Employment Districts

4.3.1 Introduction

a) The Employment Districts are identified on **Schedule 2** and include the following more detailed land use designations:

   i. General Employment Designation;

   ii. Prestige Employment Designation;

   iii. Mixed Business Employment Designation; and

   iv. Post Secondary Education Facility Designation.

4.3.2 General Policies

a) Employment Districts within Settlement Areas shall be compact. Redevelopment and intensification initiatives within existing Employment Districts shall be encouraged to meet or exceed the minimum densities identified in this Plan.

b) Prior to development in new Employment Districts identified on **Schedule 2**, Secondary Plans and/or Community Design Plans must be prepared and approved that meet or exceed the minimum densities identified in this Plan.

c) Expansions to existing uses in Employment Districts established prior to the date this Plan came into effect and that do not conform with the new policies of this Plan are discouraged, and if expansions are

proposed, they shall have regard for existing uses within adjacent Employment Districts.

d) As part of the design and development of Employment Districts, specific areas and sites shall be incorporated into the development to provide opportunities for smaller-scale industrial uses in the form of industrial condominiums or similar forms of development which specifically cater to the needs of small business ventures.

e) In all of the land uses designations for the identified Employment Districts, uses ancillary/accessory to any of the identified permitted uses may also be permitted, subject to the Implementing Zoning By-law, and in conformity with the following:

   i. A limited amount of ancillary/accessory uses may be permitted in Employment Districts provided they are designed to primarily serve the businesses in the nearby Employment District;

   ii. Proposals for ancillary/accessory uses must demonstrate that the planned function of Employment District is not undermined; and

   iii. The Town shall determine the location, amount and size of ancillary/accessory uses in Employment Districts that is commensurate with the planned function, size and scale of the overall Employment District, to be finalized through the Secondary Plan and/or Community Design Plan process.

f) The conversion of lands within the General Employment Designation and the Prestige Employment Designation (the employment areas) to non-employment area uses shall be facilitated through an Amendment to this Plan and shall only be considered where it has been demonstrated that:

   i. There is an identified need for the removal and the land is not required for employment generating uses over the long term;

   ii. The proposed use would not negatively impact the overall viability of the employment area by:

      > Avoiding, or where avoidance is not possible, minimizing and mitigating potential impacts to existing or planned employment uses in accordance with the Provincial Planning Statement;

      > Maintaining access to major goods movement facilities and corridors;

      > Existing or planning infrastructure and public service facilities/community facilities are available to accommodate the proposed uses; and

   iii. The municipality has sufficient lands within the identified employment area to accommodate projected employment growth to the horizon of this Plan.

g) Development within any Employment District shall be designed to:

   i. Minimize surface parking, maximize walkability, provide for a mix of amenities and open space and enhance access and connectivity to a range of transportation modes including transit and Active Transportation where appropriate;

   ii. Be flexible, adaptable and include street patterns, building design and siting that allow for future redevelopment and intensification;

   iii. Be safe, desirable and sustainable; and

   iv. Be consistent with the any required Community Design Plan and the Town's Urban Design Manual.

4.3.3 General Employment Designation

4.3.3.1 Intent

a) The intent of the General Employment Designation identified on **Schedules 3A, 3B, 3E, 3F** and **3G-1** is to provide locations in the Town for a broad range of employment-generating land uses, including industrial, manufacturing, assembly, distribution and service industrial uses. It is also the intent of the General Employment Designation to protect these lands from conversions to other land uses and to maintain long-term compatibility with adjacent land uses. It is expected that these areas will become the focus of employment in the Town, provide jobs for residents and contribute toward overall economic sustainability.

b) The General Employment Designation is specifically intended to be included as an Employment Area as defined by the Provincial Planning Statement.

4.3.3.2 Permitted Uses/Development Policies

a) Land designated General Employment may be zoned to permit clusters of business and economic activities including industrial uses, such as assembling, manufacturing, research and development in connection with manufacturing, warehousing, distribution, storage, repair activities, transportation, service trades, construction trades and automobile service stations.

b) Ancillary/accessory uses, including sales outlets and offices may be permitted, provided that they collectively are no larger than 10 percent of the total Gross Floor of the primary employment uses to which they are incidental and located on the same lot.

c) The list of permitted uses may be further refined through the Implementing Zoning By-law to ensure that new development is appropriate in the context of the adjacent and surrounding community.

d) Within the General Employment Designation, sensitive land uses that are not ancillary to a permitted use are prohibited within the General Employment Designation. Uses specifically not permitted include residential, institutional and commercial uses, including retail and office uses not associated with the primary permitted employment uses.

e) New sensitive land uses within 300 metres of any lands within the General Employment Designation shall be designed to ensure that any adverse impacts from any existing or permitted industrial land use shall be appropriately mitigated through the planning approval process. The onus for mitigation shall be on the new sensitive land use.

f) Any Cannabis Production Facility, including a greenhouse, that is proposed within the Town shall avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects to sensitive land uses in proximity. The following provisions shall apply to the location and operation of a Cannabis Production Facility:

   i. A Cannabis Production Facility shall only be permitted where full services are available to support the facility and that the facility is connected to the full requirement of service infrastructure;

   ii. Where a Cannabis Production Facility is located on a lot, no other use shall be permitted on the same lot;

   iii. All relevant Provincial and Federal Regulations shall apply;

iv. A Cannabis Production Facility shall only be permitted on lands that are within the General Employment Designation of this Plan, and shall only be permitted through a Zoning By-law Amendment that identifies a Cannabis Production Facility as a permitted use, and:

> The Minimum Lot Area shall be 4,000 square metres;

> Is set back a minimum of 500 metres from any existing or approved sensitive land use. The required set back may be reduced where impact mitigation measures are implemented to the satisfaction of the Town;

> A Landscape Planting Strip with a minimum width of 15 metres shall be provided and maintained adjacent to all lot lines provided that such Landscape Planting Strip may only be interrupted by driveways and railways; and

> All other relevant regulations of the General Employment Designation shall apply. Where there is a conflict with the regulations that are specific to a Cannabis Production Facility, and the regulations of the General Employment Designation, the more restrictive regulation shall apply.

g) Limited outside storage of goods and materials may be permitted on lands designated General Employment subject to the following provisions:

i. The owner shall be required to submit site plans for review and approvals from the Town and any relevant agencies, and enter into a Site Plan Agreement as required by the Town;

ii. Outside storage areas shall be completely surrounded by appropriate fencing, walls or landscaped screening approved during the Site Plan Process;

iii. Outside storage is only permitted as an accessory use to the permitted industrial uses operating within an existing building on the property;

iv. Outside storage cannot exceed the total ground floor area of the main building on the site;

v. No outside storage shall be located in any front yard, nor any closer than 20 metres to any street line;

vi. If a lot has a frontage of less than 60 metres, no part of any outside storage shall be located in the side yard;

vii. If a lot upon which outside storage is permitted abuts a use within a Residential Designation or an Institutional Designation, the owner of the proposed outside storage use may be required to provide appropriate screening along such adjoining lot line, in a manner approved during the Site Plan Process;

viii. No materials in the outside storage areas (other than machinery and equipment) shall exceed 6 metres in height;

ix. The outside storage of any goods or materials which are obnoxious, including derelict or scrap motor vehicles or machinery and used appliances or equipment shall not be permitted; and

x. All materials in an outside storage area shall be placed and stored on a surface, in a manner approved by the Town during the Site Plan approval process. Materials shall be placed to prevent adverse impact on site drainage and stormwater management facilities.

4.3.4 Prestige Employment Designation

4.3.4.1 Intent

a) The intent of the Prestige Employment Designation, as identified on **Schedules 3A, 3B, 3F** and **3G-1** is to provide locations in the Town for prestige employment uses that require good access and high visibility

along major transportation routes. It is also the intent of the Prestige Employment Designation to protect these lands from conversions to other land uses and to maintain long-term compatibility with adjacent land uses. Prestige Employment uses shall be encouraged to locate at major highway interchanges to recognize these areas as gateways into the community.

b) The Prestige Employment Designation is specifically intended to be included as an Employment Area as defined by the Provincial Planning Statement.

4.3.4.2 Permitted Uses/Development Policies

a) Land designated Prestige Employment may be zoned to permit clusters of business and economic activities including:

   i. Industrial uses, such as assembling, manufacturing, research and development in connection with manufacturing, warehousing, distribution, storage, repair activities, transportation, service trades and construction trades where they are located within wholly enclosed buildings;

   ii. Automobile service stations;

   iii. Office uses, including research and development facilities and sales outlets that are ancillary/accessory to a permitted industrial use;

   iv. Hotels, conference and convention centres; and

   v. Day care centres.

b) Within the Prestige Employment Designation, uses specifically not permitted include the outdoor storage of goods, residential, institutional and retail uses not associated with the primary permitted employment uses. Sensitive land uses that are not ancillary to a permitted use are specifically prohibited within the Prestige Employment Designation.

c) The list of permitted uses may be further refined through the Implementing Zoning By-law to ensure that new development is appropriate in the context of the adjacent community.

d) New sensitive land uses within 300 metres of any lands within the Prestige Employment Designation shall be designed to ensure that any adverse impacts from any existing or permitted industrial land use shall be appropriately mitigated through the planning approval process. The onus for mitigation shall be on the new sensitive land use.

4.3.5 Mixed Business Employment Designation

4.3.5.1 Intent

a) Lands within the Mixed Business Employment Designation, identified on **Schedule 3F** are intended to provide services that are important to support the primary employment function of the Prestige and General Employment Designations in the area.

b) The Mixed Business Employment Designation is specifically intended to be excluded from the definition for an Employment Area found within the Provincial Planning Statement.

4.3.5.2 Permitted Uses

a) Lands within the Mixed Business Employment Designation may be zoned to permit non-noxious land uses, including:

i. Warehousing and distribution facilities, where they are located within wholly enclosed buildings;

ii. Offices, including research and development facilities;

iii. Hotels, conference and convention centres;

iv. Convenience retail stores;

v. Restaurants;

vi. Automobile service stations and/or automobile dealerships; and

vii. Day care centres.

b) All ancillary/accessory uses shall not exceed 600 square metres in total Gross Floor Area on any site within the Mixed Business Employment Designation, except for permitted automotive dealerships which include full service and repair facilities. The total ancillary/accessory use space on individual sites designated Mixed Business Employment will not exceed 2,500 square metres in total Gross Floor Area.

c) Within the Mixed Business Employment Designation, uses specifically not permitted include:

i. Outdoor storage of goods;

ii. Residential uses;

iii. Iinstitutional uses;

iv. Retail uses that are not specifically permitted, and that are not associated with any other permitted use;

v. Truck or tractor dealerships, motor vehicle wreckers/wrecking yards; and

vi. Motor vehicle body shops and motor vehicle repair garages that are not part of a motor vehicle dealership.

d) The list of permitted uses may be further refined through the Implementing Zoning By-law to ensure that new development is appropriate in the context of the adjacent community.

4.3.5.3 Development Policies

a) The maximum height for all development within the Mixed Business Employment Designation shall be 6 storeys or 20 metres, whichever is less, and the maximum Floor Space Index shall be 2.0.

b) Mixed Business Employment Areas shall be located at the periphery of other Employment Districts and located adjacent to Arterial Roads, where possible.

c) The Implementing Zoning By-law will establish minimum and maximum setbacks, heights and densities and other standards to ensure that buildings and their primary entrances are designed to be located close to and to front onto public roads, and to provide interest and comfort at ground level for pedestrians. Buildings shall have active facades including primary windows to provide visibility to and from the street.

d) Full-service restaurants may be integrated into industrial malls or may be developed as free-standing buildings provided that the building design is consistent and compatible with the overall design of the adjacent development. Take-out restaurants and convenience stores shall be integrated into industrial malls, or automobile service stations.

e) Development shall be designed with significant, high-profile buildings that utilize strong architectural design, building finishes and landscaping.

f) An Official Plan Amendment will be required to re-designate any lands from the Prestige Employment Designation or the General Employment Designation to the Mixed Business Employment Designation.

4.3.5.4 Area Specific Policies

a) Area Specific Policies are in addition to the general policies for permitted uses and development of the associated land use designation. Where there is a conflict between an Area Specific Policy and the general policies for permitted uses and development of the associated land use designation, the Area Specific Policy shall prevail.

Schedule 3F - Highway 404 Employment Corridor Land Use Plan

b) Notwithstanding any other policy of this Plan, the maximum building height in the Mixed Business Employment Designation within the 404 Employment Corridor fronting on Woodbine Avenue on **Schedule 3F** to this Plan shall be 12 storeys.

4.3.6 Post Secondary Education Facility Designation

4.3.6.1 Intent

a) Lands within the Post Secondary Education Facility Designation identified on **Schedule 3B** are intended to develop as a major post-secondary educational use in a campus format. It is the intent of this Plan to:

i. Provide an opportunity to attract a major post-secondary institution to East Gwillimbury that will enhance the education-related principles of this Plan; and

ii. Explore potential partnerships with Provincial education providers as part of the Economic Development Strategy.

b) The Post Secondary Education Facility Designation is specifically intended to be excluded from the definition for an Employment Area found within the Provincial Planning Statement.

4.3.6.2 Permitted Uses

a) Lands within the Post Secondary Education Facility Designation may be zoned to permit post-secondary educational facilities.

b) In addition to the identified list of permitted uses, and subject to a comprehensive Campus Master Development Plan, the following additional land uses may be approved through a Zoning By-law Amendment without the need for an Official Plan Amendment:

i. Major institutional uses;

ii. Business and administrative offices that serve or support the post-secondary educational function;

iii. Day care facilities;

iv. Purpose built medium and high density residential uses that are intended to house students, staff and/or faculty; and

v. Commercial and recreational uses serving the post-secondary educational facility.

c) In addition to the identified list of permitted uses, uses accessory to any of the identified permitted uses may also be permitted, subject to the Implementing Zoning By-law.

d) The list of permitted uses may be further refined through the Implementing Zoning By-law to ensure that new development is appropriate in the context of the adjacent community.

4.3.6.3 Development Policies

a) Lands within the Post Secondary Education Facility Designation are not subject to any other phasing program of this Plan, and may develop at any time subject to the availability of service infrastructure.

b) The development of any of the permitted land uses may include partnership elements with private sector interests.

c) Prior to the development of any permitted land use, a comprehensive Master Campus Development Plan shall be prepared by the proponent and approved by the Town. The Master Campus Development Plan shall include:

i. Information outlining the range and mix of land uses and built form typologies, the phasing of development, requirements for service infrastructure, sustainable development features and overall urban design features for the campus; and

ii. A Student Housing Strategy.

The study area, scope and level of detail included within a required Master Campus Development Plan will be determined by the Town, and shall be supported by detailed technical studies. The required Master Campus Development Plan will inform the Zoning By-law and, where appropriate, Site Plan Approvals.

4.4 The Natural Heritage System

4.4.1 Intent and Definition

4.4.1.1 Intent

a) It is the intent of this Plan to ensure that the biodiversity, ecological function and connectivity of East Gwillimbury's Natural Heritage System is protected, maintained, restored or, where possible, enhanced for the long-term. This Plan recognizes the linkages between and among natural heritage features and areas, hazardous lands, surface water features and ground water features. The Natural Heritage System is intended to:

i. Protect and conserve biodiversity and the Town's natural environment by designating the Natural Heritage System as an essential component of the Town's land use structure;

ii. Ensure that development and changes in land use have no negative impacts on natural heritage features and their associated ecological functions;

iii. Encourage rehabilitation or restoration activities that enhance the natural heritage features and their associated ecological functions;

iv. Protect source water resources, as well as surface and underground water resources;

v. Enhance the protection of public health and safety from natural hazards, including flooding;

vi. Coordinate Natural Heritage System planning and management initiatives with adjacent municipalities and other levels of government, particularly for those features that are ecologically and physically linked;

vii. Promote a variety of land stewardship options to preserving, enhancing and accessing features, including easements, trusts and tax incentives; and

viii. Encourage the co-operative efforts of agencies and groups to establish education programs for landowners and residents to further awareness and understanding of the Natural Heritage System.

4.4.1.2 Definition

a) The Natural Heritage System within the Town is complex and includes a number of overlapping and complementary Provincial policy requirements. This Plan identifies the Natural Heritage System on **Schedule 5: Town-Wide Natural Heritage System**. The Natural Heritage System includes the key natural heritage features and areas listed within the Provincial Planning Statement.

b) It is recognized that there may be natural heritage features and areas that comprise the Town-wide Natural Heritage System, that are not fully captured by the mapping included within this Plan. Where any technical study developed in support of an application for development identifies a natural heritage feature or area not included on the mapping associated with this Plan, and is not currently within the Environmental Protection Designation, or subject to the Adjacent Land Overlay or the Environmental Feature Assessment Overlay, it shall be subject to a Natural Heritage Evaluation to identify and confirm the nature and extent of the natural heritage feature or area, and to identify how that natural heritage feature or area shall be protected.

c) The policy framework for the Natural Heritage System is supported by additional mapping included on **Schedule 5A: Key Hydrologic Features** and **Schedule 5B: Additional Natural Heritage Overlays.**

4.4.2 General Policies for the Natural Heritage System

4.4.2.1 Upper Tier Policies/Jurisdiction

a) Development and site alteration within the Natural Heritage System, as it is defined by this Plan, shall be governed by the policies of this Plan. However, the policy frameworks associated with the Oak Ridges Moraine Conservation Plan, the Greenbelt Plan and the Lake Simcoe Protection Plan are also applicable, as follows:

i. **The Oak Ridges Moraine Conservation Plan -** The requirements of the Oak Ridges Moraine Conservation Plan (Ontario Regulation 140/02) related to the protection of natural heritage features and their ecological functions shall apply;

ii. **The Greenbelt Plan -** Within the Greenbelt Protected Countryside, the requirements of the Greenbelt Plan, 2005 related to the protection of natural heritage features and their ecological functions shall apply; and

iii. **The Lake Simcoe Protection Plan -** Outside of the Greenbelt, the Oak Ridges Moraine and existing Secondary Plan Areas, the policies of the Lake Simcoe Protection Plan related to the protection of natural heritage features and their ecological functions shall apply.

b) Where the policy frameworks of the Province conflict with the policies of this Plan, the policies which are most protective of the natural heritage features and their associated ecological functions within the appropriate Provincial Plan shall prevail.

4.4.2.2 Natural Heritage Evaluation

a) Where development and/or site alteration is proposed that is within or adjacent to a natural heritage feature or area, the Town shall require that a Natural Heritage Evaluation be prepared by a qualified professional with appropriate in-season field work, and in accordance with the requirements of the Town and any agency having jurisdiction. The Natural Heritage Evaluation shall demonstrate that there will be no negative impacts on any natural heritage features, or their ecological functions, to the satisfaction of the Town and any agency having jurisdiction.

b) As part of any Natural Heritage Evaluation the boundaries of the features within the Natural Heritage System will be staked in the field and approved by the Town in consultation with the Conservation Authority, where appropriate. The Natural Heritage Evaluation may categorize and identify core and supporting features, where core features are considered critical components of the Natural Heritage System and supporting features are other components that are significant at the local level.

c) As part of any Natural Heritage Evaluation the boundaries of Provincially Significant Wetlands and Significant Habitat of Endangered and Threatened Species shall be surveyed in consultation with the Town and any agency having jurisdiction.

d) Where fish habitat and/or the habitat of endangered species and/or the habitat of threatened species are identified, the required Natural Heritage Evaluation shall ensure that all Provincial and Federal requirements have been satisfied.

e) Natural Heritage Evaluations are required to include:

   i. The application of minimum environmental buffers/vegetation protection zones adjacent to natural heritage features and their ecological functions in conformity with applicable Provincial policies, regulations and guidelines; and

   ii. The application of environmental buffers/vegetation protection zones adjacent to natural heritage features and their ecological functions where Provincial policies, regulations and guidelines do not specify a minimum requirement.

f) Opportunities for enhancements and linkages will be identified and addressed through the preparation of any required Natural Heritage Evaluation and shall be implemented through development agreements, to the satisfaction of the Town, in consultation with any agency having jurisdiction.

g) Natural Heritage Evaluations shall make recommendations for an environmental education/ awareness program that informs homeowners of the environmental sensitivities within the Town and shall be prepared by development proponent(s) to the satisfaction of the Town. Preparation of this program shall be addressed though the Draft Plan of Subdivision approval process.

h) Where an application for development and/or site alteration is within or affects the Natural Heritage System and is of a minor nature, the Town, in consultation with any agency having jurisdiction, may waive or scope the study requirements for a Natural Heritage Evaluation.

4.4.2.3 Analysis of Species at Risk

a) It is a requirement of this Plan that all applications for development and/or site alteration, regardless of whether it is within a defined element of the Natural Heritage System, be accompanied by an analysis of Species at Risk, in accordance with Provincial legislation and policies to ensure the long-term conservancy of habitat for threatened and endangered species. Such an analysis shall be prepared by a qualified

professional, with appropriate in-season field work, to the satisfaction of the Town, in consultation with any other agency having jurisdiction.

4.4.2.4 Earth Science Heritage Evaluation - Oak Ridges Moraine Conservation Plan

a) An application for development or site alteration with respect to land in the Environmental Protection Designation that is also within the boundary of the Oak Ridges Moraine, as identified on **Schedule 5** shall, in addition to the Natural Heritage Evaluation, be accompanied by an Earth Science Heritage Evaluation that:

   i. Identifies planning, design and construction practices that will ensure protection of the geological or geomorphological attributes for which the area of natural and scientific interest was identified; and

   ii. Determines whether a minimum environmental buffer/vegetation protection zone is required, and if so, specifies the dimensions of that zone and provides for the maintenance and, where possible, improvement or restoration of natural self-sustaining vegetation within it.

4.4.2.5 Securement of Lands

a) The Town shall promote and facilitate acquisition of lands in the Natural Heritage System by the Town or other public agency at no or minimal cost, particularly lands within the Environmental Protection Designation.

b) The Town will explore and develop land securement strategies to help protect the Natural Heritage System and support the Conservation Authority, York Region and other land trust organizations where possible with the securement of lands containing natural heritage features and their associated ecological functions.

c) Where Natural Heritage System lands are held in private ownership, it shall not be construed that these lands are free and available for public use, or that such lands will be acquired by the Town or any other public agency.

4.4.2.6 Designation/Overlays

a) The Natural Heritage System in East Gwillimbury is comprised of the following designation and overlays:

   i. **The Environmental Protection Designation** - The Environmental Protection Designation comprises the identified significant natural heritage features and their ecological functions that the Town shall protect and conserve. The Environmental Protection Designation is identified on **Schedule 5**. In addition, **Schedule 5A: Key Hydrologic Features** provides additional detailed mapping for wetlands that are incorporated into the Environmental Protection Designation;

   ii. **The Adjacent Lands Overlay** - The Adjacent Lands Overlay is based on an approximate 120 metre setback from the boundary of the Environmental Protection Designation and is intended to act as a trigger for the completion of a Natural Heritage Evaluation when required by the Town. The Adjacent Lands Overlay is identified on **Schedule 5**;

   iii. **The Environmental Feature Assessment Overlay** - The Environmental Feature Assessment Overlay identifies a number of natural heritage features/areas that require additional study to confirm their significance to the overall Natural Heritage System and the potential requirement to protect them from future urban development. The Environmental Feature Assessment Overlay is identified on **Schedule 3G-2**;

   iv. **The Big Woods Overlay** - The Big Woods Overlay identifies a large area in the Lake Simcoe watershed where there is a high percentage of woodland cover and large wooded areas, and is

intended to be a focus for reforestation and other restoration and enhancement opportunities. Big Woods Overlay is identified on **Schedule 5B**; and

v. **The Oak Ridges Moraine Landform Conservation Overlays** - The Oak Ridges Moraine Landform Conservation Overlays are based on lands identified within the Oak Ridges Moraine Conservation Plan. The Oak Ridges Moraine Landform Conservation Overlays are identified on **Schedule 5C**.

4.4.3 The Environmental Protection Designation

4.4.3.1 Intent

a) It is the intent of this Plan to ensure that lands within the Environmental Protection Designation are protected from the impacts of development and that the biodiversity and ecological function of the features incorporated within the Environmental Protection Designation are protected, maintained, restored or, where possible, enhanced for the long-term.

4.4.3.2 Components

a) The Environmental Protection Designation identified on **Schedule 5** consists of Provincially, Regionally and locally significant features that represent the key components of the Town's Natural Heritage System. The maintenance and protection of these features is imperative to the health of the Town, the watershed and ultimately Lake Simcoe. The Environmental Protection Designation has been established in this Plan on the basis of a complex array of requirements and/or information from:

i. **The Provincial Planning Statement** - Natural heritage features and areas as defined in the Provincial Planning Statement include:

> Significant wetlands (see detailed mapping on **Schedule 5A**);

> Significant Life Science Areas and Earth Science Areas of Natural and Scientific Interest (ANSI's);

> Significant wildlife and fish habitat, as well as habitat of endangered and threatened species;

> Significant woodlands;

> Significant valleylands;

ii. **The Oak Ridges Moraine Conservation Plan** - Features defined in the Oak Ridges Moraine Conservation Plan include:

> Key Natural Heritage Features: wetlands, habitat of endangered and threatened species, fish habitat, life science areas of natural and scientific interest, significant valleylands, significant woodlands, significant wildlife habitat, and sand barrens, savannahs and tallgrass prairies;

> Key Hydrologic Features: permanent and intermittent streams, wetlands, kettle lakes, seepage areas and springs;

> The Oak Ridges Moraine Landform Conservation Areas;

iii. **The Greenbelt Plan** - Features defined In the Greenbelt Plan include:

> The Holland Marsh Wetland Complex;

> Key Natural Heritage Features: Habitat of endangered and species and threatened species, fish habitat, wetlands, life science areas of natural and scientific interest, significant valleylands, significant woodlands, significant wildlife habitat, sand barrens, savannahs, tallgrass prairies and alvars;

> Key Hydrologic Features: permanent and intermittent streams, lakes (and their littoral zones), seepage areas and springs and wetlands;

iv. **The Lake Simcoe Protection Plan** - Features defined in the Lake Simcoe Protection Plan include:

> Key Natural Heritage Features: wetlands, significant woodlands, significant valleylands, and natural areas abutting Lake Simcoe; and

> Key Hydrologic Features: wetlands, permanent and intermittent streams and lakes other than Lake Simcoe.

4.4.3.3 Permitted Uses

a) Permitted uses, subject to the results of a Natural Heritage Evaluation, on lands within the Environmental Protection Designation may include:

i. Existing legally established uses;

ii. Agricultural, agricultural-related and on-farm diversified uses including associated buildings and structures;

iii. Forest, wildlife and fisheries management;

iv. Stewardship, conservation, restoration and remediation undertakings;

v. Non-intensive recreation uses by a public authority, such as pedestrian trails and nature viewing; and

vi. Watershed management and flood and erosion control projects carried out or supervised by a public authority.

b) In addition to the permitted land uses listed, on lands within the Environmental Protection Designation, the Town may:

i. Explore opportunities for Primary and Supporting Environmental Corridors, as identified conceptually on **Schedule 5**; and/or

ii. Permit service infrastructure projects where the alignments or locations of those facilities have been established in this Plan, and/or an approved Environmental Assessment.

The Town shall consider these opportunities and permissions subject to meeting the requirements of applicable Provincial policies, regulations and guidelines, an approved Natural Heritage Evaluation, or as authorized through an Environmental Assessment, in consultation with any agency having jurisdiction.

c) In addition to the identified list of permitted uses, uses ancillary/accessory to any of the identified permitted uses may also be permitted within the Environmental Protection Designation, subject to an approved Natural Heritage Evaluation.

d) The list of permitted uses may be further refined through the Implementing Zoning By-law to ensure that any new development or site alteration adequately considers and protects the Natural Heritage System and its associated ecological functions.

4.4.3.4 Development Policies

No Development or Site Alteration

a) No buildings or structures, nor the cutting of trees, nor the removal nor placing of fill of any kind, whether originating on the site or elsewhere, shall be permitted within the Environmental Protection

Designation or any environmental buffer/vegetation protection zone established through applicable Provincial policies, regulations and guidelines, unless:

i. The use is permitted by this Plan, and the applicable permissions of the Oak Ridges Moraine Conservation Plan, the Greenbelt Plan, or the Lake Simcoe Protection Plan; and

ii. It is demonstrated through a Natural Heritage Evaluation that the development or site alteration will not result in a negative impact on the natural feature or its ecological functions; or

iii. It is authorized through an Environmental Assessment.

b) Lands within the Environmental Protection Designation shall generally not form part of any new lots to be created for the purposes of development, other than to facilitate the establishment of the uses permitted by this Plan.

No Negative Impact

c) The establishment of any permitted use or any ancillary/accessory uses shall demonstrate no negative impact to any natural heritage features or their ecological functions, as demonstrated through the required Natural Heritage Evaluation. Where a permitted use requires impact mitigation, the mitigation shall result in no negative impact on the natural heritage features or their ecological functions.

Opportunities for Primary and Supporting Environmental Corridors

d) This Plan identifies conceptually a number of Primary and Supporting Environmental Corridors on **Schedule 5**. These Environmental Corridors are aspirational elements of the Natural Heritage System and are intended to provide opportunities to link key natural heritage features and ecological functions that are identified within the Environmental Protection Designation to create wildlife corridors and enhance the functional attributes of the overall system. The Town will work with the development industry through the approval of Secondary Plans and subsequent Community Design Plans to secure these Environmental Corridors.

Wetlands and Significant Habitat

e) Notwithstanding any other policy of this Plan development and site alteration, including public works and public or private utilities:

i. Is not permitted within any:

> Provincially Significant Wetlands identified on **Schedule 5A;**

> Fish habitat and/or any significant habitat of endangered species or threatened species, except in accordance with Provincial and Federal requirements;

> Environmental buffer/vegetation protection zone established in conformity with applicable Provincial policies, regulations and guidelines; and

ii. May be permitted within 120 metres of a wetland as identified on **Schedule 5A**, but not within an environmental buffer/vegetation protection zone, subject to an approved Natural Heritage Evaluation that demonstrates no negative impacts to the wetland feature or its ecological functions.

f) Development or site alteration within 120 metres of any wetland shown on **Schedule 5A** shall be accompanied by a Natural Heritage Evaluation that determines the wetland's importance, functions and means of protection and/or maintenance of function, as appropriate, to the satisfaction of the Town and any agency having jurisdiction.

g) Only the following uses are permitted within a defined environmental buffer/vegetation protection zone of any wetland identified on **Schedule 5A**:

   i. Forest, fish and wildlife management uses;

   ii. Conservation uses;

   iii. Passive recreational uses such as trails in accordance with a Natural Heritage Evaluation which demonstrates that they can be constructed without negative impact; and,

   iv. New infrastructure required to service the community including water and wastewater systems, stormwater management systems/facilities and streets only if:

      > No other reasonable alternative location exists and if an approved Natural Heritage Evaluation demonstrates that it can be constructed without negative impact; and, shall be subject to all policies of any applicable Provincial policy, regulation and guideline; or

      > Authorized through an Environmental Assessment.

h) Notwithstanding the use permissions identified, where less restrictive policies are included in any applicable Provincial Plan, the policies of the Provincial Plans shall prevail.

Woodlands

i) Significant woodlands outside of the Environmental Protection Designation and not identified on **Schedules 5**, **5A** or **5B,** shall be verified on a site-by-site basis at the time a development application is made and shall include those woodlands that are greater than 0.5 hectares in size and that meet at least 1 of the following criteria:

   i. Directly supports Provincially rare plants, animals or communities, as assigned by the Natural Heritage Information Centre; or,

   ii. Directly supports endangered or threatened species, with the exception of species deemed not requiring protection by the Province; or,

   iii. Is within 30 metres of a wetland or permanent or intermittent streams identified on **Schedule 5B**; or

   iv. **The Oak Ridges Moraine Conservation Plan** - On the Oak Ridges Moraine, the woodland must be evaluated for significance based on the requirements of the Oak Ridges Moraine Conservation Plan and associated technical papers; or

   v. **The Greenbelt Plan** - On lands in the Greenbelt Natural Heritage System, the woodland will be evaluated for significance based on the requirements of the Greenbelt Plan and associated technical papers; or

   vi. **The Lake Simcoe Protection Plan** - On lands in the Lake Simcoe watershed, outside of the Greenbelt, the Oak Ridges Moraine Conservation Plan, and existing Settlement Areas, the woodland will be evaluated for significance based on the requirements of the Lake Simcoe Protection Plan and associated technical papers.

Agricultural, Agricultural-Related and On-Farm Diversified Uses

j) Agricultural, agricultural-related and on-farm diversified uses, including any associated buildings and structures, are permitted within the Environmental Protection Designation subject to the applicable policies of the Oak Ridges Moraine Conservation Plan and/or the Lake Simcoe Protection Plan, as follows:

   i. **Oak Ridges Moraine Conservation Plan** - Applications for development or site alteration on the Oak Ridges Moraine shall identify planning, design and construction practices that ensure that no building or site alteration impedes the movement of plants and animals between key natural

heritage features, key hydrologic features and adjacent lands within the Oak Ridges Moraine Natural Core Area and Natural Linkage Areas as shown on **Schedule 6A** of this Plan;

ii. **Lake Simcoe Protection Plan** - Within the Lake Simcoe Watershed an application for development or site alteration within settlement and rural settlement areas, as defined by the Lake Simcoe Protection Plan, where applicable, shall:

> Increase or improve fish habitat in streams, lakes and wetlands, and any adjacent riparian areas;

> Include landscaping and habitat restoration that increases the ability of native plants and animals to use valleylands or riparian areas as wildlife habitat and movement corridors; and

> Seek to avoid, minimize and/or mitigate impacts associated with the quality and quantity of urban run-off into receiving streams, lakes and wetlands.

Mineral Aggregate Operations

k) Notwithstanding other provisions of this Plan, within the Environmental Protection Designation, mineral aggregate operations and wayside pits and quarries are subject to the following:

i. No new mineral aggregate operations, wayside pits and quarries, or any ancillary or accessory use thereto will be permitted in the following key natural heritage features:

> Significant wetlands;

> Significant habitat of endangered species and threatened species;

> Significant woodlands unless the woodland is occupied by a young plantation or early successional habitat (as defined by the Province). In this case, the application must demonstrate that the relevant policies of this Plan have been addressed, and that they will be met by the operation;

ii. An application for a new mineral aggregate operation or new wayside pits and quarries may only be permitted in other natural heritage features and key hydrologic features not identified in Section (i) and any vegetation protection zone associated with such other feature where the application demonstrates that:

> The water resource system will be protected or enhanced;

> The health, diversity and size of the key natural heritage features will be maintained or restored and, to the extent possible, improved to promote a net gain of ecological health;

> Any permitted extraction of mineral aggregates in a feature will be completed, and the area will be rehabilitated, as early as possible in the life of the operation;

> Aquatic areas remaining after extraction are to be rehabilitated to aquatic enhancement, which shall be representative of the natural ecosystem in that particular setting; and

> Rehabilitation will be implemented so that the connectivity of the key natural heritage features and the key hydrologic features on the site and on adjacent lands will be maintained or restored, and to the extent possible, improved.

l) An application for the expansion of an existing mineral aggregate operation may be permitted in the Environmental Protection Designation only if the related decision is consistent with the Provincial Planning Statement.

Infrastructure Serving Agricultural Uses

m) Infrastructure serving the agricultural uses, such as agricultural irrigation systems, may need certain elements to be located within the environmental buffer/vegetation protection zone of a key natural heritage feature or its ecological functions. In such instances, these elements of infrastructure may be established within the feature itself or its associated environmental buffer or vegetation protection zone but all reasonable efforts shall be made to keep such infrastructure out of key natural heritage features, environmental buffers/vegetation protection zones.

Compensation Where Impact Unavoidable

n) Where development and/or site alteration is necessary within the Environmental Protection Designation, and a negative impact is unavoidable as identified through a Natural Heritage Evaluation, then the Town, in consultation with any agency having jurisdiction, may accept a compensatory mitigation approach. Where compensatory mitigation is proposed, it must be demonstrated through a Natural Heritage Evaluation that the mitigation results in a net gain to the natural heritage features and/or their ecological functions.

Existing Uses and Structures

o) Legally existing uses and/or structures within the Environmental Protection Designation are permitted and may be replaced if destroyed by natural causes. An application for the expansion or enlargement of such uses and/or structures may be considered subject to the submission of a Natural Heritage Evaluation and Site Plan Approval, where required to the satisfaction of the Town, in consultation with any agency having jurisdiction. The application shall demonstrate no negative impact to the natural heritage features and/or their ecological functions, and may also require an application for a Zoning By-law Amendment.

Existing Development Approvals

p) Where an existing development has received approval from the Town prior to the date of the approval of this Plan, has not yet been developed, but is now within the Environmental Protection Designation identified on **Schedule 5**, the Town will work with the developer to mitigate the impacts of that development on the natural heritage features and/or their ecological functions.

q) Where a development has been partially, but not fully approved and still requires subsequent approvals under the *Planning Act*, or where a request to extend an existing approval is made, the Town may require that an updated Natural Heritage Evaluation be carried out to ensure that there is no negative impact to the Natural Heritage System and any ecological functions in support of an extension to an existing approval, or any new approval required under the *Planning Act*.

Removal or Destruction of a Natural Feature

r) The removal or destruction of any natural heritage feature or any ecological function by unauthorized development, tree cutting or site alteration is prohibited. Such removal or destruction will not provide the rationale for the removal of these lands from the Environmental Protection Designation. Restoration, to the satisfaction of the Town, in consultation with any agency having jurisdiction will be required where the removal or destruction of a significant natural heritage feature or any ecological function by unauthorized development or site alteration has occurred. Charges or penalties may be imposed pursuant to a Site Alteration By-law or Tree Cutting By-law.

Recreational Uses in the Environmental Protection Designation

s) Applications to establish or expand a recreational use in the Environmental Protection Designation shall be accompanied by a Vegetation Enhancement Plan that incorporates planning, design, landscaping and construction measures that will:

   i. Maintain or, where possible, enhance the amount of natural self-sustaining vegetation on the site and the connectivity between adjacent key natural heritage features or key hydrologic features;

   ii. Wherever possible, keep intermittent stream channels and drainage swales in a free-to-grow, low-maintenance condition;

   iii. Minimize the application and use of pesticides and fertilizers; and

   iv. Locate new natural self-sustaining vegetation in areas that maximize the ecological value of the area.

Changes to the Boundaries of the Environmental Protection Designation

t) The general boundaries of the Environmental Protection Designation are delineated on **Schedule 5**. The specific boundaries and limits of the features including associated environmental buffers or vegetation protection zones shall be confirmed based on application of the appropriate criteria (from whichever Plan that applies) that define the elements of the Environmental Protection Designation through the preparation of a Natural Heritage Evaluation during the Secondary Plan, Community Design Plan, Zoning By-law process, or through the review of any site specific development applications.

u) Significant changes to the Environmental Protection Designation as identified on **Schedule 5** shall only be considered through a Natural Heritage Evaluation, submitted in support of an Official Plan Amendment application.

v) Minor adjustments to the boundary of the Environmental Protection Designation may be facilitated through a Natural Heritage Evaluation without the need for an Amendment to this Plan. Where a minor adjustment to the boundary of the Environmental Protection Designation is approved by the Town, in consultation with any agency having jurisdiction, the abutting land use designation as identified on **Schedules 3A** through **3G-1** shall apply.

w) The Town shall zone the components of the Environmental Protection Designation with appropriate zoning once the boundaries have been refined through a Secondary Plan, Community Design Plan or Zoning By-law Amendment, based on an approved Natural Heritage Evaluation.

4.4.3.5 Area Specific Policies

a) Area Specific Policies are in addition to the general policies for permitted uses and development of the associated land use designation. Where there is a conflict between an Area Specific Policy and the general policies for permitted uses and development of the associated land use designation, the Area Specific Policy shall prevail.

Schedule 3D - Green Lane Corridor Land Use Plan

b) The Restoration Area shown on **Schedule 3D** shall be restored as part of the Natural Heritage System and may be used as compensation, as approved by the Town and any other agency having jurisdiction, for refinements of features and buffers in other areas of the Green Lane Corridor Plan Area.

Schedules 3G-1 and 3G-2 - The Complete Communities Plan Area

c) **Schedules 3G-1** and **3G-2** of the Complete Communities Plan Area identifies an Environmental Protection Designation that refines the Environmental Protection Designation identified on **Schedule 5**. The Environmental Protection Designation identified on **Schedules 3G-1** and **3G-2** is supported by a Natural Heritage Evaluation that has been prepared to the satisfaction of the Town. The current boundaries of the Environmental Protection Designation, as identified on **Schedules 3G-1** and **3G-2** may be further refined through the preparation of the required Community Design Plans.

4.4.4 The Adjacent Lands Overlay

4.4.4.1 Intent

a) Lands within approximately 100 metres and abutting the Environmental Protection Designation are shown on **Schedule 5** as the Adjacent Lands Overlay. Adjacent Lands may have natural features, ecological functions or linkages that are important to the long-term health of the Natural Heritage System. The intent of the Adjacent Lands Overlay identified on **Schedule 5** is to trigger the requirement for the preparation of a Natural Heritage Evaluation to support the preparation of Community Design Plans and/or applications for development.

b) As an Overlay, the policies in this Section of this Plan must be read in conjunction with the policies of the associated underlying land use designation that is identified for any specific site on **Schedules 3A** through **3G-1** and on **Schedule 6**.

4.4.4.2 Permitted Uses/Development Policies

Natural Features and/or Functions area Identified

a) Where a Natural Heritage Evaluation supports a specific site or area for inclusion within the Environmental Protection Designation, such a specific site or area shall be subject to the policies of the Environmental Protection Designation, and shall be redesignated into the Environmental Protection Designation on **Schedule 5** without the need for an Amendment to this Plan. Further, such a specific site or area shall also be subject to redesignation into the Environmental Protection Designation on **Schedules 3A** through **3G-1** and **3G-2**, without the need for an Amendment to this Plan.

No Natural Features or Functions are Identified

b) The development of a specific site or area within the Adjacent Lands Overlay that is not considered to be appropriate for inclusion within the Environmental Protection Designation by the results of a Natural Heritage Evaluation may be developed in accordance with the permitted uses and development policies established by the underlying land use designation in this Plan, as identified on **Schedules 3A** through **3G-1** and on **Schedule 6**, without the need for an Amendment to this Plan. Any changes to the extent of the developable land area, restrictions on any permitted land use and/or any required impact mitigation requirements identified in the Natural Heritage Evaluation shall be identified, implemented, regulated or otherwise secured to the satisfaction of the Town.

Service Infrastructure

c) In addition to any permitted land uses, the extension of existing service infrastructure projects where the alignments or locations of those facilities have been established in this Plan, and/or an approved

Environmental Assessment, may be permitted on lands within the Adjacent Lands Overlay, subject to the application of specific mitigation measures as set out in an approved Natural Heritage Evaluation.

Existing Approvals

d) In cases where a Natural Heritage Evaluation was completed and approved in support of the existing planning approval within the Adjacent Lands Overlay prior to the approval of this Plan, further Natural Heritage Evaluation requirements may be waived by the Town.

4.4.4.3 Area Specific Policies

a) Area Specific Policies are in addition to the general policies for permitted uses and development of the associated land use designation. Where there is a conflict between an Area Specific Policy and the general policies for permitted uses and development of the associated land use designation, the Area Specific Policy shall prevail.

Schedule 3G-2 - Complete Communities Natural Heritage System

b) **Schedule 3G-2** of the Complete Communities Plan Area identifies an Adjacent Lands Overlay that refines the Adjacent Lands Overlay identified on **Schedule 5**. The current boundaries of the Adjacent Lands Overlay as identified on **Schedule 3G-2** may be further refined through the preparation of the required Community Design Plans and subsequent applications for Draft Plan Approval and Rezoning. Community Design Plans and subsequent development applications shall be supported by a Natural heritage Evaluation.

4.4.5 The Environmental Feature Assessment Overlay

4.4.5.1 Intent

a) The Environmental Feature Assessment Overlay identifies a number of natural heritage features/areas that require additional study to confirm their significance to the overall Natural Heritage System and the potential requirement to protect them from future urban development.

b) **Schedule 3G-2** identifies the extent of the Environmental Feature Assessment Overlay within the Complete Communities Plan Area.

4.4.5.2 Permitted Uses/Development Policies

Natural Features and/or Functions are Identified

a) Where a Natural Heritage Evaluation on lands within the Environmental Feature Assessment Overlay supports a specific site or area for inclusion within the Environmental Protection Designation, such a specific site or area shall be subject to the policies of the Environmental Protection Designation, and shall be redesignated into the Environmental Protection Designation on **Schedule 5** without the need for an Amendment to this Plan. Further, such a specific site or area shall also be subject to redesignation into the Environmental Protection Designation on **Schedules 3G-1** and **3G-2**, without the need for an Amendment to this Plan.

No Natural Features or Functions are Identified

b) The development of a specific site or area within the Environmental Feature Assessment Overlay that is not considered to be appropriate for inclusion within the Environmental Protection Designation by the results of a Natural Heritage Evaluation may be developed in accordance with the permitted uses and development policies established by the underlying land use designation in this Plan, as identified on **Schedule 3G-1**, without the need for an Amendment to this Plan. Any changes to the extent of the developable land area, restrictions on any permitted land use and/or any required impact mitigation requirements identified in the Natural Heritage Evaluation shall be identified, implemented, regulated or otherwise secured to the satisfaction of the Town.

c) Where lands within the Environmental Feature Assessment Overlay are not identified as a natural heritage feature or ecological function through the required Natural Heritage Evaluation, they may be considered for appropriate restoration or enhancement activities and/or may be removed from the Environmental Feature Assessment Overlay and/or may be developed in accordance with the underlying land use designation.

Further Adjustments through Community Design Plans

d) Adjustments to the boundaries, or the removal of lands identified within the Environmental Feature Assessment Overlay that are supported by a Natural Heritage Evaluation shall be appropriately identified within the required Community Design Plan. Subject to the satisfaction of the Town, the identified changes to the boundaries of the Environmental Feature Assessment Overlay may be zoned in conformity with the underlying land use designation as identified on **Schedule 3G-1** without the need for an Amendment to this Plan.

4.4.6 The Big Woods Overlay

4.4.6.1 Intent

a) The Big Woods Overlay is identified on **Schedule 5B**. It is an area in the Lake Simcoe watershed where there is a high percentage of woodland cover and large wooded areas, which are of great environmental significance. It is the intent of this Plan that the Town direct reforestation and other restoration and enhancement opportunities to lands within the Big Woods Overlay whenever possible to recognize the importance of these areas within the Town and the Lake Simcoe watershed.

4.4.6.2 Permitted Uses/Development Policies

Underlying Designations Apply

a) The uses permitted on any specific site or area within the Big Woods Overlay may include those land uses permitted by the underlying land use designation, as identified on **Schedule 6**. Where development or site alteration is anticipated, it shall be subject to the results of a Natural Heritage Evaluation when required by the Town. Any changes to the extent of the developable land area, restrictions on any permitted land use and/or any required impact mitigation requirements identified in the Natural Heritage Evaluation shall be identified, implemented, regulated or otherwise secured to the satisfaction of the Town.

b) Where the underlying designation is the Environmental Protection Designation, all applicable Natural Heritage System policies shall apply within the Big Woods Policy Overlay.

Service Infrastructure

c) In addition to any permitted land uses, the extension of existing service infrastructure projects where the alignments or locations of those facilities have been established in this Plan and/or an approved Environmental Assessment, may be permitted on lands within the Big Woods Overlay, subject to the application of specific mitigation measures as set out in an approved Natural Heritage Evaluation.

No Net Loss of Woodland Cover

d) In addition to addressing other policies of this Plan, development and site alteration applications within the Big Woods Overlay shall ensure no net loss of woodland cover.

Restoration Opportunities

e) The Town shall consider opportunities for restoration and securement qualitatively and quantitatively as part of site-specific Natural Heritage Evaluation when land use change is proposed within the Big Woods Overlay, in those areas that are not restricted by other Natural Heritage System policies.

Existing Approvals

f) In cases where a Natural Heritage Evaluation was completed and approved in support of the existing planning approval within the Big Woods Overlay, further Natural Heritage Evaluation requirements may be waived by the Town.

4.4.7 The Oak Ridges Moraine Landform Conservation Overlays

a) The Landform Conservation Areas are identified on **Schedule 5C** and consist of steep slopes and representative landforms on the Oak Ridges Moraine that shall be protected for their contribution to the ecological integrity and hydrologic function of the natural environment.

b) Applications for development or site alteration in any area identified as a Landform Conservation Area Category 1 or 2 shall identify planning, design and construction practices in conformity with the policies for the applicable Landform Conservation Area category that keep disturbance of landform character to a minimum, in accordance with the relevant policies, regulations and guidelines of the Oak Ridges Moraine Conservation Plan, to the satisfaction of the Town and any agency having jurisdiction.

c) The Landform Conservation Area mapping information shown on **Schedule 5C** is based on mapping provided by the Province. Where new information is produced by the Province that will require refinements to this mapping, this may occur without the need for an Amendment to this Plan.

4.5 The Agricultural System

4.5.1 Introduction

a) The Agricultural System of the Town is identified on **Schedule 6: Agricultural System** and **Schedule 6A: Oak Ridges Moraine Rural + Agricultural Area**. Development within the Agricultural System shall be subject to the policies of this Plan. However, the policy frameworks associated with the Oak Ridges Moraine Conservation Plan and the Greenbelt Plan are also applicable:

i. **The Oak Ridges Moraine Conservation Plan** - The requirements of the Oak Ridges Moraine Conservation Plan shall apply. Within the Oak Ridges Moraine, the Countryside Area and Hamlet

Area policies from the Oak Ridges Moraine Conservation Plan are applicable, where those designations are shown on **Schedule 6A**. The Natural Core Area and Natural Linkage Area policies of the Oak Ridges Moraine Conservation Plan are applicable, and are included within the Natural Heritage System policies of this Plan;

ii. **The Greenbelt Plan - Protected Countryside** - All lands outside of the identified Settlement Areas, and outside of the Oak Ridges Moraine Protection Plan are part of the Protected Countryside of the Greenbelt Plan. Within the Greenbelt Protected Countryside the requirements of the Greenbelt Plan shall apply, in conjunction with the applicable policies for the various land use designations within the Natural Heritage System and the Agricultural System articulated in this Plan; and

iii. **The Greenbelt Plan - The Holland Marsh Specialty Crop Area/Wetland Complex** - The Holland Marsh Specialty Crop Area/Wetland Complex is based on lands identified within the Greenbelt Plan. The Holland Marsh Specialty Crop Area/Wetland Complex Overlay is identified on **Schedule 6.** Within the Holland Marsh Specialty Crop Area/Wetland Complex the requirements of the Greenbelt Plan shall apply, in conjunction with the applicable policies for the various land use designations within the Natural Heritage System and the Agricultural System articulated in this Plan.

b) Where the policy frameworks of the Province conflict with the policies of this Plan, the Provincial policies shall prevail.

4.5.2 General Policies

4.5.2.1 Agricultural Uses, Agricultural-Related Uses and On-Farm Diversified Uses

a) Where permitted by the policies of this Plan, agricultural uses, agricultural-related uses and on-farm diversified uses shall be permitted in accordance with Provincial policies, regulations and guidelines. Proposed agricultural-related uses and on-farm diversified uses shall be compatible with, and shall not hinder surrounding agricultural operations.

4.5.2.2 Existing Non-Agricultural Uses

a) Minor expansions to existing non-agricultural uses may be considered by the Town. However, major changes to the scale and function of existing non-agricultural uses, or the redevelopment of existing non-agricultural uses in the Agricultural System, may be permitted subject to the following criteria:

i. It is demonstrated that the use on site is a legally existing use;

ii. The proposed redevelopment will be more in conformity with applicable Provincial policies, regulations and guidelines;

iii. There is no change to the land use designation;

iv. No new lots will be created;

v. Redevelopment will not hinder surrounding agricultural operations;

vi. The redevelopment complies with the Minimum Distance Separation Formulae; and

vii. An Agricultural Impact Assessment is submitted to the satisfaction of the Town in accordance with Provincial policies, regulations and guidelines, demonstrating:

> Adverse impacts on agricultural operations are avoided, minimized or mitigated;

> The proposed use would be of the appropriate size and scale to the area, including to the existing and/or planned infrastructure;

- There is a need for the proposed use in terms of demand for the product and service and that there are no reasonable alternative locations which avoid the Agricultural System; and
- The proposed use shall not adversely affect the ecological integrity of the Regional Greenlands System.

b) Redevelopment affecting the scale and function of existing non-agricultural uses within the Holland Marsh Specialty Crop Area shall not be permitted.

4.5.2.3 New Non-Agricultural Development

a) New non-agricultural development adjacent to the Agricultural System within the Central Growth Area and the Greenbelt Settlement Area, shown on **Schedule 6** shall be designed to be compatible with adjacent agricultural land uses. Potential impacts to agricultural operations shall be mitigated to the extent feasible and Agricultural Impact Assessments shall be required where appropriate through the planning approval process.

b) Limited new non-agricultural uses may be permitted in the Agricultural System, outside of the Prime Agricultural Designation, subject to the following:

i. The proposed use complies with applicable Provincial policies, regulations and guidelines and is subject to the submission of an Agricultural Impact Assessment addressing the following elements to the satisfaction of the Town. The proposed use:

- Is appropriate in size and scale to the area, including to the existing and/or planned infrastructure;
- Shall not adversely affect the ecological integrity of the Town-Wide Natural Heritage System;
- Complies with Minimum Distance Separation Formulae;

ii. If within the Prime Agricultural Designation may be permitted where:

- There is a demonstrated need for additional land to accommodate the proposed use within the planning horizon of this Plan;
- Alternative location for the proposed use are evaluated, with confirmation that no reasonable alternative locations are available; and
- The subject lands will remain in the Prime Agricultural Designation.

4.5.2.4 Service Infrastructure

a) Any application for the development of new or expanding service infrastructure in the Agricultural System shall:

i. Demonstrate the need for the project;

ii. Demonstrate that there is no reasonable alternative locations that could avoid or minimize impact on lands within the Prime Agricultural Designation or the Rural Designation; and

iii. Undertake an Agricultural Impact Assessment or equivalent analysis as part of an Environmental Assessment.

4.5.2.5 Lot Creation

Consents to Sever

a) Consents to sever lots in the Agricultural System shall only be permitted in accordance with Provincial plans, and in the following instances:

   i. For the acquisition of land for service infrastructure projects;

   ii. Conveyances to public bodies or non-profit agencies for natural heritage or conservation purposes, provided no separate residential lot is created;

   iii. Minor lot adjustments or boundary additions, provided they do not create a separate lot for a residential dwelling and there is no increased fragmentation of a key natural heritage feature or key hydrologic feature;

   iv. For agricultural uses where both the subject and retained lands are a minimum size of 16 hectares (40 acres) in the Holland Marsh Specialty Crop Area and 40 hectares (100 acres) in the Prime Agricultural and Rural Designations;

   v. Existing or new agricultural-related uses, such as farm-related commercial and farm-related industrial uses that are small in scale and directly related to the farm operation and required to be located in close proximity to the farm operation. In these cases, the new lot will be limited to the minimum size required for the use and appropriate individual private on-site water and wastewater systems will be required; or

   vi. Severance of an existing residence that is surplus to a farming operation as a result of a farm consolidation, providing no additional residence can be constructed on the retained farmland.

Plans of Subdivision

b) New multiple lots or units for residential development (i.e., estate residential subdivisions or retirement communities), whether by Plan of Subdivision/Condominium or Severance, shall not be permitted.

4.5.2.6 The Oak Ridges Moraine Conservation Plan

a) Within the Oak Ridges Moraine Plan Area on **Schedule 6A** of this Plan, existing institutional uses and expansions are permitted subject to the existing use provisions of the Oak Ridges Moraine Conservation Plan. When expansion of such uses is applied for, the applicant shall demonstrate that the expansion will not adversely affect the ecological integrity of the Oak Ridges Moraine Plan Area. Additional studies as identified in Parts III and IV of the Oak Ridges Moraine Conservation Plan may be required.

4.5.2.7 Land Use Designations

a) The Agricultural System identified on **Schedules 6** and **6A**, includes the Environmental Protection Designation, as well as a number of applicable land use designations that are subject to the policies of this Section of this Plan, including:

   i. Prime Agricultural Designation;

   ii. Holland Marsh Specialty Crop Area Designation;

   iii. Holland Marsh Specialty Crop Area/Wetland Complex Overlay;

   iv. Rural Designation;

   v. Hamlet Designation;

vi. Estate Residential Designation;

vii. Recreation Area Designation;

viii. Rural Industrial Designation;

ix. Waste Disposal Site Designation;

x. Resource Extraction Area Designation; and

xi. Aggregate Resource Area Overlay.

4.5.3 The Prime Agricultural Designation

4.5.3.1 Intent

a) The Prime Agricultural Designation identified on **Schedule 6** provides a continuous and permanent land base necessary to support long term agricultural production and economic activity. The Town recognizes the lands within the Prime Agricultural Designation are an important resource that help support the economic vitality of agriculture and the agri-food network. It is the intent of the Town to:

i. Support agriculture as the predominant land use in the Prime Agricultural Designation and protect against the loss and fragmentation of the agricultural land base;

ii. Direct uses that are not supportive of agriculture to other areas of the Town, such as lands within the defined Settlement Areas, in accordance with the policies of this Plan;

iii. Encourage farmers to adopt best management agricultural practices that will sustain the long term productivity of the land and minimize adverse impact on the natural environment;

iv. Support programs to reduce trespassing on agricultural operations and discourage the location of public trails near agricultural operations; and

v. Consult with local farm organizations.

4.5.3.2 Permitted Uses

a) The principal permitted uses in the Prime Agricultural Designation include:

i. Agricultural uses;

ii. Normal farm practices

iii. On-farm diversified uses;

iv. Agricultural-related uses; and

v. Mineral aggregate operations.

b) Secondary permitted uses in the Prime Agricultural Designation include:

i. A single detached dwelling unit on an existing lot of record;

ii. Additional residential units;

iii. Bed and breakfast establishments;

iv. Home-based businesses; and

v. Agricultural research and training establishments.

c) Parks and open spaces and resource-based recreational uses may be permitted subject to an Agricultural Impact Assessment where it is demonstrated that:

   i. The proposed use is appropriate within the Prime Agricultural Designation;

   ii. The proposed use will not adversely impact the ability of adjacent agricultural activities to undertake normal farm practices;

   iii. There are no negative impacts on key natural heritage features or key hydrologic features and their ecological functions, biodiversity or connectivity of the Natural Heritage System;

   iv. The size of the use is appropriate for the area and will not further fragment lands within the Prime Agricultural Designation;

   v. The proposed use complies with the Minimum Distance Separation Formulae;

   vi. An appropriate Vegetation Enhancement Plan has been submitted and approved to the satisfaction of the Town; and

   vii. The proposed use conforms to other policies in this Plan, the Oak Ridges Moraine Conservation Plan, the Greenbelt Plan and the Lake Simcoe Protection Plan, where applicable.

d) In addition to the identified list of permitted uses, uses accessory to any of the identified permitted uses may also be permitted, subject to the Implementing Zoning By-law.

e) The list of permitted uses may be further refined through the Implementing Zoning By-law to ensure that new development is appropriate in the context of the adjacent community.

4.5.3.3 Development Policies

Boundary Refinements

a) Refinements to the boundaries of the Prime Agricultural Designation are not permitted, except for the expansion of a defined Settlement Area, in accordance with the policies of this Plan.

Compatibility

b) All development shall be designed, located, and managed to be complementary to the primary permitted uses in the Prime Agricultural Designation. The Town shall encourage compatible development, redevelopment and rehabilitation throughout the Prime Agricultural Designation by supporting development applications that conform to the relevant policies of the Greenbelt Plan, the Oak Ridges Moraine Protection Plan, the Lake Simcoe Protection Plan, the policies of this Plan, and the regulations of the Zoning By-law.

c) Where applicable, all new development within the Prime Agricultural Designation shall comply with the Province's Minimum Distance Separation Formulae requirements. Further, where permitted uses of a non-agricultural nature are sought through a Zoning By-law and/or Site Plan Approval, the Town shall require the preparation of an Agricultural Impact Assessment as part of a complete application.

High Quality Design

d) Development within the Prime Agricultural Designation shall exhibit high-quality design features including built form, architectural detail, landscaping and signage. Where adjacent to Highway 404 or an Arterial or Collector Road, buildings shall be designed to face the Highway and/or Road.

Agricultural-Related and Supportive uses,

e) Agricultural-related and supportive uses, including farm employee accommodations may be permitted on existing lots of record within the Prime Agricultural Designation. Such uses shall be limited to those that primarily serve the surrounding rural and agricultural community, do not require full servicing, are generally space intensive and require a location in proximity to the agricultural community. The Town may consider these uses subject to Site Plan Control in accordance with the following criteria:

   i. The lot fronts on a Regional or Arterial Road with safe access;

   ii. The proposed use will not negatively impact on the enjoyment and privacy of neighbouring properties;

   iii. The proposed use can be adequately serviced;

   iv. The lands shall be appropriately zoned to permit uses intended and regulate the scale of the development;

   v. The applicant can demonstrate that adequate on-site parking, buffering, outdoor storage, and signage are provided for in accordance with the Town's standards, and that the proposed development will be compatible with the surrounding land uses; and

   vi. The use shall be located to minimize the amount of land removed from agricultural production.

Secondary Uses

f) All of the identified secondary uses of a commercial nature on a property that accommodates a farm operation are permitted subject to Site Plan Control. Prior to approving such an application, the Town shall be satisfied that:

   i. The proposed use will not have a negative impact on the enjoyment and privacy of neighbouring properties;

   ii. Any retail component has a gross floor area (as defined in the Zoning By-law) of no more than 500 square metres; and

   iii. The majority of the products offered for sale, in terms of monetary value, are produced or manufactured on the farm property.

g) The following uses shall be permitted in the Prime Agriculture Designation as an accessory use, subject to Site Plan Control: farm machinery, farm tours, petting zoos, hay rides and sleigh rides, processing demonstrations, pick your own produce, small-scale farm theme playgrounds for children, and small-scale educational establishments that focus on farming instruction. Prior to approving such an application, the Town shall be satisfied that:

   i. The proposed use will not have a negative impact on the enjoyment and privacy of neighbouring properties;

   ii. Adequate on-site parking facilities are provided for the use, in addition to the parking required for the principal use of the property, and such parking is provided in locations compatible with surrounding land uses;

   iii. The proposed access to the site will not cause a traffic hazard and, where possible, shall utilize a common driveway with the principal use of the property;

   iv. The proposed use can be serviced by appropriate water and sewage services;

v. The proposed use enhances the rural and open space character of the Town through the preservation of older barns or buildings and/or the establishment of a built form that is compatible with the rural surroundings;

vi. The building that houses the proposed use is located within the existing farm-building cluster where possible; and

vii. The signage advertising the use is to be designed and located in accordance with the Town's Sign By-law.

h) The Zoning By-law may further detail appropriate performance standards for secondary commercial uses on farm properties.

i) Other commercial and industrial uses and activities that are more appropriately suited on full services and provide services and products that do not relate to the agricultural economy shall be directed towards the appropriate land use designation in the identified Settlement Areas.

Development on Existing Vacant Lots of Record

j) Within the Prime Agricultural Designation, where a Vacant Lot of Record legally existed on the date of adoption of this Plan, a building permit may be issued subject to compliance with the permitted use provisions and relevant policies of this Plan and the regulations of the Implementing Zoning By-law.

k) Within the Prime Agricultural Designation, development may occur on individual private on-site services provided the adequacy of the proposed method of water supply and sanitary sewage disposal is demonstrated to the satisfaction of the Town.

l) Any development proposal on an Existing Vacant Lot of Record shall be subject to an Agricultural Impact Assessment and/or Natural Heritage Evaluation, where necessary.

Extensions/Enlargements to Existing Uses

m) Minor extensions and enlargements may be permitted to uses legally existing on the date of the adoption of this Plan provided that the adequacy of the existing or proposed individual, on-site water supply and/or sanitary sewage disposal servicing systems are demonstrated to the satisfaction of the Town.

n) Proposed expansions or alterations to existing buildings and structures for agricultural uses, agricultural-related uses or on-farm diversified uses within key natural heritage features and/or key hydrologic features and their associated environmental buffers/vegetation protection zones are required to meet the policies of this Plan.

Lot Creation

o) The creation of new lots within the Prime Agricultural Area Designation shall only be permitted by Amendment to this Plan and the Implementing Zoning By-law. Further, and in addition to all of the policies for a Consent to Sever of this Plan, new lots may be permitted within the Prime Agricultural Designation if:

i. The new lot is to be severed to create a farm, and both the retained and severed parcels each have a lot area of no less than approximately 40 hectares; or,

ii. The new lot may be created through a Consent to Sever when a farm consolidation has resulted in a surplus dwelling unit that is not required for the long term needs of the remaining farm operation.

The new lot may be created provided that the establishment of any new residential use is prohibited on the remaining lands that accommodate the farm operation. This policy requires that the new lot to be severed incorporates the surplus dwelling and that the surplus dwelling is deemed to be a building intended for year round human occupancy and was in existence prior to the Approval of this Plan. In addition, the farm operator shall be the owner of the lands proposed to be severed at the time of the severance and shall have a principle farm operation elsewhere in the Town; or

iii. The lot is required for an agriculture-related use, provided the lot is limited to the minimum size needed to accommodate the use and appropriate sewage and water services, and is zoned specifically for agricultural-related use. Residential uses shall not be permitted on such lots. The lot should be in a location that is separate from the primary agricultural operations by physical features or where it causes minimal disruption to the agricultural operation and, if possible, be located on lower quality soils.

p) Lot creation is specifically not permitted:

i. For a Consent to Sever additional residential structures for farm help/farm employee accommodations from the main agricultural use;

ii. Within the Oak Ridges Moraine Conservation Plan Area; or

iii. To facilitate the creation of new multiple lots or units for residential development (i.e., estate residential subdivisions and adult lifestyle or retirement communities), whether by plan of subdivision, condominium or severance.

Farm Consolidation

q) The consolidation of farms into larger and more efficient operations is encouraged. In this regard, the consolidation of two adjacent farm parcels or a boundary adjustment that increases the viability of a farm parcel is permitted provided no new lot is created.

New Recreational Uses/Expansions to Existing Recreational Uses

r) The development of new recreational uses and expansions to existing recreational uses, such as golf courses and driving ranges, are not permitted on lands within the Prime Agricultural Designation.

Mineral Aggregate Operations

s) In the Prime Agricultural Designation, extraction of mineral aggregates is permitted as an interim use provided it is supported by an Agricultural Impact Assessment and that the site will be rehabilitated back to agricultural condition. Complete agricultural rehabilitation is not required if:

i. The depth of planned extraction makes the restoration of pre-extraction agricultural capacity unfeasible; and

ii. Agricultural rehabilitation in remaining areas will be maximized.

4.5.4 The Holland Marsh Specialty Crop Area/Wetland Complex Designation

4.5.4.1 Intent

a) The Holland Marsh Specialty Crop Area/Wetland Complex Designation is identified on **Schedule 6.** These lands have a unique capacity to produce specialty crops (tender fruits, vegetable crops, greenhouse crops and crops from agriculturally developed organic soil). In addition to the stated intent of the Prime Agricultural Designation, it is the intent of this Plan to ensure that the limits of the Holland Marsh are not

depleted and that it is recognized and protected as an important agricultural area and a unique and valuable food source.

4.5.4.2 Permitted Uses/Prohibited Uses

a) The principal uses of land in the Holland Marsh Specialty Crop Area/Wetland Complex Designation shall be the same as provided for in the Prime Agricultural Designation.

b) Notwithstanding any other policies of this Plan, the following uses shall be specifically prohibited in the Holland Marsh Specialty Crop Area/Wetland Complex Designation:

   i. Non-agricultural uses;

   ii. Batching or asphalt plants; and

   iii. Waste disposal sites.

c) The use of land within the Holland Marsh Specialty Crop Area/Wetland Complex Designation for uses that do not require its muck soils for food production shall be discouraged.

d) In addition to the identified list of permitted uses, uses accessory to any of the identified permitted uses may also be permitted, subject to the Implementing Zoning By-law.

e) The list of permitted/prohibited uses may be further refined through the Implementing Zoning By-law to ensure that new development is appropriate in the context of the adjacent community.

4.5.4.3 Development Policies

Permitted Agricultural Uses

a) Where agricultural uses are permitted by this Plan, the following policies shall apply:

   i. New or expanding livestock facilities shall be set back from non-agricultural uses and comply with the Minimum Distance Separation Formulae;

   ii. New or expanding livestock facilities shall demonstrate that they have met the requirements of the *Nutrient Management Act*; and

   iii. Nothing in this Plan shall limit the ability of landowners to carry out normal and reasonable farm practices in accordance with the *Farming and Food Production Protection Act*.

b) Within the Holland Marsh Specialty Crop Area/Wetland Complex Designation, the Town will encourage and support the Province in balancing continued agricultural production and potential expansion with natural heritage values and policies.

Existing Legal Non-Conforming Buildings and Structures

c) Existing legal non-conforming buildings and structures within the Holland Marsh Specialty Crop Area/Wetland Complex Designation may be allowed to expand or be replaced if destroyed by causes other than flooding, through an amendment to the Zoning By-law provided that the Minimum Distance Separation Formulae is complied with and the objectives of the Holland Marsh Specialty Crop Area/Wetland Complex Designation are maintained. Where buildings and structures are located in the floodplain, additions to existing buildings, and the buildings themselves, shall be flood-proofed to the satisfaction of the Conservation Authority.

Buildings or structures that support the agricultural use

d) Buildings or structures that support the agricultural use within the Holland Marsh Specialty Crop Area/Wetland Complex Designation may be permitted subject to the floodplain policies of the Conservation Authority. Permits shall also be obtained from the Town and Conservation Authority prior to any development.

New Recreational Uses/Expansions to Existing Recreational Uses

e) The development of new recreational uses and expansions to existing recreational uses, such as golf courses and driving ranges, are not permitted on lands within the Holland Marsh Specialty Crop Area/Wetland Complex Designation.

Mineral Aggregate Operations

f) In the Holland Marsh Specialty Crop Area/Wetland Complex Designation, extraction of mineral aggregates is permitted as an interim use, in accordance with the policies of this Plan, provided it is supported by an Agricultural Impact Assessment and that rehabilitation of the site will be carried out whereby the areas and average soil quality for agriculture are substantially restored. Complete agricultural rehabilitation is not required if:

   i. There is a substantial quantity of mineral aggregates below the water table warranting extraction or the depth of planned extraction in a quarry makes restoration of pre-extraction agricultural capability unfeasible, and where other alternatives have been considered by the applicant and found unfeasible in accordance with the Provincial Planning Statement;

   ii. Other alternatives have been considered by the applicant and found unsuitable. Where no other alternatives are found, the lands within the Prime Agricultural Designation shall be protected in this order of priority: Holland Marsh Specialty Crop Area, Canada Land Inventory Classes 1, 2 and 3; and

   iii. Agricultural rehabilitation in remaining areas will be maximized.

4.5.5 The Holland Marsh Specialty Crop Area/Wetland Complex Overlay

a) The Holland Marsh Specialty Crop Area/Wetland Complex Overlay is identified on **Schedule 6**. Notwithstanding the Policies of the Environmental Protection Designation, buildings or structures that support the agricultural uses within the Holland Marsh Specialty Crop Area/Wetland Complex Overlay may be permitted subject to the floodplain policies of the Conservation Authority. Permits shall also be obtained from the Town and Conservation Authority prior to any development.

b) Lands identified as within the Holland Marsh Specialty Crop Area/Wetland Complex Overlay are subject to the Greenbelt Plan. The underlying land use designations of this Plan are applicable to these specialty crop areas, but all development and site alteration shall only be permitted if it is demonstrated to comply with the Greenbelt Plan.

c) In the event of a specific conflict between the provisions this Section and the other provisions of this Plan, the provisions that are the most restrictive shall apply.

4.5.6 The Rural Designation

4.5.6.1 Intent

a) The Rural Designation is identified on **Schedule 6**. It contains many existing agricultural operations; and agricultural, agriculture-related and secondary uses are supported and permitted. The Rural Designation also provides the primary location for a range of non-farm related uses serving the rural resource and agricultural sectors that are appropriate in a rural setting. The Rural Designation also contains many historic uses that would now generally be directed to Settlement Areas, but are recognized as existing uses and will be allowed to continue and, in certain circumstances, expand. It is the intent of this Plan to:

   i. Protect the rural character of the Town and the maintenance of those elements that contribute to the open space character of the lands within the Rural Designation;

   ii. Prevent the intrusion of land uses that are incompatible with the rural character and/ or resource activities of the lands within the Rural Designation; and

   iii. Ensure that the scale of new development is compatible with the role and function of the lands within the Rural Designation.

4.5.6.2 Permitted Uses

a) Lands within the Rural Designation may be zoned to permit:

   i. A single detached dwelling unit on an existing lot of record;

   ii. Additional residential units;

   iii. Bed and breakfast establishments;

   iv. Home-based businesses;

   v. On-farm diversified uses;

   vi. Agricultural-related uses;

   vii. Agricultural research and training establishments; and

   viii. Resource/mineral aggregate operations.

b) Parks and open spaces, tourism, institutional, resource-based recreational and commercial/industrial uses may be permitted subject to an Agricultural Impact Assessment where it is demonstrated that:

   i. The proposed use is appropriate within the Rural Designation;

   ii. The proposed use will not adversely impact the ability of adjacent agricultural activities to undertake normal farm practices;

   iii. The type of water and sewer servicing proposed is appropriate for the type of use;

   iv. There are no negative impacts on key natural heritage features or key hydrologic features and their ecological functions, biodiversity or connectivity of the Natural Heritage System;

   v. The size of the use is appropriate for the area and will not further fragment lands within the Rural Designation;

   vi. The proposed use is located on a Provincial Highway or Arterial Road, where traffic impacts on the rural character of the area would be minimal;

   vii. Where appropriate, the proposed use can be buffered from adjacent uses;

   viii. There will be no negative impact on the quality and quantity of groundwater and surface water;

ix. The proposed development complies with the Minimum Distance Separation Formulae;

x. An appropriate Vegetation Enhancement Plan has been submitted and approved to the satisfaction of the Town;

4. The proposed use conforms to other policies in this Plan, the Oak Ridges Moraine Conservation Plan, the Greenbelt Plan and the Lake Simcoe Protection Plan, where applicable; and

xii. Recreational uses are also subject to the relevant policies of this Plan.

c) In addition to the identified list of permitted uses, uses accessory to any of the identified permitted uses may also be permitted, subject to the Implementing Zoning By-law.

d) The list of permitted/prohibited uses may be further refined through the Implementing Zoning By-law to ensure that new development is appropriate in the context of the adjacent community.

4.5.6.3 Development Policies

Boundary Refinements

a) Refinements to the boundaries of the Rural Designation are not permitted.

Compatibility

b) All development shall be designed, located and managed to be complementary to the primary permitted uses in the Rural Designation. The Town shall encourage compatible development, redevelopment and rehabilitation throughout the Rural Designation by supporting development applications that conform to the relevant policies of the Oak Ridges Moraine Protection Plan, the Greenbelt Plan, the Lake Simcoe Protection Plan, the policies of this Plan and the regulations of the Zoning By-law.

c) Where applicable, all new development within the Rural Designation shall comply with the Province's Minimum Distance Separation Formulae requirements. Further, where permitted uses of a non-agricultural nature are sought through a Zoning By-law and/or Site Plan Approval, the Town shall require the preparation of an Agricultural Impact Assessment as part of a complete application.

High Quality Design

d) Development within the Rural Designation shall exhibit high-quality design features including built form, architectural detail, landscaping, and signage. Where adjacent to Highway 404 or an Arterial or Collector Road, buildings shall be designed to face the Highway and/or Road.

Development on Existing Vacant Lots of Record

e) Within the Rural Designation, where a Vacant Lot of Record legally existed on the date of adoption of this Plan, a building permit may be issued subject to compliance with the permitted use provisions and relevant policies of this Plan and the regulations of the Implementing Zoning By-law.

f) Within the Rural Designation, development may occur on individual private on-site services provided the adequacy of the proposed method of water supply and sanitary sewage disposal is demonstrated to the satisfaction of the Town.

g) Any development proposal on an Existing Vacant Lot of Record shall be subject to an Agricultural Impact Assessment and/or Natural Heritage Evaluation, where necessary.

Extensions/Enlargements to Existing Uses

h) Minor extensions and enlargements may be permitted to uses legally existing on the date of the adoption of this Plan provided that the adequacy of the existing or proposed individual, on-site water supply and/or sanitary sewage disposal servicing systems are demonstrated to the satisfaction of the Town.

Recreational Uses

i) Applications to establish or expand a recreational use in the Rural Designation shall be accompanied by a Vegetation Enhancement Plan that incorporates planning, design, landscaping, and construction measures that will:

   i. Maintain or, where possible, enhance the amount of natural self-sustaining vegetation on the site and the connectivity between adjacent key natural heritage features or key hydrologic features;

   ii. Wherever possible, keep intermittent stream channels and drainage swales in a free-to-grow, low-maintenance condition;

   iii. Minimize the application and use of pesticides and fertilizers; and

   iv. Locate new natural self-sustaining vegetation in areas that maximize the ecological value of the area.

Lot Creation

j) The creation of new lots within the Rural Designation shall only be permitted by Amendment to this Plan and the Zoning By-law. Further, and in addition to all of the policies for a Consent to Sever of this Plan, new lots may be permitted within the Rural Designation if:

   i. The new lot is to be severed to create a farm, and both the retained and severed parcels each have a lot area of no less than approximately 40 hectares; or,

   ii. The new lot may be created through a Consent to Sever when a farm consolidation has resulted in a surplus dwelling unit that is not required for the long term needs of the remaining farm operation. The new lot may be created provided that the establishment of any new residential use is prohibited on the remaining lands that accommodate the farm operation. This policy requires that the new lot to be severed incorporates the surplus dwelling, and that the surplus dwelling is a building intended for year round human occupancy and was in existence prior to the Approval of this Plan. In addition, the farm operator shall be the owner of the lands proposed to be severed at the time of the severance, and shall have a principle farm operation elsewhere in the Town;

   iii. The lot is required for an agriculture-related use, provided the lot is limited to the minimum size needed to accommodate the use and appropriate sewage and water services, and is zoned specifically for agricultural-related use. Residential uses shall not be permitted on such lots. The lot should be in a location that is separate from the primary agricultural operations by physical features or where it causes minimal disruption to the agricultural operation and, if possible, be located on lower quality soils;

   iv. The new lot is required for infrastructure purposes in accordance with the applicable policies of the applicable Provincial plans;

   v. The new lot is required to be conveyed to a public body or non-profit entity for natural heritage conservation, provided it does not create a separate lot for a residential dwelling; or

vi. Minor lot adjustments or boundary additions, provided they do not create a separate lot for a residential dwelling and provided there is no increased fragmentation of a key natural heritage feature or key hydrologic feature.

Farm Consolidation

k) The consolidation of farms into larger and more efficient operations is encouraged. In this regard, the consolidation of two adjacent farm parcels or a boundary adjustment that increases the viability of a farm parcel is permitted provided no new lot is created.

4.5.7 The Hamlet Designation

4.5.7.1 Intent

a) The Hamlet Designation, as identified on **Schedule 6**, includes the Hamlets of Ravenshoe and Brown Hill. These Hamlets are Rural Settlement Areas as identified in the Greenbelt Plan. **Schedule 6A** identifies the Hamlet of Holt, which is an Oak Ridges Moraine Rural Settlement. Collectively, these Hamlets support and provide economic, social and commercial functions to the Town's Agricultural System. It is the intent of this Plan to support the evolution and growth of these identified Hamlets, in keeping with their existing rural character.

4.5.7.2 Permitted Uses

a) Lands within the Hamlet Designation may be zoned to permit:

i. Single detached dwellings;

ii. Additional residential units;

iii. Small scale commercial uses; and

iv. Small scale Institutional uses.

b) In addition to the identified list of permitted uses, uses accessory to any of the identified permitted uses may also be permitted, subject to the Implementing Zoning By-law.

c) Non-noxious, small-scale industrial uses may be permitted, as long as no adverse effects are generated that impact adjacent sensitive land uses.

d) The list of permitted/prohibited uses may be further refined through the Implementing Zoning By-law to ensure that new development is appropriate in the context of the adjacent community.

4.5.7.3 Development Policies

Minor Infilling and Extensions/Enlargements of Existing Uses

a) Only minor infilling for small-scale residential, industrial, commercial, institutional and recreational uses, and extensions/enlargements of existing uses will be permitted within the Hamlets of Ravenshoe, Holt, and Brown Hill. Development applications, including applications for severances, within these areas shall:

i. Be accompanied by an Engineering Report which confirms that there is:

> An adequate supply of potable water and soil conditions satisfactory for the effective operation of private sewage systems, consistent with current Provincial policies, regulations and guidelines;

- The system will only be permitted if it can be demonstrated that there are no adverse impacts on soil, surface or groundwater quality and quantity and in accordance with applicable policies of the South Georgian Bay Lake Simcoe Source Protection Plans;
- An adequate separation between the water table and septic tile fields;
- An appropriate method of disposing and treating stormwater run-off will be used;

ii. Incorporate individual lots of a sufficient size to meet the requirements of the Town in regard to the proper functioning of private water and sewage disposal facilities;

iii. Comply with the Minimum Distance Separation Formulae;

iv. Be designed in keeping with the existing character of the Hamlet;

v. Be of appropriate size and scope to ensure compatibility with surrounding community in the context of land use, building and structure size, area, density and height;

vi. Provide adequate parking and access; and

vii. Provide suitable buffering between any commercial or institutional use and abutting residential uses.

Oak Ridges Moraine Rural Settlement

b) The Hamlet of Holt, which is identified as an Oak Ridges Moraine Rural Settlement on **Schedule 6A**, is subject to the policies of this Section of this Plan, as well as the relevant policies of the Oak Ridges Moraine Conservation Plan.

4.5.8 The Estate Residential Designation

4.5.8.1 Intent

a) The intent of the Estate Residential Designation is to provide policies governing existing estate residential dwellings. Lands within the Estate Residential Designation protect existing communities and provide opportunities for single detached dwelling units to develop on private services.

b) The policies of the Estate Residential Designation are applicable to those lands identified on **Schedule 2**, until such time as there is an approved Amendment to this Plan that articulates a new planning policy regime and land use designation(s) that are appropriate for the future use of these lands.

4.5.8.2 Permitted Housing Types/Uses

a) Lands designated Estate Residential on **Schedules 3B, 3G-1** and **Schedule 6** may be zoned to permit single detached dwellings.

b) In addition to the permitted housing types within the Estate Residential Designation, lands may also be zoned to permit:

i. Day care facilities;

ii. Bed and breakfast establishments;

iii. Home-based businesses; and

iv. Additional residential units.

c) In addition to the identified list of permitted uses, uses accessory to any of the identified permitted uses may also be permitted, subject to the Implementing Zoning By-law.

d) The list of permitted uses may be further refined through the Implementing Zoning By-law to ensure that new development is appropriate in the context of the adjacent community.

4.5.8.3 Development Policies

a) All development within the Estate Residential Designation shall also be subject to the relevant policies of the Greenbelt Plan Protected Countryside. Where there is a conflict between the policies of this Plan and the policies of the Greenbelt Plan, the policies of the Greenbelt Plan, or the more restrictive policies shall prevail.

b) No new lands shall be designated Estate Residential.

c) Any new Draft Plan of Subdivision on existing, vacant land designated Estate Residential shall be developed with appropriate sewer and water supply systems, subject to compliance with the relevant policies of this Plan and demonstration of future integration with adjoining lands, all to the satisfaction of the Town.

d) Any new development on existing, vacant land designated Estate Residential Development shall be compatible with the scale and design of existing dwelling units in the vicinity.

e) Infill development is permitted in the Estate Residential Designation provided the following policies are met:

   i. Receipt of a Certificate of Approval for the sewage disposal system from the Town, including demonstration that provision of on-site services does not adversely affect the existing water supply for other homes in the development;

   ii. The development is located on an existing Local Road;

   iii. The development is located between two other existing lots of record within the Estate Residential Designation;

   iv. Compliance with Minimum Distance Separation Formulae requirements;

   v. Submission of a detailed Hydrogeological Report to the satisfaction of the Town and the Ministry of the Environment indicating that development will not result in interference to the ground water table, neighbouring wells or surface waters; and

   vi. Submission of any other reports/studies required by the Town.

f) Where an existing lot is within the Estate Residential Designation on **Schedule 6**, and is also subject to the Environmental Protection Designation and Adjacent Lands Overlay on **Schedule 5**, any development shall consider the environmental constraints on the lot, and work with the Town to ensure that any development minimizes any negative impact on existing natural heritage features, and their ecological functions.

g) Where an existing development is within the Estate Residential Designation on **Schedule 6**, and has received approval from the Town prior to the date of the approval of this Plan, has not yet been developed, but is now within the Environmental Protection Designation identified on **Schedule 5**, the Town will work with the developer to mitigate the impacts of that development on the natural heritage features and/or their ecological functions.

4.5.9 The Recreation Area Designation

4.5.9.1 Intent

a) The Recreation Area Designation on **Schedule 6** recognizes major existing and approved commercial recreation development. It is the intent of this Plan to:

   i. Permit the extension and expansion of such uses; and

   ii. Provide policy guidance for the evaluation of applications for expansions and limited new uses.

4.5.9.2 Permitted Uses

a) Lands within the Recreation Area Designation may be zoned to permit commercial recreation uses such as campgrounds, private parks, marinas, fishing areas and golf courses.

b) Residential dwelling units, other than for an employee, shall not be permitted in association with recreational uses.

c) In addition to the identified list of permitted uses, uses accessory to any of the identified permitted uses may also be permitted, subject to the Implementing Zoning By-law.

d) The list of permitted uses may be further refined through the Implementing Zoning By-law to ensure that new development is appropriate in the context of the adjacent community.

4.5.9.3 Development Policies

New Uses or Expansions to Existing Uses

a) New uses or expansions to existing uses in the Recreation Area Designation shall be designed so as to minimize any potential detrimental effects on surrounding existing land uses. In order to accomplish this objective, development in the Recreation Area Designation shall be subject to the Site Plan Control provisions of this Plan, and be designed to:

   i. Minimize audio and visual nuisances and hazards, and shall provide, to the satisfaction of the Town, a combination of the mitigation measures;

   ii. Ensure the scale, building materials and signage are compatible with adjacent uses; and

   iii. Ensure rooftop equipment, waste management facilities, and loading areas are screened from view from abutting roads and adjacent residential uses.

New or Expanded Major Recreational Uses

b) Applications to establish or expand a major recreational use shall be accompanied by a recreation water use plan that demonstrates:

   i. Water use for maintenance or snow-making or both are kept to a minimum;

   ii. Grassed, watered, and manicured areas are limited to sports field surfaces, golf fairways, tees and greens, and landscaped areas around buildings and structures; grass mixtures that require minimal watering and upkeep will be used for sports fields and golf fairways where applicable;

   iii. Crossings of intermittent and permanent streams are kept to a minimum;

iv. Water-conserving technologies (such as low-flow toilets and shower heads) are used in clubhouses and restaurants, where applicable;

v. Water-conserving technologies (such as timed irrigation systems designed to reduce evaporation losses, and recycling of water from underground) are used in the irrigation and watering of sports field surfaces, golf fairways, tees and greens, and landscaped areas around buildings and structures, where applicable;

vi. Other water conservation technologies (such as rainwater harvesting or reuse of stormwater) will be used to reduce water use; and

vii. Stormwater treatment facilities are used to capture and treat runoff from areas with impervious surfaces.

New areas to be included in the Recreation Area Designation

c) In conjunction with any proposal for a new area to be designated for recreation, the following information is required to be submitted by the applicant as part of the development application in order to assist in evaluating the proposal:

i. A Natural Heritage Evaluation;

ii. An Environmental Management Plan of the property, prepared by a qualified professional, that describes the existing and proposed vegetation, extent of vegetation removal, topography, soil and ground water conditions, environmental impacts and measures to be taken to maintain and enhance any natural areas including watercourses, low-lying areas, areas of steep and/or unstable slopes, floodplains, vegetated areas and wildlife and habitat for fish;

iii. A Conservation Plan demonstrating how water use and nutrient and biocide will be kept to a minimum, including the establishment and monitoring of targets;

iv. A detailed Engineering and Servicing Report, prepared by a professional engineer, that clearly demonstrates that the lot can be properly serviced by water supply and sewage disposal systems, the stormwater management techniques to be used and that there will be no adverse effect from the development as it relates to soil, groundwater and surface water;

v. A Traffic Study, prepared by a professional traffic engineer, that analyses the impact of the development on the surrounding road network and establishes any required modifications to the system to alleviate potential impacts; and

vi. A Municipal Financial Impact assessment that analyses the impact of the development on the financial capabilities of the Town including the provision of financial compensation beyond that provided for in the Development Charges By-law.

4.5.10 The Rural Industrial Designation

a) All development within the Rural Industrial Designation, identified on **Schedule 6A** shall be subject to the relevant policies of the Greenbelt Plan. Where there is a conflict between the policies of this Plan and the policies of the Greenbelt Plan, the policies of the Greenbelt Plan, or the more restrictive policies shall prevail.

b) No new lands within the Town shall be designated Rural Industrial.

c) Existing industrial uses and activities within the Bales Drive Employment Area shall be recognized and such uses may continue to expand in accordance with the policies for the General Employment Designation of this Plan.

4.5.11 The Waste Disposal Site Designation

Locations

a) The location of closed landfill sites are indicated on **Schedule 6** based on information provided by the Province, with the exception of one area known as waste disposal site #7017, in Lot 7, Plan 143 and located on the west side of Yonge Street, which is not shown on a Schedule. The extent and exact location of any other former Waste Disposal Sites shall be determined in consultation with the Province.

No New Sites

b) No new landfill sites, or domestic or commercial waste transfer facilities, shall be permitted. The following policies apply to existing closed landfill sites within the Rural/Agricultural Area of the Town.

No Development

c) No development shall be permitted on such sites for a period of 25 years without the approval of the Ministry of the Environment, or any other governing authority, and without required studies as identified by the Ministry of the Environment.

Zoning

d) The Town shall amend its Zoning By-law to rezone the identified Waste Disposal Sites to an appropriate zoning category that recognizes their potential to pose an environmental or health hazard.

e) The Town may zone lands to recognize existing uses or structures within former Waste Disposal Sites. Former waste disposal areas may be developed for recreational uses.

Required Engineering Reports

f) Prior to rezoning to amend the zoning provisions imposed in accordance with the above and to permit uses in accordance with the provisions of this Plan, the proponents shall submit to the Province and the Town for their approval, such engineering reports as may be required in respect of matters such as potential gas migration, leachates, hydrogeology, structural stability and the safety and integrity of proposed structures. Upon receiving written approval from the Province that the lands within the Waste Disposal Sites are not affected by gases, leachates, or toxic wastes from the former waste disposal site and that the lands within the subject zone are environmentally safe, the Town shall consider rezoning the lands to an appropriate zoning category.

Development Adjacent to a Waste Disposal Site

g) The development of lands and construction of roads and services adjacent to former waste disposal sites which pose or have the potential to pose an environmental or health hazard shall require Provincial and Town approval. The proponents shall submit to the Province and to the Town for their approval such engineering reports as may be required with respect to controlling any potential methane gas migration or leachate migration from the former waste disposal sites, and the construction of structures, buildings, roads or services on such lands shall comply with such reports as endorsed by the Province and the Town.

h) The Town may require that appropriate buffering be provided as a condition of development on lands adjacent to former Waste Disposal Sites in order to minimize any negative environmental effects emanating from the former waste disposal areas. In addition, the phasing of development on lands

adjacent to former waste disposal sites shall be subject to the approval of the Town and the Province. The Implementing Zoning By-law may specify any necessary controls prescribed by any studies required in accordance with this Plan.

Development within 500 metres of a Waste Disposal Site

i) Development proposed within 500 metres of an existing or former waste disposal site may be subject to hazards. Careful consideration shall be given to potential hazards when development is proposed within a specified distance of an existing or former waste disposal site. This specified distance will need to be determined on a case-by-case basis taking into account such things as the type of waste disposed, the depth of waste, and the hydrogeologic factors. Before approving any such applications for development or land division, the Town will notify the appropriate agency and, upon their recommendation, may require that the applicant provide studies dealing with:

   i. Groundwater quality;

   ii. Drainage from the waste disposal site;

   iii. Sub-surface gases; and

   iv. Other studies, as required by the Province or the Town.

j) The Town, in consultation with the appropriate agency, may conclude that the proposed development may be subject to one of the above-noted hazards in which case the application will not be approved unless it is also concluded that effective remedial measures are available and will be undertaken.

4.5.12 The Resource Extraction Area Designation

4.5.12.1 Intent

a) Resources, including aggregates, mineral deposits and petroleum resources are valuable, non-renewable raw materials. It is the intent of this Plan to responsibly manage these resources, and to:

   i. Protect existing and potential resources from incompatible uses;

   ii. Minimize adverse impacts of operations on the environment; and

   iii. Require proper rehabilitation of closed resource extraction sites.

b) It is the also the intent of this Plan to ensure that there is open and transparent consultation between the appropriate Provincial ministries and agencies, the proponent of the resource extraction operation and the Town before licenses are issued or modified, in order to ensure that new resource extraction operations or expansions of existing operations are carried out in a manner that is consistent with relevant Provincial legislation, policies, regulations and guidelines and the policies of this Plan.

4.5.12.2 Permitted Uses

a) Lands within the Resource Extraction Area Designation identified on **Schedule 6** may be zoned to permit:

   i. The extraction of stone, gravel, sand, and other aggregates and associated operations, excluding permanent manufacturing uses;

   ii. Mineral mining and petroleum resource extraction and associated operations, excluding permanent manufacturing uses;

   iii. Agricultural uses;

   iv. Transportation and utility facilities;

v. Watershed management and flood and erosion control projects carried out or supervised by a public authority;

vi. Forestry and resource management uses;

vii. Archaeological activities;

viii. Non-intensive recreation uses such as nature viewing and pedestrian trail activities; and

ix. Wayside pits and quarries and portable asphalt plants for road works in the area.

b) The list of permitted uses may be further refined through the Implementing Zoning By-law to ensure that new development is appropriate in the context of the adjacent and surrounding community.

4.5.12.3 General Policies

a) Resource extraction operations shall be protected from development and activities that would preclude or hinder their expansion or continued use, or which would be incompatible for reasons of public health, public safety, or environmental impact.

b) Existing resource extraction operations shall be permitted to continue without the requirement of an Official Plan Amendment, Zoning By-law Amendment or Community Planning Permit under the *Planning Act*.

c) All new resource extraction operations, any change in the type of licence under the applicable Provincial legislation and/or expansions to existing operations on lands that are not designated Resource Extraction Area shall require an Amendment to this Plan. Any application for a new resource extraction operation, or the expansion of an existing operation shall be required to demonstrate:

i. How the connectivity between key natural heritage features and key hydrologic features will be maintained before, during, and after the extraction of resources;

ii. How the operator could immediately replace key natural heritage and key hydrologic features that would be lost from the site with equivalent features on another part of the site or on adjacent lands;

iii. How the water resource system will be protected or enhanced; and

iv. Any key natural heritage features and key hydrologic features and their associated environmental buffers/vegetation protection zones will be addressed in accordance with the relevant policies of this Plan.

d) Resource extraction and processing activities shall be conducted in a manner that minimizes negative environmental, economic and social impacts, in accordance with all relevant Provincial legislation, policies, regulations and guidelines.

e) Policies, regulations and guidelines in the Provincial Planning Statement, the Oak Ridges Moraine Conservation Plan, the Greenbelt Plan and the Lake Simcoe Protection Plan shall be complied with in regard to all new and existing resource extraction operations.

f) Any application for Amendment to this Plan to permit resource extraction operations shall be supported by studies that are based on predictable, measurable and objective effects on people and the environment. Such studies will be based on relevant Provincial legislation, policies, regulations and guidelines and will consider and identify methods of addressing the anticipated impacts in the area affected by the extractive operation. All applications shall be supported by information that addresses:

i. The impact of the resource extraction operation on:

- The natural heritage features and ecological functions on the site and in the area;
- Nearby residential uses and communities;
- Agricultural resources and activities;
- The quality and quantity of groundwater and surface water;
- The built or cultural heritage resources in the area;
- Significant geologic formations on the site and in the area;
- The groundwater recharge and discharge functions on the site and in the immediate area;
- Nearby wells used for drinking water purposes;

ii. The effect of the additional truck traffic on the ability of an existing haul route to function as a safe and efficient haul route;

iii. The suitability of any new haul route relative to the safe and capable handling of the volume of traffic proposed;

iv. The impact of the noise, dust, and vibration generated by the proposed resource extraction operation on adjacent land uses;

v. How the policy of no negative impact on significant natural heritage features and related ecological functions on the site and in the area can be satisfied taking into account the relevant policies of this Plan;

vi. How the impacts, including visual impacts, from the proposed resource extraction operation on adjacent roads, properties and uses will be minimized and/or mitigated; and

vii. How the site will be progressively rehabilitated to accommodate subsequent land uses after the resource extraction operation is completed.

g) Resource extraction operations shall not have a negative impact on a key natural heritage feature or key ecological function. Rehabilitation opportunities may be taken into consideration for the demonstration of no negative impacts where rehabilitation of key natural heritage features and key ecological functions is scientifically feasible and in line with the relevant policies of the Provincial Planning Statement and any other relevant Provincial legislation, policies, regulations and guidelines.

h) In addition to the above, the required studies for a proposed extraction operation that address the matters identified in this Plan shall take into account the impacts from resource extraction operations that are currently operating or undergoing rehabilitation in the area. In considering the added impact of a proposed resource extraction operation to existing impacts, the Town shall ensure that mitigation measures intended to lessen the added impact are reviewed and applied as required.

i) Development on, abutting, or adjacent to lands affected by former resource extraction operations may be permitted only if rehabilitation measures to address and mitigate known or suspected hazards are underway, or have been completed.

j) The progressive and final rehabilitation of all resource extraction operations within the Town is required to:

i. Accommodate subsequent land uses;

ii. Promote land use compatibility;

iii. Recognize the interim nature of resource extraction operations; and

iv. Mitigate negative impacts to the extent possible.

Final rehabilitation shall take surrounding land use and approved land use designations into consideration. The Town will work with operators and the relevant Provincial Ministry to ensure that all new licenses have appropriate progressive rehabilitation plans.

k) If a site is to be rehabilitated to a natural state, it is the policy of this Plan that natural self-sustaining vegetation and, where possible, hydrologic features be established and/or restored. The rehabilitation of lands within the Prime Agricultural Designation shall be in accordance with the relevant policies of this Plan.

l) In considering rehabilitation, new and existing resource extraction operations within the Protected Countryside of the Greenbelt Plan shall ensure that:

   i. Rehabilitated area will be maximized and disturbed area minimized on an ongoing basis during the life cycle of an operation;

   ii. Progressive and final rehabilitation efforts will contribute to the goals of the Greenbelt Plan;

   iii. The Province will determine the maximum allowable disturbed area of each resource extraction operation. Any excess disturbed area above the maximum will be required to be rehabilitated. For new operations, the total disturbed areas shall not exceed an established maximum allowable disturbed areas; and

   iv. An application for a resource extraction operation or wayside pits and quarries may be permitted only where the applicant demonstrates that the quantity and quality of groundwater and surface water will be maintained as per relevant Provincial legislation, policies, regulations and guidelines.

m) When operators are undertaking rehabilitation of a resource extraction operation in the Protected Countryside of the Greenbelt Plan, the following provisions apply:

   i. The resource extraction industry will work with the Province to consider the development and implementation of comprehensive rehabilitation plans in areas of high concentration of resource extraction operations;

   ii. The disturbed area of a site will be rehabilitated to a state of equal or greater ecological value, and, for the entire site, long- term ecological integrity will be maintained or improved;

   iii. If there are key natural heritage features or key hydrologic features on the site, or if such features existed on the site at the time of application:

      > The health, diversity and size of these key natural heritage features and key hydrologic features will be maintained or improved to promote a net gain of ecological health;

      > Any permitted extraction of resources that occurs in a feature will be completed, and the area will be rehabilitated as early as possible in the life of the operation;

      > Aquatic areas remaining after extraction are to be rehabilitated to aquatic enhancement, which shall be representative of the natural ecosystem in that particular setting or eco-district, and the combined terrestrial and aquatic rehabilitation shall meet the intent of this policy section of this Plan;

      > Outside the Natural Heritage System and except as provided for in this Section of this Plan, final rehabilitation will appropriately reflect the long-term land use of the general area, taking into account applicable policies of the Greenbelt Plan and, to the extent permitted under the Greenbelt Plan and any other relevant Provincial legislation, policies, regulations and guidelines. In the Prime Agricultural Designation of this Plan, the site shall be rehabilitated in accordance with the relevant policies of the Provincial Planning Statement and the policies of this Plan;

iv. Final rehabilitation in the Greenbelt Natural Heritage System will meet the following additional provisions:

> Where there is no extraction below the water table, an amount of land equal to that under natural vegetated cover prior to extract and no less than 35 percent of each license, is to be rehabilitated to forest cover, which shall be representative of the natural ecosystem in that particular setting. If the site is also in a prime agricultural area the remainder of the land subject to the license is to be rehabilitated back to an agricultural condition;

> Where there is extraction below the water table, no less than 35 percent of the non- aquatic lands of each license is to be rehabilitated to forest cover, which shall be representative of the natural ecosystem in that particular setting. If the site is also in a prime agricultural area, the remainder of the land subject to the license is to be rehabilitated in accordance with the relevant policies of the Provincial Planning Statement; and

> Rehabilitation will be implemented so that the connectivity of the key natural heritage features and key hydrologic features on the site and on adjacent lands will be maintained or improved.

4.5.12.4 Additional Policies for Mineral Aggregate Operations

a) The Resource Extraction Area Designation shown on **Schedule 6**, applies to existing mineral aggregate operations that are licensed in accordance with the *Aggregate Resources Act.* New pit and quarry operations in Resource Extraction Designation are subject to and regulated by the *Aggregate Resources Act*.

b) Only processes under the *Aggregate Resources Act* shall address the depth of extraction of new or existing mineral aggregate operations. Where a license for extraction or operation ceases to exist, the relevant policies of this Plan shall apply. When a license for extraction or operation ceases to exist, the relevant policies of the Aggregate Resource Overlay shall be applicable.

c) Mineral aggregate resource conservation shall be undertaken, including through the use of accessory aggregate recycling facilities within operations, wherever feasible.

d) As much of the mineral aggregate resources as is realistically possible shall be made available as close to markets as possible. Demonstration of need for mineral aggregate resources, including any type of supply/demand analysis, shall not be required, notwithstanding the availability, designation or licensing for extraction of mineral aggregate resources locally or elsewhere.

e) Mineral aggregate operations shall only be permitted in the area identified within the Oak Ridges Moraine in accordance with:

i. Existing mineral aggregate operations are within the Resource Extraction Area Designation on **Schedule 6** and shall be zoned to permit the existing use in accordance with the relevant provisions of the Oak Ridges Moraine Conservation Plan; and

ii. Expansions of existing operations and new operations shall require a Zoning By-law Amendment which shall be evaluated in accordance with the criteria set out in this Plan, in addition to the relevant provisions of the Oak Ridges Moraine Conservation Plan.

New Development within 300 metres

f) When new development requiring a *Planning Act* approval is proposed within 300 metres of an existing aggregate extraction operation within the Resource Extraction Area Designation, the Town shall be satisfied that the proposed use is compatible with the current and future operation of the aggregate extraction operation. In some cases, setbacks between the uses may be required to minimize conflicts.

In order to determine if a new use is compatible, the development proponent will be required to demonstrate that the proposed use shall provide for the necessary mitigation of impacts arising from the existing aggregate extraction operation, including future phases that are under license but are yet to be extracted, to meet applicable Provincial legislation, policies, regulations and guidelines. The Town may require the submission of noise, traffic and other studies to demonstrate this policy is met.

4.5.12.5 Additional Policies for Mineral Mining Operations and Petroleum Resource Operations

a) Mineral mining and petroleum resources shall be protected for long-term use and any proposed exploration and production of such resources shall be in accordance with the applicable Provincial legislation, policies, regulations and guidelines.

b) Known mineral deposits, known petroleum resources and significant areas of mineral potential shall be identified, and development and activities in these resources or on adjacent lands which would preclude or hinder the establishment of new operations or access to the resources shall only be permitted if:

   i. Resource use would not be feasible; or

   ii. The proposed land use or development serves a greater long-term public interest; and

   iii. Issues of public health, public safety and environmental impact are addressed.

c) Existing mineral mining operations and petroleum resource operations shall be identified and protected from development and activities that would preclude or hinder their expansion or continued use or which would be incompatible for reasons of public health, public safety or environmental impact.

d) Rehabilitation to accommodate subsequent land uses shall be required after extraction and other related activities have ceased. Progressive rehabilitation should be undertaken wherever feasible in accordance with relevant Provincial legislation, policies, regulations and guidelines and the policies of this Plan.

e) Extraction of minerals and petroleum resources is permitted within Prime Agricultural Designation provided that the site will be rehabilitated, in accordance with relevant Provincial legislation, policies, regulations and guidelines and the policies of this Plan.

4.5.12.6 Additional Policies for Portable Asphalt Plants, Wayside Pits and Quarries and Portable Concrete Plants

a) Portable asphalt plants, wayside pits and quarries, and portable concrete plants used on public authority contracts, shall be permitted without the requirement for an Official Plan Amendment or Zoning By-law Amendment, or community planning permit under the *Planning Act* except in those areas of existing development or particular environmental sensitivity which have been determined to be incompatible with extraction and associated activities.

b) Policies, regulations and guidelines in the Provincial Planning Statement, the Oak Ridges Moraine Conservation Plan, the Greenbelt Plan and the Lake Simcoe Protection Plan shall be complied with in regard to new and existing portable asphalt plants, wayside pits and quarries, and portable concrete plants for the proper use and rehabilitation of sites.

c) Efforts shall be made to minimize the adverse effects of wayside pits and quarries in accordance with all applicable legislation, standards and policies, and support the use of alternative materials to sand and gravel and the reuse of construction materials, where possible, for the conservation of existing aggregate supplies.

d) New and existing portable asphalt plants, wayside pits and quarries, and portable concrete plants within the Protected Countryside of the Greenbelt Plan shall ensure that:

i. Rehabilitated area will be maximized and disturbed area minimized on an ongoing basis during the life cycle of an operation;

ii. Progressive and final rehabilitation efforts will contribute to the goals of the Greenbelt Plan;

iii. The Province will determine the maximum allowable disturbed area of each mineral aggregate operation. Any excess disturbed area above the maximum will be required to be rehabilitated. For new operations, the total disturbed areas shall not exceed an established maximum allowable disturbed areas; and

iv. An application for wayside pits and quarries may be permitted only where the applicant demonstrates that the quantity and quality of groundwater and surface water will be maintained as per relevant Provincial legislation, policies, regulations and guidelines and the policies of this Plan.

e) New and existing portable asphalt plants, wayside pits and quarries, and portable concrete plants for the proper extraction and rehabilitation of sites shall only be permitted in the area identified within the Oak Ridges Moraine on **Schedule 6A** in accordance with:

i. Existing operations within the Aggregate Extraction Designation on **Schedule 6A** shall be zoned to permit the existing use in accordance with the relevant provisions of the Oak Ridges Moraine Conservation Plan; and

ii. Expansions of existing operations and new operations shall require a Zoning By-law Amendment which shall be evaluated in accordance with the criteria set out in this Plan, in addition to the relevant provisions of the Oak Ridges Moraine Conservation Plan.

4.5.13 The Aggregate Resource Area Overlay

a) The Aggregate Resource Area Overlay as shown on **Schedule 6** identifies secondary aggregate resource areas within the Town that are to be protected from incompatible land uses and where new or expanded aggregate resource operations are encouraged to locate, subject to meeting the policies of this Plan.

b) Aggregate Resource Areas shall be protected from uses and/or activities that may preclude or hinder the effective and/or economical extraction of aggregate in the future. An application for an Amendment to this Plan, Zoning By-law, Site Plan and/or Consent on lands that are wholly or partially within 300 metres of a sand and gravel deposit and that has the potential to preclude or hinder continued extraction or expansion to existing operations or the establishment of new operations or access to mineral aggregate resources, shall be accompanied by appropriate studies that demonstrate to the satisfaction of the Town that:

i. Aggregate extraction would not be economically, socially or environmentally feasible;

ii. The proposed land use serves a greater long term public interest; and

iii. Issues of public health, public safety and environmental impact have been addressed.

Underlying Land Use Designation Applies

c) Within Aggregate Resource Areas, the land uses identified within the underlying land use designations shall be permitted subject to meeting the criteria set out in this Section to ensure the resource is protected and extraction is not precluded or hindered in the future.

4.6 Land Use + Area Specific Policies

4.6.1 Land Uses Permitted in All Designations

a) Within all of the land use designations, with the exception of the Environmental Protection Designation, the following uses may be permitted, subject to any regulatory requirements, such as the provisions of the *Environmental Assessment Act* and Industry Canada's requirements, and the relevant policies of this Plan:

   i. Public service facilities/community facilities that are appropriately scaled to the adjacent built form context;

   ii. Emergency service facilities;

   iii. Service infrastructure, including municipal sewer, water and stormwater services and local and Regional roads;

   iv. Renewable energy systems;

   v. Public and private utilities, including electricity transmission and distribution systems, as well as telecommunication facilities;

   vi. Railway lines and transit facilities; and

   vii. Any use which is normally incidental and subordinate to a permitted use shall be permitted.

b) Parks and open spaces and open space linkages/trails are permitted within all land use designations, with the exception of the Environmental Protection Designation, the Prime Agricultural Designation and the Holland Marsh Specialty Crop Designation, unless supported by appropriate studies that ensure the minimization of negative impacts on associated natural heritage features and functions and/or on the viability of the agricultural functions. Such studies shall be carried out by qualified professionals to the satisfaction of the Town, in consultation with any agency having jurisdiction.

c) Notwithstanding b) above, parks and open spaces and open space linkages/trails and municipal sewer and water services may be permitted within the Environmental Protection Designation, subject to the relevant policies of this Plan, including demonstration of no negative impacts on natural heritage features, functions, linkages and connections, to the satisfaction of the Town, in consultation with the Conservation Authority, where permitted, and any other government agency having jurisdiction.

d) Wayside pits and quarries, portable asphalt plants and portable concrete plants used on public authority contracts shall be permitted, without the need for an Amendment to this Plan, Rezoning, or Community Planning Permit under the *Planning Act* in all areas of the Town, except those areas of existing development or particular environmental sensitivity which have been determined to be incompatible with extraction and associated activities.

e) Small-scale structures for recreational uses (such as boardwalks, footbridges, fences docks and picnic facilities) are permitted within in all land use designations, including the Environmental Protection Designation, however, the negative impacts on all natural heritage features and their associated ecological functions shall be minimized.

4.6.2 Land Uses Prohibited in All Designations

a) The following uses are prohibited in all land use Designations in this Plan:

   i. Uses that are noxious, polluting, or produce or store hazardous substances;

ii. Uses that involve waste disposal, recycling and/or the storage of contaminated materials;

iii. Uses that are prohibited pursuant to the provisions of the *Environmental Protection Act*; and

iv. Recreational vehicle park uses, other than in approved, site specific Official Plan Amendments or Zoning By-laws existing as of the date of adoption of this Plan, or in existing recreational vehicle parks.

b) The Implementing Zoning By-law shall incorporate general provisions setting out those uses which are prohibited in all zone categories.

4.6.3 Policies for Hazardous Lands/Sites

4.6.3.1 Intent

a) It is the intent of this Plan that the Town identify hazards that are constraints to development and pose threats to human life and property and to direct development and site alteration outside of hazardous lands/sites in accordance with Provincial policies, regulations and guidelines.

4.6.3.2 Components

a) Hazardous land/sites, as defined by the Provincial Planning Statement, are generally incorporated into the Environmental Protection Designation identified on **Schedule 5**.

b) Additional detail on the hazardous lands component of the Environmental Protection Designation is included on mapping in the Town's Implementing Zoning By-law.

4.6.3.3 General Policies for all Hazardous Lands/Sites

a) Where hazardous lands are incorporated into the Environmental Protection Designation, the policies for the Environmental Protection Designation shall apply, in addition to the more specific policies provided for hazardous lands in this Section of this Plan.

b) Development and site alteration shall be directed outside of hazardous lands and hazardous sites in accordance with Provincial policies, regulation and guidelines.

c) Development and site alteration are generally prohibited within defined portions of the floodplain, subject to Conservation Authority regulations and Provincial policies, regulations and guidelines.

d) Development shall generally be directed to areas outside of lands that are unsafe for development due to the presence of hazardous forest types for wildland fire. Development may be permitted on lands within hazardous forest types for wildland fire where the risk is mitigated in accordance with wildland fire assessment and mitigation standards.

e) Required setbacks or buffers on lands adjacent to any identified hazardous land or hazardous site, the extent of which will vary according to on-site physical conditions, may be determined through technical studies, or to conform with Provincial policies, regulations and guidelines. Any required setback or buffer shall be established on a site-by-site basis, through the planning and/ or development application process, and shall be considered by the Town in consultation with any authority having jurisdiction.

f) Development shall not be permitted to locate on hazardous lands/sites where the use is:

i. An institutional use associated with hospitals, nursing homes, pre-school, school nurseries, day care and schools, where there is a threat to the safe evacuation of the sick, the elderly, persons with disabilities or the young during an emergency as a result of flooding, failure of floodproofing measures or protection works, or erosion;

ii. An essential emergency service such as that provided by fire, police and ambulance stations and electrical substations, which would be impaired during an emergency as a result of flooding, the failure of floodproofing measures and/or protection works, and/or erosion; and

iii. Uses associated with the disposal, manufacture, treatment or storage of hazardous substances.

g) Hazardous lands/sites shall not be accepted as part of the parkland dedication required by this Plan.

h) The creation of new lots by plan of subdivision or consent shall be prohibited on hazardous lands/sites.

i) Development shall be planned and designed to demonstrate no negative flooding and erosion impacts.

4.6.3.4 Additional Policies for Steep/Unstable Slopes

a) In areas which are sloped at 15 percent or more, the Town may require the proponent to prepare engineering and grading plans to show that the development can occur without risk of erosion or sedimentation, to the satisfaction of the Town and any agency having jurisdiction. In some specific locations, development may be precluded if suitable engineering and grading conditions cannot be achieved due to the severity of the slope or the degree of alteration of natural features required to accommodate development. The plans or reports prepared in support of development must be undertaken by a geotechnical soils engineer to the satisfaction of the Town and any agency having jurisdiction.

4.6.3.5 Additional Policies Floodplain and Erosion Hazards

a) Floodplain areas shall be regarded primarily as land required for the safe flow and storage of floodwaters and lands that are susceptible to flooding under Regional Storm conditions. Such lands shall be managed so as to complement adjacent land uses and protect such uses from flooding or other physical hazards. Floodplain limits are determined by the Conservation Authority under regulation adopted under the *Conservation Authorities Act*. For a more accurate location of the Regional Storm Floodplain, reference shall be made to the detailed mapping of the Conservation Authority.

b) No development or site alteration shall be permitted at elevations below the Regulatory Flood Line as defined by the Conservation Authority, with the exception of structures that are necessary for flood or erosion control, associated with landscape stabilization, conservation purposes and uses of a passive non-structural nature as approved by the Town in consultation with the Conservation Authority. This provision includes buildings and structures normally associated with the operation of activities dependent on surface water and shoreline areas (e.g. marinas, docks, boathouses). Stormwater management ponds shall be permitted below the Regulatory Flood Line provided they are located above the 1:100 flood line and, do not impact the Regulatory Flood Line or any key sensitive environmental features.

c) Existing buildings and structures may be allowed to expand to a limited degree, or replaced if destroyed, in accordance with the Implementing Zoning By-law or through an amendment to the Implementing Zoning By-law. Floodproofing shall be required to the satisfaction of the Conservation Authority.

d) The placing or removal of fill of any kind, whether originating on site or elsewhere, nor the removal of any existing vegetation shall not be permitted in areas subject to flooding without the approval of the Town and the Conservation Authority.

e) Setbacks may be required from floodplain boundaries, the extent of which will vary according to on-site physical conditions. Such setbacks will be established in the Zoning By-law, as determined by the Conservation Authority. Alteration of banks and remedial works will require detailed engineering studies and shall be approved by the Conservation Authority and/or the Province.

f) Any alteration to streams shall be only be approved by the Conservation Authority under the *Conservation Authorities Act*, and in the case of fish habitat, the Federal government, or its delegate.

g) Necessary infrastructure which must locate in the floodplain shall be permitted only where such uses are designed so as to prevent adverse impacts on upstream and downstream lands.

h) The erosion hazard limit of rivers and streams shall be determined through the planning and development process. The natural hazards guidance manual prepared by the Province shall be used to calculate the erosion hazard limit adjacent to watercourses and water bodies. Where necessary, the development proponent may be required to undertake the technical information to determine the erosion hazard limit. Development shall be directed away from hazardous lands adjacent to rivers, streams, and lakes that are impacted by erosion hazards.

i) A permit is required from the Conservation Authority prior to any development, site alteration, interference with wetlands, or alterations to shorelines and watercourses, within regulated areas.

4.6.3.6 Additional Policies for Lands Adjacent to a Watercourse

a) Where development is proposed adjacent to a watercourse, whether or not it has been included within the Environmental Protection Designation, a minimum 30 metre environmental buffer/vegetation protection zone shall be maintained on both sides of the watercourse.

b) Notwithstanding the foregoing, development adjacent to watercourses on the Oak Ridges Moraine or the Greenbelt Protected Countryside shall only be permitted in accordance with the relevant policies of those Provincial Plans.

c) Outside of the Greenbelt Plan, Oak Ridges Moraine and Lake Simcoe Protection Plan areas, the Town shall generally require the development limit to be set back a minimum of 10 metres from the top of banks, or 30 metres from the stream edge, whichever is greater. This area is to be used for a vegetated riparian buffer, consisting of native species.

4.6.3.7 Additional Policies for Floodplain Limits within the Complete Communities Plan Area

Finalization of Floodplain Limits Prior to Draft Plan Submission

a) The final delineation of the regulatory floodplain within the Complete Communities Plan Area, as identified on **Schedule 3G-1** shall be completed and approved prior to the submission of any Draft Plan of Subdivision, or equivalent functional design stage applications.

b) This Plan acknowledges that existing floodplain limits are subject to change based on updated land use designations, revised policy direction, and improved data availability, including but not limited to LiDAR and updated hydraulic modelling technologies.

c) Floodplain delineation shall reflect future land-use conditions, and shall be consistent with the applicable land use designations, Zoning By-law provisions and Provincial guidance documents.

Hydraulic Modelling and Technical Requirements

d) All hydraulic modelling used to define or revise floodplain limits within the Complete Communities Plan Area shall be developed, calibrated and validated in accordance with Provincial standards and guidance, including those issued by the Ministry of Natural Resources and Forestry (MNRF).

e) Modelling shall be completed using the Canadian Geodetic Vertical Datum of 2013 (CGVD2013), consistent with current LiDAR data. Where legacy data exists in CGVD28, conversions shall be undertaken using NRCAN-approved methodologies.

f) All flood hazard assessments and modelling shall conform to the latest applicable legislation, including Ontario Regulation 41/24, and be consistent with the most current version of the *Technical Guide – River & Stream Systems: Flooding Hazard Limit* (MNRF, or successor document).

g) The Lake Simcoe Region Conservation Authority (LSRCA) shall be recognized as the technical authority for floodplain and hydraulic matters in the Complete Communities Plan Area, in accordance with Provincial direction.

Consultation with the Lake Simcoe Region Conservation Authority

h) Early and ongoing consultation with the LSRCA is encouraged throughout the development application process where any updates or refinements to the regulatory floodplain are proposed.

i) Proponents shall allow for sufficient time in project schedules to accommodate LSRCA review and approval of any floodplain updates, in accordance with Provincial requirements and LSRCA's technical review protocols.

j) All floodplain update procedures shall align with LSRCA guidelines and reflect applicable Provincial and municipal timelines, policies and environmental protection objectives.

4.6.4 Policies for Contaminated Sites

4.6.4.1 Intent

a) The intent of this Plan is to provide some measure of assurance that the environmental condition of the land is protective of human health and the environment given the intended use of the land, and further that the ecological systems and natural features of the Town are being protected or improved. Flexibility shall be designed into the Town's development review process to identify the need for an assessment of environmental conditions as early in the process as possible, and that any required remediation may be deferred as late as practical, and even incorporated into the re-development, when permitted by other Regulations.

4.6.4.2 Identification

a) A potentially contaminated site is land, or a building or structure located on the land, where it is reasonable to suspect that substances, either individually or collectively, are present which may pose an unacceptable risk to public health and safety or the natural environment. Commonly these sites have been impacted by past industrial or commercial use of the property or nearby properties, and soil and/or groundwater on these sites does not meet applicable standards established by the Province.

4.6.4.3 Development Policies

a) Where development is proposed on (or adjacent to) land that is known or suspected to be potentially contaminated, the proponent shall submit to the Town a Phase 1 Environmental Site Assessment (ESA) and any other available environmental reports. Final development approval will be subject to the review by the Town of the Phase 1 ESA and any other environmental reports, and determination that the information provided is complete and satisfactory. The level of sophistication and scope of an assessment will depend upon the findings, conclusions, and recommendations of the Phase 1 Environmental Site Assessment conducted in accordance with appropriate Canadian standards.

b) The Town may consider other relevant factors when determining the scope of the assessment of environmental conditions. This may include, but shall not be limited to such matters as the intended use for the land (sensitive uses versus non-sensitive uses) and the finding of previous assessments have may have been undertaken on the land or adjacent land. If development is proposed and the intended use of the land is already permitted by the Implementing Zoning By-law, the applicant may not be required to investigate the conditions of adjacent land as part of their assessment.

c) Any submitted assessments shall be completed by a professionally qualified person. The Town reserves the right to have any submitted assessments peer reviewed by its own retained and professionally qualified person. Any costs associated with the Town's peer review shall be borne by the applicant.

d) If it is determined that remediation of the land is necessary, the remediation shall be undertaken in accordance with applicable Provincial standards. If it is determined that a Record of Site Condition (RSC) is required for the development of the land, the final posting of the RSC on the Environmental Site Registry is mandatory prior to any development occurring. The Town may apply a Holding "H" symbol on the zoning of the land until proof of the remediation is provided to the Town's satisfaction.

e) Where the Town requires or is otherwise accepting the conveyance of land for any purpose, the Town may demand evidence confirming that no contamination is present on the land being transferred. Alternatively, the Town may, at its sole discretion, accept evidence that the land has been remediated or otherwise be provided with a list of the on-site contaminants prior to the Town's decision to accept the land.

f) The above policies do not apply to the closure of a landfill site that is required to meet closure conditions as part of an environmental compliance approval under the Environmental Protection Act.

4.6.5 Land Use/Built Form Specific Policies

4.6.5.1 Emergency Service Facilities

a) The Town shall ensure the efficient and effective provision of emergency services in a planned effort to keep pace with growth in consultation with service providers, including Fire, Police and Emergency Medical Services.

b) The Town shall consult with the emergency service providers with respect to the establishment of facility locations. Such facilities shall have convenient access to Arterial Roads, a close relationship to the intended service area and shall be integrated with the surrounding development, including appropriate architectural design, landscaping, and buffering from residential buildings.

c) All development applications will be reviewed to ensure that they are designed to accommodate the provision of emergency services in an efficient, effective and timely manner.

4.6.5.2 Public Service Facilities/Community Facilities

a) Public service facilities/community facilities include all facilities designed to meet the recreational, social, self-directed learning, and cultural needs of the residents including public libraries, museums, cultural centres, or other similar uses. Elementary Schools and Secondary Schools are not included as public service facilities/community facilities in this Plan. The Town will work with community organizations to ensure that provision is made for such facilities in appropriate locations to serve the residents' needs.

b) In determining appropriate locations for public service facilities/community facilities, the Town shall have regard for the type of service provided by the facility, recognizing that some uses will serve a localized population, while others will serve the whole or large portions of the Town, as well as tourists and other visitors.

c) Where public service facilities/community facilities are specifically permitted within any Designation in this Plan, they will be subject to the specific regulations in the Implementing Zoning By-law. It is desirable that public service facilities/community facilities can be clustered together to promote cost-effectiveness and facilitate service integration. The development of public service facilities/community facilities shall be subject to the following criteria:

   i. The use will not cause any traffic hazards or an unacceptable level of congestion on surrounding roads;

   ii. The site is large enough to accommodate the building, on-site parking areas and appropriate amenity areas and buffering, where required; and

   iii. Direct access shall be provided to public service facilities/community facilities from all parts of the surrounding community through a comprehensive Active Transportation Network.

4.6.5.3 Neighbourhood Supporting Uses

a) Where identified as a permitted use in any designation in this Plan, neighbourhood supporting uses may be permitted through a site specific Zoning By-law, and may include:

   i. Artisan establishments, studios and craftsman shops (maker spaces);

   ii. Business and financial institutions;

   iii. Health care offices and clinics; and

   iv. Convenience retail, personal service establishments and restaurants.

b) The Town will encourage the integration of neighbourhood supporting uses with residential uses in mixed-use developments, or in mixed-use buildings, where appropriate and desirable. Neighbourhood supporting uses shall be encouraged to locate on the ground floor, with residential uses located above the ground floor. The Town shall consider for the following criteria when evaluating a site specific Zoning By-law application to permit neighbourhood supporting uses:

   i. The use is considered small-scale, generally having a Gross Floor Area of less than 300 square metres per each individual use;

   ii. The use will contribute to a walkable and complete community;

   iii. Parking and servicing areas shall be located at the side or rear of buildings, and appropriately screened from adjacent residential development;

iv. Distinct parking areas shall be provided for the residential uses and neighbourhood supporting uses in mixed-use buildings and developments, and the use of underground and/or structured parking facilities will be encouraged;

v. Neighbourhood supporting uses shall generally be:

> Located at an intersection of Collector/Local Roads, Collector/Arterial Roads or Arterial Roads;

> Provided with shared access to those roads where feasible, in accordance with the requirements of the Town or Region;

> Clustered to create a neighbourhood focal point and to facilitate access by all forms of active transportation; and

vi. Clustered neighbourhood supporting uses including development in a plaza format shall generally not exceed a combined Gross Floor Area of 900 square metres and may include a maximum of 3 individual permitted uses, subject to the provisions of a Zoning By-law.

4.6.5.4 Primary and Secondary Schools

a) Where primary and secondary schools, or other education facilities are specifically permitted within any Designation or identified symbolically in this Plan, they shall be subject to specific regulations in the Implementing Zoning By-law and in accordance with the following policies:

i. School sites shall be provided in accordance with the standards of the appropriate School Board, where applicable;

ii. The development of schools in conjunction with municipal parkland and other public service facilities/community facilities/services may be considered, as well as the joint development of school sites by more than one School Board where appropriate, so that a complementary integration of lands and facilities may be achieved;

iii. Adequate parking and pick-up/drop-off facilities for automobiles and buses shall be provided on site; and

iv. Direct access shall be provided to schools from all parts of the surrounding community through a comprehensive Active Transportation Network.

b) Any school site that is determined to be surplus to the School Board's needs under the provisions of the Education Act may be developed in accordance with the provisions of the Designation that the site is within without an Amendment to this Plan. Private schools and education resource centres may also be permitted on surplus school sites without an Amendment to this Plan.

4.6.5.5 Additional Residential Units

a) Within defined Settlement Areas, including the Greenbelt Settlement Area, where Additional Residential Units are specifically identified as a permitted use, and where full municipal water and wastewater infrastructure is available up to 2 Additional Residential Units are permitted on a property that accommodates a detached dwelling, semi-detached dwelling and/or townhouse, to be accommodated as follows:

i. 1 or 2 Additional Residential Units may be accommodated within the primary dwelling unit; or

ii. 1 Additional Residential Unit may be accommodated within the primary dwelling unit and 1 Additional Dwelling Unit may be accommodated within an accessory detached building on the same lot; or

iii. 1 Additional Residential Unit may be accommodated within an accessory detached building on the same lot.

b) Throughout the Complete Communities Plan Area, 10 percent of all new single-detached dwelling units shall provide the ability to accommodate an Additional Residential Unit, either an apartment dwelling within the principle residence (through building rough-ins, additional exterior entrances), or for the accommodation of a detached unit in an accessory building (through additional lot sizes, or enhanced interior side yard setbacks, or rear lane access), in compliance with the Town's standards and requirements for Additional Residential Units. The distribution of the Additional Residential Units will be determined through the required Community Design Plans and through subsequent development applications.

c) Outside of the defined Settlement Areas, within the Agricultural System, Additional Residential Units are permitted, subject to the ability to provide appropriate water and wastewater services, to the satisfaction of the Town, and as follows:

i. On lands that are subject to the Greenbelt Plan, the following policies apply:

> Within the Greenbelt Plan Protected Countryside, outside of the Natural Heritage System, a maximum of 1 Additional Residential unit is permitted on a lot, subject to the applicable policies of the Greenbelt Plan; and

> Within the Greenbelt Natural Heritage System, Additional Residential Units are not permitted.

ii. On lands that are subject to the Oak Ridges Moraine Conservation Plan, the following policies apply:

> Within the Oak Ridges Moraine Natural Core Area and the Oak Ridges Moraine Natural Linkage Area designations, Additional Residential Units are not permitted; and

> Within the Oak Ridges Moraine Countryside Areas, and the Oak Ridges Moraine Rural Settlement, a maximum of 1 Additional Residential Unit is permitted on a lot and only within a single detached dwelling, subject to the applicable policies of the Oak Ridges Moraine Conservation Plan.

d) Additional Residential Units within a single-detached house, semi-detached house and/or townhouse are permitted subject to the following policies:

i. The Additional Residential Unit shall only be created and used in accordance with the Zoning By-law; and

ii. The Additional Residential Unit shall have less Gross Floor Area than the primary dwelling unit's Gross Floor Area.

e) Additional Residential Units within an accessory detached building associated with a single-detached house, semi-detached house and/or townhouse, are permitted subject to the following policies:

i. The Additional Residential Unit shall only be created and used in accordance with the Zoning By-law;

ii. A recreational trailer, or a recreational vehicle or a storage/shipping container shall not be utilized as an Additional Residential Unit;

iii. The creation of the Additional Residential Unit shall not require a second driveway on the property. However, an additional required parking space may be accommodated as a tandem parking space on the lot; and

iv. Land containing the detached accessory building in which the Additional Residential Unit is located will be prohibited from being severed from the property.

f) Additional Residential Units shall be compatible with adjacent uses.

4.6.5.6 Additional Needs Housing

a) Additional needs housing means any housing, including dedicated facilities, in whole or in part, that is used by people who have specific needs beyond economic needs, including but not limited to, needs such as mobility requirements or support functions required for daily living. Examples of additional needs housing may include, but are not limited to long-term care homes, adaptable and accessible housing, and housing for persons with disabilities such as physical and sensory or mental health disabilities.

b) Where Additional Needs Housing is specifically identified as a permitted use within any Designation in this Plan, it shall conform to the associated criteria within the Low Density, Medium Density, or High Density Residential Designations that are also identified as permitted within the Designation, subject to the Implementing Zoning By-law.

c) Additional Needs Housing shall be subject to the provisions of the applicable land use designation and Zoning By-law regulations, and the satisfaction of the following criteria:

   i. The proposed development for Additional Needs Housing is compatible with, and provides an appropriate transition to abutting and adjacent buildings and uses;

   ii. The site is:

      > Adjacent to and has direct access to an Arterial or Collector Road;

      > Located with convenient access to public service facilities/community facilities;

   iii. The lot size and configuration is sufficient to accommodate the building, adequate buffering/transition techniques, required parking and amenity areas;

   iv. Municipal property maintenance standards and all other relevant municipal regulations and standards shall apply to the Additional Needs Housing; and

   v. Additional Needs Housing operators shall obtain a license in accordance with the requirements of the applicable authority.

d) Any changes to an existing building resulting from the conversion to Additional Needs Housing shall be in keeping with the physical form and character of the surrounding neighbourhood.

4.6.5.7 Home-Based Businesses

a) There are two forms of home-based businesses:

   i. Home occupations are small scale operations conducted by persons in their own home and tend to be professional or personal services; and

   ii. Home industries are typically carried out by the occupant of a property within accessory buildings on the property and may include professional or personal services, as well as artisan studios, maker spaces, small scale manufacturing, processing, or repair uses with limited retail operations.

b) Where home occupations are identified as a permitted use in the Implementing Zoning By-law, they shall only be permitted in residences in accordance with the following provisions:

   i. The use is carried out entirely within the dwelling unit, and can be appropriately accommodated within a residential structure;

   ii. The use is clearly secondary to the primary use of the property as a residence in terms of floor space utilization;

iii. The property is the principal residence of the person carrying on the home occupation use;

iv. Outside storage of goods, materials, or equipment related to the home occupation use shall not be permitted;

v. The activities associated with the home occupation use, including traffic generated and hours of operation, do not adversely affect the surrounding area;

vi. Adequate water supply and sewage disposal facilities are available;

vii. The retail sales of any goods or wares shall not be permitted as a primary home occupation use; and

viii. Compliance with on-site parking requirements, including parking for service vehicles such as trailers and commercially licensed vehicles and other provisions regulating home occupations in the Implementing Zoning By-law.

c) The Implementing Zoning By-law may include additional provisions regulating home occupations. The Town may implement a Licensing By-law.

d) Where home industries are identified as a permitted use in the Implementing Zoning By-law, they shall only be permitted in accordance with the following provisions:

i. The use is carried out within an accessory building or structure separate from a residential dwelling on the same lot;

ii. The use is clearly secondary to the primary use of the property and shall not detract from the primary use of the property;

iii. Only accessory retail sales of products directly produced by the home industry is permitted;

iv. The repair, storage, or sale of motor vehicles is not considered to be a home industry;

v. The use must be compatible with adjacent uses; and

vi. The use must be in compliance with any zoning and/or licensing provisions.

e) The Implementing Zoning By-law may include additional provisions regulating home industries. The Town may implement a Licensing By-law.

4.6.5.8 Bed and Breakfast Establishments

a) Where bed and breakfast establishments are identified as a permitted use in any Designation of this Plan, they shall be subject to the provisions of the Implementing Zoning By-law and Site Plan Approval, to ensure that the Town is satisfied that:

i. The use does not substantially alter the residential character of the property, and the use is compatible with the adjacent community;

ii. The use should be serviced by full municipal water supply and sanitary sewage disposal services. The use of a private water supply and/or a private sanitary sewage disposal system may be permitted where the adequacy of such services have been demonstrated; and

iii. Adequate off-street parking shall be provided at a standard of no less than one space per guestroom in addition to the normal parking requirement for the single-detached dwelling. When there is two or more guest rooms offered for rent, the guest parking shall be screened from adjacent properties.

b) To be considered a bed and breakfast establishment, the single-detached dwelling accommodating the use must have at least one bedroom available in the dwelling for the exclusive use of the building's permanent resident.

4.6.5.9 Day Care Facilities

a) Where Day Care Centres are identified as a permitted use in any Designation in this Plan, they shall be permitted subject to specific regulations in the Implementing Zoning By-law and in accordance with the following policies:

   i. The use will not cause any traffic hazards or an unacceptable level of congestion on surrounding roads;

   ii. The use is intended to serve and support the surrounding residential area; and

   iii. The site is large enough to accommodate the building, on-site play areas, parking and pick-up/drop-off facilities and appropriate buffering, where required.

b) The Town shall permit Day Care Centres within a place of worship or other place of public assembly, a place of employment, a community centre, an apartment building, or a multiple housing project, subject to provincial licensing policies.

c) The Town shall encourage the location of Day Care Centres within all public schools subject to the consent of the School Boards, to encourage shared facilities and concentration of related land uses.

4.6.5.10 Places of Worship

a) It is the intent of this Plan to:

   i. Establish and implement a Site Reservation Policy for Places of Worship, to assist worship groups in the identification and acquisition of appropriate place of worship sites within new neighbourhoods as part of the Secondary Plan process; and

   ii. Implement policies to distinguish between Community-scale Place of Worship and Regional-scale Place of Worship to ensure that proposals for Regional-scale Places of Worship and auxiliary uses receive detailed review and necessary planning approvals.

b) Existing Places of Worship, and expansions permitted by the current Zoning By-law, as of the date this Plan came into effect, may be permitted in other land use designations, subject to this Section and other relevant policies of this Plan.

c) A Place of Worship shall be used primarily for the practice of religious rites and may include ancillary/accessory uses that are subordinate and incidental to the practice of religious rites. Examples of accessory uses include, but shall not be limited to, classrooms, assembly areas, a kitchen, a residence for the faith group leader, and offices subordinate and incidental to the principal place of worship use, but shall exclude any assembly areas with potential occupancy greater than the main worship area(s).

d) Ancillary/accessory uses to Places of Worship shall require specific zoning and Official Plan approval (or approval through Secondary Plans) in accordance with the provisions of this Plan. Examples of auxiliary uses include, but shall not be limited to: day care centres, schools and assembly areas with potential occupancy greater than the main worship area(s), such as banquet halls or recreation facilities. Applications for auxiliary uses shall be evaluated in accordance with the criteria and required studies set out in this Section and any other policies in this Plan relating to the proposed use.

e) Community-scale Places of Worship shall be permitted to locate in all land use designations within the Community Area identified on **Schedule 2**, subject to the policies of this Plan.

f) Regional-scale Places of Worship shall be permitted in the Institutional Designation. Applications for new Regional-scale Places of Worship shall require a site-specific Amendment to this Plan, subject to the following criteria:

i. The site is located on an Arterial or Collector Road;

ii. There is adequate and appropriate access for vehicles and pedestrians, with existing or planned availability of transit;

iii. Off-street parking and traffic circulation on site is designed based on a traffic and parking study to the satisfaction of the Town;

iv. The proponent has developed a plan to provide for off-site parking, if required for special events held at the place of worship, to the Town's satisfaction;

v. Buffering, including visual screening, planting and/or fencing, between the proposed place of worship use and any adjacent residential use is appropriate; and

vi. The place of worship building(s) and site shall be designed, both in terms of form and scale, to complement adjacent uses and heritage features and minimize impact with respect to noise, light, traffic and parking.

g) Places of Worship shall not be permitted on lands identified as Prime Agricultural Area Designation or the Holland Marsh Specialty Crop/Wetland Complex Designation as shown on **Schedule 6** of this Plan or within the Agricultural System anywhere within 1 kilometre of a Settlement Area Boundary, as shown on **Schedule 1** of this Plan.

4.6.5.11 Cemeteries

a) Legally existing cemeteries, and the expansion of such uses within the boundaries of the lands owned by the cemetery operator at the date of adoption of this Plan, shall be permitted in all land use designations, with the exception of Prime Agricultural Area Designation and Holland Marsh Specialty Crop/Wetland Complex Designation, provided that in the Oak Ridges Moraine Plan Area such uses are also subject to the policies of Oak Ridges Moraine Conservation Plan.

b) Applications for new cemeteries and accessory uses, such as mausolea, columbaria, small scale chapels, and expansions of existing cemeteries, but not freestanding Places of Worship, may be permitted in the Rural Designation, subject to an Amendment to this Plan and the Zoning By-law. The following provisions shall be met to the satisfaction of the Town:

i. The area and capacity of the cemetery and the accessory uses are appropriate for the Rural Area and intended to serve the Region's population, as demonstrated by a demand analysis based on the planning horizon;

ii. The proposal demonstrates opportunities for alternative internment or burial practices meeting the needs of diverse cultures and efficient use of the land area;

iii. Lands are not available for cemetery uses in the existing Settlement Area, Towns, and Villages or Hamlets in the Regional market area;

iv. The cemetery and accessory uses will not create the need to develop other uses, such as a free standing Place of Worship on the site in the future;

v. Appropriate hydrological and hydrogeological studies have been completed, which indicate that the use will not have adverse impacts on the quality and quantity of ground and surface water on or nearby the site or a Wellhead Protection Area;

vi. The proposal has no adverse traffic, parking or visual impacts on the surrounding land uses or residents and maintains the rural character of the area;

vii. There is an enhancement plan that demonstrates the use of existing site characteristics, such as topography and vegetation, identifies natural native vegetation enhancement and sequential plantings, including opportunities for memorial groves and the establishment of arboreta, improvements to connectivity between identified natural heritage features and their associated ecological functions, and provides for the development of a forest canopy; and

viii. The use conforms with the all the relevant policies of this Plan.

4.6.5.12 Adult Entertainment Uses

a) To provide for the development of adult entertainment uses in appropriate locations in the Town and to ensure that adult entertainment uses are properly sited and are located in areas where such a use can be, or will generally be, compatible with adjacent land uses.

b) Adult entertainment parlours and body rub parlours are permitted on:

i. Lands designated Rural Industrial on **Schedule 6** that are located in the Bales Drive Employment Area (Part of Lots 1 and 2, Concession 4);

ii. Lands designated General Employment on **Schedule 3D** on Leslie Street and Green Lane (Part of Lot 5, Concession 3).

Adult entertainment parlours and body rub parlours are not permitted in any other areas of the Town.

c) Adult entertainment parlours and body rub parlours are required to be set back a minimum of 100 metres from a Provincial Highway, Major Arterial, or Collector Road right-of-way. Notwithstanding these setbacks, both uses are required to be set back a minimum of 200 metres from any institutional or residential zone boundary, a residential dwelling or a school.

d) Adult entertainment parlours and body rub parlours may be permitted as-of-right in the areas set out in the Implementing Zoning By-law, provided a minimum separation distance of 500 metres between parlours is maintained.

e) Adult entertainment parlours are not permitted to be located on a lot in conjunction with any other use.

f) Body rub parlours are only permitted within a multiple unit building in order to minimize the visual impact of such a use. Body rub parlours are permitted to only occupy less than 15 percent of the floor area of the multiple unit building.

g) Adult video stores and adult specialty stores shall be permitted as of right in specified commercial zones, except commercial local zone, and as further detailed in the land use policies of this Plan.

h) The Zoning By-law shall contain specific provisions regarding adult entertainment parlours, body rub parlours, adult specialty stores and adult video outlets. Performance standards for each type of use are also to be contained within the Implementing Zoning By-law. The Implementing Zoning By-law will also require that such uses be separated an appropriate distance from each other.

i) One of the primary tools for regulating Adult Entertainment Establishments is intended to be a Licensing By-law(s) prepared in accordance with the *Municipal Act*. The Licensing By-law(s) shall contain provisions that require each adult entertainment parlour and body rub parlour be licensed by the Town and outline criteria for signage in order to minimize the visual impact of each type of adult entertainment use.

4.6.5.13 Automobile Service Stations

a) To provide for the development of automobile service stations in appropriate locations in the Town and to ensure that automobile service stations are properly sited and are located in areas where such a use can be compatible with adjacent land uses. Automobile service stations are primarily used for the retail sale of automobile fuels.

b) Automobile service stations shall be permitted in the Mixed Business Employment Designation, subject to the following criteria:

   i. Located on a site not more than 0.6 hectares;

   ii. Generally located on a Provincial Highway or Arterial Road;

   iii. Not more than one automobile service station shall be located at any one road intersection;

   iv. The principal building or gas bar kiosk is encouraged to be oriented to the intersection with the pump islands to the rear, to reduce the visual impact of the canopies and pump islands and to provide a more pedestrian- oriented environment at the intersection;

   v. Extensive landscaping shall be provided to improve aesthetics and to buffer adjoining properties from the vehicular activities of the automobile service station; and

   vi. The Wellhead Protection Area policies of this Plan are addressed to the satisfaction of the Town.

c) Automobile service stations may be considered in Community Areas, subject to the policies above and/or policies determined by the Secondary Plan and/or Community Design Plan process.

4.7 Special Provisions + Exceptions

a) Special Provisions and Exceptions recognize policies that do not necessarily conform with, but pre-date the approval of this Plan. Nothing in this Plan is intended to preclude uses and permissions noted in this Section of the Plan. **Schedule 7: Special Provisions + Exceptions** identifies all sites/areas that are subject to specific, special provisions and exceptions to the policies of this Plan.

4.7.1 Part of Lots 103, 104 and 105, Concession 1 E.Y.S

a) Notwithstanding any other policy of this Plan, the lands of Part of Lots 103, 104 and 105, Concession 1 E.Y.S. and designated Community Area on **Schedule 2** may be developed and used for a four-storey office, treatment and residential care facility. The facility is permitted to operate initially on private servicing, but shall be designed to be pre-serviced to accommodate future on- site municipal servicing. The Site Plan Approval process shall be undertaken in accordance with the relevant policies of this Plan.

4.7.2 Part of Lot 1, Concession 5

a) The lands in Part of Lot 1, Concession 5 and designated Rural Industrial Area shall be developed and used in accordance with the following provisions:

   i. Notwithstanding any other policy of this Plan in respect to commercial uses, the subject property shall only be used for the following uses:

      > Nursery or Greenhouses;

      > Garden Centre and Outdoor Sales Area;

- Landscaping Service as an Accessory Use;

ii. The following provisions shall apply with respect to outside storage:

- Outside storage of trees, shrubs, plants, gardening and landscaping supplies, equipment and furnishings shall be permitted as an accessory use to an operating commercial use located within an existing building on the property;
- Outside storage of trees, plants, shrubs, equipment and supplies normally associated with an operating nursery shall be permitted;
- An outside storage area shall consist of no more than 35 percent of the total lot area designated Rural Industrial Area, excluding any nursery area;
- Outside display and sale of trees, shrubs, plants, gardening and landscaping supplies, equipment and furnishings may be permitted closer than 20 metres to any street line in any portion of any yard, subject to an approved Site Plan;
- No materials in an outside storage area, other than trees and shrubs, may exceed 5 metres in height; and

iii. Any use or development on the subject lands is subject to all other relevant provisions of this Plan.

4.7.3 Holland Landing Prestige Employment Area

a) Lands within the Holland Landing Secondary Plan and designated Prestige Employment on **Schedule 3A** shall be developed and used in accordance with the following provisions:

i. Notwithstanding any other policy of this Plan, the minimum density shall be 25 jobs per gross hectare;

ii. Commercial uses which serve specialized needs of residents, employees, tourists and the travelling public may be permitted, including:

- Automotive commercial uses, such as service stations, automobile, recreational vehicle or trailer sales and service, and car rental outlets, and other commercial uses which require large parcels of land with high exposure to traffic such as building material outlets, gardening supply and nursery centres;
- Restaurants, hotels and motels;
- Cinemas, bowling alleys and other entertainment, recreation or fitness uses, equipment rental outlets, office equipment and supply stores, financial institutions and offices; and

iii. For sites located adjacent to Yonge Street (Highway 11), large format specialized retail outlets servicing a wide trade area accessible those this high visibility location are also permitted, subject to the study requirements below. Uses more appropriately accommodated within Village Core Areas or Community Commercial Areas are not permitted.

b) When an application is made for a Zoning By-law Amendment to permit the development of large-format specialized retail outlets in accordance with subsection a) iii., the following studies may be required by the Town:

i. Traffic Impact Study, in order to assess, to the satisfaction of the Town, the traffic implications of the proposed development upon adjacent roads and identify any new or improved facilities or other design measures required to resolve potential traffic problems; and

ii. Market Study, in order to establish, to the satisfaction of the Town, that the proposed development is justified and viable and that there are no long-term negative impacts to the planned function of the Village Core Areas and other retail locations in the Town. Such study shall provide sufficient

detail to identify the characteristics and sizes of facilities that should be specified in the amending By-law.

c) In developing sites located adjacent to Yonge Street (Highway 11) and other high visibility sites, and sites in proximity to residential uses, particular attention to the design of sites and buildings will be required by the Town, in particular:

   i. Extensive landscaping and buildings of a high aesthetic quality will be encouraged in order to take full advantage of prominent sites in re-enforcing the desired character and prestige of the Prestige Employment Designation; and

   ii. Outdoor storage uses and display areas shall only be permitted when appropriately located, screened and/or buffered, and when authorized by appropriate provisions in the Zoning By-law for the particular site.

4.7.4 Part of Lot 101, Concession 1 E.Y.S (Northeast corner of Yonge Street and Green Lane)

a) The lands in Part of Lot 101, Concession 1 EYS shall be developed and used in accordance with the following provisions:

   i. Permitted uses shall be in accordance with those permitted in the Commercial Mixed Use Areas of this Plan;

   ii. Development on this site shall be subject to the Town's review and approval of an Urban Design Brief pertaining to such matters as built form, site design, massing, signage, pedestrian linkages, streetscaping, landscaping features, traffic circulation and provisions for public transit;

   iii. Development on this site shall be subject to the Town's review and approval of a Phasing Plan which demonstrates how the long term development of the site can be achieved in accordance with the general and specific policies of this Plan;

   iv. Intensification of the site is encouraged to accommodate residential and mixed use development in accordance with the relevant policies of this Plan; and

   v. Retail and commercial intensification of the site is encouraged along the northern boundary to accommodate a pedestrian-oriented retail context, in accordance with the relevant policies of this Plan.

4.7.5 Part of Lot 5, Concession 3

a) Land in Part of Lot 5, Concession 3 and designated General Employment shall be developed and used in accordance with the following provisions:

   i. Lands, buildings and structures shall be used for manufacturing, assembly, processing, fabrication, any activity connected with the motor vehicle trade and business and professional offices. These permitted uses also include commercial uses incidental to the permitted industrial uses. The following automotive uses are specifically excluded: scrap yards, body shops, paint shops, motor vehicle storage facilities, motor vehicle sales facilities, bus or truck depots and washing facilities;

   ii. In the event access and/or services to the site are provided from the northerly extension of Ringwell Drive in the Town of Newmarket, suitable arrangements shall be made, including entering into agreements with the Town of Newmarket if necessary, respecting cost-sharing and maintenance of the northerly extension of Ringwell Drive in the Town of East Gwillimbury, prior to any development taking place;

iii. Outside storage of goods, materials and equipment may be permitted provided adequate fencing, screening and/or buffering exists;

iv. This land be developed on the basis of municipal water supply, municipal sanitary sewers, storm sewers, curbs, paved roads and hydro services;

v. Development of this land is contingent upon the provision of municipal water supply and municipal sanitary sewage services to this site; and

vi. All other relevant provisions of this Plan shall apply to this site.

4.7.6 Part of Lot 5, Concession 3

a) Lands in Block 1, Plan 65M-3568 and Block 5 and Part of Block 6, Plan 65M-3568 and designated General Employment on **Schedule 3B** shall be developed and used in accordance with the following provisions:

i. Permitted uses shall include office, employment, commercial and retail uses, as set out in the Implementing Zoning By-law. Scrap yards, body shops, paint shops, motor vehicle storage facilities, bus or truck depots and washing facilities are specifically prohibited uses;

ii. The development shall incorporate a high standard of urban design and landscaping to enhance the gateway location at Green Lane/Harry Walker Parkway intersection and building massing will be encouraged to create visual focal points from the street;

iii. Prior to submission of any Site Plan application, the owner shall prepare an urban design and/or streetscape plan for the plan of subdivision, to establish entrance features, design and landscaping of boulevards and single lane roads, landscaped strips and fencing, to the satisfaction of the Town. Any costs associated with the preparation of said plan and possible peer review, on behalf of the Town, shall be borne by the owner;

iv. Prior to Site Plan Approval to permit any proposed development, the Town Engineer may require the proponent to undertake a Traffic Study to analyze the traffic implications of the proposed development upon adjacent roads, in the Town of East Gwillimbury and the Town of Newmarket, and detail any design measures required to resolve any potential traffic problems;

v. Development of the subject lands is subject to sanitary sewage constraints and restrictions of the Town of East Gwillimbury and Town of Newmarket; and

vi. Prior to any development approvals on any individual block in the Plan of Subdivision, the Town of East Gwillimbury in consultation with the Town of Newmarket may require to their satisfaction, preparation and submission of a sanitary sewer servicing report in accordance with the existing Servicing Extension Agreement between the two municipalities.

4.7.7 Part of Lot 6, Concession 4 (Northwest corner of Herald Road and Warden Avenue)

a) Notwithstanding any other policies of this Plan or any designations, categories or areas, the lands described as 18364 Warden Avenue, being Part of Lot 6, Concession 4, shall be permitted to develop as an estate residential subdivision in accordance with the transitional policies of Sections 17(1) (as amended through *Bill 27, the Greenbelt Protection Act*, 2004) and Section 15(3) of the *Oak Ridges Moraine Conservation Act*, 2001.

b) Specifically, the lands shall be developed in accordance with the relevant policies of this Plan regarding natural vegetative buffers, the provisions of By-law Number 97-50, as amended by By-law 2002-43 and the conditions of Draft Plan Approval for Subdivision 19T-89054.

c) Any changes to the development that require a Rezoning or Minor Variance shall conform to the applicable provisions and Schedules of this Plan with respect to the Oak Ridges Moraine Conservation Plan.

4.7.8 Part of Lot 1, Concession 4

a) The lands in Part of Lot 1, Concession 4 and designated Rural Industrial, and notwithstanding the provisions of this Plan in respect to commercial uses, the subject property shall only be used for the following uses:

   i. Veterinary clinic and accessory uses;

   ii. One single detached dwelling for occupation by the owner of the veterinary clinic or a permanent staff person of the veterinary clinic;

   iii. An accessory apartment dwelling;

   iv. A boarding kennel accessory to the veterinary clinic, but does not include any municipal animal pound facility; and

   v. Notwithstanding iv., a municipal cat pound facility.

b) Any use or development on the subject lands is subject to all other relevant provisions of this Plan.

4.7.9 Part of Lot 1, Concession 4

a) Land in Part of Lot 1, Concession 4 and designated Rural Industrial shall be developed and used in accordance with the following provisions:

   i. Notwithstanding the relevant provisions of this Plan, outside storage can consist of not more than 33 percent of the lot area designated Rural Industrial; and

   ii. All other relevant provisions of this Plan shall apply to this site.

4.7.10 Part of Lot 1, Concession 4

a) Land in Part of Lot 1, Concession 4 and designated Rural Industrial shall be developed and used in accordance with the following provisions:

   i. Notwithstanding the relevant provisions of this Plan, outside storage can consist of not more than 37 percent of the lot area designated Rural Industrial; and

   ii. All other relevant provisions of this Plan shall apply to this site.

4.7.11 Part of Lot 1, Concession 4

a) Land in Part of Lot 1, Concession 4 and designated Rural Industrial shall be developed and used in accordance with the following provisions:

   i. Notwithstanding the relevant policies of this Plan, permitted uses are limited to office uses; and

   ii. No expansion or enlargement to the existing office building, or new building construction, shall be permitted.

4.7.12 Part of Lot 1, Concession 4 (101 Bales Drive)

a) The lands in Part of Lot 1, Concession 4 identified as 101 Bales Drive, and designated Rural Industrial shall be developed and used in accordance with the following provisions:

   i. In addition to the existing permissions, the use of the lands shall generally be developed for a dry batch plant for ready mix concrete and other accessory and related uses such as offices, a hopper, silo, conveyor belt, truck washing pad, parking area, outside storage of mineral aggregate;

   ii. The policies contained in General Employment Designation shall not apply to the subject lands provided such aggregate storage is only in conjunction with the additional permitted uses above. The policies contained herein shall be implemented by way of a Site Specific Zoning By-law Amendment;

   iii. The proposed industrial uses shall be subject to Site Plan Control and implementing Agreement(s) which display a high degree of attention to landscaping and buffering given the nature of the additional permitted use and outside storage areas; and

   iv. The subject lands shall be developed on the basis of municipal water and the provision of such service shall be at the sole cost of the owner.

b) All other relevant policies of this Plan shall apply to this site.

4.7.13 Part of Lot 2, Concession 4

a) The lands in Part of Lot 2, Concession 4 designated Rural Industrial shall be developed and used in accordance with the following provisions:

   i. Lands, buildings and structures shall be used for manufacturing, assembly, processing, fabrication and warehouses. These permitted uses also include commercial or other uses that are incidental to permitted industrial uses such as offices, or cafeteria services for on-site employees, and the sale of products manufactured on the premises;

   ii. All permitted uses shall be dry in nature, meaning that all uses which rely on water and/or discharge for processing, assembly, fabricating, repairing, packaging, warehousing and/or wholesaling processes and/or uses that generate more than 4500 litres per day of employee or consumer sanitary waste shall be prohibited;

   iii. The following automotive uses are specifically excluded: scrap yards, body shops, paint shops, motor vehicle storage facilities, bus or truck depots and washing facilities;

   iv. Development shall only proceed by Plan of Subdivision and individual lots shall not have direct access to Woodbine Avenue;

   v. The development of these lands is contingent upon the provisions of municipal water and the Plan of Subdivision shall not be released for registration until the Town is satisfied that adequate arrangements have been made in the Subdivision Agreement to ensure the provision of municipal water;

   vi. The water distribution system shall be installed and fully operational to the satisfaction of the Town prior to the execution of the Site Plan Agreements and the release of building permits;

   vii. That vegetative buffer strips, a minimum width of 30 metres or to the top of bank, whichever is greater, shall be provided along the streambanks of the Black River and be designated and zoned to ensure they remain in a naturally vegetated, undisturbed state;

   viii. That a preliminary Stormwater Management Plan has been reviewed and approved by the appropriate approval authorities prior to the approval of any Draft Plan of Subdivision;

ix. That development may proceed by individual sewage disposal systems provided that a Hydrogeological Assessment has been reviewed and approved by the Town prior to approval of any Draft Plan of Subdivision;

x. That the owner enter into a tripartite performance agreement with the Town of East Gwillimbury assuring construction, which agreement shall be included in the standard Subdivision Agreement with the Town; and

xi. All other relevant provisions of this Plan shall apply to this site.

4.7.14 Part of Lot 1, 2 and 10, Concession 4

a) The lands in Part of Lots 1, 2, and 10, Concession 4 designated Rural Industrial shall be developed and used in accordance with the following provisions:
   i. In addition to the uses permitted in the General Employment Designation, the following uses are also permitted:
      > Commercial uses that provide repair, service, and eating facilities for the travelling public such as vehicular service facilities, drive-in or fast food restaurants and other similar uses; and
      > Commercial uses that serve the farm community or utilize its produce such as farm implement dealers, feed mills, farm or garden supply outlets, agricultural or nursery produce warehousing, greenhouses, veterinary clinics and produce sales outlets.

4.7.15 Part of Lot 1, Concession 8

a) Notwithstanding any other policies of this Plan to the contrary, on the lands identified as 5550 Davis Drive, a severance of a residence surplus to a farming operation as a result of farm consolidation shall be permitted, provided that the lands are re-zoned to prohibit a residence from being constructed on the retained farmland.

4.7.16 Part of Lot 20, Concession 3

a) The lands in Part of Lot 20, Concession 3 and designated Low Density Residential on **Schedule 3B** may be developed and used in accordance with the following provisions:

   i. A portion of the lands in Part of Lot 20, Concession 3 are designated Neighbourhood Commercial and shall not extend beyond a depth of approximately 50 metres from the Queensville Sideroad right-of-way;

   ii. Notwithstanding the provisions of the relevant Neighbourhood Commercial policies of this Plan, a Site Specific Zoning By-law Amendment may permit the development of one small scale motor vehicle service station with small scale accessory retail component; subject to site plan approval to the satisfaction of the Town of East Gwillimbury;

   iii. The Site Specific Zoning By-law Amendment, as described in section ii., shall specify the minimum and/or maximum number of gas pump islands and the maximum area of gas bar canopy and gas bar convenience retail to ensure that the planned function of Neighbourhood Commercial areas is achieved and maintained;

   iv. One drive-through facility may complement the Neighbourhood Commercial uses on the Subject Lands due to the close proximity of the Queensville Sideroad interchange of Highway 404 and the gateway location to the Queensville community. However, due to the potential for impact on the neighbourhood setting, the drive-through facility shall be consistent with the Town's Urban Design Manual and the Parking Lot and Drive-Through Urban Design Guidelines and shall adhere to the following design criteria:

- Buildings are encouraged to be located close to the public street providing a consistent street edge and safe pedestrian environment between the primary building entrance and the public street;
- Sufficient vehicle stacking spaces shall be provided on site so as not to impede traffic flow to and from the site;
- Stacking lanes are to be located at the side or rear of buildings rather than a wrap-lane;
- Stacking lanes and audio and video devices are encouraged to be located to minimize potential impacts and adverse effects on adjacent areas;
- Landscaping is to be provided to appropriately screen vehicle headlamps from public view and/or surrounding land uses;

v. It is recognized that York Region intends to commence an Environmental Assessment for the reconstruction of Queensville Sideroad. Future Site Plan Approval may be subject to specific requirements of that Environmental Assessment; and

vi. It is recognized that **Schedule 3B** anticipates a North/South Local Collector Road and that a width of 23 to 26 metres will be required for the North/South Local Collector Road.

4.7.17 Part of Lot 101, Concession 1 E.Y.S

a) Lands in Part of Lot 101, Concession 1 EYS, more specifically Part 1 on 65R-37475 and designated High Density Residential on **Schedule 3D**, the property may be used for a future well house and potable water treatment facility site on lands that would otherwise be developable and shall continue to be included as net developable hectares for the purposes of calculating density in accordance with the High Density Residential policies of this Plan.

b) The density rights encumbered by this infrastructure may be transferred to the abutting lands directly to the west, designated High Density Residential on **Schedule 3D**.

4.7.18 Part of Lot 12, Concession 2

a) The lands in Part of Lot 12, Concession 2 in the Town of East Gwillimbury and designated High Density Residential shall be developed and used in accordance with the following additional provisions:

i. Townhouses may be permitted in association with one or more apartment buildings and/or additional needs housing, provided, in the entire area designated High Density Residential:

- A minimum of 50 percent of the dwelling units are located in apartment buildings and/or additional needs housing;
- At least one apartment building/ additional needs housing is built prior to or at the same time as the townhouses;
- The combined density conforms to the relevant High Density Residential Policies of this Plan;

ii. The permitted maximum building height for land up to 60 metres north of Mount Albert Road, measured from the property line, is 7 storeys. The permitted maximum building height for lands beyond 60 metres of the property line along Mount Albert Road is 3 storeys; and

iii. The permitted maximum Floor Space Index is 1.37 across the entire lands.

4.7.19 18899 2nd Concession Road

a) The lands located at 18899 2nd Concession Road shall be developed and used in accordance with the following provisions:

i. Notwithstanding any land designation or policy in the Official Plan, Stone Valley does not require either a Secondary Plan or a Community Design Plan before Stone Valley shall be able to apply for and the Town approve, a rezoning and/or Plan of Subdivision for the Stone Valley lands;

ii. Stone Valley shall only be required to submit a conceptual plan, to the satisfaction of the Town, that demonstrates future integration with adjoining lands;

iii. The Town shall assign servicing allocation to the Stone Valley Developments land upon approval of the conceptual plan referred to above and approval of the Environmental Assessment for Upper York Sewage Solution;

iv. Stone Valley shall provide a conveyance of lands and/or a permanent easement, at no cost, to facilitate construction of the Regional sewer in the hydro easement portion of the Stone Valley lands;

v. Notwithstanding any other provisions in the Official Plan, the Town shall not require that Stone Valley Developments pay any sewer costs except at registration of a Plan of Subdivision or to obtain a building permit unless an early development opportunity is provided whereby an agreement will be required for execution purposes and will address such requirements;

vi. Notwithstanding any other policy in the Official Plan the Town shall design and install, at the cost of Stone Valley, two connections to the sanitary sewer system at the property line of the Stone Valley Developments land; one off of 2nd Concession and one at the rear of the Stone Valley Developments land; and

vii. The Town and Stone Valley shall defend any appeal (or failure of the Town to approve) such other policy in the Official Plan which would affect the intent of this site specific policy.

4.7.20 Part of Lot 31, Concession 8 (Northeast of Highway 48 and Boag Road)

a) The lands in Part of Lot 31, Concession 8 in the Town of East Gwillimbury and designated Rural Area shall be developed and used in accordance with the following additional provisions:

i. A Monastery and its associated Accessory Place of Worship are permitted uses within the existing structures on the property;

ii. For the purposes of this Site Specific Amendment, an Accessory Place of Worship shall be defined as "a facility, accessory to a Monastery, which is used for the practice of religion and faith-based spiritual purposes wherein people assemble for religious worship, faith-based teaching, fellowship and community social outreach. An Accessory Place of Worship shall not include a parish hall, monastery, convent, or private school."

iii. For the purposes of this Site Specific Amendment, a Monastery shall be defined as "a facility offering residential accommodation for up to three residents and two visiting monks."

iv. Limited minor additions to the existing structures related to the permitted uses are permitted, provided they are consistent with to policies of the applicable plans.

v. New, stand-alone Place of Worship and large-scale expansions are not permitted.

vi. The subject lands shall be developed on the basis of private services.

vii. Any limited development and site alteration permitted (e.g. kitchen and bathroom addition, parking area/driveway) as part of the existing Monastery and Accessory Place of Worship shall be subject to Site Plan Control and Agreement(s) which display a high degree of attention to the preservation of

the natural heritage systems and associated buffers on the site in accordance with the approved Natural Heritage Evaluation.

viii. The policies contained herein shall be implemented by way of a Site-Specific Zoning By-law Amendment.

4.7.21 Part of Lot 11, Concession 2, Block 173, Plan 65M-4505

a) The lands in Part of Lot 11, Concession 2, Block 173, Plan 65M-4505 - West Side of Leslie Street, North of Manor Hampton Street, and designated Residential Mixed-Use shall be developed with a maximum density of 2.95 FSI, and a maximum height of 6 storeys.

5.0 SUSTAINABLE INFRASTRUCTURE

5.1 Intent + General Policies for Service Infrastructure

5.1.1 Intent

a) It is the intent of this Plan that:

i. The planning, design, and delivery of all forms of service infrastructure shall be coordinated with all levels of government;

ii. The Province, the Region and the Town shall undertake necessary Environmental Assessment processes in a timely manner for service infrastructure and energy projects; and

iii. The planning, design and construction of all forms of service infrastructure shall incorporate techniques and design elements that support and advance the environmental sustainability and energy efficiency objectives of this Plan.

b) This Plan relies upon various service infrastructure-related Master Plans, that are long term visions that identify requirements for infrastructure planning and that are consistent with the Provincial Planning Statement. The Town's service infrastructure-related Master Plans support the principle of efficient and cost-effective planning and design for all forms of infrastructure that will support ongoing population and economic growth.

c) The Town's service infrastructure-related Master Plans have been undertaken through an integrated process that coordinated the *Planning Act* exercise of developing this Plan with the Municipal Class Environmental Assessment process. As such, all roads, water and wastewater infrastructure contemplated and identified in this Plan shall be deemed to have satisfied Phases 1 and 2 of the Municipal Class Environmental Assessment process.

d) All existing, expanded, or new infrastructure subject to and approved under the *Canadian Environmental Assessment Act,* the *Environmental Assessment Act, the Planning Act,* the *Aggregate Resources Act,* the *Telecommunications Act* or by the National or Ontario Energy Boards, or which receives a similar environmental approval, is permitted, subject to the policies of this Plan and all relevant Provincial planning policies. Where there is a conflict between this Plan and any Federal or Provincial policy documents, the Federal or Provincial policies shall prevail.

e) All public works, and all public and private utility facilities shall conform to the relevant policies of this Plan. In addition, all of the relevant policies related to infrastructure emplacement, expansions and extensions are subject to the relevant policies of any applicable Provincial policies. Where there is a conflict between this Plan and Provincial policies such as those contained in the Provincial Planning Statement, the more restrictive policies shall prevail.

f) This Plan is intended to plan for and protect Provincial corridors and rights-of-way for transportation and transit facilities as defined through an Environmental Assessment process, or otherwise identified in Provincial plans to meet current and projected needs and not permit development in such planned transportation corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified or is actively being planned.

5.1.2 General Policies for Service Infrastructure

a) All development applications must be consistent with the Town's Transportation and Master Servicing Plans and any applicable policies, standards and/or guidelines, as well as the policies of York Region's Transportation and Water and Wastewater Master Plans. All development applications shall be phased in accordance with the policies of this Plan.

b) All development approvals within the Town shall also be conditional upon the timing and funding of any required road, active transportation facility, public service facility, park, and appropriate service infrastructure. Before any development proceeds, all agreements must be in place, including financial agreements and development agreements, to provide for the servicing and community infrastructure required to accommodate growth.

c) The Town shall promote opportunities for the co-location of linear service infrastructure and public or private utilities, where appropriate.

d) Proposals for service infrastructure within or crossing the Environmental Protection Designation shall demonstrate that it can be provided in a manner that does not negatively impact natural heritage features, or their ecological functions, or the quality and quantity of ground and surface water, including stream base flow.

5.2 The Transportation System

5.2.1 Intent and Jurisdiction

a) The Town's existing and planned Transportation System is articulated on **Schedule 8: Active Transportation Network, Schedule 8A: Rapid Transit Network** and **Schedule 8B: Road Network.** It is the intent of this Plan to implement the Town's Transportation Master Plan, as it is amended from time to time, to conform to the York Region Transportation Master Plan and to continuously assess the potential need for adjustments to this Plan in relation to preferred land uses, future development opportunities, and/or related municipal transportation improvements. It is the intent of this Plan to:

   i. Establish an integrated transportation system that accommodates various modes of transportation providing the efficient movement of people and goods;

   ii. Promote public transit, cycling and walking as energy efficient, affordable and accessible forms of travel, ensuring multiple mobility opportunities that link significant public service facilities/community facilities, major development areas and public uses;

   iii. Provide connected, comfortable, safe and accessible pedestrian and cycling facilities that meet the needs of people of all ages and of abilities;

   iv. Protect transportation corridors to facilitate the development of a transportation system that is compatible with and supportive of existing and future land uses, as well as existing and future transportation technologies;

   v. Ensure that new roads in the Settlement Area are designed in a grid-oriented street network to help distribute traffic evenly and provide access for the future operation of an efficient public transit system; and

   vi. Continuously assess the potential need for adjustments to this Plan in relation to future development opportunities and related municipal transportation improvements.

b) In terms of jurisdictional matters related to the Transportation System, the Federal Government is

responsible for rail facilities and airports, the Province has jurisdiction over Provincial Highways and GO Transit, York Region is responsible for the Regional Arterial Roads and public transit, and the Town is responsible for road infrastructure that serves the East Gwillimbury community.

5.2.2 Transportation Policies

5.2.2.1 General Policies

a) The Transportation System is delineated on **Schedules 8, 8A** and **8B**, all of which are premised on the pattern of development and increases in traffic volumes anticipated within East Gwillimbury. The Transportation System is designed to facilitate the efficient movement of people and goods throughout the municipality, as well as to permit through-traffic movement. This Plan provides overarching policies that are intended to complement the more detailed requirements and guidelines identified in the Town's Transportation Master Plan.

b) Development shall be planned to coordinate cross-boundary transportation needs and improve connectivity among transportation systems and modes with adjacent municipalities and appropriate agencies.

c) All development, including all public works related to the Transportation System, shall conform with the relevant policies of this Plan, and shall be consistent with the requirements and guidelines in the Town's Transportation Master Plan and the Urban Design Manual. All development that affects, or is in proximity to a Regional Road, or a Regional Transit facility shall be consistent with the relevant recommendations of the York Region Transportation Master Plan, including any subsequent updates.

d) Development applications shall be supported by a Mobility Plan, where appropriate, prioritizing active transportation and transit, that assesses the impact on Town's and York Region's transportation systems and surrounding land uses.

e) Integrated planning and growth management, including goods movement transportation planning will, support and enhance the Agricultural System to ensure uses and infrastructure are compatible with agricultural uses, where possible in terms of size, scope and impact.

f) The movement of hazardous goods shall be directed to rail and roadways outside the central growth area, greenbelt settlement area, and hamlets to minimize risk and ensure the safe and efficient movement of goods, where possible.

5.2.2.2 Policies for Goods Movement

a) The Town will ensure safe, efficient and sustainable movement of goods to support economic development and growth. The Town will work with other levels of government, neighbouring municipalities and agencies, as needed, to plan for a strategic goods movement network, including road and rail, which promotes efficient and direct access, supports economic growth and development, and maximizes safety. This network will be aligned with the Strategic Goods Movement Network as outlined in Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe.

b) To minimize the impact of heavy trucks on residential communities, and facilitating easy access to commercial and industrial areas, the Town shall:

   i. Ensure industrial and major commercial developments that require heavy truck traffic are located in areas near and adjacent to Provincial highway interchanges and in proximity to Arterial Roads;

   ii. Maintain a truck route network designed to regulate the movement of commercial vehicles within

the Town. Truck routes and truck restrictions shall be established by By-law;

iii. Encourage freight and logistic land uses to locate in clusters that create synergies within the goods movement industry;

iv. To support an interconnected and efficient system for goods movement, the Town shall:

> Support the completion of the 400-series highway network, including the Bradford By-Pass and the Highway 404 Extension;

> Support the addition of 400-series highway interchanges, mid-block crossings, interchange ramp extensions and overpasses, including the Proposed Bradford By-Pass Interchanges identified on **Schedule 3G-1**; and

> Continue to recognize that Provincial Highways and Regional Arterial Roads are generally corridors for goods movement.

5.2.2.3 Policies for Transportation Demand Management

a) Transportation Demand Management (TDM) promotes a more efficient use of transportation infrastructure in order to discourage the use of personal automobiles and promote alternative forms of transportation, such as transit, walking and cycling.

b) The Town shall encourage the use of programs and initiatives, such as carpooling, high occupancy vehicles (HOV) lanes, and other similar approaches to promote more efficient use of existing road facilities.

c) Any large scale development application shall, at the request of the Town, be required to establish a Transportation Demand Management Plan and implementation strategy in consultation with the Town to address the following:

i. Prioritization of active transportation;

ii. Reduction of single occupancy automobile trips;

iii. Promote multimodal access to destinations; and

iv. Encourage sustainable modes of transit including walking, cycling, transit and carpooling.

d) 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.

e) The Town will work with the Province and York Region to ensure the delivery of carpool facilities and parking areas as part of the construction of 400-series Highways within the Town.

5.2.2.4 Policies for Parking and Loading

a) All uses shall be provided with adequate off- street parking and in the case of commercial and industrial uses, adequate off-street loading facilities. Access points to off-street parking or loading areas shall be limited in number and designed in a manner that provides for the adequate and safe movement of vehicular and pedestrian traffic.

b) Parking standards and regulations for all types of land uses may be further explored through Secondary Plans and/or the Zoning By-law. Minimum and maximum parking standards may be defined, along with requirements for barrier-free spaces and bicycle facilities, to promote accessibility and the use of public transit and active transportation options, and to encourage the efficient use of land.

c) The Town may consider reductions to parking requirements for:

   i. Properties within an area or areas where the Town is satisfied that adequate alternative parking facilities are available, or where sufficient transit exists, or is to be provided along with adequate Transportation Demand Management measures; and/or

   ii. Specific housing types including affordable housing and/or additional needs housing where the Town is satisfied that adequate parking facilities can be provided on-site, or in proximity to the site, or where sufficient transit exists to serve the residents and/or employees and visitors of the development.

d) The Town may enter into agreements whereby an owner of lands, buildings or structures may be exempted from providing or maintaining parking facilities as may otherwise be required, in exchange for the payment of money to the municipality. All money received by the Town under such an agreement shall be paid into a special account, which may be used to offset municipal expenses related to the provision of parking.

e) To ensure sufficient parking is available, the Town, private enterprise or the Town in partnership with private enterprise, may devise a plan to develop reasonable parking facilities, consistent with demand.

f) To ensure the safe and efficient movement of all users, commercial parking facilities will be subject to Site Plan Approval, and designed, constructed and maintained to be consistent with the Town's Urban Design Manual.

g) The Town will work with applicable Provincial and Regional Transit Authorities to promote the redevelopment and intensification of surface parking facilities within the 2 Major Transit Station Areas identified on **Schedule 8A**.

h) The Town may consider establishing a Parking Authority to provide parking facilities in high demand locations.

5.2.3 The Active Transportation Network

Intent

a) It is the intent of this Plan to build upon the Town's well-established Active Transportation Network, as shown on Schedule 8, and to ensure that planning for active transportation facilities is based on the concept of complete streets and will evolve to serve the Town's growth.

General Policies for the Active Transportation Network

b) The Town shall focus on long-range active transportation opportunities, particularly Regional opportunities. The Town will have regard for the Town's Transportation Master Plan and its Active Transportation and Trails Master Plan, applicable engineering standards and the Urban Design Manual.

c) To facilitate implementation of the Active Transportation Network, lands already owned by the municipality and those obtained by donation, dedication and direct purchase may be developed as they become available. In addition, the Town may obtain easements and/or enter into agreements with private landowners for the use of lands for temporary or permanent active transportation facilities. On-road refers to facilities within the public road right-of-way, while off-road refers to facilities located outside of a public road right- of-way.

d) The purpose of the Active Transportation Network, identified schematically on **Schedule 8** is to provide connectivity, encourage pedestrian movement, reduce dependency on the automobile and provide for multiple mobility options. To address the needs, safety, and convenience of pedestrians and cyclists when constructing or reconstructing active transportation facilities, the Town will promote the concept of Complete Streets, and will support:

   i. Built forms and mixed land uses adjacent to active transportation facilities that encourage active transportation choices;

   ii. A comprehensive pedestrian sidewalk network throughout the Town that creates direct, convenient, safe and frequent connections between destinations and points of interest within a 500 metre radius of a transit stop; and

   iii. New public roads shall accommodate active transportation facilities through the inclusion of cycle lanes, sidewalks, multi-use pathways, and/or a combination thereof, on both sides of the road, unless otherwise exempted by the Town.

e) The Town shall require, where appropriate, that sidewalks, street lighting and street furniture be provided as a condition of development approval.

f) The following policies will encourage the development of an integrated trails system that links open space areas, significant natural, historic and recreational features and public service facilities/community facilities into an integrated community-wide trails network. Active transportation facilities shall be developed in accordance with the *Accessibility for Ontarians with Disabilities Act*, shall promote healthy lifestyles, and provide an alternative transportation network:

   i. The Town shall undertake the development of an Active Transportation and Trails Master Plan to identify key trail development priorities and policies to effectively guide active transportation and pedestrian trail network decision-making;

   ii. The Town shall provide and encourage other landowners to provide facilities and opportunities for active transportation, such as complete streets and trail opportunities for walking and cycling throughout the community. These facilities and opportunities may be more fully articulated in accordance with a required Community Design Plan;

   iii. The Active Transportation Network shall be designed to provide opportunities for a variety of trail types (e.g. nature trails, soft surface, hard surface, on-road, boulevard) throughout the Town providing multiple options for trail users;

   iv. Active transportation facilities, including trails, should be located adjacent to the Natural Heritage System, where appropriate, in co-operation with York Region, the Conservation Authority, adjacent municipalities, and other agencies. Proposed trail locations shown on **Schedule 8,** are approximate and a Trail Impact Study may be required to determine actual location and the design of the trail;

   v. The Active Transportation Network, including trails shall utilize abandoned railway lines, unopened municipal road allowances, easements, Hydro corridors and other means to establish a connected trails network;

   vi. Complete streets require that sidewalks and bicycle lanes are provided for in the construction or reconstruction of roads and bridges, wherever possible. Complete streets are designed to:

      > Provide comfortable pedestrian-friendly and cycling friendly environments which may include shade trees, street furniture, bicycle racks, lighting, and signed and safe street crossings and other traffic controls;

      > Minimize road crossings and, where viable, pedestrian overpasses and/or underpasses constructed where active transportation facilities intersect major roads;

- Include sidewalks with sufficient width to accommodate accessible and comfortable pedestrian flows, and personal mobility devices;
- Incorporate suitable travel surfaces appropriate for the intended type of traffic (pedestrians, bicycles and other personal mobility devices) and be of a material that requires little maintenance;

vii. The design of the Active Transportation Network shall take into consideration public safety and convenience including visibility and lighting and shall be designed in accordance with Crime Prevention through Environmental Design principles;

viii. The Town shall consider locating walkways/ bicycle paths and/or nature trails within the overall Active Transportation Network in a manner sensitive to the potential retention or restoration of natural landscapes and features within the corridor. Such facilities shall connect with the existing and planned Active Transportation Network of walkways, bicycle paths and sidewalks;

ix. Public access facilities such as trails, walkways, and boardwalks are permitted in the Natural Heritage System, particularly in areas associated with the Active Transportation Network shown on **Schedule 8**, provided they are constructed and located in a manner that minimizes impact on the significant natural heritage features and their associated ecological functions, as demonstrated through a Natural Heritage Evaluation or Trail Impact Study, as determined by the Town;

x. Bicycle use shall be encouraged and the integration of bicycle parking and storage facilities within developments shall be considered as part of the development approvals process for all commercial, industrial, and multiple-unit residential development;

xi. Where elements of the Active Transportation Network are under private ownership, it shall not be construed that these lands are free and open to the general public or that such lands will necessarily be acquired by the Town, or any other public agency. The Town shall, wherever possible, bring the Active Transportation Network into public ownership;

xii. Where Community Trail Linkages for active transportation systems cross Regional Arterial Roads and Major Collector Roads, the Town will encourage and promote connections over or under the road to ensure pedestrian safety;

xiii. Sidewalks shall be required in all new development and redevelopment in accordance with the relevant policies of this Plan and shall be consistent with the Town's Urban Design Manual and with municipal engineering design standards;

xiv. A recreational trail system is to be established throughout the Oak Ridges Moraine, subject to the Oak Ridges Moraine Conservation Plan. Where this trail is located in the Town it may be permitted in any part of the Town subject to the provisions of Section 39 of the Oak Ridges Moraine Conservation Plan. Further, the Town shall encourage the linkage of any trails in the Town to the Oak Ridges Moraine trail system;

xv. The Active Transportation Network, as identified on **Schedule 8,** shall be identified further as part of the Secondary Plan, or Community Design Plan process, where required. Lands secured for active transportation facilities through the development approval process, including through Site Plan Approval, Parkland Dedication, or through the Community Benefits Charge By-law, if applicable, shall be improved by the developer to the satisfaction of the Town. Conditions of development supporting pedestrian and cycling connections could include, but are not limited to:

- Interconnections between local streets, cul-de-sacs, and across green spaces;
- Connections across commercial developments; and
- Easements across condominium developments.

g) The Town may adjust the location and/ or alignment of existing and future active transportation

facilities, as identified on **Schedule 8,** to accommodate the actual on-ground route, and to respond to new opportunities and/or constraints that arise from time-to-time, without the need for an Official Plan Amendment.

5.2.4 The Public Transit System

5.2.4.1 Intent

a) **Schedule 8A** identifies the Town's existing rapid transit network. It is the intent of this Plan to expand the transit system and to support investments in the local and regional transit systems and facilities by:

i. Establishing a transit-supportive urban structure based on higher intensity and mixed use centres and corridors; and

ii. Requiring that all development consider the opportunity to connect with the existing and planned transit system; and

iii. Ensure that all development proposals in areas identified on **Schedule 8A** as a Major Transit Station Area are designed to support the provision of an efficient, convenient, and safe public transit service, in accordance with the relevant policies of this Plan.

5.2.4.2 Policies for the Transit System

The Road Network to Incorporate Transit Facilities

a) The Town's overall road network shall be planned to accommodate public transit service, with a focus on the 2 identified Major Transit Station Areas. The Town will work with York Region Transit (YRT), GO Transit and Metrolinx to maintain and enhance transit services and provide interconnections within the community and between the community and the other urban areas of the Town and York Region. The following policies shall apply:

i. Phasing plans shall identify Regional Arterial and Major Collector Roads required for transit, and make provisions for their development in the initial phases of growth and development;

ii. The Town shall work with York Region to secure the early delivery and implementation of Bus Rapid Transit facilities and services from Yonge Street to the GO Transit Station on Green Lane;

iii. Regional Arterial and Major Collector Roads are to be designed to accommodate transit vehicles and amenities to the satisfaction of the Town and York Region Transit;

iv. The placement of transit stops within the identified Settlement Areas shall refer to York Region Transit's transit service guidelines;

v. Sidewalks, active transportation facilities, street lighting and street furniture shall be located on both sides of the streets that accommodate transit routes. Transit stops and shelters are to be incorporated into public sidewalks and will include walkway connections to adjacent buildings and streets and be incorporated into development plans and installed as a development requirement;

vi. Sidewalks and street lighting shall be provided on both sides of all streets that are serviced by transit; and

vii. Any new speed management measures proposed for existing or planned transit routes shall be designed and constructed in consultation with York Region Transit.

The Provision of Land and Facilities

b) For the purposes of implementing the broader Transportation System, as a condition of approval,

development may be required to:

i. Provide, at no public expense, the dedication of a public transit right- of-way and lands for related transit facilities, including the planned expansion of the GO Transit Barrie Line as identified on **Schedule 8A**;

ii. Provide an efficient system for parking and drop-off facilities for commuters;

iii. Apply industry, Provincial and Regional best practices and guidelines; and

iv. Prepare a Mobility Plan.

Cooperation with all Transit Authorities

c) The Town shall work with York Region to secure the early delivery and implementation of Bus Rapid Transit facilities and services from Yonge Street to the GO Transit Station on Green Lane. In addition, the Town shall support and assist Metrolinx, GO Transit and York Region Transit to secure lands for facilities such as:

i. Transit stations including intermodal terminals, mobility hubs, bus and light rail stations and related passenger drop-off/pick-up facilities, secure bicycle storage, EV parking and charging facilities and commuter parking lots and required structured parking for any planned expansion of commuter parking facilities;

ii. Related surface and sub-surface transit infrastructure, including vent shafts, transformer stations, turning loops, emergency exits, transit operation and maintenance facilities, electrical and electronic infrastructure and passenger safety facilities; and

iii. Active transportation facilities to support users including pedestrians and cyclists.

5.2.5 The Roads Network

5.2.5.1 Intent

a) It is the intent of this Plan to:

i. Ensure that road network planning and design is based on the concept of complete streets and appropriately considers the need to accommodate public transit, on-street parking and active transportation facilities; and

ii. Consider design elements to accommodate the movement of farm vehicles on Town and Regional Roads within the Agricultural System.

5.2.5.2 The Roads Hierarchy

a) A functional hierarchy of roads within the Town, both existing and proposed, is delineated on **Schedule 8B & 3G-1** according to their ultimate-desired function. The Town may adjust the location and/or alignment of existing and future roads as identified on **Schedule 8B & 3G-1** to accommodate the actual on-ground route and/or to respond to new opportunities and/or constraints that arise from time-to-time, without the need for an Amendment to this Plan, subject to a Secondary Plan, a Community Design Plan and/or any required technical studies, to the satisfaction of the Town. The identified road network includes the following hierarchy:

i. Provincial Highways;

ii. Regional Arterial Roads;

iii. Major Collector Roads;

iv. Minor Collector Roads;

v. Local Roads; and

vi. Rural Roads.

b) The role and function of each component of the road hierarchy will be clearly defined to support the provision of an efficient, safe and accessible road network with adequate capacity for vehicles, goods movement, transit, active transportation and other alternative modes of transportation.

Provincial Highways

c) Provincial Highways are under the jurisdiction of the Ministry of Transportation Ontario (MTO). In addition to all municipal requirements, MTO approvals and permits are required for land development, change in land use, access, signs, works or activities within MTO's permit control area under the Public Transportation and Highway Improvement Act. Direct access to a Provincial Highway is discouraged and often prohibited. Further, all applications proposing new development or changes to existing development on lands within MTO's permit control area are advised to consult with the MTO prior to making formal applications under the *Planning Act.* Provincial Highways have the following requirements:

i. **Functional Character** - The functional character of Provincial Highways is to serve inter-regional travel demands including goods movement and heavy transport;

ii. **Technical Requirements -** The technical requirements include:

> Designed and built to the satisfaction of the Province or any other authority having jurisdiction;

> Shall accommodate active transportation facilities; and

> Shall accommodate carpool lots and commuter facilities to be provided at interchanges.

d) **Highway 404** - The Road identified as Provincial Controlled Access Highway on **Schedule 8B** represents Provincial Highway 404. The Town shall continue to work with the Province and York Region to:

i. Incorporate connectivity options that support the continuation of farming operations in the areas surrounding Highway 404 between Queensville Sideroad and Ravenshoe Road;

ii. Provide commuter parking facilities with transit connections at the interchanges of Highway 404 at Green Lane, Doane Road and Queensville Sideroad; and

iii. Provide collector road connections over or under Highway 404 between Queensville Sideroad and Doane Road within the community of Queensville, as shown on **Schedule 8B,** to provide better connectivity and access to designated employment lands.

e) **Bradford Bypass/Highway 400-404 Connecting Link** - The road identified as the Bradford Bypass/Highway 400-404 Connecting Link (a proposed Provincial Controlled Access Highway) on **Schedule 8B** represents an alignment approved by the Province for the proposed east-west connection between Highway 400 and Highway 404. The Bradford Bypass/Highway 400-404 Connecting Link is considered necessary within the planning horizon of this Plan and is required to accommodate employment growth and inter- regional traffic associated with Simcoe County and northern York Region as demonstrated by transportation studies completed by both the Region and the Town. The Bradford Bypass/ Highway 400-404 Connecting Link shall be provided at the earliest possible time.

Upon finalization of planning for the Bradford Bypass/Highway 400-404 Connecting Link through the area north of Queensville Sideroad, following completion of the Environmental Assessment and other studies, **Schedule 8B & 3G-1** of this Plan will be reviewed to consider any consequential changes,

including the provision of one or more north-south linkages between the Bradford Bypass/Highway 400-404 Connecting Link and the road network serving this community. Until this review is carried out, it is the intent of this Plan that potential alternative locations for such linkages should be maintained and that actions that would foreclose potential alternatives should be discouraged.

f) **Highway 48** - The Town also accommodates Provincial Highway 48 having the following functional characteristics and technical requirements:

i. **Functional Character** - The functional character of Highway 48 is to:

> Serve inter-regional and regional travel demands, including movement of heavy trucks;

> Carry large volumes of traffic;

> Connect Collector and other Arterial Roads;

> Accommodate higher order transit; and

ii. **Technical Requirements -** The technical requirements for Highway 48 is that it is to be designed and built to the satisfaction of the Province or any other authority having jurisdiction.

Regional Arterial Roads

g) The requirements for all Regional Arterial Roads shall be consistent with the relevant recommendations of the York Region Transportation Master Plan. All existing and planned Regional Arterial Roads shall be designed and constructed to accommodate all vehicles and modes of travel and users of all ages and abilities. Regional Arterial Roads have the following requirements:

i. **Functional Character -** The functional character of Regional Arterial Roads is to:

> Serve inter-regional and regional travel demands, including movement of heavy trucks;

> Carry large volumes of traffic;

> Connect Collector and other Arterial Roads;

> Accommodate higher order transit.

ii. **Technical Requirements** - The technical requirements for the Regional Arterial Roads is that they are to include:

> A full range of Active Transportation facilities, including bike lanes and sidewalks on both sides of the road;

> A high degree of access control, especially in rural areas, with direct access from abutting properties discouraged;

> A maximum of 6 travel lanes;

> A right-of-way width up to 45 metres, in accordance with Regional standards; and

> A pavement width 11 to 22 metres, excluding turning lane requirements.

In addition, all Regional Arterial Roads shall be designed and built in accordance with all applicable Regional design criteria and guidelines.

h) The following policies apply to the roads designated as Regional Arterial Roads:

i. The Town shall work with York Region to redesign the Regional Arterial Roads within Local Centres. Such redesign shall follow York Region's Street Tree and Forest Preservation Guidelines and the Street Tree and Horticultural Design Guidelines and be in a manner that promotes speed

management, improves the amenity of the area for pedestrians and minimizes impacts on the existing right-of-way;

ii. The Environmental Assessment processes for the reconstruction of 2nd Concession Road, Doane Road and Queensville Sideroad shall consider the provision of public transit;

iii. Doane Road is subject to the Environmental Assessment process initiated by York Region and underway at the time of adoption and approval of this Plan. The alignment and reconstruction of Doane Road, with a full interchange at Highway 404, is required within the planning horizon;

iv. Transit or high-occupancy vehicle lanes and cycling facilities are required within the right-of-way of existing and future 6-lane Regional Arterial Roads, as appropriate based on established thresholds and criteria;

v. All proposed Regional Arterial Road accesses shall be required to meet York Region's Access Guidelines. Direct vehicle access from developments adjacent to Regional Arterial Roads will be limited:

> Access will generally be provided by connecting Regional Arterial Roads to Collector Roads and Local Roads;

> Shared driveways and interconnections between adjacent properties are encouraged; and

vi. The functional characteristics and technical requirements, including right-of-way widths for all Regional Arterial Roads shall be consistent with the relevant recommendations of the York Region Transportation Master Plan, including any subsequent updates.

i) Notwithstanding the above policies for Regional Arterial Roads, where feasible, the existing road right-of-way of Leslie Street through Queensville and Yonge Street through Holland Landing - River Drive Park should not be further widened, to ensure protection and preservation of their heritage streetscapes. Priority will be given to protecting existing heritage streetscapes using techniques such as variable rights-of-way, use of by-passes and innovative road cross section standards.

Further, changes to the Leslie Street right-of-way within the Village Core Area of Sharon shall only be permitted if justified through an Environmental Assessment process. Any changes shall be in keeping with the Town's position that there shall only be two lanes of through traffic and that any change would relate only to turning movements at intersections.

j) The Environmental Assessment processes for the reconstruction of 2nd Concession Road, Doane Road and Queensville Sideroad shall consider the provision of public transit.

k) The Region's planned rights-of-way widths for Regional Roads shall be protected for through conditions of approval of future development applications along the corresponding roadways. As such, landowners will be required to provide land at no expense to York Region for street widenings, up to the planned rights-of-way widths, when the lands are developed.

Major and Minor Collector Roads

l) The following policies apply to the Major and Minor Collector Roads:

i. In recognition of the Transportation Master Plan work completed in conjunction with this Plan, Phases 1 and 2 of the Municipal Class Environmental Assessment process shall be deemed to be completed for the proposed Major and Minor Collector Roads identified on **Schedule 8B & 3G-1;**

ii. The proposed Major and Minor Collector Roads shown on **Schedule 8B & 3G-1** are conceptual only and will be further defined through the completion of Phases 3 and 4 of the Environmental Assessment process and/or *Planning Act* process;

iii. The Major and Minor Collector Road network shall be dedicated to the Town at no cost, or expropriated to ensure the completion and connection of the planned road network; and

iv. The technical requirements for Major or Minor Collector Roads identified in this Plan, and on **Schedule 8B** & 3G-1 may be reduced subject to the satisfaction of the Town, without an Amendment to this Plan. Where a Major or Minor Collector Road intersects with a Regional Arterial Road, technical requirements may be reduced without an Amendment to this Plan, subject to the satisfaction of the Town and subject to the approval of the Region.

m) Major Collector Roads have the following requirements:

i. **Functional Character** - The functional character of Major Collector Roads is to:

> Serve local travel demands between Secondary Plan Areas and/or Community Design Plan Areas;

> Carry medium volumes of traffic;

> Provide connection between Regional Arterial Roads;

> Accommodate transit;

ii. **Technical Requirements** - The technical requirements for the Major Collector Roads is that they are to include:

> Restricted access, with direct access from abutting properties is discouraged;

> A Maximum 4 travel lanes;

> A Right-of-way width of 26 metres;

> A Pavement width maximum of 10 to 15 metres

> Sight triangles of:

- 30 metres x 30 metres at intersections with Provincial 400 series Highways;
- 15 metres x 15 metres at intersections with Regional Arterial Roads and Collector Roads;
- 5 metres x 5 metres at intersections with Local Roads;

> Bicycle lanes; and

> Sidewalks on both sides of the Road.

n) Minor Collector Roads have the following technical requirements:

i. **Functional Character** - The functional character of Minor Collector Roads is to:

> Serve local travel demands within Secondary Plan Areas and/or Community Design Plan Districts;

> Carry medium volumes of traffic;

> Provide connections between Major Collector Roads and Local Roads;

> Accommodate local transit;

ii. **Technical Requirements** - The technical requirements for the Minor Collector Roads is that they are to include:

> Direct access from abutting properties is permitted;

> A right-of-way width 22 metres;

> A pavement width maximum of 10 to 15 metres;

> Sight triangles of:

- 30 metres x 30 metres at intersections with Provincial Highways;
- 15 metres x 15 metres at intersections with Arterial Roads and Collector Roads;
- 5 metres x 5 metres at intersections with Local Roads;

> Sidewalks on both sides of the Road; and

> Bicycle lanes provided, where appropriate.

o) The proposed North-South Sharon Major Collector Road is generally shown on **Schedule 8B.** Its primary function is to carry north-south traffic generated by existing and future levels of development in the vicinity of Sharon and Queensville. The final right-of-way and alignment have been determined through the required Environmental Assessment process.

p) Intersections on Major Collector Roads shall be spaced to appropriately provide for traffic movement, taking into account safety devices such as traffic signals, or roundabouts, and the objective of discouraging unnecessary through traffic on Local Roads.

q) All Major Collector Roads (including crossings of natural features and Provincial Highways) shall be constructed prior to or concurrent with development as identified through approved phasing plans and deemed necessary by the Town and based on the recommendations of a Traffic Impact Study.

Local Roads

r) Existing Local Roads are identified on **Schedule 8B**, however, planned Local Roads are not identified. The Local Road pattern will be identified within a required Community Design Plan. Local Roads have the following requirements:

i. **Functional Character** - The functional character of Local Roads is to:

> Serve local traffic only - residential neighbourhoods and employment area travel demands;

> Connect to Collector Roads and Arterial Roads;

ii. **Technical Requirements** The technical requirements for the Local Roads is that they are to include:

> No access control, with the exception of safety related restrictions;

> Direct connection with Arterial Roads shall be discouraged;

> A maximum of 2 travel lanes;

> A right-of-way width of 18-20 metres;

> A pavement width of a maximum of 8.6 metres in residential areas, up to 12 metres in employment districts;

> Sight triangles at intersections with Collector Roads and other Local Roads:

- 5 metres x 5 metres in residential neighbourhoods;
- 10 metres x 10 metres in employment areas;

> Sidewalks on at least one side of the Road. In important circumstances, sidewalks shall be required on both sides of the Road, as follows:

- Within 200 metres of any public park or open space;
- Within 400 metres of an Elementary School, or a local transit stop; or
- Within 800 metres of a Secondary School and/or a higher order transit stop within a defined

Major Transit Station Area.

s) In emerging infill areas within Secondary Plans Areas and/or Community Design Plan Districts, the Town will include new Local Roads and shared private roadway systems to:

i. Consolidate access along Regional Arterial Roads;

ii. Minimize the use of cul-de-sacs, dead-ends which inhibit infill development from integrating with existing communities; and

iii. Implement a street network that supports the delivery of emergency services.

Rural Roads

t) Rural Roads have the following functional characteristics and technical requirements:

i. **Functional Character** - The functional character of Rural Roads is to:

> Serve lands within the Agricultural System;

> Connect to Collector Roads and Regional Arterial Roads;

ii. **Technical Requirements** The technical requirements for the Rural Roads is that they are to include:

> No access control with the exception of safety related restrictions;

> Generally, a maximum of 2 travel lanes;

> A right-of-way width 20 metres;

> A pavement width maximum of 8.6 metres in residential areas and up to 12 metres in employment areas;

> Sight triangles at intersections with Collector Roads and other Rural Roads:

- 5 metres x 5 metres in residential neighbourhoods; and
- 10 metres x 10 metres in employment areas.

5.2.5.3 Policies for the Road Network

Reference to Master Plans and Guidelines

a) To ensure that the road network evolves to serve the Town's growth and to ensure that the principles of complete streets will be satisfied within the existing and planned rights-of-way, **Schedule 8B** should be consulted along with:

i. The York Region Transportation Master Plan and the York Region Transit-Oriented Design Guidelines;

ii. The Town's Transportation Master Plan and the Town's Active Transportation and Trails Master Plan; and

iii. All applicable engineering standards and the Town's Urban Design Manual.

Complete Streets

b) A complete streets approach to the construction of Collector and Local Roads is encouraged to support reduced travel times and alternative modes of travel. Further, to address the needs, safety, and convenience of pedestrians and cyclists when constructing or reconstructing active transportation facilities, the Town will promote the concept of Complete Streets, and will support:

i. Built forms and mixed land uses adjacent to active transportation facilities that encourage active transportation choices;

ii. A comprehensive pedestrian sidewalk network throughout the Town that creates direct, convenient, safe and frequent connections between destinations and points of interest; and

iii. New public roads shall accommodate active transportation facilities through the inclusion of cycle lanes, sidewalks, multi-use pathways, and/or a combination thereof, on both sides of the road, unless otherwise exempted by the Town.

c) Complete streets are designed to:

i. Provide comfortable pedestrian-friendly and cycling friendly environments which may include shade trees, street furniture, bicycle racks, lighting, and signed and safe street crossings and other traffic controls;

ii. Minimize road crossings and, where viable, pedestrian overpasses and/or underpasses constructed where active transportation facilities intersect major roads;

iii. Include sidewalks with sufficient width

iv. Accommodate accessible and comfortable pedestrian flows, including personal mobility devices; and

v. Incorporate suitable travel surfaces appropriate for the intended type of traffic (pedestrians, bicycles, and other personal mobility devices) and be of a material that requires little maintenance.

Integration of Active Transportation Facilities and Transit Routes

d) Secondary Plans and/or Community Design Plans shall identify active transportation and transit routes which best connect origins and destinations within the Town and beyond. Secondary Plans and/or Community Design Plans shall also incorporate:

i. An integrated Local Road network;

ii. Sidewalks on both sides of all roads, where appropriate;

iii. Short blocks with ideal lengths set out in the Urban Design Manual; and

iv. Reduced roads widths where active transportation connections and improved transit are provided to move people of all ages and abilities safely through the community.

Preference for Public Ownership

e) Future planned roads shown on **Schedule 8B & 3G-1** will, in most instances, be planned, developed and dedicated through the development approval process. It is the preference of the Town that all roads be publicly owned. The Town shall work co-operatively with the Province, York Region and adjacent municipalities to integrate the planning of the municipal road network with the roads under Provincial and Regional jurisdiction, and in the planning of roads which cross municipal boundaries to accommodate inter-regional vehicular traffic, without causing disruption to local traffic and residential neighbourhoods.

Modified Grid Pattern

f) The Town supports a modified grid pattern road network and connectivity to facilitate transit use and to increase opportunities for walking and cycling trips. Cul-de-sacs, or other disruptions to the modified grid network are generally discouraged. The Town will plan for, protect, and implement, including land takings necessary for continuous collector and local streets in both east-west and north-south directions in each concession block, in all new urban developments, including New Community Areas to ensure an

integrated finer "grid" street network is developed.

Planned Road Locations are Conceptual

g) The locations of all planned roads identified on **Schedule 8B** & 3G-1 are approximate. Minor variations in the location of major intersections, road rights-of-way widths and sight triangles, or the alignments of any new road facilities may be permitted without Amendment to this Plan provided that:

   i. All other relevant provisions of this Plan are complied with; and

   ii. Detailed engineering, planning, environmental and other studies have been carried out which document, to the satisfaction of the authority having jurisdiction, the rationale for making the variations.

5.2.5.4 Road Widenings and Other Improvements

a) For the purposes of the *Planning Act*, each road listed in this Section is a 'highway to be widened' and the designated road allowance plus any additional widening specified indicates the 'extent of the proposed widening'. As the traffic conditions warrant, road improvements shall be undertaken in accordance with the long- range road needs projections.

b) As a condition of development or redevelopment, the Town may require that lands, to the extent of the road rights-of-way widths and sight triangles specified in this Plan, be dedicated free of costs to the appropriate authority having jurisdiction. Additional lands in excess of the typical rights-of-way widths may also be required to be conveyed for works related to but not limited to extensive cut/ fill operations, improvements to pavements, intersections, bridges, sight triangles, railway crossings, drainage and buffering measures.

c) The Town will obtain road allowance and intersection widenings to meet the designated road allowances listed in this Section by land dedication through the development approval process or by purchase in accordance with the *Planning Act*. The Town may take road allowance widenings as a condition of Draft Plan of Subdivision, Condominium Description, Site Plan Approval or the Consent process pursuant to the *Planning Act*.

d) The boundaries of the designated road allowance will generally be parallel to the centre line of the original road allowance. The Town shall, wherever possible, take the required road allowance widening equally from either side of the centreline. Where conditions require taking the widening unequally from one side of the centreline, up to 50 percent of the widening will be obtained as a condition of development approval. Any land acquisition greater than 50 percent will be obtained through a negotiated agreement with the landowner.

e) Allowances for additional traffic control devices, on-street parking, turn lanes and other roadside engineering elements such as grading and sightlines are not specifically identified in this Plan and additional right-of- way may be required for their construction. Where additional land is required for widenings, extensions and/or intersection improvements, such lands shall be obtained, wherever possible, in the course of approving new development under the authority of the *Planning Act,* the *Municipal Act* and the *Public Transportation and Highway Improvement Act*. The Town may take additional road allowance widenings:

   i. For cut and fill purposes where the proposed road configuration cannot be achieved within the designated road allowance;

   ii. To provide sufficient distances and room for auxiliary turn lanes, roundabouts, pedestrian/cycling/transit facilities, street illumination and/or for traffic control devices; and/or

iii. At intersections to provide for daylight triangles. The maximum length of the side of a daylight triangle will be 15 metres.

f) Where required, road allowance widenings, intersection improvements and road closures will comply with an approved Municipal Class Environmental Assessment process in accordance with the *Environmental Assessment Act*.

g) Final road allowance widths shall be determined through the completion of detailed design studies as a condition of draft plan approval in accordance with the Town's approved roadway design standards. The studies will include the placement of services, accommodation of all road users, the allocation of parking and shall address any traffic concerns or issues to the satisfaction of the Town. The impact on the streetscape, including street lighting, shall also be considered before undertaking any road or intersection widening.

h) The Town will work with the Province and York Region to plan and protect for the following corridors and facilities as shown on **Schedule 8B**:

i. The Bradford By-Pass;

ii. Interchanges, mid-block crossings and interchange ramp extensions on 400-series highways, including the Proposed Bradford By-Pass interchanges identified on **Schedule 3G-1**; and

iii. Regional Arterial Road crossings as identified in the York Region Transportation Master Plan.

i) Road widenings and proposed Regional Arterial Roads shall be in accordance with the environmental policies of this Plan and shall protect and enhance the Natural Heritage System.

j) The planned street widths for Regional Arterial Roads shown on **Schedule 8B** represent the required street widths under the Plan and may include York Region's transportation and transit requirements for vehicle lanes, sidewalks, cycling facilities, high-occupancy-vehicle lanes, public transit lanes and transit facilities, boulevards, landscaping and public streetscape enhancements. Notwithstanding the above:

i. Additional widths may be required for elements such as sight/daylight triangles, turning lanes, cuts, fills and extra turn lanes; and

ii. Where planned road widths are greater than a 41 metre right-of-way, the road widths shown on **Schedule 8B** shall include exclusive left and/or right turn lanes.

k) As a condition of the approval of a development application, landowners are required to provide land at no expense to York Region for Regional Arterial Road widenings, as identified on **Schedule 8B**, based on the following principles, and in accordance with the *Planning Act*:

i. That land will be conveyed to York Region for road widenings, sight triangles, cuts, fills, exclusive left and/or right turn lanes and extra turn lanes required as a result of new growth and development, changes in use that generate significant traffic volumes, or additions that substantially increase the size or usability of buildings or structures;

ii. That in general, street widenings shall be taken equally from the existing or approved Environmental Assessment centre line of construction; however unequal or reduced widenings may be required where constraints or unique conditions such as topographic features, cultural heritage resources, significant environmental concerns or other unique conditions necessitate taking a greater widening or the total widening on one side of the existing road right-of-way; and

iii. That additional land may also be required to construct future grade separations.

l) In cases where a Regional Arterial Road widening results in a greater requirement for land on one side of

the existing right-of-way based on the centre line of construction, which extends beyond the road allowance width identified on **Schedule 8B**, and if the constraint is the result of existing or approved development, human-made physical obstructions which cannot reasonably be relocated, or other development related constraint York Region will, unless otherwise agreed to, compensate the landowner for those lands in excess of the planned road allowance limit.

m) Land required for new or realigned Regional Arterial Roads to accommodate land development are to be conveyed, at no expense to York Region, up to and including the first 41 metres of the required right-of-way.

5.2.5.5 Road Construction

General Policies

a) The construction of roads within the Town shall proceed in accordance with the following:

   i. Road crossings through the Environmental Protection Designation, shall be kept to a minimum and new roads shall be designed so as to minimize the impact on the Natural Heritage System;

   ii. The Town shall ensure the compatibility of the engineering design of new roads with the engineering improvements required for stormwater management; and

   iii. Wherever possible, the principles of speed management, including roundabouts, shall be taken into account when new roads are being designed.

Tree Planting

b) The Town shall encourage to tree planting within the rights-of- way of roads, or on adjacent private property, in order to provide for continuous landscaping, particularly in the event of tree removal is required in association with road improvements. Special provision shall be made for landscaping of new intersections along Arterial Roads as gateways to the community.

Road Improvements

c) As traffic conditions warrant, improvements in the form of jog eliminations, regulation of turn movements, proper signage, installation of traffic signals, introduction of traffic circles or roundabouts, marking of traffic lanes and channelization, and construction will be undertaken at the intersections as required.

Access to Roads

d) Access to roads shall not be permitted where a traffic hazard would be created due to inappropriate sight distances, curves or grades. No development shall be permitted until approval has been obtained from the road authority having jurisdiction.

e) New development may require more than one access route for emergency services to connect to the Road Network. When a single access provided by a proposed road generally exceeds 250 metres measured from the centerline of the existing, intersecting road, or exceeds 100 dwelling units, a second access road will be required to provide an additional route for emergency services. Emergency access roads shall be provided by the development proponent, and shall be a condition of approval for both public and private roads.

Intersections

f) The number of intersections created by plans of subdivision and/or other development shall be kept to a minimum and where new development does occur, new intersections should be "T" intersections with angles measuring 90 degrees to abutting road allowances.

Bridge Improvements

g) As future improvements are made to bridges within the Town, they should be designed to accommodate projected traffic volumes, and include active transportation facilities.

5.2.5.6 Area Specific Policies

Schedule 3D - Green Lane Corridor Land Use Plan

a) Within the lands shown as Pedestrian Oriented Retail Priority Area, west of Yonge Street on **Schedule 3D**, a continuous north-south 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.

b) The following policies apply to the lands outlined on **Schedule 3D:**

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 Plan to protect for a continuous east/west Major Collector Road north of Green Lane, as shown conceptually on **Schedules 3D** and **8B**, to facilitate additional traffic flows resulting from urban growth as contemplated by this Plan;

ii. Community Design Plans shall include an implementation strategy that addresses construction timing and financing of the east/west Major Collector Road for the lands outlined on **Schedule 3D**, to the satisfaction of the Town, in consultation with the Region; and

iii. Through the review and approval of development applications within the Green Lane Corridor Plan Area outlined on **Schedule 3D**, which require the construction of all or part of the east/west Major 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, including but not limited to any necessary crossings of natural heritage features, rail lines, or any other elements.

Schedule 3G-1 - Complete Communities Land Use Plan

c) Development in accordance with the land use designations on the lands generally within the area identified as Old Yonge Street/Highway 11 - Subject to Further Study, on **Schedule 3G-1** shall not be permitted until such time as all of the necessary transportation studies, including, potentially, an Environmental Assessment, that clearly identifies the most appropriate reconfiguration of the intersection that will accommodate the intensity of development anticipated, to the satisfaction of the Town and the Region.

d) A reconfigured intersection may facilitate a reconsideration of the boundary of the District, the land use designations, and the associated form, intensity and mix of uses on adjacent lands, which may be considered through the preparation of the required Community Design Plan, and which may be approved through the Zoning By-law, without the need for an Amendment to this Plan.

5.2.6 Airports and Railways

5.2.6.1 Policies for the Holland Landing Airpark

a) The Holland Landing Airpark is identified symbolically on **Schedule 3G-1**. It is a private airport located immediately south of the community of Holland Landing. The ongoing operation of the facility is supported by the Town, and is and subject to all necessary approvals from the Federal government. New sensitive development in proximity to the Airpark, and any future redevelopment of the Airpark itself shall be subject to the relevant policies of this Plan.

5.2.6.2 Policies for Railways

a) The Town recognizes the importance of rail infrastructure, as it will continue to play a key role in the long term economic growth of the Town with respect to public transit and commuter service, as well as goods movement.

b) The Town shall work with the affected railway authorities in order to provide additional safety features for the railway crossing of Princess Street in the community of Mount Albert and within the Central Growth Area.

c) 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:

   i. For development within 75 metres of a railway right-of-way, a Vibration Study; and

   ii. For development within 300 metres of a railway right-of-way, a Noise Study.

   Both required studies are to be completed by qualified professionals, to the satisfaction of the Town and appropriate railway authority.

d) The analysis of noise and/or vibration shall include associated mitigation measures necessary to operate within the maximum noise level limits in accordance with Provincial standards, to the satisfaction of the Town and in consultation with the appropriate rail company. Such mitigation measures may include:

   i. Appropriate safety setbacks determined in consultation with the railway company that take into account provision for safety berms, topography, and intervening structures between the railway rights-of-way, and the new residential development;

   ii. Combined security and acoustical fencing of a minimum height necessary to prevent trespass onto the adjacent railway rights-of-way and to attenuate noise to acceptable levels. As a minimum requirement, chain link security fencing of 1.83 metres in height will be required along the common property boundary with the railway right-of-way; and

   iii. Provision for the registration on title and insertion in Agreements of Purchase and Sale or Lease of a warning clause with regard to the existence of and potential impacts of rail use and operations and mechanisms to ensure the ongoing maintenance of the required measures.

e) The Town will discourage the location of land uses that are sensitive to noise and vibration in proximity to rail facilities, rail corridors and intermodal yards. Appropriate design and buffering from sensitive land uses is required to avoid issues of compatibility.

f) Grade separation of railways and major streets is supported by the Town, and shall be protected for through the development approval process.

5.3 Water, Wastewater and Stormwater Infrastructure Systems

5.3.1 Intent

a) This Plan provides overarching policies that are intended to complement the more detailed requirements and guidelines identified in the Town and Region's various service infrastructure-related Master Plans. The Town's Growth Management Strategy is predicated on the provision of publicly owned and operated service infrastructure for the provision of domestic water, the collection and treatment of wastewater and the management of stormwater runoff. It is the intent of this Plan to:

   i. Ensure that all water, wastewater and stormwater service infrastructure is provided in a manner that protects human and environmental health and will ensure adequate protection from flooding and erosion, and maintain and/or improve water quality, including the reduction of phosphorus loading to Lake Simcoe and its tributaries;

   ii. Ensure that water, wastewater and stormwater systems are integrated to optimize the feasible and financially viable delivery of service infrastructure in accordance with sound environmental and engineering best practices;

   iii. Ensure that the provision of services will be phased in such a manner to deliver the objectives of this Plan to create complete communities;

   iv. Require that all new development within the Central Growth Area and within the Mount Albert Greenbelt Settlement Area be connected to the service infrastructure network, in accordance with the Town and Region's Master Plans;

   v. Provide service infrastructure to all existing partially and privately serviced development within the Central Growth Area and the Mount Albert Greenbelt Settlement Area. It is recognized that, in some cases, partial services exist and will be permitted to continue until such time as individual services are replaced with a municipally owned and operated system;

   vi. Recognize that private servicing options are required on lands within the Agricultural System; and

   vii. Ensure that service infrastructure is phased in a manner that supports growth in a fiscally responsible manner that addresses phasing in the Central Growth Area including the New Community Areas, as well as the Designated Growth Areas in a manner that is consistent with Provincial plans and policies and the Town and Region's Master Plans.

b) It is also the intent of this Plan that service infrastructure planning will consider the Town's needs beyond the planning horizon of this Plan, in accordance with the Town and Region's Master Plans.

5.3.2 General Policies

5.3.2.1 General Water + Wastewater Infrastructure Policies

a) All water and wastewater infrastructure works shall:

   i. Conform, or be consistent with applicable Provincial plans and policies, including Source Protection Plans;

   ii. Be consistent with the York Region Water and Wastewater Master Plan;

   iii. Conform with the relevant policies of this Plan, and be consistent with the requirements and guidelines in the Town's various related Master Plans and the Urban Design Manual;

   iv. Be sized to consider the potential for expansion of the service area, intensification and increased servicing allocation where permitted by this Plan; and

v. Consider potential impacts from climate change.

b) The extension and improvement of local water and wastewater infrastructure required to accommodate growth based on the planning horizon of this Plan will be carried out in accordance with the phasing policies of this Plan and the capital budget provisions or separate agreements and, wherever possible, it will be coordinated with other public works including extensions or improvements to the transportation, stormwater and utility distribution systems. No water or wastewater infrastructure works shall be permitted with respect to any service which is external to the subdivision lands, unless approved by the Town.

c) Where water and/or wastewater infrastructure works exist outside of the identified Settlement Areas within an existing Municipal Servicing Area boundary as defined by an Environmental Assessment, connection to such municipal infrastructure works may be permitted for only existing or permitted uses subject to the submission of suitable studies, administrative and financial arrangements to the satisfaction of the Town.

d) Where the preparation of a Functional Servicing Plan is required by the relevant policies of this Plan, it shall determine the most logical and economic methods of supplying the proposed development with water and wastewater infrastructure works and incorporate conservation strategies for the protection of the natural environment including key natural heritage features and their ecological functions and key hydrologic features.

5.3.2.2 Relevant Provincial Policies for Water and Wastewater Infrastructure

The Oak Ridges Moraine Conservation Plan

a) In accordance with the Oak Ridges Moraine Conservation Plan, the construction or expansion of partial services in the Moraine Area is prohibited unless such construction or expansion is necessary to address a serious health or environmental concern that is identified by the local Medical Officer of Health, the Town, York Region, or other designated authority.

The Greenbelt Plan

b) All proposals for water or wastewater infrastructure works within or crossing the Greenbelt Protected Countryside shall be subject to the water and sewage infrastructure policies of the Greenbelt Plan.

The Lake Simcoe Protection Plan

c) Subject to the establishment of a stable funding source, the Town may undertake re-inspection programs to review, evaluate, and assess the performance of private sewage systems in existing development areas proximate to permanent streams tributaries of Lake Simcoe and the East Holland River as part of the implementation of the Lake Simcoe Protection Plan.

d) Subject to the policies of the Lake Simcoe Protection Plan, a new on- site sewage system or subsurface sewage works shall not be permitted within 100 metres of the Lake Simcoe shoreline, other lakes, or any permanent stream except in the following circumstances:

i. A proposal for an on-site sewage system or subsurface sewage works that would serve an agricultural use, an agricultural- related use or a public open space;

ii. A proposal for an on-site sewage system or subsurface sewage works that would replace or expand the capacity of an existing on-site sewage system or subsurface sewage works that will serve a use that would have been permitted by the applicable zoning by-law, as of the effective date of the Lake

Simcoe Protection Plan; or

iii. A proposal for an on-site sewage system or subsurface sewage works that relates to a development proposal for only one dwelling, where the proposal would have been permitted by the applicable zoning by-law, as of the effective date of the Lake Simcoe Protection Plan.

e) No new non-municipal sewage treatment plant shall be established in the Lake Simcoe watershed unless the person applying to establish the plant can demonstrate that:

i. The plant will result in a net reduction of phosphorus loadings to the watershed from the baseline conditions for the property that would be serviced by the new plant; or

ii. The undertaking that the plant will serve will not add phosphorus loadings to the Lake Simcoe watershed.

5.3.2.3 Policies for Private or Partial Water and/or Wastewater Services

a) Outside of the identified Settlement Areas, individual private water or wastewater services will be the primary method of servicing where site conditions are suitable for the long-term provision of such services.

b) Residential Development on individual private water and/or wastewater services may only be considered for permitted uses on an existing lot of record, or to support development permitted within the Greenbelt Protected Countryside. Any such development proposal shall be required to undertake hydrogeological and other technical studies relating to soil conditions, groundwater stability, demonstration of no adverse impacts to groundwater quality and the suitability of the area for septic tank systems and tile beds to determine their impact on the future development and existing or proposed adjacent land uses and shall be subject to the approval of the Province, or the Town.

c) Municipal water and wastewater services referred to in this Plan may need to be installed on any public road within the defined Settlement Areas as deemed appropriate by the Town. Where the service must be installed on that particular road in order to provide service to new development, existing residents may not be required to contribute to the cost of construction of the service until such time as they wish to connect to the service.

d) Replacements for existing wells or septic tanks will be permitted if necessary for health and/or safety purposes. New or expanded partial servicing may be permitted where such servicing is necessary to address failed individual on-site sewage or water services serving existing development.

e) Notwithstanding any other relevant policies of this Plan, where the protection of public health is a concern, in areas of existing groundwater contamination as determined by a Medical Officer of Health, the Town, the Region or any agency having jurisdiction, and where full municipal water and wastewater services is not planned, available, or feasible in such an area, and cannot be provided, private communal water supply and wastewater treatment systems may be considered for existing residential development. Consideration of private communal sewage systems shall be reviewed in the context of applicable Town and Regional guidelines, Provincial plans and policies, suitable administrative, engineering, environmental and financial arrangements to the satisfaction of the Town and the Province (as applicable).

5.3.2.4 Policies for Interim Water and/or Wastewater Servicing

a) Notwithstanding any other relevant policies of this Plan, the Town may, only in consultation with York Region, permit the early development of lands on the basis of interim private water and/or wastewater servicing for permitted employment uses and institutional uses within Employment Districts and

Community Areas, as long as appropriate agreements have been executed with the Town ensuring that the site will be serviced with full service infrastructure within a reasonable timeframe in conformity with the servicing policies of this Plan and the following:

i. When full service infrastructure is made available, the development, at no cost to the Town or York Region shall connect to the system based upon an agreeable time frame as determined by the Town in consultation with the Region;

ii. The interim private system shall be designed to the satisfaction of the Town in consultation with York Region for future connection to full service infrastructure as part of the municipal system;

iii. An economic/fiscal impact statement shall be submitted to the satisfaction of the Town, in consultation with York Region to confirm that the proposed development will have no financial burden on the Town or York Region;

iv. A servicing justification report shall be prepared to the satisfaction of the Town, in consultation with York Region, to consider and evaluate alternative servicing options have been considered and evaluated in terms of, but not limited to alternative locations, where full service infrastructure exists or ;

v. A Natural Heritage Evaluation and/or Agricultural Impact Assessment shall be submitted to the satisfaction of the Town to ensure that environmental and agricultural impacts have been addressed and that the private communal water and/or wastewater services are suitable;

vi. All agreements and approvals required to provide private communal water services and/or private communal sewage services, planning and/or development agreements for applications shall be in place before or form part of the development approval for applications submitted under the *Planning Act*;

vii. Any proposal shall comply with all applicable Provincial legislation, policies and plans; and

viii. Within the Lake Simcoe Protection Plan Area, it shall be demonstrated that a private communal sewage system does not add phosphorus loadings to the watershed in accordance with the Lake Simcoe Protection Plan.

5.3.3 Water Service Infrastructure

5.3.3.1 General Policies for Water Service Infrastructure

a) Development shall provide appropriate water service infrastructure. Water service infrastructure shall be designed, constructed and maintained to:

i. Provide adequate services to proposed developments;

ii. Accommodate full development of the Central Growth Area and the Mount Albert Greenbelt Settlement Area;

iii. Satisfy the engineering/development standards of the Town and/or any agency with jurisdiction; and

iv. Incorporate innovative water conservation measures, which may include elements identified by York Region and the Town's Thinking Green Development Standards.

b) The Town shall work with York Region to ensure that the water conservation targets for the Employment Areas developed as part of the Town-wide water conservation program shall be met.

5.3.3.2 Policy for Mount Albert

a) All existing and proposed development within the Greenbelt Settlement Area of Mount Albert, as shown on

Schedule 1, shall be serviced by municipal water infrastructure works.

5.3.4 Wastewater Service Infrastructure

5.3.4.1 General Policies for Wastewater Service Infrastructure

a) Development shall provide appropriate wastewater service infrastructure as approved by the Town and, where necessary, the Region and/or the Province.

b) Wastewater service infrastructure shall be designed, constructed and maintained to:

   i. Provide adequate service to accommodate the full development of the Central Growth Area and the Mount Albert Greenbelt Settlement Area; and

   ii. Satisfy the engineering/development standards of the Town, the Region and/or any agency with jurisdiction.

c) The Town shall work with York Region to reduce the extent and amount of inflow and infiltration in both Regional and Town owned and operated wastewater systems in a manner consistent with York Region's programs and standards.

d) The Town shall encourage the use of gravity sanitary sewers whenever possible, as a cost-effective and energy-efficient alternative to maintaining and operating pumping or lift stations.

5.3.4.2 Policy for Mount Albert

a) All existing and proposed development within the Greenbelt Settlement Area of Mount Albert, as shown on **Schedule 1**, shall be serviced by municipal wastewater infrastructure works. It is the policy of this Plan to recognize the approved design capacity, serviceable population and Certificate of Approval for York Region's wastewater treatment facility in the Community of Mount Albert within the context of the requirements of the Lake Simcoe Protection Plan and any associated phosphorus loading objectives.

5.3.4.3 Policy for the Holland Landing Sewage Lagoon Property

a) The Town shall work with York Region to decommission the Holland Landing Lagoon property for sewage treatment as an essential first phase of servicing for the Town. These lands have been identified as a Potential Eco Park location on **Schedule 3G-1**, in recognition of its evolving function and its potential long-term use, following decommissioning and any required remediation.

5.3.4.4 Policies for Existing Partially Serviced Areas

a) The Town may explore the provision of wastewater services to areas within the existing Central Growth Area and the Mount Albert Greenbelt Settlement Area which are currently partially serviced, pursuant to the *Local Improvement Act, Municipal Act* or other instruments to finance such work through benefiting property owners.

b) Existing areas designated General Employment at Oriole Drive/Sluse Road, Toll Road/Centennial Road and Bales Drive and at other scattered locations as shown on **Schedules 3A, 3B** and **Schedule 5** are serviced by private wastewater systems. Such private systems shall conform to the standards and requirements of the Province.

5.3.4.5 Policies for Wellhead Protection

a) New (private or municipal) wastewater system infrastructure, wherever possible, should be located outside of Significant Threat Areas '1' and '2', as identified on **Schedule 10A: Significant Threat Areas.**

b) Where individual on-site wastewater systems have been identified as a significant drinking water threat in vulnerable areas of a Wellhead Protection Zones identified on **Schedule 10: Wellhead Protection Zones**, connection to municipal wastewater systems, where they exist, is required, and allocation is to be withdrawn from the municipal reserve.

5.3.5 Stormwater Management Infrastructure

5.3.5.1 General Policies for Stormwater Management Infrastructure

a) The policies of this Section are intended to promote and implement effective stormwater management techniques that will help to:

   i. Reduce erosion;

   ii. Avoid downstream flash flooding;

   iii. Reduce nutrient, siltation and sediment loading;

   iv. Sustain fish habitat; and

   v. Help to improve the quality of Lake Simcoe and its tributaries.

b) To ensure the health of the watersheds and sub-watersheds in the Town and in downstream areas, stormwater management is required for all new development areas, infill and redevelopment projects in accordance with the policies of this Plan.

c) The Town shall develop and adopt a set of guidelines for alternative development standards and Low Impact Development criteria that promote the use of infiltration, bioswales and other alternatives to piped solutions to stormwater management.

d) The Town shall require Enhanced Protection Level (in accordance with MOE's Stormwater Management Planning and Design Manual, 2003) for all new stormwater management facilities and stormwater management practices that will limit the post development stormwater run-off flows to a level at or below pre-development flows for the two (2) year through one hundred (100) year events.

e) Stormwater management ponds are prohibited in the Environmental Protection Designation, unless otherwise approved by the Town.

f) The Town shall require that development and site alteration proposals meet applicable stormwater management policies, guidelines and best practices.

5.3.5.1 The Stormwater Management Treatment Approach

a) The preparation of comprehensive Master Environmental Servicing Plans are required as a component of Secondary Plans, Community Design Plans and major development or re-development applications to minimize stormwater volume and contaminant loads and maximize infiltration through an integrated treatment approach, which may include techniques such as:

   i. Rainwater harvesting;

   ii. Runoff reduction of solids and materials at source;

iii. Phosphorus reduction;

iv. Constructed wetlands;

v. Bioretention swales;

vi. Green roofs;

vii. Permeable surfaces;

viii. Clean water collection systems; and

ix. The preservation and enhancement of native vegetation cover.

Master Environmental Servicing Plans shall also demonstrate how stormwater pond discharges and sanitary sewers and related pipes can be located outside of Significant Threat Areas '1' and '2', if possible, as identified on **Schedule 10A**.

b) The design and sizing of stormwater management facilities and studies referenced in this Plan shall consider long-term growth and development within the sub-watershed as determined by the Town. All stormwater management facilities shall be:

i. Oriented, designed and constructed to integrate with any adjacent natural heritage features;

ii. Naturalized with the opportunity for public pedestrian pathways to complement the adjacent natural features; and

iii. Designed to remove a minimum of 80 percent of suspended solids.

c) It is recognized that reciprocal arrangements between the Town and adjacent municipalities may be necessary to accommodate the flow of stormwater across municipal boundaries. For stormwater flows that cross municipal boundaries, Master Drainage Plans and agreements shall be subject to review and acceptance by the receiving municipality and appropriate agencies having jurisdiction. These plans and agreements shall address, among other things, the quality and quantity of water received. A master drainage agreement for the watershed in which development is proposed, but not individual project drainage agreements, shall be required as a condition of development approval.

d) The Town shall prepare comprehensive Stormwater Management Master Plans for specific sub-watersheds or development areas within the Town, in consultation with the Conservation Authority and the Province as required under the Lake Simcoe Protection Plan.

e) Secondary Plan Areas and Community Design Plan Districts shall be based on the preparation and implementation of comprehensive Master Environmental Servicing Plans that include urban stormwater management approaches. Within all Secondary Plan Areas and Community Design Plan Districts, a Stormwater Management Master Plan shall be included as part of the development approvals process. Stormwater Management Master Plans shall:

i. Review and refine the extent of the existing floodplain mapping;

ii. Manage the quality of stormwater run- off as part of the regular stormwater management program in accordance with the Province's Stormwater Management Planning and Design Manual and the Lake Simcoe Protection Plan, as it may be amended;

iii. Establish preliminary quantity and quality targets for stormwater, which will, among other things, ensure no increase in flows from predevelopment levels;

iv. Establish requirements for erosion control and sediment control plans during construction and post construction;

v. Establish a hierarchy of source, lot-level, conveyance and end- of-pipe controls;

vi. Minimize and, where possible, consolidate the number of stormwater treatment facilities;

vii. Undertake a flooding and erosion study to identify and mitigate downstream flooding and erosion impacts resulting from the proposed development;

viii. Provide details on size and location of stormwater management facilities;

ix. Establish a monitoring program for long- term assessment of drainage impacts of development;

x. Demonstrate through an evaluation of anticipated changes in the water balance between pre-development and post- development, how such changes shall be minimized; and

xi. Demonstrate through an evaluation of anticipated changes in phosphorus loadings between pre-development and post-development, how the loadings shall be minimized.

f) In areas with Sub-watershed Stormwater Management Master Plans, proponents of the development must show how development is consistent with the Study and/or Master Drainage Plan to the satisfaction of the Town and the Conservation Authority, and in consultation with the Province. Functional Servicing Studies submitted as a condition of Draft Plan of Subdivision approval shall demonstrate this consistency and provide detail on stormwater management pond sizes, and design.

g) In areas where there is no Stormwater Management Master Plan either in place or required by this Plan, applications for development or site alteration shall be supported by a Stormwater Management Master Plan that includes:

i. The facilities required for controlling the quantity and quality of stormwater runoff, including their size, location, and capacity;

ii. Pre-and post-development discharge calculations;

iii. The measures necessary to control erosion, sedimentation, and site stability during and after construction;

iv. The storm sewer and outfalls to the receiving watercourses;

v. The environmental impacts of stormwater management facilities on any adjacent natural heritage features and the associated ecological functions;

vi. Best Stormwater Management Practices and innovative measures for greater quality controls;

vii. Any specific alternative development features to maximize on-site infiltration and Low Impact Development techniques;

viii. Demonstration of how pre-development recharge rates will be maintained to the greatest extent possible by implementing best management practices such as Low Impact Development techniques;

ix. Phosphorus budget and water balance; and

x. Means of directing the discharge of stormwater, where possible, outside of Significant Threat Areas 1 and 2, as identified on **Schedule 10A**.

h) Every owner and operator of a new stormwater management works in the Lake Simcoe watershed shall be required to build, maintain and financially sustain the works for the life of the asset in accordance with applicable legislation and guidelines to ensure that they function as designed and inspect and maintain the works on a periodic basis.

i) Every owner and operator of a new priority stormwater management works in the Lake Simcoe watershed shall be required to build, maintain and financially sustain the works for the life of the asset in

accordance with applicable legislation and guidelines to ensure that they function as designed and inspect and maintain the works on a periodic basis.

j) Applications for development and site alteration in the Greenbelt Protected Countryside shall be accompanied by a Stormwater Management Plan which demonstrates that:

   i. Planning, design, and construction practices will minimize vegetation removal, grading, and soil compaction, sediment erosion, and impervious surfaces;

   ii. Where appropriate, an integrated treatment approach shall be used to minimize stormwater management flows and structures through such measures as lot level controls and conveyance techniques, such as grass swales; and

   iii. Applicable recommendations, standards or targets within watershed plans and water budgets are complied with.

k) New stormwater management ponds should be located, where possible, outside of Highly Vulnerable Aquifers and Significant Groundwater Recharge Areas identified on **Schedule 9A**.

l) New stormwater management facilities shall be designed to reduce the risk of contaminating drinking water, and where possible direct the discharge of stormwater outside of Wellhead Protection Zones identified on **Schedule 10**, where the activity is identified as a significant drinking water threat in accordance with applicable policies in the South Georgian Bay Lake Simcoe Source Protection Plan. Specific types of stormwater management facilities may not be permitted where the activity is identified as a significant drinking water threat in accordance with the South Georgian Bay Lake Simcoe Source Protection Plan.

m) A Salt Management Plan may be required as part of a complete application. Such a plan may include, but not be limited to, mitigation measures regarding the design of parking lots, roadways and sidewalks to minimize the need for repeat application of road salt and directing stormwater discharge outside of Significant Threat Areas 1, 2 and 3 as identified on **Schedule 10A**, Significant Groundwater Recharge Areas and Highly Vulnerable Aquifers as identified on **Schedule 9A**, where possible or to storm sewers and provisions to hire certified contractors.

5.4 The Water Resource System

5.4.1 Intent

a) It is the intent of this Plan to ensure the long term viability of the Town's water resource system. It is also the intent of this Plan that development should maintain pre-development recharge rates to the greatest extent possible by implementing best management practices such as Low Impact Development techniques.

5.4.2 Components

a) The water resource system within the Town is incorporated within the Environmental Protection Designation. It is the policy of this Plan to protect, restore and enhance the water resource system within the Town. The water resource system includes:

   i. **Schedule 9: Water Management Area**;

   ii. **Schedule 9A: Highly Vulnerable Aquifers and Significant Groundwater Recharge Areas.**

5.4.3 Policies for the Water Resources System

5.4.3.1 General Policies

a) Subject to the policies for the Environmental Protection Designation, where applicable, major development may be permitted within the water resource system:

   i. Where it has been demonstrated that the hydrologic functions, including groundwater and surface water quality and quantity of these areas shall be protected and, where possible, improved or restored through:

      > The identification of planning, design and construction practices and techniques;

      > Meeting other criteria and direction set out in the applicable watershed planning or Subwatershed Plan;

      > Meeting any applicable Provincial standards, guidelines and procedures; and

   ii. When major development is a new or expanding building or structure for agricultural uses, agriculture-related uses or on-farm diversified uses where the total impervious surface does not exceed 10 percent of the lot.

b) A Hydrogeological Study shall be required prior to approval of any site specific development applications. The Hydrogeological Study shall provide recommendations to protect the hydrological integrity of significant groundwater recharge and discharge function. Further, the required Hydrogeological Study shall:

   i. Characterize the groundwater system (i.e., stratigraphy, aquifer zones, groundwater flow, vertical hydraulic gradients);

   ii. Characterize shallow soils hydraulic conductivity and infiltration potential;

   iii. Characterize sensitivity to contamination;

   iv. Define recharge/discharge conditions;

   v. Identify groundwater/surface water interactions (i.e. cold water fisheries, wetlands, ponds fed by groundwater);

   vi. Define the influence boundaries;

   vii. Assess the impact of the proposed development with a water balance analysis (i.e. pre- and post-development scenarios);

   viii. Identify preferred mitigation options; and

   ix. Demonstrate that pre-development recharge rates and hydraulic function will be maintained.

c) Required Hydrogeological Studies completed at the Secondary Plan, or Community Design Plan stage shall:

   i. Assess the sensitivities of an area,

   ii. Identify critical areas,

   iii. Define the influence boundaries,

   iv. Ensure the hydrological integrity of the areas are protected,

   v. Provide recommendations for mitigation measures,

vi. Set out policies on permitted uses or lot restrictions; and

vii. Identify criteria to assess subsequent applications.

d) Prior to Draft Plan of Subdivision approval, a subsequent more detailed Hydrogeological Study shall be required to refine the impact assessment with more detailed recommendations for site design and mitigation measures. Such studies shall be completed to the satisfaction of the Town in consultation with the Conservation Authority.

e) The Town recognizes and respects the unique relationship that Indigenous Peoples have with water, including through Traditional Knowledge, practices, and Treaty and Aboriginal Rights. Indigenous communities shall be consulted on developments within water resource areas that could affect cultural, spiritual, or subsistence uses of water.

5.4.3.2 Additional Policies for Highly Vulnerable Aquifers + Groundwater Recharge Areas

a) Within the Highly Vulnerable Aquifers and the Significant Groundwater Recharge Areas identified on **Schedule 9A**, a Contaminant Management Plan shall be prepared in support of all development proposals that involve the:

i. Manufacturing, handling and/or storage of organic solvents and dense nonaqueous phase liquids; and

ii. Application, storage and/or handling of road salt on private roadways, parking lots, and pedestrian walkways while recognizing that maintaining public safety is paramount.

All development proponents are encouraged to contact the Conservation Authority to determine appropriate best management practices prior to making such applications.

b) Highly Vulnerable Aquifers are generally incorporated into the Environmental Protection Designation, however, where they are located outside of the Environmental Protection Designation, any application for major development involving the manufacturing, handling and/or storage of bulk fuel or chemicals (activities prescribed under the *Clean Water Act*), shall be accompanied by a Contaminant Management Plan, as deemed necessary by the Town, the Conservation Authority or the Region.

c) A significant groundwater recharge area is an area identified:

i. By any public body for the purposes of implementing the Provincial Planning Statement; and/or

ii. In the assessment report required under the *Clean Water Act*, 2006 for the Lake Simcoe and Couchiching/Black River Source Protection Area; or

iii. By the Conservation Authority in partnership with the Province as an ecologically significant groundwater recharge area in accordance with the guidelines established under the Lake Simcoe Protection Plan.

d) Significant groundwater recharge areas are generally incorporated into the Environmental Protection Designation, however, where they are located outside of the Environmental Protection Designation, significant groundwater recharge areas shall be protected to ensure the ecological and hydrological integrity of the watershed.

5.4.3.3 Additional Policies for Area of Highly Vulnerable Aquifers on the Oak Ridges Moraine

a) In accordance with the Oak Ridges Moraine Conservation Plan, the following uses, with the exception of existing uses permitted by Section 6(1) of the Oak Ridges Moraine Conservation Plan, will be prohibited in Areas of High Aquifer Vulnerability identified on **Schedule 9A**:

   i. Generation and storage of hazardous waste or liquid industrial waste;

   ii. Waste disposal sites and facilities, organic soil conditioning sites, and snow storage and disposal facilities;

   iii. Underground and above-ground storage tanks that are not equipped with an approved secondary containment device; and

   iv. Storage of a contaminant listed in **Schedule 3** (Severely Toxic Contaminants) to Regulation 347 of the Revised Regulations of Ontario.

b) The Town shall encourage restrictions on haulage routes for the transportation of chemicals and volatile materials in such areas.

c) The information on **Schedules 9A** is based on mapping provided by the Province. Where new information is produced by the Province, refinements may be made to this Schedule without an Amendment to this Plan.

5.4.4 Policies for Wellhead Protection Area(s)

5.4.4.1 Intent

a) Wellhead Protection Areas are delineated on **Schedule 10**. This work was carried out by York Region in accordance with the Clean Water Act. In the vicinity of municipal water supply wells, land uses must be carefully planned to protect the quality and quantity of the water supply. It is the intent of this Plan to:

   i. Protect groundwater quality from degradation;

   ii. Ensure sources of water are not compromised in the future as a result of land use decisions; and

   iii. Protect the quality and quantity of the municipal water supply from incompatible uses and sources of contamination in partnership with the Province, York Region, and the Conservation Authority.

5.4.4.2 Definition of Wellhead Protection Areas

a) The Wellhead Protection Areas delineated on **Schedule 10** are based on time of travel zones as follows:

   i. 100 Metre Zone - Wellhead Protection Area A (WHPA-A);

   ii. 0-2 Year Zone - Wellhead Protection Area B (WHPA-B);

   iii. 2-5 Year Zone - Wellhead Protection Area C (WHPA-C);

   iv. 5-10 Year Zone - Wellhead Protection Area C1 (WHPA-C1). This Zone is only applicable to the Bradford WHPA and no other WHPA's within the Town; and

   v. 10-25 Year Zone - Wellhead Protection Area D (WHPA-D).

b) The areas identified could change due to future refinement based on a better understanding of the groundwater flow regime. Changes to the Wellhead Protection Areas or policies will require an Amendment to this Plan.

5.4.4.3 General Policies for Wellhead Protection Areas

a) In Wellhead Protection Areas A, B, C and D, a Source Water Impact Assessment and Mitigation Plan will be prepared and approved by York Region prior to the establishment of land uses that involve the storage and/or manufacture of:

   i. Petroleum-based fuels and or solvents;

   ii. Pesticides, herbicides, fungicides or fertilizers;

   iii. Chlorinated solvents;

   iv. Construction equipment;

   v. Inorganic chemicals;

   vi. Road salt and contaminants as identified by the Province;

   vii. The generation and storage of hazardous waste or liquid industrial waste, and waste disposal sites and facilities;

   viii. Organic soil conditioning sties and the storage and application of agricultural and non-agricultural source organic materials;

   ix. Snow storage and disposal facilities.

   x. Tailings from mines; and,

   xi. Dense non-aqueous phase liquids (DNAPLS).

b) That where certain land use activities are prohibited, the expansion or redevelopment of existing incompatible activities within Wellhead Protection Areas A, B, C and D is subject to an approved Source Water Impact Assessment and Mitigation Plan.

c) That redevelopment of incompatible activities with Wellhead Protection Areas and Intake Protection Zones to more compatible uses is encouraged subject to an approved Source Water Impact Assessment and Mitigation Plan.

d) Residential dwelling units where there is storage and use of incidental volumes of dense non-aqueous phase liquids for personal/domestic use is permitted, and is exempt from the requirement for a Source Water Impact Assessment and Mitigation Plan.

e) Any applications for a land use other than low density residential (less than 4 dwellings) in Wellhead Protection Area A, B and C will require a Section 59 notice issued by the Region's Risk Management Office as part of the complete application requirements under the *Planning Act,* the *Condominium Act* and the *Ontario Building Code Act*.

f) Proposed geothermal systems are subject to the following:

   i. Geothermal systems are prohibited within Wellhead Protection Areas A and B with a vulnerability score of 8 or higher;

   ii. Only horizontal closed-loop geothermal systems are permitted within Wellhead Protection Area B where the vulnerability score is 6 or less, subject to Town approval;

   iii. Notwithstanding policies i. and ii., within Wellhead Protection Areas A and B, the entirety of the geothermal systems shall be above the municipal aquifer;

   iv. Notwithstanding policies i. and ii., geothermal systems are permitted in WHPAs, and future planned municipal water systems where potable drinking water site condition standards can be

demonstrated to the satisfaction of the Town; and

v. Notwithstanding policies i. and ii., within WHPAs and where future planned municipal water systems have been identified by York Region, proposed geothermal systems as part of a *Planning Act, Condominium Act* and *Ontario Building Code Act* application, shall only be permitted if approved by the Town.

5.4.4.4 Additional Policies from the Oak Ridges Moraine Conservation Plan

a) In addition to the policies of this Section of this Plan, The Oak Ridges Moraine Conservation Plan also provides a policy framework for Wellhead Protection that must be referenced in considering any application for development. In the case of a conflict between the Policies for Wellhead Protection in this Plan and the Oak Ridges Moraine Conservation Plan, the more restrictive policies shall apply.

b) In Wellhead Protection Areas A and B, new storage of animal manure, undertaking of animal agriculture and the storage of agricultural equipment for other than personal or family use, is prohibited.

5.4.4.5 Additional Policies from the South Georgian Bay Lake Simcoe Source Protection Plan

a) Any applications for development within Wellhead Protection Areas A, B and C are subject to the provisions of the South Georgian Bay Lake Simcoe Source Protection Plan where certain land use activities may be prohibited.

5.4.4.6 Additional Policies for Significant Threats

a) In accordance with the South Georgian Bay Lake Simcoe Source Protection Plan the following policies are applicable to the Significant Threat Areas, as delineated on **Schedule 10A**:

i. Significant Threat Area 1 - Wellhead Protection Area A with a vulnerability score of 10;

ii. Significant Threat Area 2 - Wellhead Protection Areas A and B with a vulnerability score of 10;

iii. Significant Threat Area 3 - Wellhead Protection Areas A and B with a vulnerability score of 8; and

iv. Significant Threat Area 4 - Wellhead Protection Areas A, B and C.

b) Within Significant Threat Area 1, the following land uses are prohibited:

i. Facilities for the handling, storage, processing and manufacturing of dense non-aqueous phase liquids;

ii. Agricultural outdoor confinement or farm-animal yards where the number of confined animals would generate more than 300 nutrient units/hectare/year; and

iii. Storage Facilities for Non-Agricultural Source Material – Category 1.

c) Within Significant Threat Area 2, the following land uses are prohibited:

i. Facilities for the handling, storage, processing and manufacturing of dense non-aqueous phase liquids;

ii. Waste Storage Sites and Facilities for the Landfilling of Municipal Waste and/or Solid Non-hazardous Industrial or Commercial Waste;

iii. Waste Disposal Sites where Liquid Industrial Waste is injected into a well;

iv. Waste Water Treatment Plant and Disposal Facilities (includes lagoons, communal/ municipal sewage treatment facilities, large sewage vaults at sewage pumping stations) but excludes facilities

regulated under the *Nutrient Management Act*;

v. Waste Storage and Disposal Sites and Facilities for hazardous liquid industrial waste at landfills and transfer stations;

vi. Waste Storage and Disposal Sites and Facilities for wastes described in the definition of hazardous waste (O.Reg 347) at landfills and transfer stations as outlined in the Assessment Reports;

vii. Waste Storage and Disposal Sites for PCB Waste;

viii. Waste Storage, Treatment and Disposal Sites and Facilities for Tailing from Mines;

ix. Petroleum Refining Waste Sites and Facilities for Land Farming;

x. Hazardous Waste Storage, Treatment and Disposal Sites and Facilities;

xi. Road Salt Storage Facilities where the quantity is more than 5,000 tonnes;

xii. Snow Storage Facilities and Disposal Sites (includes parking lots):

- At or above grade where the storage area is more than 1 hectare in area, except in emergency scenarios;
- Below grade where the storage area is more than 0.01 hectares in area;

xiii. Non-residential, Industrial, Commercial, Institutional, Agricultural and Multi-residential Liquid Fuel and Fuel Oil Storage Facilities where the fuel is stored partially or below grade where the fuel quantity is more than 250 Litres or 2,500 Litres above grade which includes, but is not necessarily restricted to the following establishments:

- Permanent or mobile fuel or gasoline retail outlets;
- Gasoline Stations;
- Bulk plants;
- Marinas;
- Private fuel outlets;
- Farms;
- Establishments or facilities for the handling, storage, and processing of organic solvents which includes, but not necessarily restricted to automotive sales and service establishments which use degreasers, paints, enamels, cleaners, and adhesives containing organic solvents and establishments which store, use or sell cleaning supplies and glass cleaners which contain organic solvents;

xiv. Agricultural Storage Buildings used for agricultural source material which includes, but is not necessarily restricted to the following materials:

- Animal manure including bedding materials;
- Milk house wash water;
- Mushroom compost;
- Regulated compost;
- Animal yard run-off and manure;

xv. Commercial Fertilizer Storage Facilities for retail sale or storage where the total mass in any form (liquid or solid) is more than 2,500 kg;

xvi. Residential Dwelling Units where fuel oil storage of more than 250 L of fuel oil is located partially or

below grade;

xvii. Agricultural uses which include livestock grazing and pasturing that generates nutrient units at an annual rate that is greater than 0.5 nutrient units/acre;

xviii. Storage Facilities which contain pesticides for retail sale or storage in relation to its use in extermination where the total mass in any form (liquid, solid or gas) is more than 250 kg; and

xix. Establishments where pesticides are manufactured, processed or wholesaled for retail and extermination where the total mass is more than 2,500 kg.

d) Within Significant Threat Area 3, the following land uses are prohibited:

i. Facilities for the handling, storage, processing and manufacturing of dense non-aqueous phase liquids;

ii. Waste Storage Sites and Facilities for the Landfilling of Municipal Waste and/or Solid Non-hazardous Industrial or Commercial Waste; and

iii. Waste Disposal Sites where Liquid Industrial Waste is injected into a well.

e) Within Significant Threat Area 4, facilities for the handling, storage, processing and manufacturing of dense non-aqueous phase liquids are prohibited.

5.5 Energy Production and Related Infrastructure

5.5.1 Alternative Energy Solutions

a) The Town's Community Energy Plan has identified that alternative energy solutions are necessary to achieve the Town's energy and greenhouse gas reduction targets for the planning horizon of this Plan. As the majority of the Town's growth is focused within the Central Growth Area, there is an opportunity to implement community energy in conjunction with new development. It is the intent of this Plan to:

i. Encourage energy efficient building design and construction techniques that minimize space heating and cooling energy consumption;

ii. Encourage the establishment of district energy or an appropriate alternative within the identified Settlement Areas; and

iii. Promote the development of renewable energy production facilities such as wind, solar, and geothermal sources.

5.5.1.1 District Energy

a) The Town shall work with the development industry and/or other partners to undertake District Energy Feasibility Studies as part of the Community Design Plan process, with particular focus on the following areas:

i. Major Transit Station Areas and Major Local Centres;

ii. Major institutions including, potentially a post- secondary educational facility and/or major health care facility; and

iii. Employment Districts adjacent to 400-series Highways.

b) The Town will pursue funding partnerships with other government and non-government agencies to encourage the establishment of district energy services within the Central Growth Area.

c) Where a district energy system is available for hook-up, development shall incorporate the necessary infrastructure for district energy in the detailed engineering design stage, including hydronic systems and pre-servicing with insulated pipes within a dedicated trench in the public right-of-way.

5.5.1.2 Renewable Energy Systems

a) The Town will explore the potential of renewable energy technologies to contribute to the overall goals of the Town's Community Energy Plan and address the objectives of the *Green Energy Repeal Act*. It is the intent of this Plan to:

   i. Encourage the use and implementation of renewable energy systems; and

   ii. Design and construct renewable energy systems shall be so as to minimize impacts on adjacent land uses, the environment and agricultural operations.

b) New or expanded renewable energy systems should be designed and constructed to minimize impacts on adjacent land uses in order to prevent adverse impacts from odours, noise and other contaminants and minimize risk to public health and safety.

c) The Town may impose limits on the extent, height and location of any proposed renewable energy system. Further, the Town, in partnership with the Province, as appropriate, shall ensure that the necessary agreements are in place to deal with ongoing operation and maintenance of any renewable energy facilities, as well as appropriate protocols for their ultimate decommissioning.

d) Those renewable energy undertakings that are exempt from *Planning Act* approvals are subject to the *Green Energy Repeal Act*. The development of new renewable energy systems are categorized according to the scale of electrical production and include:

   i. Individual Renewable Energy Generating Systems – Individual Generating Systems are renewable energy systems that generate electricity only for an individual property or building and do not contribute to the electricity grid; and

   ii. Large-Scale Renewable Energy Generating Systems - Large Scale Generating Systems are more intensive renewable energy systems being comprised of one or more generating units and provide electricity into the provincial transmission grid.

Individual Renewable Energy Generating Systems

e) The establishment of an Individual Renewable Energy Generating System will be permitted in the Town's Zoning By-law as structures or facilities accessory to the principle use of the property.

f) The Town will promote and encourage the use of Individual Renewable Energy Generating Systems for both existing and new development through partnerships with the Province to advance on-site renewable energy technology.

g) The construction of new development should be designed to accommodate the installation of Individual Renewable Energy Generating Systems, such as photovoltaic or solar hot water heating.

Large-Scale Renewable Energy Generating Systems

h) The development of Large-Scale Renewable Energy Generating Systems using solar energy shall be permitted in all land use designations, with the exception of the Environmental Protection Designation and shall be encouraged to locate within the Agricultural System.

i) Large-Scale Renewable Energy Generating Systems using wind energy shall be directed to lands within the Prime Agricultural and Rural Area Designations in order to reduce the potential for land use conflicts in Settlement Areas.

j) Sites for Large-Scale Renewable Energy Generating Systems will have access to a public road with the existing design capacity to accommodate construction and maintenance vehicles needed for the Systems.

k) Sites for Large-Scale Renewable Energy Generating Systems will have sufficient area to provide appropriate setbacks from sensitive residential and institutional land uses to provide safety and/or minimize other potential impact in accordance with the *Green Energy Repeal Act*.

5.5.1.3 Electric Power Generation Facilities

a) The development of electric power facilities shall occur in an orderly manner to facilitate the efficient and reliable provision of adequate electric power.

b) The proponent of the proposed facility shall consult with the Town on the location of any new electric power facilities.

c) Non-renewable fuel-based electric power facilities may be permitted through a site specific Amendment to this Plan provided that the planning of all such facilities is carried out having regard to the other policies of this Plan and fulfills the following requirements:

i. Submission and approval of technical reports including, but not limited to, air and noise emissions, water resources, land uses and environmental impact;

ii. All mitigation commitments surrounding air and noise emissions, water resources and environmental impacts, shall be implemented as set forth in the reports, including those approved by the Town;

iii. The facility shall not result in any plume- related fogging or icing of public roads and other sensitive land uses. The applicant shall conduct a plume study as part of the environmental report (if applicable) to the satisfaction of the Town;

iv. The facility shall be designed and constructed to implement applicable Emergency Response Plan requirements;

v. Careful attention to architectural and urban design characteristics shall be given to all details in the design and review of facility to ensure compatibility with the existing community; and

vi. All applications for electric power facilities shall be subject to Site Plan Approval.

5.6 Telecommunications, Utility + Technology Facilities

5.6.1 Intent

a) Through coordination, shared use and innovation, telecommunications, utility and technology facilities can be provided efficiently, cost effectively and in a manner that supports the quality of life of the Town's communities. It is the intent of this Plan to:

i. Promote and encourage innovative telecommunications and utility systems within the Town to serve local businesses and residents and future development;

ii. Minimize the impacts of telecommunications and utility systems on people, wildlife, surrounding land

uses, and the environment; and

iii. Support emerging technologies such as broadband and review opportunities within existing communities to incorporate broadband infrastructure, where appropriate.

5.6.2 Policies for Telecommunications, Utility + Technology Facilities

a) The Town will facilitate the coordination between growth management and the maintenance and expansion of the telecommunication sector, in terms of both technological advancement and service provision.

b) Prior to approval of development, the Town and proponents of development shall work with energy communication providers early in the planning process to ensure that adequate utility services and telecommunication networks are or will be established to serve the anticipated development and that these networks can be phased in and can be constructed, maintained, operated, and installed in a manner that is cost effective, efficient and minimizes disruption.

c) Public and private utilities will be permitted in all land use designations and will be installed, where possible, within public road allowances. Where facilities cannot be located in a public road allowance, the provision of easements shall be permitted provided that their location does not detract from the function, amenity or safety of adjacent land uses.

d) Any future high voltage transmission lines should avoid existing residential areas and significant natural features and will be encouraged to locate among existing utility corridors or other rights-of-way, such as roads and railways, in order to minimize the fragmentation of properties.

e) Transmission lines should be coordinated with existing lines where feasible and, if above ground, should be designed so that the height is appropriate for the scale of the community.

f) All utility and transmission facilities within the Central Growth Area and the Mount Albert Greenbelt Settlement Area shall be planned for and installed so they are grouped or clustered, where feasible, and placed so as to not visually detract from the streetscape. Utility and telecommunication lines shall be installed underground within the Strategic Growth Areas, Village Core Areas, Green Lane Corridor Plan Area, and the Complete Communities Plan Area so as to minimize their visual impact on the area. Underground utility and telecommunication lines shall be encouraged in other areas. Additionally, the Town shall encourage telecommunication and utility providers to consider innovative methods of placing infrastructure on or within streetscape features such as lamp posts and transit shelters.

g) All utilities and telecommunication service providers shall be located in a common underground trench or corridor, wherever feasible.

h) The Town shall strongly encourage the co-location of telecommunications facilities with existing structures, where feasible, to minimize the proliferation of telecommunication towers and structures within the Town.

i) The Town will protect utility corridors along the future Bradford By-Pass corridor for long-term servicing needs.

j) The Town shall support broadband infrastructure and implementation of emerging technologies, advance telecommunications and open access conduit on all existing and future municipal roads and within subdivisions.

5.7 Waste Management + Diversion

5.7.1 Intent

a) It is the intent of this Plan to consider waste management comprehensively including consideration of waste diversion (composting and recycling), waste disposal and waste as a potential resource. The Town will continue to support and/or develop and implement programs to further promote waste diversion. Reducing the volume of solid waste will help to ensure a sustainable natural environment and provide for the efficient use of municipal resources. It is the intent of this Plan to:

   i. Continue to support and/or develop and implement programs to further promote and maximize waste diversion that aligns with Provincial direction in the approval process for new multi-residential developments;

   ii. Work with recycling service providers to help develop and implement a Source Separated Organics pick-up recycling program for industrial, commercial, institutional, and multi-unit residential developments;

   iii. Encourage community involvement in reducing solid waste through the support of the Environmental Advisory Committee and other organizations; and

   iv. Help in achieving the waste management reduction and diversion targets identified in Regional and Local waste management plans.

5.7.2 Policies for Waste Management + Diversion

a) A recycling collection box system or equivalent will be available throughout the Town.

b) Proponents of new multi-unit and condominium developments will be required to submit a Waste Management Plan demonstrating best practice of residential waste management through on- site separation and storage for all recyclables as addressed by the single residential unit municipal program(s). Multi-unit residential developments shall be required to incorporate three-stream waste collection capabilities and incorporate additional specialized programs where opportunities exist such as battery and electronic waste disposal. Waste collection on Regional Roads will not be permitted.

c) Proponents of industrial, commercial, and institutional developments will be required to submit a waste management plan demonstrating best practice of residential waste management through on-site separation and storage for all recyclables.

d) The Town shall work with recycling service providers to develop and implement a Source Separated Organics pick-up recycling program for multi-unit residential, industrial, commercial and institutional developments.

e) The Town shall work with York Region to develop and promote public or private programs to implement industrial, commercial, and institutional waste diversion and gradually implement targets and requirements for waste diversion.

f) Waste audit and waste reduction plans (as defined in Ontario Regulation 102/94) shall be required as a background study to be submitted with development applications.

g) The Town shall encourage the exploration and implementation of innovative neighbourhood scale waste diversion initiatives and provide streamlined approvals, as well as support developments that incorporate such elements.

h) New waste disposal sites are prohibited within the Environmental Protection Designation.

6.0 IMPLEMENTATION + INTERPRETATION

6.1 Implementation

6.1.1 A Coordinated, Integrated and Comprehensive Approach

a) The Town shall establish a coordinated, integrated and comprehensive approach when dealing with planning matters within the Town, and throughout all of the lower-tier municipalities within York Region, as well as with other orders of government, agencies, boards and related Service Managers including, among other matters:

   i. Managing and/or promoting growth and development that is integrated with planning for service infrastructure, waste management systems and public service facilities/community facilities;

   ii. Managing natural heritage, water, agricultural, mineral, and cultural heritage resources; and

   iii. Coordinating population, housing and employment projections, based on regional market areas, as appropriate.

6.1.2 Provincial Planning Legislation

a) The Town shall implement this Plan by using the power conferred upon it by the *Planning Act*, the *Municipal Act*, the *Heritage Act*, the *Development Charges Act* and such other statutes as may be applicable.

b) The Town shall ensure that this Plan complies with the requirements of the *Planning Act*. Further, the Town shall ensure that this Plan is consistent with the Provincial Planning Statement. The Town may establish policies that go beyond the minimum standards of the Provincial Planning Statement provided these more restrictive polices do not conflict with any policies of the Provincial Planning Statement.

c) All planning decisions shall conform to relevant Provincial legislation, plans and guidelines, and shall be consistent with the Provincial Planning Statement, subject to applicable Provincial transition provisions.

d) Development applications which have not been deemed complete by the date of this Plan's approval shall be subject to the policies of this Plan

The Oak Ridges Moraine Conservation Plan

e) Within the Oak Ridges Moraine Conservation Plan Area, uses, buildings and structures legally existing on November 15, 2001 are permitted in every land use designation, subject to the relevant provisions of the Oak Ridges Moraine Conservation Plan.

f) All applications, matters or proceedings as defined under the Oak Ridges Moraine Conservation Act, commenced on or after November 17, 2001 are required to conform with the Oak Ridges Moraine Conservation Plan.

The Greenbelt Plan

g) Existing uses and residential dwellings on existing lots of record in the Greenbelt Plan Area are subject to the relevant policies of the Greenbelt Plan.

h) All decisions on planning applications, commenced on or after December 16, 2004, are required to

conform with the Greenbelt Plan. Where an Official Plan Amendment was approved prior to December 16, 2004, to specifically designate land uses, the approval may continue to be recognized and further applications required under the *Planning Act* or *Condominium Act* to implement the Official Plan approval are not required to conform to the Greenbelt Plan and are permitted in this Plan.

i) In the Greenbelt Plan Area, where a Zoning By-law Amendment was approved prior to December 16, 2004 to specifically permit land use(s), the approval may continue to be recognized and any further applications required under the *Planning Act* or *Condominium Act* to implement the land use permitted by the zoning by-law are not required to conform to the Greenbelt Plan. Applications to further amend the site-specific Official Plan or Zoning By-law permissions for uses similar to or more in conformity with the provisions of the Greenbelt Plan, 2017 are also permitted. All such applications should, wherever possible, seek to achieve or improve conformity with the Greenbelt Plan, 2017.

6.1.3 Financial Planning

6.1.3.1 Financial Sustainability

a) Financial sustainability shall include the initial costs to service growth, the ongoing costs of operating and maintaining infrastructure, and the eventual replacement of the infrastructure.

b) Future development will be monitored to ensure that a balance is maintained between demands for service and the overall fiscal capacity of the Town.

6.1.3.2 Financial Tools

a) Where possible, the Town will use financial mechanisms available to it under any legislative authority, including Development Charges, Development Charge credit agreements and Community Capital Contributions, to ensure costs to service complete community growth are borne by the development creating the demand for the services. Improvements to existing programs and services shall be funded from the municipal tax base and user rates.

b) The Town may consider innovative infrastructure financing tools, including public/ private partnerships, agreements with other government agencies, and developer front- end financing to provide community facilities and infrastructure.

Community Benefits Charges By-law

c) The Town may prepare a Community Benefits Charge By-law and enact a By-law under the provisions of the *Planning Act*, to ensure that the capital cost of defined Community Benefits can be collected. The Town may enact a Community Benefits Charge By-law that applies to the Town as a whole, and/or to specific geographic areas within the Town.

d) In addition to the exemptions included within the *Planning Act*, the Town may exempt some or all of the Community Benefits Charge or exempt certain development or redevelopment from the Community Benefits Charge as a means to promote specific development, redevelopment or revitalization objectives in accordance with this Plan.

Parkland Dedication By-law

e) Parkland dedication will occur in accordance with the provisions of the *Planning Act*. The East Gwillimbury Parkland Dedication By-law requires that land be dedicated to the Town in an amount not exceeding:

i. 2 percent of land proposed for development or redevelopment for commercial or industrial purposes; and
ii. 5 percent of land proposed for development or redevelopment in all other cases.

f) Where supported by the East Gwillimbury Parks Plan, when completed, and once the Town updates its Parkland Dedication By-law, the Town may apply an alternative parkland dedication rate, in accordance with the provisions of the *Planning Act*.

g) The Town may consider the acquisition/dedication of parkland that is not contiguous to the development site that is required to provide the parkland dedication. Where an off-site land dedication is considered appropriate, the land area of the off-site parkland dedication shall be subject to the following criteria:

i. The off-site land area is land that is acceptable as parkland dedication, in accordance with the requirements identified in the East Gwillimbury Parks Plan, when completed;

ii. The land value identified for the required parkland dedication from the proposed development site is approximately equal to the land value of the off-site land dedication site, either in absolute per hectare land cost, or the amount of land to be dedicated; and

iii. An off-site parkland dedication shall be to the satisfaction of the Town.

h) The Town may augment the land supply for parkland achieved through the development approval process under the *Planning Act* as identified in the East Gwillimbury Parkland Acquisition Strategy, when completed, including:

i. The Community Benefits provisions of the *Planning Act*;

ii. Public acquisition using funds from the Town's Cash-in-Lieu of Parkland Account, or from any other appropriate government sources of funding;

iii. Voluntary sale and public purchase through funds allocated in the Town's budget;

iv. Land exchanges;

v. Donations, gifts, bequests; and

vi. Other methods, deemed appropriate by the Town.

i) The Town may augment the land supply for parkland by considering the acquisition and/or dedication opportunities, potentially by establishing an Acquisition Fund supported with an annual budget, of:

i. Unconstrained lands from within the Environmental Protection Designation; and/or

ii. Lands within the Town's Agricultural System; and/or

iii. Lands owned by the Province, and/or the Conservation Authority and/or the Region that are within the Town.

j) Where land is to be considered as a parkland dedication contribution under the *Planning Act*, it is a policy of this Plan that, as a first priority, fee simple ownership by the Town be achieved. However, in accordance with the *Planning Act*, the Town may also consider, where there is an appropriate rationale, alternative land ownership opportunities, including:

i. A Strata Ownership arrangement, subject to a land area discount, in recognition of life-cycle cost issues, to the satisfaction of the Town;

ii. Privately Owned Public Spaces (POPS), where the following criteria are met, to the satisfaction of the Town:

> An appropriate legal agreement has been established between the owner and the Town that

guarantees that the space is designed, built and maintained to Town standards, and is open and accessible to the public at all times, or as otherwise to the satisfaction of the Town; and

- The land area of the POPS is appropriately discounted, in recognition of the Town's lack of programing control, to the satisfaction of the Town.

k) In either a Strata Ownership, or POPS scenario, the actual amount of the land area discount shall be determined on a case-by-case basis, at the sole discretion of, and to the satisfaction of the Town.

Development Charges By-law

l) It is important that the financial implications of growth are monitored. Development charges are the key source of funding growth-related infrastructure. The Town will regularly update its Development Charges By-law to help ensure the infrastructure required to service new development will be funded by the new development.

m) The Town may enact a Development Charges By-law that applies to the Town as a whole, and/or to specific geographic areas within the Town. In addition, the Town may exempt some or all of the Development Charge or exempt certain development or redevelopment from the Development Charge as a means to promote specific development, redevelopment or revitalization objectives in accordance with this Plan.

6.1.3.3 Capital Works Program + Budget

a) It is the intent of this Plan that, wherever possible, the Town, on the basis of the policies contained within this Plan, establish a staged program for the implementation and rehabilitation of public service facility-related works, service infrastructure, public works and/or any other municipally-assisted projects within the Town. A five-year capital improvement program should be developed to systematically implement it. This program should be reviewed annually as part of the capital budget procedure.

b) The Town will undertake capital works programs, in accordance with the approved capital budget, to provide the service infrastructure and public service facilities/community facilities necessary to accommodate planned growth.

6.1.4 This Official Plan

6.1.4.1 Official Plan Review

a) The Town will review the policies in this Plan as part of a Provincially mandated review program, to ensure the continued relevance of the objectives and policies contained herein. Such a review will be in accordance with the requirements of the *Planning Act*.

b) Reviewing of this Plan is required to identify planning issues and trends affecting the Town, to analyze the effectiveness of the policies of this Plan and to allow for adjustments and updating. It is critical to review, update and consolidate this Plan from time to time to ensure its continued relevance and usefulness.

c) The Town will review existing and future legislation contained in the *Planning Act,* the *Municipal Act,* the *Heritage Act,* the *Development Charges Act* and other relevant Provincial statutes that apply to areas of municipal jurisdiction. The Town will, where appropriate, amend existing policy and/or By-laws or pass new By-laws to ensure land uses are properly regulated in accordance with the policies of this Plan, relevant legislation and associated regulations.

6.1.4.2 Monitoring this Plan

a) In order to evaluate the effectiveness of this Plan, the Town will monitor development activity and changes in land use resulting from Amendments to this Plan and changes to the Zoning By-law. Where it is deemed necessary due to changes in the physical, social or economic makeup of the municipality, or as a result of new Provincial and/or municipal planning policy priorities/directions, this Plan shall be appropriately updated.

b) Monitoring and measuring the performance of this Plan is critical to determine if:

   i. The assumptions inherent to this Plan remain valid;

   ii. The implementation of the policies fulfills the overall vision, principles and intent of the policies of this Plan;

   iii. That development is being carried out in conformity with the policies of this Plan and consistent with the associated plans, guidelines and manuals adopted by the Town;

   iv. Provincial growth and intensification targets as well as the growth and intensification targets of this Plan are being met;

   v. The priorities identified in this Plan remain constant or require change; and

   vi. Growth management and phasing strategies of this Plan are being implemented.

6.1.4.3 Amendments to this Plan

a) An Amendment to this Plan shall be required where a policy, designation, Schedule, or guiding principle is added, deleted, or significantly altered. The Town will consider applications for Amendments to this Plan within the context of the policies and criteria set out throughout this Plan.

b) All Amendments to this Plan shall proceed in accordance with the *Planning Act* approval requirements.

c) An applicant of an Amendment to this Plan shall be required to submit a Planning Justification Report to demonstrate the rationale for such an Amendment, and shall be required to evaluate and address such matters, including but not limited to:

   i. Conformity/consistency with Provincial policies and plans;

   ii. Conformity to the vision, community values and policies of this Plan and other Town adopted By-laws, plans and guidelines;

   iii. The need for the proposed Amendment;

   iv. Suitability of the lands for the proposed use;

   v. Land use compatibility with the existing and future uses and built forms on surrounding lands; and

   vi. Adequacy of servicing infrastructure and public service facilities/community facilities to support the proposed use.

d) In order for an application for an Amendment to this Plan to be considered complete, the Town may require the submission of any number of the reports or studies listed in this Plan, at the sole discretion of the Town.

e) Technical revisions to this Plan will not require an Official Plan Amendment provided they do not change the intent of the Plan. Technical revisions include:

i. Changing the numbering, cross- referencing and arrangement of the text, tables, Schedules and maps;

ii. Altering punctuation or language for consistency;

iii. Correcting grammatical, dimensional and boundary, mathematical or typographical errors;

iv. Changing or updating appendices; and/or

v. Changing format or presentation.

6.1.4.4 Settlement Area Boundary Expansions

a) In permitting a Settlement Area Boundary Expansion, planning authorities shall consider the following:

i. The need to designate and plan for additional land to accommodate an appropriate range and mix of urban land uses;

ii. If there is sufficient capacity in existing or planned service infrastructure and public service facilities/community facilities;

iii. Whether the applicable lands comprise specialty crop areas;

iv. The evaluation of alternative locations which avoid prime agricultural areas and, where avoidance is not possible, consider reasonable alternatives on lower priority agricultural lands in prime agricultural areas;

v. Whether the expanded Settlement Area complies with the minimum distance separation formulae;

vi. Whether impacts on the Agricultural System are avoided, or where avoidance is not possible, minimized and mitigated to the extent feasible as determined through an Agricultural Impact Assessment or equivalent analysis, based on Provincial guidance; and

vii. The expanded Settlement Area provides for the phased progression of urban development.

6.1.4.5 Secondary Plans

a) Secondary Plans, where required, shall be adopted and approved as Amendments to this Plan, and shall promote comprehensive planning, and shall be required to:

i. Include all of the necessary supporting technical studies, to the satisfaction of the Town;

ii. Be in conformity with the relevant policies of this Plan;

iii. Be adopted by the Town;

iv. Be approved in accordance with the *Planning Act*; and

v. Potentially form the basis for a Developer's Group Agreement, where the identified Secondary Plan Area includes multiple landowners.

b) Where the schedules or policies an approved Secondary Plan conflicts with any schedule or policy of this Plan, the schedules and policies of the approved Secondary Plan shall prevail.

6.1.4.6 Community Design Plans

a) The Town shall require, prior to the approval of any development within a Community Design Plan District, that a Community Design Plan be prepared. The Terms of Reference for a Community Design Plan is attached to this Plan as **APPENDIX A**. Notwithstanding any other policy of this Plan, the Town may

scope the requirements for a Community Design Plan based on an assessment of the scale and complexity of the individual Community Design Plan District.

b) The preparation of Community Design Plans shall conform with all relevant policies of this Plan, and shall be consistent with the Town's Urban Design Manual. Required Community Design Plans shall be adopted by the Town, and shall include all of the necessary supporting technical studies, to the satisfaction of the Town.

6.1.5 The Zoning By-law

6.1.5.1 General

a) The Zoning By-law shall specifically implement the policies of this Plan by regulating the use of land, buildings or structures in accordance with the provisions of Section 34 of the *Planning Act* and, where appropriate, may be more restrictive than this Plan.

b) The Zoning By-law shall include and refine the lists of permitted uses identified in this Plan. It is not the intent of this Plan that every permitted use within each designation necessarily be permitted on every site within the designation.

c) The Zoning By-law will include regulations for development to ensure compatibility and appropriate transitions between different uses and built forms. Development standards within the Zoning By-law may include, among other matters, building setbacks, build-within zones, step backs, angular planes, lot area, lot coverage, lot frontage, height and gross floor area restrictions.

d) Within three years of the adoption of this Plan, the existing Zoning By-law will be reviewed and amended, or a new Zoning By-law prepared and adopted, to conform to the policies of this Plan, in accordance with the *Planning Act*. The existing Zoning By-law shall remain in effect until such time as it is amended to bring it into conformity with this Plan. Any amendments to the Zoning By-law shall be in conformity with this Plan.

6.1.5.2 Amendments to the Zoning By-law

a) Amendments to the Zoning By-law may be permitted when the Town is satisfied that:

i. The proposed use and/or building/structure conforms to this Plan and will be compatible with adjacent development;

ii. The proposed use and/or building/structure does not pose a danger to adjacent uses by virtue of any defined hazardous nature;

iii. The proposed use and/or building/structure will not pollute any water and/or soil or otherwise threaten the environment, and natural heritage feature or its ecological function;

iv. The proposed use and/or building/structure conforms to the policies and designations of this Plan, and the provisions of the *Planning Act*;

v. The proposed use and/or building/structure is consistent with the Provincial Planning Statement; and

vi. Service infrastructure, including municipal water and wastewater capacity is sufficient to support the proposed use.

b) In order for an application for an Amendment to the Zoning By-law to be considered complete, the Town may require the submission of any number of the reports or studies including, but not limited to those

listed in this Plan, at the sole discretion of the Town.

6.1.6 Existing Uses

a) Uses of land which legally existed as of the date of adoption of this Plan may be recognized by an appropriate zoning category in the Zoning By-law and extensions and/or the construction of accessory buildings may be permitted in accordance with any other applicable policies of this Plan.

6.1.7 Legal Non-Conforming Uses, Buildings or Structures

a) Land uses which legally existed on the date of the approval of this Official Plan that are neither designated in this Plan nor zoned in the Zoning By-law as a permitted use are termed legal non-conforming uses and, in the long- run, should cease to exist and be replaced by uses, buildings or structures that conform to this Plan and comply with the Zoning By-law.

b) The use of lands, buildings and/or structures which do not conform to the Zoning By-law but which were in lawful existence prior to the approval of the Zoning By-law, and which continue to be used for such a purpose, will be recognized as legal non-conforming uses. If such legal non-conforming uses cease for a period of up to one year, then the legal non- conforming status will lapse and rights derived from such uses will terminate.

c) Notwithstanding any other Policy in this Section of this Plan, a legal non-conforming use destroyed by fire or natural disaster may be rebuilt provided that the dimensions of the building and/or structure are not substantially increased, the use of the building and/or structure is not substantially altered, and all applicable approvals are obtained.

d) The Town may evaluate the possibility and feasibility of acquiring a property incorporating a legal non-conforming use, building or structure at the time of the submission of an application for an extension or enlargement. At the same time, consideration may also be given to the possibility of relocating the use to a designated and zoned location where it would be able to function and produce under improved conditions in accordance with the policies of this Plan.

e) In some instances it may be desirable to permit the extension or enlargement of such a legal non-conforming use in order to avoid unnecessary hardship to the landowner, or where the Town considers the purchase of the property to be unrealistic but nevertheless finds that the merits of the application deem it desirable to grant permission for the proposed extension or enlargement of any legal non-conforming use, building or structure, the Town may pass a Site Specific Amendment to the Zoning By-law. Such a By-law may be passed without Amending this Plan providing that:

   i. The proposed extension or enlargement will not create a negative impact on the environment and will not pose a significant threat to human health and safety;

   ii. The proposed extension or enlargement shall be limited to a maximum of 15 percent of the existing Gross Floor Area and shall not unduly aggravate the situation created by the existence of the use, especially in regard to the policies of this Plan and the requirements of the Zoning By-law applying to the area;

   iii. The proposed extension or enlargement shall be in appropriate proportion to the size of the existing use established prior to the date of the passing of the Zoning By-law;

   iv. The characteristics of the existing use and the proposed extension or enlargement shall not create or increase any undue, adverse impact that would add to the incompatibility of the existing use to the surrounding area. The Town may consult with appropriate approval authorities when dealing with extensions to non-conforming uses which may produce pollution problems;

v. The neighbouring conforming uses will be protected from the proposed extension or enlargement by the provision of areas for landscaping, buffering, or screening or appropriate setbacks for buildings and structures, devices and measures to reduce nuisances and/or where necessary, by regulations for alleviating adverse effects. The above measures shall be applied to the proposed extension or enlargement and, wherever feasible, also be applied to the established use in order to improve its compatibility with the surrounding area;

vi. Traffic generation and parking conditions in the vicinity will not be adversely affected and traffic hazards will be kept to a minimum by appropriately-designed ingress and egress points to and from the site and improvements to site conditions especially in proximity to intersections, so as to provide maximum safety for pedestrian or vehicular traffic;

vii. Adequate provision has been, or will be made for off-street parking, loading and unloading facilities; and

viii. Necessary municipal water, wastewater and stormwater infrastructure works, as well as transportation facilities and public service facilities/community facilities are available or can be made available.

6.1.8 The Committee of Adjustment

6.1.8.1 General

a) The Town may appoint a Committee of Adjustment to consider minor variances, and other matters, to the Zoning By-law and for Consents to Sever lots, in accordance with the provisions of the *Planning Act*. The Committee of Adjustment may permit minor enlargements or extensions of legally-complying buildings or structures but shall not grant permissions to enlarge or extend the building and structure beyond the limits of the land owned and used in connection therewith on the date the by-law was passed.

b) Decisions of the Committee of Adjustment will maintain the general intent and purpose of this Plan, and will be in accordance with requirements of the *Planning Act* and all other applicable legislation.

c) In order for an application for approval of a Minor Variance or a Consent to Sever to be considered complete, the Town may require the submission of any number of the reports or studies including, but not limited to those listed in this Plan, at the sole discretion of the Town.

6.1.8.2 Consent to Sever

a) Any application to the Committee of Adjustment for Consent to Sever a parcel of land will only be considered when it is clearly evident that a Plan of Subdivision is not required in the public interest.

b) Consent to Sever may also be granted for legal or technical reasons, such as for boundary adjustments, lot additions, easements, rights-of-way, leases, validation of titles, or other similar purposes that do not result in the creation of a new lot.

c) In order for an application for Consent to Sever to be considered complete, the Town may require the submission of any number of the reports or studies including, but not limited to those listed in this Plan, at the sole discretion of the Town.

d) Where an Amendment to this Plan is necessary to facilitate a Consent to Sever, the applicant is encouraged to seek the Town's approval of the Official Plan Amendment prior to, or concurrent with consideration of the Consent to Sever by the Committee of Adjustment. The application for the Official

Plan Amendment shall precede consideration of the Consent to Sever by the Committee of Adjustment.

e) If an Amendment to the Zoning By-law is necessary to facilitate a Consent to Sever, the applicant is encouraged to seek Town approval of the Rezoning prior to, or concurrent with consideration of the Consent to Sever by the Committee of Adjustment.

f) When a Minor Variance from the requirements of the Zoning By-law is required to facilitate a Consent to Sever, it shall be included as a condition of approval of the Consent, if the Committee is satisfied that a Minor Variance is appropriate.

g) In the case of a lot created for residential purposes, the Committee of Adjustment may require the conveyance of parkland dedication or a cash payment in lieu of land in accordance with the Town's Parkland Dedication By-law and/or a payment under the Community Benefits Charge By-law, where applicable. In the case of a lot created for industrial or commercial purposes, the Committee of Adjustment may require the conveyance of parkland dedication or a cash payment in lieu of land in accordance with the Town's Parkland Dedication By-law.

h) All lots created by consent, with exception of those that are also the subject of an application for a Plan of Condominium, shall have adequate and appropriate frontage on a public road, maintained year round, to the satisfaction of the Town.

i) The proposed lot(s) and lands to be retained following a Consent to Sever shall be of an appropriate size and have adequate frontage on a public road for the existing and proposed uses.

6.1.9 The Subdivision of Land

6.1.9.1 General

a) Lot creation on lands within a defined Settlement Area within the Town shall only be permitted where:

   i. The lands within a defined Settlement Area are serviced by full municipal water and wastewater service infrastructure, except for those lands specifically exempted from this requirement by this Plan; and

   ii. Access is provided to a Town-owned road of suitable quality to accept traffic generated by the proposed land use. Alternatively, where access to a Town-owned road is not possible, the lands may be accessed from a road under the authority of the Region or the Province where, in advance of considering the creation of a new lot, or lots, the Town has been provided with confirmation from the appropriate road authority that an access permit would be available for the proposed lot, or lots.

b) Lot creation on lands within the Agricultural System within the Town shall only be permitted where:

   i. Adequate private water and wastewater systems can be provided to service the development; and

   ii. Access is provided to a Town-owned road of suitable quality to accept traffic generated by the proposed land use. Alternatively, where access to a Town-owned road is not possible, the lands may be accessed from a road under the authority of the Region or the Province where, in advance of considering the creation of a new lot, or lots, the Town has been provided with confirmation from the appropriate road authority that an access permit would be available for the proposed lot, or lots.

c) Access to a Regional Arterial Road from proposed low density residential uses (single-detached/semi-detached/small-lot, single-detached/duplex dwellings) shall be discouraged and only considered where

alternate access to a Collector Road or Local Road is not possible.

d) The Town shall ensure that lot creation is not permitted where:

   i. There is a negative impact on significant natural heritage feature or its associated ecological function;

   ii. The potential for future planned development is substantially inhibited or limited; and/or

   iii. A traffic hazard will be created due to the curve, grade and/or existing traffic volumes on the road upon which any of the lots front.

e) The Town shall ensure that lot creation is only permitted per the policies of the Greenbelt Plan, the Oak Ridges Moraine Conservation Plan and this Plan.

6.1.9.2 Plan of Subdivision/Condominium

a) All lands within the Town shall be subject to Subdivision Control pursuant to the relevant provisions of the *Planning Act*. Further, only those development proposals submitted under the *Planning Act* and/or the *Condominium Act* that conform to the policies of this Plan shall be considered for approval.

b) The division of land shall occur by Plan of Subdivision where:

   i. More than 4 lots are proposed to be created;

   ii. A new road or extension to an existing road is required, extension of services and/or reconfiguration of the stormwater management system is required; or

   iii. The Town deems it necessary in the public interest for the proper and orderly development of the lands

c) The Town, when considering applications for Plans of Subdivision/Condominium, will comply with the provisions of the *Planning Act* and/or the *Condominium Act*, and will conform with all relevant Provincial plans, policies and guidelines, along with the policies and procedures of any other agency having jurisdiction.

d) In order for an application for a Plan of Subdivision/Condominium to be considered complete, the Town may require the submission of any number of the reports or studies including those listed in this Plan, at the sole discretion of the Town.

e) Pursuant to the provisions of the *Planning Act*, the Town may enact a By-law to exempt properties from Part Lot Control, to permit the creation of lots within a Registered Plan of Subdivision, to make minor boundary adjustments, and to establish easements.

f) After 3 years of giving approval to a Draft Plan of Subdivision, the Town may:

   i. Lapse the Draft Plan approval, and require that a new application for approval be submitted that is in conformity with the policies of this Plan; or

   ii. Extend the approval for a maximum of an additional 3 years, where the Town is satisfied that the applicant has made significant progress in satisfying the conditions of Draft Plan approval, subject to the following conditions:

      > Under no circumstances shall the Town extend a Draft Plan approval if the approval has lapsed before a permissible extension is given; and/or

      > Under no circumstances shall a Draft Plan approval be extended for more than the maximum 3

year period.

g) Individuals proposing to develop lands may enter into a Subdivision/Condominium Agreement with the Town addressing, among other things, engineering design requirements, cost responsibilities, security bonds, staging and development timing, to the satisfaction of the Town. All Subdivision/Condominium Agreements shall be registered on title.

6.1.10 Site Plan Control

a) Site Plan Control will be used by the Town in accordance with the provisions of the *Planning Act* as a means of achieving well-designed, functional, accessible, safe, sustainable built form and public space. Site Plan Control is one of the key tools for implementing the Town's policies on urban design in accordance with this Plan.

b) Site Plan Approvals by the Town under the provisions of Site Plan Control shall also be consistent with the Town's Urban Design Manual and all other relevant Town adopted master plans, strategies, studies, guidelines, engineering standards and By-laws.

c) The Town designates all of the land within its municipal boundary as a Site Plan Control Area, and is applicable to all forms of development. The Site Plan Control By-law, passed under Section 41 of the *Planning Act*, specifically exempts the following types of development from Site Plan Control:

   i. New residential development with 10 or fewer dwelling units, unless the development site is within 120 metres of a lake shoreline, wetland, or river or stream valley whether or not it contains a watercourse or within 300 metres of a railway line as defined by regulations, or as otherwise permitted by legislation;

   ii. Additional Residential Units that conform to the policies of this Plan and the associated regulations of the Zoning By-law;

   iii. Portable classroom(s) on an existing School Board site;

   iv. Any farm operation, except for on-farm diversified uses, farm-help housing, greenhouses and cannabis cultivation and/or cannabis production;

   v. Any extractive industrial use subject to a license under the *Aggregate Resources Act*;

   vi. Any building or structure erected for the purpose of flood or erosion control by the Town or the Conservation Authority;

   vii. Any building or structure exempted under the *Planning Act*; and/or

   viii. Any building or structure accessory to the uses stated above.

   The Town may exempt other forms of development which would otherwise be subject to Site Plan Control where it considers such approval to be unnecessary due to the type or scale of development proposed.

d) The Town may by By-law require Site Plan Control/Approval and/or Building Permit Approval:

   i. As a condition of a Subdivision or Condominium Agreement or any other type of Development Agreement;

   ii. As a condition of any decision of the Committee of Adjustment; and

iii. Prior to the issuance of a Demolition Permit(s) for properties Listed or Designated under the *Ontario Heritage Act*, and for those properties that the Town has identified as having significant heritage attributes.

e) Transitional features may be required through Site Plan Control and to mitigate potential adverse impacts between different land uses or building types and to ensure compatible development through visual screening, landscaping, fencing and other forms of buffering.

f) Except as prohibited by legislation, Site Plan Control may be used by the Town to ensure:

i. Adherence to proper development standards including the provision of adequate public walkways, stairs, elevators and escalators to which members of the public have access from streets, open spaces and interior walkways in adjacent buildings and facilities designed for accessibility for persons with disabilities;

ii. Safe and efficient movement of both vehicular and pedestrian traffic as it related to the exterior of the development and the surrounding area, including the relationship of the proposed building to adjacent buildings, streets, and exterior areas to which members of the public have access;

iii. Functional and attractive on-site facilities such as landscaping, lighting and garbage facilities are provided and maintained;

iv. Alternative energy solutions, resiliency provisions and/or features;

v. Security access features;

vi. Air quality filtration and lighting including exterior lighting and the emission of interior light to the exterior;

vii. Conveyance of any required lands or easements to the Town for maintenance or improvements of drainage works, watercourses, public utilities, roadways or similar undertakings;

viii. Control of the massing and conceptual design of buildings;

ix. Proper grading, storm drainage and maintenance with respect to surface water and erosion;

x. Control of the sustainable design elements on any adjoining highway under the Town's jurisdiction, including without limitation, the use of native plants, trees, shrubs, hedges, and other ground cover, permeable paving materials, street furniture, curb ramps, waste and recycling containers and bicycle facilities; and

xi. Any other measures and/or controls permitted by legislation.

g) Site Plan approval is delegated to Town staff in accordance with the provisions of the *Planning Act*.

h) A building permit shall be issued in respect of any development in the Site Plan Control Area only where the plans required have been approved by the Town and the required agreements ensuring the provision of certain items and ensuring development proceeds in accordance with the approved plans are executed.

i) The Town may grant a conditional Site Plan Approval by imposing one or more conditions through the granting of approval of site plan drawings and the execution of a Site Plan Agreement. These conditions may include, but are not limited to, completion of certain studies, implementation of recommended measures in said studies and completion of recommended on and off-site works. Agreements detailing the conditions may specify deposits to secure necessary works, as well as expiry dates of conditions.

j) Phased or preliminary building permits, such as a foundation permit, may be issued while an approval remains at the conditional Site Plan Approval stage.

k) In order for an application for a Site Plan to be considered complete, the Town may require the submission of a number of reports or studies including, but not limited to those listed in this Plan, at the sole discretion of the Town.

6.1.11 Other Provincial Planning Tools

6.1.11.1 Community Improvement

a) Pursuant to the *Planning Act*, the Town may designate areas for community Improvement, carry out studies and identify public sector improvements and create financial incentives to the private sector in order to:

   i. To stabilize and enhance existing development by providing a safe, convenient and attractive environment for the Town's residents;

   ii. To provide for and encourage the ongoing maintenance, improvement, rehabilitation and renewal of the Town's residential, commercial, industrial and recreational areas including the rehabilitation of brownfield sites; and

   iii. To maintain and improve the economic base of the Town.

b) The Town may, by By-law, designate the whole or any part of an area as a Community Improvement Project Area. It is the intent of this Plan that community improvement projects be undertaken in identified areas as needed, whenever funds are available, provided the Town is satisfied that it can reasonably finance and afford the cost or its share of the cost. In order to determine the areas needing community improvement, and to establish a Community Improvement Project Area, the following shall be analyzed and evaluated on a geographic basis. Community Improvement Project Areas shall be selected on the basis of the need:

   i. For improvements to service infrastructure and/or improvements to the public realm (streetscapes, parks, community facilities);

   ii. For enhancing the amount, variety and/or quality of housing to meet the needs of the Town's residents, including opportunities for affordable housing;

   iii. To mitigate conflicts between/among existing land uses;

   iv. To resolve environmental problems and/or human-made hazards; and/or

   v. To consider the development potential of vacant or underutilized buildings, lots or blocks.

c) The Town shall implement Community Improvement projects within a Community Improvement Project Area by one or more of the following methods:

   i. By designating, by By-law, the whole or part of any Community Improvement Area for the purpose of the preparation and implementation of Community Improvement Plans pursuant to the *Planning Act*;

   ii. By participating in available Provincial and Federal funding programs to assist in the implementation of a Community Improvement Plan;

   iii. By encouraging participation of the development industry in the implementation of a community improvement plan by:

      > Establishing the environment for change through the articulation of a clear vision for the future, establishing facilitative planning policies and providing administrative support;

      > Reducing the risk of the development approval process by ensuring timely development

approval processes and pre-zoning sites for appropriate forms of development;

> Reducing the cost of redevelopment by reducing Development Charges, Community Benefits Charges, Parkland Dedication requirements and parking requirements;

iv. By supporting and encouraging the participation of local community groups, service clubs and other public organizations in the implementation of a community improvement plan, particularly as their assistance might relate to recreational uses and community facilities and services;

v. By improving, acquiring or disposing of land and/or buildings in a designated area in accordance with a Community Improvement Plan;

vi. By developing and enforcing a Property Standards By-law;

vii. By upgrading utilities, service infrastructure and public service facilities/community facilities and,

viii. By the application of the *Ontario Heritage Act* to support the preservation of historic or architecturally significant buildings and the use of funding programs under the Act.

6.1.11.2 Demolition Control By-law

a) The Town may establish a Demolition Control By-law, In accordance with the provisions of the *Planning Act*.

6.1.11.3 Holding By-law

a) Pursuant to the *Planning Act*, the Town may pass a Holding By-law for the purpose of postponing development within specific areas until specified development criteria have been satisfied.

b) Without limiting the generality of the foregoing, it is the intent of this Plan that holding provisions may be applied in circumstances where the Town is satisfied regarding the anticipated use of a parcel of land as designated in this Plan but considers the actual development of the lands for the intended use to be premature pending the requirements and/or conditions of development as specified in the Holding By-law.

c) Land subject to holding provisions shall be identified within the Zoning By-law by the placement of an "H" immediately after the relevant zone symbol. Permitted uses within areas subject to holding provisions shall be limited to the uses existing at the time of the passing of the Holding By-law. The Holding By-law may also be utilized to restrict the expansion of existing uses. Notwithstanding these limitations, the Town may permit development, which it deems to be similar to or compatible with the designated land use as defined by the policies of this Plan.

d) The holding symbol shall be removed from the lands so zoned by an Amendment to the Zoning By-law once the Town is satisfied that development can proceed in accordance with the policies of this Plan and that the provisions of the Hold are met, including any required studies and entering into development agreements with the Town, where applicable.

6.1.11.4 Interim Control By-law

a) Where the Town, has by By-law or Resolution, directed that a review or a study be undertaken with respect to land uses in the Town, or in defined areas of the Town, it may pass an Interim Control By-law pursuant to the *Planning Act* which serves to control the use of land, buildings or structures within the Town, or in defined areas of the Town.

6.1.11.5 Temporary Use By-law

a) Pursuant to the *Planning Act*, temporary uses may be permitted. Before passing a By-law to permit a temporary use, the Town shall be satisfied that the following requirements, which are relevant to the specific application are, or will be, fulfilled in order to safeguard the wider interests of the general public:

   i. That the proposed development is consistent with the temporary nature of the proposal;

   ii. That the proposed use will be compatible with adjacent uses;

   iii. That the size of the parcel of land and the building to be used is appropriate for the proposed use;

   iv. That services such as water, wastewater and roads are sufficient;

   v. That any undue, adverse impacts such as noise, vibration, fumes, smoke, dust, odour, lighting and traffic generating capacity are considered to ensure that the temporary use will not be detrimental to adjacent uses or the wider community;

   vi. Where necessary, neighbouring uses will be protected by the provision of areas for landscaping, buffering or screening, appropriate setbacks for buildings, structures or uses, devices or measures to reduce nuisances, regulations for alleviating undue, adverse effects;

   vii. That the by-law has suitable regulations in regard to setbacks, lot coverage, parking and other such items as may be required either through the text of the By-law or by reference to the Town's Zoning By-law, and

   viii. That the use is in keeping with the intent of this Plan.

6.1.11.6 Property Standards By-law

a) The Town may pass a By-law pursuant to the Ontario Building Code to establish minimum standards of maintenance for properties within the Town. Such a By-law shall be applicable to all properties and may contain requirements with respect to:

   i. Garbage disposal;

   ii. Pest prevention;

   iii. The safety and maintenance of buildings;

   iv. The services to buildings such as plumbing, heating, electricity;

   v. Keeping lands free from rubbish and debris;

   vi. Maintaining yards, lands, parking and storage areas;

   vii. Maintaining fences, swimming pools, accessory buildings and signs; and

   viii. Occupancy standards.

b) The Town may appoint Property Standards Officers who will be responsible for administering and enforcing the property standards by-law. Further, the Town may appoint a Property Standards Committee, to hear appeals against an Order of the Property Standards Officer.

c) Complementary to the enforcement of minimum standards on private property, the Town shall undertake to keep in a well-maintained condition all municipally-owned properties and structures and to provide or maintain in good repair all elements of the public realm (streetscapes, parks, community facilities).

6.1.11.7 Community Planning Permit System

a) The Town may prepare a background study and enact a By-law under the provisions of the *Planning Act*, to establish a Community Planning Permit System within the Town as a whole, and/or to specific geographic areas within the Town.

6.1.12 Land Acquisition

a) The Town may acquire and hold lands within the Town for the purposes of implementing this Plan in accordance with the provisions of the *Planning Act*.

b) It is the intent of the Town to work cooperatively with the Region, the Conservation Authority, the Province, the Government of Canada, Land Trusts and private property owners to establish ongoing financial, policy and legislative support:

   i. To secure significant natural heritage features and their associated ecological functions within the Environmental Protection Designation, in accordance with the policies of this Plan; and

   ii. To augment the Town's supply of parks and open spaces for active and passive recreational use, beyond what can be achieved through the Parkland Dedication By-law, in accordance with the policies of this Plan.

c) Mechanisms to secure lands may include, but are not limited to, the following property acquisition tools:

   i. Land dedications/conveyance;

   ii. Voluntary sale and public purchase through funds allocated in the Town's budget;

   iii. Land swaps/exchanges;

   iv. Donations, gifts, bequests from individuals and/or corporations;

   v. Density transfers; and/or

   vi. Other appropriate land acquisition methods.

d) It is recognized that the Town may not be able to acquire or secure in public ownership all of the lands that are within the Environmental Protection Designation. Where lands within the Environmental Protection Designation are not in public ownership, the Town will work cooperatively with the landowners to protect the identified natural, environmental and cultural heritage features and/or their associated ecological functions on private lands.

e) In instances where the Town may not be able to acquire or secure in public ownership all of the lands that are within the Environmental Protection Designation the Town shall consider the following stewardship techniques to ensure the appropriate level of protection for the significant natural heritage features and their associated functions:

   i. Municipal land use controls including zoning;

   ii. Information and education programs;

   iii. Stewardship agreements;

   iv. Charitable tax receipts;

   v. Conservation easements; and/or,

   vi. Any other appropriate agreements with the landowners.

f) Notwithstanding that the Town is under no obligation to do so, the Town may establish an annual budget allocation for a Land Securement Fund and may authorize staff to pursue funding partners and other funding opportunities to achieve the vision for the lands within the Town's Natural Heritage System.

6.1.13 Public Meetings and Notification

a) In order to adequately inform the general public as to the policies and proposals contained herein, the Town shall reproduce this Plan and make it available to the general public.

b) The Town recognizes that public consultation is a key component of many planning processes. The policies of this Plan seek to support opportunities for public participation, while balancing the need to process development applications within the timelines prescribed by the *Planning Act*.

c) The *Planning Act* contains provisions regarding public meetings, notification requirements, and processing timelines for the consideration of development applications. The Town will follow the public notification procedures and regulations on planning matters in accordance with the provisions of the *Planning Act*, and in some instances, the Town may exceed these requirements as deemed appropriate and as outlined in this Section.

d) The Town may use the provisions for public meetings and notifications outlined in this Section, to allow for enhanced consultation during the early review process and not rely solely on the notice of public meeting as outlined in the *Planning Act*. This will foster communication and education of issues to people and groups early in the decision-making process.

e) The Town may use a variety of communication methods to seek input on planning matters or to provide information to the general public. Depending on the issues, and in accordance with the *Planning Act*, the Town shall choose the most appropriate method of communication, which may include any or all of the following:

   i. Direct mail-outs, including post and/or e-mail;

   ii. Public notice signs;

   iii. Surveys, electronic or mail-out;

   iv. Public Open Houses;

   v. Statutory Public meetings; and/or

   vi. Town website.

f) In addition to the methods identified in this Section, the Town will use the following mechanisms to promote public participation in the planning process by:

   i. Requiring the proponent to post one or more signs, clearly visible to the general public, on properties undergoing a planning approval process; and

   ii. Any other means deemed appropriate by the Town.

g) In order to adequately inform the public and to obtain their views prior to consideration of an Amendment to either this Plan and/or the Zoning By-law, the Town shall have the option of requiring that Public Open Houses be advertised and held. The purpose of a Public Open House is to present the planning application and to obtain preliminary comments from those who may be affected by the application.

h) Where a Statutory Public Meeting is required for a planning application, the Town shall follow the

notification requirements pursuant to the requirements of the *Planning Act*.

i) A Statutory Public Meeting under the *Planning Act* shall not be required for minor administrative or technical Amendments to this Plan.

6.1.14 Indigenous Consultation

a) The Town shall undertake early consultation with Indigenous communities, where Treaty Rights are impacted, to facilitate knowledge-sharing, support consideration of Indigenous interests in land use decision-making, and support the identification of potential impacts of decisions on the exercise of Aboriginal or Treaty Rights. These consultations shall include the Williams Treaties First Nations as Rights Holders.

b) Where Treaty Rights may be impacted, the Town shall require that applications for development include an Indigenous Consultation Plan, including documentation of the results of the Indigenous Consultation program.

6.1.15 Development Applications

6.1.15.1 Pre-Consultation Meeting

a) Formal pre-consultation with the Town and relevant commenting agencies is not a requirement, but shall be encouraged prior to the submission of any development application to be considered under the *Planning Act*, in accordance with the Town's Pre-Consultation By-law. The person or public body requesting the amendment or approval who wishes to attend a pre-consultation meeting shall submit a pre-consultation package for review by the Town and pay the applicable pre-consultation fee.

b) The purpose of the pre-consultation meeting shall be to review a draft development proposal for the lands affected by the proposed application(s), and identify the need for, and the scope of, other information and materials considered necessary by the Town and other affected agencies to allow for a comprehensive assessment of the development application(s).

6.1.15.2 Complete Application Requirements

a) The Town shall determine the information and materials necessary for submission with the application based on the nature, scale and complexity of the proposal, and in accordance with the list of Studies identified in this Plan.

b) In addition to the relevant policies of this Plan, the Town may establish additional criteria for each type of *Planning Act* application through the enactment of a By-law authorized under this Section and under the *Planning Act*. The requirements for additional reports, studies and/or drawings beyond those prescribed in this Section or under the *Planning Act*, and any related amendments thereto, will constitute the requirements for a complete application.

c) Any or all of the information outlined in this Section may be requested from applicants to ensure that all relevant and required information pertaining to a development application is available at the time of submission, enabling the Town to make informed decisions within the time periods prescribed by the *Planning Act*.

d) Any information provided in support of an application for development submitted under the *Planning Act* is considered public, and is available for public review.

e) For planning applications to be deemed complete, the following mandatory items shall be submitted to the Town, and shall be carried out to the satisfaction of the Town.

i. Application Form;

ii. Covering Letter;

iii. Materials required by legislation/regulation;

iv. Supporting documentation as required by the Town; and

v. Required Application Fee.

f) The Town may require provision of supporting documents at its sole discretion as part of a complete application, including in **Table 6: Required Supporting Studies.**

Table 6: Required Supporting Studies

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• Agricultural Impact Study • Active Transportation Report • Affordable Housing Contribution Plan • Agricultural Impact Assessment • Air Quality Study • Archaeological Assessment • Building Condition Report • Building Details Plan • Community Design Plan • Containment Management Plan • Conservation Plan • CPTED Report • Cultural Heritage Evaluation Report • Draft Plan of Subdivision • Draft Plan of Condominium • Earth Science (Natural) Heritage Evaluation • Environmental Management Plan • Environmental Site Assessment • Erosion and Sediment Control Plan • Fisheries Impact Study • Floodplain Analysis • Flooding, Erosion and Slope Stability Study	• Fluvial Geomorphology Analysis • Functional Servicing Report • Geotechnical/Soil Stability Report • Grading Plan (Cut and Fill Plan) • Health Impact Assessment • Heritage Impact Assessment • Hydrogeology/Hydrology Study • Indigenous Consultation Plan • Landform Conservation Plan • Land Use Compatibility Study • Landscape Plan • Master Drainage Plan • Mineral Aggregate Resource Analysis • Municipal Financial Impact Assessment • Financial Impact Assessment • Needs/Justification Assessment • Natural Heritage Evaluation • Noise and/or Vibration Study • Park Concept Plan • Parking Study • Phasing/Staging Plan • Planning Justification Report, including Provincial Plan Conformity Evaluation • Record of Site Condition	• Section 59 Notice • Site Plan • Minimum Distance Separation Formulae • Stormwater Management Plan • Parking Study • Secondary Plan • Student Housing Strategy • Source Water Impact Assessment and Mitigation Plan • Sub-Watershed Study or Equivalent • Sun/Shadow and/or Wind Analysis • Sustainability Assessment • Traffic/Transportation Impact • Transportation Study, including a Mobility Plan and Transportation Demand Management Plan • Trail Impact Study • Tree Inventory/Preservation Study • Urban Design Brief • Vegetation Enhancement Plan • Wellhead Protection Area Risk Assessment Report • Mobility Plan • Waste Management Plan

g) The Town may develop terms of references, guidelines, and/or standards to provide direction on the circumstances where certain supporting documentation will be required if not stipulated by this Plan and/or the content of the documents.

h) The Town may develop performance checklists or indices to assist with evaluating the merits of development applications in the context of the policies in this Plan addressing such matters as but not limited to healthy development, financial and environmental sustainability, climate change resiliency, green development and urban design.

i) All Information, supporting documents and materials prepared in accordance with the policies of this Plan shall be subject to the following requirements to be deemed complete, unless prepared by a qualified prescribed professional in the *Planning Act*:

i. All information, studies and materials required by the Town shall be prepared by an appropriately

designated qualified professional, in accordance with applicable legislation, to the satisfaction of the Town, retained by, and at the sole expense of the applicant;

ii. The Town may request or conduct a peer review of any information, studies and materials submitted where the Town:

> Lacks the appropriate expertise to review such information, studies and materials; and/or

> Is not satisfied with the extent and quality of the work submitted by the applicant.

Such peer review shall be completed by an appropriate agency or professional consultant retained by the Town, at the applicant's expense. Where a peer review is requested by the Town, the application will not be deemed complete until:

> The peer review study has been submitted to the Town, and the Town is fully satisfied with the extent and quality of the work, including any requirements for additional or supplementary work identified through the peer review process; and

> The Town has been fully reimbursed by the applicant for the cost of the peer review study.

j) Incomplete applications submitted to the Town will not be accepted and shall be returned to the applicant. The Town may deem an application to be incomplete and refuse all information, supporting documents and materials, submitted as part of a complete application(s) if it considers the quality of the submission unsatisfactory.

6.2 Interpretation

a) The Vision, the Guiding Principles, the Successful Community Objective and the supporting policies of this Plan are interconnected and interrelated. Decision-making will be based on conformity with all the relevant policies of this Plan. Further, as a Successful Community, decisions about development will need to integrate environmental, social and economic perspectives so that today's needs can be met, without compromising the ability of future generations to meet their needs.

b) This Plan is intended to be read and interpreted as a whole. All policies of this Plan must be considered together to guide its interpretation and determine conformity. Individual policies should not be read or interpreted in isolation from other relevant policies. Further, this Plan is to read along with the other Provincial plans, policies and guidelines that have a significant influence on land use decisions within East Gwillimbury, including:

i. The Oak Ridges Moraine Conservation Plan;

ii. The Greenbelt Plan; and

iii. The Lake Simcoe Protection Plan.

Where there is a conflict with any these listed Provincial plans, policies or guidelines, and the policies of this Plan, the listed Provincial plans, policies and guidelines shall prevail. In all other cases, the more restrictive policies shall prevail.

c) The Vision, Guiding Principles, Successful Community objective, policies and the schedules and tables contained in this Plan constitute the Town of East Gwillimbury Official Plan. The schedules and tables included within this Plan must be read together with the policies of this Plan. In the case of a discrepancy between the policies of this Plan and a related schedule, or table, the policies shall take precedence.

d) For the purposes of interpreting this Plan, definitions found within the *Planning Act,* the *Ontario Heritage Act*, the Provincial Planning Statement and other applicable Provincial legislation shall apply. In all other

instances, terms shall be defined in accordance with the definitions included within the implementing zoning by-law and, if no other definition is provided, reference to the Canadian Oxford Dictionary.

e) Photographs and diagrams, and the associated **APPENDIX A** are non-statutory elements of this Plan and are provided for clarification purposes only.

f) The location of boundaries and symbols, including land use designations shown on the schedules to this Plan, are intended to indicate the general location, except where they coincide with highways, roads, railways, watercourses or other bodies of water, or other clearly recognizable or defined physical features. Future road and Active Transportation Networks shown on the schedules to this Plan are illustrated in approximate locations only.

g) Any change to boundaries established by Provincial Plans, such as the Greenbelt Plan or Oak Ridges Moraine Conservation Plan, will be in accordance with Provincial Plans. More specifically:

   i. Amendments to the Oak Ridges Moraine Conservation Plan land use designations are not permitted and may only be considered by the Province at the time of the ten-year review of the ORMCP; and

   ii. Amendments to the boundaries of the Greenbelt Natural Heritage System are not permitted and may only be considered by the Province at the time of the ten-year review of the Greenbelt Plan.

h) Where a parcel of land is subject to two or more land use designations, the policies of each designation shall apply to the portion of the lands so designated.

i) Where a Provincial or Federal Act, regulation or guideline is referred in this Plan, it is intended that such reference be interpreted to include any subsequent legislation, regulation or guideline that may replace the specified Act.

j) Where reference is made to the Town's Urban Design Manual and all other relevant Town adopted master plans, strategies, studies, guidelines, standards and By-laws, it is intended that such reference be interpreted to include any subsequently revised or updated version, policy, regulation or guideline that may replace the specified Urban Design Manual and all other relevant Town adopted master plans, strategies, studies, guidelines, engineering ,or any municipal By-law.

k) Where an error is discovered in the text or a Schedule, such as a typographical, grammatical, spelling, numbering, or other similar type of mistake, the error may be corrected without obtaining an amendment to the Official Plan provided that the general intent, purpose, and substance of this Plan is maintained.

l) All planning decisions shall conform to the Provincial Plans and shall be consistent with the Provincial Planning Statement, subject to any applicable Provincial transition provisions.

APPENDIX A: Terms of Reference - Community Design Plans

1.0 Purpose

The Town of East Gwillimbury's Official Plan:

> Includes a Vision, Fundamental Planning Principles and Objectives for a Successful Community that are to be broadly applicable throughout the Town, and are to guide decisions about future development within the Complete Communities Plan Area;

> Has established a high level framework for the development of the Complete Communities Plan Area, including an urban structure of mixed use centres and corridors, an approach to the distribution of various land uses and built forms and a preliminary road network that identifies the Regional Arterial Roads and Collector Roads; and

> Identifies the current extent of the Natural Heritage System within the Complete Communities Plan Area, and identifies symbolically locations of public service facilities, parks and open spaces and schools.

Schedule 3 of the Official Plan further establishes 6 individual Community Design Plan Districts that require, prior to the approval of any development, that a Community Design Plan be prepared for each of the 6 individual Community Design Plan Districts. The purpose of the Community Design Plan is to promote comprehensive planning and to prepare a detailed Concept Plan and supporting technical studies that:

> Confirms the boundaries of the Environmental Protection Designation;

> Identifies and conserves cultural heritage resources;

> Identifies the detailed land use and built form pattern, including the distribution and location of various forms of housing and the location and scale of required non-residential uses;

> Identifies the road/driveway network, including Local Roads and confirms connectivity with public roads in abutting development districts;

> Identifies the active transportation network, and existing and planned transit facilities;

> Identifies the parks and open space system and its connection to the active transportation network;

> Identifies the location for any required educational and/or public service facilities and their connection to the active transportation network;

> Confirms the achievement of the required minimum density targets and the required mix of land uses, including any uses in the public interest to be developed (e.g. affordable housing, public service facilities, parks and open spaces, schools and other community benefits);

> Articulates the details for the provision of municipal water, wastewater and stormwater infrastructure systems; and

> Identifies phasing and order of development, including any uses in the public interest to be developed in the earlier phases (e.g. affordable housing, public service facilities, parks and open spaces, schools and other community benefits).

Community Design Plans are tertiary level planning documents that will implement the strategic directions of the Official Plan to ensure the realization of comprehensive planning, and a consistent approach for the development within the Complete Communities Plan Area. It is required that Community Design Plans:

> Conform with all of the relevant policies of the Official Plan, including, where applicable:

  - Achievement of the required minimum gross density targets, and/or contribution to the overall annual residential intensification target;

  - Contribution toward the affordable housing target;

> Consistency with the Urban Design Manual, as well as any other relevant Town-adopted master plans, strategies, studies, guidelines, engineering standards and By-laws; and

> Achievement of the required mix of land uses, the delivery of schools and parks and the ability to accommodate, or support defined community facilities, including public service facilities.

In accordance with the Official Plan, Community Design Plans are non-statutory, and shall be adopted by Council. Community Design Plans shall form the basis for the approval of Draft Plans of Subdivision/Condominium, Implementing Zoning By-laws and, where required, Site Plan Approval. The preparation and submission of Community Design Plans may be concurrent with site-specific development applications for Draft Plans of Subdivision/Condominium, Implementing Zoning By-laws and, where required, Site Plan Approval. Further, the Town may scope the requirements for a Community Design Plan based on an assessment of the scale and complexity of the individual Community Design District.

2.0 Studies Required to Support a Community Design Plan

The planning, design and, ultimately the development of the 6 Community Design Plan Districts within the Complete Communities Plan Area is long-term and complex. To support the preparation of the Community Design Plans, a number of key technical studies will be required, as follows:

> Community Concept Plan;

> Engagement Strategy;

> Planning Opinion Report;

> Transportation Mobility Plan Study;

> Transportation Demand Management Plan;

> Urban Design Guidelines;

> Architectural Control Guidelines;

> Development and Infrastructure Phasing Plans;

> Natural Heritage Evaluation/Environmental Impact Study;

> Master Environmental Servicing Plan; and

> Implementation and Staging Plan.

2.1 Community Concept Plan

The required technical studies supporting the Community Design Plan will build upon the work carried out in support of the broader Complete Communities Plan included within the Official Plan. The Community Concept Plan will inform Draft Plan, zoning and other development applications. The supporting reports required to determine and confirm the location and size of the Community Concept Plan's components are anticipated to be of sufficient detail to support the necessary planning applications.

The Community Concept Plan will be provided in Geographic Information System (*.shp or file Geodatabase), AutoCAD (*.DWG), and PDF formats consistent with the Town's specifications. Each of these files must have the following projected coordinate system: NAD_1983_UTM_Zone_17N. Projection: Transverse Mercator, Linear unit: Metre. The Community Design Plan will include one or more maps accurately identifying the following:

> Establishes the overall layout of the entire Community Design Plan District and Identifies participating and non-participating landowners;

> Confirms the extent of the Environmental Protection designation, including any required environmental buffers/vegetation protection zones;

> Establishes the road and block pattern, the road network - including the local road pattern - and a summary of right-of-way widths by road classification;

> Establishes the active transportation network, including on-road and off-road facilities and trails, as well as Pedestrian and Bicycle pathway connections;

> Establishes the distribution of the various land use/built form categories and distribution details;

> Confirms the location, configuration and quantum of schools and community/public service facilities;

> Confirms the location, configuration and quantum of parks and open spaces to be delivered in accordance with service standards or a Master Parks Agreement, and the relevant policies of the Official Plan;

> Articulates key community gateways that mark the transition from one community to the next;

> Articulates the sizes and locations of all stormwater management facilities and Low Impact Development activities/facilities;

> Identifies the location of possible transit routes and transit facilities for dedication to the Town; and

> Articulates the staging of development, including the breakdown of anticipated dwellings by type including affordable housing and/or assisted housing, non-residential uses by area and type and the associated population and employment yields.

2.2 Engagement Strategy

Landowners - It is a requirement for a Community Design Plan to receive Council adoption that all landowners within any Community Design Plan District has been consulted and has had the opportunity to provide input on the development of the Community Concept Plan. As such, proponents shall prepare a Landowner Consultation Strategy that articulates the approach to landowner consultation, as well as a mechanism to inform Council of the results of that consultation process. This consultation process is non-statutory, but is important to ensure that all affected landowners are aware of development opportunities, and plans that affect their individual properties.

Indigenous Community - It is a requirement for a Community Design Plan to receive Council adoption that the Indigenous communities have been consulted and have Indigenous Community Engagement Plan that provides an early opportunity for affected communities to provide input on the development of the Community Concept Plan. This consultation process is an important early step to ensure that future applications for Draft Plans and Rezonings have been reviewed by affected Indigenous communities.

2.3 Planning Opinion Report

A Planning Opinion Report will be required for each Community Design Plan District which will provide:

> A full description of the Community Concept Plan, including graphic representations and statistical attributes including the calculation of:

- Population, housing type and employment yields by land use category;
- Parkland dedication requirements;
- Requirements for community services, public service facilities and school sites;
- Requirements for generating employment opportunities and for generating Gross Floor Area for retail, service commercial and office uses;

> A demonstration of how the Community Concept Plan will function both internally and in consideration of adjacent communities;

> An assessment of conformity with the relevant policies of the Official Plan, as well as consistency with the Town's Urban Design Manual;

> An assessment of how relevant Provincial and Regional plans, policies and guidelines have been addressed;

> The conclusions of the supporting technical studies, as needed, to support the Town's assessment of any concurrent or subsequent planning approvals; and

> A discussion about the ability to secure appropriate capacity allocations for municipal service infrastructure systems.

2.4 Transportation Mobility Plan Study

A Transportation Mobility Plan Study provides a detailed Road Network Assessment (identifying Regional Arterial, Major Collector, Minor Collector and Local Roads, and Provincial Highways, if applicable) that assess impacts on the Regional and Local Road Networks with consideration of adjacent Community Design Plan Districts and other Plan Areas, and that confirms if additional transportation infrastructure is required to support each stage of development. A Transportation Mobility Plan Study will address the following:

> Develop mitigation measures to address any deficiencies at each stage (existing, future background, and future total traffic) for all study area intersections;

> Determine the appropriateness of access locations and ensure adequate traffic controls are provided at the access road intersections;

> Review and comment on the general alignment of the proposed internal roads within the study area in comparison to the Official Plan;

> Review general roadway geometrics such as right-of-way, pavement widths and lane configuration of internal roadways;

> Determine access justification and locations, spacing, and configuration;

> Discuss the appropriate control and configuration of intersections;

> Determine transit and active transportation requirements, including transit and cycling network, sidewalk and trail locations; and

> Develop an active transportation network per the Official Plan.

2.5 Transportation Demand Management Plan

A Transportation Demand Management Plan will be prepared to address the following:

> Determine Transportation Demand Management (TDM) Measures;

> Appropriate physical infrastructure will be identified. Links and connections will be verified to the overall sidewalk, bicycle network, trail and path system; and

> Implement the Town's Transportation Management and Active Transportation Strategy.

2.6 Urban Design Brief

The Town's Urban Design Manual will provide the overarching guidelines for the design of each Community Design Plan District. An Urban Design Brief will be required to demonstrate how each community plan achieves the objectives of the Guidelines and to identify any unique or distinguishing features of the community. The Urban Design Manual states that “the provisions, and examples in the UDM should be used as the foundation of design for all development projects in the Town and will be used in the assessment of development proposals." Further the Urban Design Manual goes on to state:

> Community Areas provide for the development of residential neighbourhoods including housing, parks and open spaces, convenience commercial uses, institutional and educational facilities.

- Design neighbourhoods to ensure residents are in proximity to amenities that will meet their daily needs including convenience commercial, office and personal services, institutional, and recreational uses;

- Provide a mix of housing types, densities, sizes and tenures, including special needs housing in new residential development in accordance with Town approved typologies for typical built forms;

- Ensure residential development is well designed to:
  - Promote pedestrian activity;
  - Create functional and visual diversity;
  - Develop multi-unit residential forms that fit within the community;
  - Guide the creation of architecturally varied, and context appropriate, residential streetscapes; and

> Ensure new residential blocks contain a mix of dwelling types with a variety of elevations to provide a diverse housing stock and to avoid a homogeneous streetscape.

In addition to the Urban Design Manual, the Town also has area-specific guidelines for the various individual Plan Areas that have already received approval, and some are still under development. These existing area specific guidelines should also be considered in the Urban Design Brief to provide overall context and an understanding of community identity, including:

> Area-specific Community Vision;

> Key design elements including:

- Structuring elements such as the street network and block pattern, special character areas, open space/parks and trails system;

- Residential building considerations;

- Streetscape design, including street trees, street furniture and lighting;

- Fencing details;

- Priority lot location plan;

- Planting palette;

- Buffer landscape treatment;

- Community entries/nodes;

- Special character areas;

- Compatibility with the existing community;

- Public realm and sustainability aspects;

- Park and open space guidelines including the natural system, stormwater management, views and vistas, trails (public realm improvements); and

- Built form guidelines for lot types that may vary from the Town's manual or provide reference to that document for conformity.

2.7 Architectural Control Guidelines

The Town of East Gwillimbury has implemented Architectural Control/Design Guidelines for various communities within the Town. The purpose of the guidelines is to:

- Provide an architectural vision and identity for the new community area by setting a design standard that respects the local heritage and existing built-form;

- Promote attractive built-form and streetscapes;

- Provide guidelines for architectural styles, materials, and details;

- Set standards that will diminish the visual prominence of garages within the streetscape;

- Establish criteria for siting buildings;

- Establish criteria for priority lot buildings; and

- Establish procedures for the architectural control review and approval process.

Architectural Guidelines will be prepared for each Community Design Plan District and executed through a Control Architect in partnership with the Town.

2.8 Development and Infrastructure Phasing Plans

The Development and Infrastructure Phasing Plans will be prepared to determine the key infrastructure and land uses required in each phase. These may be included in the MESP/FSR or in the Planning Report. Regional trunk infrastructure locations may be used as the basis for Development and Infrastructure Phasing Plans. Geographic and locational considerations may be used to inform Development and Infrastructure Phasing Plans, or equivalent studies.

2.9 Implementation and Staging Plan

An Implementation and Staging Plan shall be prepared as part of the Community Design Plan process. Staging shall be established to ensure that:

- There is availability and efficient use of service infrastructure and public service facilities public at the Community Design Plan level in sync with anticipated residential growth;

- Development proceeds in a manner that is supportive of transit services;

- Public service facilities and service infrastructure are provided in a fiscally responsible manner and which does not impose a financial burden on the Town or the Region beyond that planned for and approved by Council;

- The progression of development will follow a logical sequence, generally in accordance with the Area Servicing Plan, to ensure the creation of a complete community, minimizing the extent to which future residents are exposed to construction impacts; and

- There is an appropriate range and mix of housing types, including affordable housing, to achieve the targets of the Official Plan.

2.10 Natural Heritage Evaluation/Environmental Impact Study

The Official Plan establishes a Town-wide Natural Heritage System. A Natural Heritage Evaluation/Environmental Impact Statement or equivalent study may be undertaken as part of the Community Design Plan process or for individual development applications. The intent of these site or area specific studies is to confirm, or refine the limits of natural features and their ecological functions, as well as to identify any required environmental buffers/vegetation protection zones. Refinements, adjustments and/or the corrections based on site or area specific Natural Heritage Evaluations/Environmental Impact Statements may occur without Amendment to the Official Plan, depending on the scale and impact of the change, to the satisfaction of the Town, in consultation with any agency having jurisdiction.

2.11 Master Environmental Servicing Plan

The Master Environmental Servicing Plan (MESP) will refer to the Natural Heritage Evaluation/ Environmental Impact Study, Geotechnical, Hydrogeological, and other related technical studies. The MESP will be a comprehensive document that will address the relevant natural features and functions, provide the foundation for the layout of the Community Design Plan and will define the means of protecting and enhancing these significant environmental features.

All elements of the Community Design Plan, such as the transportation and servicing networks, will be required to conform to the standards and requirements of the approved MESP. Each of the following elements will be considered and addressed in the MESP.

Functional Servicing Plan

The Functional Servicing Plan will address the municipal service infrastructure requirements and will incorporate water and energy conservation strategies. The Functional Servicing Plan will include the following:

- Grading Plan for the Community Concept Plan based on the conceptual road alignments;

- Wastewater servicing system preliminary design including identification of externally serviced lands; conformance of the plan to the Town's Servicing Strategy recommendations and to York Region's Water & Wastewater Master Plan;

- Water servicing system including development of conceptual fire and peak daily water demand, preliminary alignment and design of the internal water supply system, and associated connection points to the external system; including completion of hydraulic analysis and confirmation of conformance to York Region's Water & Wastewater Master Plan;

- Utilities including an overview of existing and/or planned utility infrastructure surrounding the site and identification of preliminary utility servicing requirements for development; and

> Staging Plan for development and infrastructure within the individual Community Design Plan District.

Stormwater Management Strategy

A Stormwater Management Strategy is required to include the identification of:

> Major and minor system flow paths and storm sewer layout; and

> Additional systems required to support low-impact development techniques as part of the overall water balance mitigation strategy where required.

The Stormwater Management Strategy will include:

> Verification of conformance with the SWM criteria developed through analysis of the proposed storm servicing strategy;

> Evaluation of required SWM practices, including Low Impact Development (LID), lot level, conveyance and end-of-pipe facilities, based on the suitability given the onsite conditions;

> Definition of proposed conditions drainage plans, catchment areas, and facility locations;

> Conceptual pond grading, identification of outfall locations, and pond block sizing;

> A site-specific hydrology model will be prepared for post-development conditions (reflective of land uses in the preliminary development concept) to confirm SWM facility sizing; and

> Determination of right-of-way overland flow conveyance capacity.

Water Budget and Conceptual Low Impact Development Strategy

The Water Budget and LID Strategy will be established in collaboration with the hydrogeological assessments, but will be implemented through the engineering process. It will include the following:

> Develop a proposed conditions water budget assuming no mitigation, and develop requirements to be incorporated into mitigation strategy;

> Complete a comprehensive LID analysis, including the evaluation of various alternatives and selection of preliminary LID strategies and locations, if required; and

> Update the proposed conditions water budget to incorporate the conceptual mitigation strategy and confirm that the plan meets the requirements of the Source Water Protection Regulations.

Feature-Based Water Balance/Headwater Drainage Feature Mitigation Strategies

The MESP will include a feature-based water balance and mitigation strategy for any headwater drainage features or existing wetlands (if required).

Hydrogeological & Geotechnical Considerations

A summary of the Hydrogeological Conditions in the proposed post-developed condition will be provided including:

- Assessment of the impact of the construction of the proposed development on local and regional groundwater systems, and a preliminary evaluation of the need for dewatering during construction, and the associated impacts of the dewatering operations, if required;
- Identification of the expected changes to the local and regional groundwater resources as a result of the implementation of the development, including the changes to recharge and discharge areas;
- Evaluation of the effects of the proposed development on existing wells and well users, the Regional aquifer, and significant natural features;
- Assessment and recommendations for the proposed water balance mitigation strategy. The mitigation may include (LID) approaches; and
- Ensuring relevant technical studies meet Source Water Protection WHPA-Q requirements.

A summary of the Geotechnical Conditions in the proposed post-developed condition will be provided including:

- Identification of special geotechnical considerations that need to be applied for proposed infrastructure;
- Preliminary evaluation of special considerations for SWM Pond construction in relation to groundwater levels;
- Design and stability considerations for any raised SWM ponds where berms higher than 2 m are proposed;
- Analysis and design recommendations that meet the "MNR LRIA Geotechnical Design and Factors of Safety" criteria; and
- Assess and provide recommendations if necessary for mitigation of groundwater influence on servicing trench construction.

Ecological Considerations

A summary of the ecological considerations in the proposed post-developed condition will be provided including:

- Policy framework applicable to the proposed development activities;
- Impact on features of the Feature Based water balance;
- Impact on features of the Headwater Drainage Feature mitigation;
- Impacts on natural heritage resources (Including those protected through the Endangered Species Act);
- Analysis of the impacts of the proposed Stormwater Management;
- Identify mitigation techniques for such impacts; and

- Significant natural heritage features and areas identified by the PPS, where protection measures are required. This will include a discussion on the significance, severity, and longevity of impacts associated with these features.

Municipal Class Environmental Assessments for Collector Roads (Phases 3 & 4)

An initial and conceptual road network is identified in the Official Plan. Municipal Class Environmental Assessments were completed as part of the Town's Transportation Master Plan (Phase 1 and Phase 2), which supported the Official Plan. Phase 3 and Phase 4 Municipal Class Environmental Assessments may be required for Major and Minor Collector Roads as part of the Community Design Plan process, as described below.

- **Phase 3 Class EA -** Examine alternative methods of implementing the preferred solution, based upon the existing environment, public and review agency input, anticipated environmental effects and methods of minimizing negative effects and maximizing positive effects; and

- **Phase 4 Class EA** - Document, in an Environmental Study Report a summary of the rationale, and the planning, design and consultation process of the project as established through the above Phases, and make such documentation available for scrutiny by review agencies and the public. Where proposed collector roads within a CDP Area substantially deviate from the Towns Transportation Master Plan, a full Municipal Class Environmental Assessment may be required for those roads.

3.0 Additional Studies Required with Individual Development Applications

- **Archaeological Assessment** - Stage 1 Archaeological work has been completed for the entire Complete Communities Plan Area. The Stage 1 Archaeological Assessment will be used to guide the nature and extent of any future Stage 2 Assessments, which are recommended at the development application stage. Stage 3 and 4 Assessments, if determined to be required through the Stage 2 work, will be provided before final development approval through the development application process;

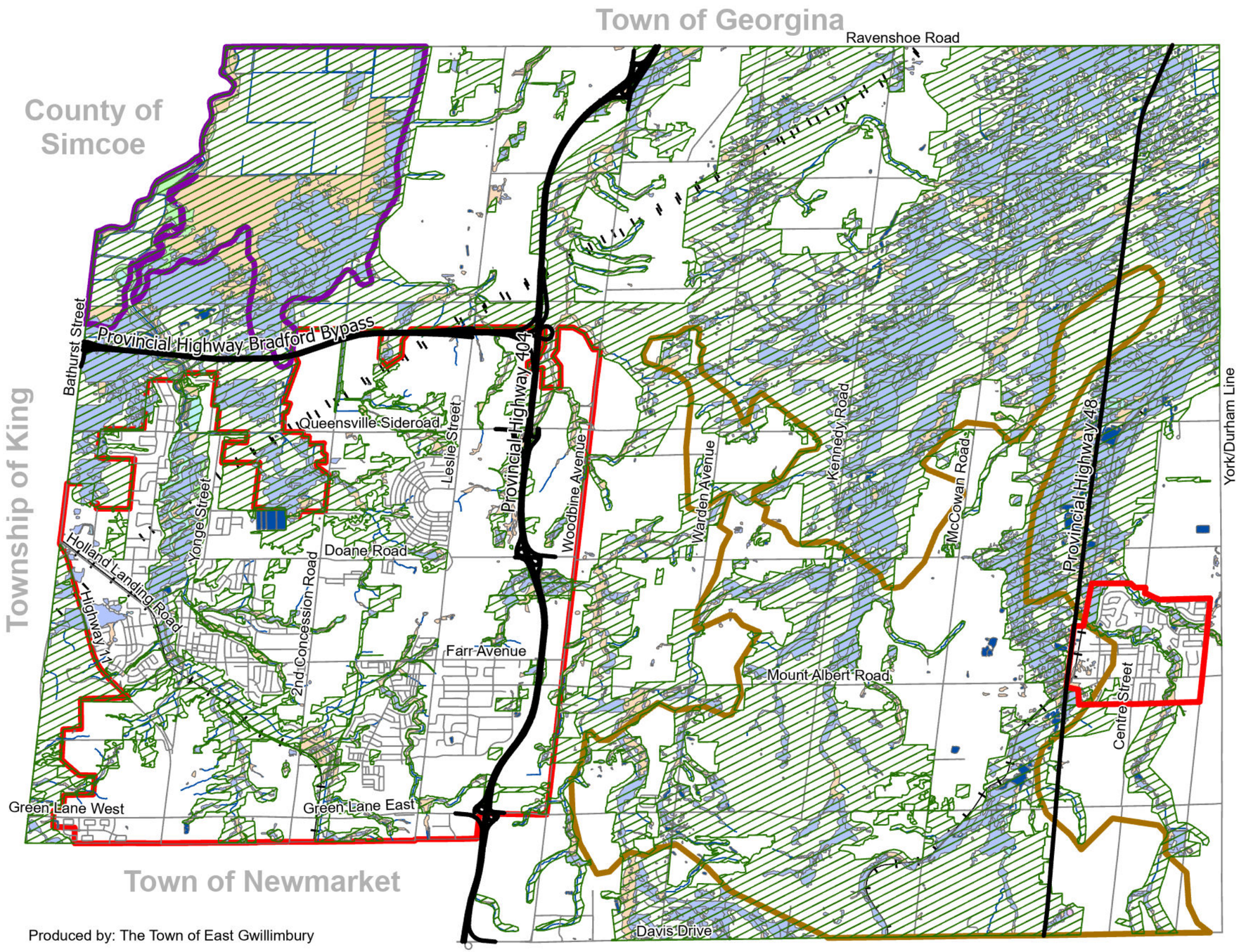
- **Noise and Vibration Study** - Noise and Vibration Studies will be deferred to the development application stage, as required to assess potential health impacts and to ensure land use compatibility;

- **Air Quality Study** – Air Quality Studies will be deferred to the development application stage, as required, to assess potential health impacts and to ensure land use compatibility;

- **Environmental Site Assessment** - The Environmental Site Assessment (ESA) will identify any potential environmental liability associated with the subject site. The ESA reports can be deferred and completed at the development application stages as required and to the satisfaction of Development Engineering;

- **Park and Vista Block Facility Fit Plan** - The Park and Vista Block Facility Fit Plans will be prepared in consultation with the municipality to illustrate the preferred location of the parkland and open space. Detailed park planning will occur at the development application stage; and

- **Thinking Green! Design Standards** - The Town's Thinking Green! Design Standards are geared to and required for individual development applications and should be considered through the Community Design process. The Town's 'Designing for Complete and Connected Communities' guidelines are to be considered as part of the Secondary Plan Stage and implemented through CDP areas. As directed by the CCSP, CDPs will consider matters such as proximity to schools, proximity to parks and public squares, pedestrian networks, streetscape amenities, cycling networks, public transit, among other considerations set out by the Town of East Gwillimbury's Thinking Green! Development Standards.



Appendix B: Natural Heritage Features

Wetlands

- Bog
- Fen
- Marsh
- Open Water
- Swamp
- Unknown
- Natural Heritage/ Environmental Protection Designation
- Oak Ridges Moraine Conservation Plan Boundary
- Settlement Areas
- Watercourse
- Hydro Corridor
- Railway

N

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Town of Georgina

County of Simcoe

Township of King

Region of Durham

Town of Newmarket

Town of Whitchurch-Stouffville

Ravenshoe Road

Bathurst Street

Provincial Highway Bradford Bypass

Queensville Sideroad

Leslie Street

Provincial Highway 404

Woodbine Avenue

Warden Avenue

Kennedy Road

McCowan Road

Provincial Highway 48

York/Durham Line

Yonge Street

Holland Landing Road

Highway 11

Doane Road

2nd Concession Road

Farr Avenue

Mount Albert Road

Centre Street

Green Lane East

Davis Drive

East Gwillimbury

Appendix B: Natural Heritage Features

Areas of Natural and Scientific Interest

- Candidate ANSI, Earth Science
- Candidate ANSI, Life Science
- ANSI, Earth Science
- ANSI, Life Science
- Natural Heritage/ Environmental Protection Designation
- Oak Ridges Moraine Conservation Plan Boundary
- Holland Marsh Specialty Crop Area/ Wetland Complex
- Settlement Areas
- Watercourse
- Hydro Corridor
- Railway

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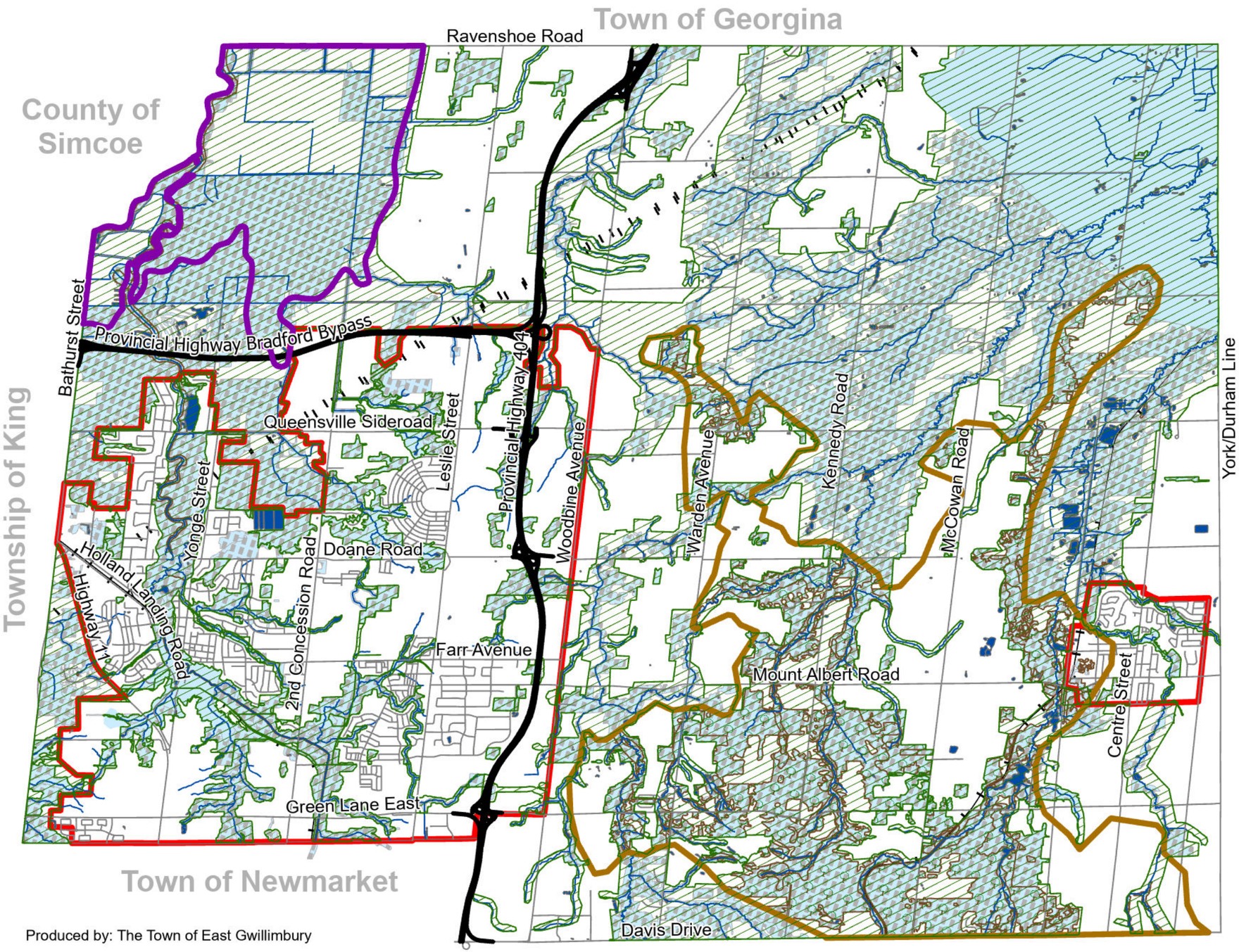
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Appendix B: Natural Heritage Features

Woodlands, Valleylands and Wetlands

- Woodlands
- Valleylands
- Wetland/ Swamp
- Natural Heritage/ Environmental Protection Designation
- Oak Ridges Moraine Conservation Plan Boundary
- Holland Marsh Specialty Crop Area/ Wetland Complex
- Settlement Areas
- Hydro Corridor
- Watercourse
- Railway

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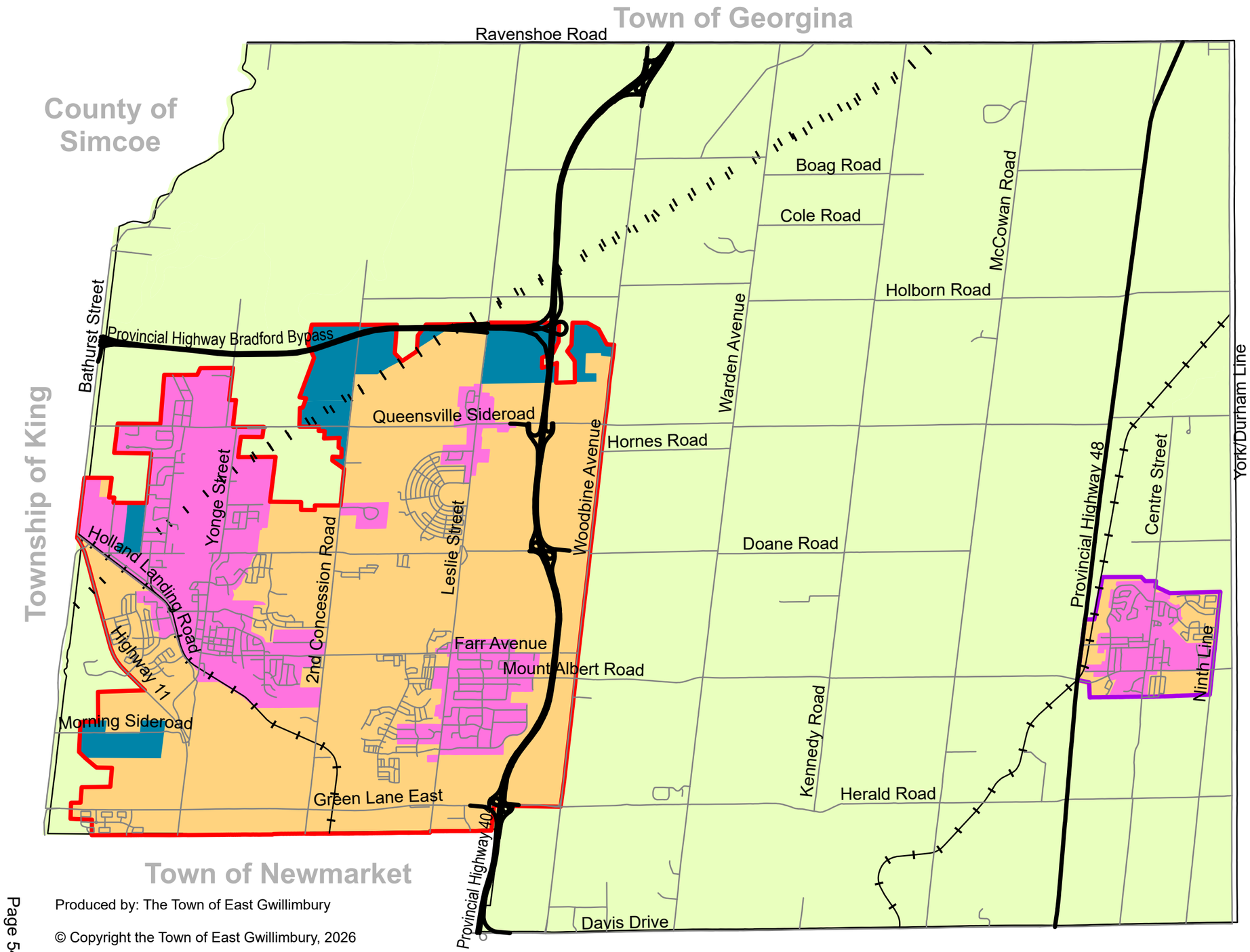
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AGENDA ITEM # H. 1.

Appendix 2 - Official Plan Schedules



East Gwillimbury

Official Plan Schedule 1
Growth Management

- Central Growth Area
- Greenbelt Settlement Area
- Designated Growth Area
- Built Up Area
- Future Urban Areas
- Agricultural System

2,000 Metres

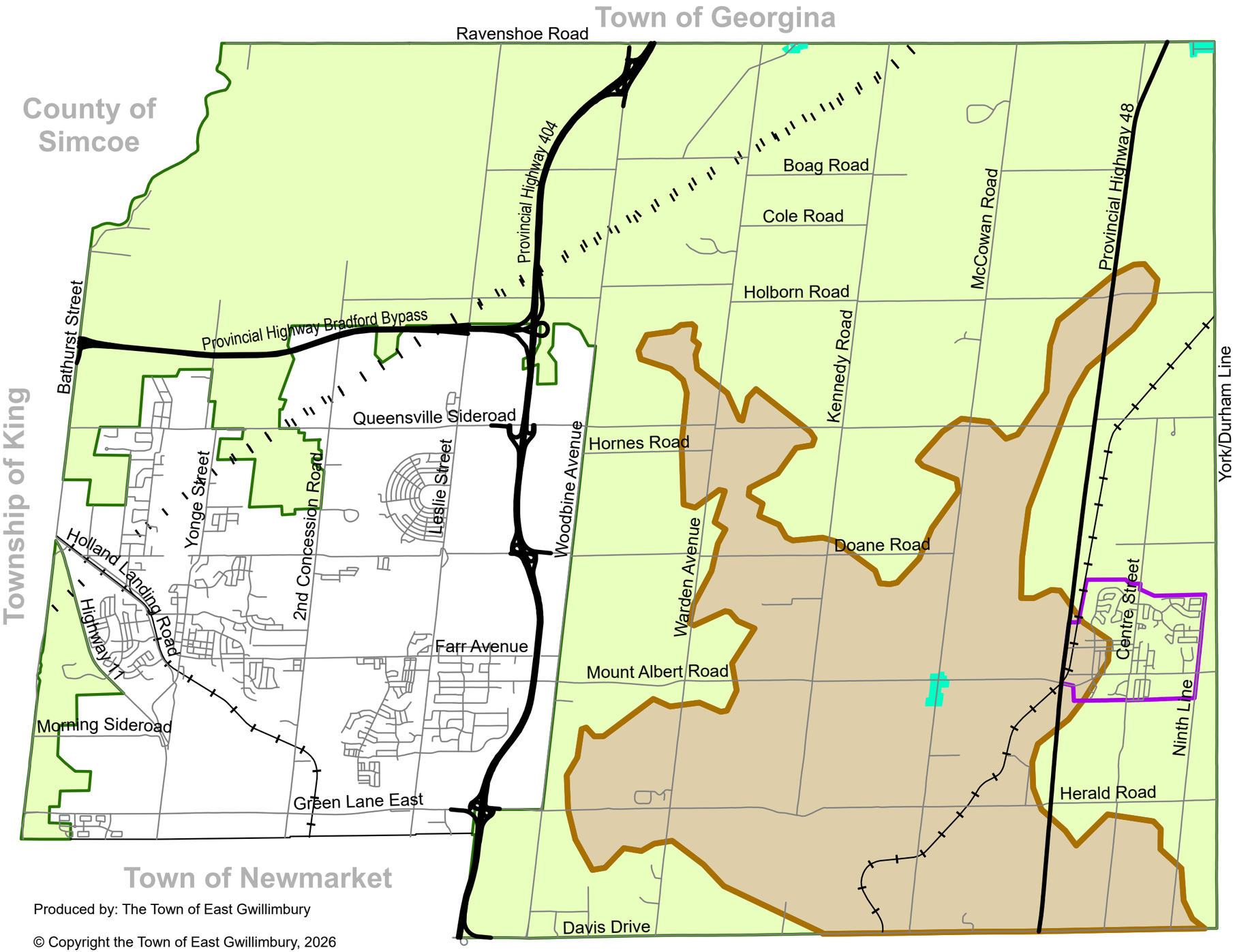
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Official Plan
Schedule 1A
Provincial Policy Areas

- Oak Ridges Moraine Conservation Plan
- Greenbelt Plan Protected Countryside
- Hamlet

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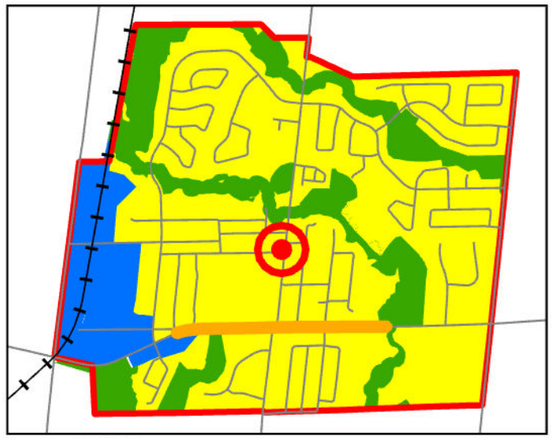
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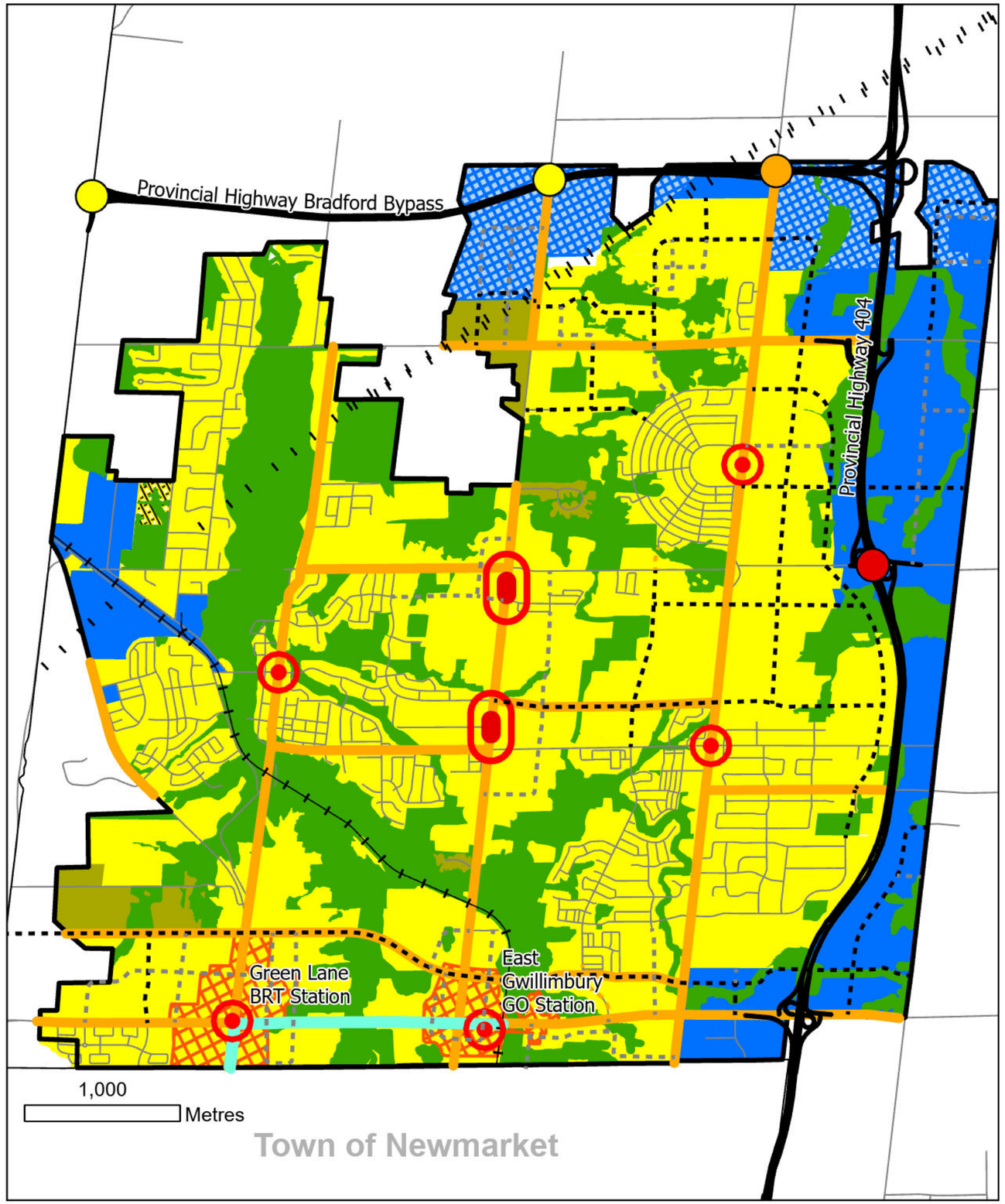


1,000

Metres



Official Plan Schedule 2 **Urban Structure**



- Major Transit Station Area
- Major Local Centres
- Regional Corridor
- Local Corridors
- Community Area
- Employment Districts
- Existing Estate Residential
- Future Community Area
- Future Employment District
- Natural Features*
- Proposed Highway 404 Interchange
- Proposed Bradford Bypass Interchange
- Proposed Partial Bradford Bypass Interchange
- Provincial Highways
- Proposed Major Collector Road
- Proposed Minor Collector Road
- Proposed Local Road

*Note: Further detail regarding the designations and overlays that comprise the NHS is provided on Schedule 5.

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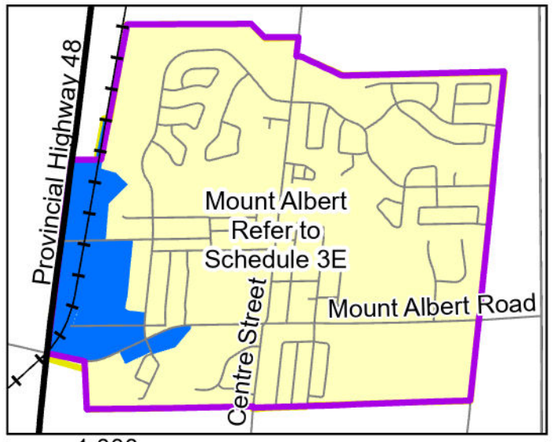
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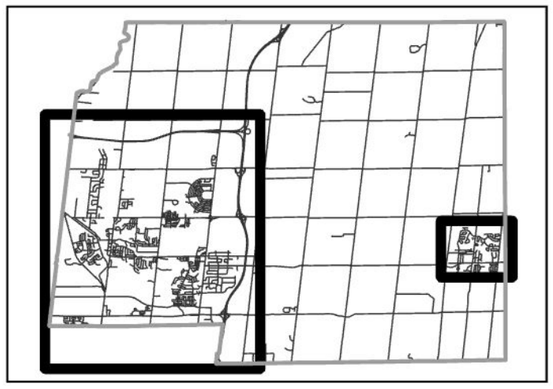
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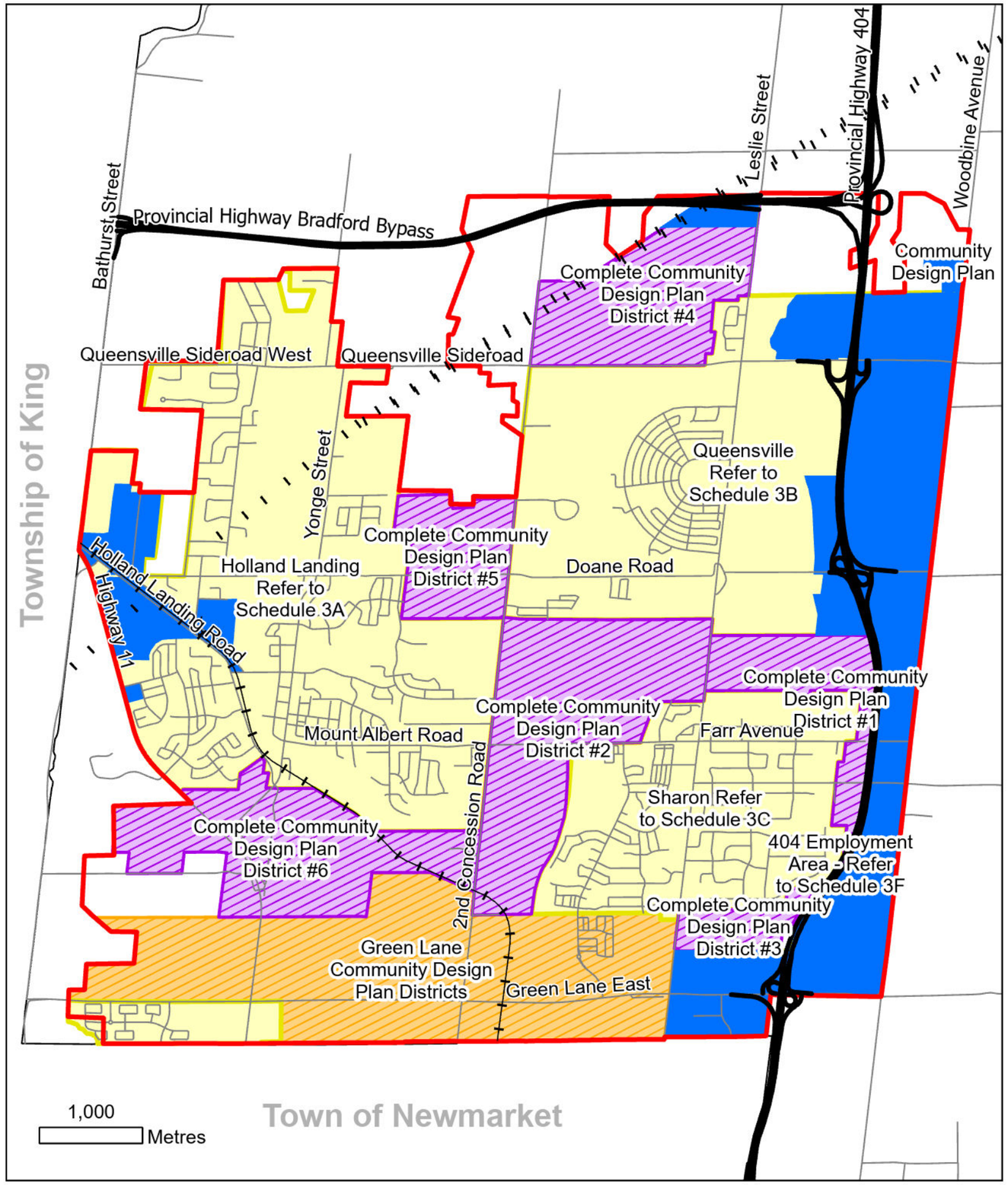
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AGENDA ITEM # H. 1.







East Gwillimbury

Official Plan Schedule 3

Plan Areas/ Community Design Plan Districts

- Community Areas
- Green Lane Community Design Plan Districts
- Complete Community Design Plan Districts
- Employment Districts
- Settlement Area Boundary (Central Growth Area)
- Greenbelt Settlement Area (Mount Albert)

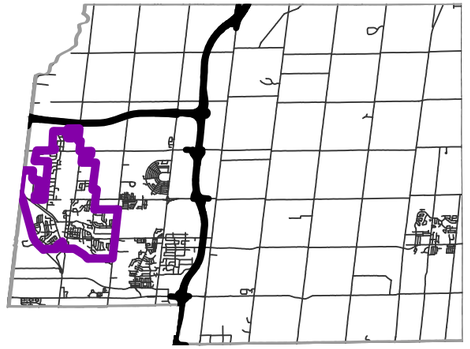
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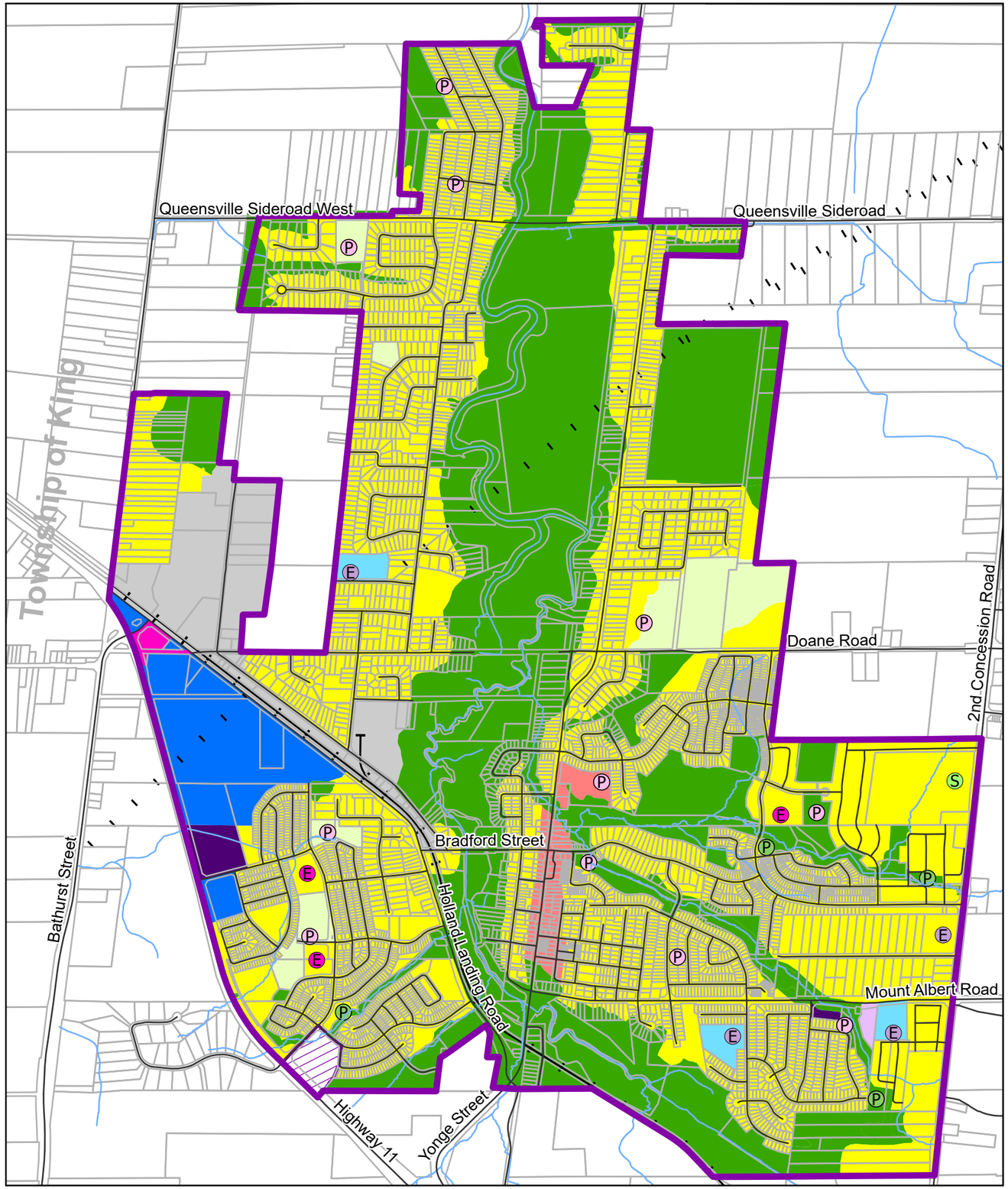
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Official Plan Schedule 3A

Holland Landing Land Use Plan

- Holland Landing Secondary Plan Area
- Prestige Employment
- General Employment
- Low Density Residential
- Medium Density Residential
- Village Core Area
- Community Commercial
- Neighbourhood Commercial
- Residential Mixed Use
- Institutional
- Parks and Open Space
- Environmental Protection
- Existing Elementary School
- Proposed Elementary School
- Proposed Secondary School
- Existing Parks
- Proposed Parks

- Roads
- Hydro Corridor
- Railway

1,000 Metres

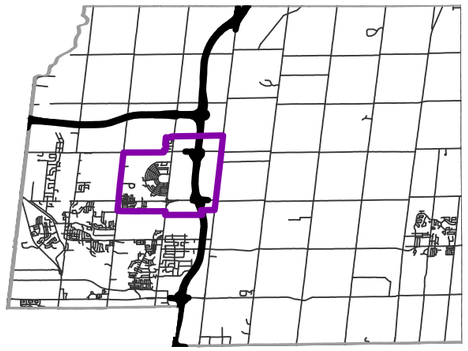
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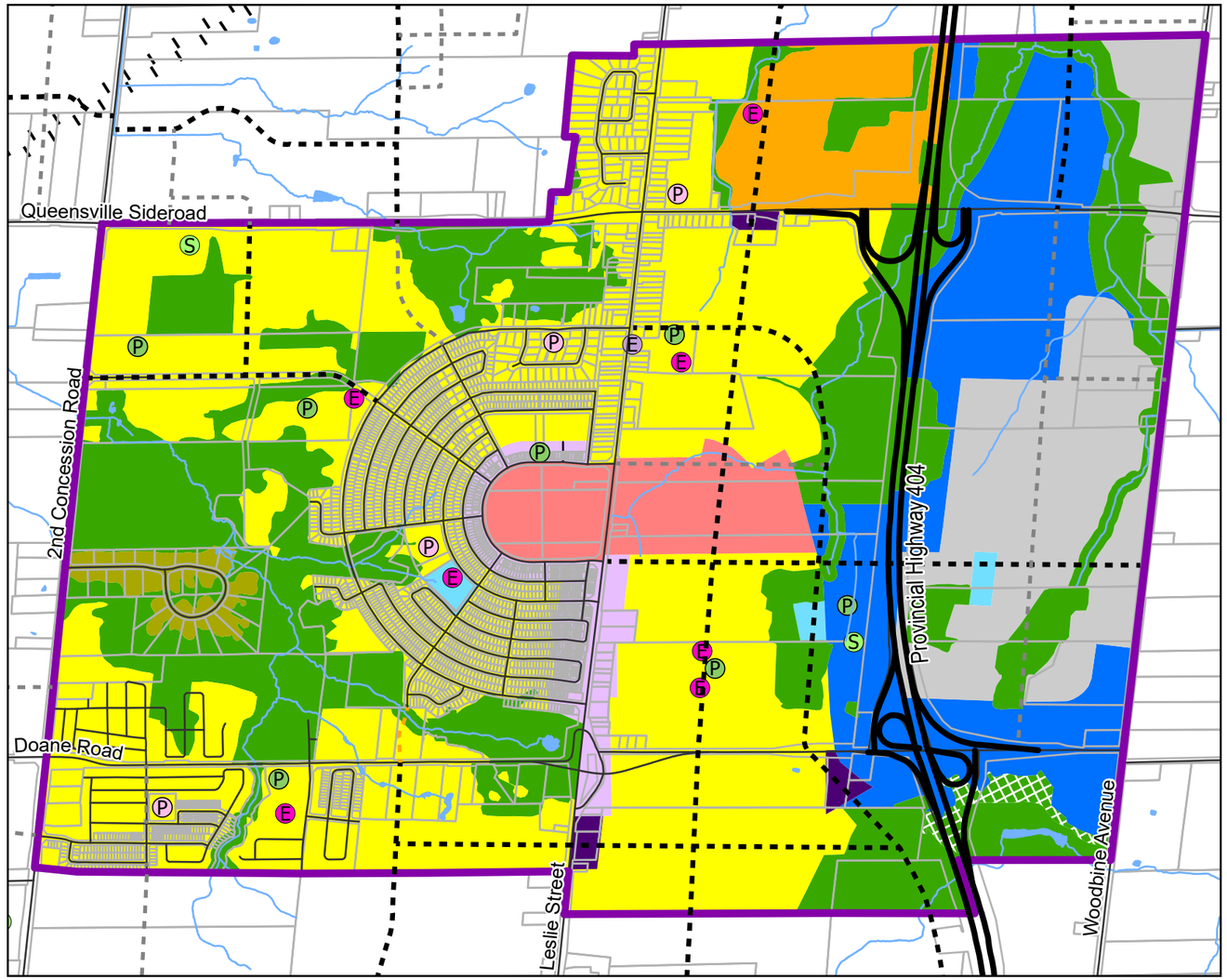
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Official Plan Schedule 3B **Queensville Land Use Plan**

- Queensville Secondary Plan Area
- Prestige Employment
- General Employment
- Major Institutional Campus
- Low Density Residential
- Estate Residential
- Medium Density Residential
- Queensville Centre
- Neighbourhood Commercial
- Institutional
- Open Space Special Study Area
- Environmental Protection
- Existing Elementary School
- Proposed Elementary School
- Proposed Secondary School
- Existing Parks
- Proposed Parks

- Provincial Highway
- Roads
- Proposed Major Collector Road
- Proposed Minor Collector Road
- Proposed Local Road
- Hydro Corridor

1,000 Metres

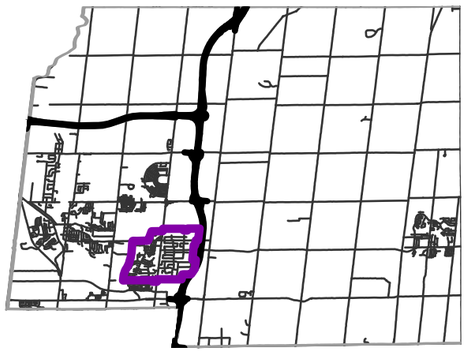
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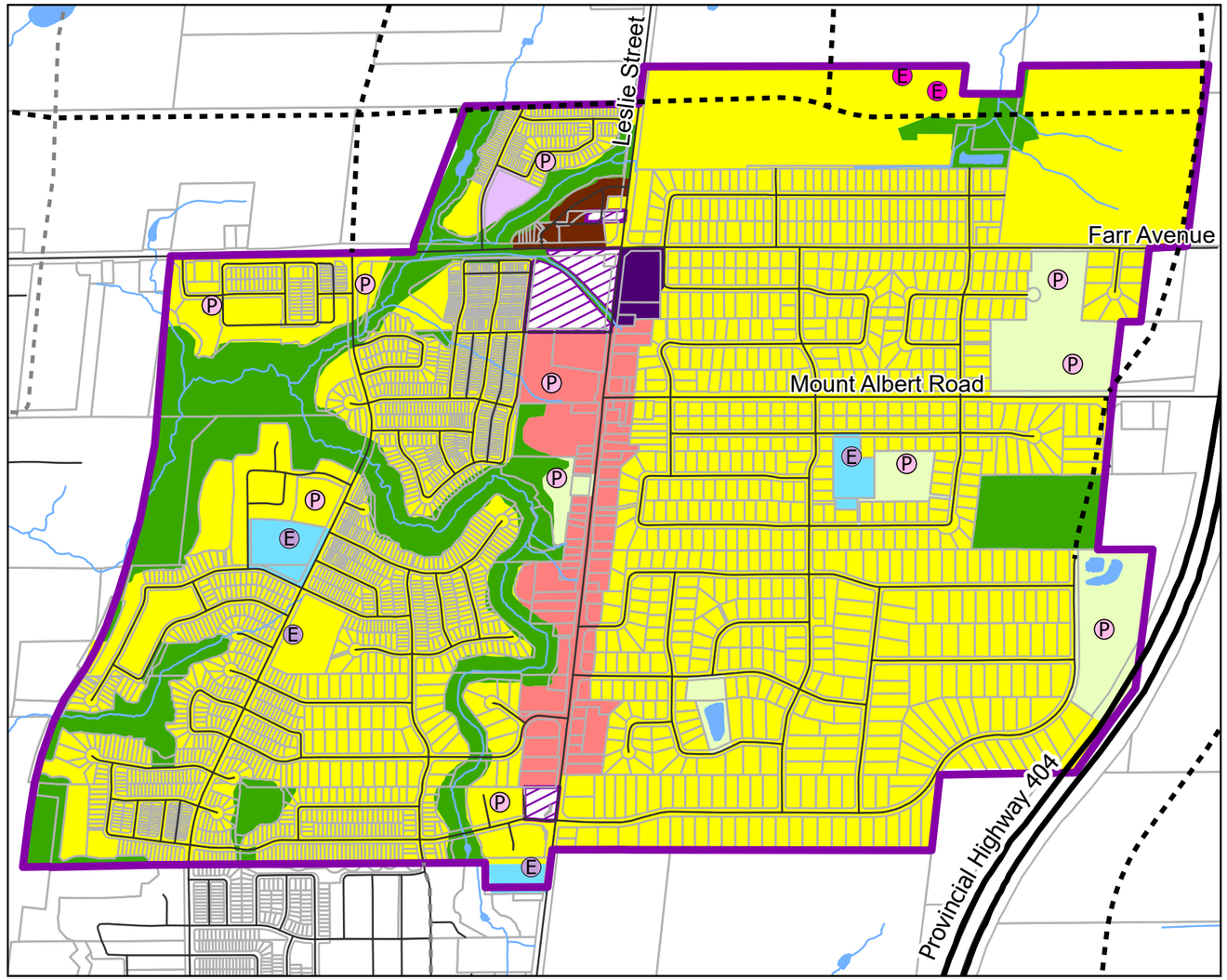
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Official Plan Schedule 3C **Sharon Land Use Plan**

- Sharon Secondary Plan Area
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Village Core Area
- Residential Mixed Use
- Neighbourhood Commercial
- Institutional
- Parks and Open Space
- Environmental Protection
- Existing Elementary School
- Proposed Elementary School
- Existing Parks
- Proposed Parks

- Provincial Highway 404
- Proposed Major Collector Road
- Proposed Minor Collector Road

500 Metres

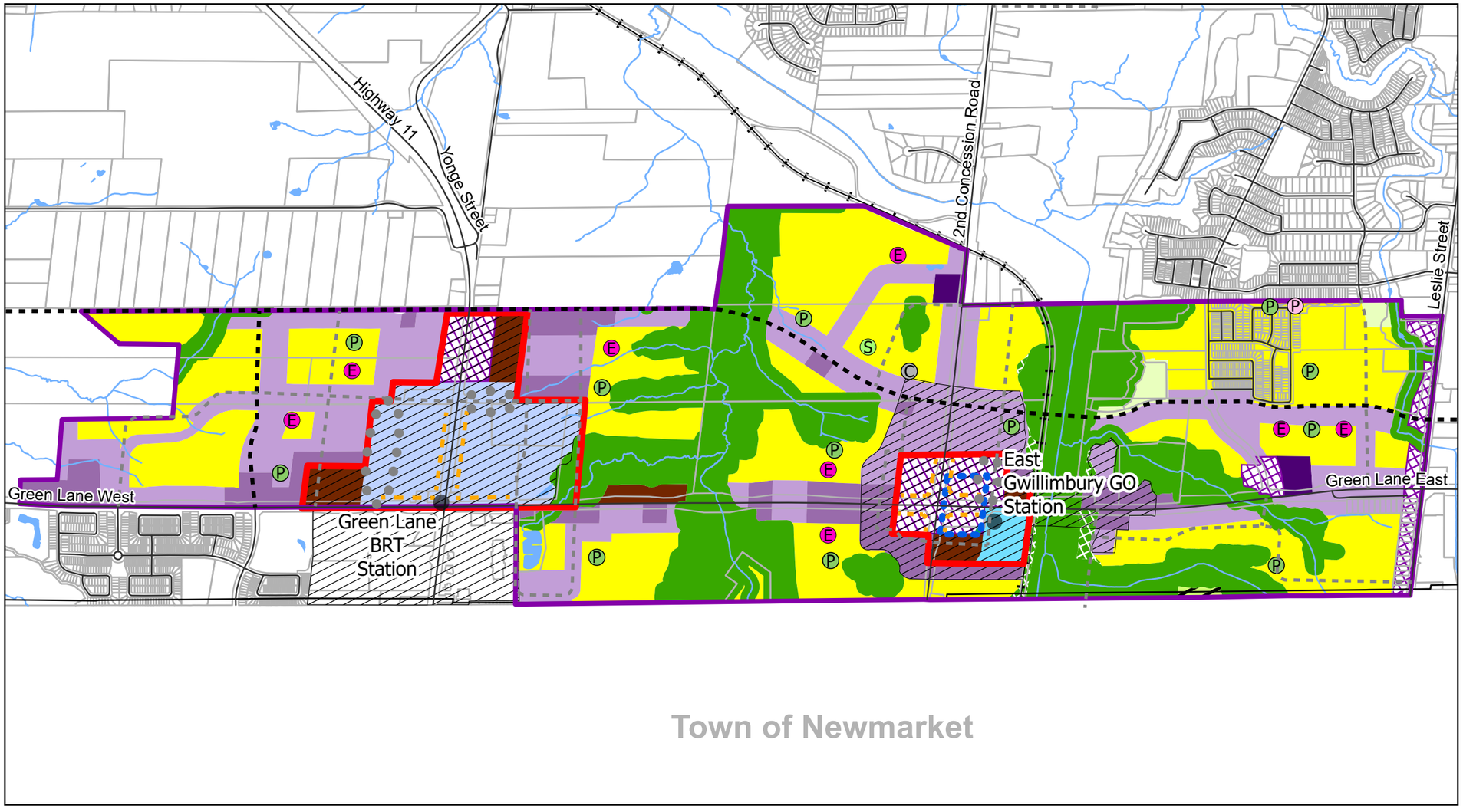
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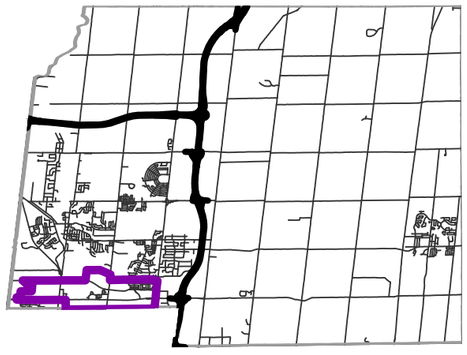


Official Plan Schedule 3D
Green Lane Corridor Land Use Plan

- Green Lane Secondary Plan
- Residential Mixed Use
- Institutional
- Commercial Mixed Use
- Neighbourhood Commercial
- Low Density Residential
- Medium Density Residential 1
- Medium Density Residential 2
- High Density Residential
- Parks and Open Space
- Open Space Special Study Area
- Restoration Area
- Environmental Protection
- Major Transit Station Areas
- Major Local Centre
- Office Priority Area
- Pedestrian Oriented Retail Priority Area
- Pedestrian Oriented Streets
- Existing Elementary School
- Proposed Elementary School
- Proposed Secondary School
- Existing Parks
- Proposed Parks
- Community Centre
- Railway
- Hydro Corridor
- Proposed Major Collector Road
- Proposed Minor Collector Road

N

500 Metres

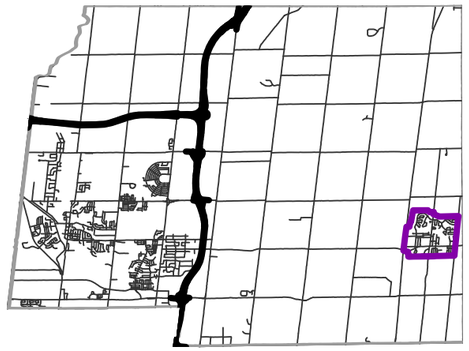


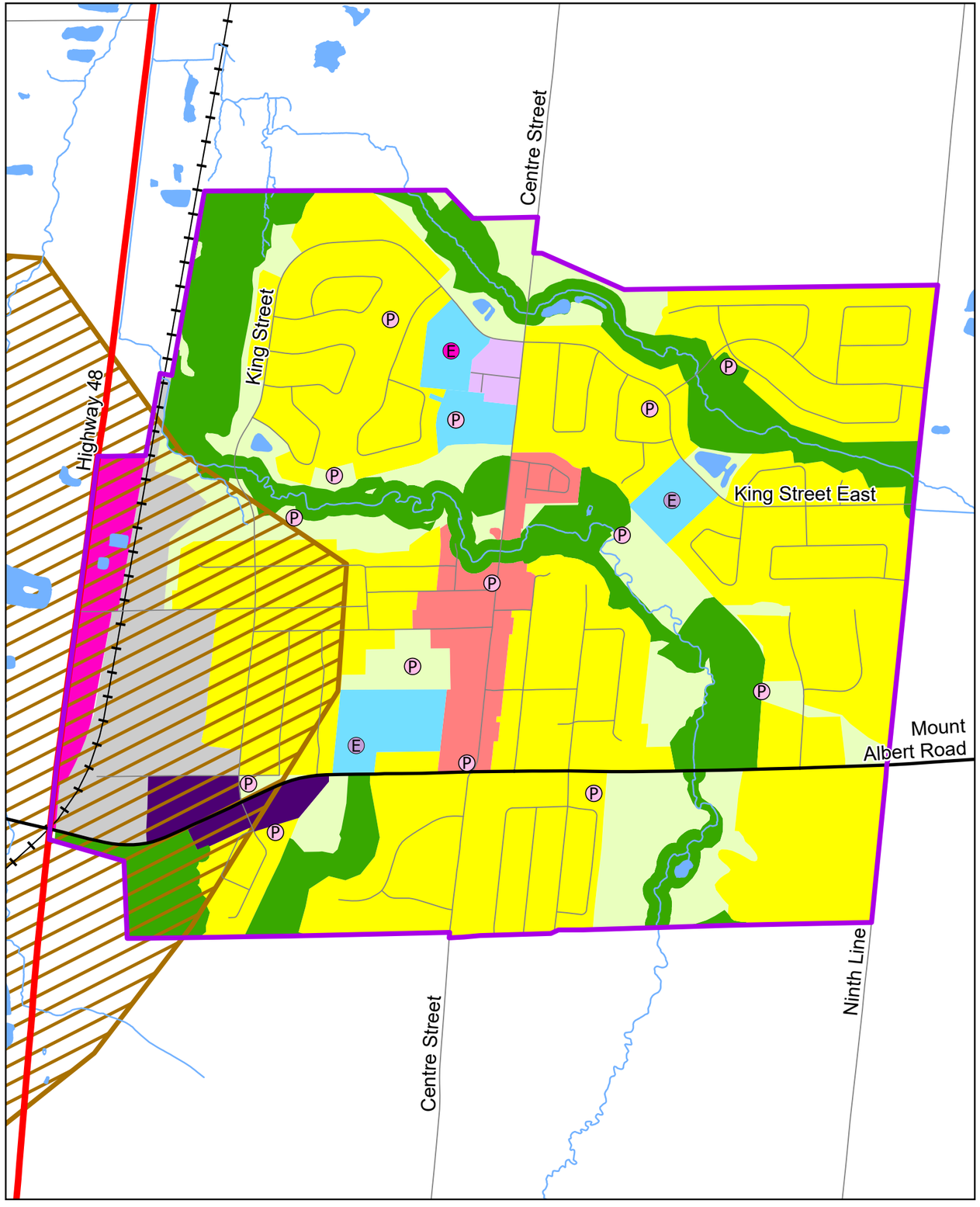
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Official Plan Schedule 3E

Mount Albert Land Use Plan

- Mount Albert Secondary Plan Area
- Lands Subject to the Oak Ridges Moraine Conservation Plan
- Environmental Protection
- General Employment
- Low Density Residential
- Medium Density Residential
- Village Core Area
- Community Commercial
- Neighbourhood Commercial
- Institutional
- Parks and Open Space
- Existing Elementary School
- Proposed Elementary School
- Existing Parks
- Proposed Parks
- Railway
- Provincial Highway 48
- Arterial
- Road

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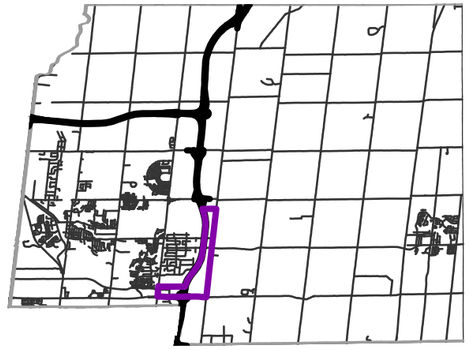
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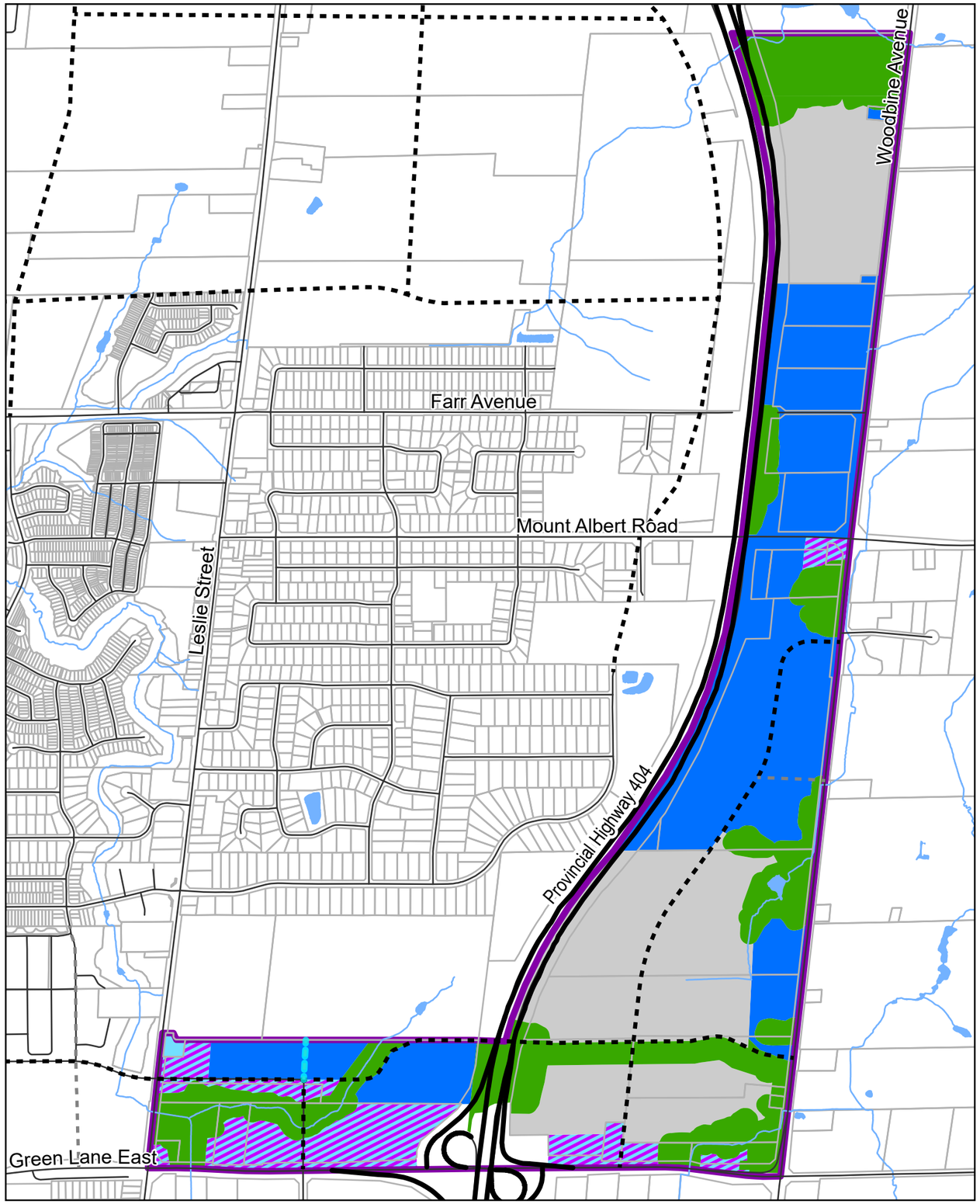
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Official Plan
Schedule 3F
Highway 404 Employment Corridor Land Use Plan

- 404 Employment Secondary Plan Area
- Prestige Employment
- Mixed Business Employment
- General Employment
- Institutional
- Environmental Protection

- Roads
- Proposed Major Collector Road
- Proposed Minor Collector Road

500 Metres

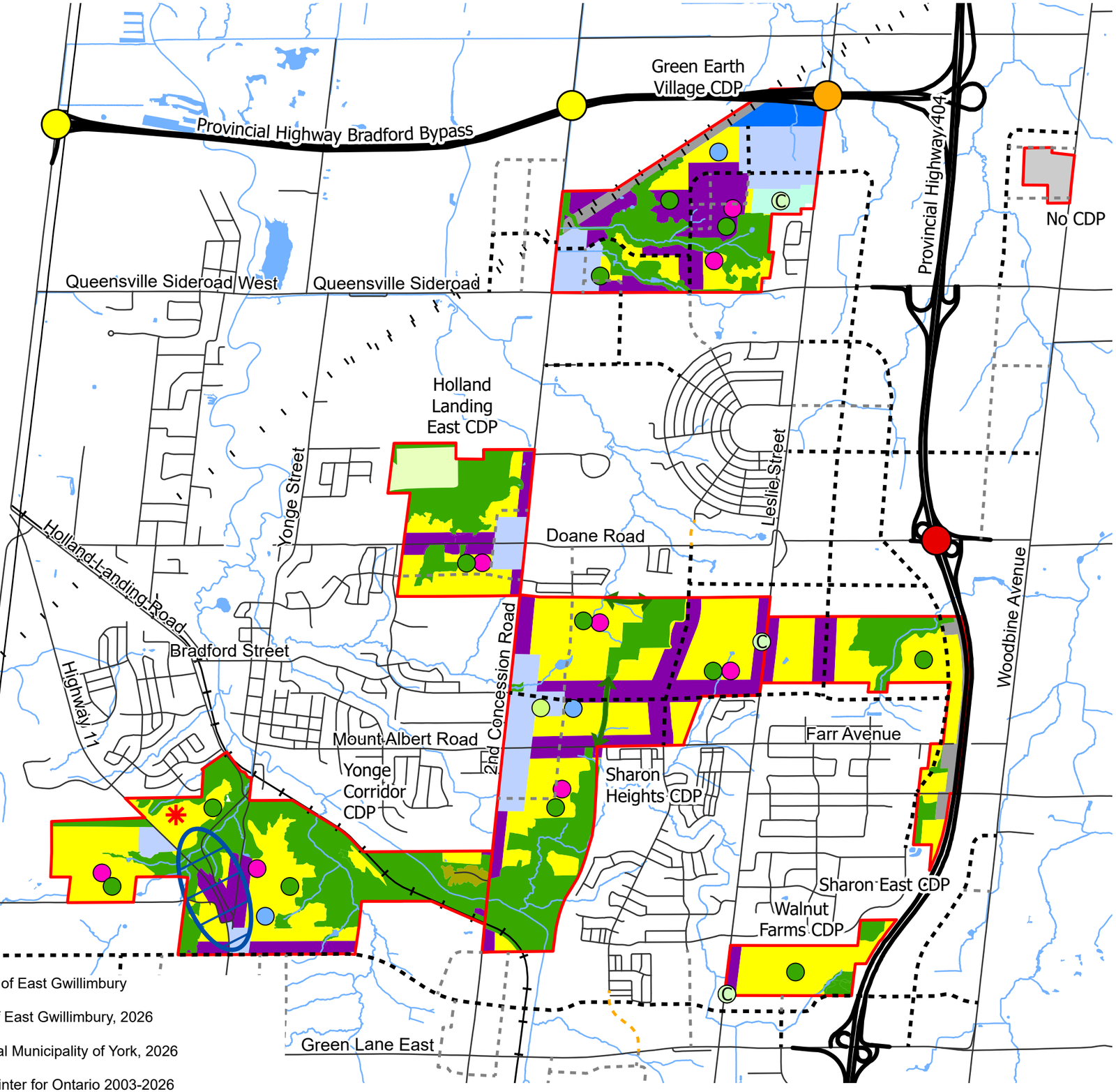
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Official Plan
Schedule 3G-1
Complete Communities Land Use Plan

- Complete Community Plan Area
- Estate Residential
- Low Density Residential
- Residential Mixed Use
- Commercial Mixed Use
- Prestige Employment
- General Employment
- Cemetery
- Environmental Protection
- Parks and Open Space (Proposed Eco Park)
- Major Infrastructure

Parks and Open Space Symbols

- Proposed Open Space Connector
- Parks and Open Space (Neighbourhood Parks)
- Community Centre/Facilities
- Proposed Elementary School
- Proposed Secondary School
- Yonge Street/Highway 11 Intersection - Subject to Further Study
- Proposed Highway 404 Interchange
- Proposed Bradford Bypass Interchange
- Proposed Partial Bradford Bypass Interchange
- Proposed Major Collector Road
- Proposed Minor Collector Road
- Proposed Local Road
- Airport

1,000 Metres

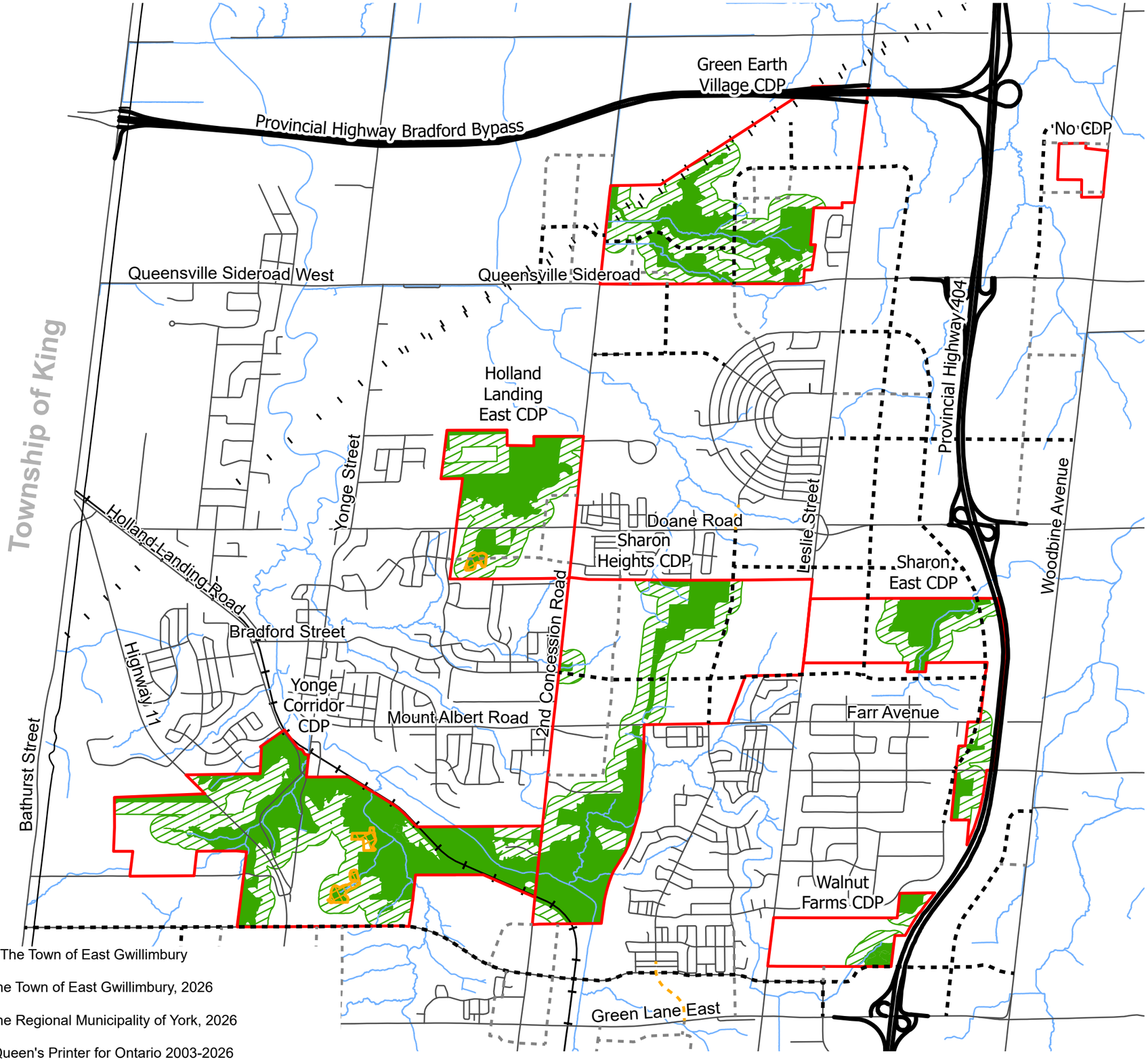
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Official Plan Schedule 3G-2

Complete Communities Plan Natural Heritage System

- Complete Community Plan Area
- Environmental Protection
- Adjacent Lands Overlay (+/-100m)
- Environmental Features Assessment Overlay

- Provincial Highways
- Proposed Major Collector Road
- Proposed Minor Collector Road
- Proposed Local Road

1,000 Metres

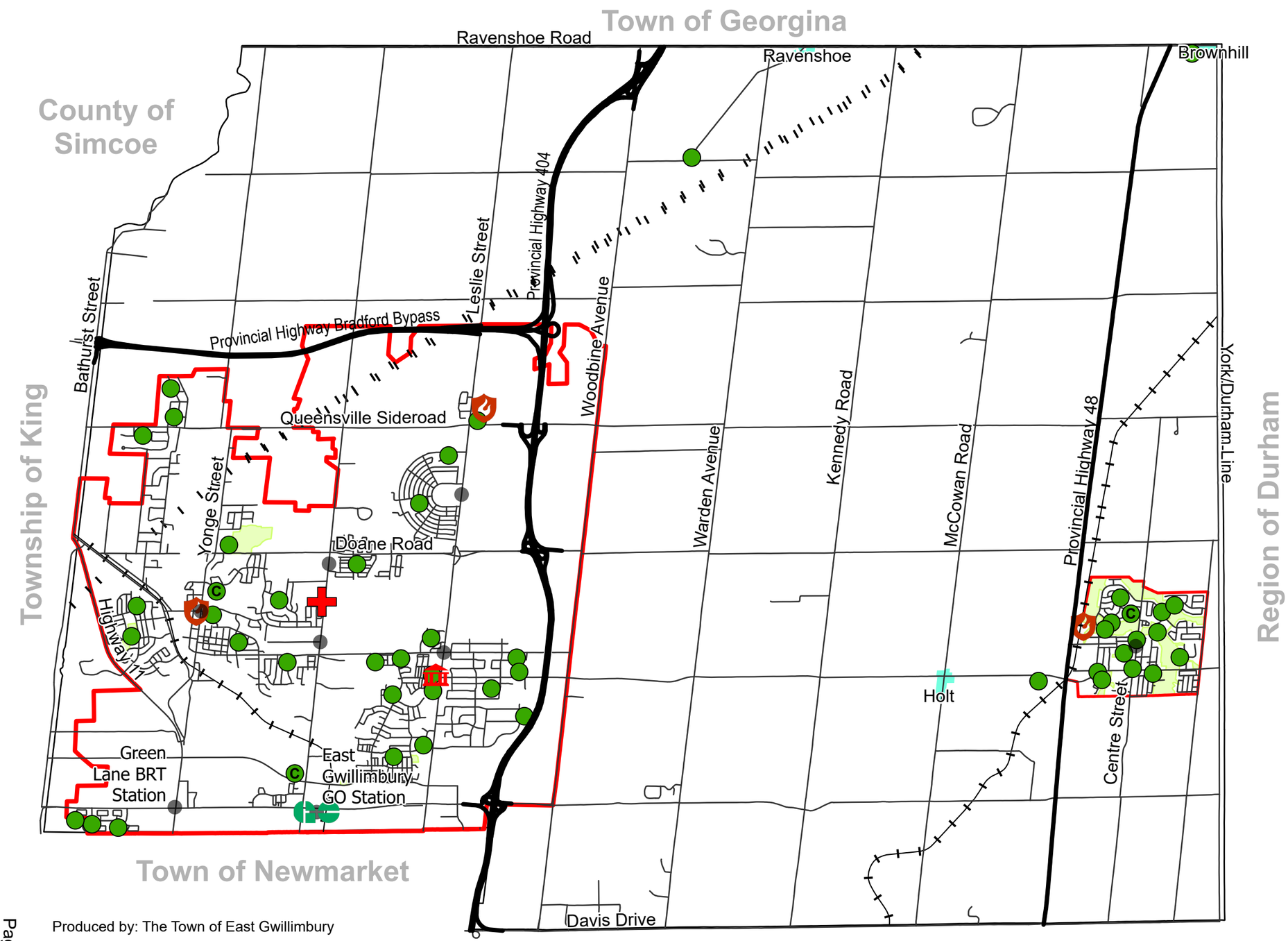
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Official Plan Schedule 4

Public Service Facilities/ Community Facilities and Parks

- Open Space
- Settlement Areas
- Existing Park
- Park & Community Centre
- Civic Centre
- Fire Station
- EMS Station
- GO Station

2,000 Metres

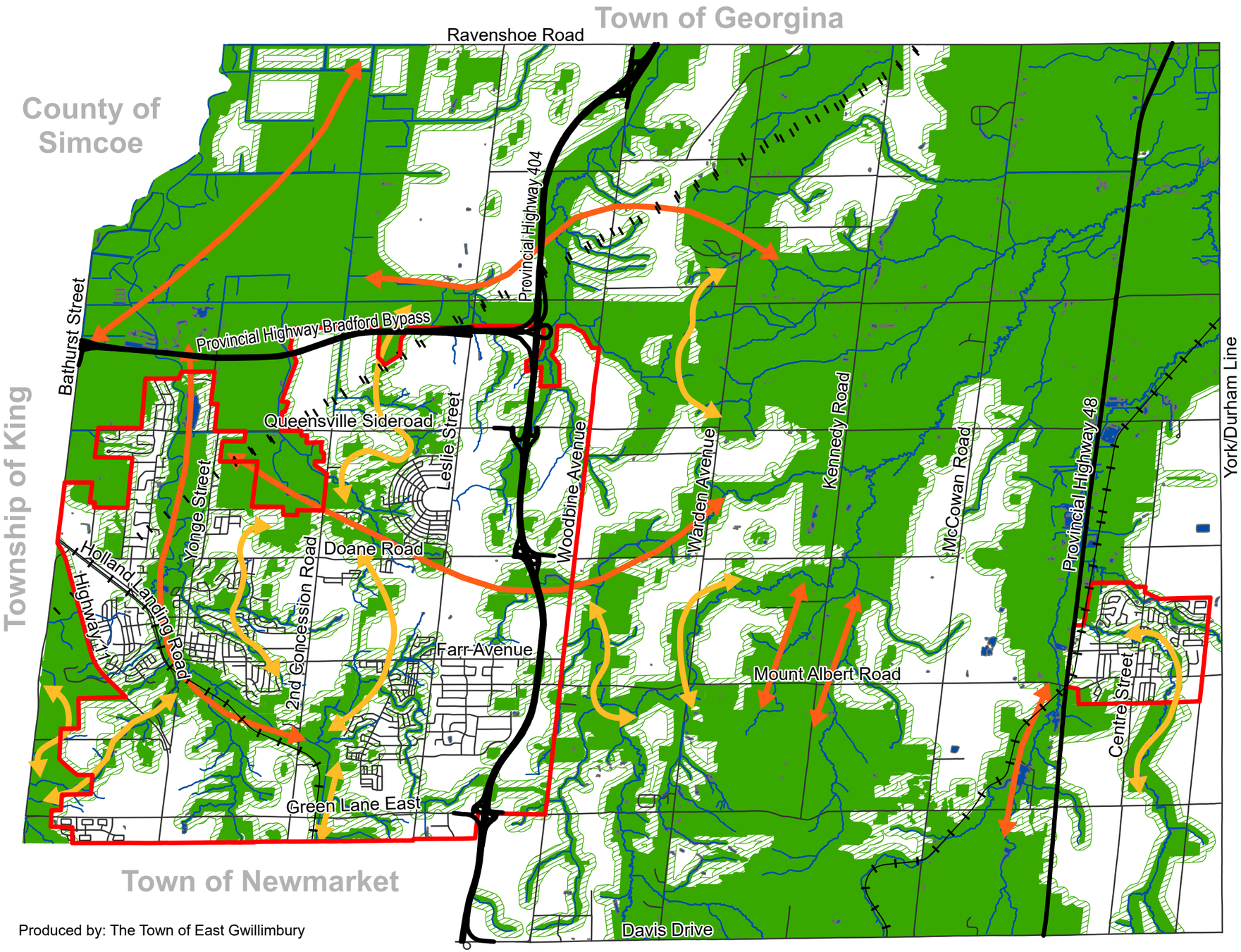
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Official Plan Schedule 5 **Town-Wide Natural Heritage System**

- Settlement Areas
- Environmental Protection
- Adjacent Lands Overlay (+/-100m)
- Opportunities for Primary Environmental Corridors
- Opportunities for Supporting Environmental Corridors

Note: The Town wide Natural Heritage System identified within the settlement areas has been refined through Secondary Plan/ Community Design Plans. Reference to Schedules 3A through 3G identifies the most up to date information with respect to the Town wide Natural Heritage System.

Mapping of the features that comprise the Natural Heritage System is included in Appendix B; Natural Heritage Features.

2,000 Metres

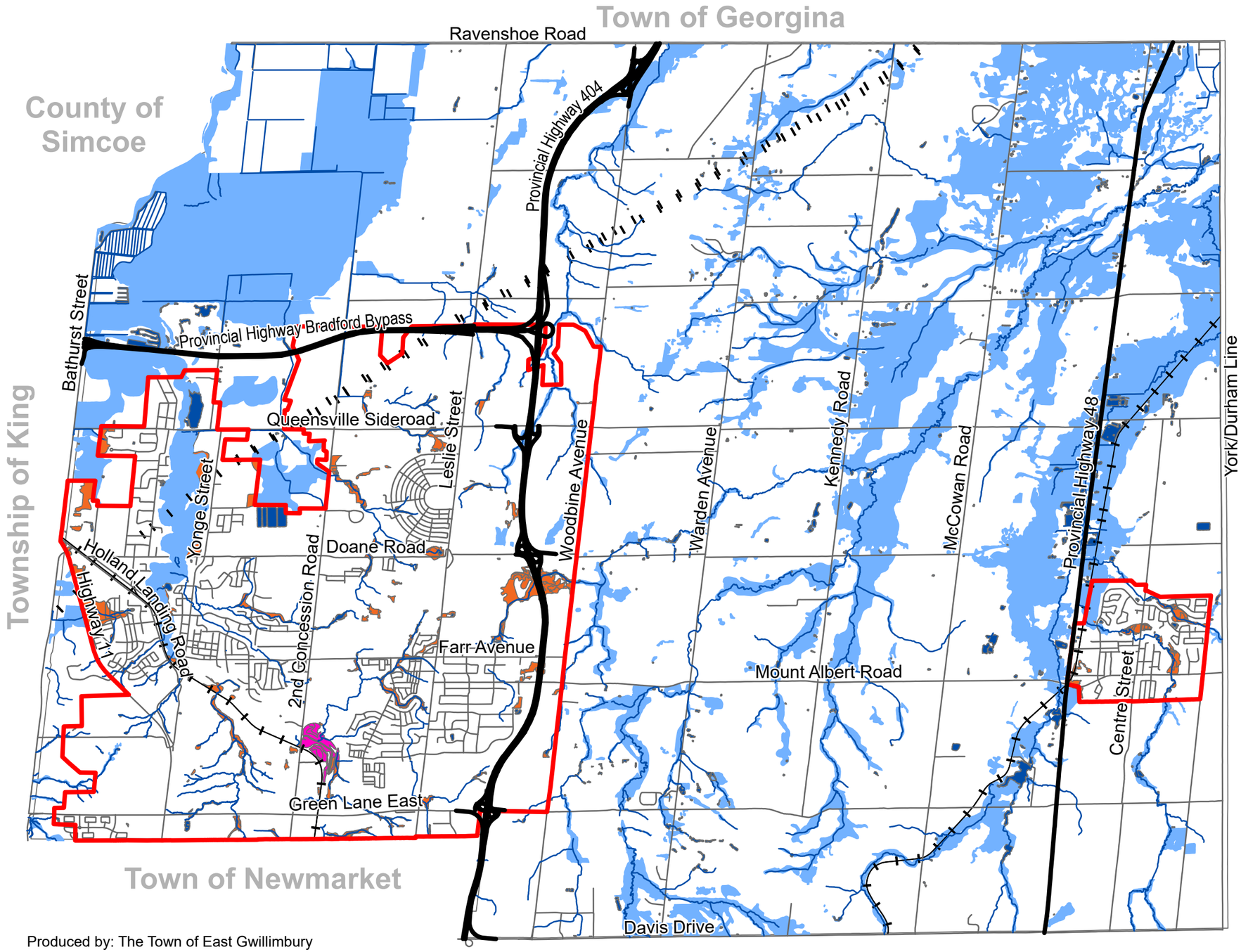
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Official Plan Schedule 5A

Key Hydrologic Features

- Provincially Significant Wetlands
- Other Evaluated Wetlands
- Wetlands not evaluated per Ontario Wetland Evaluation System
- Settlement Areas
- Permanent or Intermittent Streams

2,000 Metres

N

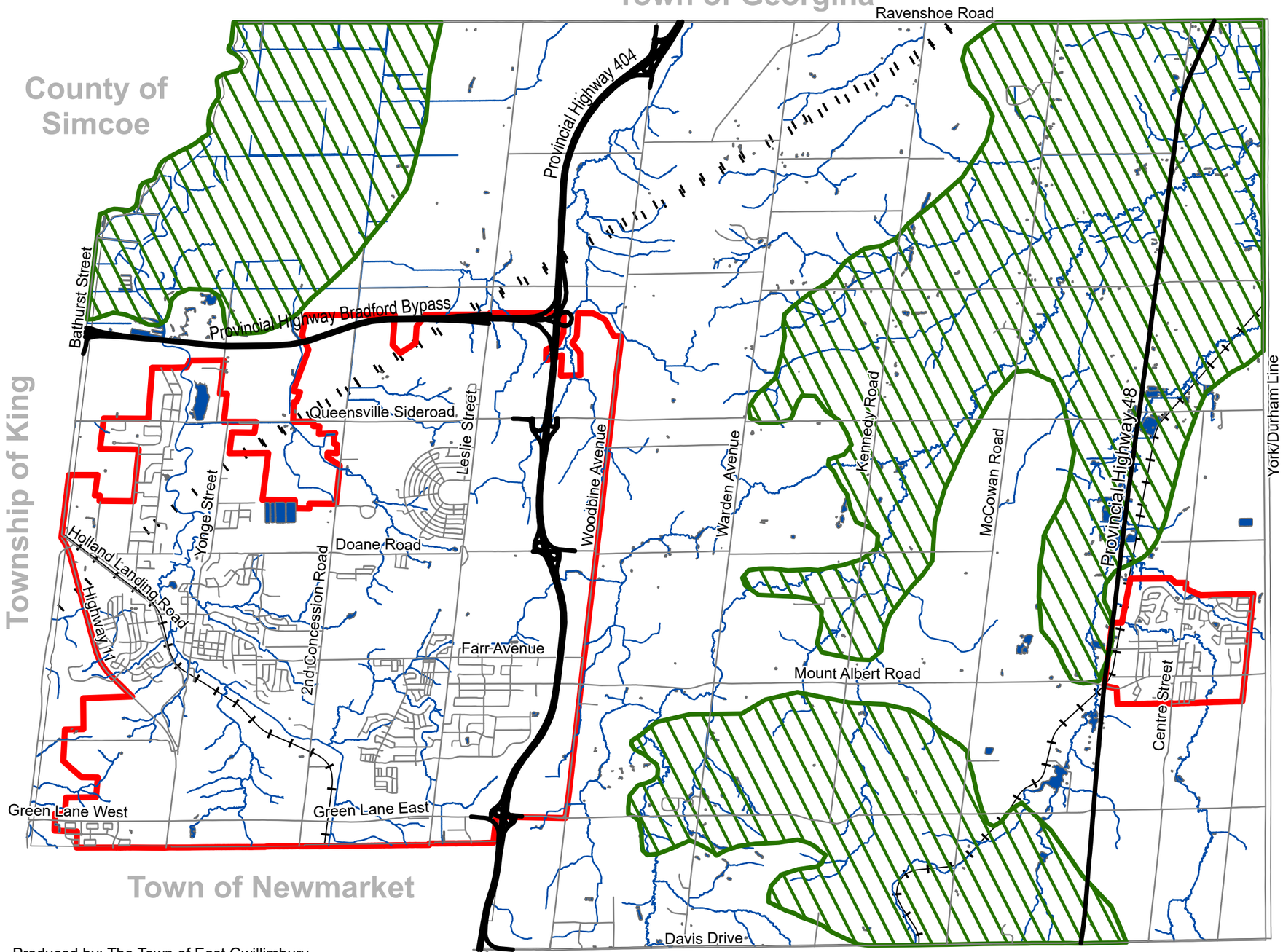
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AGENDA ITEM # H. 1.



East Gwillimbury

Official Plan Schedule 5B **Additional Natural Heritage Overlays**

- Settlement Areas
- Big Woods Overlay

2,000 Metres

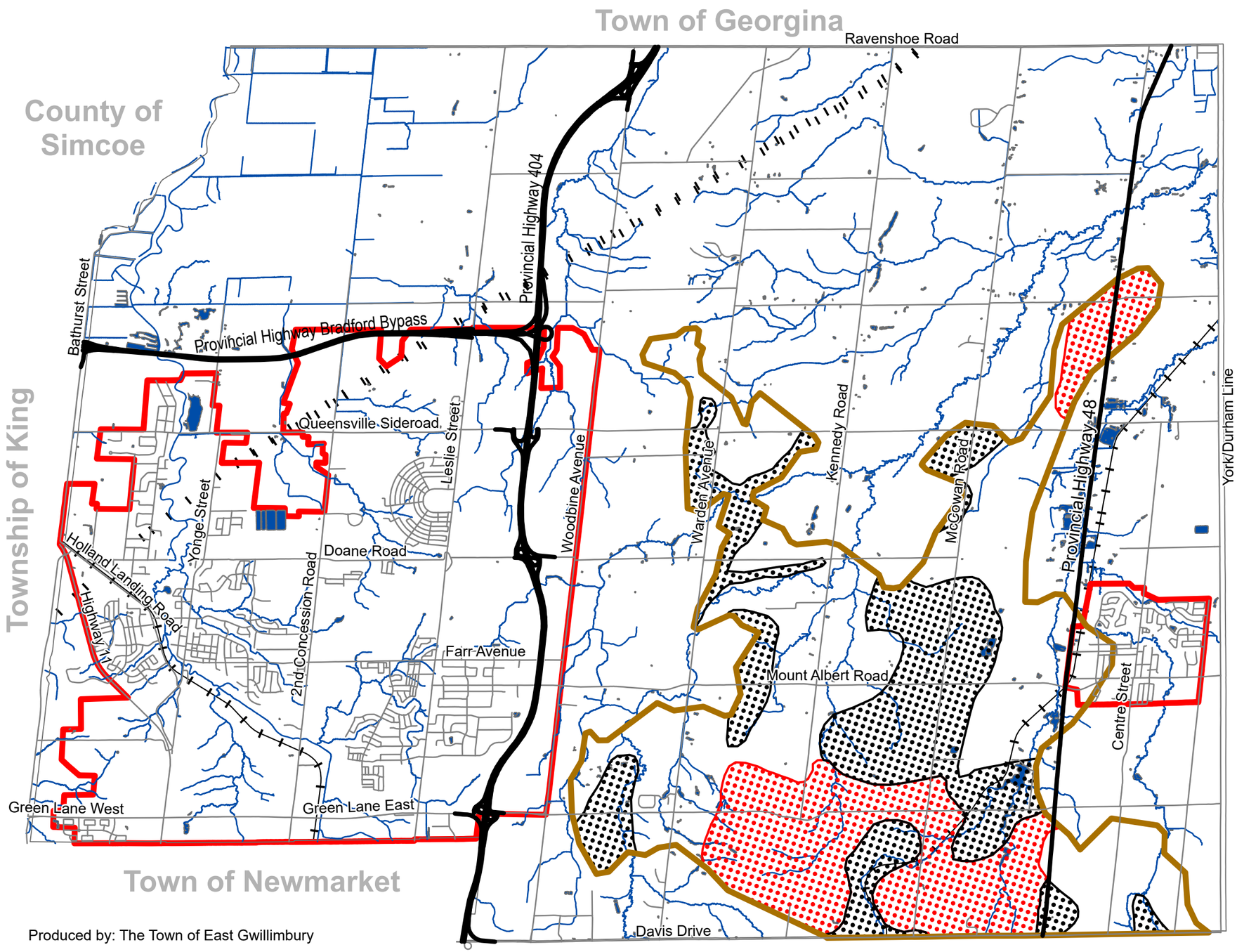
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Official Plan Schedule 5C
Oak Ridges Moraine Landform Conservation Overlays

- Settlement Areas
- Oak Ridges Moraine Conservation Plan Boundary
- The Oak Ridges Moraine Landform Conservation Overlay - Category 1
- The Oak Ridges Moraine Landform Conservation Overlay - Category 2

2,000 Metres

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Town of Georgina

County of Simcoe

Township of King

Region of Durham

Town of Newmarket

Town of Whitchurch-Stouffville

Ravenshoe Road

Provincial Highway 404

Leslie Street

Kennedy Road

McCowan Road

Bathurst Street

Provincial Highway Bradford Bypass

Queensville Sideroad

Yonge Street

Doane Road

Holland Landing Road

Highway 11

2nd Concession Road

Woodbine Avenue

Warden Avenue

Provincial Highway 48

York/Durham Line

Farr Avenue

Mount Albert Road

Refer to Schedule 3

Centre Street

Green Lane West

Green Lane East

Davis Drive

East Gwillimbury

Official Plan Schedule 6 **Agricultural System**

- Environmental Protection
- Prime Agricultural
- Holland Marsh Specialty Crop Area/Wetland Complex
- Rural
- Hamlet
- Estate Residential
- Recreation Area
- Rural Industrial Area
- Waste Disposal Site
- Resource Extraction Area
- Aggregate Resource Area Overlay
- Settlement Area Boundary
- Holland Marsh Specialty Crop Area/ Wetland Complex Overlay

2,000 Metres

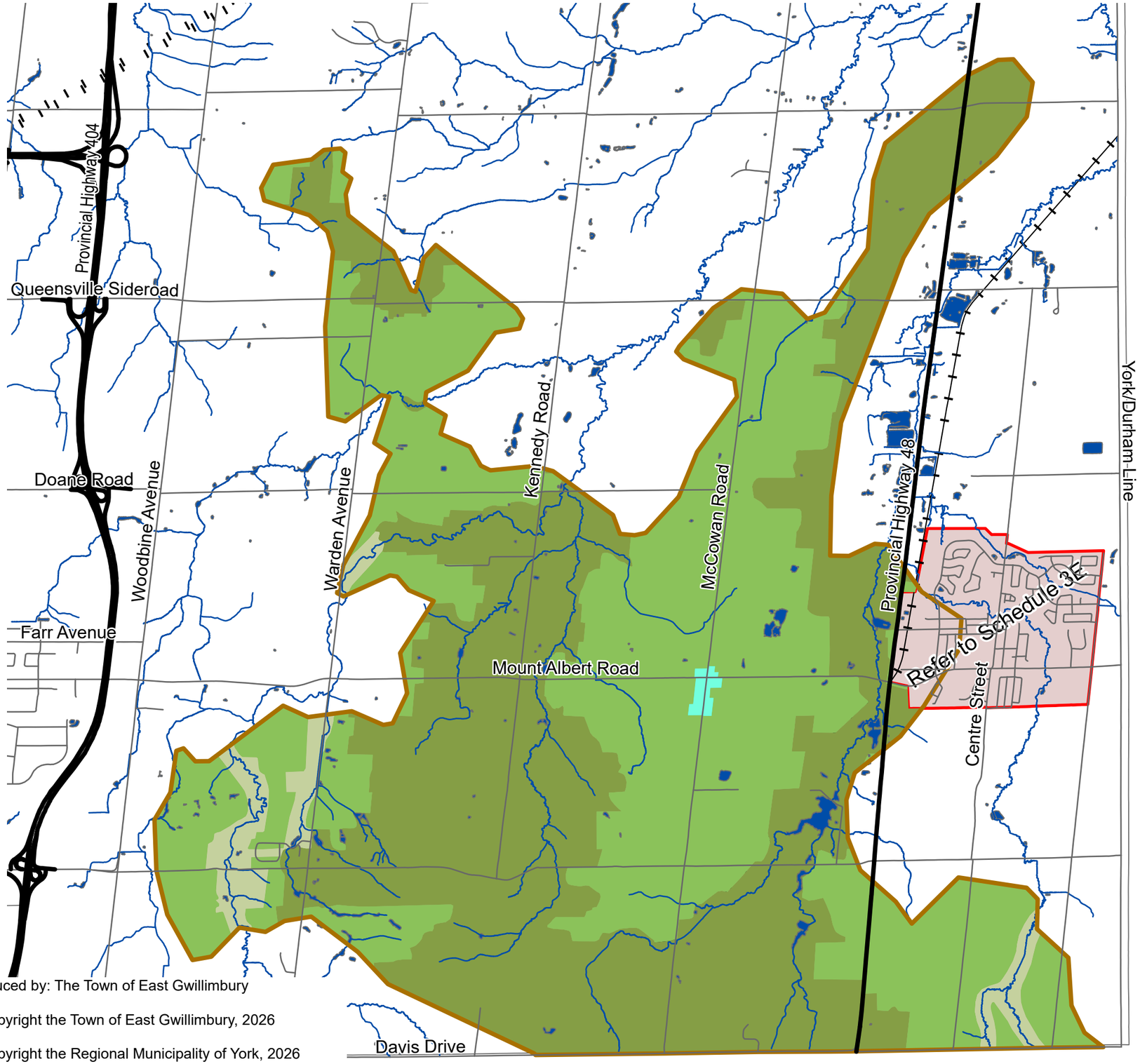
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Region of Durham

East Gwillimbury

Official Plan Schedule 6A

Oak Ridges Moraine Rural and Agricultural Area Designations

- Oak Ridges Moraine (ORM) Conservation Plan Area
- ORM Countryside Area
- ORM Natural Core Area
- ORM Natural Linkage Area
- Hamlet of Holt
- Greenbelt Settlement Area

- Hydro Corridor
- Railway
- Watercourse

2,000 Metres

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Ravenshoe Road

Ravenshoe

Brownhill

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Provincial Highway Bradford Bypass

Provincial Highway 404

Queensville Sideroad

Leslie Street

Woodbine Avenue

Warden Avenue

Kennedy Road

McCowan Road

Provincial Highway 48

York/Durham Line

Yonge Street

Doane Road

Holland Landing Road

2nd Concession Road

Highway 11

Farr Avenue

Mount Albert Road

Holt

Centre Street

Green Lane East

Davis Drive

4.7.1
4.7.2
4.7.3
4.7.3
4.7.4
4.7.5
4.7.6
4.7.7
4.7.7
4.7.8
4.7.9
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4.7.20
4.7.21

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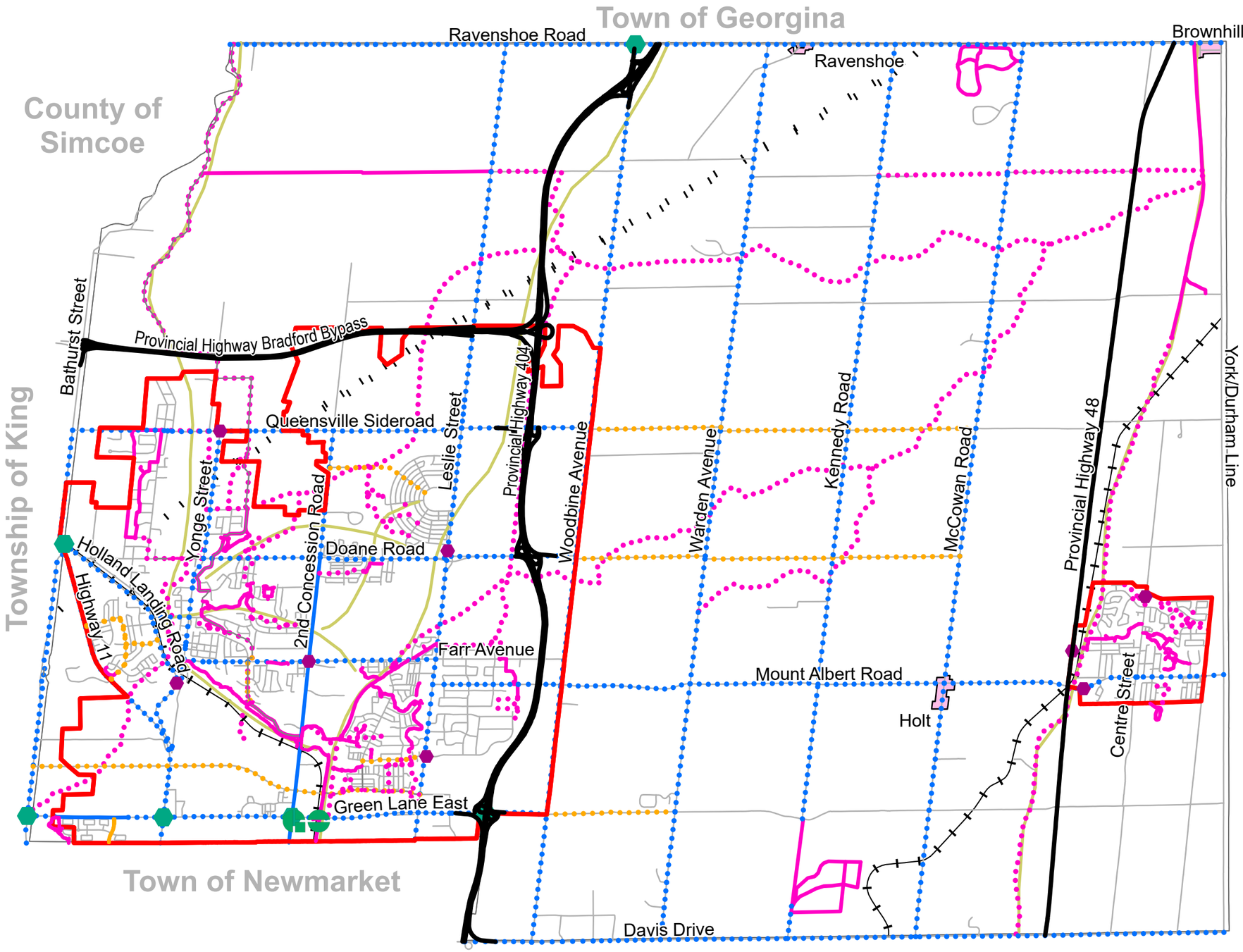
Official Plan Schedule 7 **Special Provisions and Exceptions**

Special Provisions and Exceptions

Settlement Areas

2,000 Metres

N



Official Plan Schedule 8 **Active Transportation Network**

East Gwillimbury

Existing and Proposed Cycling Network

- Proposed Cycling Facilities on Regional Road and Right of Ways
- Existing Cycling Facilities on Regional Road and Right of Ways
- Proposed Cycling Facilities on Non-Regional Facilities
- Existing Cycling Facilities on Non-Regional Facilities
- <all other values>
- Existing Trail
- Proposed Trail
- Schematic Community Trail Linkages (Proposed)

Town and Regional Roads

- Roads
- Town Gateway
- Community Gateway
- GO Station
- Settlement Areas

Provincial Highways

Provincial Highways

- Provincial Highways
- Provincial Highway 48

2,000 Metres

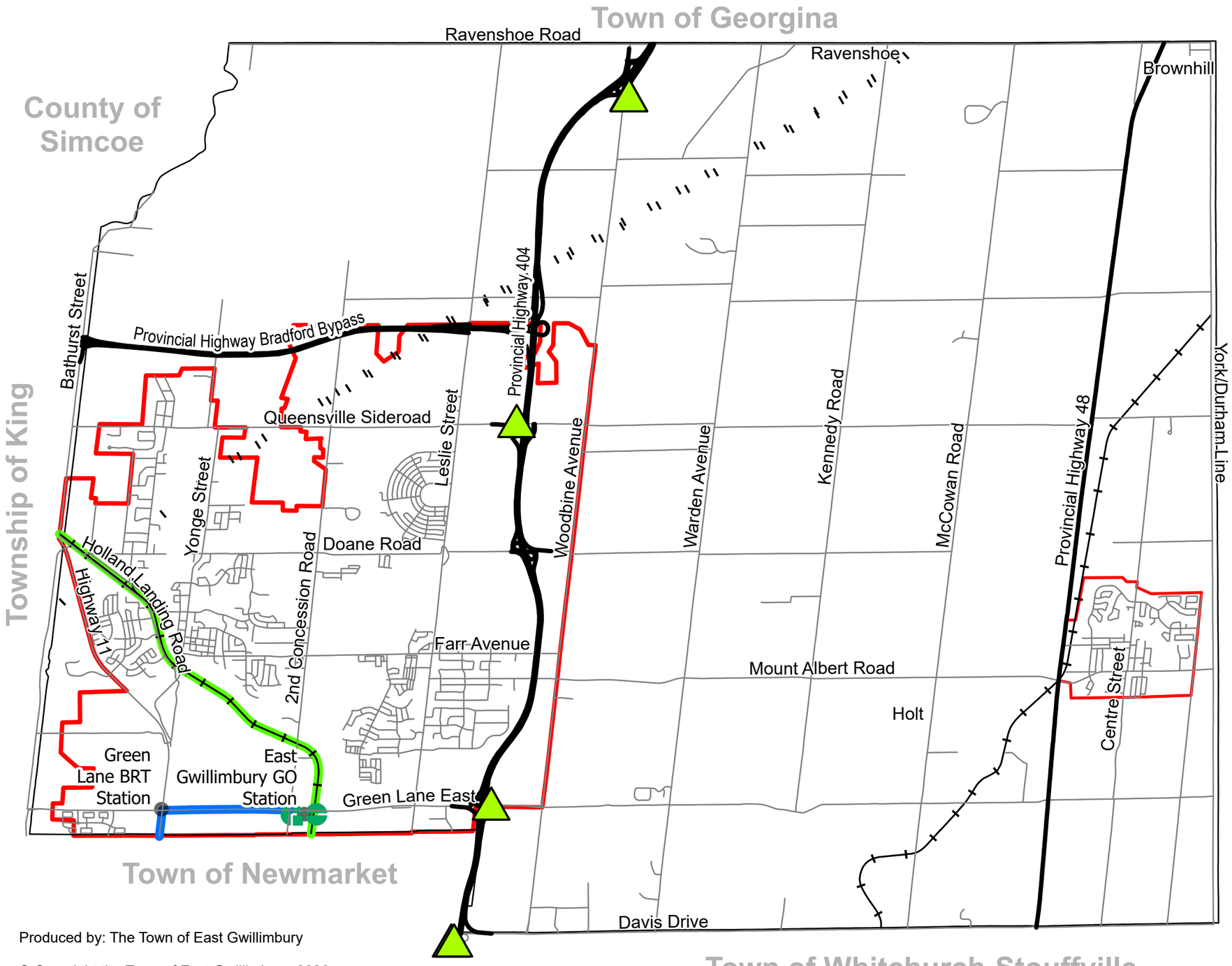
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Official Plan Schedule 8A

Rapid Transit Network

- GO Station
- GO Rail Corridor - Barrie Line
- Rapid Transit Corridor
- Commuter Parking Lot
- Settlement Areas
- Hydro Corridor
- Railway
- Provincial Highways
- Roads

2,000 Metres

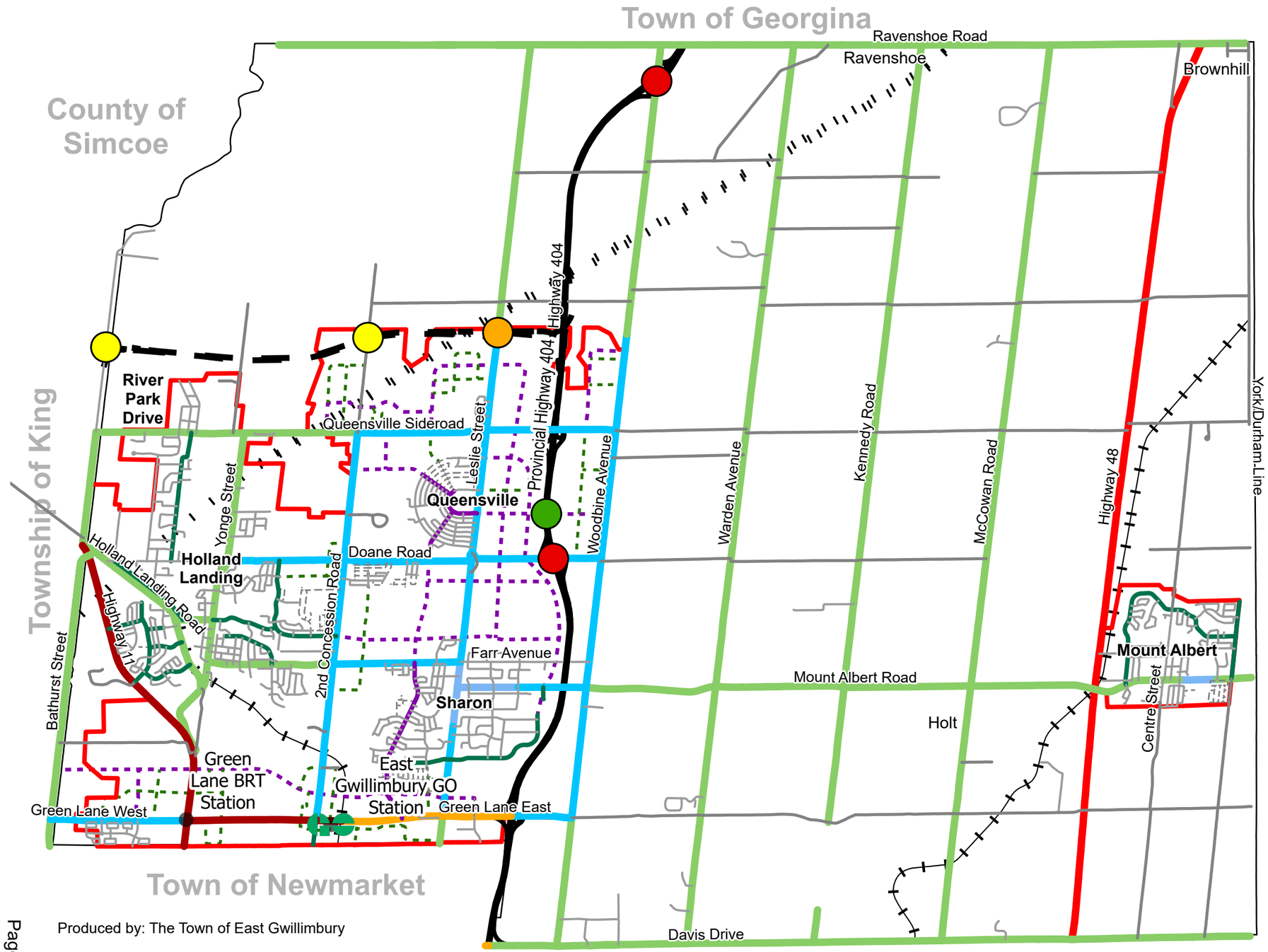
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Official Plan
Schedule 8B
Road Network

- Proposed Highway 404 Interchange
- Proposed Bradford Bypass Interchange
- Proposed Partial Bradford Bypass Interchange
- Proposed Midblock Crossing
- Provincial Highway 404
- Provincial Highway Bradford Bypass
- Provincial Highway 48

Regional Road Right of Way Widths
- Up to 30 M
- Up to 36 M
- Up to 41 M
- Up to 43 M
- Up to 45 M

Town Road Right of Way Widths
- Proposed Major Collector (Urban) = 26m
- Proposed Minor Collector (Urban) = 22m
- Proposed Local Road (Urban) = 18m
- Major Collector Road (Urban) = 26m
- Minor Collector (Urban) = 22m
- Local Road (Urban) = 18m
- Collector Road (Rural) = 22m=26m
- Unopened Road Allowance
- Hydro Corridor
- Railway
- GO Station
- Settlement Areas

2,000 Metres

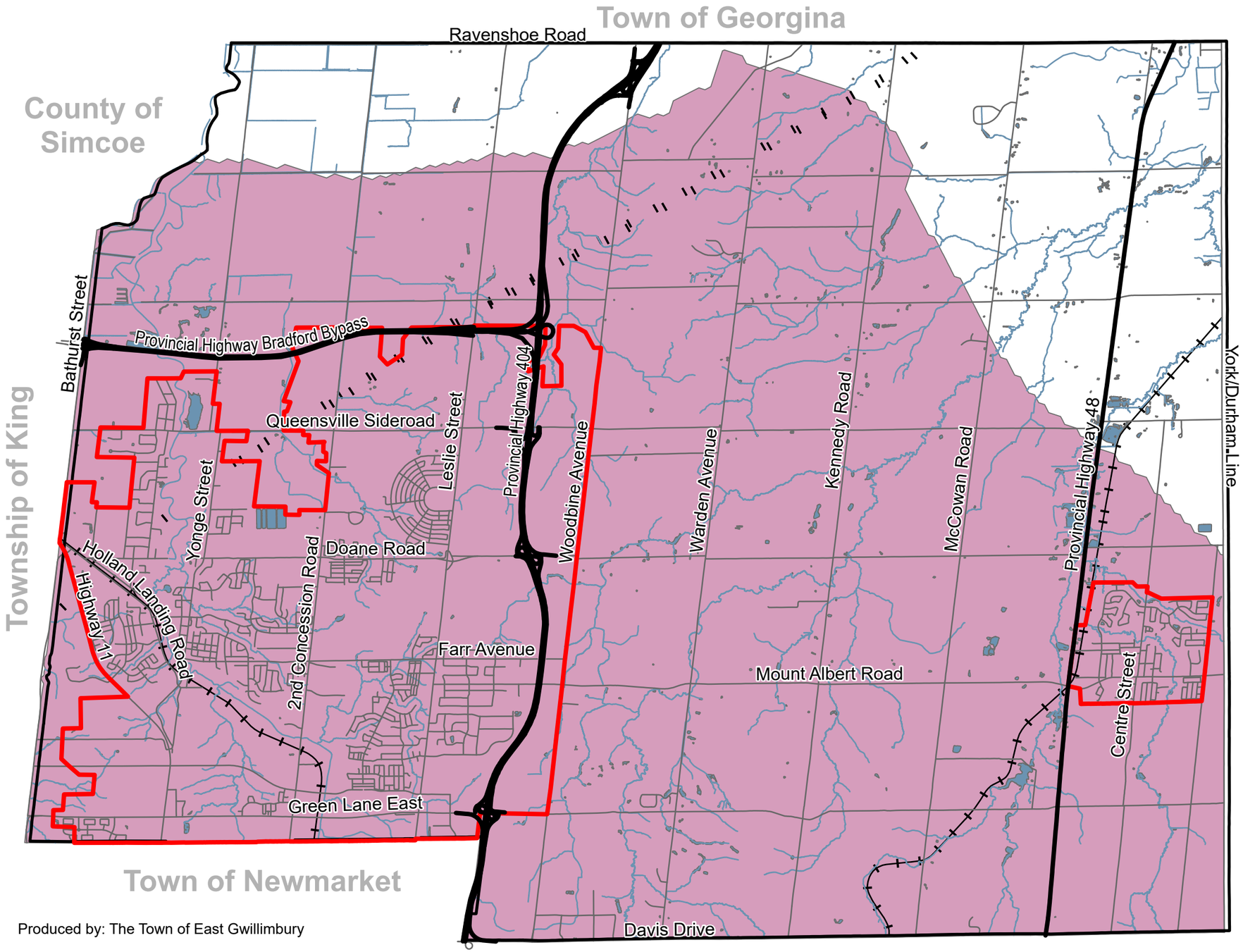
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Official Plan Schedule 9

Water Management Area

- Settlement Areas
- Recharge Management Area (WHPA-Q)
- Watercourse

2,000 Metres

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Warden Avenue

Kennedy Road

McCowan Road

Provincial Highway 48

York/Durham Line

Yonge Street

Doane Road

Holland Landing Road

Highway 11

2nd Concession Road

Farr Avenue

Mount Albert Road

Centre Street

Green Lane East

Davis Drive

East Gwillimbury

Official Plan Schedule 9A

Highly Vulnerable Aquifers & Significant Groundwater Recharge Areas

- Highly Vulnerable Aquifers
- Significant Groundwater Recharge Areas
- Watercourse

2,000 Metres

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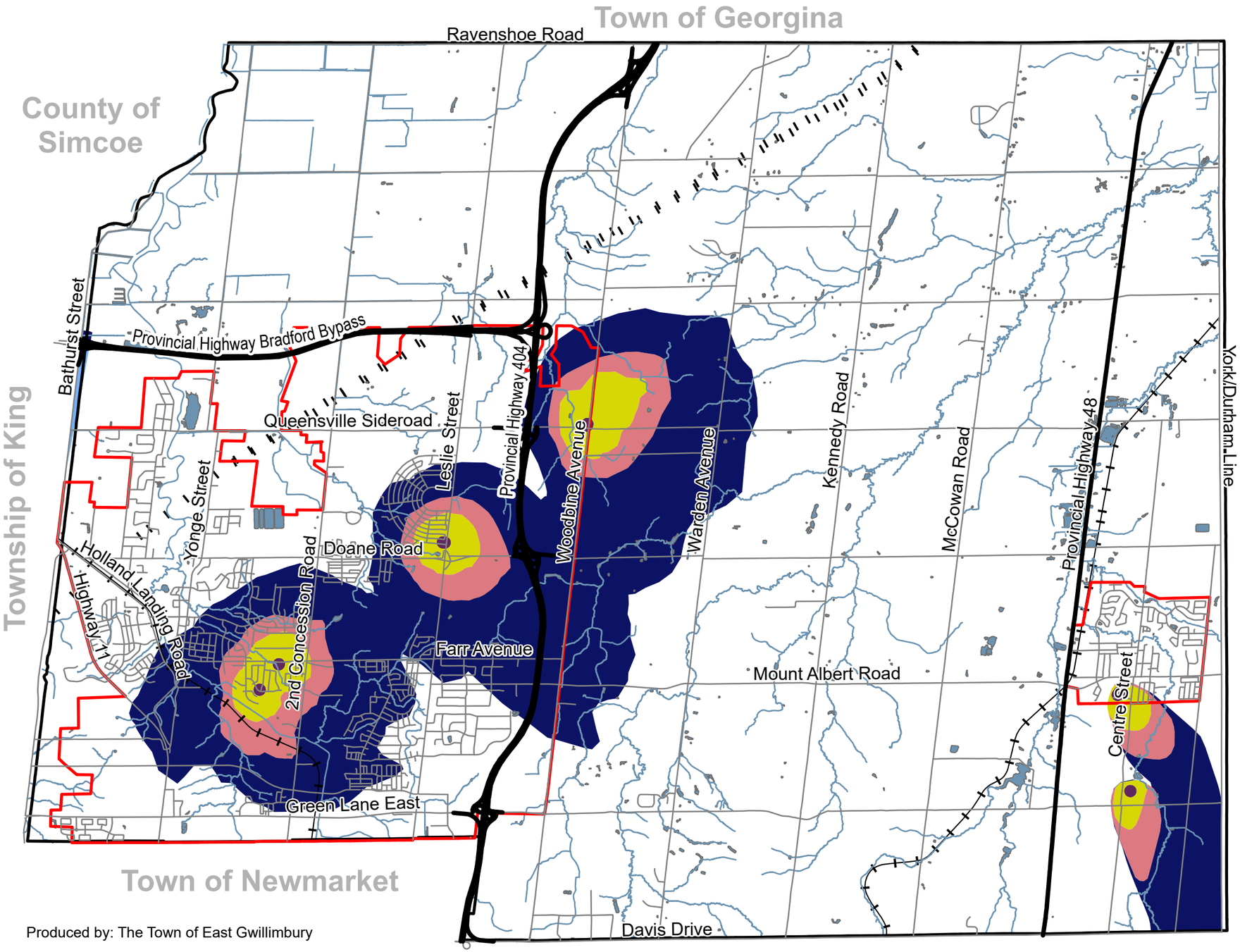
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Official Plan
Schedule 10
Wellhead Protection Areas

- 100m Zone (WHPA-A)
- 0-2 Year Zone (WHPA-B)
- 2-5 Year Zone (WHPA-C)
- 5-10 Year Zone (WHPA-C1)
- 10-25 Year Zone (WHPA-D)
- Settlement Areas
- Watercourse

2,000 Metres

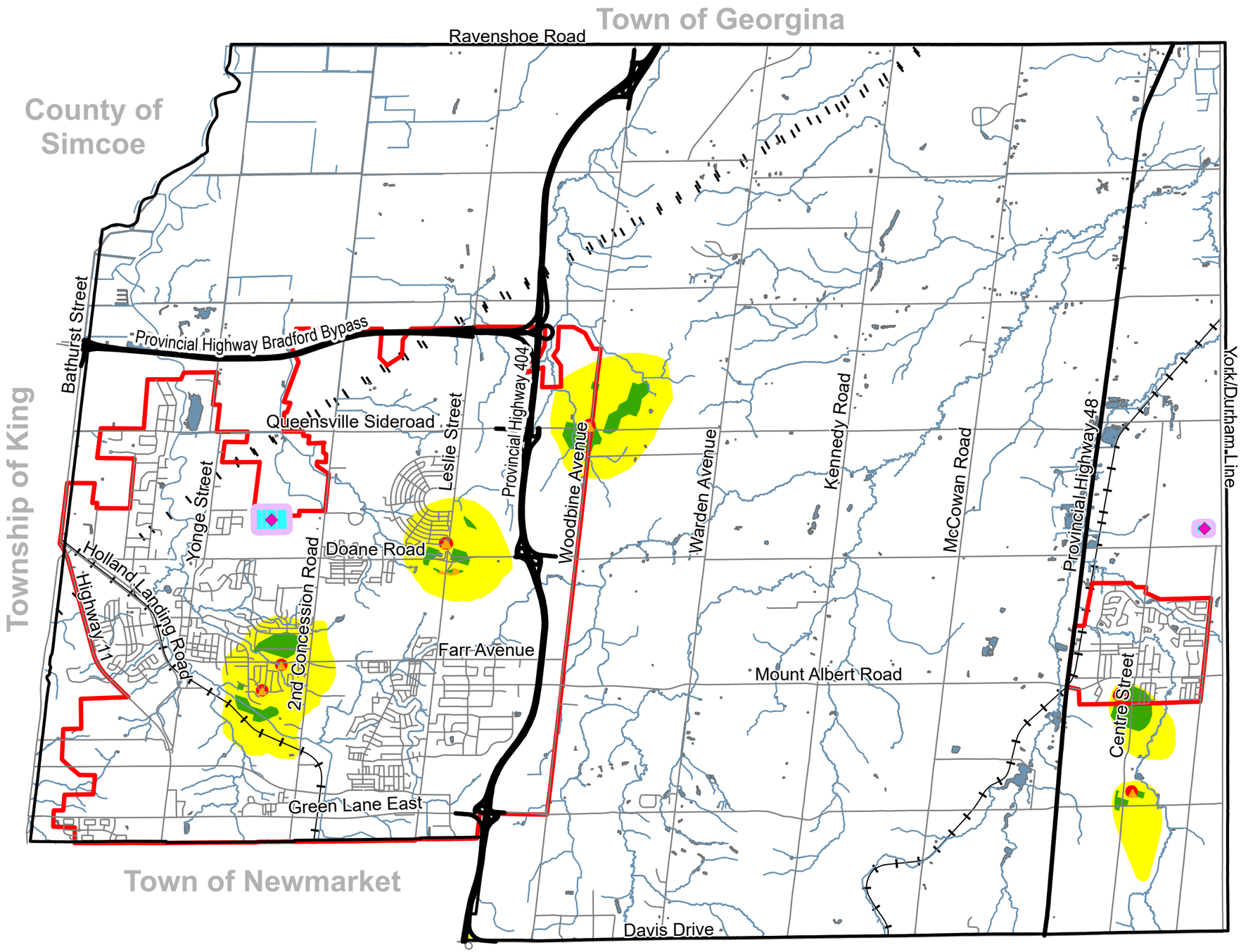
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East Gwillimbury

Official Plan Schedule 10A

Significant Threat Areas

- Significant Threat Area 1
- Significant Threat Area 2
- Significant Threat Area 3
- Significant Threat Area 4
- Drinking Water Wells
- Wastewater Treatment Facility
- Retention Pond
- Provincial Guidelines Buffer (100m)
- Settlement Areas
- Watercourse

1,000 Metres

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Appendix 3 - Public Consultation Matrix

East Gwillimbury Official Plan/Complete Communities Plan

Public Comments

Respondents			
	Name	**Comment**	**Response**
1	Marjan Dajnko Senior Project Manager Bellcon Interiors Ltd. April 4, 2024	305 Colonel Wayling Blvd into Community Design Plan #1 In the Emerging Preferred Plan, New Community Design Plan #1, dated February 2024, the maps indicate: 1. BLUE for lands P6, EMPLOYMENT AREA 2. PURPLE for lands T25 & T25, MIXED USE 3. GREEN for 305 Colonel Wayling Blvd., Environmental Protection. As mentioned by you yesterday, this is a preliminary stage and you/E.G. are collecting information from the "LAND OWNERS GROUP" and personal residence in the impacted areas to assess each area parcel of land. Here were key discussions we collectively talked about: 1. EMPLOYMENT AREA is definitely not suitable due to the flow of larger vehicles out of Colonel Walying Blvd. 2. Minimum low rise to mid rise would be suitable as there would be less impact on traffic and suit housing initiatives 3. Portion of Mixed Use would be suitable facing Mount Albert road with access off of Colonel Wayling Blvd. 4. 305 Colonel Wayling Blvd. should be reviewed to remove Noted GREEN for development. Moving forward with MY THOUGHTS 1. I would like to see the EMPLOYMENT AREA noted as BLUE changed to ORANGE, MID RISE 2. I would like to see 305 Colonel Wayling Blvd. noted as GREEN, changed to ORANGE, MID RISE for the following reasons: A) Our home was approved to be built on these lands and future development should be approved to meet housing initiatives. B) Impacted grading is slowly killing the trees. Any future development around 305 Colonel Wayling Blvd. will affect drainage and advance the dying of trees. C) Impacted lands, T24, T25 and P6, not going into future development due to RIGHT OF WAY, impacts not only growth, potential jobs, housing initiative but also potential Tax revenue that can be used for the growth of services of EG. D) The long over due Colonel Wayling Extension/Link with a Town budget of $4,575.000 would come into reality with a possible savings in this budget by moving soils from the berm to infill the low lying land of the Colonel Wayling Blvd. extension; Soil from this area makes sense to go back to this area. This could be a possible savings, and as an advocate of Net Zero Green Building and reducing carbon emissions, moving soils closer will help in saving the environment. E) At the time of my address change, due to boundary guidelines, maybe this should have triggered the so called GREEN lands into White Belt lands for future development.	It is noted that the Subject Property is located within the Sharon Land Use Plan on Schedule C. It is within the Low Density Residential Designation. It also appears that properties along Colonel Wayling Boulevard, on the east side abut lands within Community Design Plan 1, that is part of the Complete Communities Area. In terms of planned adjacent land uses, that are identified on Schedule 3G-1 are as follows: > Immediately abutting the Subject Lands to the east are lands within the Environmental Protection Designation. No new development is permitted within this Designation, subject to a further Natural Heritage Evaluation; > Abutting the Environmental Protection Designation are lands within the Low Density Residential Designation, subject to Area Specific Policies that may accommodate mid-rise house forms, subject to the required Community Design Plan, which would trigger a future rezoning exercise, and a Natural Heritage Evaluation; and > Abutting the Low Density Residential Designation, further to the east of the Subject Property are lands designated General Employment, reflecting their proximity to Highway 404. Again, this land use designation needs to be refined/conformed through the required Community Design Plan, which would trigger a future rezoning exercise and a Natural Heritage Evaluation. It is noted that the land use pattern established on Schedule 3G-1 is appropriate from a compatibility and transition perspective. Further refinements in consideration of the commentor are appropriately dealt with through the Community Design Plan process, which has not yet been carried out, and will be subject to future rezoning processes. All development in this area will also be subject to a Natural Heritage Evaluation.
2	Hailin Zang 20034 2nd Concession Rd, March 21, 2024	...the Complete Communities Secondary Plan, a proposed zoning change threatens to disrupt our peaceful existence. The proposal seeks to convert our residential area into a mid-rise residential zone. This change will directly and negatively affect not only our property value but also the way of life we've grown accustomed to. The new zoning plan to amend zoning from rural to mid-rise residential includes all properties in our immediate vicinity except ours. If this plan is approved and builders decide to purchase these properties for development, ours will be left as an isolated single-family home in close proximity to mid-rise buildings, construction...noise and pollution run-off, ...tree removal. 2nd Concession Rd construction affected property... The proposed zoning change would drastically alter this landscape without considering long-term residents like us who bought property with certain expectations about the community's future development. We urge you to make amendments to the proposed zoning change immediately next t~ our residential property as this zoning change threatens not only our home but also the unique character of our town that we all love so much.	It is noted that the Subject Property is located just outside of the boundaries of the Complete Communities Plan Area, but is in proximity (Complete Communities Plan Area is immediately to the south of the Subject Property) to lands that are within the Plan Area, and are subject to urban development anticipated to the year 2051. All development in this area will also be subject to a Natural Heritage Evaluation. It is noted that the Subject Property is wholly within and surrounded by lands (on all sides) within the Environmental Protection Designation identified on Schedule 5, and is within the Town's Agricultural System and outside of the Central Growth Area, both identified on Schedule 1. The Subject Property is also wholly within the Protected Countryside of the Provincial Greenbelt Plan, as identified on Schedule 6A. These land use designations and identifiers have not been substantially changed from the existing 2010 Official Plan and do not provide significant redevelopment opportunity. These land use designations and identifiers do, however, protect the existing natural heritage features and functions, in accordance with Provincial requirements. Importantly, the Official Plan does anticipate significant new urban development immediately to the south of the Subject Property, and then further to the north of the Subject Property, north of Queensville Sideroad. That anticipated new urban development will redefine the character of East Gwillimbury as the Town is expected to grow and evolve over the next 30 years.

3	Casie Brown on behalf of relative that resides at 19512 Woodbine Avenue March 12, 2024	In the recording of the 'Committee of the whole council - 21 Feb 2024,' councillor Carruthers rightly brings up the importance of the resident land owners, in addition to the Land Owners Group. Ron Palmer then expresses that these residents should be reached out to in a meaningful way. What consultations are being provided for the resident land owners in advance of the projected approval of this plan? In 'New community design plan schedule 3' there are numbered plans - my grandmothers property residing in 'New Community Design Plan #1' - does this numbering imply the order in which the rezoning and development is intended to be approved? ... residents whose land will be impacted are looking for a ballpark timeline on the approval process, rezoning and any structural work that would commence in the surrounding area as a result. I know that a timeline is being developed to be posted on the website- when can we expect this? After the approval of the Secondary Plan, how long do you project that the individual Community Design Plans will take for the individual areas? In the aforementioned Council meeting, councillor Carruthers also mentioned residents who would have "zoning put on their land." As my grandmother's property resides in a future employment zone, this would likely apply to her. In the likely event that her land is rezoned, what are the regulations around her residing in her current home under new zoning? Are there grandfather clauses that allow her to remain living in her property?	The Terms of Reference for the required Community Plans has been adjusted to include a requirement that all landowners within a given Community Design Plan District be appropriately consulted during the preparation of the Community Design Plan. The Complete Communities study included four phases. A public information session has been held within each phase of the project. Staff have also brought forward the work to a Statutory Public Meeting in March 2026. The numbering for the various Community Design Plan Districts does not imply a phasing strategy. There is no firm phasing of the Complete Communities lands as this highly dependent on infrastructure that has yet to be funded and built. It will be up to the Town to adopt Community Design Plans, and approve Zoning and Draft Plans in accordance with the Phasing policies of this Official Plan. It is not possible to articulate a timeline for development within the Complete Communities Plan Area. This Official Plan is premised on a timeline to the year 2051. Phasing will be based on subsequent approval processes and the allocation of infrastructure capacity in accordance with the Phasing policies of this Official Plan. This planning process establishes the permission for urban development within the Complete Communities Plan Area, and applies general land use designations. Actual Zoning will be established, reviewed and ultimately approved by the Town following the preparation of the required Community Design Plan. Future Zoning will be subject to a full public consultation process at the appropriate time. Further, there is no requirement that any individual property will change its existing land use. Existing development has ongoing rights to continue to exist, at the discretion of the landowner.
4	Irene Ford March 22, 2024 Opposition to a Development Application	Re: HARVEST VILLAGE - Yonge & Greenlane - East Gwillimbury - Why is East Gwillimbury considering a development application that has conformity issues with provincial policies, York Region's Official Plan & the Lake Simcoe Protection Plan? York Region is still the Planning Authority and removal of Planning responsibilities has not yet been proclaimed. As per the Municipal Act any by-law would have no effect if it conflicts with an upper tier by-law (S13) or a provincial regulation or statue (S14) What is the purpose, who initiated & who is paying for the public consultation? Is it legal/ethical for the Town to consider any private communal servicing in the Lake Simcoe watershed considering the Holland Landing Lagoons remain in operation? Has the Town of East Gwillimbury reviewed the servicing components w/ MECP to understand the requirements and approval pathway, timelines, feasibility under the OWRA & the EPA? Is this type of private communal servicing compliant with the applicable Source Protection Plan approved under the OWRA? Is this the municipalities or developers public meeting? I don't get the purpose or intent of this meeting & quite frankly think it's highly inappropriate & premature for this meeting to be happening given the severe servicing constraints in York Region. The Town should not be supporting or endorsing public consultation in the absence of sorting out these larger critical infrastructure pieces. In fact I don't think it's compliant with the Planning Act, specifically Section 24. Will the applicant really employee private communal servicing or is just a rouse to get shovels in the ground ahead of the arrival of sanitary provided under the York Region Sewage Works project, which would be just down the road at Greenlane & 2nd Concession? Minister MMAH & Staff - For the record, random public consultations on a proposed development that is not in compliance with York Region's recently approved OP, specifically the phasing policies to justify CHIA/MZO requests would be highly concerning & unethical. Also a municipality proceeding to request special permissions to approve servicing that might be compliant with future policy direction not yet approved ahead of formal approval of a combined PPS & Growth Plan is concerning. Perhaps you all know it will be approved but it does not make it legal to plan ahead of approval. How many pieces of legislation were thrown out in 2023 after not be enacted/proclaimed 9 years after the fact? The problem in York Region's isn't land or approvals it is wastewater servicing capacity & has been for over a decade. Special permissions in the absence of approved, feasible legal sanitary servicing only serve to inflate real estate, ROI and do nothing for local residents.	The Region is no longer the approval authority for East Gwillimbury. The Town of East Gwillimbury has not approved any private communal servicing at the northeast corner of Yonge and Green Lane. Servicing needs to be in place for a development to receive all its approvals, however it does not need to be in place for an applicant to receive certain planning approvals. The Province provides guidance on what type of statutory public consultation must take place, while also providing time limitations prior to an appeal in order to expedite Planning approvals.

5	Michael T Larkin LARKplan on behalf of 19350 WOODBINE LIMITED PARTNERSHIP (Rice Group) March 25, 2024	These lands are part of an application to amend/expand the Highway 404 Employment Corridor Secondary Plan (H404ECSP) north of its current limit at Mount Albert Road, to the southern boundary of the Queensville Secondary Plan. The expansion of the H404ECSP to include the lands identified herein ("the Subject Lands") are currently recognized for Employment Uses through the Region of York's new Official Plan, approved in 2022. This designation has been reflected in the Town's new Official Plan, adopted by Council in 2022 as well, which is currently awaiting approval by the Region as the Minister Delegated authority. Originally the Subject Lands were identified through Schedule 3 of the Town's Adopted Plan to be encompassed in the New Community Design Plan #1 (NCDP#1), which is reflected in the presentation prepared by your office for the PIC (Slide #5) held on March 21st, 2024. Through discussions with the Town, it was determined that the Subject Lands could proceed to implement the Employment Designation of the Town's new Official Plan through an expansion of the existing H404ECSP, rather than be part of a new Secondary Plan. In this regard, Highway 404 represents a firm boundary for the Employment Land designation such that the characteristics of the Subject Lands reflect a logical extension to the existing H404ECSP. Thus, with the Town's agreement an application was prepared and filed to permit the proposed expansion of the H404ECSP as noted herein. This application is currently moving through the planning approvals process. In light of the foregoing, we respectfully request that the limits of the New Community Design Plan #1 be modified in the Town's planning documents to adopt Highway 404 as the eastern boundary for the Design Plan area given the current and ongoing planning process already underway with regards to the future development of the Subject Lands (which as noted include my Client's property as well). The amendment to the H404ECSP as noted herein is for practical purposes, not part of the logical limits of the NCDP#1 as the evolution of the Employment land use designations in this area have been reflected in established land use policy documents (the Region's OP and the Town's Adopted OP).	The limits of the Community Design Plan #1 have been modified in the Town's planning documents to adopt Highway 404 as the eastern boundary for the Community Design Plan area given the current and ongoing planning process already underway with regards to the future development of the Subject Lands
6	Susan Lahey Aril 3, 2024	Concerns about climate issues and wanted to have more information on the building materials being used in new developments in EG. For example, if they were environmentally friendly, and details about what is required in the code to reduce negative impacts on the environment. I understand the question is a general one in nature. Would you share with me the best link or website to give them so they can research this further on their own?	Climate change is an important topic, and this Official Plan is intended to deal with it in a number of interrelated ways, including: Getting denser, to reduce per person carbon footprints and to support a robust and multi-modal transportation network; Develop a multi-modal transportation network to reduce the use of automobiles and support alternate mobility options including transit; Protect the Natural Heritage System to support a sustainable ecosystem and major woodlots and wetlands; and Support Green Buildings and Green Infrastructure technologies. All of these four elements are crucial, and are inherent to this Official Plan. Specific to sustainability and resiliency, please reference Section 3.6 of this Official Plan. With more specific reference to Green Building, including materials, there are two documents of importance. The first is the Urban Design Manual that discusses a host of guidelines related to building development including some guidance on materiality. Second, and more specific to the issue raised, the Town has, and is currently updating its Thinking Green! Development Standards that identifies a host of environmentally sustainable development objectives (beyond just building materials). Importantly, all development applications must demonstrate how they meet (or exceed) the targets identified in the Thinking Green! Development Standards as part of the development review and approval process.
7	Masonry Council of Ontario March 17, 2025	The most recent updates to the Town's Official Plan, together with the Design Manual endorsed in 2023, contain strong policy language supporting the use of high quality materials. In particular MCO supports the OP's stated preference for materials that "(promote) adaptive reuse" and are "regionally or locally sourced." These policies, along with the policies stated in the Design Manual that recommend "brick masonry, stone masonry, wood or stucco" as the primary materials, should be emphasized through the Secondary Plan to ensure a degree of high-quality architecture is delivered in all new developments. MCO recommends the following policies for the Complete Communities Secondary Plan: 1. Include language in the Secondary Plan requiring all new development within the SP Area to demonstrate consistency with the Town-approved Urban Design Manual and other design policies approved by Council. 2. State a preference for made-in-Ontario or regionally sourced exterior cladding materials in the development of both greenfield and infill structures. 3. Ensure that architectural drawings showing the building exterior, including cladding materials consistent with the Urban Design Manual, are part of the requirements for a Complete Application within the Official Plan, and generally reconcile the OP with changes to the Planning Act made since the last OP Review.	This Official Plan, the Urban Design Manual and the Thinking Green! Development Standards all do what is legislatively appropriate to support the use of high quality building materials. Importantly however, the Town has limitations on what it can require through Site Plan Control, and within the policy framework of this Official Plan, in accordance with the most up-to-date changes to the Planning Act.

8	Sharon Burying Ground Association October 13, 2025 Lloyd Johnston, SBG President/Chair ldjohnston@hotmail com Ruth Haines, SBG Treasurer, hainescrest@gmail.com Ruth Jeffrey Maclean, SBG Secretary ruthjmaclean@gmail.com Jennifer Strachan, SBG Vice-President, masonsailor@hotmail.com 905-895-2889 Taylor Maclean taylor.maclean@me.com	Raise a number of concerns regarding the impending developments that will be surrounding the SBG at #18391 Leslie St. Immediate concerns for the SBG site: - physical impact upon the SBG site and the safety of visitors to SBG during and post construction - vehicular access to the site for visiting public and caretakers of the SBG property - proposed widening of Leslie St and the impact upon 18391 Leslie St - the importance of green space buffer zones and parklands between the site and all development - assurance that development will not harm or in anyway negatively impact the site's trees, grounds, stone markers, fencing, and the "character-giving natural" beauty of the site - the fact that the industrial storage development to the east and south of SBG will not return a preferred level of employment opportunity (as noted by Mr. Palmer himself at the Committee of the Whole Council meeting of Tuesday, 7th October), yet will contribute negatively to the current natural rural setting	It is noted that the Subject Property is located within Community Design Plan #3 - Walnut Farms. Schedule 3G-1 has been amended to identify symbolically the existing cemetery. The Subject Property is within the Residential Mixed Use Designation which implies significant redevelopment opportunity. The cemetery use is likely to be embedded within those permitted urban development forms. Ongoing vehicular access would need to be considered through the Community Design Plan, and subsequent development approval processes. Leslie Street is identified on Schedule 8B as a Regional Arterial Road with a planned right of way of up to 41 metres. This is an issue primarily to be determined by what is on the Subject Property, and what is abutting. The owners of the Subject Property will be in full control of their own on-site landscape. The management of the landscape character of abutting lands will be subject to design techniques explored through the Community Design Plan and subsequent Site Plan Approval. There may be a requirement to consider issues related to compatible development and appropriate transitions. Industrial storage uses would not be the highest and best use permission under the applicable land use designations identified on Schedule 3G-1.
		Further, we would greatly appreciate clarification of perceived Council responsibilities: - has an 'Agricultural Impact Assessment' (as noted by Mr. Palmer in his presentation to Council on Oct. 7th) been performed on the lands adjacent to the SBG? - as we all solemnly perform our land acknowledgement statement that includes that the Chippewas of Georgina are "the water protectors and environmental stewards of these lands, and we join them in these responsibilities", please acknowledge that an environmental impact survey has or will be performed before development - concerning the First Peoples of the Williams Treaties First Nations: has an Archaeological Survey been completed (not simply a test pit analysis) on these lands and, if a survey report has been presented to council, will that information be presented to the hereditary descendants of Georgina and the public at large?	 Yes, an Agricultural Impact Assessment prepared by Colville Consulting - has been carried out as part of the Complete Communities Plan. Yes, a Subwatershed Study Update has been carried out as part of the Complete Communities Plan. Yes, an Archaeological Assessment, prepared by ACC Archaeological Consultants, has been carried out as part of the Complete Communities Plan. In addition, a Cultural Heritage Resource Assessment, prepared by ASI (Archaeological Services Inc.), has also been carried out as part of the Complete Communities Plan.
9	Tara L. Piurko Miller Thomson LLP legal counsel for the Emmanuel Convalescent Foundation (“ECF”) and The Southdown Institute (“Southdown”) Feb. 17, 2026 and March 20, 2026	18798 Old Yonge St., Holland Landing Southdown had the opportunity to complete a careful examination of the first version of the adopted, updated Official Plan (“Updated OP”), as well as the modified version of the Updated OP (“Modified OP”) by way of letters dated September 12, 2023, April 10, 2024 and May 17, 2024, attached hereto as Attachment “A” for ease of reference. All the aforementioned letters reiterated areas of concern for ECF and Southdown, namely the implications of the newly imposed Adjacent Lands Overlay. We continue to request that the Overlay limits be revised so that they are removed or reduced for this Property. In the alternative, where the Schedules cannot be amended, we hereby request that an exception be added to the existing site-specific policy, stating that, notwithstanding the Overlay in Schedule 4A, the policies of the Adjacent Lands Overlay do not apply to the Property. Secondary Plan Further to the above, we have recently become aware that the Town’s Updated and Modified Official Plan, under review by the Province, has been merged with the Complete Communities Secondary Plan (“CCSP”) review. The subject Property is located within the CCSP area boundary. As such, we are resubmitting the comments previously provided under the Updated and Modified OP review for consideration by the CCSP review team.	The Environmental Protection Designation and the Adjacent Lands Overlay have been extensively studied as part of the Complete Communities Planning exercise through the Subwatershed Study Update prepared by GEI Consultants. Notwithstanding that both the designation and the overlay are subject to the preparation of a Natural Heritage Evaluation, in conjunction with any application for development to confirm the location, extent and sensitivity of identified significant natural heritage features and functions. The Adjacent Lands Overlay is very specifically a trigger for the preparation of the Natural Heritage Evaluation that will assess features and functions in consideration of the underlying land use designation. t In this case, it appears that the land use designations that underly the Adjacent Lands Overlay include Low Density Residential and Residential Mixed Use. As noted these lands are also subject to Special Exception 4.7.1, and those policies shall continue to apply. Where any application under the Planning Act is required for either development permitted under Section 4.7.1, or under the policies of the Low Density Residential and Residential Mixed Use Designations, a Natural Heritage Assessment shall be required to support the application, where the lands are subject to the Adjacent Lands Overlay or are within the Environmental Protection Designation.

		The 2025 Draft OP continues to apply the Adjacent Lands Overlay ("Overlay") to the Subject Property. The Overlay encompasses the majority of the ECF Property, beyond the limits of the Natural Heritage System feature which exists on the Property. The Overlay also extends to part of the Property where existing building and structures are located and further, it overlaps into the potential expansion area of the Property, currently permitted and recognized by the long-established site-specific policies (Special Policy 4.1.7), brought forward in the 2025 Draft OP. Policy 4.4.4.2b states in part that changes to the extent of the developable land area, restrictions on the permitted land use and/or any required impact mitigation requirements identified in the Natural Heritage Evaluation, shall be identified, implemented, regulated or otherwise secured to the satisfaction of the Town. This new mandatory requirement could have a significant impact on the overall Property and on the developable portions of the Property that are not currently part of the Environmental Protection designation area. From ECF's perspective, the Natural Heritage Evaluation may prove to be an onerous and costly exercise for a registered non-profit charitable organization. Further, and more significantly, this trigger area and the results of an ensuing evaluation, which was not previously required, may generate added limitations to any future potential expansion and may also limit Southdown's ability to provide this very important service.	Applications for development shall require a host of technical studies to ensure that the Vision and Principles of this Official Plan, and the relevant policies of the Provincial Planning Statement are appropriately considered and achieved. This is a requirement for any Planning Act application that would facilitate additional, new development on the subject property. Depending upon the nature, scale or impact of any applications the Town reserves the right to scope or waive the requirements for a Natural Heritage Evaluation, as per the policies of Section 4.4.2.2 of this Official Plan.
10	G R Hatcher March 25, 2026	When the soon to be sewer hook up happens will Leslie St north of Green Lane be torn up? How and when will all the infrastructure be put in to service for all the new condos and townhomes? The topic of ' phasing ' came up numerous times. How can residents be guaranteed that all the construction on Leslie St and Green Lane does all not start at the same time.	The Region is planning a North YDSS expansion. Phase 1 is planned for 2028/2029 and Phase 2 is planned for 2031/2032. Until these projects are funded and tendered we do not know the extend of the construction. Council will have a say on the orderly development of the communities. In a general sense, new development will be subject to the phasing policies of this Official Plan. The timing of new development is subject to various approval process that are applicable throughout the Town. Some of those approval processes will be subject to further public consultation. Within each Community Design Plan District further staging strategies should be prepared.
11	Public Information Centres held on: > March 21, 2024 > June 10, 2025 > October 16, 2025 > February 17, 2026	Through the public consultation process a number of comments were provided on a number of occasions. These comments tend to be relatively general, with some related more to the overall Official Plan, rather than specifically with the Complete Communities Plan Area. The following responses are reflective of those overarching comments and some very specific comments from the public.	
		How does this Official Plan support the ongoing protection of the agricultural lands and the protection of the Natural Heritage System?	Overall, this Official Plan is guided by, and includes appropriate references to the key Provincial policy documents that work together to protect the Town's agricultural and natural heritage inventories including the Provincial Planning Statement, the Oak Ridges Moraine Protection Plan, the Greenbelt Plan and the Lake Simcoe Protection Plan. ***Agricultural Land Protection*** - The distribution of lands intended for urban development versus those lands identified for rural, agricultural and environmental protection has not fundamentally changed since the 2010 Official Plan. The Protected Countryside continues to comprise approximately 75% of the Town's total land base. This Official Plan and, importantly related Provincial Policies, protect this land use distribution for the long-term. The Rural/Agricultural Area of the Town is depicted on Schedule 6. The extent of the Agricultural System has not changed since the 2010 Official Plan. ***Protecting the Natural Heritage System*** - It is a requirement of this Official Plan to protect the Natural Heritage System. The system itself has been defined by the Region, and is protected by a comprehensive policy framework. The Natural Heritage System is identified on Schedule 5. The policy framework is included in this Official Plan in Section 4.4. For the Complete Community Plan Area, the Natural Heritage System (NHS) has been identified and characterized through a Subwatershed Study Update prepared by GEI Consultants. The protection of the NHS will continue to be guided by Provincial policies and municipal policies, as well as input from the Conservation Authority, Indigenous communities, and other affected parties. Further refinements to the boundaries of the NHS may occur through future studies at the Community Design Plan District level and/or the site-specific level.

		The conservation of cultural heritage	This Official Plan provides an appropriate policy framework for the conservation of cultural heritage. These policies have been reviewed and adjusted through consultation with the Province and with the Indigenous community. Please see Section 3.4.3 of this Official Plan. ***Cultural Heritage Conservation.*** - Cultural heritage conservation is a key element of Provincial Policy, including the Heritage Act and the Provincial Planning Statement. The Cultural Heritage Resource Assessment (CHRA) prepared in support of the Complete Communities Secondary Plan Study provides a series of recommendations designed to facilitate and encourage the conservation of cultural heritage resources within the Plan. The CHRA identified a number of properties with either known or potential cultural heritage value and provided guidance on how to prioritize which of these properties should be considered in the development of the communities within the Complete Community Plan Area. Additionally, the CHRA provided recommendations on how to integrate cultural heritage resources into the communities, such as retention of buildings and significant heritage features, appropriate adaptive reuse, and compatible land use designations in the surrounding area. Strategies for heritage interpretation and commemoration were also included, which contribute to ongoing efforts to tell the story of East Gwillimbury and its cultural heritage. ***Conservation of Archaeological Resources*** - The Stage 1 Archaeological Assessment prepared by ACC Archaeological Consultants recommended further archaeological assessments for the breadth of the proposed developable lands within the Complete Communities Plan Area. The subsequent Stage 2 Archaeological Assessments will be conducted in accordance with the 2011 Standards and Guidelines for Consultant Archaeologists set out by the Ministry of Citizenship and Multiculturalism ("MCM") pursuant to the Ontario Heritage Act, R.S.O. 1990, c. O.18. The results of the Stage 2 assessments will make recommendations for additional fieldwork, if necessary. In the event of the discovery of one or more archaeological sites, additional Stage 3 site-specific excavation and/or Stage 4 mitigation may be required, as per the MCM's 2011 Standards and Guidelines for Consultant Archaeologists.
		Compatibility between new development and existing development and existing historic communities	***Compatible Development*** - The issue of compatible development is a key policy element of this Official Plan, with the intent that reasonable and comfortable transitions between different scales of development is achieved. Compatibility is dealt with through the policies of Section 3.4.4.3 of this Official Plan.
		Provision of housing choices, including affordable housing	***Range and Mix of Housing*** - The intent of this Official Plan is to ensure that the Town evolves with a full range and mix of housing types. This is more fully articulated in Section 3.2.3 of this Official Plan. More specifically, within the Complete Communities Plan Area the land use designations and the higher density and mix policies inherent to these designation permit, and in some cases require various housing types be developed. The ultimate mix of dwelling types will be more fully articulated with the required Community Design Plans. ***Affordable Housing*** - The topic of affordable housing, and the policy framework to encourage and incentive the provision of affordable housing is included in this Official Plan in Section 3.2.3.2. At this time, the Planning Act does not provide any specific planning tool that would allow the Town to compel the private sector to build affordable housing. As such, encouragement, incentives and the concept of intrinsic affordability are the approaches utilized in this Official Plan.
		Who pays for growth, and how?	Generally, growth pays for growth. ***Capital Needs*** - The Development Charges Act (DCA) supplemented with capital resources raised from Planning Act Parkland Deduction/Cash in lieu payments and Community Benefits Charge (CBC) will normally fund all of the capital needs to service the growth in a municipality. The Town of East Gwillimbury does not currently have a CBC Fund but has the authority to impose such a charge. The Town will need to update the current Development Charge By-law to fully account for the growth-related capital components eligible under the DCA. The Region of York is in the process of updating its DCA By-law and has included all of the Regional Infrastructure needed to accommodate the Complete Communities Secondary Plan capital needs. ***Tax-Based User Rates and Operating Costs -*** The tax-based costs associated with the Town and Region's operating services (save and except for water/wastewater services) will be more than paid for by the Town and Regional Realty Tax Assessment revenue, keeping in mind that the projected growth will add substantially to the Town's tax base. The marginal costs of growth for both the Region and the Town have been reviewed with Town/Regional staff. The marginal cost on a per capita/per employee basis are less that the current average cost because of the fact certain costs are fixed and not dependent on growth.

		Possible university/ college/ tech school More commercial in Queensville More trails – waking and cycling – Cycling lanes Maintain as much green space as possible, with linkages for trails and more public outdoor spaces	The land use designation that could accommodate a university/college/technical school remains within this Official Plan as part of the original Queensville Secondary Plan. The Post Secondary Education Facility Designation is in Section 4.3.6. The commercial permissions included within the Queensville Secondary Plan are to be accommodated in the Queensville Centre Designation (Policy 4.1.2). The policies within Queensville Centre Designation have not be adjusted in this Official Plan. This Official Plan has expanded the trails network within the Town with a focus of the new system within the Complete Communities Plan Area. The enhanced Trails Network is identified on Schedule 8. In addition, the Urban Design Manual, in association with the transportation policies of Section 5.2.5 of this Plan requires the integration of sidewalks and bike lanes on all Regional Arterial and Town Major and Minor Collector Roads. Sidewalks are required on all public roads. It is expected that the Town's public open space system will be expanded within the Complete Communities Plan Area. Each of the Community Design Plan Districts are required to accommodate at least one new Neighbourhood Park, as identified on Schedule 3G-1.
		Ensure the accommodation of community services & facilities Forest or parks that are within walking or bike-riding distance Wildlife corridors that connect	The Complete Community Plan is supported by a Community Services and Parks Strategy, prepared by Monteith Borwn, that identifies the need for new indoor and outdoor community facilities and recreational requirements. Opportunities for new indoor community facilities are identified on Schedule 3G-1. Outdoor recreation facilities are to be accommodated within public parks, and it will be up to the Town to articulate the range of facilities and their appropriate locations through more detailed planning through the Community Design Plan process, and subsequent Zoning Bylaw provisions. The Complete Communities Plan Area includes a park system that is expected to be within walking distance of most of the planned new residents. Each Community Design Plan District includes at least one new Neighbourhood Park. In addition, the Complete Communities Plan Area is planned to incorporate the existing Natural Heritage System, which will provide opportunities for trail linkages and other opportunities to access nature. Further, Schedule 3G-1 identifies an opportunity for an Eco Park to be established on the site of the existing Regional sewage lagoons, subject to appropriate decommissioning. Schedule 3G-1 identifies the opportunity for 2 Proposed Open Space Connectors. These connectors functionally connect major elements of the Natural Heritage System and provide opportunities for wildlife movement.
		Why are there so few employment areas? Airport lands were not identified. The Holland Landing Airpark should be included on the land use plan. Concerns with ensuring an appropriate designation, impacts on future surrounding uses, safety, and trespassing.	The Complete Communities Plan Area is expected to accommodate employment opportunities that are related to retail and service commercial, institutional and office based functions. It is correct that there are limited opportunities to accommodate business park and other industrial type employment opportunities within the Complete Communities Plan Area. However, the most important location for business park and industrial types of employment are in proximity to, and with direct access to the planned Bradford Bypass and the existing Highway 404. This Official Plan does identify the existing land within the Prestige Employment Designation and General Employment Designation from the existing 2010 Official Plan, and proposes new "Future" urban employment lands in proximity to the Bradford Bypass and the Highway 404 interchanges. The existing Airport has been identified on Schedule 3G-1, and provided with a policy framework that is intended to protect its existing function, while identifying it potential for future redevelopment for residential land uses.

		Will land expropriation be a concern for residents?	It is always the intent of any planning process to avoid land expropriation, and to work collaboratively with all affected landowners. Generally, land expropriation for infrastructure emplacement and/or other public interest requirements may be utilized as a last resort. Where expropriation is required, landowners are to expect compensation at fair market value.
		Question asking if there is anything in the Plan about setbacks from existing development? Will there be a buffer between existing homes and the new mixed-use corridor?	The interface between existing development and new development is to be considered based on the concept of compatible development, as expressed in Section 3.4.4.3 and 3.4.4.4 of this Official Plan. Buffers may be inculpated as one technique to ensure a comfortable transition.
		Will there be a tree protection plan?	Tree protection is part of a larger strategy for the protection of the Natural Heritage System. Where existing trees are located outside of the Natural Heritage System, the Town has a Tree Protection By-law to ensure appropriate consideration through the subsequent, more detailed planning approval processes. Further, in support of individual applications for development the Town may require the preparation of a Tree Inventory/Preservation Study (see Table 6: Required Supporting Studies).
		Will sanitary sewers be replacing existing septic, and is it mandatory for existing residents?	In general, all new development shall be required to be connected to urban infrastructure, or to provide a temporary servicing strategy, in anticipated of full urban infrastructure in the future. Existing development may maintain existing rural services or may be permitted to connect to urban infrastructure systems when the urban systems are provided. Where a mandatory connection is required, it is typically driven by a defined environmental or technical requirement.
		There were concerns and questions around whether a subdivision can be developed without servicing, such sewer?	In general, all new development shall be required to be connected to urban infrastructure, or to provide a temporary servicing strategy, in anticipated of full urban infrastructure in the future.
		Will each compete community have residential, commercial, industrial?	It is expected that development within each Community Design Plan District will accommodate a range and mix of housing types, at least one public park and the opportunity/permission for a host of neighbourhood supporting retail and service commercial land uses. A number of the Community Design Plan Districts have broader permissions and requirements for larger scale retail and service commercial uses, public service facilities and schools.
		Is there going to be maintained farmland? Will there be a designation change to the existing active rural farms?	As previously noted, the Town, as well as substantial Provincial policy, maintains the existing Agricultural System, outside to the defined Central Growth Area and the Community of Mount Albert. Existing rural and agriculture activities within the Central Growth Area are not protected from urban development within the timeframe of this Official Plan (to 2051). An Agricultural Impact Assessment, prepared by Colville Consulting, has been prepared in support of the urbanization of the Central Growth Area, in recognition the Complete Communities Plan Area has been identified for future urban development at least since the 2010 Official Plan.
		Concerned about operating costs of future community facilities, and the concern that more community facilities means higher taxation and higher operating costs.	The Complete Communities Plan is supported by a Community Services and Parks Strategy, prepared by Monteith Brown Planning Consultants, that identifies the need for new indoor and outdoor community facilities and recreational requirements. The premise of that study is to maintain existing levels of service for new residents. Importantly, as new facilities and parks come on line, the tax base will have proportionately grown to ensure that, overall, individual property taxes are not substantially increased. New growth needs new facilities, and will provide the tax base to operate/maintain them.
		Is 2nd Concession going to be widened to 4 lanes to Doane Road?	This Official Plan is supported by a Town-wide Transportation Plan, which has been augmented by a Transportation Plan specifically in support of the Complete Communities Plan, prepared by Paradigm Transportation Solutions. The future of 2nd Concession Road, in terms of planned right-of-way width is identified on Schedule 8B. It is noted that the Region has identified that the entirety of 2nd Concession Road will, in the long-term, be accommodated in a 41.0m right-of-way.
		How is low-rise residential density is defined and what is considered low-rise residential?	Typically, single detached, semi-detached and townhouse dwellings are low-rise residential. You can say (as a rough estimate) 20-30 units per hectare. A lot of it depends on which metric will be used. Townhouses are typically measured through a floor space index. Built forms and densities are determined partly through conformity requirements from the Province and/or historically from the Region, as well as through an understanding of on-the-ground ability to accommodate built forms in consideration of the aspirations of the development community.

		Attendees had questions and concerns about who determines the growth and the height of buildings. The secondary plan area encompasses a very large amount of land. The Town is at maximum of seven storeys. How did the height limit jump to 13 storeys?	Built forms and density provisions are articulated in the context of the individual land use designations and some are further refined through associated Area Specific Policies. For the most part, built form and building height are contextual, with lower density and lower building heights provided in existing communities, with higher density and taller buildings located in strategic locations such as within the Major Transit Station Areas, and along 2nd Concession Road as part of the new Complete Communities Plan Area. These strategic locations, and the heights and densities permitted are intended to: > support an enhanced transit system; > provide significant opportunities to provide a full range and mix of housing types, including more affordable housing > Improve the Town's response to climate change, resiliency and sustainability.
		Question the need for one secondary school, and is that sufficient to accommodate the projected 50,000 population? Where will the new Hospital be located in the Town and how has it been addressed in the Official Plan? How can the Province approve the Official Plan without a hospital, infrastructure is key. How can we build without transportation improvements? Leslie Street infrastructure is lacking.	The number and location of the various schools, including the secondary school, was established in collaboration with the School Boards. The Boards requested one secondary school for the Complete Communities Plan Area, with other secondary schools having been approved throughout the Town and identified in other Secondary Plan areas. The location for a new Southlake Hospital was announced on Monday, April 27th. It will be lcoated in GEV along Leslie Street. The Official Plan schedules will be ipdated to reflect this announcement, and the policy framework adjusted to facilitate the Hospital within the Green Earth Village Community Design Plan District. This Official Plan, including the Complete Communities Plan Area has been tested for sewer, water, and transportation systems. There may be a need to review the technical studies should a hospital site be announced.
		Concerns raised about developers are coming to Council with plans that are not representative of the Town. Developer goes to the OLT and gets approved. Question if the Town has standards to ensure development is appropriate to the character of the area?	Planning in Ontario is a fluid exercise and there is very limited legislative opportunity that restricts the development community from making applications, or referring refused applications to the OLT. The key is to maximize the opportunity to leverage the Provincial Planning policy frameworks - and specifically in East Gwillimbury, the Planning Act, the Heritage Act, the Provincial Planning Statement, the Greenbelt Plan, the Oak Ridges Protection Plan and the Lake Simcoe Protection Plan - and the policy framework of this Official Plan to clearly articulate the Town's vision, principles and polices to strengthen enforcement and application. This Official Plan is also supported by non-statutory planning tools including the Thinking Green! Development Standards and the Town-wide Urban Design Manual.

Appendix 4 - Agency Consultation Matrix

East Gwillimbury Official Plan/Complete Communities Plan

Agencies Comments

Respondents			
	Name	**Comment**	**Response**
1	Daniella Marcone Planning Services York Catholic District School Board May 28, 2024, April 9, 2025 and October 10, 2025	York Catholic District School Board (YCDSB) staff have been involved in the Technical Advisory Committee (TAC) meetings for the secondary plan and have reviewed the materials provided and wish to make the following comments > The YCDSB requires an elementary school site within the following community areas: 1) Green Earth Village CDP (Formerly Queensville North CDP) 2) Sharon Heights CDP 3) Yonge Corridor CDP > The YCDSB understands that the East Gwillimbury Complete Communities Secondary Plan is still under development, and has not yet been finalized. However, it should be noted that within the Land Use Plan, dated March, 2025, there is no identification as to which sites are designated for York Catholic District School Board or York Region District School Board (YRDSB). Without distinct school site identification, the YCDSB cannot make site specific comments at this time. The Secondary Plan should identify between YCDSB and YRDSB sites. > The Secondary Plan should include policy language that permits school sites to be relocated, added or removed without amendment to the Secondary Plan. > It is noted that within the Green Earth Village CDP area that the elementary school site is within a mixed use area. It is the Board's preference for school sites to be located within neighbourhood areas.	Best efforts to accommodate all of the requests of the YRDSB have been incorporated into the Complete Communities Plan, as articulated symbolically on Schedule 3G-1. It is not the intent of the Town to identify which school sites are to be considered for which school board. That identification is discriminatory, and removes the flexibility for both school boards to consider and negotiate the acquisition of any of the identified school sites. It is up to the individual school boards to negotiate with the landowners to acquire the school sites that they desire. That can begin at any time. Confirmation of the location and size of each school site is anticipated through the Community Design Plan process. Please review Section 4.2.7 of the Official Plan which deals specifically with the Educational Facilities Symbols, and provides all of the appropriate flexibility. Locations for school sites within Green Earth Village that are not within a mixed-use area are limited. There is substantial flexibility to move school sites around through the Community Design Plan Process.
2	Gilbert Luk York Region District School Board April 10, 2025	The YRDSB will require 5 elementary school sites and 1 secondary school site to serve the new communities based on the population targets shared at the Technical Advisory Committee (TAC) meeting (March 20, 2025) To ensure flexibility, the secondary plan should include policy language that permits school sites to be relocated, added or removed without amendment to the Secondary Plan, and school sites should be permissible throughout the Secondary Plan to better facilitate any changes, if required.	Best efforts to accommodate all of the requests of the YRDSB have been incorporated into the Complete Communities Plan, as shown symbolically on Schedule 3G-1. Please review Section 4.2.7 of this Official Plan which deals specifically with the Educational Facilities Symbols, and provides all of the appropriate flexibility. Further, school sites are broadly permitted within all of the appropriate land use designations.
3	Dave Ruggle Lake Simcoe Region Conservation Authority October 21, 2025	Re: Floodplain hydraulics - need to understand the future floodplain condition post inclusion into the urban area ...For your convenience, we have drafted proposed policy for your use or consideration as follows: **Floodplain Management and Hydraulic Modelling Policies** Policy X.1 – Finalization of Floodplain Limits Prior to Draft Plan Submission a) The final delineation of the regulatory floodplain within the Secondary Plan area shall be completed and approved prior to the submission of any draft plan of subdivision or equivalent functional design stage applications. b) The Secondary Plan acknowledges that existing floodplain limits are subject to change based on updated land use designations, revised policy direction, and improved data availability, including but not limited to LiDAR and updated hydraulic modelling technologies. c) Floodplain delineation shall reflect future land-use conditions, and shall be consistent with the applicable municipal Official Plan designations, zoning by-law provisions, and provincial guidance documents.	Agreed. These policies have been added as Section 4.6.3.7, a), b) and c).

		Policy X.2 – Hydraulic Modelling and Technical Requirements a) All hydraulic modelling used to define or revise floodplain limits within the Secondary Plan area shall be developed, calibrated, and validated in accordance with provincial standards and guidance, including those issued by the Ministry of Natural Resources and Forestry (MNRF). b) Modelling shall be completed using the Canadian Geodetic Vertical Datum of 2013 (CGVD2013),consistent with current LiDAR data. Where legacy data exists in CGVD28, conversions shall be undertaken using NRCAN-approved methodologies. c) All flood hazard assessments and modelling shall conform to the latest applicable legislation, including Ontario Regulation 41/24, and be consistent with the most current version of the Technical Guide – River& Stream Systems: Flooding Hazard Limit (MNRF, or successor document). d) The Lake Simcoe Region Conservation Authority (LSRCA) shall be recognized as the technical authority for floodplain and hydraulic matters in the Secondary Plan area, in accordance with provincial direction.	Agreed. These policies have been added as Section 4.6.3.7, d), e), f) and g).
		Policy X.3 – Consultation with the Lake Simcoe Region Conservation Authority a) Early and ongoing consultation with the LSRCA is encouraged throughout the development application process where any updates or refinements to the regulatory floodplain are proposed. b) Proponents shall allow for sufficient time in project schedules to accommodate LSRCA review and approval of any floodplain updates, in accordance with provincial requirements and LSRCA's technical review protocols. c) All floodplain update procedures shall align with LSRCA guidelines and reflect applicable provincial and municipal timelines, policies, and environmental protection objectives.	Agreed. These policies have been added as Section 4.6.3.7, h), i) and j).
4	Sandra Sydor (she/her) | CEO East Gwillimbury Public Library October 5, 2025	Complete Communities Secondary Plan Presentation, content on Slide 12 explicitly denotes future Library space allocation. A Library Board Member has expressed concern regarding this slide and its alignment with the EGPL Library Services Growth Plan. We have concerns that the Library was not consulted directly regarding the Secondary Plan and would like to schedule a meeting on Monday October 6 the to discuss the EGPL Library Services Growth Plan being acknowledged at the October 7 the CWC prior to the Complete Communities Secondary Plan presentation.	The Complete Communities Plan Team (Monteith Brown) met with the EGPL Library Board on October 27, 2025 to discuss alignment with the Library Services Growth Plan. Comments from the Board have been incorporated into the updated Community Facilities and Parks Strategy and within the policy framework of this Official Plan.
5	Sandra Sydor, CEO East Gwillimbury Public Library Jan. 24, 2026	As the CEO of the East Gwillimbury Public Library, I've been added to the TAC meetings so I can provide updates pertaining to the draft OP/CCSP to the Library Board. At a recent Library Board Meeting, Steve Langlois presented the draft CCSP and there were a few questions that resulted pertaining to the OP Green Lane Corridor - Schedule B-5. The Schedule denotes the Green Lane Corridor Land Use Plan without mention of Community Centres or Libraries. Steve Langlois noted that the Green Lane Corridor was out of scope for the CCSP presentation. Is there an opportunity for additional language to be added to the draft CCSP that references Libraries within the broader TOEG Official Plan (Green Lane Corridor - Schedule B-5). The Library Services Growth Plan(2024, p.15) identifies the Green Lane Corridor as the potential site for a future Community Centre/Library however this is not noted in the Community Facilities and Parks Strategy November 2025 Draft (p.37) . The Library Board is looking for alignment between the Library Services Growth Plan and the OP/CCSP.	Comments from the Board have been incorporated into the updated Community Facilities and Parks Strategy and within the policy framework of this Official Plan.
6	Asif Abbas Region of York April 15, 2025	**Transportation Development Planning** Transportation Development Planning has reviewed the Town of East Gwillimbury Complete Communities Secondary Plan Area study along with the TAC Presentation (March 2025). No comments on the presentation at this time. However, the Region has the following preliminary comments to offer for consideration: 1. The Region's planned rights-of-way (ROW) street widths for Regional Roads will need to be protected for through conditions of approval of future development applications along the corresponding roadways. As such, landowners will be required to provide land at no expense to York Region for street widenings, up to the planned ROW widths, when the lands are developed. 2. Future development areas should be designed to include traffic mobility through implementation of fine grid road networks where appropriate. Internalized future development access should also have multi-direction connectivity through a pervious system of internal minor streets, which should include provisions for continuous east-west and north-south local streets within the broader surrounding development areas. The appropriate mix of proposed land-uses should also be considered such that any neighboring and surrounding land-uses are compatible and do not preclude the implementation of continuous street networks.	Wording added to Section 5.2.2.2 under Region Arterial Roads. Section. 5.2.2 of this Official Plan provides a host of transportation policies, and is based upon the Town's Transportation Master Plan, including a subsequent Transportation Plan, prepared by Paradigm Transportation Solutions, for lands within the Complete Communities Plan Area. The policy framework in Section 5.2.2 appropriately deals with key directions for Active Transportation, Public Transit and the Roads Network. Section 5.2.2 also references the requirement to be consistent with the relevant recommendations of the York Region Transportation Master Plan. This Official Plan is also supported by an Urban Design Manual which provides direction for the design of roads within the Town.

		3. Street intersections for new local collector roads at Regional Roads shall be spaced appropriately for signalized or unsignalized intersections adjacent to other intersections along regional roads, which will need to be consistent with the Region's Access Guidelines. 4. Future development access along Regional roads will need to be provided via local streets or shared driveway access by interconnected adjacent properties whenever possible. Direct private-use access to Regional roads generally will not be acceptable for new developments; and when absolutely required, they will need to be consolidated together, so as to minimize the number of accesses onto Regional Roads to improve the efficiency of the arterial road network. 5. Future development areas should be designed with multi-modal transportation uses in mind that can help reduce automobile-travel dependencies. As such, a holistic approach should be taken in the planning of future active transportation and transit facilities that can provide multi-modal connections and alternative transportation options within the overall transportation network that also bridge any network gaps and missing links to promote active transportation and transit uses.	See above. See above. See above.
		Infrastructure Asset Management (IAM) IAM has reviewed the materials and presentation slides presented to TAC on March 20, 2025, and offers the following comments: **Population Projections** 1. Upon review of the preliminary growth estimates presented by the community design plans, IAM notes that the population target for the Green Earth Village CDP in particular is greater than what has been considered in the York Region Sewage Works Project and the Amendment to the 2022 Water and Wastewater Master Plan. As CDP areas do not directly correlate with traffic zones on which Region population forecasts are based, IAM requests that growth estimate assumptions be provided at the traffic zone level including proposed timeframes/phasing for growth. This will enable IAM to better understand the impacts of the proposed growth on York Region's existing and planned infrastructure. **Water and Wastewater Servicing** 2. It is our understanding that servicing studies for the Secondary Plan area will be provided to IAM for review and comment. The Area Servicing Plan and Report shall address IAM's previously provided comments on the Terms of Reference including infrastructure phasing plans. The phasing plans shall demonstrate that proposed growth within the Town is supported in a logical manner that is in step with availability of local and regional infrastructure in the area.	Population and employment zone forecasts by traffic zoning as part of the data in the supporting Transportation Plan for the Complete Communities Plan Area, prepared by Paradigm Transportation Solutions. Proposed timeframes/phasing is still to be determined through the phasing policies of this Official Plan (see Section 2.2.6). The Complete Communities Plan Area's population projections, as identified in this Official Plan have been applied system wide across North YDSS (NYDSS) service boundary within East Gwillimbury to match with corresponding nodes (i.e. planned linear or vertical regional sanitary assets) in accordance with York Region's February 2025 Amendment to the 2022 Water & Wastewater Master Plan since 2024. This extensive nodal analysis, as part of GEI's Area Servicing Plan efforts and overall NYDSS coordination in support of this Official Plan has been shared to various IAM team members and continued alignment of assumptions is ongoing ahead of the upcoming NYDSS 30% design release. Phasing and Staging plans will be developed during the MESP stage as part of the CDP planning process, ensuring alignment with evolving financial and implementation strategies.
7	Augustine Ko, Manager (A), Development Review Asif Abbas, Senior Planner Region of York Jan. 22, 2026	**Technical Comments** Attached to this letter are York Region's internal section comments, which are provided for the Town's information and consideration. These comments identify technical matters within the Draft Official Plan that reflect Regional interests and are intended to assist in the Ministry's and Town's review.	
	Infrastructure Asset Management	**Infrastructure Asset Management Comments - Policy 2.1.1 c) and Policy 2.2.5.3 b)** Please be advised that current Regional infrastructure plans have considered the 2051 projections referred to in the above paragraph. Should the Town approve the Official Plan with a vision for faster pace of growth, or higher 2051 population, impacts on Regional infrastructure plans will need to be evaluated in the context of the Region's future water and wastewater master plans.	Acknowledged. Ongoing evaluation and alignment with local planning processes will continue as growth assumptions and timelines evolve. In Section 2.1.1 the population and employment projections as established in the York Region Official Plan. As noted, they are minimum targets to be achieved, consistent with Provincial growth management concepts. It is anticipated that the Region will update their water and wastewater master plans over time in response to actual growth and development trends. Section 2.2.4 articulates the planned development yields for the Complete Communities Plan Area to 2051. These numbers have been used as the basis for all supporting technical studies.

Development Review Comments	**Development Review Comments - Section 2.2.3 Future Urban Development Areas** Consider defining Future Urban Development Area *Previous YROP definition before provincial removal: Future Urban Area* *Areas outside of the existing urban system that have been identified for urban uses beyond the 2051 horizon of this Plan.*	Lands identified as Future Urban Development Areas are included within the Town's current Official Plan (2010) as Long Term Growth Area. These lands are located outside of the Protected Countryside of the Greenbelt Plan and are identified as such on Map 1 of the Regional Official Plan. In recognition of the urban development potential established by the current Official Plan, these lands are included within the defined Settlement Area, and are given either a Future Community Area or Future Employment Area identifier to indicate an appropriate long-term development scenario. To achieve future urban development, Official Plan Amendments are required to identify appropriate land use designations.
Transportation Planning Comments	**Transportation Planning Comments - Policy 5.2.5.3** Policies for the road network should reference the Region's Access Guidelines for Regional Roads. **Schedule 8B** • Should be updated to remove the Highway 404 midblock crossing north of Green Lane, as it is no longer being pursued. • Should be revised to reflect the proposed Highway 404 midblock crossing north of Doane, please update the schedule accordingly. • An alternate colour should be used to identify midblock crossings, as the current colour is also used for Settlement Areas and Highway 48.	Agreed. Wording added in Section 5..2.5 to reference all applicable Regional design criteria and guidelines. Mapping adjustments reviewed and adjustments have been made to Schedule 8B.
York Region Transit Comments	**York Region Transit Comments - Policy 5.2.4.2 c) The Public Transit System** Consider identifying the section of Yonge from the Newmarket Boundary to Green Lane which is currently being constructed for Transit HOV and is planned for future conversion to BRT.	The BRT is already identified within 5.2.4.2 c).
Housing York Inc. (HYI) Comments	**Housing York Comments - Section 3.2.3.2** We are happy to see the OP emphasizes promoting affordable housing within the Town, with Section 3.2.3.2 providing supportive policies. However, the terms “affordable housing” and/ or “affordable” do not appear to be defined or clearly characterized. We recommend adding clarifying language in this section. **Policy 3.2.3.2 a)** We encourage including a higher specified target promoting the provision of more affordable housing within the Town’s Major Transit Station Areas (e.g. minimum 35% target for all new housing units, similar to what is outlined in York Region Official Plan). **Policy 3.2.3.2 c)** For clarity purposes, we suggest these incentives also be extended to emergency, transitional and community housing and recommend adding the following text, *“The following strategies shall be considered by the Town, in partnership with York Region, in an effort to incentivize the provision of barrier-free and/or affordable housing, as well as Additional Needs Housing (ANH), in a timely manner:”…*	Affordable is defined in the Provincial Planning Statement, and the Town relies upon that definition. It is understood that the Region wants to promote a higher affordable housing target within the Town's two identified Major Transit Station Areas, which is considered appropriate within Protected Major Transit Station Areas where the Inclusionary Zoning Tool is available to actually achieve the target. However, the Town cannot utilize Inclusionary Zoning because they do not have Protected Major Transit Station Areas. The provision of some of these incentives could be a significant cost to the municipality, and broadening where these incentives are utilized may dilute the Town's ability to achieve affordable housing. Further, the incentives would already be applicable to all forms of barrier-free and additional needs housing, if those dwelling units were also considered affordable. The use of incentives in this Official Plan is focused on affordability.
	Section 4.6.5.6 We are pleased to see Section 4.6.5.6 dedicated to ANH, which appears to include emergency, transitional and community housing. To ensure these uses are recognized under the ANH definition, we recommend adding clarifying language to confirm their inclusion and suggest the following changes in 4.6.5.6 a): v. Emergency Housing/**Shelter** and **Transitional Housing** vii. Community ~~House~~ **Housing** **Policies 4.6.5.6 c) d) and e)** Policies refer to “small-scale” and “large-scale” ANH. We suggest that more details be added outlining what is considered “small-scale” versus “large-scale”. Consider adding policies supporting increased height and densities for affordable and additional needs housing, including Regional Housing projects, in intensification areas/ Strategic Growth Areas like Major Local Centres.	Suggested edits have been made. This Official Plan is attempting to be as inclusive as possible with the list for additional needs housing. However, when establishing a list it is inevitable that some forms or types will be left out. In response to this comment, Section 4.6.5.6 a) will be changed to reflect the definition provided in the Provincial Planning Statement. In response to this comment, the use of small-scale versus large-scale is reconsidered and deleted. A revised policy framework is included in Section 4.6.5.6. There is no longer any legislative authority for the Town to permit increases in height and/or density in exchange for any community benefit. Incentives are provided for affordable housing in Section 3.2.3.2 c).

	The Landing Site – 18838 Highway 11 – Complete Community Secondary Plan Area 	This property has supported emergency and transitional services since 1982. With much of the site is currently vacant, it offers a unique opportunity for future intensification of much needed Regional Housing. ...proposed "Commercial Mixed-Use" designation permits ANH uses, supports increased densities, and allows for a broad range of uses; however, it also requires that medium- and high-density developments include non-residential uses at grade. While the Region has successfully delivered some projects that include co-located uses...our priority remains maximizing the number of housing units. To help achieve this, and to support the Town's goal of promoting affordable housing and all forms of ANH, we recommend amending policy **4.1.4.4. k)** to exempt affordable housing and ANH proposals from this requirement non-residential at-grade uses. However, we are extremely concerned about the location of proposed Minor Collector Road shown on Schedule G3-1 as its alignment appears to impact or encumber HYI landholdings. This could significantly reduce the developable area for future Regional Housing redevelopment on this important site. The Landing is a strategic asset for the expansion of the Housing York Inc. portfolio. We request that alternative alignments for the proposed collector road be explored on other landholdings within the CCSP area to remove any potential encumbrances that could limit redevelopment opportunities on this site.	The requirement for at-grade, non-residential uses has been deleted within the Commercial Mixed Use Designation. The proposed Minor Collector Road in this location is conceptual in nature and adjustments/realignments can be facilitated through the Community Design Plan process. See subsection 5.2.5.2. Alternate locations/alignments can be appropriately considered at that time, in consultation with other affected landowners.
	Transportation Long Term Planning Comments	**Transportation Long-Term Planning Comments - Section 2.2.4 Development Phasing:** Consideration should be given to include an additional objective / policy within section 2.2.4 that speaks to: • Alignment with the principle of financial sustainability. **Policy 3.3.1 a) iv Viable and Financially Responsible Community** To provide alignment with the principles in section 2, consideration should be given to include/or revise the policies under iv. to reinforce that: • infrastructure should be provided to support growth in new Community Areas • phased in a manner that is financially sustainable and supports the achievement of intensification targets of the plan, and • development of complete communities. **Policy 4.1.1 (a) - General Policies:** Recommend revise the policy to read "support for ongoing investments in local, regional, and inter-regional transit" to more broadly identify GO Transit. **Policy 4.2.5.3 (e) iii – Development Policies** To support the active transportation and transit policies of the plan, consideration should be given to revise policy iii) to read *"A multi-modal transportation study…impact on the surrounding transportation network…".* Consideration should further be given to revising similar language used throughout the plan, i.e. 4.5.8.3. c) v.	Agreed. Wording added to Section 2.2.6. These concepts are included elsewhere within this Official Plan and do not need to be repeated here. Agreed. Wording is adjusted. Generally agree. Wording adjustments that broaden study requirements have been made.
		Policy 5.2.2.2 (a) Notwithstanding policy a) it should be further recognized that *"all existing and planned regional arterial roads are designed, refurbished, or reconstructed to accommodate all vehicles and modes of travel including passenger vehicles, goods movement, transit, active transportation and users of all ages and abilities."* **Policy 5.2.5.2** Policy 5.2.5.2 k) is consistent with policy h) iii. Consideration should be given to retain only one of the references to Doane Road.	Generally agree. Wording is added in Section 5.2.5, subsection g). Agreed. Subsection k) is deleted.
		General Comments 1. The OP should strategically identify critical planned GO RAIL infrastructure such as GO Transit Barrie Line Expansion & Electrification which will offer all-day, two-way service with higher frequency which will be supported by corridor widening (laying new track), electrification, updated signaling, and improved station facilities. 2. The town should consider establishing non-auto mode split targets within the OP. Regional experience has shown that the inclusion of mode-split targets provides strategic goals that help support investment in Transportation Demand Management and built form such as transit-oriented development that will assist the town in achieving its overall principles and objectives of the OP. Further consideration would include establishing mode split targets for MTSA, Urban, Rural areas with goals and timelines.	Generally agree. Wording added to subsection 5.2.4.2 b) i. Schedule 8A is amended to clearly identify GO Transit Barrie Line. This is not considered appropriate for Official Plan policy. It is too specific, and too reliant on ongoing improvements to the Regional and Provincial transit system, over which the Town has no jurisdiction. Has the Region carried out the necessary work to support the inclusion of technically supported mode split targets?

	Schedule 8B 1. The approved EA for the Bradford Bypass includes an interchange at Bathurst Street that should be included on the map 2. York Region does not have any concerns with the town considering revising the ROW colours used on the map. Consideration should be given to change the colouring for either the 30M or the 41M ROW. 3. The ROP schedule is not intended to be used at scales below the printed maps, with staff referring to more detailed documents such as secondary plans, development area plans, and historical records to determine the start and end limits of the ROWs. If it is the intention of the Town to make the schedules and/or GIS mapping as the defined limits of the ROW transition zones, Regional staff can work with the Town to define these limits. 4. Regional staff further request that the 36M ROW through the new settlement areas be updated to 41m. the 2022 ROP considers a 41M ROW as minimum required ROW to accommodate 4 arterial lanes with cycling facilities and replaced all 36M ROWS within greenfield development areas.	Mapping adjusted. No action required. The Town's transportation network is articulated on the basis of Transportation Plans prepared on a Town-wide, or Secondary Plan-wide basis, in consideration of the Regional mapping. Mapping adjusted.
York Region Health Protection	**York Region Health Protection - Complete Communities Secondary Plan (CCSP) Appendix 3 – Draft Community Design Plan Terms of Reference (New Communities Design Plan Areas), July 2024; Land Use Compatibility and Air Quality Studies** Page 10 of the Community Design Plans Areas report notes that Noise and Vibration Studies will be deferred to the development application stage to confirm land use compatibility. In addition, based on the Town of EG Land Use Compatibility policies 3.4.4.4 YRPH recommends an air quality study for each of the Sharon East, Walnut Farms, and Yonge Corridor CDPs to assess potential health impacts due to the proximity of sensitive land uses (e.g., residential) to Highway 404. ...A review of sensitive uses and integration of best management practices is recommended as the design advances through the planning process. ...Air quality studies and receptor-based mitigation measures to address Traffic-related air pollutants (TRAPs) will support Section 3.4.4.4 (Land Use Compatibility) of the Town of East Gwillimbury's November 21, 2025 Official Plan policies.	Generally agree. Wording for Air Quality Studies added to Section 3.0 of the Terms of Reference for Community Design Plans The issue of sensitive land uses, and potential incompatibility with other uses in proximity is specifically addressed in Section 3.4.4.4 of this Official Plan. Generally agree. Wording for Air Quality Studies added to Section 3.0 of the Terms of Reference for Community Design Plans
	Section 4.1.4 Commercial Mixed Use Designation; **4.1.4.2 Permitted Uses** To ensure consistency with Section 3.4.4.4 (Land Use Compatibility) of the Town of East Gwillimbury's Official Plan (November 21, 2025), YRPH recommends adding the following to policy 4.1.4.2(c): *"…and to ensure that Land Use Compatibility considerations are appropriately addressed in accordance with applicable Provincial guidelines, standards, and procedures."* **Section 3.2 A Complete Community** By 2051, close to one in four (23%) of York Region residents will be over age 65. Suggest including language to highlight the demographic shift toward an older population. Frameworks such as Age-Friendly communities can be considered ... Encouraging the integration of Age-Friendly community plans in planning and design, can support healthy aging and advance the development of complete communities.	Do not agree. First, the land use compatibility policies of Section 3.4.4.4 are applicable throughout the Town. Second, in subsection 4.1.4.2 c), noxious uses are prohibited, with the intention that adverse affects would not be an issue. Do not agree. The identification of a specific demographic group as having any special or specific importance in an Official Plan is discriminatory. Special needs facilities, including housing and active transportation are not specific to age. The policy framework in East Gwillimbury has been developed to accommodate all people, regardless of age, abilities, economic circumstances, orientation or cultural difference.
	5.3.2.3 Policies for Private or Partial Water and/or Wastewater Services YRPH requesting text underlined be added to this policy: *5.3.2.3 Policies for Private or Partial Water and/or Wastewater Services* e) Notwithstanding any other relevant policies of this Plan, where the protection of public health is a concern, in areas of existing groundwater contamination as determined by a <u>Medical Officer of Health, the Town, York Region, or other designated authority,</u> and where full municipal water and wastewater services is not planned, available, or feasible... **6.1.14.2 Complete Application Requirements. f) Table 6: Required Supporting Studies** Consider including "Health Impact Assessment" in the listing of potential required supporting studies.	Agreed. Change to wording has been made. Agreed. Change to wording has been made.

Source Water Protection Comments	**Source Water Protection Comments - 5.5.3.2 – Additional Policies for Highly Vulnerable Aquifers + Groundwater Recharge Areas** **Subsection b)** Within an HVA, if a proposed development is to involve the manufacturing, handling and/or storage of bulk fuel or chemicals, the development shall be accompanied by a Contaminant Management Plan as deemed necessary by the Town, the Conservation Authority or the Region. Source Water Protection staff recommend that Section b) avoid distinguishing the Contaminant Management Plan (CMP) requirements based on whether the proposed development is to be located within the Environmental Protection Designation or not. Regardless of the designation, if the proposed development is located within an HVA and the activities of concern are to occur, the CMP condition must be satisfied. As such, the wording in section b) is slightly misleading as it makes it seem like the HVA condition does not apply in the Environmental Protection Designation. When revising this section, staff strongly recommend aligning the wording with Section 3.3.16 of the 2022 Regional Official Plan (Office Consolidation, June 2024).	Agreed. Wording adjusted. Do not agree. Development is not permitted within the Environmental Protection Designation, so the need for a study to accommodate development is not necessary.
	5.5.3.3 - Additional Policies for Highly Vulnerable Aquifers on the Oak Ridges Moraine Areas of High Aquifer Vulnerability (AHVAs) are specific to the Oak Ridges Moraine Conservation Plan (ORMCP) while Highly Vulnerable Aquifers (HVAs) are specifically defined under the Clean Water Act. Given that all of Section 5.5.3.3 references the ORMCP, please change the title of this section to **"Additional policies for Areas of High Aquifer Vulnerability on the Oak Ridges Moraine" to reflect the appropriate reference to the ORMCP.**	Agreed. Change to the title is made. Agreed. Wording adjustment made.
	5.5.4.1 – Policies for Wellhead Protection 1. Under the Clean Water Act, the terminology used to define such designated areas surrounding municipal wells is 'Wellhead Protection Area(s).' Throughout the East Gwillimbury Draft Official Plan, 'Wellhead Protection Area(s)' and 'Wellhead Protection Zone(s)' appear to be used interchangeably, which is inaccurate. For accuracy and consistency, Source Water Protection staff strongly recommend using 'Wellhead Protection Area(s)' as it aligns with that of the Clean Water Act. As such, for subsection a), as well as any other references to 'Wellhead Protection Zone(s)' within the entirety of the Draft OP, please update the terminology to 'Wellhead Protection Area(s)'. 2. Within subsection a), which pertains to policies for wellhead protection, domestic supply wells are referenced. WHPAs are not applicable to domestic supply wells, as they are designated exclusively for areas delineated around municipal supply wells. Please remove the reference to domestic supply wells from this section or update it to reference only municipal supply wells.	Agreed. Title changed, also reference to Zones changed in subsection a). Schedule 10 has been adjusted. Agreed. Wording is changed.
	5.5.4.2 – Definition of Wellhead Protection Areas 1. The WHPA time of travel delineation that is being used in Section 5.5.4.2 of the Draft Official Plan uses the 10-year time of travel zone. However, the 2022 Regional Official Plan does not use the 10-year time of travel zone. Please refer to Section 6.4 of the 2022 Regional Official Plan for the appropriate time of travel delineations and update them in the East Gwillimbury Draft OP for consistency with the Regional Official Plan. Specifically, please revise the time of travel delineations for WHPA-C1 and WHPA-D. 2. WHPA-C1 is a WHPA policy specific to Oak Ridges Moraine WHPAs. These WHPAs are not referenced in 2022 Regional Official Plan. Staff acknowledge that WHPA-C1 exists for a small sliver of the Bradford WHPA within East Gwillimbury's jurisdiction, however, staff strongly recommend that within the Draft OP, notation in this subsection is provided to clearly indicate that WHPA-C1 only applies to the Bradford WHPA, and no other WHPAs within the Town.	Agreed. Changes made. Agreed. Changes made.

	5.5.4.3 - General Policies for Wellhead Protection 1. The list of substances identified in subsection a) that require a Source Water Impact Assessment and Mitigation Plan does not align with the list in Section 6.4.31 of the 2022 Regional Official Plan. Source Water Protection staff advise that this section of the East Gwillimbury Draft OP be updated to reflect the list of substances outlined in the ROP. Specifically, please ensure that this section includes chlorinated solvents, which are missing from the current list. 2. Sections b) to d) lack clarity, particularly regarding the term 'incompatible activities.' Sections b) and c) reference section d), while section d) refers to the preceding sections, creating ambiguity in how to interpret the statements/policies. As such, Source Water Protection staff recommend removing these three subsections and replacing/revising them to align with Section 6.4.32 and Section 6.4.33 of the 2022 Regional Official Plan. *a. 6.4.32 states: "That where certain land use activities are prohibited, the expansion or redevelopment of existing incompatible activities within Wellhead Protection Areas A, B, C and D is subject to an approved Source Water Impact Assessment and Mitigation Plan"* *b. Section 6.4.33 states: "That redevelopment of incompatible activities, as outlined in policy 6.4.32, within Wellhead Protection Areas and Intake Protection Zones to more compatible uses is encouraged subject to an approved Source Water Impact Assessment and Mitigation Plan."* 3. Section 59 notices are issued on behalf of the Region and as such do not fall under the Towns' purview. Regarding subsection f), please revise to state that *"Any applications for a land use other than low density residential (less than 4 dwellings)in Wellhead Protection Area A, B and C will require a Section 59 notice issued by the Region's Risk Management Official as part of the complete application requirements under the Planning Act, Condominium Act and Ontario Building Code Act."* 4. Regarding subsection g), please address the editorial error and remove the "I" that follows the reference to WHPA B. 5. Subsection g) specifically applies to WHPA policies referenced within the ORM Conservation Plan. As such, please move Subsection g) to Section 5.5.4.4 – Additional Policies from the Oak Ridges Moraine Conservation Plan.	Agreed. Changes made. Agreed. Changes made. Agreed. Changes made. Agreed. Changes made. Agreed. Changes made.
	Official Plan Schedule 10 – Wellhead Protection Zones 1. As per Comment #3, the Clean Water Act uses the terminology 'Wellhead Protection Area(s)' rather than 'Wellhead Protection Zone(s).' For accuracy and consistency with the Act and the 2022 Regional Official Plan, please update the title and legend on Schedule 10 to align with 'Wellhead Protection Area' terminology. 2. As per Comment #3, the WHPA time of travel delineation being used in the East Gwillimbury Draft OP uses the 10-year time of travel zone, whereas York Region does not. As such, to ensure consistency with the ROP, please update the legend on Schedule 10 to reflect the time of travel delineations referred to in Section 6.4 of the 2022 Regional Official Plan. 3. As per Comment #3, WHPA-C1 is a WHPA policy specific to Oak Ridges Moraine WHPAs and is not referenced in the Regions OP. As Schedule 10 includes a sliver of the Bradford WHPA-C1, staff acknowledge that this WHPA is relevant to the Town, however, staff recommend that Schedule 10 include a notation to clearly articulate that WHPA-C1 applies only to the Bradford WHPA and not to other WHPAs in the Town.	Agreed. Changes made. Agreed. Changes made. Added to Schedule 10
	Official Plan Schedule 9A – Highly Vulnerable Aquifers 1. Staff recommend revising the title of Schedule 9A. "Highly Vulnerable Aquifers" specifically correlate to Clean Water Act definitions of these hydrologic features however, within Schedule 9A there are various aquifer related features presented, some of which pertaining to the ORMCP rather than the Clean Water Act. 2. Staff have cross-referenced the Schedule 9A HVA mapping with the Regions mapping and have identified notable differences in the HVA mapping presented on this schedule, specifically regarding mapping where HVAs and AHVAs intersection. It appears that the Clean Water Act HVA mapping data has been merged/overlapped with the ORMCP AHVA data, causing the map to inaccurately depict HVAs in areas where they are not present. One example of this inaccuracy that Source Water Protection staff have identified occurs at the intersection of Herald Road and Warden Avenue. Based on the Schedule 9A mapping, it indicates that both an HVA and AHVA exist at this intersection; however, regional mapping only indicates the existence of an AHVA. Another example of this inaccuracy occurs at the intersection of Queensville Sideroad and Warden Avenue where regional mapping indicates only an AHVA exists, yet Schedule 9A of the Draft OP indicates that an AHVA and HVA are both present. **a. Given that the Schedule 9A mapping seems to be inaccurate, please contact the Lake Simcoe Region Conservation Authority to acquire accurate HVA data and update the respective map with the next submission.**	Agreed. Title has been changed. Schedule 9A has been updated to align with the Regional mapping.

		5.5.4.3 - General Policies for Wellhead Protection Clarification + Consultation Comment/Inquiry: Given East Gwillimbury's Draft OP reference to geothermal systems, Source Water Protection staff would appreciate further information and clarification on the Town of East Gwillimbury's current and planned approach to screening and approving these systems. This is not so much related to the Draft OP policy itself, but rather the process as a whole. The Region strongly recommends that the Town considering contacting and consulting with the Regions Risk Management Office for help/support with geothermal screening and approval processes/ specifications.	Reference to any particular type of renewable energy system is deleted.

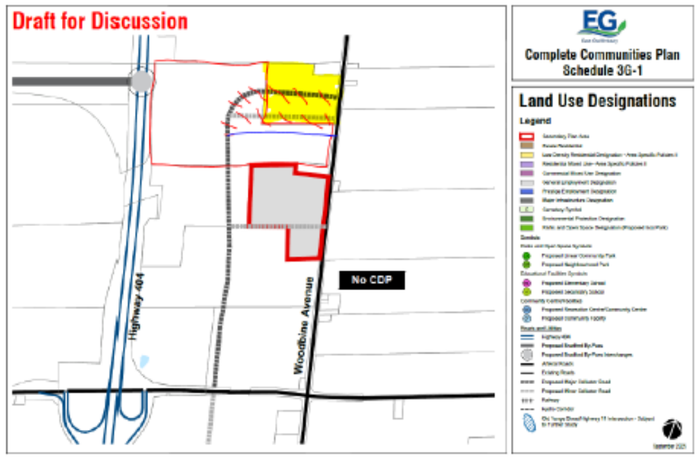
Appendix 5 - Land Owners Group Consultation Matrix

East Gwillimbury Official Plan/Complete Communities Plan

LOG Comments

Respondents			
	Name	**Comment**	**Response**
1	Lincoln Lo Malone Given Parsons on behalf of Walnut Realty Parters April 10, 2025	**Elementary School Symbol** The draft Land Use Plan prepared by the Town has added a “Proposed Elementary School” symbol to the Walnut Farm property. The former Sharon Public School, located at 18532 Leslie Street, is across the street from the Walnut Farm property. ...we do not believe there is a need for an additional school site on the Walnut Farm property, when the school board already owns property across the street, and could expand it if necessary. Additionally, this area is already services by five (5) school sites within 2-5km of the Walnut Farm property. **We do not support the inclusion of this symbol on the Walnut Farm property. We request that it be removed from the Walnut Farm property and relocated to the existing school board owned property located at 18532 Leslie Street.**	The number and location of Potential School Sites have been established in consultation with the School Boards. Importantly, Section 4.2.7.4, subsection c) provides the flexibility to move, or delete any school symbol on Schedule 3G-1 without an Amendment to the Official Plan.
		Neighbourhood Park Symbol The draft Land Use Plan has added a “Proposed Neighbourhood Park” symbol to the Walnut Farm property. The draft policy set prepared by the Landowner Group for the Complete Communities Secondary Plan states that “generally, Neighbourhood Parks will be approximately 2-2.5 hectares in size”. A preliminary Concept Plan has been shown to Town staff as part of the Pre-Application Consultation process for Draft Plan of Subdivision and Zoning By-law Amendment applications for the Walnut Farm property. This Concept Plan contained two parks approximately 1.4 ha and 0.5 ha in size. Two parks were chosen instead of a single park in order to provide a better parkland distribution across the site, with the larger park sized to accommodate active play uses. **We request that the future draft Policy Set provide flexibility in the minimum size of a neighbourhood park to allow for future discussions with Town staff regarding the potential of two parks.**	The Parks and Open Space Symbol does denote potential locations for Neighbourhood Parks. Importantly, Section 4.2.9.3, subsection b) provides the flexibility, through the Community Design Plan process, to establish the specific location size and configuration of each park. Section 4.2.9.4 subsection e) notes that Neighbourhood Parks have an optimal size of 2.0 hectares. The opportunity to discuss size, location and configuration with the Town is through the community Design Plan Process.
		Boundaries of Environmental Protection Area The draft Land Use Plan contains two “fingers” of the Neighbourhood Area designation within the Environmental Protection Area at the southeast corner of the Walnut Farm property. Based on the feature staking that took place with the LSRCA on July 7, 2022, ...There are not “fingers” of developable area within this Natural Heritage System block. We are concerned that the inclusion of the Neighbourhood Area designation on lands that are not ultimately developable, will inappropriately increase the population and employment targets for the Walnut Farm property. **We request that the Neighbourhood Area designation located within the Environmental Protection Area designation at the southeast corner of the property be shown as “Environmental Protection Area” designation.**	The Environmental Protection Designation and the Adjacent Lands Overlay have been extensively studied as part of the Complete Communities Planning exercise. The Subwatershed Study was prepared by GEI Consultants. Notwithstanding that both are subject to the preparation of a Natural Heritage Evaluation to, in conjunction with any application for development, confirm the location, extent and sensitivity of identified significant natural heritage features and functions, the Adjacent Lands Overlay is very specifically a trigger for the preparation of the Natural Heritage Evaluation that will assess features and functions in consideration of the underlying land use designation. This Plan is to be prepared as part of any application for new development. The work carried out by GEI for the Complete Communities Plan Area brings a relatively high level of certainty with the delineation of the Environmental Protection Designation. Those lands have been deleted from the calculation of the Gross Developable Land Area. There is always the opportunity to make adjustments through the next, more detailed work that will be required through the Community Design Plan Process and associated Natural Heritage Evaluation.

2	Lincoln Lo Malone Given Parsons on behalf of Walnut Realty Partners Inc. 18499 Leslie Street Feb. 26, 2026	**"Subject Lands should be removed from requirement of Community Design Plans** ...we are requesting that the Town consider exemptions to Policy 2.2.5.1(a) to accommodate development of the Subject Lands without the requirement of a CDP. Where exempt, supporting studies will still be required at the development application stage in accordance with the Official Plan and to the satisfaction of the Town.	Since the outset of this Official Plan exercise it has been understood that the approach to planning all of the lands within the Complete Communities Plan Area would have a relatively conceptual Secondary Plan (now incorporated into the Official Plan) to be followed by a series of Community Design Plans that would more fully articulate the land use distribution and road network in a format more similar to a Secondary Plan supported by a tertiary level concept plan. The Community Design Plan approach is also a useful tool to organize phasing in an area where the developments will be fully intertwined with the existing communities of Holland Landing, Sharon and Queensville. Planning must be comprehensive and done in substantially more detail to appropriately recognize adjacent existing development and road pattern, as well as future development and road pattern on adjacent lands. The provision of service infrastructure and public service facilities also needs to be comprehensive. In addition, a new policy in Section 6.1.9.2 identifies the requirement for a cost-sharing agreement for all lands that are identified as within a Complete Community Design Plan District.
		Reduce the Quantum of Commercial/Retail GFA required on Subject Lands Table 5 of the Draft OP requires that the Community Design Plan District 3 – Walnut Farm (which are the entirety of the Subject Lands) achieve a minimum "Retail + Service Commercial Minimum GFA Target" of 4,750 m2. It is our understanding that the commercial/retail GFA targets are based on the Commercial Land Needs and Market Analysis prepared by urbanMetrics. In reviewing the report, it is our opinion that the urbanMetrics report has not accounted for the full quantum of planned commercial developments in the community and is, as a consequence, overstating the amount of commercial/retail GFA required to service the Secondary Plan Area as a whole. It is our request that the Retail and Service Commercial Minimum GFA Target...be reduced from 4,750m2 to 2,375m2 to generally conform with the proportionate reduction of Retail and Service Commercial GFA across all CDP areas. ...requesting that the GFA amounts in this table be treated as conceptual targets and not minimum targets....we are requesting that flexibility be included in the policy language to be able to deviate from the targets of this table, without an Official Plan Amendment, to account for the market viability of CDP areas as the build out."	It is the intent of this Official Plan to establish complete communities, and that includes access to retail and service commercial facilities in proximity to, and within residential communities. Part of that objective is to ensure that an appropriate amount of retail and service commercial facilities are provided in proximity to the planned residential population. The amount of retail and service commercial floor space was established through the Retail/Commercial Market Analysis carried out by urbanMetrics. The flexibility in Table 5 comes through the use of the low-end estimates prepared by urbanMetrics, rather than an average, or the top-end estimates.
		Allow for Greater Flexibility to the Maximum Building Height within the Low Density Residential Designation Policy 4.2.2.3 of the Draft OP sets a maximum height of 3 storeys or 10.0 metres, whichever is less, for lands within the Low Density Residential Designation. ...To allow for a greater flexibility within this designation to accommodate a wider range of housing choice, we are requesting that the maximum building height be increased to 4-storeys or 13.0 metres, whichever is lesser.	Flexibility is already provided. Please review Section 4.2.2.3, subsection d).
		Clarify Development Policy 4.2.2.3 e) As currently written, this policy requires that where lands within Schedule 3G-1 designated as Low Density Residential remain undeveloped, a minimum of 15 percent of the undeveloped net land area shall be developed for townhouses and/or low-rise apartment dwellings. It is unclear what the purpose of this policy is, and what the timeline is for lands to be determined as "remaining undeveloped". To the extent that this policy is unclear in its purpose, we ask that it be removed in relation to the Subject Lands.	This will be clarified by the use of Gross Developable Land Area. This is a minimum requirement, by land area for the provision of townhouses and or low-rise apartments. The opposite would be a maximum of 85% of the Gross Developable Land Area for single-detached and semi-detached dwellings.

3	Travis Nolan, Vice President, Development National Homes 20946 Woodbine Avenue Oct. 2, 2025	Reviewed the Presentation made to the CCSP LOG last Thursday, September 25th and I have a concern with how the Major Collector and Minor Collector Roads are being illustrated on 3G-1. The property to the north east of our property that I have highlighted in yellow is over 50% inside of the Provincial Greenbelt. I also do not understand how a Minor and Major Collector Road need to be spaced so close together on Woodbine Avenue, usually these intersections need tube 215 – 300 m apart. As per my markup below can the Major Collector be illustrated on the 20946 property. I would also ask that the OP have a policy included that permits modifications to the road network without triggering a future Official Plan amendment. 	The Major and Minor Collector Road Networks were originally established through a Town-wide Master Transportation Study done in support of the Official Plan in 2022. These lands are not part of the Complete Community Plan Area, and as such the more recent work carried out by Paradigm do not deal with this request. The subject lands, as well as other surrounding lands are to be included as Future Urban Area on Schedule 1 and as Future Employment District on Schedule 2, and will be subject to a future Official Plan Amendment and potentially a Community Design Plan. Those future planning processes will provide the opportunity to make adjustments to the planned road network on the basis of more detailed and comprehensive land use planning. Further, the road is identified as a "Proposed Major Collector" on Schedule 8A. Section 5.2.5.2, subsection I) ii. identifies that the location of this road is conceptual, and will be further defined through Phase 3 and 4 of the required Environmental Assessment Process. The ultimate road alignment will be confirmed through the subsequent OPA and/or Community Design Plan process.
4	Chad B. John-Baptiste, Senior Principal WSP Canada Inc. On behalf of 767731 Ontario Ltd. and 1347907 Ontario Inc., collectively known as "Tricap Properties" October 27, 2025 located at the south-west corner of Mount Albert Road and 2nd Concession Road East	...note that the northwest corner (known as the "Medium Density Block") of the Subject Site is proposed to be redesignated as Environmental Protection with a Regional Greenlands System overlay, whereas this portion of the subject site is currently designated as medium density residential in the in-force OP 2010, October 2018 Consolidation ("in-force OP"). Furthermore, the southwestern portions of the Subject Site (known as portions of the "Phase 2 Lands" and the "Newly Acquired Lands – Phase 4 Lands") are also proposed to be redesignated as Environmental Protection with a Regional Greenlands System overlay, whereas they were previously designated as low-density residential in the in-force OP. As confirmed by Town staff on June 13, 2024, the alterations to Tricap's Medium Density Block were a mapping error, rather than a redesignation. Letter noting rationale for keeping the 2018 OP designations. **1. Proposed Re-Designations under the Official Plan and Existing Approvals** Following review of the Draft Official Plan by the Region of York, modifications were made by the Town to the Environmental Protection Designation and Regional Greenlands overlay within Schedule 3A: Holland Landing Land Use Plan to align with the Regional Greenlands System identified in the 2022 York Region OP. ...As a result, in the 2024 proposed modified draft OP and schedules, the northern and southwestern portions of the Subject Site (impacting Phase 2, the Medium Density Block, and the Newly Acquired Lands in Figure 1) are now proposed to be designated Environmental Protection, with a Regional Greenlands Overlay. As such, the proposed expansion of the Environmental Protection designation in the 2024 proposed modified draft OP does not align with the extensive environmental work and planning approvals that have been completed since 2004. All of these studies have been reviewed and accepted by both the LSRCA and the Town. Further, these proposed changes to draft schedules would significantly restrict development and site alteration	Mapping error has been resolved and the approved designations have been restored on the Official Plan schedules for release in November 2025.

		2. Environmental Protection Designation and Studies ...additional portions of Phase 2, the Medium Density Block, and the Newly Acquired Lands are proposed to be designated in the Environmental Protection designation with a Regional Greenlands System overlay. In keeping with the findings of the environmental studies completed for the Phase 2 lands, and the LSRCA permits issued for these lands, it is our primary opinion that the land use designations should be updated to reflect the LSRCA permits, and it is our opinion that the abutting land use designation (low density residential) should apply. We request that the draft EG OP Schedules (Schedule 2A, Schedule 3, Schedule 3A, Schedule 4A, Schedule 15) be updated to reflect the LSRCA approvals, including the piping of the drainage feature through Phase 2. On the Newly Acquired Lands, the policy framework should reflect the existing studies that have been completed, reviewed and approved by the LSRCA and the Town, and remove the Environmental Protection Area to be consistent with the approvals. **SUMMARY** • The Subject Site has a longstanding DPS approval, starting from 2004, with red-lined revisions in 2010 to permit the low and medium-density residential development. Furthermore, the Zoning By-law amendment was approved in 2011, bringing the subject site's zoning into conformity with the subdivision approval. The approved zoning permits a range of residential uses across the Subject Site, including Low Density and Medium Density Residential uses. • Through the EIS, Compensation Strategy, EIR, and LSRCA Permits (EP.2022.024, EP.2024.031 & EP.2025.011), Tricap, the Town, and the LSRCA have already agreed to a set of mitigation strategies that benefit the broader Natural Heritage System. These efforts should be reflected in the Official Plan, consistent with EG OP and YROP and Provincial policy goals that balance housing delivery with environmental protection. • Based on the work completed for the Tricap lands, including LSRCA permits, the drainage feature will be piped through the Phase 2 lands. We anticipate that similar strategies will be available through the small portion of the Reach within the Newly Acquired Lands. The extent of the Reach from 2nd Concession Road to the Phase 2 Lands is approximately 200-metres. The LSRCA has approved the piping of the drainage feature for 150-metres through the Phase 2 lands, which is further downstream.	
5	Breanna Veilleux Project Planner WSP Canada Inc.	Follow-up email to the above letter ...the mapping error also appears to extend into Tricap's newly acquired land (Phase 4), to the east of Tricap's existing Phase 2 land. As outlined in the comment letter, we request that our proposed amendments to Schedule 2A, Schedule 3, Schedule 3A, Schedule 4A, Schedule 15 also apply to the newly acquired lands.	Mapping error has been resolved and the approved designations have been restored on the Official Plan schedules for release in November 2025.
6	Matthew Cory Malone Given Parsons on behalf of 1000328379 Ontario Inc. 66 Park Avenue, February 26, 2026	Subject Lands are shown as Future Urban Area (Schedule 1: Growth Management) and Future Community Area (Schedule 2: Urban Structure) of the Draft Official Plan. It is our position that the degree of coordination which is intended to be achieved through community design plans may not be necessary in all circumstances; particularly, where a Community Design Plan Area encompasses a small land area or where lands are owned by two or fewer parties. On this basis, we request that the Town consider an exemption to this policy. We suggest the following language be added throughout the Official Plan and the Community Design Plan Terms of Reference: *"Where a Community Design Plan Area is comprised of 2 or fewer owners or where a Community Design Plan Area is for an area that is less than 20 ha, a Community Design Plan will not be required. Requisite background studies will be undertaken at the development application stage, in accordance with this Official Plan".* **Lot Creation** Given that Future Urban Development Areas are intended to be urban in nature, we are requesting the inclusion of a policy to allow for severances/consent applications within this designation. We note that our client expresses a desire to proceed with a severance of the Subject Lands. As such, we request that the Town expressly permit such applications through the policies of the Official Plan. **Suggested Mapping Revisions** In addition to the policy comments provided in this letter, we also request that the Town consider mapping refinements based on the ongoing background studies that are being undertaken on the Subject Lands. In accordance with the memorandum prepared by GEI dated February 18th, 2026 (attached as Appendix 'A' to this letter), we request that the Town revise Schedule 2 and Schedule 5 of the Draft Official Plan in accordance with the "Proposed Environmental Protection Limit". In accordance with the information above, we are also requesting mapping revisions to bring the Subject Lands into the Holland Landing Secondary Plan area (as shown on Schedules 2, 3, and 3A of the Draft Official Plan).	Given the relatively unique context of these lands as identified Future Urban Area on Schedule 1 and as Future Community Area on Schedule 2, it is appropriate to require comprehensive planning on this relatively large property to determine appropriate land use designations, including the refinement of the Environmental Protection Designation. Planning must be comprehensive to appropriately recognize adjacent existing development and road pattern, as well as future development and road pattern on adjacent lands. The provision of service infrastructure and public service facilities also needs to be comprehensive. This Official Plan intends to achieve comprehensive planning through subsequent Official Plan Amendments and, potentially Community Design Plans. In accordance with Section 2.2.3, it is up to the Town to delineate and require a Community Design Plan process for this site a Community Design Plan **may** be required. It is unclear which policy in the Official Plan would prohibit the granting of severances, unless the application proposes more than 4 lots. It is noted that should there be a policy constraint, the required Official Plan Amendment may promote an appropriate amendment, subject to adequate justification. These lands are, at least partly, included within the Environmental Protection Designation and the Adjacent Lands Overlay. The Designation and Overlay may be adjusted or even removed, subject to the preparation of a Natural Heritage Evaluation, as articulated in Section 4.4.2.2. The work submitted with this letter does not fulfill the requirements of Section 4.4.2.2. This request may be appropriate, however it should be part of a comprehensive Official Plan Amendment and subject to the appropriate public consultation process.

7	Matthew Cory Malone Given Parsons on behalf of Kilbarry Holding Corp. 198 Oriole Drive, Holland Landing February 26, 2026	Subject Lands were erroneously omitted from the settlement area Through the Draft Official Plan released on November 21, 2025, this mapping error is proposed to be rectified. The Draft Official Plan proposes to bring the Subject Lands (along with remnant Whitebelt Lands) into the Settlement Area Boundary. Under the Plan, these lands are identified as part of the Future Community Area and are subject to policies 2.2.3 of the Draft Official Plan. It is our position that the degree of coordination which is intended to be achieved through community design plans may not be necessary in all circumstances; particularly, where a Community Design Plan Area encompasses a small land area or where lands are owned by two or fewer parties. On this basis, we request that the Town consider an exemption to this policy. We suggest the following language be added throughout the Official Plan and the Community Design Plan Terms of Reference: *"Where a Community Design Plan Area is comprised of 2 or fewer owners or where a Community Design Plan Area is for an area that is less than 20 ha, a Community Design Plan will not be required. Requisite background studies will be undertaken at the development application stage, in accordance with this Official Plan* **Suggested Mapping Revisions** Our client has retained GEI to undertake a Desktop Natural Heritage System (NHS) Analysis to review the existing Environmental Protection Limit on the Subject Lands. ...we request that the Town revise Schedule 2 and Schedule 5 of the Draft Official Plan in accordance with the proposed "Proposed Environmental Protection Limit". In accordance with the information above, we are also requesting mapping revisions to bring the Subject Lands into the Holland Landing Secondary Plan area (as shown on Schedules 2, 3, and 3A of the Draft Official Plan).	Given the relatively unique context of these lands as identified Future Urban Area on Schedule 1 and as Future Community Area on Schedule 2, it is appropriate to require comprehensive planning on this relatively large property to determine appropriate land use designations, including the refinement of the Environmental Protection Designation. Planning must be comprehensive to appropriately recognize adjacent existing development and road pattern, as well as future development and road pattern on adjacent lands. The provision of service infrastructure and public service facilities also needs to be comprehensive. This Official Plan intends to achieve comprehensive planning through subsequent Official Plan Amendments and, potentially Community Design Plans. In accordance with Section 2.2.3, it is up to the Town to delineate and require a Community Design Plan process for this site a Community Design Plan may be required. These lands are, at least partly, included within the Environmental Protection Designation and the Adjacent Lands Overlay. The Designation and Overlay may be adjusted or even removed, subject to the preparation of a Natural Heritage Evaluation, as articulated in Section 4.4.2.2. The work submitted with this letter does not fulfill the requirements of Section 4.4.2.2. This request may be appropriate, however it should be part of a comprehensive Official Plan Amendment and subject to the appropriate public consultation process.
8	Matthew Cory Malone Given Parsons on behalf of East Gwillimbury Whitebelt Landowners Group February 26, 2026	The following also reflects comments submitted on Oct. 17th, 2025 following the September 25th and October 7th, 2025 CCSP presentations **1. General Comments** **2. Appendix A – LOG Policy Comments** **3. Appendix B – LOG Technical Comments** **Quantum & Distribution of Commercial/Retail GFA:** MGP on behalf of the LOG has undertaken a review of the Commercial Land Needs and Market Analysis prepared by urbanMetrics. ...Through our analysis, we determined that approximately 10 active developments were omitted from the urbanMetrics Report. We believe urbanMetrics did not account for these significant planned commercial developments that should have informed the analysis and would materially affect the recommended commercial/retail targets. In total, these active developments are proposed to deliver an additional 34,000 sqm of commercial and retail GFA to the Town of East Gwillimbury. As such, the LOG requests that the Retail & Service Commercial Minimum GFA Target set out under the Official Plan (79,250 sqm), **should be reduced by approximately 34,000 sqm to a target GFA of 45,250 sqm**. Retail & Service Commercial Minimum GFA is an overestimation and should be corrected on this basis. In addition to the reduced GFA detailed above, the LOG also requests a redistribution of the retail and commercial GFA within the Complete Communities Area. ...The following Table demonstrates the proportion of retail & commercial GFA based on the population of each CDP Area. This Table has also been adjusted to reflect the reduced minimum GFA... Corresponding with the suggested revision above, the LOG requests that the Town revise the language of Section 2.2.5.3 j) of the Official Plan to read: "The Community Design Plan Districts are required to accommodate retail and service commercial uses, generally in relation to their expected population and locational attributes, and generally in accordance with the estimated minimum Gross Floor Area targets requirements identified in Table 5". It is the position of the LOG that the softening of this policy requirement will allow for minor amendments to occur at the Community Design Plan stage, as required.	Comment reviewed and considered. Generally disagree. It is a crucial element of the policy framework for the Complete Communities Plan Area to ensure the development of complete communities. Part of that objective is to ensure that an appropriate amount of retail and service commercial facilities are provided in proximity to the planned residential population. The amount of retail and service commercial floor space was established through a Retail/Commercial Market Analysis carried out by urbanMetrics. In determining the amount of commercial space, it was always contemplated that there would be additional retail space outside of the CDPs as there would also be additional population. The Complete Communities Plan Area only accommodates approximately half of the total population growth anticipated for the Town by 2051. That being said, flexibility in the amounts of retail space within each of the Community Design Plan Districts is achieved by specifying space requirements at the low end of the space requirement range, as identified in the urbanMetrics Report, rather than an average, or the top-end need. The distribution of retail space was determined not simply on the basis of the population of each Community Design Plan District, but rather also included an analysis of the road network and general accessibility. It is noted that the information provided by the landowners, the largest concentration of planned retail space was in the vicinity of the Yonge Corridor. As such, and with a recognition that there is limited population growth outside of the Yonge Corridor Community Design Plan District, the required amount of retail space has been reduced to 9,400 square metres. It is the intent of this Official Plan that the minimum floor areas for retail and service commercial uses identified in Table 5 are minimum requirements. They are not targets that may, or may not be achieved. As noted, the minimum requirements identified in the urbanMetrics Report are utilized in Table 5 rather than the identified range, or the top of the range. It is anticipated and permitted to exceed the minimum requirement.

		Development Phasing it is the position of the LOG that phasing policies should be premised on a 'pay-to-play' principle in order to ensure that fairness is maintained where members of the development community have agreed to contribute to the requisite front-end financing of the YDSS North. This principle should specifically apply to the Complete Communities Plan Area, the lands identified as Future Urban Development Areas, and to future developments that will rely on the YDSS North infrastructure upgrades within the built-up areas of the Town. ...LOG requests that Policies 2.2.4 c) and d) (which currently prioritize development based on location and aspects of the Urban Design Manual) be replaced with policies that enable development to occur anywhere in the Complete Communities Plan Areas where funding for this infrastructure has been contributed. Building on our previous submissions, we suggest the following area-specific phasing policies: *2.2.4 xx. Area-specific phasing policies shall apply to the Complete Communities Plan Area and Future Urban Development Areas.* *2.2.4.xx Development in the complete Communities Plan Area should proceed in a manner that ensures the logical extension of water and wastewater servicing infrastructure, generally determined by the servicing capacity available through the YDSS North.* *2.2.4 xx The phasing of development will be premised on a financing principle whereby developers, forming part of a landowner group, shall only receive allocation from the Town of East Gwillimbury where cost-sharing agreements are in place and contributions have been made to the front-end financing of the YDSS North.* *2.2.4 xx. Future development may occur anywhere in the Complete Communities Plan Area/Future Urban Area when servicing infrastructure is made available, provided that appropriate financial arrangements have been made with the Region of York and the Town of East Gwillimbury.* *2.2.4 xx. The Staging of development will be determined through Community Design Plans in accordance with this policy and will not require an amendment to this Plan to reflect the location or availability of servicing capacity.* *2.2.4 xx Through Community Design Plans, staging and development shall be established to ensure that:* *a) There is availability and efficient use of public infrastructure and services at the Community Design Plan level;* *b) Development proceeds in a manner that is supportive of transit services;* *c) Services and required infrastructure are provided in a fiscally responsible manner consistent with the objective of the Complete Communities Secondary Plan, in accordance with the Region's Water and Wastewater Master Plan, the Development Charges Background Study and all applicable legislation and which does not impose a financial burden on the Town or the Region beyond that planned for and approved by Council;* *d) The progression of development will follow a logical sequence, generally in accordance with the Area Servicing Plan, to ensure the creation of a complete community, minimizing the extent to which future residents are exposed to construction; and,* *e) There is an appropriate range and mix of housing types, including affordable and/or assisted housing, to achieve the targets of the Complete Communities Secondary Plan.* *2.2.4 xx The following shall be conditions of development approval:* *a) Regional water and wastewater services are available to be extended to the lands and adequate local water and wastewater servicing capacity has been confirmed by the Region;* *b) Satisfactory arrangements have been made with the Town to ensure the early delivery of projected Public Service Facilities, off-street trails and components of the active transportation network and transit facilities to support growth;* *c) Any financial and other requirements of the Town and Region to support sustainable growth, pursuant to applicable legislation are satisfied.; and,* *d) Cost-sharing obligations amongst developers for sharing of community infrastructure and servicing and any other shared cost related to development have been satisfied, as evidenced through a clearance letter from the Trustee of the landowner's group(s) which has been provided to the Region and Town.* **Delivery of Standalone & Mixed Use Buildings** The LOG requests that the Town permit a combination of standalone and mixed-use buildings in the Commercial Mixed-Use Designation....In order to provide flexibility for the determination of land uses and building types at the Community Design Plan level, the LOG suggests that the Town alternatively establish an area-based (in square metres) GFA target for each Community Design Plan Area based on the table in the Official Plan. On this basis, we request that the Town consider an alternative approach for the delivery of non-residential land uses in the Commercial Mixed-Use Designation by removing the minimum GFA percentage and replacing it with a minimum GFA target based on the refined Table shown in Section 1.1 of this letter.	Suggestions have been reviewed and carefully considered. Some suggestions have been incorporated. Section 2.2.4 of this Official Plan has been refined. Although timing/delivery of housing does require further conversation, this Official Plan will not include language that places the phasing of development at the sole discretion of land owners and infrastructure funding. Council will be provided the primary determination on the timing/delivery of deveolopment within East Gwillimbury. This particular suggestion has been edited and included in Appendix I. Agreed. Policy adjusted.

		Community Design Plan Requirements ...It is the position of the LOG that the degree of coordination that is intended to be achieved through community design plans may not be necessary in all circumstances, including locations that encompass a small land area or where lands are owned by two or fewer parties. ...LOG requests that the Town consider exemptions to the Community Design Plan requirement to accommodate these scenarios. Where exempt, supporting studies will still be required at the development application stage in accordance with the Official Plan and to the satisfaction of the Town. Based on the above, the LOG suggests that the Town consider including the following language: *"Where a Community Design Plan Area is comprised of 2 or fewer owners or where a Community Design Plan Area is for an area that is less than 20 ha, a Community Design Plan will not be required. Requisite background studies will be undertaken at the development application stage, in accordance with this Official Plan".*	Since the outset of this Official Plan exercise it has been understood that the approach to planning all of the lands within the Complete Communities Plan Area would have a relatively conceptual Secondary Plan (now incorporated into the Official Plan) to be followed by a series of Community Design Plans that would more fully articulate the land use distribution and road network in a format more similar to a Secondary Plan supported by a tertiary level concept plan. The Community Design Plan approach is considered to be a flexible approach, and is also a useful tool to organize phasing and staging in an area where the developments will be fully intertwined with the existing communities of Holland Landing, Sharon, Queensville and Green Lane. Planning must be comprehensive and done in substantially more detail to appropriately recognize adjacent existing development and road pattern. The provision of service infrastructure and public service facilities also needs to be comprehensive.
		Parkland Requirements The LOG understands that the Official Plan's parkland policy under Section 2.2.5.3 d) sets out an aspirational objective of 1.9 hectares per 1,000 people, or an estimated total of 85 to 90 hectares for outdoor recreation space in the Complete Communities Plan Area. The LOG suggests the removal of this policy, as subsection e) already sets out a clear and accurate statement for the delivery of parkland in accordance with the Planning Act.	This aspirational number is appropriately included so that the Town will continue to consider opportunities to enhance the its parkland system, beyond the ability to achieve parkland through its Parkland Dedication By-law. It is noted that Section 6.1.12 identifies a host of land acquisition tools, beyond what is provided in the Planning Act.
		...the Town should explore opportunities for allowing passive recreation uses in the buffer/NHS lands to maximize recreation opportunities and promote the efficient use of developable lands where passive recreation activities can be feasibly and safely delivered.	That is an appropriate topic to be explored through the Town's Parks Plan, and potentially a new Parkland Dedication By-law. It is not appropriate for this Official Plan to promote, or preclude buffer/NHS lands for either passive use, or potential dedication. It is noted that the Official Plan does introduce in Section 4.2.9.4 the concept of Eco-Parks and Open Space Connectors, which may consider lands adjacent to the Natural Heritage System - but not identified features or functions.
		The LOG also requests that the Town explore a mechanism to allow for school playing fields to be considered for parkland dedication, as they would help to support recreation outside of school hours. It is the LOG's position that this approach would promote an efficient use of land and resources and optimize the delivery of outdoor recreation facilities.	The Official Plan neither supports or precludes joint use facilities. Typically the use of school yards for public purposes is complex. This is a topic that may be explored through the development of a Community Design Plan, and through negotiations among the Town, the School Board and the landowner. It is typical that the Town would not accept public parks that are encumbered by what may be significant restrictions on use - times of day/week, what activities are permitted, for example.
		And finally, for a greater degree of clarity, the LOG requests that Table 4: Community Design Plan Districts - Minimum Parkland Required be updated to replace the text in column 2 from "Gross Developable Land Area" to "Net Developable Land Area".	Agreed. Clarity is included. Gross Developable Land Area is defined to exclude lands within the Environmental Protection Designation, rights-of-way of a Provincial Highway or Regional Arterial Road, or are a major utility or rail corridor.
		Implementation Policies Section 6.1.9 of the Official Plan sets out implementation policies for the subdivision of land within East Gwillimbury. Reflecting our comments in Section 1.2 of this Letter, we request that the Town consider additional policy to reflect the nuance of ongoing YDSS North discussions between the LOG, the Town of East Gwillimbury, and the Region.	
		To reflect the above, the LOG requests that the Official Plan include Area Specific Policies for the Complete Communities Plan Area, stating that *"Landowners within the Complete Communities Plan Area shall form a cost-sharing landowners' group and enter into a cost-sharing agreement or agreements among themselves prior to the draft approval of any application under the Planning Act. Prior to the draft approval of any application under the Planning Act, the cost-sharing group's trustee(s) shall provide the Town with confirmation, in writing, that the owner of such lands is in good standing with the cost-sharing agreements".*	Agreed. New policy added to Section 6.1.9.2 h).

		LOG Policy Comments **Section 4.1.4 – Commercial Mixed Use Designation** **Policy 4.1.4.2 – Permitted Uses**: ...request that the reference to "residential apartment buildings" in policy 4.1.4.2 v) be replaced by "all forms of residential dwellings, where single and semi-detached residential dwellings comprise no more than 20% of the total units" in order to permit a range of housing types through the Official Plan	Don't agree. There are multiple and extensive areas within the Complete Community Plan Area to accommodate the single and semi-detached dwellings that will ensure that a full range and mix of residential dwelling types are achieved. The intent of the Commercial Mixed Use Designation is to accommodate the highest intensity and greatest mix of land uses within the Plan Area and to ensure that they become the commercial focal point of the broader community. The location of these higher intensity centres, within the Commercial Mixed Use Designation are crucial structural elements intended to support a growing transit system.
		Policy 4.1.4.2 – Permitted Uses: In addition to the above, the LOG seeks an expanded list of permitted non-residential uses, including day cares, recreation/commercial fitness, and private education/tutoring uses.	Agreed. In addition to the Public Service Facilities that are permitted in all land use designations (except the Environmental Protection Designation), additional, more specific land uses have been added to Section 4.1.4.2.
		Policy 4.1.4.4 (g) i. – Area Specific Policies: Under the Area Specific Policies of the Commercial Mixed Use Designation, standalone retail and/or service commercial developments are required to achieve a minimum height of 2 storeys, or 7.5 metres (whichever is greater). In order to enable a full suite of standalone retail and/or service commercial uses, the LOG requests that the Town reduce the minimum height requirements for standalone retail and/or service commercial buildings to 1-storey buildings or building heights of 4.0 metres (whichever is greater)...	Don't Agree. As noted, the intent of the Commercial Mixed Use Designation is to accommodate the highest intensity and greatest mix of land uses within the Plan Area and to ensure that they become the commercial focal point of the broader community.
		Policy 4.1.4.4 (g) ii. – Area Specific Policies: Under the Commercial Mixed Use Designation, medium density developments are permitted up to and including 12 storeys and a maximum net density Floor Space Index of 6.0. ...position of the LOG that the density for any development under the Official Plan should be governed by built form (i.e. maximum heights) rather than specific density requirements (i.e. FSI)...requests the removal of the maximum FSI requirement of 6.0.	Don't Agree. Built form is managed through planning documents through height, density, lot coverage as well as setbacks, step backs and angular planes. Some of those elements are typical in an Official Plan, others are included as regulations within the implementing Zoning By-law. In this Official Plan, the general regulation of height and density is expected to manage built form - the other regulations are expected to be included in the Zoning By-law. The link here is that a 12 storey building at 6 FSI would achieve, at most 50% lot coverage, which is considered adequate to accommodate required parking and on-site landscaping. If there is to be structured parking, this policy provides the flexibility to have greater density, with greater lot coverage - given the opportunity to reduce the site area dedicated to at-grade, out door parking.
		Policy 4.1.4.4 (g) ii. – Area Specific Policies: Under the Commercial Mixed Use Designation, the maximum height for any high-density development is permitted up to and including 18 storeys and a maximum net density Floor Space Index of 9.0... ...position of the LOG that the density for any medium density development should be governed by built form (i.e. maximum heights) rather than specific density perimeters. On this basis, the LOG requests the removal of the maximum FSI requirement of 9.0. Additionally, in alignment with the previous LOG submission, we request that the maximum building height be increased from 18-storeys to 25-storeys for maximum flexibility at the Community Design Plan level.	Generally don't agree. East Gwillimbury is, today, a low rise community. Its ongoing evolution is expected to deliver a greater mixture of low-rise, mid-rise and high-rise development opportunities. 18 storeys is a significant departure for development within the Town, in recognition that the High Density Residential Designation permits buildings up to 12 storeys, except within Green Lane where maximum heights of 20 storeys are permitted. Height in the Commercial Mixed Use Designation within the Complete Communities Plan Area is changed to 20 Storeys to match the High Density Residential Designation in Green Lane. Density is changed to 10.0 FSI, with the flexibility to go beyond that density where structured parking is provided.

		Section 4.1.5 – Residential Mixed Use Designation **Policy 4.1.5.3 a): Development Policies:** The Development Policies of the Residential Mixed Use Designation encourage a combination of retail, commercial, office and/or public service facilities/community facilities, or other non-residential uses at grade in order to foster an animated, pedestrian-oriented atmosphere. The LOG is generally in agreement that such uses should be applied at-grade, where appropriate and applicable. In addition to the current policies, the LOG also requests that the Official Plan expressly permit a combination of mixed-use and/or stand-alone uses, whether commercial and residential, within this designation.	Agreed. Section 4.1.5.3 a) is adjusted.
		Policy 4.1.5.4 f) – Area Specific Policies: The Area Specific Residential Mixed Use Designation Policies articulate that this designation is intended to extend to between a minimum of approximately 75 metres and an undefined upper limit. The LOG suggests that this policy be amended to allow for this designation to a minimum of 75 metres from the lot line abutting an Arterial for future determination at the Community Design Plan stage.	Agreed. Section 4.1.5.4 f) is adjusted.
		Policy 4.1.5.4 h), i) & j) – Area Specific Policies: ...appreciates the policy approach to permit a range of residential density housing types in the Complete Communities Plan Area, including both medium and low-density housing types. However, the LOG requests that the policy permissions be expanded to permit all types of residential dwelling types (including high-density dwellings, where appropriate). Corresponding with the suggestion above, the LOG requests that the Town set out maximum height requirements for high-density dwelling types, similar to those set out in Policy 4.1.5.4 j). The LOG suggests that a maximum height of 15-storeys should be applied to high-density developments in the Residential Mixed Use Designation.	Generally don't agree. The intent of this Official Plan is to ensure an appropriate transition in height, with the tallest buildings within the Commercial Mixed Use Designation and High Density Residential Designation. The Residential Mixed Use Designation is specifically established to be a height transition down from the Commercial Mixed Use Designation within the Complete Communities Plan Area.
		Reflecting the comments in this letter, it is also the position of the LOG that the maximum density should be governed by built form (i.e. maximum heights) rather than specific density requirements (namely, FSI). On this basis, the LOG requests the removal of the maximum FSI requirements under Policy 4.1.5.4 j).	Don't agree. See previous comment.
		Policy 4.1.5.4 l) – Area Specific Policies: ...The LOG requests that the following language be removed from Policy 4.1.5.4 l): *"Parking is encouraged to be provided in underground structures with surface parking being limited, where appropriate"*.	Don't agree. This is an appropriate "encouragement" policy. It does not require structured parking, nor does it prohibit surface parking.
		Policy 4.1.5.4 m) – Area Specific Policies: The Area Specific Policies of the Residential Mixed Use Designation set out podium setbacks of 2.5 metres for medium density developments. It is the position of the LOG that such requirements may be more appropriately defined by an implementing zoning by-law, rather than through the Official Plan. On this basis, we request that the podium provisions of Policy 4.1.5.4 m) be removed from the Official Plan.	Agreed. The depth of the step-back is to be referred to determination through the Implementing Zoning By-law. The rest of the policy remains.
		Section 4.1.6 – Low-Density Residential Designation **Policy 4.2.2.2 a) – Permitted Housing Types/Uses**: ... the LOG requests that "townhouses" be replaced with "all forms of townhouses" to provide a greater degree of clarity with respect to the permitted unit types under Policy 4.2.2.2.	Don't agree. The use of the word "townhouses" already implies all forms of townhouses because it does not establish a detailed list of what type of townhouse is permitted or precluded.
		The LOG also requests that the Town include policy permissions to allow for additional small/local-scale retail services within the Low-Density Residential Designation. It is the position of the LOG that this flexibility will help to achieve the retail/commercial GFA targets while serving the immediate community to promote walkability and minimize travel times (including corner stores, cafes, home offices, etc.).	This request is already included. See Section 4.6.5.3 - Neighbourhood Supporting Uses. Don't agree that smaller scale/local serving retail/service commercial GFA be counted toward the requirement GFA identified on Table 5. The policies of this Official Plan identify that GFA for smaller scale/local serving retail/service commercial use is specifically not counted toward the required GFA (Section 2.2.5.3 k))
		Policy 4.2.2.3 a) – Development Policies: The LOG requests that the maximum height for single and semi-detached dwellings in the Low Density Residential Designation should be increased from 10.0 metres to 13.0 metres and from 3-storeys to 4-storeys to reflect contemporary built forms. We also request that the Town consider increasing the maximum height for stacked townhouses to 4 storeys or 13 metres, whichever is less, subject to appropriate transitions. For stacked townhouse dwellings, we request that the policy provide additional clarity to specify that rooftop access for these dwelling types should not be counted as a storey.	The Low Density Residential Designation applies to existing and planned residential communities throughout the Town. However, a new Section 4.2.2.4 d) has been added that is an Area Specific Policy that is applicable to the Complete Communities Plan Area only.

		Policy 4.2.2.3 b) – Development Policies: The Development Policies of the Low-Density Residential designation set out maximum densities by housing types for new development in the Designated Greenfield Area. The LOG requests that the Town consider several changes to the maximum densities defined under this policy.	
		...position of the LOG that density should be governed by built form (i.e. maximum heights) rather than specific density requirements within each designation. The LOG requests that the Town consider this approach, rather than applying maximum densities, as proposed. ... LOG requests the following changes:	Don't agree. See previous comment.
		First, the LOG requests that the Town differentiate between grade-related and stacked/back-to-back townhouse dwellings within the listed range of housing types under Policy 4.2.2.3.	All types of townhouses are permitted.
		Second, the LOG requests that the maximum density for grade-related townhouse dwellings be increased from 55 units per hectare to 65 units per hectare. For stacked/back-to-back townhouse dwellings, the LOG requests that the town apply a maximum density of 120 units per hectare. For low-rise apartments, the LOG requests an increase in the minimum density from 75 units per hectare to 150 units per hectare.	Partially agree. Again, this Official Plan makes no differentiation in this Designation between types of Townhouses. The best way to regulate built form here is to use a FSI measure, and not units per hectare. Section 4.2.2.3 b) has been adjusted
		Finally, the LOG requests the removal of the maximum FSIs for townhouses and low-rise apartment dwellings.	Don't agree. See previous comment.
		Policy 4.2.2.3 b) iv) – Development Policies: Low-Density Residential Designation of the Official Plan references “low-rise apartment dwellings” as a permitted use under the Plan. The LOG seeks further clarification on the built-form parameters that constitute “low-rise apartment dwellings”. We ask that the Town confirm, through the Official Plan, the maximum height of “low-rise apartment dwellings”	This is already included in Section 4.2.2.4 d)
		Policy 4.2.2.3 c) – Development Policies: ...We understand that Policy 3.4.4.3 of the Official Plan includes language stating that “Built Form and Landscape Compatible Development means development that may not necessarily be the same as, or even similar to the existing buildings/development in the vicinity, but, nonetheless, enhances an established community and coexists with existing development without causing any undue, adverse impact on surrounding properties”. However, for a greater degree of clarity, the LOG requests that similar language be added to Policy 4.2.2.3 c) in order to specify that compatible does not equate to identical.	Don't agree that this is necessary. The appropriate concepts are introduced in Section 4.2.2.3 c), and the policies of Section 3.4.4.3 are applicable to all development. There is no need to duplicate.
		Policy 4.2.2.3 d) – Development Policies: ... position of the LOG that the minimization of backlotting of dwelling units, where abutting parks and open spaces and lands within the Environmental Protection Designation, inappropriately limits the future configuration of the Community Design Plan Areas. As such, we request the removal of this policy.	Don't agree. This policy states the intent of the Town. Rear lotting is prohibited in some circumstances and minimized in others. Minimization is not a preclusion, and the flexibility will be the interpretation of minimize.
		Policy 4.2.2.4 e) – Area Specific Policies: ...Given the unique configuration of the Complete Communities Plan Area, the LOG requests that the wording of policy 4.2.2.4 e) be revised to remove “permitted neighborhood supporting land uses should generally be centrally located within each Community Design Plan Area…”. It is our opinion that neighborhood-supporting/neighbourhood retail/commercial land uses should be strategically dispersed throughout the Complete Communities Plan Area to support new development and complement existing uses. It is also the position of the LOG that the criteria listed under 4.2.2.4 e) are sufficient to direct neighbourhood supporting land uses for the purposes of developing Community Design Plans.	Don't agree. Being centrally located is intended to maximize accessibility to the residents of the community. Flexibility to achieve this locational objective is provided by the use of the word "generally". The goal is that each of the local serving clusters are located within the residential neighbourhoods. Larger scale facilities are within the Mixed Use designations. Wording has been adjusted.
		Policy 4.2.2.4 f) iii) Area Specific Policies: The Draft Official Plan sets out that elementary schools and other public service facilities/community facilities are encouraged to be co-located with the parks and open space system, Active Transportation Network and other public service facilities/community facilities. Building on our earlier comments, we request that the Town explore options for parkland credits where schools are collocated with parks to maximize the provision of land available for housing.	That is an appropriate topic to be explored through the Town's Parks Plan, and potentially a new Parkland Dedication By-law.
		Policy 4.2.2.4 f) vi) Area Specific Policies: The Draft Official Plan sets out direction for the pattern of Local Roads within each of the Community Design Plan Districts. Under those policies, the Official Plan states that block lengths will generally not exceed 250 metres. Where block lengths exceed 200 metres, a mid-block pedestrian walkway of a minimum width of 8 metres shall be provided to support pedestrian movement.	
		To promote an efficient use of land and resources, the LOG requests a reduction in the mid-block pedestrian walkway widths from 8 metres to 6 metres. The LOG notes that this width reflects a block configuration that has previously been permitted in the Town of East Gwillimbury.	Agreed. Text changed.

		Policy 4.2.2.4 (g, h & i) – Airpark Policies: Schedule 3G-1 of the Draft Official Plan symbolically identifies the private Holland Landing Airpark, located immediately south of Holland Landing. Per Schedule 3G-1, the lands are designated as Low Density Residential in recognition of their long-term redevelopment potential. ...	
		In recognition of future uses for these lands, the LOG requests that the Town include additional policy direction to the effect that the lands surrounding the Airpark should be planned for future development through Community Design Plans. This approach both respects the current operation of the airpark, while ensuring that these lands are comprehensively planned for future development. Corresponding with the above, the LOG requests that the language of Policy 4.2.2.4 g) be revised to remove the following statement: "It is the policy of the Official Plan that the Town will also enhance its economic function by encouraging uses that are compatible with the airport, among other matters".	The entirety of the Yonge Corridor Community Design Plan District is subject to a comprehensive Community Design Plan, not area specific Community Design Plans for individual parcels within the broader District. Comprehensive planning is a crucial element of this Official Plan.
		In its place, the LOG requests that the following language be added to Policy 4.2.2.4 g): *"The Town supports current economic uses that are compatible with the existing airpark operations. This support does not extend beyond the operational life of the airpark, and the policy shall not be interpreted as establishing long-term planning direction for airpark-related or airpark-supportive uses once the airpark ceases operations".*	Agreed. Change made.
		Parks and Open Space Designation and Symbols **Policy 4.2.9.3 a) Development Policies**: The Parks and Open Space Designation policies of the draft Official Plan articulate that this designation may include lands that are unsuitable for development due to flood susceptibility, steep slopes and erosion. The plan states that such unsuitable lands shall not be included as part of the required parkland dedication.	
		While the LOG acknowledges that hazard lands should not be included for parkland dedication, we do suggest that the Town consider options for parkland credits for buffer lands where passive recreation activities are feasible. It is our opinion that parkland credits will help to maximize recreation opportunities and promote the efficient use of developable lands. The LOG also requests that the Town explore options for parkland credits where schools and parks are co-located and where schools may serve a recreation function in 'off' hours.	Don't agree. It is not typical in municipalities across the Greater Golden Horseshoe to accept lands within the Environmental Protection Designation, including ecological buffers, for parkland dedication credits. That is an appropriate topic to be explored through the Town's Parks Plan, and potentially a new Parkland Dedication By-law.
		Policy 4.2.9.4 d) ii. & e iii. (Community and Neighbourhood Parks): The Draft Official Plan sets out minimum frontage requirements for Community and Neighbourhood Parks of 100 metres of continuous frontage and 60 meters of continuous frontage, respectively. While the LOG recognizes the Town's intent to employ Crime Prevention through Environmental Design (CPTED) principles to park design, it is the position of the LOG that the minimum continuous frontage as prescribed may limit opportunities for Community and Neighbourhood Parks to respond to and reflect individual site characteristics. On this basis, the LOG suggests the removal of the minimum continuous frontage requirements set out under the Official Plan.	Don't agree. It is not appropriate to trade visibility, comfort and safety for efficiency. However, some moderating wording has been added.
		Policy 4.2.9.3 g) Stormwater Management & Strata Parks: The LOG is supportive of the language contained within proposed policy 5.4.3.e of the Official Plan, which allows for "urban stormwater management approaches", as the LOG seeks to permit strata parks and permissions for underground/dual use stormwater management facilities. Despite this, the LOG is not in support of the language contained in proposed policy 4.2.9.3.f as it relates to parkland credits, as it conflicts with the intended benefit of providing strata parks. Therefore, we propose that a new policy 4.2.9.3.g be considered as follows: *"4.2.9.3. g) Notwithstanding, 4.2.9.3 f, parkland dedication may be considered for the implementation of strata parks, which provide for underground stormwater management, which does not inhibit the development the Parks and Open Spaces, to the satisfaction of the Town".*	Generally agree. Alternate wording added.
		Section 4.4 – Natural Heritage System **Policy 4.4.2.5 – Securement of Land**: The natural heritage system is comprised of a combination of features and associated buffers. As detailed in this letter, the LOG suggests that the Town consider options for parkland credits for buffer lands where passive recreation activities are feasible in order to maximize recreation opportunities and promote the efficient use of developable lands. It is the position of the LOG that parkland credits would incentivize the delivery of such uses where appropriate.	Don't agree. See previous comment.
		Section 4.4.4 The Adjacent Lands Overlay **Policy 4.4.4.3 b): Area Specific Policies**: The Official Plan articulates that the current boundaries of the Adjacent Lands Overlay, as identified on Schedule 3G-2, may be further refined through the preparation of the required Community Design Plans. To allow for continued refinement throughout the planning process, the LOG requests that this policy include additional language stating that the Adjacent Lands Overlay may be refined both through Community Design Plans AND subsequent development applications.	Generally agree. Wording has been adjusted.

		Section 4.4.5.1: Environmental Feature Assessment Overlay **Policy 4.4.5.1 – Intent**: Under the Official Plan, the Environmental Feature Assessment Overlay is described as an area that includes a number of natural heritage features/areas that require additional study to confirm their significance to the overall Natural Heritage System and the potential requirement to protect them from future urban development. The Official Plan states that Schedule 3G-2 identifies the extent of the Environmental Feature Assessment Overlay within the Complete Communities Plan Area. ...note that Schedule 3G-2 does not presently show an "Environmental Feature Assessment Overlay", but rather shows an "Adjacent Lands Overlay" only. As such, the LOG requests further policy clarification relating to the relationship between these overlays and/or suggests mapping revisions to include the Environmental Feature Assessment Overlay.	Agreed. Mapping updated.	
		Policy 4.6.5.5 – Land Use/Built Form Specific Policies: ...The LOG proposes that the Town include a policy requiring that a minimum equivalent of 10% of single detached units will provide the ability to accommodate an additional dwelling unit (e.g. rough-ins or lot sizing to accommodate garden suites or basement apartments) in compliance with the Town's standards and requirements for additional dwelling units. The distribution of additional dwelling units will be determined through Community Design Plans and through subsequent development applications. It is the position of the LOG that this approach will help the Town to achieve its affordable housing goals and objectives, as specified in the Official Plan.	Agreed. Policy added.	
		Section 5.2.5 The Road Network **Policy 5.2.5.2 Town Major and Minor Collector Roads**: ... Under this Section, subsection (l), (m) and (n) provide policy direction for the Town's Major and Minor Collector Road Networks. Under the Official Plan, Major and Minor Collector Roads are to be 15 metres x 15 metres at intersections with Arterial Roads and Collector Roads. The LOG suggests that the Official Plan include language stating that *"the technical requirements set out in subsections m) ii. & n) ii. may be reduced where intersecting with Regional Arterial Roads and Collector Roads, subject to the approval of the Region"* .	Agreed. Text changed.	
		Policy 5.2.5.6 c) Area Specific Policies: Policy 5.2.5.6 c) of the Official Plan states that the land use designations on the lands within the area identified as 'Old Yonge Street/Highway 11 - Subject to Further Study', on Schedule 3G-1 "shall not be permitted until such time as all of the necessary transportation studies are completed to the satisfaction of the Town and the Region". Policy 5.2.5.6 d) continues, stating that "a reconfigured intersection may facilitate a reconsideration of the land use designations, and the associated form, intensity, and mix of uses on adjacent lands, which may be considered through the preparation of the required Community Design Plan, and which may be approved through the Zoning By-law, without the need for an Amendment to this Plan". In addition to the ability to refine land uses following the preparation of appropriate studies, the LOG also suggests that the Town consider additional policy for the refinement of the study area itself at the Community Design Plan level, so as to enable development that will not interfere with this future reconfiguration.	Agreed. Text changed.	
		Section 6.1.3 Implementation: Financial Planning **Policy 6.1.3 e) – k) Parkland Dedication By-law**: The Parkland Dedication By-law policies of the Official Plan articulate that parkland dedication will occur in accordance with the provisions of the Planning Act. However, we note that the Official Plan does not presently include policy for the 'Alternative Requirements' relating to the conveyance of land for park purposes under the Planning Act (Section 42(3)). The LOG requests that the Official Plan include additional policy for the alternative parkland dedication rates in accordance with the Planning Act.	Agreed. Policy added.	

		Section 6.1.4.5 Implementation: Secondary Plans **Section 6.1.4.5 a) Secondary Plans**: To ensure the timely delivery of secondary plans in the Town of East Gwillimbury, the LOG request that additional language be added to the Secondary Plan requirements detailed under Section 6.1.4.5 a), which state that *"A Phase 1 Subwatershed Study shall be completed and a Phase 2 Subwatershed Study shall be substantively complete prior to the approval of a Secondary Plan under this Plan".* For greater clarity, the LOG also requests the inclusion of the following definition: *"A "substantively complete" Subwatershed Study means: "A Subwatershed Study that has been submitted to and reviewed to the satisfaction of the Town and relevant agencies such that no major revisions are required to inform land use and infrastructure decisions in the Official Plan. For greater clarity, a substantively complete Subwatershed Study may be subject to further minor revisions that may be addressed prior to the approval of a Subwatershed Study".* **Policy 6.1.11.1(b) – Inclusionary Zoning**: The Official Plan provides policy direction relating to Inclusionary Zoning, stating that "Inclusionary Zoning may be implemented by the Town in the future for the purposes of authorizing the inclusion of affordable housing units within buildings or projects containing other residential units and for ensuring that those affordable housing units are maintained as such over time". Further, the policy states that Town is authorized to utilize Inclusionary Zoning within the two Major Transit Station Areas, identified on Schedule 3D. The LOG notes that, under the Planning Act, the adoption of inclusionary zoning policies may only be permitted in areas identified as protected major transit station areas (PMTSAs). On this basis, we request that the Town amend this policy in accordance with the provisions of the Planning Act. **Interim Servicing for Institutional Uses** The LOG notes that GEV has had preliminary discussions with the Town about the introduction of a long-term care facility within GEV, as indicated in the submission of the GEV CDP. As part of the discussions, it was determined that there is a necessity for interim servicing which is currently only permitted for Employment uses. Therefore, we recommend that the Town of East Gwillimbury also include a policy to permit interim servicing by amending proposed policy 5.3.2.4.a as follows: *"Notwithstanding any other relevant policies of this Plan, the Town may, only in consultation with York Region, permit the early development of lands on the basis of interim private water and/or wastewater servicing for permitted employment and institutional uses within Employment Districts and Community Areas, as long as appropriate agreements have been executed with the Town ensuring that the site will be serviced with full municipal services within a reasonable timeframe in conformity with the servicing policies of this Plan and the following (red indicates proposed changes)".* Notwithstanding, the above revisions, it is understood that the consideration of interim servicing for any proposed institutional use, shall be to the satisfaction of the Town and York Region.	Don't agree. This policy is not necessary. The Complete Communities Plan Area is no longer a Secondary Plan that is subject to this policy framework. This policy is to be applicable to Secondary Plans that are done after the approval of this Official Plan. Don't agree. This policy is not necessary. Agreed. Policies referencing Inclusionary Zoning have been deleted. Agreed. Text adjusted.
		<u>LOG Technical Comments</u> (mapping with the requested changes was provided but not included in this matrix) **Schedule 2 and 3 - Employment District** - identified a discrepancy between the Employment Areas shown on Schedule 2 and 3 of the Official Plan, and those shown on Schedule 3G-1. The LOG requests that Schedule 2 and 3 be amended to reflect the detailed land uses shown on Schedule 3G-1. **3G-1 – The Complete Communities Plan Area (Schools)** - note that the current location of the proposed elementary school (located west of Highway 11) presents issues of compatibility with current land uses... that this proposed location is an isolated pocket of development and that the proposed school site should be relocated on this basis. It is our opinion that this school facility will only be required to facilitate future growth and should therefore be relocated to the aerodrome site east of Highway 11.	Mapping adjusted. **School sites have been identified on the basis of consultation with the School Boards. The policies of this Official Plan include the appropriate flexibility to move the sites withn the Community Design Plan process.**

Schedule 3G-1, 2 & 3 – Green Earth Village (Land Use Designations) - requests mapping changes to Schedules 2, 3, and 3G-1 relating to the land use designations shown in the Green Earth Village ("GEV") Community Design Plan Area to reflect/implement the proposed CDP and subsequent DPoS (in alignment with comments from staff in relation to lower densities in GEV).	Mapping adjusted, where appropriate.
Schedules 3G-1, 3G-2, 2, and 5 – Green Earth Village (Natural Heritage System) - ...Schedules 3G-1, 3G-2, and 5, the LOG notes that the required buffers of the natural heritage system have been reduced, as part of the review of the local subwatershed study. The revised land use schedules reflect the appropriate natural heritage system, which includes the revised buffers...	Mapping adjusted, where appropriate.
3G-1, 3G-2, and 8B – Green Earth Village - Green Earth Village has had extensive discussions with Town staff regarding the proposed road cross sections and required right-of-way widths. The maps have been revised to align with the road classifications proposed within the GEV CDP and forthcoming DPOS which include a 24.5 m (Major Collector) and 20.0 m (Minor Collector) right-of-way width. For clarity, all schedules in the Town's Official Plan should reflect the more detailed environmental review, transportation road network and land use designations, in the GEV CDP and forthcoming DPOS submissions.	Road alignments are based on transportation work carried out by Paradigm. Importantly, it is a requirement for the GEV CDP to conform with the Official Plan
3G-1 – Yonge Corridor (Land Use Designations) - In addition to the mapping changes above, the LOG also requests that the commercial mixed-use designation in the Yonge Corridor CDP Area be refined	The refinements are appropriately considered through the Community Design Plan process.
3G-2 – Yonge Corridor (Natural Heritage System) - The parcel identified as 18823 Old Yonge Street, owned by 1334618 Ontario Inc., is a participating landowner within the Yonge Corridor Sub-Group. ... identified a discrepancy between Schedules 3G-1 and 3G-2. In particular, the eastern portion of the property is currently shown as Environmental Protection on Schedule 3G-2 – Natural Heritage System Communities whereas Schedule 3G-1 designates this property as Low-Density Residential. ... we request that Schedule 3G-2 be amended to align with Schedule 3G-1.	The Natural Heritage Systeme mapping is prepared on the basis of the work carried out by GEI. Adjustments to the Environmental Designation are to be carried out through the Community Design Plan process, supported by a Natural Heritage Evalusation. The Adjacent Lands Overlay is a trigger for the prepararation of a Natural Heritage Evaluation.
<u>Appendix A Community Design Plan</u>	
Section 1.0 Purpose - ...the Community Design Plan should be "endorsed" by Council, rather than "adopted". The LOG requests that this language be revised…	Don't agree. Council adoption is appropriate.
Section 2.0 Studies Required to Support a Community Design Plan: requests that additional direction be added to the Terms of Reference, which state that *"Where a Community Design Plan Area is comprised of 2 or fewer owners or where a Community Design Plan Area is for an area that is less than 20 ha, a Community Design Plan will not be required. Requisite background studies will be undertaken at the development application stage, in accordance with this Official Plan".*	Don't agree. See previous response.
Subsection 2.5 – Urban Design Brief: request that "Guidelines" be replaced by "Urban Design Manual", as demonstrated in the following paragraph: *'The Town's Urban Design Manual will provide the overarching guidelines for the design of each Community Design Plan District. An Urban Design Brief will be required to demonstrate how each community plan achieves the objectives of the ~~Guidelines~~ Urban Design Manual and to identify any unique or distinguishing features of the community. The Urban Design Manual states that "the provisions, and examples in the UDM should be used as the foundation of design for all development projects in the Town and will be used in the assessment of development proposals."'*	Agreed. Text changed.
Subsection 3.0 – Additional Studies; Park & Facility Fit Plans: The Terms of Reference identifies additional studies to be prepared as part of future development applications. We note that Park and Vista Block Facility Fit Plan requirement is listed under this section. It is the position of the LOG that the Park and Vista Block Facility Fit Plan requires a degree of coordination among landowners at the Community Design Plan level and will be most appropriately undertaken at this stage, rather than undertaking this study at the site level though individual development applications.	Agreed. Detail provided is not necessary. Last sentence removed.
<u>Commercial Land Needs and Market Analysis</u> The LOG is of the opinion that the recommended location and size of warranted commercial nodes is problematic for the planning and delivery of retail and commercial land uses in the Town of East Gwillimbury. As detailed in this letter, it is the position of the LOG that retail/commercial GFA should be distributed based on the population generated through each CDP area. From a practical standpoint, retailers (including anchors such as supermarkets) will usually determine the most appropriate market locations. The LOG requests that, at this stage in the planning process, the requirement for retail/commercial GFA should be based on population, with opportunities for further refinement through the CDP process. On this basis, we also request that the Commercial Land Needs and Market Analysis be amended to remove the commercial node hierarchies detailed therein.	Don't agree. See previous response.

9	Melissa Fasullo Land Solutions Ontario Email: melissa@landsolutionson.com Phone: (647) 898-2190 March 5, 2026	The landowners have concerns regarding the over-dedication of parkland and commercial/retail uses within the community. There is recognition that the community will not be able to support these land uses as proposed, given that the servicing assumptions exceed the population targets for the area. Our primary concern relates to Clause 2.2.5.3(d), which introduces an “aspirational objective” of providing 85–90 hectares of parkland within the Complete Communities Plan (CCSP) area. While we appreciate the Town’s desire to plan for a robust parks and open space system, the inclusion of this target in the Official Plan is inappropriate for several reasons. First, the Planning Act establishes clear limits on the amount of parkland a municipality may require through development approvals. Section 42(1) permits a maximum dedication of 5% for residential development. For the CCSP area, this equates to approximately 36–40 hectares, which the Town correctly acknowledges in Clause 2.2.5.3(e). The Town has no statutory authority to require parkland more than this amount unless it is acquired through voluntary means or municipal purchase. Second, embedding an aspirational target of 85–90 hectares directly in the Official Plan risks creating unrealistic expectations for both the public and future decision-makers. Even when labelled “aspirational,” such a figure can easily be interpreted as a policy requirement or used as leverage in development negotiations, despite being unenforceable under the Planning Act. This creates unnecessary uncertainty for landowners and undermines the clarity and predictability that an Official Plan is intended to provide. For these reasons, we respectfully submit that Clause 2.2.5.3(d) should be removed in its entirety. Clause (e) already provides a clear and accurate statement of the parkland that can be secured through the development process. Any additional parkland objectives should be addressed through non-statutory documents such as the Parks and Recreation Master Plan, where aspirational goals can be articulated without creating policy conflict or misinterpretation. **Community Facilities and Parks Strategy Report** ...note additional language that requires revision to ensure consistency with the planning at and the Draft Official Plan. Specifically, Section2.2, paragraph 3 under Parkland Policy Context, the report states: “The Town of East Gwillimbury seeks to provide a minimum provision rate of 4.0 hectares of public parkland per 1,000 people”. A minimum provision rate of 4.0 ha/1,000 residents cannot be achieved through the development process under the current legislative framework. As noted above, the Planning Act limits parkland dedication to 5% for residential development unless additional lands are acquired voluntarily or through municipal purchase. This creates the same risks identified in the Draft OP, unrealistic expectations, risks being interpreted as a requirement, may be used to exert undue pressure and introduces policy inconsistency between Town documents. We request that the above statement be removed from the Monteith Brown report. If the Town wishes to articulate long-term aspirational goals for parkland provision, these should be clearly framed as non-binding and should not be presented as minimum standards. **Commercial Needs Assessment** ...note that the inventory of existing and proposed retail and commercial establishments was considered in developing the report’s recommendations. Section 4.2 identifies significant commercial retail nodes within surrounding communities, including: Green Lane Secondary Plan at Yonge and Green Lane, providing approximately 1,000,000 sq. ft. of commercial/retail space; and Holland Landing Plazas, providing 39,600 sq. ft. of commercial space offering a wide range of services... However, in our review, we believe Urban Metrics did not account for several significant planned commercial developments that should have informed the analysis and would materially affect the recommended commercial/retail targets for the Yonge Corridor Lands and surrounding communities. Approved Site Plan Application SPA.22.04 • Located at Holland Green Village, abutting the Yonge Corridor CDP at the southeast corner of Highway 11 and Dogwood Boulevard. • This approved development provides 39,000 sq. ft. of additional commercial/retail space.	Parkland is not over dedicated. There is no dedication established just requirements for each Community Design Plan District, and a larger aspirational number that is supported by the Community Services and Parks Strategy prepared by Monteith Brown. Commercial and service commercial floor area is established through the Retail/Commercial Market Analysis prepared by urbanMetrics. This aspirational number is appropriately included so that the Town will continue to consider opportunities to enhance the its parkland system, beyond the ability to achieve parkland through its Parkland Dedication By-law. It is noted that Section 6.1.12 identifies a host of land acquisition tools, beyond what is provided in the Planning Act. Agreed. But the statement does not require any change to the policy framework. The Town will seek parkland dedication in accordance with the permissions established in the Planning Act, and their associated Parkland Dedication By-law. It is identified as aspirational, and that number was established through an appropriate technical study. The objective to provide 4.0 ha per 1000 residents was set by Town Council and is contained within the approved 2010 Official Plan (Section 4.8). The Community Facilities and Parks Strategy does not indicate that this target will be fully achieved through Parkland Dedication. This Official Plan identifies a host of acquisition tools, including Parkland Dedication, that will be utilized by the Town to assist in the achievement of the parkland objective. No change to the Community Services and Parks Strategy nor this Official Plan is required. It is a crucial element of the policy framework for the Complete Communities Plan Area to ensure the development of complete communities. Part of that objective is to ensure that an appropriate amount of retail and service commercial facilities are provided in proximity to the planned residential population. The amount of retail and service commercial floor space was established through the Retail/Commercial Market Analysis carried out by urbanMetrics. In determining the amount of commercial space, it was always contemplated that there would be additional retail space outside of the Community Design Plans as there would also be additional population growth. The Community Design Plans only accommodate approximately half of the total population growth anticipated for the Town by 2051. That being said, some flexibility in the amounts of retail space to provide for site specific and local issues that couldn't be anticipated at the level of detail considered by the study, which is why the low end of the space requirement range was utilized in the planning framework for this Official Plan, rather than an average or the top-end of the range.

		Proposed Harvest Village Community • Located directly south of the Yonge Corridor CDP, within the east quadrant of the Green Lane Secondary Plan (municipal address: 18477 Yonge Street). • This mixed-use, high-density community is planned over several phases and proposes approximately 300,000 sq. ft. of commercial retail space. • The commercial component is intended to complement—not duplicate—the services already available in the surrounding area. Comment: As a result, the Yonge Corridor does not consider it appropriate to implement the recommendations outlined in the Urban Metrics report, nor the proposed policy framework intended to meet the minimum retail and service commercial GFA target of 14,000 m². Within the CDP Lands, forthcoming draft plans will already be providing neighbourhood-level commercial and retail uses designed to meet the needs of each individual plan area. These uses are being planned in a way that avoids duplication and prevents the introduction of additional commercial space that cannot be supported by the projected population, especially given the existing and approved commercial and retail frontages in the surrounding community.	Partly agree. The retail and service commercial requirement in Table 5 has been reduced within the Yonge Corridor Community Design Plan District to a minimum of 9,400 m^2. There is no duplication. The policies indicate that neighbourhood-serving retail and service commercial uses are in addition to the identified retail and service commercial space requirement identified in Table 5.
10	Ben McKillop Malone Given Parsons March 26, 2026	**Email correspondence** Further to our discussion this afternoon, please find attached the NHS mapping revisions from GEI. Per the PMG discussion, we understand that the Town's GIS department is preparing the final mapping for the Schedule 3G-1/3G-2. We ask that you please pass along these materials. Included in the attached is a PDF with markups where land use plan mapping should be revised to avoid conflict with natural heritage features (NHF) to be retained. Also attached is the finalized NHS mapping (dwg) for consistency between the land use plan and the SWS, and a PDF version of the NHS overview for reference.	NHS mapping has been updated.
11	Paul DeMelo KAGAN SHASTRI DeMELO WINER PARK LLP on behalf of 20946 Woodbine Avenue March 27, 2026	As you are aware we are counsel to the Owners of the Subject lands and over the last few months have been working with the Municipality to identify a planning framework for the Subject Lands. Our client is seeking to have the Subject Lands included within the Settlement Area so that the site may be designated for employment purposes that will contribute to the economic opportunities in the Municipality and takes advantage of the site's strategic location adjacent to the Bradford Bypass as an area for Prestige Employment type uses. ...As part of the Town's Official Plan update 2022, the subject lands, which are within the "Whitebelt Lands" were identified as "Future Urban Employment Area" in Schedule 2. This is the version that was adopted by Council on June 21st, 2022, in Development Services Report P2022-19 "OP Report". **Comparison of the PPS 2020 and the PPS 2024** We understand that a concern has been raised as to whether or not the modifications proposed by the Town to include the former "Whitebelt Lands", which includes the Subject Lands amounts to a Settlement Area Boundary Expansion, and while the inclusion of these lands (including the Subject lands) is in our opinion a Settlement Area Boundary Expansion, we believe that the work required to justify same was undertaken in 2022 which provided for a higher threshold before an expansion could be considered. Policy 2.3.2 of the PPS 2024 which deals with "New Settlement Areas and Settlement Area Boundary Expansions" was previously identified in the PPS 2020 as being Policy 1.1.3.8... Policy 1.1.3.8 was drafted as a restrictive policy in that Settlement Area expansions may only occur at the time of a comprehensive review and only where certain elements have been demonstrated. One of the key elements is identified in Policy 1.1.3.8(a) which previously required that an expansion would have to demonstrate that *"sufficient opportunities to accommodate growth and satisfy market demand are not available …"* This requirement no longer exists and previously would have required that an assessment be done of available alternatives, including intensification and redevelopment opportunities. Not only is there no longer a need to establish this element and demonstrate no alternatives exist, but there is also no longer a need to restrict the expansion to a time that aligns with a municipal comprehensive review . The language in the PPS 2024 is no longer restrictive but now outlines elements that the Municipality "shall consider."...	The Town is supportive of including the Subject Lands as "Future Urban" on Schedule 1 and "Future Employment District" on Schedule 2. The Subject Lands are included within a larger District in proximity to the Highway 404/Bradford By-pass Interchange.

		...A review of the two sections in our opinion reveals that the changes which were made in the PPS 2024 provide for a less stringent set of qualifiers before a settlement area boundary expansion may be permitted. In particular, and of keynote, a comparison of PPS 2024 to PPS 2020 highlights the following: • PPS 2024 now identified elements that the municipality “shall consider” as opposed to must demonstrate; • PPS 2024 allows for new settlement area or settlement area boundary expansion without the need for a municipal comprehensive review; • The tests in PPS 2024 compared to 2020 are less stringent. Rather than “demonstrating”, in PPS 2024 the language is “shall consider”. PPS 2024 deleted the reference to the “project needs over the identified planning horizon”; • PPS 2024 deleted that infrastructure and public service facilities being planned or available for development “over the long term” and being “financially viable over their life cycle” in addition to the removal of the text for “protecting public health and safety and the natural environment”; and • New text in PPS 2024 added for the consideration of a new settlement area or allowing a settlement area boundary expansion is: “the new or expanded settlement area provides for the phased progression of urban development.”	
		...As noted, the inclusion of the Subject Lands into the Settlement Area Boundary at this time addresses many of the key sections of the Provincial Policy Statement 2024 (the “PPS”), and in particular as they relate to the requirement for planning authorities to promote economic development and competitiveness. Specifically, in our opinion the designation of the Subject lands now for Prestige Employment type uses as defined in the EGOP is consistent with and advances the objectives in Policy 2.8.1 of the PPS as noted below: *1. Planning authorities shall promote economic development and competitiveness by:* *a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs; b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;* *c) identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;* *d) encouraging intensification of employment uses and compatible, compact, mixed-use development to support the achievement of complete communities; and* *e) addressing land use compatibility adjacent to employment areas by providing an appropriate transition to sensitive land uses.*	Don't agree. The Subject Lands are within a broader Future Employment District and will appropriately be required to be part of a comprehensive planning process to understand land use distribution, road network and service infrastructure elements. The comprehensive planning is to be done in support of an Official Plan Amendment, and, potentially a Community Design Plan.
		Future Urban Development Areas The subject lands have historically been identified as lands having the potential for urban development and as such in Policy 2.2.3 are referred to as “Future Urban Development Area”. Policy then directs one to Schedule 1 for the location of these lands but would note that in Schedule 1 the reference is to “Future Urban Area” and believe that the designation in Schedule 1 and Policy 2.2.3 should be reconciled so that the same terminology is used. For the reasons that are highlighted further in this submission, we believe that the lands should be designated as Prestige Employment now as part of an Employment District and that the schedules should no longer identify them as Future Urban Area. We recommend that the lands be identified in both as “Employment District” as that is the intention for the lands and is consistent with the identification in Schedule 2.	Partially agree. The Subject Lands, along with other lands in proximity, have been identified as a "Future Employment District" on Schedule 2.

		Employment Districts Aside from the reconciliation of the terminology between Policy 2.2.3 and Schedule 1, we have concerns with the language that indicates that before urban development can proceed that it will require an "Amendment to this Plan to determine the appropriate Employment District or Community Area land use designation …" In this case, Schedule 2 identifies the subject lands as "Future Employment District" and accordingly the intention is to see the subject lands redevelop in the future for employment related uses. The concern that we have with the policy as currently worded is that it defers the employment designation of the Subject Lands until a future application is applied for. We propose that the lands should be designated at this time as Prestige Employment it serves the interests of the Municipality as identified in the Draft OP and will help to identify the lands for a potential employment user now. As Policy 2.8.1.1(c), municipalities are required to undertake the assessment "identifying strategic sites for investment, … including market-ready sites, and seeking to address potential barriers to investment". In our opinion, the location of the Subject Lands at the terminus of the Bradford By-pass and along Highway 404 provide for a highly strategic location that is highly attractive to prestige employment type users. The PPS requires that planning not only identify these sites but also to address potential barriers to investment in such sites. Under Policy 2.8.1.1(b) planning authorities are to provide opportunities for diversified economic base which supports a wide range of economic activities. In our opinion, the EGOP seeks to do this with the various different designations that are permitted within an Employment District. These different designations provide for the wide range of economic activities as required by the PPS and when assessing the appropriate designation for a specific parcel the specifics of that site must be considered and assessed as to how that site can help achieve that objective. The Subject Lands are located entirely within an Employment District and as such issue of compatibility that may arise in situation where the lands are adjacent or in close proximity to sensitive land uses is not present in this case. ...Given the location of the subject lands fronting onto Highway 404 and its location at the intersection of the new Bradford By-pass and Highway 404 as well as being at a gateway into the Town, it is our submission that these lands should now be identified as "Prestige Employment" as these lands specifically meet the intent ***"to provide locations in the Town for prestige employment uses that require good access and high visibility along major transportation routes"*** and "Prestige Employment uses shall be encouraged to locate at major highway interchanges to recognize these areas as gateways into the community."(Policy 4.3.4.1). The uses under this designation would permit all uses under Policy 4.3.4.2(a) which in our opinion is consistent with Policy 2.8.1.1(b) of the PPS, and would under Policy 4.3.4.2(c) allow for that list of permitted uses to be expanded as part of a future rezoning application...	The Subject Lands, as well as all of the lands in this general area, are well located. However, comprehensive planning for the entire District is required to establish the land use distribution, road network, and service infrastructure elements. Further, there will be a requirement for a host of technical studies that will be necessary to support an Official Plan Amendment, a potentially a Community Design Plan.
		Similarly, with the objective of ensuring that the sites like the subject lands can proceed to provide for employment opportunities that support the objectives of the Town as evidenced in the Draft OP, we believe that policy 4.3.2(b) is too restrictive and would act as an impediment to development proceeding....There is in our opinion no need or good planning reason to impose such a blanket requirement across all sites. We request that CDPs not be required for employment land sites under 40 Ha prior to a rezoning application being submitted. Where no Secondary Plan or CDP is requested, the Town may nonetheless require as part of the rezoning application a complete list of studies to show how the development will advance the objectives of the OP, including Policy 4.3.2(b) and which may include the following: · Planning Rationale · Architectural, Landscape, Civil Drawings · Tree Preservation Plan · Pre and post water balance assessment · Traffic Impact Study · Noise Impact Study · Arborist Report and Tree Preservation Plan · Functional Servicing and Stormwater Management Report · Geotechnical Report · Natural Heritage Evaluation · Interim Water and/or Waste-Water Servicing in accordance Policy 5.3.2.4 as well as consideration of Private Water and Wastewater servicing solutions if appropriate · Thinking Green Development standards Such an approach would in our view provide for a more streamlined and efficient planning process in line with Provincial direction for Employment lands, and also minimize the future need for site specific MZOs if necessary in order to accelerate development of Employment, while at the same time ensuring that the Town's policy objectives continues to be met.	If appropriate comprehensive planning is carried out for the Subject Lands, as well as all the other lands in this area via an Official Plan Amendment or Secondary Plan, then the Town may not require a Community Design Plan. That determination is appropriately made based on an evaluation of the level of detail, and the comprehensiveness of the Official Plan Amendment/Secondary Plan, and all of the supporting technical studies.
		We request that Policy 4.3.2(b) be redrafted as follows: *b) For sites greater than 40 Ha in size, the Municipality may require that prior to development in new Employment Districts identified on Schedule 2, that Secondary Plans and/or Community Design Plans be prepared and approved that meet or exceed the minimum densities identified in this Plan. Notwithstanding that there is no requirement for the completion of a Secondary Plan and/or Community Design Plan for sites under 40 Ha, the Municipality may require as part of any rezoning application submitted for a development require that the proponent identify as part of any supporting planning justification rationale how the development will contribute to the minimum densities identified in this Plan.*	Don't agree. See previous responses.

12	Taylor Schoop Brattys LLP on behalf of South East Holland Landing Community April 17, 2026	We act as solicitors on behalf of the South East Holland Landing Community Landowners Group (the "Group") with respect to the preparation of a landowners' cost sharing agreement to be entered into by the Group (the "Cost Sharing Agreement"), in respect of the development of lands within the South East Holland Landing Community. We understand that there are landowners within the South East Holland Landing Community who intend to proceed with development of their lands. We are writing to advise the Town that the lands within the South East Holland Landing Community will benefit directly from community lands and infrastructure which have been or will be provided, constructed and/or financed by the Group pursuant to the terms of the Cost Sharing Agreement, as well as various agreements entered into or to be entered into by the Group with the Town of East Gwillimbury, the Regional Municipality of York, and other applicable authorities. Accordingly, the Group requires that, as a condition of the development of any lands within the South East Holland Landing Community, the owner of such lands must be required to enter into and be a participant in good standing under the Cost Sharing Agreement (to be confirmed by the trustee appointed by the Group) and to bear its fair and equitable share of the costs and burdens related to the community lands and infrastructure from which such lands will benefit. The Group therefore wishes to ensure that the Town will enforce the requirement for the Cost Sharing Agreement in accordance with its Official Plan (including, without limitation, policies 8.13.1, 8.13.2, 8.13.3 and 8.13.5.1 thereof) and, to this effect, requires the Town's assistance in requiring all landowners within the South East Holland Landing Community to enter into the Cost Sharing Agreement in order to ensure that such owners bear their fair and equitable shares of the costs and burdens related thereto. ...	This demand has been referred to legal counsel for consideration.

Appendix 6 - Indigenous Consultation Matrix

Town of East Gwillimbury Official Plan Revisions and Complete Communities Secondary Plan Development: Consultation with the Williams Treaties First Nations

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Introduction

The Town of East Gwillimbury conducted an Indigenous Consultation Process to inform the revisions to the Town's Official Plan (OP) and development of the Complete Communities Secondary Plan (CCSP). The consultation involved inviting all seven of the Williams Treaties First Nations (WTFN) to be consulted. The WTFN which include the following First Nations:

- Three Chippewa Nations: Rama, Beausoleil, and Georgina Island First Nation
- Four Mississauga Nations: Hiawatha, Curve Lake, Alderville, and Scugog Island First Nation

Four of the WTFN indicated interest in providing feedback, with three providing substantive feedback: Hiawatha First Nation (HFN), Alderville First Nation (AFN), and the Mississaugas of Scugog Island First Nation (MSIFN).

This summary captures the comments of the participating Williams Treaties First Nations and the Town's responses.

CCSP Presentation Feedback and Responses (April 15, 2025 and July 2, 2025)

Document and Section/Topic	MSIFN Feedback	Town of East Gwillimbury Planning Staff Response on June 30, 2025	Town of East Gwillimbury Planning Staff Response in May 2026
Document: East Gwillimbury Complete Communities Secondary Plan Presentation **Section:** *Wetland Buffer (15m)*	• Wetlands protect downstream communities from climate exacerbated flooding and must be protected and restored. • Small, isolated, and unevaluated wetlands must be protected. • Wetland evaluations have and continue to undervalue (if not ignore) Indigenous rights, interests, and knowledge. Relying on existing evaluations that are based on western science and policy without meaningful engagement with Indigenous communities understates the high cultural significance of these ecosystems, and risks negatively impacting First Nation rights. • A wetland buffer of 15m is insufficient. Both evaluated and unevaluated wetlands must have a minimum buffer of 30m.	Wetland Buffer (15 m): The Town reached out to GEI (the Town's Natural Heritage consultant) regarding the comment provided on wetland buffer requirements. GEI had informed that the Subwatershed Study (SWS) Phase 1: Existing Conditions and Baseline Monitoring report provides preliminary recommendations and generally suggests protecting wetlands in a 30 m buffer for significant wetlands and a 15 m buffer for non-significant wetlands. GEI's natural heritage staff relies on the Ontario Wetland Evaluation System (OWES) to assess the significance of wetlands in the SWS Phase 1 report. Specific buffer widths will be assessed in greater detail this summer (July-August 2025) as work takes place on the SWS Phase 2: Detailed Update to Existing Conditions and Impact Assessment report. This phase of reporting is intended to take a closer look at the impacts of adjacent land use changes on all natural heritage features identified in Phase 1. GEI will take MSIFN's minimum 30 m buffer for wetlands into consideration moving forward.	• Noted. As of April 1, 2024, Ontario Regulation 41/24 standardized development regulations across the province, requiring a minimum 30-metre buffer (adjacent lands) around all wetlands. Therefore, the 30m minimum buffer has been provided. • The Town recognizes the importance of wetlands, as well as a host of other significant natural heritage features and functions, and it is a requirement of the Provincial Planning Statement and a fundamental principle of this Official Plan that they be protected.

Document and Section/Topic	MSIFN Feedback	Town of East Gwillimbury Planning Staff Response on June 30, 2025	Town of East Gwillimbury Planning Staff Response in May 2026
Document: East Gwillimbury Complete Communities Secondary Plan Presentation **Section:** *Vision Statement*	• MSIFN Consultation supports the preparation of the Complete Communities Secondary Plan in line with the Vision Statement of the Official Plan, particularly the emphasis on urban development and form that forms a "balanced, sustainable and complete community". • Given that "character giving" is a subjective criterion, we request that the CCSP ensure that "character giving" natural areas to be protected include areas that First Nations deem to be of ecological or cultural significance.	Vision Statement: Any natural areas to be protected deemed to be of ecological or cultural significance will be assessed as key studies and reports that are part of this process continue to progress.	• Thank you for your support of the Official Plan vision statement. • We agree that "character giving" natural areas to be protected must include areas that Williams Treaties First Nations deem to be of ecological or cultural significance. This is supported by the additions to the Official Plan which site a requirement for consultation with the Williams Treaties First Nations.
Document: East Gwillimbury Complete Communities Secondary Plan Presentation **Section:** *Fundamental Principles*	• MSIFN Consultation notes our specific interest in Principles 2, 4, and 5, which we flag for future consultation. • We support good urban form that includes densification, active transportation, and a mix of uses that reduces the reliance on vehicles and maintains the integrity of ecosystems. We do not support urban settlement boundary expansions.	• Fundamental Principles: Consultation will continue between the Town and MSIFN as the CCSP process continues to progress.	• Thank you for noting the Principles of interest to MSIFN for which you flag for future consultation. Planning staff have taken note of this. • This Official Plan identifies the Central Growth Area and the Greenbelt Settlement Area (Mount Albert) as the focus for all anticipated urban development to the year 2051. Therefore, urban settlement boundary expansions are not anticipated, but where they may be considered they are subject to Section 6.1.4.4 of this

Document and Section/Topic	MSIFN Feedback	Town of East Gwillimbury Planning Staff Response on June 30, 2025	Town of East Gwillimbury Planning Staff Response in May 2026
			Official Plan, which outlines the requirements for consideration of an urban boundary expansion.
Document: East Gwillimbury Complete Communities Secondary Plan Presentation **Section:** *Current Baseline Assumptions*	• Housing Mix: MSIFN Consultation encourages the East Gwillimbury to focus on solving for the missing middle—promoting duplexes, triplexes, quadplexes, and low-rise housing options. • In light of the housing crisis and the overconsumption and irreversible development of land, we strongly oppose the continued building of single and semi-detached houses where higher density homes can be built. • Holland Landing East CDP and Yonge Corridor CDP – We request further information on the three Environmentally Protected Areas subject to further study.	• Current Baseline Assumptions: It is anticipated at this time that the CCSP will aim to accommodate a full range and mix of housing types. The drafting of the CCSP remains a work in progress and the different housing types intended to be accommodated is currently under review. • Draft for Discussion: Additional information can be provided as it becomes available, after it has been determined that this information can be distributed to interest holders.	• In alignment with MSIFN's recommendation for housing mix, It is the intent of this Official Plan that new development deliver a full range and mix of housing types - including low-rise, mid-rise and high-rise housing forms. As such, this Official Plan exceeds the minimum density requirements of the Province and identifies locations where the full range of housing types are to be delivered. The permitted and promoted OP densities within the Low-Rise designation exceeds existing built form densities within the existing Built Up Area. The OP densities also reflect the current level of transportation infrastructure in the Town. • In accordance with the findings of the Subwatershed Study prepared by GEI, these lands (Holland Landing East CDP and Yonge Corridor CDP) require further, and much more specific and

Document and Section/Topic	MSIFN Feedback	Town of East Gwillimbury Planning Staff Response on June 30, 2025	Town of East Gwillimbury Planning Staff Response in May 2026
			detailed environmental study before they can be determined to be significant under Provincial regulations (and then included within the Environmental Protection Designation), or whether they can be developed for urban land uses. The policy framework for these lands is included within Section 4.4.5 of this Official Plan which requires the preparation of a Natural Heritage Assessment to determine the future role of these lands. The results of this assessment will be shared with the MSIFN as requested.
Document: East Gwillimbury Complete Communities Secondary Plan Presentation **Section:** *Land Use Designations*	• Will the Neighbourhood Area designation allow for small-scale commercial uses (e.g., corner café, restaurant, etc.)? • We strongly support residential neighbourhoods with gentle density and gentle mixed use. • This will reduce total kilometres travelled in vehicles and improve the quality of life for your residents.	• Land Use Designations: The list of Permitted Uses has not yet been finalized for each land use designation, with the policy document still in progress.	• Yes, these designations include permissions for "Neighbourhood Supporting Uses". Please refer to Section 4.6.5.3 to see the array of uses anticipated.

Document and Section/Topic	MSIFN Feedback	Town of East Gwillimbury Planning Staff Response on June 30, 2025	Town of East Gwillimbury Planning Staff Response in May 2026
Document: East Gwillimbury Complete Communities Secondary Plan Presentation **Section:** *Wetland Buffer (15m)*	MSIFN reiterates the biocultural, ecological, and Treaty Right significance of wetlands and to underline our previously submitted comments regarding wetland buffers.		• Thank you for reiterating the significance of wetlands and your comments regarding wetland buffers. Noted. As of April 1, 2024, Ontario Regulation 41/24 standardized development regulations across the province, requiring a minimum 30-metre buffer (adjacent lands) around all wetlands. Therefore, the 30m minimum buffer has been provided. • The Town recognizes the importance of wetlands, as well as a host of other significant natural heritage features and functions, and it is a requirement of the Provincial Planning Statement and a fundamental principle of this Official Plan that they be protected.

Feedback on Full Drafts of the OP Revisions and CCSP

HFN's Feedback

Document, Page Number, and Content/Section	HFN's Feedback	Town of East Gwillimbury Planning Staff Response
Document: Town of East Gwillimbury Official Plan: November 21, 2025 Draft for Circulation and Discussion **Page 3:** "The Town acknowledges the input and relationship with stakeholder groups including municipal advisory committees, the Peoples of the Williams Treaty First Nations, including the Chippewas of Georgina Island."	• Putting First Nations in this sentence marginalizes the Treaty Rights holders and inherent right holders. • Cultural and heritage are inadequately represented in the OHA and I believe that they need to improve control and management, need to improve consultation and consent, prioritize protection over development, need to improve legal protection, and need to modernize legislation to reflect the UNDRIP and establish a true nation to nation partnership in heritage management.	Thank you for identifying the issue with that statement. It has been removed from the document.

Document, Page Number, and Content/Section	HFN's Feedback	Town of East Gwillimbury Planning Staff Response
Document: Cultural Heritage Resource Assessment	• The Cultural Heritage Resource Assessment focused primarily on properties and buildings. However, it should be revised to also recognize the archaeological potential of Indigenous sites, EuroCanadian sites, and sites that have a mixed history. • It is easy to see heritage buildings but sometimes the issue is what is below the surface, so a more fulsome section regarding archeology and cultural heritage is required.	• Agree. For lands within the Complete Communities Plan Area a Stage 1 Archaeological Assessment has been carried out. That study recommended further archaeological assessments for the breadth of the proposed developable lands. These further assessments will include a search for potential Indigenous sites, EuroCanadian sites, and sites that have a mixed history. • Furthermore, Archaeological Resources, Archaeological Assessment, and Consultation with Indigenous communities are located within section 3.4.3 Cultural Resources.
Document: Town of East Gwillimbury Official Plan: November 21, 2025 Draft for Circulation and Discussion **Page 25:** Section 3.4.3.4: Archaeological Resources	• Regarding development in the draft OP in section 3.4.3.4 for Archaeological Resources, it currently states that in any area with archaeological resources the Town *may* require a search, but according to the Planning Act and other requirements, the assessment needs to be done especially with areas of archaeological potential. Please change language from *may* to *shall*. That way the HFN can be more involved and prevent harm being caused. • The language should be clear that steps must be required prior to development to protect cultural heritage and archaeological significance of these areas. If this is not done it would have a very negative impact on the community.	• Agree. For lands within the Complete Communities Plan Area a Stage 1 Archaeological Assessment has been carried out. That study recommended further archaeological assessments for the breadth of the proposed developable lands Areas of archaeological potential are identified in the revised Section 3.4.3.4 a) of this Official Plan. • Section 3.4.3.4 has been substantially adjusted in accordance with direction from the Province. This section has also been updated to include the terms "will" and "must" within the archaeological policies of this section. • This Official Plan identifies the potential need for Archaeological Studies, Conservation Plans, Cultural

Document, Page Number, and Content/Section	HFN's Feedback	Town of East Gwillimbury Planning Staff Response
	• The OP must be clear that a Cultural Heritage Impact Assessment and Archaeological Assessment needs to be done. HFN is adamant about ensuring this wording.	Heritage Evaluation Reports, and Heritage Impact Assessments as part of the development approvals process. (see Table 6: Required Support Studies)
	Concerns over Holland River and Wetlands • Although there is not currently proposed development on whitebelt areas, HFN still has concerns about future developments that are possible in areas near the Holland River and wetlands. • The Holland River is historically significant to HFN. They have concerns about that and the archaeological components around it, as well as the wetlands around the development. • Wetlands have been used for gathering of medicines and they have cultural significance, depending on whether they are natural or human made. There are traditional medicines there and their people still harvest them. HFN wants to ensure they are still protected, including those medicines that grow there.	• Agree. The Town recognizes the importance of wetlands, as well as a host of other significant natural heritage features and functions, and it is a requirement of the Provincial Planning Statement and a fundamental principle of this Official Plan that they be protected. • Whitebelt Lands is not a phrase used within the Official Plan any longer. As related to the Complete Communities Plan Area there has been substantial work carried out by GEI to establish the Environmental Protection Designation. Much of the detailed and scientific work around the natural features and functions has been carried out through their Subwatershed Study - Phase 1: Existing Conditions and Baseline Monitoring Report and through their work on the Subwatershed Study Phase 2: Detailed Update to Existing Conditions and Impact Assessment Report. • The Official Plan also includes an Adjacent Lands Overlay (lands within 100m of Environmental Protection lands) to trigger further study, and through that trigger, it is expected that the preparation of the required Community Design Plan process features, functions and any associated buffers will be evaluated and fully

Document, Page Number, and Content/Section	HFN's Feedback	Town of East Gwillimbury Planning Staff Response
		ground-truthed through the preparation of the required Natural Heritage Assessment, prepared in support of applications for Draft Plan of Subdivision and Rezoning.
Section 6.2 of Impact Assessment Report	• Within the ASI impact assessment report there is a section 6.2 on Mitigation Measures that provides recommendations for avoidance and protection. It speaks about avoiding alteration and destruction of cemetery lands. • Rather than just cemeteries being present, there could be Indigenous or settler burials that are not in EuroCanadian style cemeteries, especially around waterways. Section 6.2 must be revised to have language that point this out. • There is legislation related to situations where burial remains are found in an archeological context. Mitigation and protection procedures must already be in place by the OP to avoid them being damaged. • Properties must be at least screened for archaeological potential, even by the Township right off the bat. • Suggestion to discuss this with ASI as they have lots of experience in this area.	• Agree. Where there is a conflict between any supporting background study, or any specific policy of this Official Plan with any existing Provincial legislation, the Provincial legislation prevails. • For lands within the Complete Communities Plan Area a Stage 1 Archaeological Assessment has been carried out. That study recommended further archaeological assessments for the breadth of the proposed developable lands. The subsequent Stage 2 Archaeological Assessments will be conducted in accordance with the 2011 Standards and Guidelines for Consultant Archaeologists set out by the Ministry of Citizenship and Multiculturalism ("MCM") pursuant to the Ontario Heritage Act, R.S.O. 1990, c. O.18. The results of the Stage 2 assessments will make recommendations for additional fieldwork, if necessary. In the event of the discovery of one or more archaeological sites, additional Stage 3 site-specific excavation and/or Stage 4 mitigation may be required, as per the MCM's 2011 Standards and Guidelines for Consultant Archaeologists. • Furthermore, Archaeological Resources, Archaeological Assessment and Consultation with Indigenous Communities are located within section 3.4.3 Cultural Resources.

MSIFN's Feedback

Document and Content/Section	MSIFN's Feedback	Town of East Gwillimbury Planning Staff Response
Document: Town of East Gwillimbury Official Plan: November 21, 2025 Draft for Circulation and Discussion Section 1.1.2 Written to Celebrate Inclusivity and Diversity	Issue: *First Nations / Indigeneity included in h) but not named in heading*. • The heading should be updated to include 'Indigeneity' alongside Inclusivity and Diversity. • "Written to Celebrate Indigeneity, Inclusivity, and Diversity"	Thank you for flagging this. Subsection 1.1.2 subsections g) and h) have been deleted. Section 3.4.3.6 Consultation with Indigenous Communities has been added.

Document: Town of East Gwillimbury Official Plan: November 21, 2025 Draft for Circulation and Discussion Section 1.1.2 Extensive Stakeholder Consultation	Issue: *First Nations are not stakeholders*. • The Mississaugas of Scugog Island First Nation, along other relevant communities and Nations, are Rightsholders, not stakeholders. • The Town must correct this language throughout the document to ensure that 'Rightsholder' is used to refer to MSIFN and the other signatories of the Williams Treaties. • Rightsholders should be written about separately from stakeholders, perhaps in separate sentences or bullet points to make this distinction clear. Issue: *Indigenous Rights are not explicitly named or mentioned*. • This should be corrected through the inclusion of the following text: "Nothing in this Official Plan shall be interpreted or applied so as to abrogate or derogate from the Aboriginal and Treaty rights of Indigenous peoples recognized and affirmed by Section 35 of the Constitution Act, 1982. This Official Plan shall be administered and interpreted in a manner consistent with the United Nations Declaration on the Rights of Indigenous Peoples, including the principles of free, prior, and informed consent, and in recognition of Indigenous peoples' rights to maintain and strengthen their distinctive relationship with their lands, waters, and resources." Issue: *Defining the Town's consultation with First Nations regarding future proposed land use changes*	Thank you for flagging this. Subsection 1.1.2 subsection i) has been deleted. Section 1.1.2 k) Indigenous Rights has been added. Thank you for sharing MSIFN's stance on UNDRIP. In 2026, the Town convened a Truth and Reconciliation working group, whose scope includes to consider and advise the Town on UNDRIP implementation as a foundation of reconciliation. This work is guided by the Town's 2024-2027 Indigeneity, Inclusion, Diversity, Equity, and Accessibility (IIDEA) Action Plan. The Town is currently leading a process to consider a process for a formal adoption of UNDRIP. AFN's feedback regarding UNDRIP will be included in this process. It is understood that UNDRIP is a higher level of consultation than the Duty to Consult. Should Council vote to adopt UNDRIP, the Official Plan will be modified/amended to reflect the direction of Council. The Town will keep the Williams Treaties First Nations updated on this process. Agree. Creating an Indigenous Consultation Framework is an initiative included in the Town's 2024-2027 IIDEA Action Plan. The Town has completed an initial draft of the Indigenous Consultation Framework and will be contacting Williams Treaties First Nations to consult them on the draft. Thank you for staring your support of the guiding principles. Agreed. A new Section 6.1.14 has been added with respect to Indigenous Consultation. The wording for that new Section was provided by the Province and adapted by the Town.

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	• The Town should establish clear protocols for consultation with Indigenous communities and ensure that meaningful engagement takes place for all proposed land use changes, particularly those impacting Indigenous rights and traditional lands. Issue: *Guiding Principles & Accommodating Projected Growth* MSIFN Consultation supports these guiding principles. • We note our support for good urban form that includes densification, active transportation, and a mix of uses that reduces the reliance on vehicles and maintains the integrity of ecosystems. • We highlight the importance of intensification for meeting the majority of projected population growth, rather than relying on the development of greenfield, environmentally sensitive areas, and agricultural lands.	

Document: Town of East Gwillimbury Official Plan: November 21, 2025 Draft for Circulation and Discussion Section 2.2.3 Future Urban Development Areas *"b) To facilitate the future urban development of any/all of these identified lands requires an Amendment to this Plan to determine the appropriate Employment District or Community Area land use designations that will permit anticipated development. The required Amendment(s) to this Plan shall be supported by appropriate technical studies and shall be*	• MSIFN Consultation acknowledges that the three areas identified as Future Urban Areas have historically been identified as such. We strongly urge the Town to protect these lands and to continuing to develop, in-fill, and intensify within the existing Delineated Built Up Area. • While we urge restraint in considering development on these lands, should the Town consider unlocking Future Urban Areas for development, MSIFN requires that we be engaged in an early, proactive, and meaningful manner prior to any decisions being made, in line with UNDRIP and requirements for our Free, Prior, and Informed Consent.	• As identified, the Future Urban Areas identified on Schedule 1 have historically been identified for urban growth since the 2010 version of the Official Plan. They are in this Official Plan identified as within the contiguous Settlement Area that comprises the Town's Central Growth Area. To achieve urban development forms on these lands a further Official Plan Amendment, and potentially a Community Design Plan process will be required, including the preparation of all appropriate technical studies and appropriate consultation with the Williams Treaties First Nations.

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carried out in accordance with the relevant policies of this Plan, and in conformity with any applicable Provincial plans, policies or guidelines."		

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Section 3.2.2.3 Public Service Facilities/Community Facilities
 	
"The Town will collaborate with service planning, funding and delivery sectors to facilitate the co-ordination and planning of community hubs and other public service facilities/community facilities"
	• First Nations and Urban Indigenous communities should be included in the co-ordination and planning of community hubs, particularly in light of identifying any community needs not currently being met (e.g., programming including Indigenous language courses and artist workshops).
	• First Nations, including MSIFN, also have a wealth of member artists, muralists, sculptors, and culture workers who should be collaborated with and commissioned to provide these community hubs with art that reflects the region and our connections to these lands.
	• MSIFN Consultation requests that the Town consider establishing guidelines for creating public spaces that reflect Indigenous cultures, perhaps incorporating storytelling spaces, gathering circles, and elements that acknowledge our history and the land.
		• Noted. East Gwillimbury has a 2009 Community Park, Recreation & Culture Strategic Master Plan and a Library Services Growth Plan from 2024. East Gwillimbury also has a Built Heritage Strategy from 2025 (eastgwillimbury.civicweb.net/document/203664/):
		  ○ Strategy 2.6 calls for the Town to launch a callout to residents and First Nations possessing archival cultural and built heritage information or materials to be stored in a central repository.
		  ○ Strategy 2.7 calls for the creation of an online venue to preserve information and historical facts about the Town's heritage, including cultural and First Nations Heritage.
		  ○ Strategy 4.1 speaks to identifying opportunities for heritage education, projects, events and programming with community partners and First Nations. If, in the future the Town creates guidelines for public spaces, they will consult with Indigenous communities.
		• The suggested sentence regarding community hubs was added to page 17 of the Official Plan in Section 3.2.2.3.

Document: Town of East Gwillimbury Official Plan:	• This wording does not encourage the Town and proponents of new developments to consult and engage with First Nations and Indigenous Communities beyond mere 'consideration'.	• The wording of this subsection has been adjusted in accordance with wording provided by the Province. It is also noted that the Province provided updated wording for Section 3.4.3.6 that deals specifically with

Document and Content/Section	MSIFN's Feedback	Town of East Gwillimbury Planning Staff Response
November 21, 2025 Draft for Circulation and Discussion Section 3.4.3.1 Management, Conservation and Protection "*d) All new developments and capital public works projects permitted by the land use policies and designations of this Plan shall:* ... *iii. Consider the influence of Indigenous Communities in conserving cultural heritage and archaeological resources; and"*	• This passage should be updated to: "Consider the influence and agency of Indigenous Communities in conserving cultural heritage and archaeological resources, actively and proactively seeking their consultation, participation, and engagement; and"	Consultation with Indigenous Communities. 3.4.3.1 d) iii. Has been amended as proposed.

Document and Content/Section	MSIFN's Feedback	Town of East Gwillimbury Planning Staff Response
Document: Town of East Gwillimbury Official Plan: November 21, 2025 Draft for Circulation and Discussion Section 3.4.4.2 Public Art *"The section on Public Art does not name any principles around the maintenance, enhancement, or installation of new pieces of public art, notably lacking any mention of the stories, cultures, and diversity that this art will be commissioned to reflect."*	• Public art plays a central role in fostering a community's identity and the arts and cultures of Indigenous Peoples should be better represented through public art installations and landmarks. • Suggestion: "The allocation and installation of public art will be in line with the Guiding Principles of this Official Plan and the Town's commitment to our community's Indigeneity, Diversity, and Inclusion, reflecting the many cultures and histories on this land." • Suggestion: Allocate specific spaces for Indigenous public art that honors the local Indigenous communities, integrating traditional art forms and recognizing historical significance. • Within the Urban Design Manual, include guidelines for creating public spaces that reflect Indigenous cultures and worldviews, such as designing spaces for ceremony, storytelling, and reflection. • Provide clear strategies for involving Indigenous artists in the planning and design process of public spaces	• The Town of East Gwillimbury does not presently have public art guidelines. If the Town chooses to create these guidelines, there will be consideration for Indigenous art. Staff have also amended 3.4.4.2 Public Art to include policy language for Indigenous art and have included the provided wording. • In a future update of the Urban Design Manual, consideration will be given to including the suggested guidelines and the Williams Treaties First Nations will be invited to consult. Further, a future Parks Plan could also include the role of Indigenous culture in the design of public parks and open spaces and would include consultation with the Williams Treaties First Nations.

Document and Content/Section	MSIFN's Feedback	Town of East Gwillimbury Planning Staff Response
Document: Town of East Gwillimbury Official Plan: November 21, 2025 Draft for Circulation and Discussion **Sections** 4.2.2, 4.2.3, 4.2.4 *Low, Medium, and High-Density Residential Designation*	• Will these three designations allow for small-scale commercial uses (e.g., corner café, restaurant, etc.)? • We strongly support residential neighbourhoods with gentle density and gentle mixed use that allows residents to easily walk to a café, bakery, or other small shop, rather than needing to get into a private vehicle and drive for a coffee or a bag of milk. • This will reduce total kilometres travelled in vehicles and improve the quality of life for East Gwillimbury residents, reduce carbon emissions and air pollution, and decrease health risks, including vehicle crash fatalities.	• Agreed and yes, these designations include permissions for "Neighbourhood Supporting Uses". Please refer to Section 4.6.5.3 to see the array of uses anticipated. This section states as follows: **"4.6.5.3 Neighbourhood Supporting Uses** a) Where identified as a permitted use in any designation in this Plan, neighbourhood supporting uses may be permitted through a site-specific Zoning By-law, and may include: i. Artisan establishments, studios and craftsman shops (maker spaces); ii. Business and financial institutions; iii. Health care offices and clinics; and iv. Convenience retail, personal service establishments and restaurants."
Document: Town of East Gwillimbury Official Plan: November 21, 2025 Draft for Circulation and Discussion Section 4.2.9.4 Other Open Space Elements	• MSIFN Consultation is in support of policies to facilitate Eco Parks and Open Space Connectors.	Thank you for stating your support of policies to facilitate Eco Parks and Open Space Connectors.

Document and Content/Section	MSIFN's Feedback	Town of East Gwillimbury Planning Staff Response
Eco Parks and Open Space Connectors		
Document: Town of East Gwillimbury Official Plan: November 21, 2025 Draft for Circulation and Discussion Section 5.5.3.1 Policies for the Water Resources System, General Policies	Addition to General Policies: • "The Town recognizes and respects the unique relationship that Indigenous peoples have with water, including through Traditional Knowledge, practices, and Treaty and Aboriginal Rights. Indigenous communities shall be consulted on developments within water resource areas, especially those that could affect cultural, spiritual, or subsistence uses of water."	• Agree. Suggested text has been added to Policy 5.4.3.1 e) added under General Policies. • Consultation with Indigenous communities is also specifically dealt with in Section 6.1.14 of this Official Plan. Wording for this Section was provided by the Province and adapted by the Town. This section references Treaty Rights. The Town also has policies in place for the protection of water resource systems. • It is noted that the Province provided updated wording for Section 3.4.3.6 which was adapted by the Town and included. This section deals specifically with Consultation with Indigenous Communities. • The responsibility to ensure that Indigenous consultation has been appropriately carried out, as identified in Section 6.1.14 of this Official Plan lies with the Town, and where required, will be supplemented by development applicants through the planning approval process.

Document and Content/Section	MSIFN's Feedback	Town of East Gwillimbury Planning Staff Response
Document: Town of East Gwillimbury Official Plan: November 21, 2025 Draft for Circulation and Discussion Section 6.1.14.2 Complete Application Requirements	Issue: *Lack of Indigenous Engagement as part of Complete Application Requirements* • All applicants must demonstrate that they have contacted all relevant Rightsholding First Nations to establish a connection and make a meaningful effort to consult and engage, whether through the pre-consultation process or independently. • We request that the Town add this requirement to "Table 6. Required Supporting Studies" and incorporate this requirement into h) as part of a performance checklist or index. The Town should review applicants' documented engagement with First Nations and, where appropriate, validate with the relevant communities.	• Section 6.1.14 has been amended to include the requirement for an Indigenous Consultation Plan where Treaty Rights may be impacted. This Plan is also now identified in Table 6: Required Supporting Studies. The requirement for an Indigenous Consultation Plan has been added to Appendix A, the Terms of Reference for a Community Design Plan.

AFN's Feedback

Document and Section	AFN Feedback	Town of East Gwillimbury Planning Staff Response
Document: Town of East Gwillimbury Official Plan: November 21, 2025 Draft for Circulation and Discussion **Page vii:** Land Acknowledgement	The land acknowledgement language should be revised. First Nations do not "occupy". It should name the treaties, including the Gunshot Treaty, the 1923 Williams Treaties, and the Settlement of 2018. It should also name all 7 WTFN.	Thank you for flagging this. Updating the Town's land acknowledgement is an initiative included in the Town's 2024-2027 Indigeneity, Inclusion, Diversity, Equity, and Accessibility (IIDEA) Action Plan. A draft revised land acknowledgement was shared with the Williams Treaties First Nations in May 2026 for their review and feedback. This revised version did consider AFN's feedback on the current land acknowledgement. The land acknowledgement included within this Official Plan is the currently approved statement that is utilized by the Town. However, a land acknowledgement reflection was added to page xi of the Official Plan to ensure that the recommended points are still captured.

Document and Section	AFN Feedback	Town of East Gwillimbury Planning Staff Response
Document: Town of East Gwillimbury Official Plan: November 21, 2025 Draft for Circulation and Discussion **Page 3:** Written to Celebrate Inclusivity and Diversity "b) Notwithstanding the above, the Town recognizes the unique relationship that First Nations Peoples have with this land, as well as government bodies, which must be honoured in implementing this Plan."	This should be replaced with a paragraph on treaty rights and the reaffirmation of the WTFN treaties through the 2018 settlement. It should be in a separate section. It is not appropriate to have it under the Diversity and Inclusion heading. It must include that early consultation with WTFN must occur, because the Town is covered by the Williams Treaties. This should be included as a preamble upfront that cues the reader, as well as threaded throughout the document. Early consultation will help prevent projects from being delayed. It should also state that changes to land use may have impacts on the environment and harvesting. When there are changes to land use the municipality must enter into a Duty to Consult agreement with the WTFN.	Thank you for flagging this. Section 1.1.2, subsections g) and h) have been deleted. Section 1.1.2 k) Indigenous Rights has been added. Section 3.4.3.6 Consultation with Indigenous Communities has also been added. It is noted that the Province provided updated wording for Section 3.4.3.6 that deals specifically with Consultation with Indigenous Communities. As mentioned above, a land acknowledgement reflection was added on page xi of the Official Plan. The requirements for ongoing Indigenous consultation have been added in Section 1.1.2 & 6.1.14 of this Official Plan.

Document and Section	AFN Feedback	Town of East Gwillimbury Planning Staff Response
Document: Town of East Gwillimbury Official Plan: November 21, 2025 Draft for Circulation and Discussion **Page 3:** Extensive Stakeholder Consultation "i) The preparation of this Plan involved a stakeholder consultation process that was undertaken to define the Town's vision and identify underlying principles. As a result, the policies of this Plan reflect the collective aim and aspiration of the people of East Gwillimbury. The Town acknowledges the input and relationship with stakeholder groups including municipal advisory committees, the Peoples of the Williams Treaty First Nations, including the Chippewas of Georgina Island, York Region and other agencies."	• WTFN are not stakeholders. They are rightsholders. They have Indigenous rights and treaty rights. Including them in a list with York Region and the GIFN specifically does not make sense. • The seven WTFN have equal rights to harvesting so pulling out the GIFN does not make sense. • Indigenous consultation should have a separate section indicating how this process will be more robust and naming all seven WTFN. • Ensure "treaties" is pluralized.	• Thank you for flagging this. • Subsection 1.1.2 subsection i) has been deleted, as well as any reference to First Nations as stakeholders. • Agree. A new Section 1.1.2, subsection k) has been added, based on Provincial comments. • The Official Plan will be modified/amended to reflect a future updated land acknowledgement, should Council adopt a revised acknowledgement. • The requirements for ongoing Indigenous consultation have been added in Section 6.1.14 of this Official Plan.

Document and Section	AFN Feedback	Town of East Gwillimbury Planning Staff Response
Document: Town of East Gwillimbury Official Plan: November 21, 2025 Draft for Circulation and Discussion Page 24: “iii. Consider the influence of Indigenous Communities in conserving cultural heritage and archaeological resources; and”	• This language must be strengthened language beyond “consider.” The PPS says “*shall* engage early and ensure.”	• Thank you for flagging this. • This language has been changed as suggested.

Document and Section	AFN Feedback	Town of East Gwillimbury Planning Staff Response
Document: Town of East Gwillimbury Official Plan: November 21, 2025 Draft for Circulation and Discussion **Page 25**: “Section 3.4.3.6 Consultation with Indigenous Communities a) Where development is proposed in proximity to any cultural heritage attribute or resource relating to the activities of the ancestors of an affected Indigenous Community, the qualified heritage experts, including the licensed archaeologist shall consult with affected Indigenous Communities and ensure their interests are considered when identifying, conserving and managing archaeological resources, built heritage resources and cultural heritage landscapes.”	This section must be strengthened. The is a need to be specific in regard to “areas of archeological potential” because we don’t know what is there until the ground is tested. There must be a definition of archeological potential provided. Please refer to the highlights of PPS language and UNDRIP provided by AFN.	Agree. The wording of this subsection has been adjusted in accordance with wording provided by the Province and adapted by the Town. Agree. It is noted that the Province provided updated wording for Section 3.4.3.6 that deals specifically with Consultation with Indigenous Communities.

OP and CCSP	AFN asked the Town to review the following relevant documents and then update the OP and CCSP documents accordingly, with attention to the sections marked below in italics: • Provincial Planning Statement (PPS) 2024: ○ Section 4.6.2 – Planning authorities shall not permit *development* and *site alteration* on lands containing a*rchaeological resources* or *areas of archaeological potential* unless the *significant archaeological resources* have been *conserved*. ○ Section 4.6.4 – Planning authorities are encouraged to develop and implement: a) archaeological management plans for conserving archaeological resources. ○ Section 4.6.5 – Planning authorities shall engage early with Indigenous communities and ensure their interests are considered when identifying, protecting,	The Provincial Planning Statement is Provincial policy that is applicable within the Town of East Gwillimbury. It is a clearly stated requirement that all planning activities within the Town shall be consistent with the Provincial Planning Statement. Section 1.1.2 k) of the Official Plan (Indigenous Rights) has been updated to address this. In addition, Section 6.1.14 of the Official Plan (Indigenous Consultation) now addresses this. Thank you for sharing AFN's stance on UNDRIP. In 2026, the Town convened a Truth and Reconciliation working group, whose scope includes to consider and advise the Town on UNDRIP implementation as a foundation of reconciliation. This work is guided by the Town's 2024-2027 Indigeneity, Inclusion, Diversity, Equity, and Accessibility (IIDEA) Action Plan. The Town is currently leading a

	and managing *archaeological resources*, *built heritage resources* and *cultural landscapes*. ○ In addition, Section 6.1.1 states: The Provincial Planning Statement shall be implemented in a manner that is consistent with the recognition and affirmation of existing Aboriginal and treaty rights in section 35 of the *Constitution Act, 1982*. ○ Also, Section 6.2.2 states: Planning authorities shall undertake early engagement with Indigenous communities and coordinate on land use planning matters to facilitate knowledge-sharing, support consideration of Indigenous interests in land use decision-making and support the identification of potential impacts of decisions on the exercise of Aboriginal or treaty rights.	process to consider a process for a formal adoption of UNDRIP. AFN's feedback regarding UNDRIP will be included in this process. It is understood that UNDRIP is a higher level of consultation than the Duty to Consult. Should Council vote to adopt UNDRIP, the Official Plan will be modified/amended to reflect the direction of Council. The Town will keep the Williams Treaties First Nations updated on this process.

Document and Section	AFN Feedback	Town of East Gwillimbury Planning Staff Response

	• United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP):
	  ○ Relevant Articles include 11, 12, 24, 26, 29, and 32.
	  ○ AFN noted that UNDRIP became part of Canadian Law and implemented through **the United Nations Declaration Act (UNDA)** 2021.	

Appendix 7 - EG Urban Design Manual (November 2025)

East Gwillimbury



Town of East Gwillimbury

URBAN DESIGN MANUAL

November 2025


EG
East Gwillimbury

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Appendix A – Urban Design Brief Terms of Reference



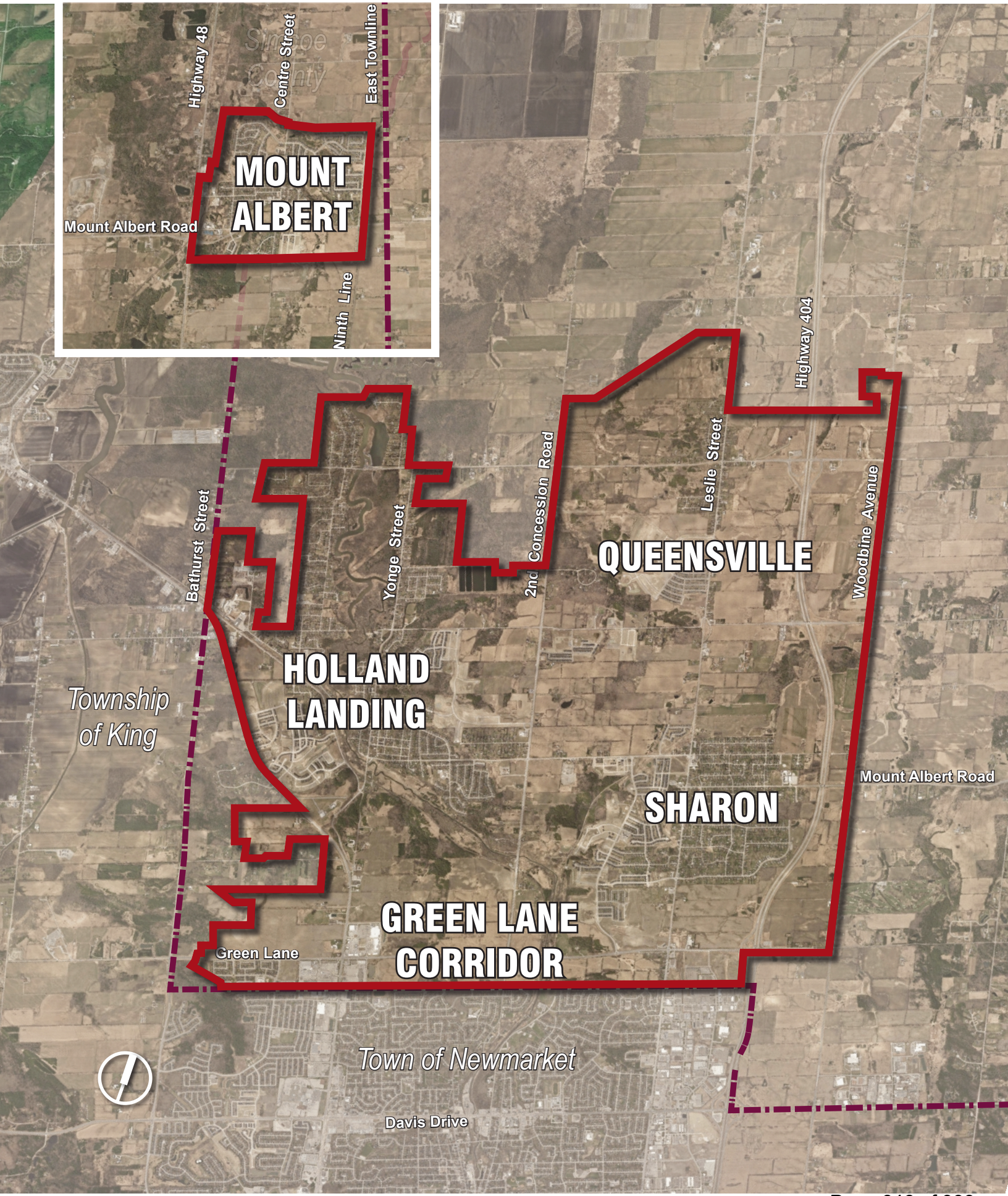




1.0

introduction




Highway 48
Centre Street
East Townline
MOUNT ALBERT
Mount Albert Road
Ninth Line
Highway 404
Bathurst Street
Yonge Street
2nd Concession Road
Leslie Street
Woodbine Avenue
QUEENSVILLE
HOLLAND LANDING
Township of King
SHARON
Mount Albert Road
GREEN LANE CORRIDOR
Green Lane
Town of Newmarket
Davis Drive

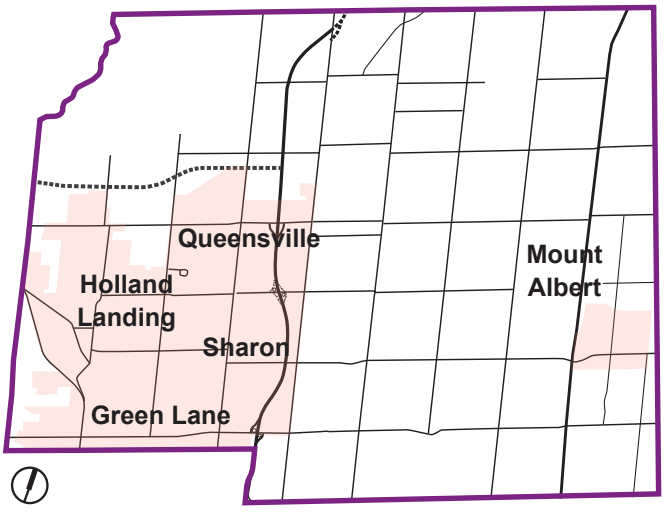
1. INTRODUCTION

1.1 Context and Purpose of the Urban Design Manual

1.1.1 Context

The Town of East Gwillimbury is located south of Lake Simcoe in the north portion of the Region of York, herein referred to as “York Region”. The municipality’s total area amounts to an estimated 245 square kilometres and is generally bordered by the York Durham Line to the east, Green Lane and Davis Drive to the south, Bathurst Street to the west, and Ravenshoe Road the north. Surrounding municipalities include Georgina to the north, Whitchurch-Stouffville and Newmarket to the south, King and Bradford West Gwillimbury to the west, and the Township of Uxbridge to the east.

East Gwillimbury is comprised of a number of communities that include Sharon, Holland Landing, Queensville, and Mount Albert, as well as Designated Greenfield Areas and Employment Districts.



The current planning paradigm plans for the Town’s greatest height and density along its major roads and at intersections while promoting compatibility and stability in the surrounding low-rise neighbourhoods.

1.1.2 Purpose

The purpose of the Urban Design Manual (UDM) is to encourage the design of a complete, effective, and sustainable built environment consistent with East Gwillimbury’s character and vision for the future. The UDM provides guidance on design matters that are directly related to ensuring that new development is high quality, pedestrian-oriented, interconnected, sensitive to the natural and built environment, and provides adequate public facilities and infrastructure.

The UDM is intended as a framework that outlines the salient characteristics of various design concepts and principles. The intent is to guide new development to become distinctive, while relating harmoniously to the terrain, use, scale, architecture, streetscapes, and communities of East Gwillimbury, as well as meeting the needs of its citizens and visitors. The UDM will help provide predictability for applicants, the Town, and stakeholders, by providing consistent direction about the criteria for the design of proposed development.

The provisions and examples in the UDM should be used as the foundation of design for all development in the Town and will be used in the assessment of development proposals. Meeting the requirements of the UDM does not preclude the necessity to design specific site elements to function properly, be of high quality construction, and with appropriate attention to details that ensure that site improvements can be properly maintained.

1.2 Interpretation & Implementation of the Guidelines

1.2.1 What Are Urban Design Guidelines?

Urban design is the process of giving form, shape, and character to the physical elements that comprise the various communities and neighbourhoods of East Gwillimbury. Good urban design contributes to the vitality and health of a community; aesthetics, architecture, and compatibility; and to vibrant and successful public spaces. The urban design guidelines for the Town are a set of recommendations intended to guide development to achieve a desired level of prescribed quality in both the public and private realms.

In the context of East Gwillimbury, urban design must consider:

Preservation

Occurs in a variety of ways and applies to the safeguarding of built and cultural heritage, as well as the natural environment. It encompasses the preservation of views, important places, and landmarks.

Compatibility

As more intense forms of development are considered the concept of compatibility becomes important. New development should integrate with the existing context and consider: high quality design; sensitivity to heritage (built and natural); appropriate transitions to stable neighbourhoods; the character of neighbourhoods and community identity; and fit within the streetscape.

Connectivity

Occurs beyond the scale of roads and must consider how pedestrians connect to smaller sites, access transit, visit parks and natural systems, and do so safely and in a comfortable manner. New development must play a role in ensuring a high degree of connectivity by enhancing circulation systems and creating clear routes.

Legibility

It is important that there is coherence across the urban design guidelines to allow for the harmonious integration of new and existing development. A legible urban environment should be easy to navigate, safe, and create opportunities for public interaction.

Sustainable Urban Form

The principle of sustainability is found throughout the Official Plan and is a Council priority. Sustainability impacts all aspects of the Official Plan and is used as a lens for policy development. It is essential this approach continue and be reflected in support for new growth that is compact, designed efficiently, avoids ecosystem degradation, creates sustainable systems of transportation, promotes active transportation, healthy communities, and mitigation and adaptation to climate change.

1.2.2 Structure of the Urban Design Manual

Development in East Gwillimbury will reference all sections of the UDM guidelines to ensure that the design of the public realm, buildings, and sites are informed by the comprehensive vision and design goals of the Official Plan. The Urban Design Manual guidelines are organized under three main sections:

Section 2 - Public Realm

Public Realm guidelines are related to the design of elements within the public realm, including the design of roads, parks, trails, gateways, streetscape design elements, street trees and landscaping, and stormwater management facilities. Guidance is also provided for the interface with natural heritage features and their role as defining character elements in the Town.



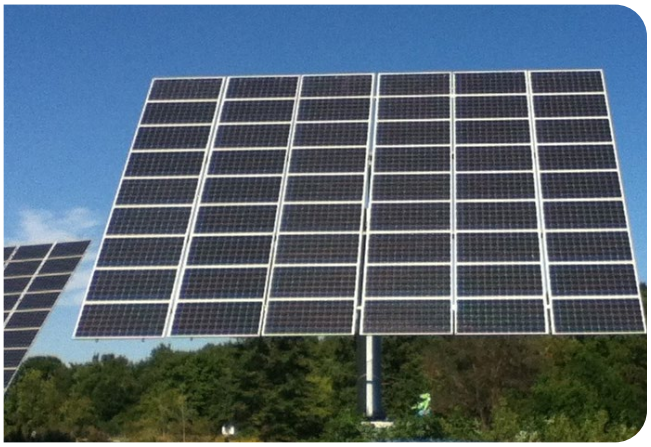
Section 3 - Private Realm

Private Realm guidelines are related to building design and site organization and design within the private realm. They provide guidance on the design of specific residential, commercial and mixed use, employment, and institutional building types.



Section 4 - Sustainable Buildings + Infrastructure

Sustainable Buildings and Infrastructure guidelines are informed by the Official Plan and the Thinking Green! Development Standards (TGDS). The guidelines apply to both the private and public realms and are related to energy and water conservation, waste management, green infrastructure and building practices, and urban agriculture.



1.2.3 How Will the UDM be Used?

The UDM is intended to implement the Official Plan direction for the Town and provide greater clarity on urban design, streetscapes, built form, and sustainability initiatives. The UDM is to be read in conjunction with, and complement the objectives and policies of the Official Plan, the provisions of the Town of East Gwillimbury Zoning By-law, Thinking Green! Development Standards, master plans, secondary plans, community design plans, and other guidelines or standards.

Individual Urban Design Guidelines (UDG) are in place for each community in East Gwillimbury and include the following:

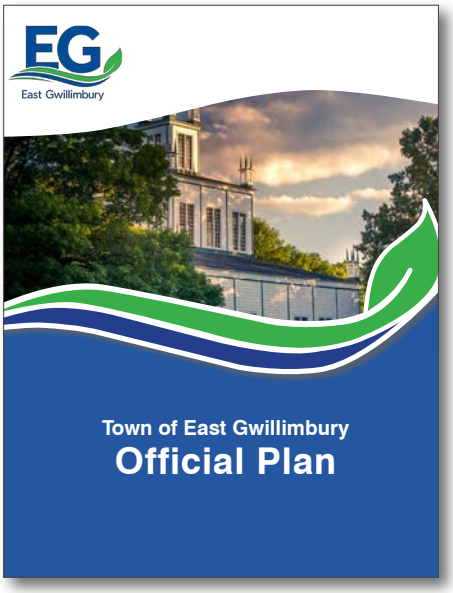
- Sharon UDG
- Mount Albert UDG
- Holland Landing UDG
- Queensville UDG
- Green Lane West UDG
- 404 Secondary Plan UDG
- NW Yonge & Green Lane Secondary Plan UDG

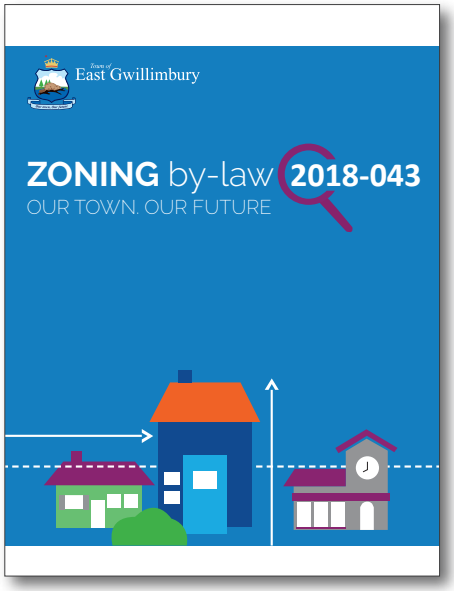
The UDM, in concert with the Official Plan policies and the Thinking Green! Development Standards, will be used to evaluate development applications in order to ensure that a high level of urban design and the intended level of sustainability is achieved.

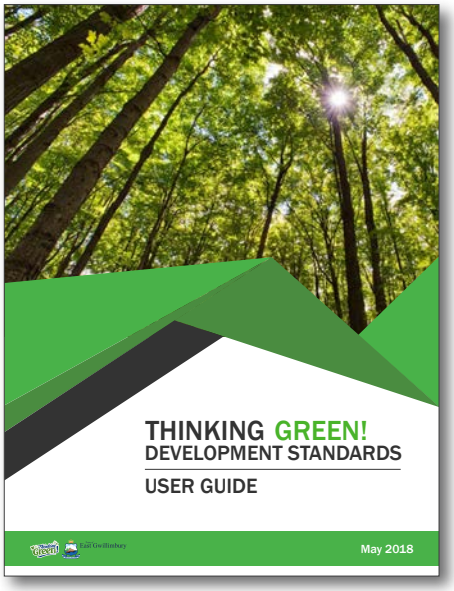
The UDM will be used by:

- Town Council and Committees when evaluating whether an application meets the Town's vision for development in East Gwillimbury;
- Town staff and external agencies when reviewing development applications and as a reference for design decisions for proposed studies and projects;
- The development industry including, but not limited to developers, consultants, and property owners to demonstrate how their proposals align with the Town vision; and,
- The public for greater awareness of the benefits of urban design in their community.

Notwithstanding the foregoing, the policies of the Official Plan and the provisions of the Zoning By-law shall prevail over the provisions of UDM in the event of any conflict







1.2.4 Implementation Tools

The Zoning by-law addresses matters such as lot coverage, parking, setbacks and height - many quantitative aspects of a community's physical form. While zoning regulates how buildings sit within a lot or block, it represents only one of the planning tools that may be used to guide and shape development. Zoning is best used in conjunction with Draft Plan of Subdivision or Condominium design, or Site Plan Control, all of which would consider the UDM to create development that promotes design excellence, and is compatible with, and fits within its surrounding context.

The guidelines address the relative height, massing, and articulation of buildings and landscapes, and their relationship to one another and to their surroundings. These qualitative aspects of physical form work in combination with zoning parameters to lend shape and character to a community

The Town may also consider the use of tools such as the Community Benefits By-law, Community Improvement Plans, and associated incentive programs to assist with the implementation of development, design, and sustainable development standards.

1.2.5 Applicability

The UDM shall apply to all projects subject to review and planning approval by the Town through subdivisions, condominiums, and site plan applications as permitted under the Planning Act and the Zoning By-law.

Compliance with the provisions of the UDM does not preclude compliance with other development regulations associated with an application as required by the Town or other applicable jurisdiction. Where provisions of the UDM may conflict due to the characteristics of a proposal, the more restrictive shall apply and/or an alternative design solution(s) may be required that meets the intent of the UDM.

1.2.6 Submissions

To assist decision makers, stakeholders, and community members in understanding proposals applicants shall submit an **Urban Design Brief** with their development proposal as part of a complete development application.

The Urban Design Brief shall describe the project and demonstrate to the Town how their proposal meets the UDM, including any additional written materials, graphic illustrations, and diagrams necessary to demonstrate compliance with the UDM.

The Urban Design Brief is further described in **Appendix A** of this document.

Note. Illustrations and photographs shown throughout this guideline document demonstrate examples of how the Manual can be applied, and are not intended to exclude other designs that meet the intent of the Manual.

1.3 Vision & Guiding Principles

The East Gwillimbury Official Plan promotes a long-term vision for the Town, articulating what East Gwillimbury aspires to become. The Official Plan has established a **Vision and Guiding Principles** to promote the Town as a successful and desirable place to live, work, play, and invest in.

Vision

East Gwillimbury will evolve as a balanced, sustainable, and complete community, with a mix of housing options to meet the needs of a diverse population and a range of employment opportunities, public service facilities, and commercial uses supported by appropriate municipal infrastructure and a well-connected multi-modal transportation network. The Town's unique villages will be supported as they grow and diversify with new compatible development and a mix of uses, while character giving natural areas and farmland are protected for the long term. East Gwillimbury will continue to support and celebrate a high quality of life for current and future residents and will ensure that health, safety, equity, prosperity, and resilience are prioritized.

Guiding Principles

To realize the vision for East Gwillimbury the guidelines shall support the Official Plan to achieve the following principles:

PRINCIPLE 1

To ensure that the growth and evolution of the Town prioritizes the protection and enhancement of its natural heritage system and its ecological functions, including appropriate protection for those lands included in the Greenbelt Plan, the Oak Ridges Moraine Plan, and the Lake Simcoe Protection Plan.

PRINCIPLE 2

To foster a vibrant agricultural and rural community through support for farming and appropriate agricultural-related and on-farm diversified uses and to protect, maintain, and enhance the rural character and function of lands outside of the settlement areas.

PRINCIPLE 3

To ensure that new development contributes to the creation of complete communities, including a diverse mix of uses that facilitate easy access daily needs, a multi-modal transportation system, live-work and local employment opportunities, providing opportunities for people of all ages, abilities, and incomes.

PRINCIPLE 4

To encourage and support the creation of a full range and mix of housing options to meet the needs of a growing and diversifying population, including a mix of densities, unit types and tenures, as well as affordable housing options.



PRINCIPLE 5

To promote fiscal responsibility, by ensuring that the required capital and operating expenditures to provide services for growth and development are funded in an equitable and sustainable manner that supports logical development patterns, the creation of complete and successful communities, and the achievement of the Town's intensification and density targets.

PRINCIPLE 6

To create cohesive, vibrant, and connected urban communities through the promotion of successful, mixed-use historic main streets, attention to urban design and architectural excellence, and the protection of the Town's cultural heritage.

PRINCIPLE 7

To promote the creation of resilient and environmentally sustainable communities that recognize and respond to the impacts of climate change, including the promotion of green building technologies, green infrastructure, compact development, and a multi-modal transportation system with a commitment to transit and active transportation.

PRINCIPLE 8

To provide opportunities for economic development, including support for new and existing economic generators, protection of employment areas, goods movement networks, the provision of appropriate municipal service infrastructure, and the creation of strong and attractive commercial main streets.







2.0

public realm



2. THE PUBLIC REALM



Parks and open spaces designed with pedestrian connections.



An enhanced public realm with plantings and paving materials.

As the population of East Gwillimbury continues to grow, it will require a public realm that continues to support the needs of its existing residents, new residents, and visitors. The public realm is compromised of public roads, lanes, parks and open spaces, natural heritage features and their associated buffers, stormwater management facilities, and the public use activity areas of other public lands.

The design of the public realm and its relationship to the private realm plays an incredibly important role in place-making, defining community character, and presenting an attractive and successful image to residents and visitors. Good design can improve the walkability and bikeability of the Town, attract visitors and customers for local businesses, spur private investment, and generally improve quality of life and human health. Moving people efficiently through the community and providing a variety of public spaces for socializing and recreation are key priorities that form the basis of the public realm guidelines.

The guidelines will be considered when municipal initiatives or private development applications impact elements of the public realm.

For additional information and urban design recommendations and guidelines, refer to the Town's **Parks Design Standards Manual (PDSM)**.

2.1 General Guidelines

1. Encourage opportunities for vibrant, diverse, and pedestrian-oriented urban environments that provide for public safety, changing experiences, social engagement, and meaningful destinations.

2. Provide for mixed-use neighbourhoods that are walkable with connected public gathering places, where opportunities for social interaction are increased and services can be provided within easy walking or cycling distance or by use of public transit.

3. Support an accessible community by ensuring a typical walking distance to a variety of services and facilities, such as a 400 metre walking distance to daily activities, such as transit (local bus routes), elementary schools, active parks, and modest services, or an 800 to 1,200 metre walking distance to secondary schools, higher order transit, or Centres and Corridors, among others.

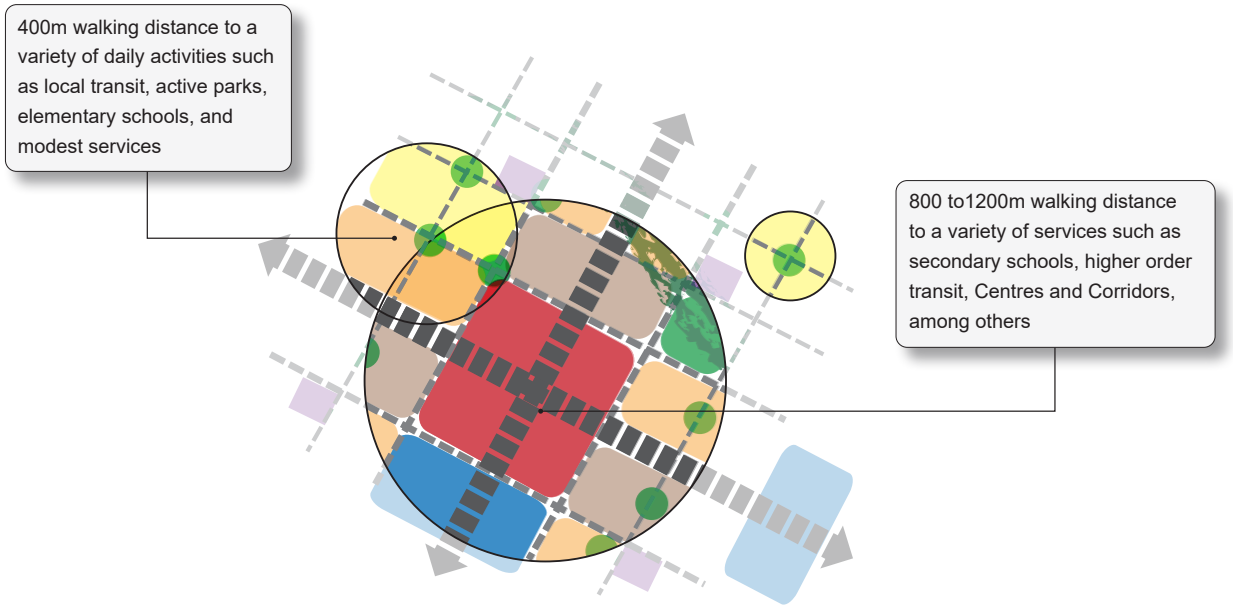
4. All modes of mobility and users should be given equal consideration in the planning, design, and construction of new developments to achieve a balanced, pedestrian-oriented approach.

5. Promote internal connectivity and multiple connections to the community at large, taking into account the existing and proposed urban structure of adjacent and adjoining areas.

6. To ensure the effective continuity of the street pattern and implementation of long range active transportation plans:
   a. Gaps in the existing street grid shall be completed by providing connecting streets through developments;
   b. Adjoining streets shall be extended into developments and subdivisions; and,
   c. Streets shall be extended to the boundaries of new development, as appropriate, to accommodate further extension of the street pattern and to create interconnections to adjacent neighbourhoods and uses.

7. Provide for an interconnected network of sidewalks, bicycle routes, transit, and multi-use trails ensuring proper integration with surrounding neighbourhoods and a variety of destinations, allowing for continuous movement throughout the Town.

8. Locate and design parks and open spaces to support, complement, and buffer the Natural Heritage System.



Locating services and amenities within walking distance supports daily physical activity and reduces the reliance on the private automobile.

2.2 Universal Design

Designs for new developments shall ensure that all community members have access to services, social activities, and opportunities to move freely within East Gwillimbury. Development project designs should enhance people's comfort with features that fit well with the average person's physical capabilities and senses.

Universal Design seeks to ensure that products and environments are usable by people regardless of age, ability, or situation.

Key principles of Universal Design include:

- **Equitable use**: does not disadvantage, stigmatize or privilege any group or user;
- **Flexibility in use:** accommodates a wide range of individual preferences and abilities;
- **Simple and intuitive**: easy to understand regardless of user's experience, knowledge, or language skills;
- **Low physical effort:** can be used efficiently and comfortably and with minimal fatigue;
- **Perceptible information**: communicates all necessary information to all users regardless of ambient conditions or the users' abilities;
- **Tolerance for error:** minimizes hazards and adverse consequences of accidental or unintended actions; and,
- **Size and space for approach and use**: provides appropriate size and space for approach and use regardless of body size, posture, or functional ability.

2.3 Roads and Blocks

Throughout East Gwillimbury roads shall be designed using a complete streets approach which facilitates the movement for people and goods in an integrated, safe, comfortable, and accessible manner. The road network will prioritize connectivity and will allow for different users and modes of transportation, including pedestrians, cyclists, transit, and vehicles.

A typical cross section that identifies the boulevard and the roadway for each road type are provided at the end of this section.

Boulevard: part of the public realm of streets and generally consists of a sidewalk, planting and furnishing zone, and bicycle path, where feasible.

Roadway: part of the public realm that is dedicated to the movement of transportation and includes travel lanes for vehicles; dedicated or shared bicycle lanes; and lanes for street parking.

The specific technical details of the road cross sections (i.e., engineering standards) will be determined through the appropriate design review process.

Refer to the **Town of East Gwillimbury Engineering Standards and Design Criteria** for the design of roads in the Town.

2.3.1 General Guidelines

1. Design a permeable network of roads with strong links and route choices between urban and neighbourhood centres, mixed use corridors, and neighbourhoods.

2. Design the road and block pattern to emphasize connections and walkability both internally and with surrounding neighbourhoods, through a grid or modified grid pattern discouraging cul-de-sacs, p-loops, and crescents, except where necessary due to grading, topography, or existing development that prohibits a connection.

3. Design roads to incorporate principles of Crime Prevention Through Environmental Design (CPTED) and Accessibility for Ontarians with Disabilities Act (AODA).

4. Avoid back-lotting or reverse lot frontages where feasible. These conditions should not be considered unless demonstrated to be the only option.

5. Terminate roads at public facilities or landmark buildings, parks, open spaces, or rural areas, where possible.

6. Encourage the layout of streets to relate to natural areas, water courses, parks, and rural edges.

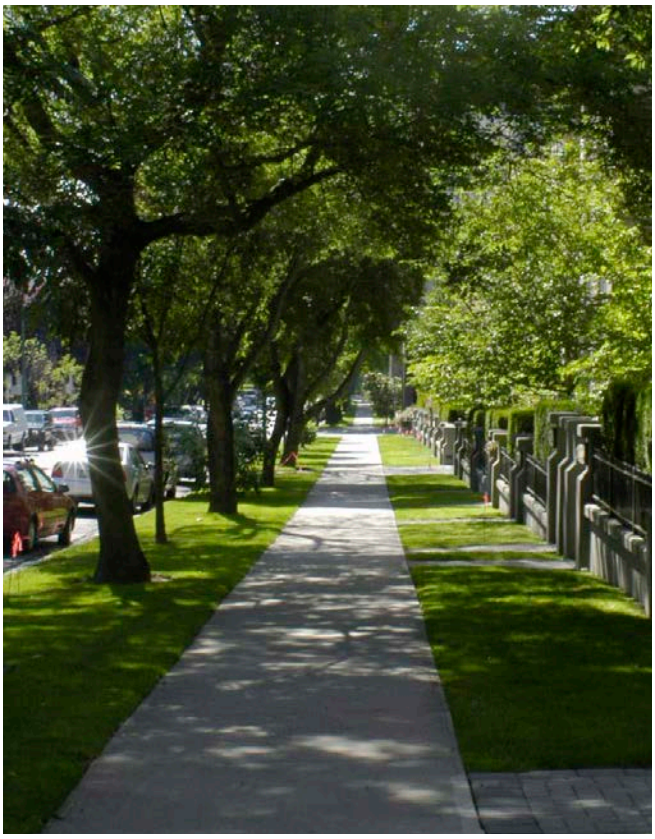
7. Provide neighbourhood permeability by designing blocks to be generally not exceed between 200 to 250 metres in length to promote active transportation, discourage excessive driver speed, and disperse traffic movements.

8. Design all roads to include defined and, wherever possible, continuous zones for plantings, street furnishings, pedestrian sidewalks, utilities, bicycle lanes, and vehicular pavements.

9. Construct all sidewalks to municipal standards and accommodate on all street types to facilitate pedestrian and bicycle circulation.

10. Plant street trees to create and enhance the urban tree canopy while providing shade over sidewalks. Provide a continuous row of canopy street trees on both sides of the road.

11. Introduce green infrastructure, such as bioretention areas, within the public right-of-way to enhance ground water infiltration and improve water quality as part of a comprehensive water management plan.



Large canopy trees provide shade over the sidewalk.



Local Road with a bioretention feature in the right-of-way to assist with run-off and infiltration.

2.3.2 Collector Roads

Collector Roads serve a variety of functions, including providing key routes for transit, connections between both communities and neighbourhoods, and connections to Local Roads.

Major Collector Roads have a right-of-way width of 26 metres; Minor Collector Roads have a right-of-way width of 22 metres; and Rural Collector Roads are 22 - 26 metres wide.

Please refer to **Figures 1 and 2** for a cross-section and plan of Collector Roads and the components that comprise the right-of-way.

1. Roadway

a. Prioritize the movement of transit, vehicles, and bicycles in the roadway.

b. Incorporate transit travel lanes to accommodate buses. Locate lanes curb-side.

c. Include an optional 3 metre on-street parking lane on both sides of the road in urban areas.

d. Provide separated or on-road designated bicycle lanes on both sides of the street adjacent to the curb.

e. Generally limit individual direct access to any development site abutting a Major Collector Road to minimize disruptions to traffic flow and to maximize safety and the attractiveness of the road.

f. Provide centre medians within the roadway of Major Collector Roads at strategic locations, as a vehicular traffic separator and as a refuge for pedestrians while crossing the roadway.

g. Locate medians at open space locations such as neighbourhood parks and at gateway locations.

2. Boulevard

a. Provide an enhanced streetscape, including a wide pedestrian clearway, high quality landscaping, street trees, street furniture, and street lighting in the boulevard.

b. Locate street trees and landscaping continuously along both sides of Collector Roads.

c. Provide minimum 1.8 metre wide sidewalks on both sides of the road.



Collector Road lined with rear lane live-work units and lay-by parking.

2.3.3 Local Roads

Local Roads provide the fine-grain transportation network for the community, connecting to Collector Roads and linking with public spaces. Local Roads should create 'intimate' pedestrian-scaled streetscapes that promote walking and residential activities, but discourage speeding and through traffic.

Local Roads have right-of-way width of 18 metres with a maximum of two travel lanes

Please refer to **Figure 3** for a cross-section and plan of Local Roads and the components that comprise the right-of-way.

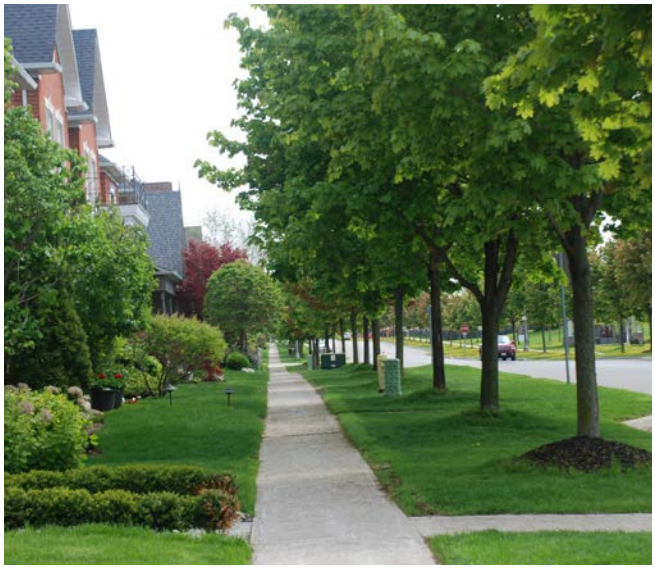
1. **Roadway**
   a. Include a parking lane on one side of the road, that could alternate to both sides of the road.
   b. Accommodate on-street parking on both sides of Local Roads adjacent to centres, corridors, and main streets.
   c. Consider bicycle movement a normal part of Local Road traffic movement; no dedicated bicycle infrastructure is required.
2. **Boulevard**
   a. Provide sidewalks on at least one side of the road.
   b. Provide continuous sidewalk connections on both sides of Local Roads near schools, parks, and along transit routes, where possible, to facilitate pedestrian mobility. Sidewalks shall be a minimum width of 1.5 metres.
   c. Street trees and landscaping should be located continuously along Local Roads where feasible.

2.3.4 Window Roads

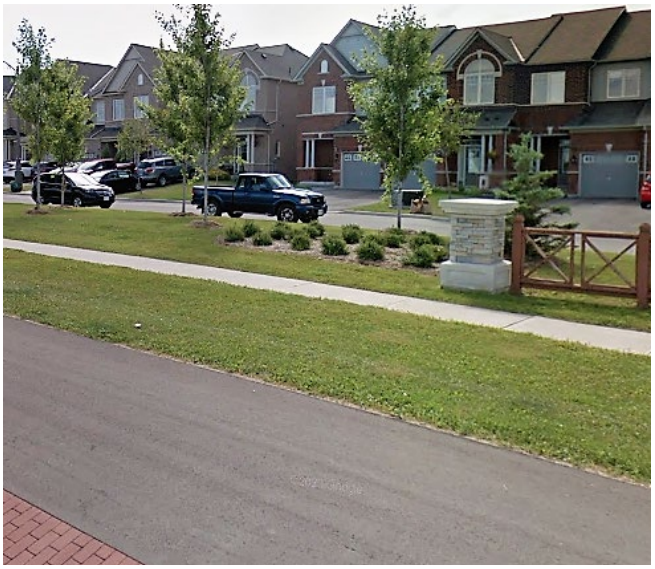
Window Roads are proposed in particular situations to avoid residential reverse lotting and frontages directly along Arterial Roads. Window Roads can be Collector or Local Roads that are typically single-loaded and are parallel to Arterial Roads.

Single-loaded Collector or Local Roads adjacent to natural features provide the opportunity to enhance the character of the community, as well as unobstructed views to the natural areas. Where appropriate, accommodate a trail along the edge of the street for active uses, such as walking and cycling.

Please refer to **Figure 4** for a cross-section and plan of Window Roads and the components that comprise the right-of-way.



A Local Road with continuous street tree planting.



Window Road with street trees and buffer plantings on the boulevard adjacent to an Arterial Road.

1. **Roadway**
   a. Window Roads have one lane in each direction.
   b. Accommodate for on-street parking adjacent to the Arterial Road boulevard.

2. **Boulevard**
   a. Provide a 1.8 metre wide sidewalk on the residential side of the street.
   b. A second sidewalk or, where feasible, multi-use trail will be integrated into the right-of-way of the adjoining Arterial Road with direct pedestrian connections to the window road.
   c. The boulevard treatment shall consist of street trees on the dwelling side boulevard and trees with buffer planting and low decorative fencing within a grass boulevard adjacent to the Arterial Road boulevard. Landscaping of Window Roads shall be consistent in design.
   d. Design Window Road treatments to take into consideration noise attenuation, grading issues, the need for headlight screening, and safe pedestrian access into the neighbourhood.
   e. Highlight pedestrian access points with decorative hard or soft landscaping.

2.3.5 Lanes

The use of rear Lanes provides significant benefits such as enabling continuous street tree planting and creating safer pedestrian environments through the removal of driveways from the street edge. Lanes may be used in key locations where private access along prominent streets should be minimized. Lanes have a minimum right-of-way width of 8.5 metres.

Lanes are a component of the street pattern and may be required based on development design, use, and site characteristics to:

- Improve the visual quality of a streetscape;
- Create frontage onto open spaces, river or stream corridors, or parks; and,
- To provide service access to commercial and industrial areas.

Please refer to **Figure 5** for a cross-section and plan of Lanes and the components that comprise the right-of-way.

1. **Roadway**
   a. The desirable Lane length is a maximum of 150 metres to be consistent with typical fire hydrant spacing.
   b. Identify snow storage locations for the design of new lanes. Set aside areas for this purpose.



Lane with landscaping to enhance the visual appeal.

c. Parking will not be permitted within the right-of-way of a laneway.

d. Consider the use of porous or permeable materials in areas where sufficient drainage exists.

2. Boulevard

a. Provide a 1.25 metre utility corridor on either side of the lane.

b. Provide pedestrian access to lot frontages where Lanes are used to provide vehicle access for housing fronting open spaces and parks.

c. Provide landscape areas in Lanes, where possible, to enhance their appeal and use as gathering and playing areas.

d. Provide street lighting at Lane entrances to promote vehicular and pedestrian safety.

2.3.6 Private Roads

The following guidelines apply to new roads which will not be owned or maintained by the Town and which facilitate access to new multi-unit residential, commercial, or mixed-use developments on private properties. The guidelines do not apply to historic private roads which provide access to existing development. Private Roads have a minimum right-of way width of 9 metres.

Please refer to **Figure 6** for a cross-section and plan of Private Roads and the components that comprise the right-of-way.

1. Roadway

a. Private Roads have one lane in each direction.

2. Boulevard

a. Provide a minimum 1.5 metre landscaped utility corridor on either side of the Private Road.

b. Sidewalks are required on at least one side of a Private Road, and may be located within the utility corridor.

c. Consider the use of porous or permeable materials in areas where sufficient drainage exists.

2.3.7 Gateways

Gateways play an important role in a community's structure and design by providing visual landmarks that enhance the sense of arrival and place, promote community character, and assist with wayfinding.

Community Gateways occur at major entry points to neighbourhoods. Town Gateways are found at significant entry points into the Town's historical settlement areas, and Urban Gateways are smaller gateways located within mixed use areas.

1. Design Community Gateways to identify the intersection as an entry point into the community or neighbourhood.

2. Incorporate gateway features, such as community signage, low walls, fencing, or enhanced landscape treatment in the design of entry road intersections. Coordinate the design and materials with adjacent structures.

3. Include a planted centre median and other design features for gateways and entry roads into the community to signify their importance.

4. Utilize distinctive surface treatment for pedestrian crossings and connections to transit shelters at gateway intersections.

5. For urban gateways, consider enhanced public realm features in the public right-of-way such as entrance signs, planting areas, public art, seating areas, sidewalks, lighting, and other pedestrian amenities as a method of reinforcing the focal nature of these spaces. Opportunities for public plazas should be explored, where appropriate.



Sidewalks in high pedestrian areas should be wide enough to provide the opportunity for patios and retail display.



Example of street trees in a planting trench with low shrubs.

2.3.8 Streetscape Elements

2.3.8.1 Sidewalks

1. Ensure sidewalks are continuous throughout the community and constitute an integral part of the pedestrian system to promote active transportation. Design sidewalks as follows:
   - 1.5 metres on Local Roads;
   - 1.8 to 2 metres on Collector and Arterial Roads; and,
   - 1.8 to 3 metres in high pedestrian areas in Village Cores, Centres, or along Corridors, particularly where retail is provided along the street.

   In all cases, provide sufficient space for street furnishings, public utilities, lighting, tree plantings, and transit shelters.

2. Sites along the highway corridor may substitute walkways or trail connections for sidewalks based on location and as approved by the Town. Industrial/business/institutional campuses may provide sidewalks on only one side of the street based on design merit and overall pedestrian infrastructure network proposed.

3. In order to accommodate the needs of persons with disabilities and the elderly, design sidewalks to applicable municipal standards.

2.3.8.2 Street Trees and Planting

1. Plant street trees to contribute to the urban tree canopy, to create a buffer to separate the pedestrian from moving vehicles, and to provide canopy and shade over sidewalks in order to enhance pedestrian comfort and safety.

2. Encourage the delivery of alternative planting strategies along high-pedestrian areas such as soil cells, sufficient soil medium, continuous planting trenches, etc., to sustain long-term growth and healthier tree life.

3. Utilize a comprehensive planting and soils strategy based upon species diversity, resiliency, and urban tolerance.

4. Where appropriate, use low maintenance, drought resistant, and salt tolerant landscaping within medians to visually soften the pedestrian environment.

5. Consider a diversity of native tree species along each street.

6. Plant a double row of trees in key areas, such as adjacent to parks, and where a wider boulevard exists.

2.3.8.3 Street Furniture

Street furniture contributes to the creation of unique streets and is an essential component of comfortable, pedestrian supportive streetscapes. Street furniture includes seating, benches, bicycle racks, bollards, and raised planters, among others.

1. Concentrate street furniture in areas with the highest pedestrian traffic, such as Village Cores, key intersections, and parks.

2. Where possible, use street furniture manufactured from recycled material(s).

3. Ensure that street furniture does not obstruct pedestrian, cyclist, or vehicular circulation.

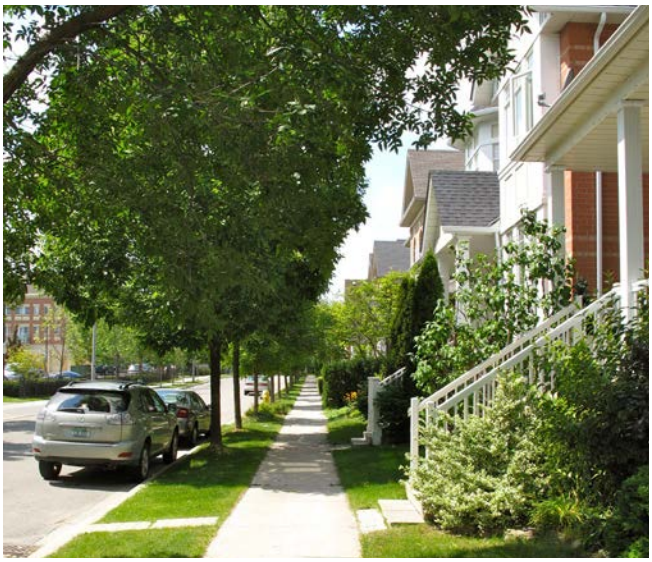
4. Ensure that street furniture does not hinder snow removal or other maintenance requirements.

5. Where raised planters are used in the boulevard, design the planters to function as alternative seating along the sidewalk edge.

6. Incorporate street furniture designed to be universally accessible.

7. Ensure the placement of bicycle racks within the pedestrian realm does not impede pedestrian movement.

8. In high pedestrian areas consider flexible spaces or opportunities to reclaim or re-purpose underutilized roadways and excess parking spaces. These roadways and parking spaces may be used for benches, planters, landscaping, bicycle parking, and café table seating, where feasible.



Sidewalks with street trees to provide shade and increase tree canopy.



Bicycle racks designed as an interesting design feature along the street.



Example of a temporary seating area located within the on-street parking lane.

2.3.8.4 Street Lighting

1. Provide pedestrian-scaled street lighting to enhance safety, visibility, and natural surveillance on streets.

2. Consider sustainability and the impacts of light pollution in the design and location of lighting.

3. Provide downcast pedestrian-scale lighting in high traffic pedestrian areas.

4. Group street lighting with street furniture, waste receptacles, and landscaping elements to minimize disruptions to pedestrian circulation.

5. Ensure street lighting reflects the Town's standard palette and consider maintenance requirements.

2.3.8.5 Pedestrian Crossings

1. Provide formal pedestrian crossings at every four-way intersection in high pedestrian areas in order to promote walkability and a pedestrian-focused environment.

2. Provide signalized pedestrian crosswalks at locations where important destinations or significant walking traffic is anticipated, such as near retail shops, schools, community centres, and civic buildings.

3. Ensure pedestrian crossings have a minimum width of 3 metres, are continuous, and connect to adjacent sidewalks.

4. Utilize distinctive feature paving to minimize the conflict between vehicles and pedestrians and to enhance the visibility and quality of pedestrian crossings. This could include the use of alternative paving markings or materials, or at a minimum, distinctive painted lines.

5. Ensure safe routes to schools are defined in residential neighbourhoods and projects that form a link along a route to a school. Enhance along the entire route with, at a minimum, the following:
   a. Marked pedestrian crossings;
   b. Signage; and,
   c. Other pedestrian safety features and amenities as determined appropriate and effective by the Town.

6. Minimize the height of curb cuts to facilitate wheel-chair and stroller usage in high pedestrian areas.



Decorative paving and wider sidewalks at pedestrian crossings.

2.3.8.6 Wayfinding Signage

The purpose of wayfinding signage is to guide residents or visitors from one location to a desired destination by walking or cycling.

1. Develop comprehensive wayfinding strategies to include directional signage and mapping at key locations, such as mixed-use nodes, neighbourhood centres, and key intersections. Key destinations also include the access points to parks, public transit stations, community/ recreation centres, and off-road trails.

2. Create wayfinding signage from high quality materials and ensure it is easy to understand, highly visible, visually interesting, and aid pedestrians and drivers in navigating the area, especially at night.

3. Design wayfinding signage to use combinations of forms, materials, universal symbols, tactile lettering, contrasting colours, and fonts in sizes and type that are easy to read and appropriate for the intended use and location.

2.3.8.7 Public Art

Public art adds visual richness and creates landmarks within a community. It can also celebrate the Town's heritage and elicit emotions and thoughts that engage the viewer.

The form of public art could include:

- Murals on blank building walls
- Paving motifs
- Street furniture
- Free standing sculpture

1. Consider the inclusion of public art in parks, Town facilities, and pedestrian spaces.

2. Locate public art in areas of high pedestrian traffic, including near key intersections and within gateway locations.

3. Ensure that public art is durable and easily maintained.

4. Ensure that public art is both physically and visually accessible and barrier-free.

5. Ensure the siting of public art does not hinder motorist sight lines.

6. Design public art, in coordination with landscaping, to further enhance the piece, as appropriate.





Examples of wayfinding signage.



Public art can represent a heritage element of the area.

2.3.8.8 Community Mailboxes

The design and placement of mailboxes must consider the need for easy, safe, and convenient access to these community facilities. The design and location must be consistent with the requirements of Canada Post.

1. Locate mailboxes along side yards between the sidewalk and the corner lot line to avoid conflict with adjacent residential uses.

2. Where appropriate, coordinate the location of community mailboxes, newspaper boxes, seating, and waste receptacles.

3. Provide mailboxes in locations where on-street parking and adequate street lighting are available to promote safe use.

2.3.8.9 Utilities

1. Wherever possible, utilities should be buried below grade. The use of a joint utility trench is encouraged for access and maintenance benefits to maximize available space for street trees.

2. Where below-grade utility design is not feasible, group at-grade utilities in single locations to minimize their aesthetic and access impacts on the public realm.

3. Encourage utility design that minimizes street clutter. Utilize products that incorporate street lighting and telecommunications facilities within the same utility pole.

2.3.9 Traffic Calming

1. Traffic calming designs must be approved by the Town. Traffic calming designs to reduce vehicular traffic speeds and to ensure safe walking and cycling environments may include:
   a. Pedestrian-priority streets, home-zones, or woonerfs (i.e., the speed limit is under 15 kilometres per hour and vehicles must yield to pedestrians and cyclists);
   b. Street design that discourages vehicle speeding through right-of-way curvature, raised intersections, curb bulb-outs, and/or traffic circles, building proximity to the street, and boulevard street tree planting; and/or,
   c. Minimum number of traffic lanes in the roadway.

2. Curb extensions may be required on streets to provide improved pedestrian safety. Design curb extensions to:
   a. Reduce crossing distances and provide safe refuge for pedestrians waiting to cross the street;
   b. Reduce vehicle speeds; and,
   c. Include a combination of landscape and hard surface elements to improve aesthetics.



Curb extensions provide improved public safety.

2.4 Transit System Guidelines

Transit supportive systems require densities and development patterns that connect people of all ages to homes, jobs, schools and other places linked to their lifestyles.

Transit networks connect communities within York Region and the neighbourhoods in East Gwillimbury. The design and location of local transit and transit shelters within East Gwillimbury will play a significant role in encouraging transit use. Refer to York Region Transit's (YRT) transit service guidelines for transit stops placement.

1. Provide local transit within walking distance of residential development to support active transportation, such as walking and cycling, and to reduce automobile dependence.

2. Place transit stops near building entrances and at key intersections.

3. Ensure the coordination of the transit network with the multi-use trails and paths system to further enhance accessibility to transit.

4. Provide a range of transit facility amenities including but not limited to: weather protection, seating, garbage and recycling receptacles, lighting, route information, and automated fare machines at all major transit stations.

5. Provide surface texture changes at transit stops to assist the visually challenged in locating the stop and/or shelter location.

6. Where pedestrian-scaled street lighting is not located adjacent to transit shelters, integrate lighting into the transit shelter.

7. Design transit shelters with highly transparent materials to promote safety and visibility.

8. Support bike use through the provision of bike racks, bike storage, and lockers at transit stops and stations.

9. Where four-sided transit shelters are not possible, provide overhead open-air canopies to protect transit users from sun, rain, and snow.

East Gwillimbury GO Station

10. Adjacent to the GO station, consider alternative parking standards, including shared parking.

11. Consider Electric Vehicle (EV) parking and charging facilities at the GO Station.

12. Prioritize pedestrian and cyclist connectivity to the GO Station in site design and in the orientation of the local street network on nearby properties.

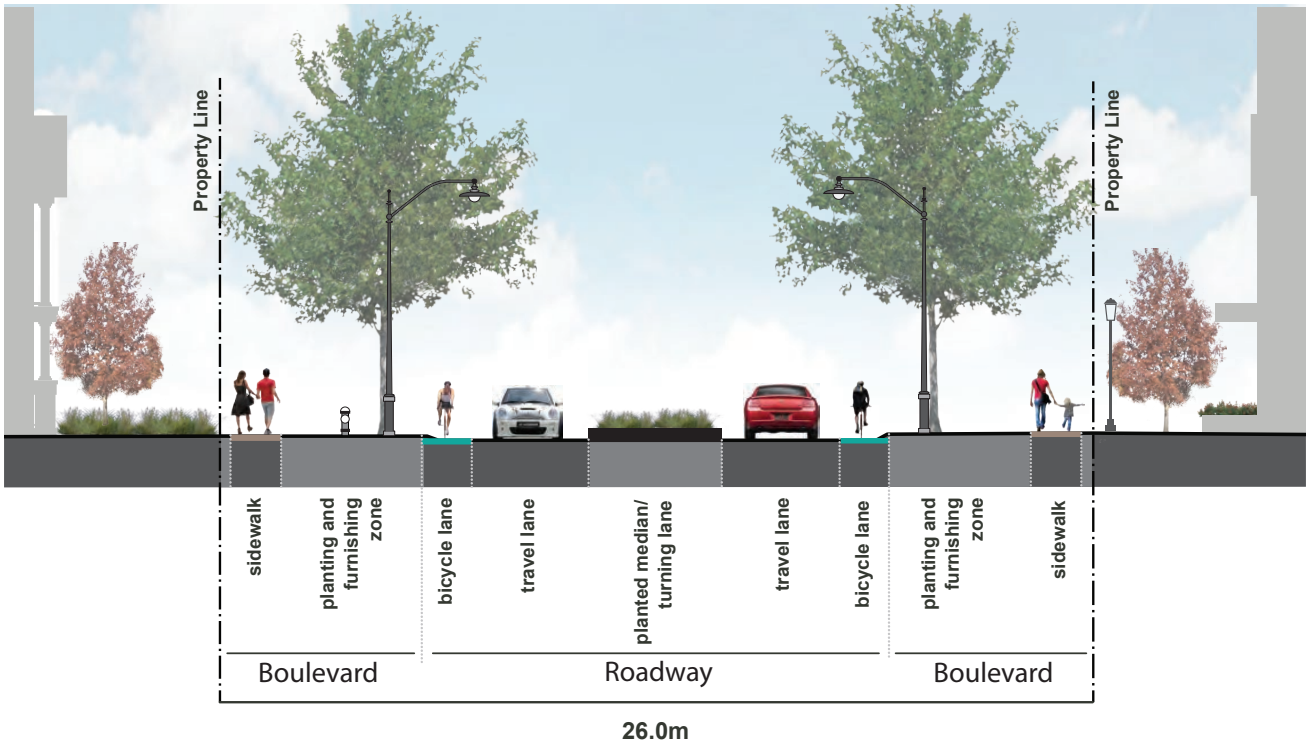


Canopy to provide shade, seating, waste receptacles, and bicycle parking at a transit stop.



Bicycle racks at a transit stop supports active transportation.

Major Collector Roads - 26 metre ROW



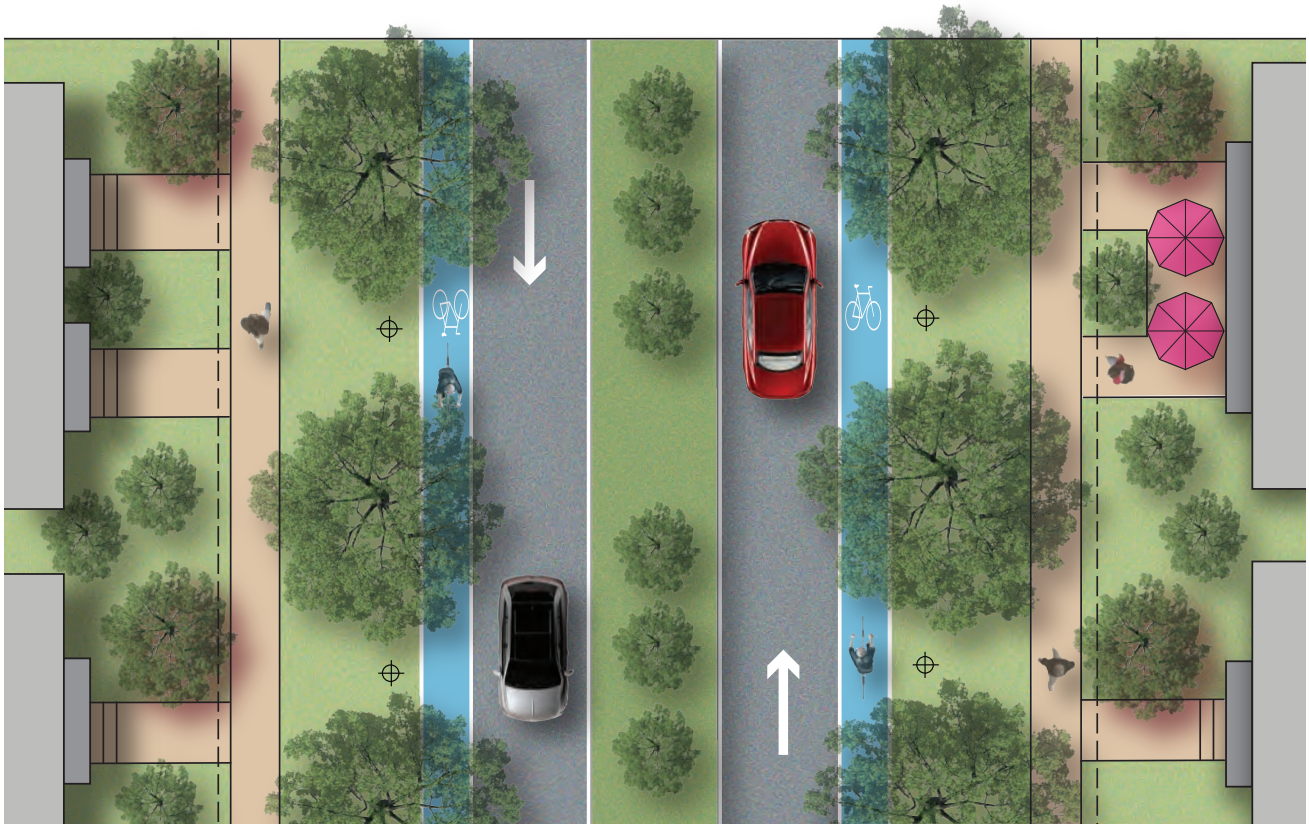


Figure 1 - Major Collector Road cross-section and plan

Minor Collector Roads - 22 metre ROW

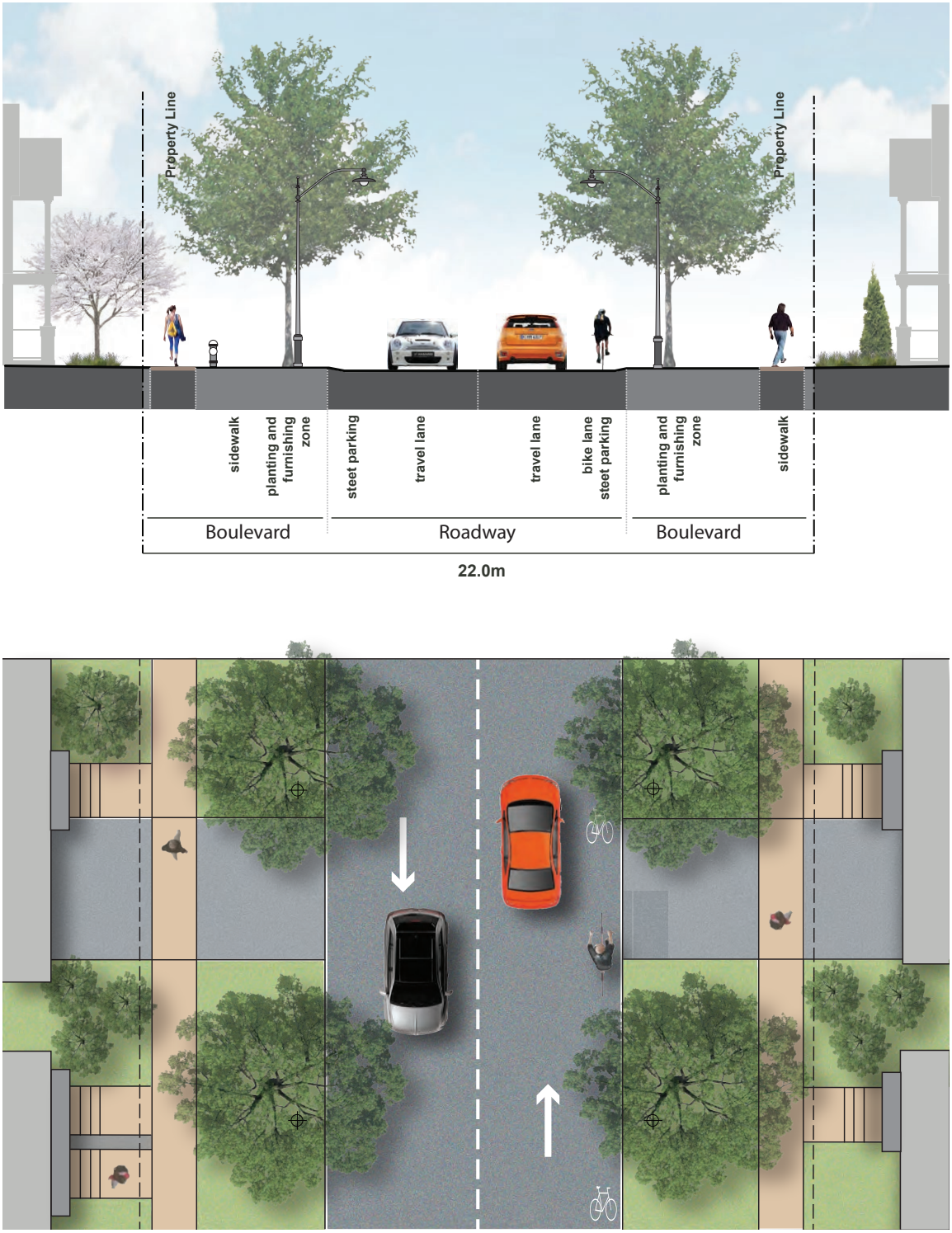


Figure 2 - Minor Collector Road cross-section and plan

Local Roads - 18 metre ROW

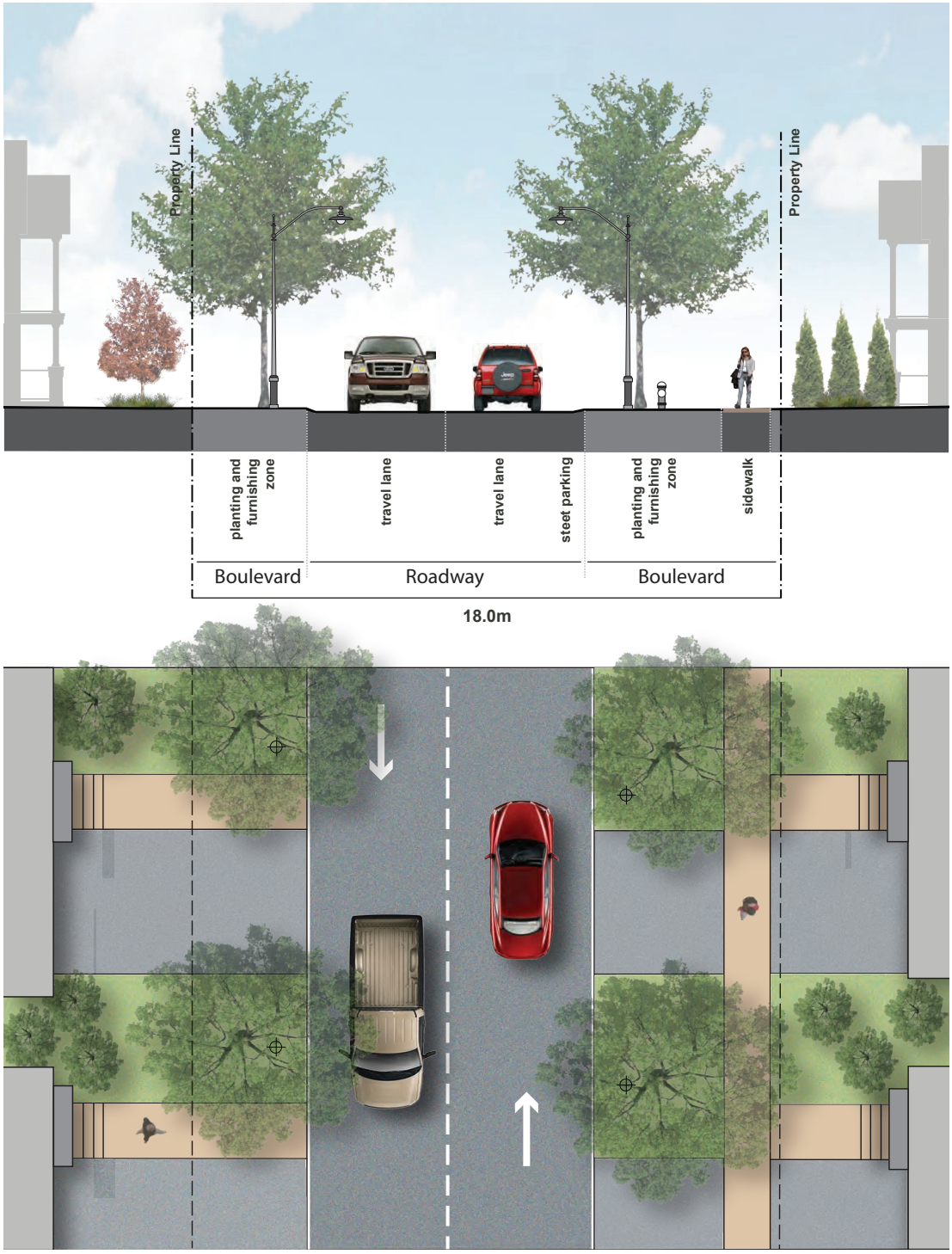


Figure 3 - Local Road cross-section and plan

Window Roads - 16 metre ROW

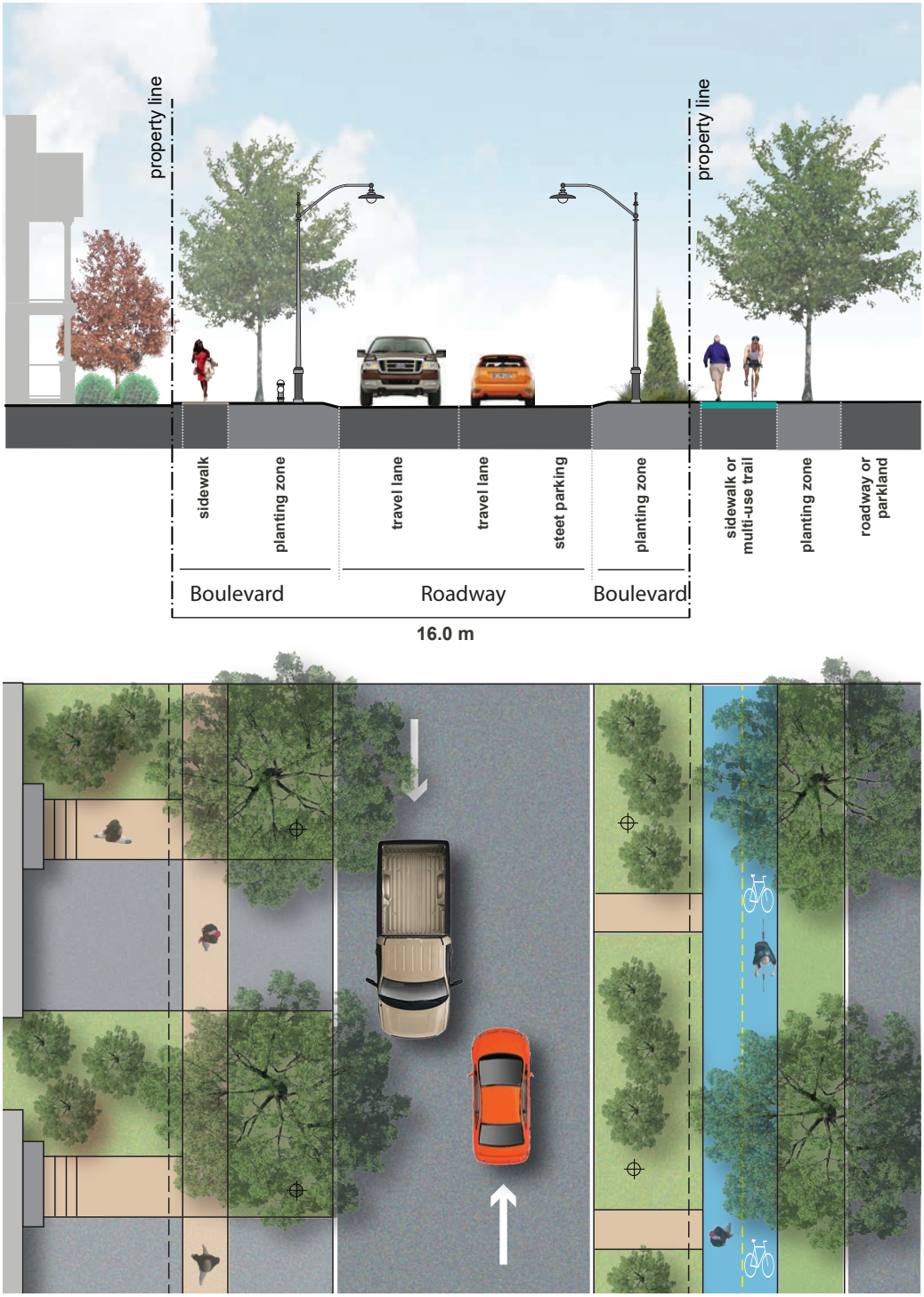
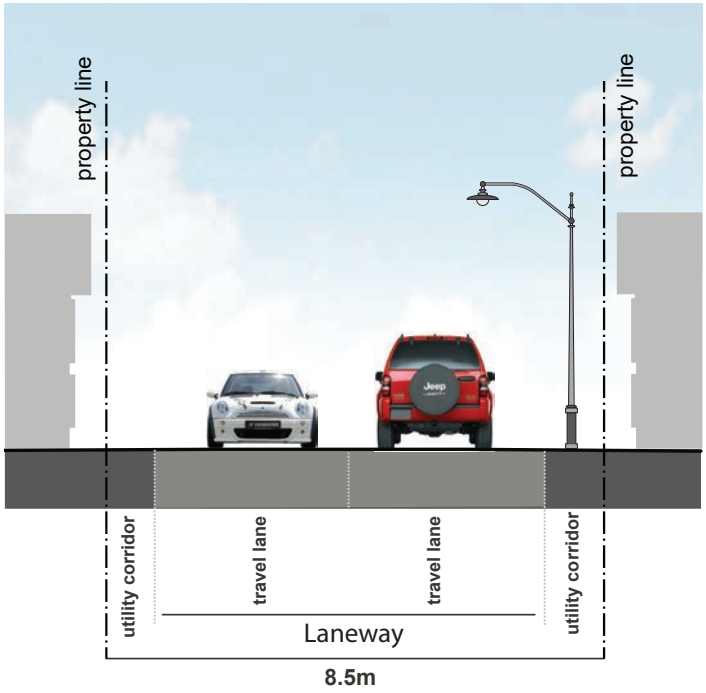


Figure 4 - Window Road cross-section and plan

Lanes - 8.5 metre ROW



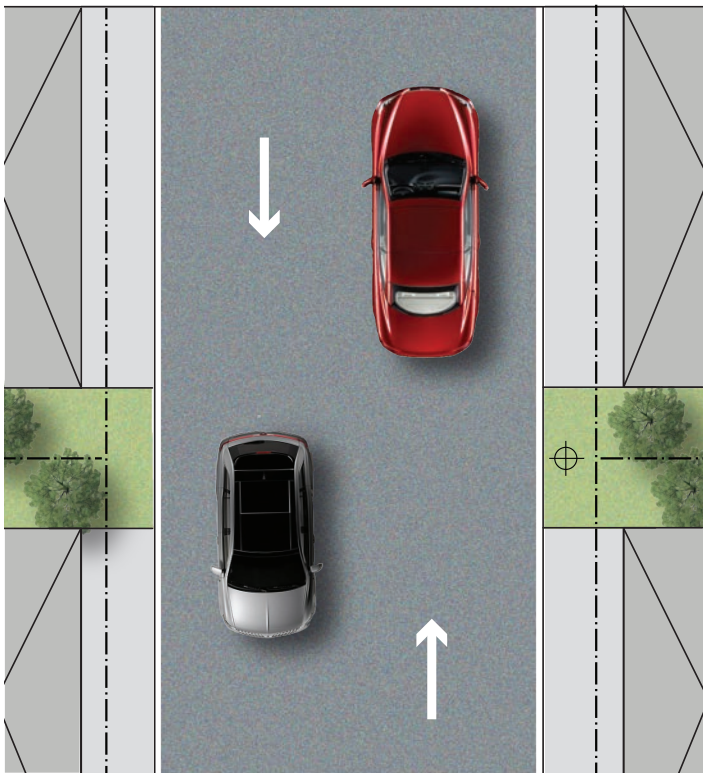
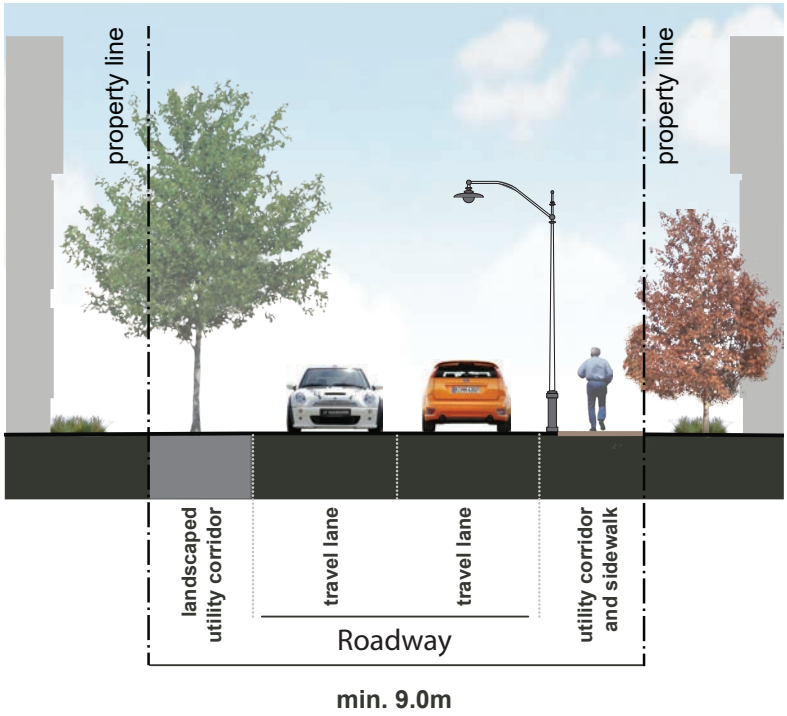


Figure 5 - Municipal Lane cross-section and plan

Private Roads - 9 metre ROW



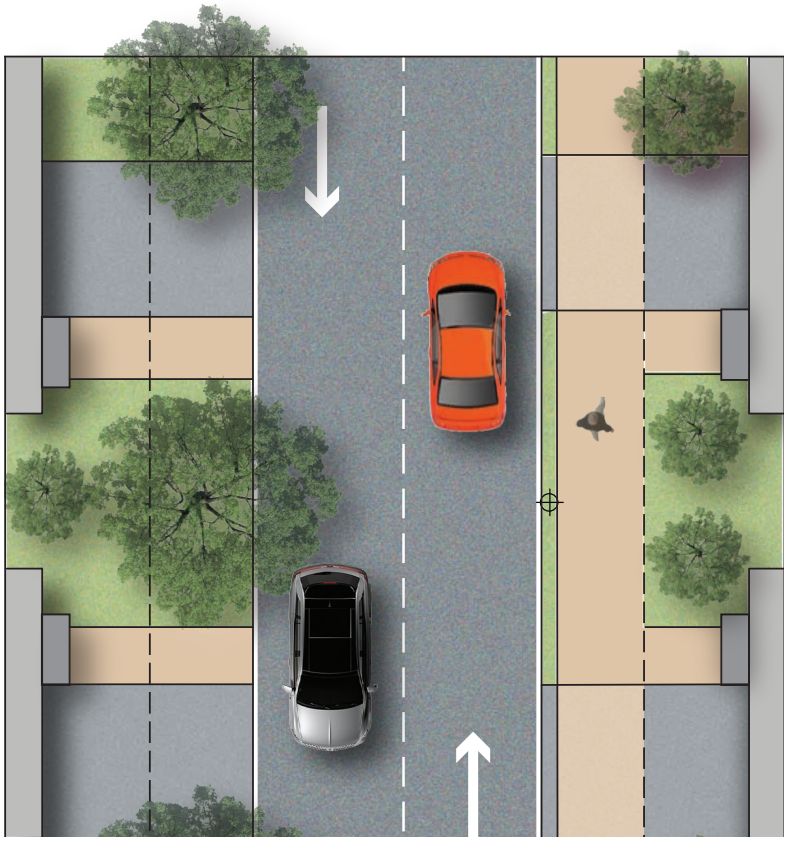


Figure 6 - Private Road cross-section and plan



Integrate the natural heritage system with the community.



Incorporate recreational opportunities such as cycling trails adjacent to the natural heritage system.

2.5 The Natural Heritage System and Parks and Open Space

The Natural Heritage System and Parks and Open Space are a major functional, structural, and aesthetic component of East Gwillimbury and should be designed to provide a fair distribution of amenity spaces for a range of users.

The natural environment, urban forest, parks, open space, and trail systems are essential components of a healthy, sustainable community ensuring residents have convenient access to a connected and diverse range of recreational opportunities.

2.5.1 Natural Heritage System

The Natural Heritage System contributes to the community's character and is a key structural element of East Gwillimbury.

The following guidelines aim to protect, restore, and enhance the Natural Heritage System, while mitigating any existing or potential negative impacts due to urbanization and development. They ensure natural heritage features are woven into the fabric of the community, providing important ecological functions, enhancements to community character through views, and recreational opportunities, where appropriate.

2.5.1.1 General Guidelines

1. As opportunities arise, connect and integrate the Natural Heritage System with Parks and Open Spaces and the local and regional trail systems to buffer and expand natural heritage features and functions, ensuring ecological systems are not interrupted.

2. Integrate the Natural Heritage System as a key structural element in each new neighbourhood's design by providing for a range of development interfaces that create opportunities for public vistas and connections to the Natural Heritage System (e.g. terminal views at the end of prominent streets).

3. Incorporate recreational opportunities such as trails within the buffer of the Natural Heritage System where negative impacts will not occur.

4. Provide frequent access points and significant street frontage along the Natural Heritage System to promote views, where appropriate.

5. Provide naturalization planting and restoration to enhance the urban ecology and function of natural heritage features and their adjacent lands.

6. Development within the Natural Heritage System should adhere to the Town's Thinking Green! Development Standards.

2.5.1.2 Woodlands

1. Preserve and expand existing tree cover to connect and buffer protected woodlands and other natural areas and to mitigate heat island impacts.

2. Provide opportunities for naturalized plantings and landscape restoration to enhance and help to establish local ecological features.

3. Limit physical access to environmentally sensitive woodlands, however, these features will have a presence within the community through their exposure along streets.

4. Prevent direct access from private properties backing onto woodlands.

5. Ensure the location of trail heads will have no long term impact to the existing vegetation and wildlife communities.

6. Lighting within woodlands is discouraged.

2.5.1.3 Urban Forest

Trees provide ecological services that benefit human and environmental health, such as reducing the heat island effect, sequestering greenhouse gases, providing shade in the summer, separating pedestrians from vehicular traffic, and contributing to more appealing sidewalks and streets.

To support the minimum of 40 percent tree canopy cover in the urban area:

1. Provide robust species selection to anticipate climate change conditions and operational constraints.

2. Encourage a diversity of tree species along each road, native to the Town and Region, non-invasive, drought and salt tolerant, and low maintenance.

3. Where trees are proposed to be removed on site, replacement trees are planted to the satisfaction of the Town to ensure no loss of canopy coverage, as demonstrated by a qualified professional.

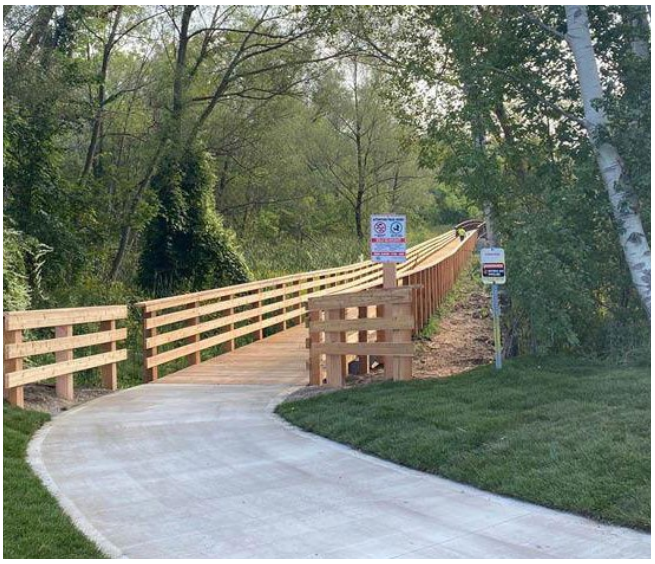
2.5.1.4 Watercourses

1. Preserve and enhance watercourses and maintain the habitat value and charm that the natural environment brings to residents and visitors by ensuring that all streams, creeks, and rivers remain open and uncovered.

2. Covered or buried natural watercourses should be daylighted as part of new developments or redevelopments, where practical. This involves uncovering and appropriately rehabilitating the watercourses.

3. Ensure development takes advantage of views and frontage along the East Holland River, with public connections to the open space system such as "river walks" and other public uses.

4. Design buildings with entrances and windows facing the East Holland River or facing streetscapes adjacent to open space along the river.



Opportunities for walking trails through the natural heritage system.



Parks create opportunities for large social gatherings.



Public art serves as a defining feature for a public park.

2.5.2 Parks and Open Space

Parks and Open Spaces are connected to the natural environment, and throughout the community, and provide for a variety of open spaces, parks, and recreation facilities to support opportunities for improved public health. Convenient access to these amenities encourages residents to walk and cycle, in addition to providing places for gathering, socializing, and active and passive recreation.

Refer to the Town's **Parks Design Standards Manual (PDSM)** for guidelines for designing and maintaining community parks and open spaces.

1. Incorporate the following Crime Prevention through Environmental Design (CPTED) principles into the design of parks:
   - Facilitate visual permeability and clear sightlines by ensuring the ability to see what is ahead and around;
   - Provide strategic lighting to illuminate pathways;
   - Avoid landscaping that obstructs natural surveillance;
   - Orient buildings to overlook public spaces. Playgrounds should be highly visible to public streets and/or houses to enhance safety;
   - Ensure proper site design and signage for ease of access and egress; and,
   - Program parks with a mix of activities for constant use of the space.

2. Ensure new trees and landscaping within parks are native plant materials, and where possible, salvaged from the site or the local area.

3. Design parks for water efficiency by including Low Impact Development (LID) measures such as grass swales, rain gardens, and permeable pavement.

4. Consider public art as focal points in open spaces to reflect the cultural heritage of the location. Public art can include memorials, sculptures, water features, or individual installations at visually prominent sites.

5. Provide bicycle parking in parks. Bike racks should be accessible and conveniently located adjacent to play areas and park entrances, with hard surfaces under the bike rack.

6. Consider natural play spaces that predominantly use landscape features and landforms, natural materials, and plantings to achieve the intended uses. Design natural parks and play spaces to harmonize with the surrounding landscape and incorporate the use of natural materials.

7. Design natural play spaces to include the following:
   a. Topographic changes in the form of berms, rockeries, and other similar features;
   b. Interpretive signage describing the natural features and the unique characteristics of the natural play space;
   c. Direct interaction with natural materials and the environment; and,
   d. All season play with particular attention to plant materials that highlight seasonal changes.

8. Provide lighting that is Dark Sky Compliant.

9. Incorporate LED lighting or solar powered lighting for natural trails, park pathways, and other public spaces to reduce electric energy supply in the public realm.

2.5.3 Community Parks

1. Community Parks are intended to primarily serve the broader community and shall have a an area of 2 to 8 hectares.

2. Locate Community Parks at the intersection of Arterial or Collector Roads, with a minimum of 100 metres of continuous frontage for easy access to the surrounding neighbourhoods and/or a defined service area.

3. Locate Community Parks adjacent to community facilities such as community centres, recreation centres, libraries, or secondary schools to allow for the shared use of facilities and parking.

4. Link Community Parks to the Natural Heritage System, pedestrian sidewalks, and bicycle trails, where feasible.

5. Direct lighting for sports fields away from the Natural Heritage System and design to minimize disturbance to adjacent properties.

6. Consider community gardens in Community Parks to encourage social interaction and provide access to locally grown produce.



Park facility with play structures, areas for seating and shade, and solar powered lighting.



Active recreation through the use of playgrounds.



Pathways in a park encourage safe and efficient pedestrian circulation.

2.5.4 Neighbourhood Parks

1. Neighbourhood Parks are intended to serve local residents within an 800 metre walking distance and shall be an minimum of 2 hectares in size.

2. Plan Neighbourhood Parks as focal points of neighbourhoods, preferably centrally located at the terminus of a major street or at the corner of a main intersection, and within walking distance of schools and other community amenities and destinations.

3. Ensure Neighbourhood Parks have significant frontage on adjacent streets to promote views and reinforce their focal nature. Ensure a minimum of 60 metres of continuous street frontage.

4. Locate Neighbourhood Parks adjacent to school sites, where appropriate, to allow for shared amenities, such as parking lots and recreational fields. Consider constructing recreational fields using appropriate durable turf treatments to minimize maintenance and extend the life of the field.

5. Provide on-street parking adjacent to the park to create a barrier edge. Parking can be either lay-by parking or on-street, depending on the scale of the park and the nature of the streetscape.

6. Coordinate the design of park structures, such as gazebos, with other neighbourhood elements, such as transit stops and community mailboxes.

7. Include a range of active and passive recreation opportunities in Neighbourhood Parks, such as playgrounds, courts, walkways, seating, planting areas, and/or natural or cultural features.

8. Provide bicycle parking in Neighbourhood Parks. Ensure bike racks are accessible and conveniently located adjacent to play areas and park entrances, with hard surfaces under the bike rack.

2.5.5 Public Commons

1. Public Commons are typically 0.75 to 2 hectares in size and support the needs of the community within an 800 metre walking distance.

2. Public Commons should include local level facilities such as playgrounds, waterplay, seating areas, and walking paths.

3. Street frontage on more than one public street is encouraged for Public Commons to support accessibility and visibility.

4. Public Commons should accommodate special features that add visual interest and contribute to place-making, including public art.

2.5.6 Urban Squares

1. Urban Squares support neighbourhood-oriented social opportunities, as well as Town-wide entertainment and cultural events and shall be between 0.25 to 1 hectare in size and generally follow a 1:1 proportion of length to width.

2. Locate Urban Squares to achieve significant public exposure and access with frontage on at least two public streets.

3. Design Urban Squares to enhance the character of the surrounding public realm through public art, site furniture, seating areas and places to eat, landscape treatments, as well as street-related activities such as vendor and exhibit space.

4. Use distinctive, high quality paving treatments with consideration given to extending the paving treatment onto the street to give the space further prominence. This additional area would delineate an extended space that could be occasionally utilized for large-scale events such as a farmers market or festival.

2.5.7 Promenades

1. Promenades are substantial linear spaces that are located between adjacent building façades and the adjacent road right-of-way. Promenades are between 6 and 20 metres in width, are to be located on one side of the street, and continuous along the length of the block.

2. Promenades should be used to enhance the pedestrian experience along streets with highly activated at-grade retail spaces. Promenades may include pubic art, small outdoor game areas, seating areas and places to eat, as well as street-related activities such as vendor and exhibit space.



Public Commons should include areas of shade and seating.

2.5.8 Open Space Connectors

1. Open Space Connectors are linear links that support active transportation, improve community connectivity, and link parks, open space areas, and the Natural Heritage System. Support community connectivity by providing frequent openings and access points along open space linkages.

2. Open Space Connectors may include multi-use trails intended for passive recreational purposes such as walking, jogging, cycling, and mobility aid riding depending on the sensitivity and function of the Natural Heritage System.

2.5.9 Views and Vistas

Enhancing the views of important community elements for residents can assist in the creation of a sense of place. The best way to achieve those views is through the orientation of streets and buildings.

1. Orient streets to maximize views to the Natural Heritage System and East Holland River. These views are an opportunity to reinforce these natural elements as landmark features.

2. Provide for views and view parks along the East Holland River Corridor, Sharon Creek, and other key locations to allow views to these natural areas.

3. Existing natural features should form the basis for directing views. Protect significant views through the location and configuration of open space opportunities.

4. Where possible, site community buildings such as schools, churches, and community facilities as view terminations.

5. Design buildings that terminate views as special landmark buildings.

2.5.10 Lookouts

1. Provide lookouts along trails, in parks, and in other public spaces adjacent to water courses for people to experience the natural features.

2. Design lookouts to provide undisturbed viewing areas away from vehicle, foot, or bike traffic at locations that maximize the potential for users to comfortably experience these natural assets. A project may be exempt from this requirement along a trail, if that trail section has a similar feature within 200 metres.

3. At a minimum, lookouts should contain the following features:
   a. Seating;
   b. Shade trees or structure; and,
   c. Interpretive signage describing the natural feature or public art being viewed.



Lookouts should include undisturbed views of features.

2.6 Active Transportation

2.6.1 Pedestrian + Cycling Network

Encourage active transportation and support physical activity through the provision of a linked system of pedestrian and bicycle routes and trails to ensure residents have increased access and mobility options to local destinations for work and play.

Refer to the Town's **Active Transportation and Trails Master Plan** for additional urban design recommendations.

1. Create a continuous and diverse active transportation network of inter-connected pedestrian and cycling routes, walkways, sidewalks, and bicycle lanes that link neighbourhoods.

2. Design new development to incorporate a pedestrian and cycling network that links the following uses:
   - Transit stops;
   - Sidewalks;
   - Trails;
   - Building entrances;
   - Parking areas;
   - Public gathering areas, and,
   - Parks and open spaces.

3. Design pedestrian ways and connections to be convenient, comfortable, safe and easily navigable, continuous, and barrier-free. Design pedestrian ways to be:
   a. Clear of obstructions and maintaining a minimum 1.5 metre wide passageway;
   b. Slip resistant;
   c. Unobstructed and without unnecessary meanders around built obstacles such as mail boxes, street lights, utility poles, seating, and street furniture;
   d. Hard surfaced (hard-packed gravel may be permitted for walkway surfaces in areas adjacent to natural areas); and,
   e. Designed with appropriate accessibility components for persons with disabilities including ramps, sight assistance strips, and textured edges at grade transitions and street crossings.

4. Develop a cycling network that includes bike lanes and off-road cycling or Multi-use Trails that connect to existing bike lanes and trails.



Multi-use path designed to accommodate a range of users.

5. Design Multi-use Trails (shared off-street pedestrian and bicycle paths) based on the requirements of the route. Pedestrian and cycling lanes should be painted along Multi-use Trails or clearly identified by other means to minimize pedestrian and cycling conflicts.

6. Design Multi-use Trails a minimum 3 metres wide to facilitate two-way cyclist or pedestrian movement.

7. Ensure Multi-Use Trails include adequate amenities including seating, waste receptacles, and signage. Amenities should be designed to reflect site-specific conditions.

8. Provide frequent access points along Multi-Use Trails from adjacent streets, trails, open spaces, and nodes of activity.

9. Provide active transportation connections across water courses and open spaces for pedestrians and cyclists, where required. Design as functional multi-season connections.

10. Encourage safe routes to schools by providing a network of connected local streets with inherent traffic calming measures. To ensure safe use by young pedestrians and cyclists, such measures may include reduced lane widths, raised intersections, slower vehicle speeds, and crosswalks.

2.6.2 Trails

The trail system in East Gwillimbury consists of a comprehensive local and regional trails network.

1. Provide for a continuous, linked, legible, and clearly marked system of trails throughout the community as part of the open space network.

2. For new developments, ensure additional trails, connections, and public accesses are linked or maintained between roads and trails to support connectivity for pedestrians and cyclists. Provide or improve links to the following:
   - Local points of interest;
   - Open space amenities;
   - Adjacent land uses;
   - Civic institutions; and,
   - The regional trails network.

3. Avoid creating trails that cross roadways. Off-road connections are preferred, wherever possible.

4. Design trails to be barrier-free and to accommodate a range of users and abilities. Where possible, slopes should be under 5% with curb-cuts and other safety measures provided to improve access at road crossings.



Wayfinding signage at a trail head.



Silk Twist trail and bridge is barrier-free and can accommodate a range of users.

5. Trails must be clearly signed identifying trail entry and access points, permitted uses, and speed. Provide wayfinding signage and trail markers throughout the trail network.

6. Incorporate interpretive signage on trails located in proximity to significant natural heritage features or adjacent to stormwater management facilities to educate and promote stewardship initiatives that will protect and enhance the features and functions of the natural landscape.

7. Consider special treatments at trail head entrances including landscaping, benches, natural or built shade structures, decorative paving pattern, interpretive or directional signage, or wider pathway widths.

8. Design trails to minimize and mitigate impacts on natural heritage features. Consider the use of low impact materials such as wood chips, limestone screenings, or porous or permeable materials for trail construction in areas where sufficient drainage exists.

9. To address accessibility needs, asphalt surfaces may be incorporated into the trails system to offer a more firm and stable surface for wheelchairs. Consider the use of porous asphalt to allow water to water to drain through it and infiltrate into the subsoil.

10. Provide lighting for pedestrian safety along primary connecting trails. Lighting is not acceptable in natural heritage features.

11. Avoid constructing trails in low-lying areas. Where they do occur, implement boardwalks, bridges, culverts, and swales as support systems.

12. Use native, non-invasive species along trails abutting natural features to contribute to the urban tree canopy and provide shade for trails.

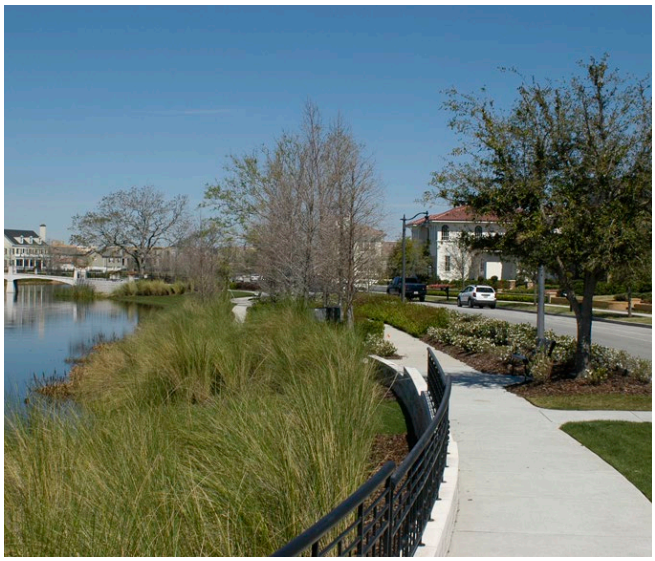


Nokiidaa Trail bridge.





Ponds should blend with the natural landscape.



Ponds incorporated as an amenity, with trails and lookouts.

2.7 Stormwater Management Facilities

Stormwater management facilities should be developed in a manner that will yield the greatest environmental and amenity benefit to the neighbourhood, which can be achieved first through reducing stormwater run-off and flow to the ponds, and secondly, through the design and landscaping of the pond.

These facilities support sustainability by providing habitat, enhancing ecosystem structure and resilience, and managing stormwater on site.

1. Design stormwater management facilities as major open space features that provide passive recreational and educational opportunities, while augmenting the extent of the community's open spaces and associated microclimatic benefits.

2. Enhance views and access to ponds by designing a portion of the pond to be bounded by streets, open spaces, and/or buildings that overlook the ponds.

3. Pond Design and Landscaping:
   a. Locate ponds off line and as a buffer to environmental features;
   b. Landscape ponds to contribute to the urban tree canopy, add to the natural features of the community, and support wildlife habitat;
   c. In addition to functional objectives related to flow moderation and water quality, design ponds as key focal/visual features within the community; and,
   d. Design ponds as part of the overall pedestrian and trail system with view points and interpretive signage. Surround ponds with public walking or cycling trails and extend along stormwater channels.



Formal hardscaped paths, seating, and playgrounds are located around the perimeter of the pond.

4. Fencing of the entire perimeter of stormwater management ponds is discouraged, except where necessary along steep slopes, or the rear or flankage of residential property lines. Install 1.8 metre high black vinyl-coated chainlink fencing along the property line where a stormwater management facility block abuts private property. It should be continuous with no gates permitted.

5. Fencing is not required along the property line where a stormwater management facility abuts a public park, open space, natural area, or road right-of-way.

6. Coordinate landscape components such as look-outs, seating areas, fountains, and gazebos to complement the overall character of the pond.

7. Design stormwater management facilities to blend with the natural landscape. Where feasible, conceal inlet and outlet structures using a combination of planting, grading, and natural stone.

8. Ensure the edges of ponds abutting natural heritage features remain naturalized.

9. Install signage at prominent locations along the road frontage or in an appropriate location along the interface between the pond block and the adjacent open space to ensure it is highly visible to the public. The purpose of signage is to identify the site as a stormwater management facility and raise public awareness of the functional aspects and related potential hazards of the facility.

10. Consider on-site treatment of stormwater through the use of green infrastructure such as bioswales, at source infiltration, and porous or permeable pavement.



3.0

private realm



3. THE PRIVATE REALM



Stacked townhouses with balconies and entrances along the street.



Use of high-quality, durable exterior building materials and architectural detailing.

The private realm within East Gwillimbury is comprised of site design and the built form within development blocks and their relationship to adjacent open spaces and roads. The residential, institutional, commercial, mixed-use, employment, and industrial buildings within a community contribute to its character and can assist in further defining and complementing the public realm.

The UDM promotes high quality urban design within the private realm that is based upon the quality, scale, and character of the surrounding existing and emerging contexts to reinforce 'human scaled' environments and promote a sense of place.

Good urban design practices will promote excellence in the design of the private realm. While the specifics of each development proposal may vary, the overall objectives will remain the same throughout East Gwillimbury. These objectives include:

- Creating distinctive, appealing, and pedestrian friendly streetscapes through attention to building design and detailing;
- Ensuring appropriate massing, materials, building siting, and design compatibility; and,
- Identifying enhanced design requirements for priority lots having highly visible elevations.

The guidelines will be considered and implemented through the review of development applications within the private realm.

3.1 General Guidelines for all Development

All development shall ensure excellence in design, be designed to achieve a high degree of environmental sustainability, and demonstrate high quality architectural detailing, in accordance with the following guidelines.

3.1.1 Village Cores

The Village Cores are focused along the historic main street areas associated with the communities of Holland Landing, Sharon, and Mount Albert. Village Cores are expected to function as a hub of activity and the centre of each community for residents, tourists, and the traveling public. These main streets are reflective of the character of the area, include historical and architectural qualities, and are in proximity to the surrounding neighbourhoods offering services within walking distance of residents.

1. Ensure all development within the Village Cores is compatible with adjacent uses. Any proposed new development will have regard for adjacent low-rise residential built forms, with respect to building mass, height, setbacks, orientation, landscaping, and visual impact.

2. New development in the Village Cores must be designed to preserve, complement, and enhance the historical and/or architectural character of the area and demonstrate compatibility with its surrounding context. Architectural detailing, landscape treatments, and building materials shall be representative of the highest quality possible.

3. Promote multi-storey buildings that create an urban street condition with building façade proportions that contribute to a comfortable pedestrian experience.

4. Orient buildings to frame the street edge and to create a strong street wall in order to clearly define the public realm and create an attractive and safe pedestrian environment.

5. Locate parking interior to the block or at the rear of buildings within the Village Cores.

6. Ensure all buildings abutting main streets include the use of quality materials, articulated façades with window displays, and high activity uses at-grade, such as retail stores and restaurants, to animate the streetscape.

7. Ensure access from sidewalks and public open space areas to primary building entrances is convenient and direct, with minimum changes in grade. Entrances shall be accessible to people who are mobility challenged.

8. Encourage public art in the Village Cores to reflect the heritage character of the location. Public art can include memorials, sculptures, water features, murals, or individual art installations at visually prominent sites.

3.1.2 Centres

Centres are planned to accommodate the highest densities, the broadest mix of uses, and the majority of medium and high density housing in East Gwillimbury. Centres are identified in each Settlement Area and along Corridors. Refer to **Schedule 2** of the Official Plan.

1. Design Centres as community focal points with a mix of uses and activities.

2. Ensure a connected street and sidewalk system in Centres to support active transportation and transit and vehicular access.

3. Focus the highest density, building massing, and heights at street intersections at the core of each Centre.

4. Ensure buildings are located along the street edge, with primary entrances facing the street,

5. On the periphery of Centres provide an appropriate transition to existing or planned adjacent uses, through built form, stepping down of heights, or landscape buffering.

6. Public art is encouraged in all significant private sector developments.



Public art as a focal point.



Mix of mid-rise residential, community facilities, and retail.



Multi-storey mixed use buildings with activity at the ground level.

3.1.3 Corridors

Corridors will accommodate a full range of residential, office, recreational, cultural, entertainment, and community uses and facilities over time. The lands within the Corridors are the connective spines of East Gwillimbury and are envisioned to develop as mixed use and transit supportive corridors.

Corridors are located along the major Arterial and Collector Roads and include Yonge Street, 2nd Concession Road, Leslie Street, Green Lane, Mount Albert Road, among others. Refer to **Schedule 2** of the Official Plan.

1. Locate higher density forms of development, mixed uses, and live-work units along the Corridors with the highest intensity of development near Centres or at key intersections. Between intersections, building forms may transition to medium density building types.

2. Incorporate transit facilities and active transportation routes along Corridors.

3. Orient buildings to relate to adjacent streets, particularly at transit stops. Ensure block patterns are permeable, providing access and frontage among buildings within Corridors.

4. Design buildings to be compatible with, and sensitively integrated with the surrounding land uses and built forms. Ensure appropriate transition to adjacent uses and built forms through reduced building heights, setbacks, step-backs, and/or enhanced landscaped buffer strips.

3.1.4 Community Areas

Community Areas provide for the development of residential neighbourhoods including housing, parks and open spaces, convenience commercial uses, and educational facilities.

1. Design neighbourhoods to ensure residents are in proximity to amenities that will meet their daily needs including retail and service commercial, office, institutional, educational, and recreational uses.

2. Provide a mix of housing types, densities, sizes, and tenures, including additional needs housing in new residential development.

3. Ensure residential development is well-designed to:
   a. Reduce the prominence of garages in the front elevation;
   b. Promote pedestrian activity;
   c. Create functional and visual diversity;
   d. Develop multi-unit residential forms that fit within the community; and,
   e. Guide the creation of architecturally varied and context appropriate residential streetscapes.

4. Ensure new residential blocks contain a mix of dwelling types with a variety of elevations to provide a diverse housing stock and to avoid a homogeneous streetscape.

3.1.5 Employment Districts

Employment Districts in East Gwillimbury are expected to accommodate primarily employment opportunities with a focus on heavy and light industrial, business park opportunities, mixed commercial, and office uses. Land in the Post Secondary Education Facility area is intended to accommodate major institutional uses.

1. Arrange and design industrial and business parks to incorporate a campus design to ensure that all development components are recognizable as part of an integrated complex. A campus design format consists of one or more individual buildings or multiple tenancy buildings having shared parking, loading, and access facilities.

2. Design buildings to have high-quality design features including built form, architectural detail, landscaping, and signage.

3. Orient buildings adjacent to Highway 404 or an Arterial or Collector Road to face the Highway and/or Road to provide good visibility.

4. Design parking lots with planting strips and landscaped traffic islands, medians, or bump-outs to break up the expanse of hard surface parking areas.

3.1.6 Cultural Heritage Resources

The development and sensitive integration of new buildings and landscapes shall ensure that adjacent heritage resources are respected, protected, and enhanced. Sharon Temple, and the Village Cores in the communities of Holland Landing, Sharon, and Mount Albert are unique in terms of built form and their distinctive character should be preserved. The following guidelines, along with the Village Core guidelines under 3.1.1, apply to all new development.



Construction of an employment office building.



Adaptive reuse of a heritage property in Mount Albert.

1. Minimize the removal or disruption of historically or culturally significant uses, landscapes, structures, or architectural elements, with features integrated into the site design as amenities.

2. Where applicable, provide for the relocation or adaptive reuse of cultural landscapes, such as hedgerows and rural road cross sections.

3. The retention, restoration, and adaptive reuse of existing heritage buildings in their original locations is a priority to support a tangible example of the cultural heritage of the area.

4. Where cultural heritage resources have been identified, provide a transition in lot sizes, setbacks, massing, and grading that complements the cultural heritage resource.

5. For heritage designated or listed sites new development is considered adjacent if it shares a property boundary and fronts the same street as the designated sites. A Cultural Heritage Impact Report will be required as part of a complete development application where new development includes, or is adjacent to an identified or designated cultural heritage resource.

6. Locate and design buildings to respect and complement the scale, character, form, and siting of on-site and surrounding cultural heritage resources.

7. Ensure façade designs of new development reference the articulation of adjacent historic buildings with respect to vertical and horizontal elements, including the proportion of its main architectural elements.

8. New development will reflect the architectural characteristics of adjacent heritage buildings and sites in their design by incorporating a selection of the following:
   a. Roof slopes;
   b. Details such as cornices and sills;
   c. Types of entrance features such as porches;
   d. Architectural style, materials, or detailing;
   e. Maintaining cornice lines in buildings of the same height;
   f. Extending horizontal lines of fenestration;
   g. Proportion, size, and pattern of windows, and doors;
   h. Setback or average setback of adjacent properties; and,
   i. Complementary landscaping.

Sharon Temple

The heritage character and values of the Sharon Temple are a valuable and unique national, provincial, and community resource that must be preserved.

9. Development in proximity to Sharon Temple must respect the heritage character of the area and enhance the Sharon Temple as a unique historical and cultural focal point.

10. Maintain and enhance views of the Sharon Temple. Ensure access to the site and primary sightlines from Leslie Street are not impacted by new development. The most significant view to the Sharon Temple is from Leslie Street towards the east entry.

11. Building heights for residential uses west of the Sharon Temple shall not be greater than two storeys.



Sharon Temple.

3.2 Site Planning

Site planning plays an important role in how a development is experienced and how it functions, including elements such as building orientation, site access, and landscaping. The intent of the following is to guide new development to maximize the positive attributes of East Gwillimbury and continue the development pattern of visually attractive, walkable, and interconnected neighbourhoods.

3.2.1 Site Layout

1. Arrange all new development to address the street by lining streets with building front façades, active uses, and public spaces. Maintain and reinforce existing setbacks by aligning the building base with adjacent building bases, or by placing the building at the average distance between those of adjacent properties.

2. Use prominent built form to address gateways and other key locations. On larger sites, create 'paired' corner buildings on either side of a street to emphasize a sense of entry or to distinguish one street district from another.

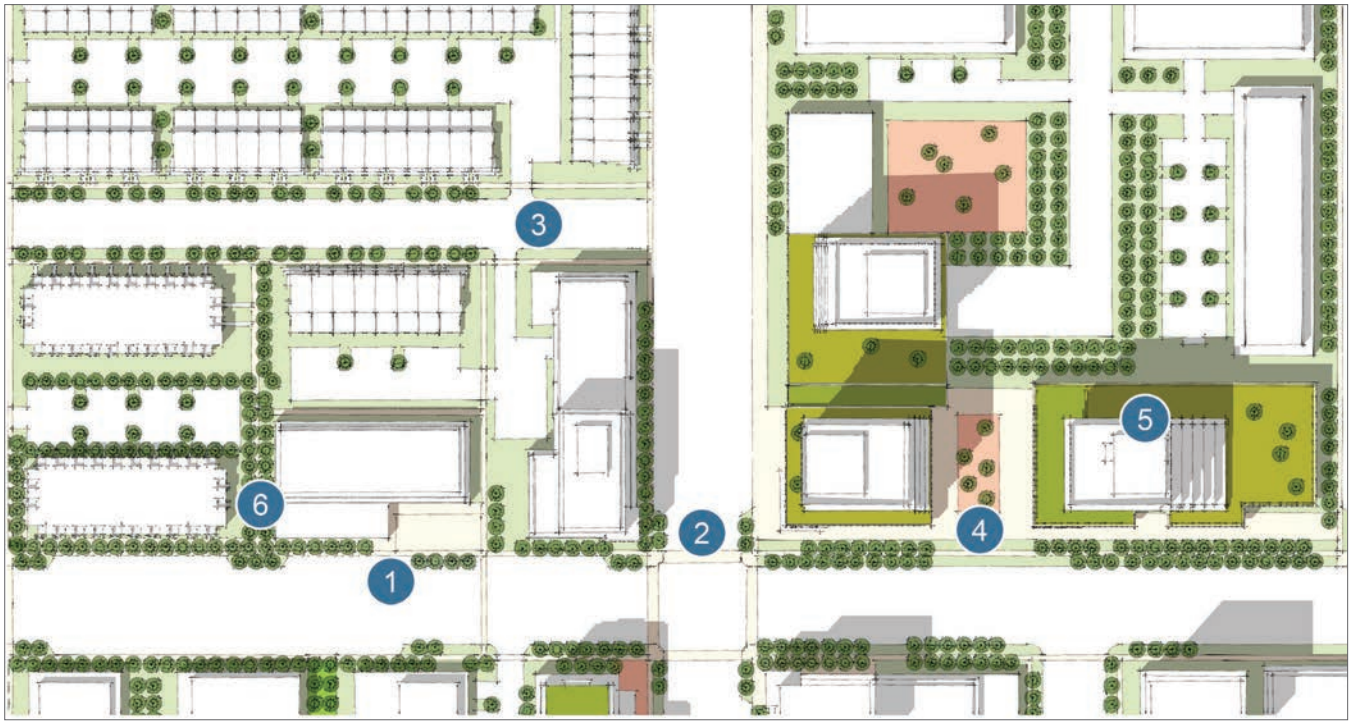
3. Provide a safe, clear, and accessible site circulation system for pedestrians, cyclists, and vehicles, including connections to the surrounding street network, public sidewalks, transit stops, and parking areas. .

4. Create a pedestrian-scaled environment by arranging buildings to create comfortable and protected pedestrian spaces that provide a sense of enclosure.

5. Design blocks with a regular shape measuring a maximum of 100 metres in width and between 200 to 250 metres in length. For industrial areas, the maximum block dimension is 300 metres by 300 metres.

6. In special circumstances where a block length exceeds 250 metres provide a mid-block pedestrian connection to support pedestrian movement.

7. Enhance wayfinding by using buildings as gateways and landmarks, public spaces as focal points, and streetscapes to frame significant views.



Example of a site layout illustrating building placement, access, and landscaping.



Outdoor pedestrian connecting link with seating and landscaping.

8. Ensure a mix of housing types and densities with the denser residential uses located at the ends of blocks or adjacent to parks, community amenities, or civic uses and buildings, and along Collector or Arterial Roads.

9. In order to minimize the visual impact of long residential blocks, the lots located on the end should be turned 90-degrees to face the flanking road. Consider a variety of lot facing conditions, in addition to flankage lots, along long stretches of road.

10. Consolidate vehicular entrances to serve multiple buildings in order to minimize the number of interruptions to the street wall and sidewalk network.

11 Surface parking lots should be screened from view from roads, open spaces, and adjacent residential areas with low fencing, architectural features, landscaping and/or other mitigating design measures, such as lowered parking surfaces with landscaped buffers.

12. Ensure pedestrian connections and entrances are visible and universally accessible. Walkways should be distinguished from driveways through a change in material or by using a planted or sodded edge.

13. In high pedestrian volume areas provide connections through blocks of buildings or a building. This may be achieved through the introduction of a walkway, galleria, or other similar features to connect two streets; and/or connections to publicly accessible spaces such as parks, courtyards, and outdoor amenity spaces.

14. The design of shared mailbox facilities should consider:
    a. Locations where they act as an integral component of the streetscape, or in central areas such as an amenity area or park space.
    b. Providing seating and waste receptacles, where appropriate; and,
    c. Including landscaping and/or privacy fencing as a buffer when located at a corner or end lot.

3.2.2 Site Landscaping

Landscaping design should reinforce the structure and layout of the site with a focus on creating a safe, comfortable, and animated pedestrian environment.

1. Develop a comprehensive strategy for planting, built features, fencing, walls, paving, lighting, signage, and site furnishings.

2. Base planting strategies on year-round interest, hardiness, drought, salt and disease tolerance, and bio-diversity.

3. Preserve, protect, and incorporate existing healthy and mature trees into the site and landscape designs.

4. Minimize the use of hard, paved areas to reduce surface run-off and heat island effect. Use permeable or porous paving wherever possible.

5. Use high-quality, durable materials for all landscape features such as paving, fences, walls, planters, site furniture, and shade structures.

6. Consider green roofs for mid- and high-rise buildings. This will assist with reducing the heat island effect, improving air quality and noise insulation, and stormwater run-off.

7. Incorporate a combination of soft landscaping, planters, and trees along non-residential frontages to delineate and differentiate private open spaces, entrances, and individual units at grade.

8. Appropriate planting conditions such as soil depth, volume, and growing mediums must be provided for successful landscapes.

9. Utilize landscaped buffers, which are linear green open spaces, to provide an appealing and ‘soft’ transitional interface between new development areas and the backyards of exiting established areas. Landscaped buffers should be comprised of lush landscaping, such as evergreens, that retain their foliage in all seasons to provide a visual barrier, as well as some sound attenuation

10. Ensure the design of lighting avoids light spill onto abutting properties and adjacent residential neighbourhoods.

11. Avoid using noise attenuation fences or walls, if possible.

12. Where noise attenuation fences or walls are used ensure the fencing provides pedestrian connections and integrates with the design of the surroundings. Coordination in the design, colour, texture, and plantings is encouraged.



Low wall and plantings define the private and public realms.



Street tree planting to buffer the sidewalk from the street.

3.3 Infill Development

The intent for infill development is to encourage compatible design that does not deviate substantially from an established pattern, without requiring an identical design, architectural style, or material palette for every dwelling or building in a neighbourhood. It is important that infill development integrates with the existing context and co-exists in harmony with no undue physical or functional adverse impact on existing or proposed development in the area.

The concept of compatible development is intended to ensure that all new development within East Gwillimbury is appropriately integrated into the existing built form and landscape. As stated in the Official Plan, the definition of "Built Form and Landscape Compatible Development", is as follows:

"Built Form and Landscape Compatible Development means development that may not necessarily be the same as, or even similar to the existing buildings/development in the vicinity, but, nonetheless, enhances an established community and coexists with existing development without causing any undue, adverse impact on surrounding properties."

In determining compatibility, an area of influence in the vicinity of the new development shall be used. Within the East Gwillimbury context, the definition of vicinity should vary by the scale of development. There are generally two key scales of development that must be considered, including:

Scale of new development	Area of influence for determining compatibility
Minor Development demolition and replacement by new intensified development	properties within 60 metres in all directions
Major Development land assembly and significant development intensification	min. 120 metres from the site of the proposed development

3.3.1 General Guidelines

1. Infill development in the form of architecture for renovations and new construction shall:
   a. Ensure development is of high quality design and sensitively integrates with the existing context and character of the neighbourhoods identity.
   b. Preserve the variety of design, colour, and construction materials within a range that enhances the character of the neighbourhood;
   c. Maintain compatible architectural character in the design of roofs, windows, doors, porches and signs; and,
   d. Minimize or reduce the impacts of increased size, scale, and massing of new construction on neighbouring properties.

2. Design the architecture of an addition to be consistent with the original architecture of the existing dwelling.

3. On second-story additions and new two-story dwellings, maintain architectural continuity of materials and detailing around all sides of the dwelling, especially where the dwelling backs onto and is visible from adjacent streets or other public areas.

4. Ensure solar access by designing a new dwelling or addition to not adversely affect the availability of daylight falling on neighbouring properties. Design the location, scale, and massing of an addition or new dwelling to have regard for the amount of shadow upon neighbours' rear yard areas.

5. Where infill development occurs through the severance of large lots into smaller lots, the resulting lots should reflect the scale of lots in the surrounding area.

3.3.2 Site Orientation

Placement and Orientation

1. Consider building placement and siting on a property in relation to the street and neighbouring lots to reinforce the positive characteristics of the existing streetscape.

2. Maintain consistent setbacks along the street. New development should have a set back equal to the predominant setback (70%+) on the street, or a distance that is the average of those on either side of the development site (+/- 1.0m).

3. Where there is no predominant setback along a street, set back new development a distance that is the average of those on either side of the development site (+/- 1.0 metre).

4. Locate dwellings close to the street edge to frame the streetscapes, however, this will depend on the setbacks to dwellings on either side of the site.

Access and Parking

5. Place garages behind the front wall of the dwelling or at the side or rear of the lot, unless the predominant location of the garage on other dwellings on the streetscape projects from the front of the unit or is not at the side or rear.

6. Ensure front-facing garages attached to the main dwelling do not occupy more than 50% of the building's width.

7. Set back detached garages from the main front wall of the dwelling. Ensure detached garages are similar in material and architectural character to the dwelling.

8. Locate and space driveways to reinforce the rhythm along a street and to allow for street trees to be planted in the boulevard.

Landscaping

9. Include landscaped areas in front of buildings that provide a transition from private to public areas. A minimum of 50% of the front yard zone should include soft landscaping areas (non-paved areas supporting grass, groundcovers, trees and/ or shrubs).

10. Where the predominant (70%+) existing streetscape character has design elements such as low stone walls, low permeable fences, planting, and/or other landscaping at the front of the lot, ensure new development provides similar elements.

11. Preserve existing mature trees. The planting of new trees is encouraged to provide a continuous canopy over the street.

12. Maintain a consistent character on the street by ensuring height and opacity of front yard fencing is consistent with those found throughout the neighbourhood.

13. Ensure front yard hedges or fencing that are used to define the edge of private property are no more than 1.2 metres high to maintain visibility to the street.



Landscaped areas provide a transition from private to public areas.

3.3.3 Building Design

Massing & Elevation Articulation

1. Ensure the new building is generally consistent in height and massing with adjacent buildings along the streetscape.

2. Provide appropriate transitions in height to existing adjacent buildings and ensure no new building is more than 1.5 storeys or 4.5 metres higher/lower than the adjacent dwellings, subject to the area's maximum height permission.

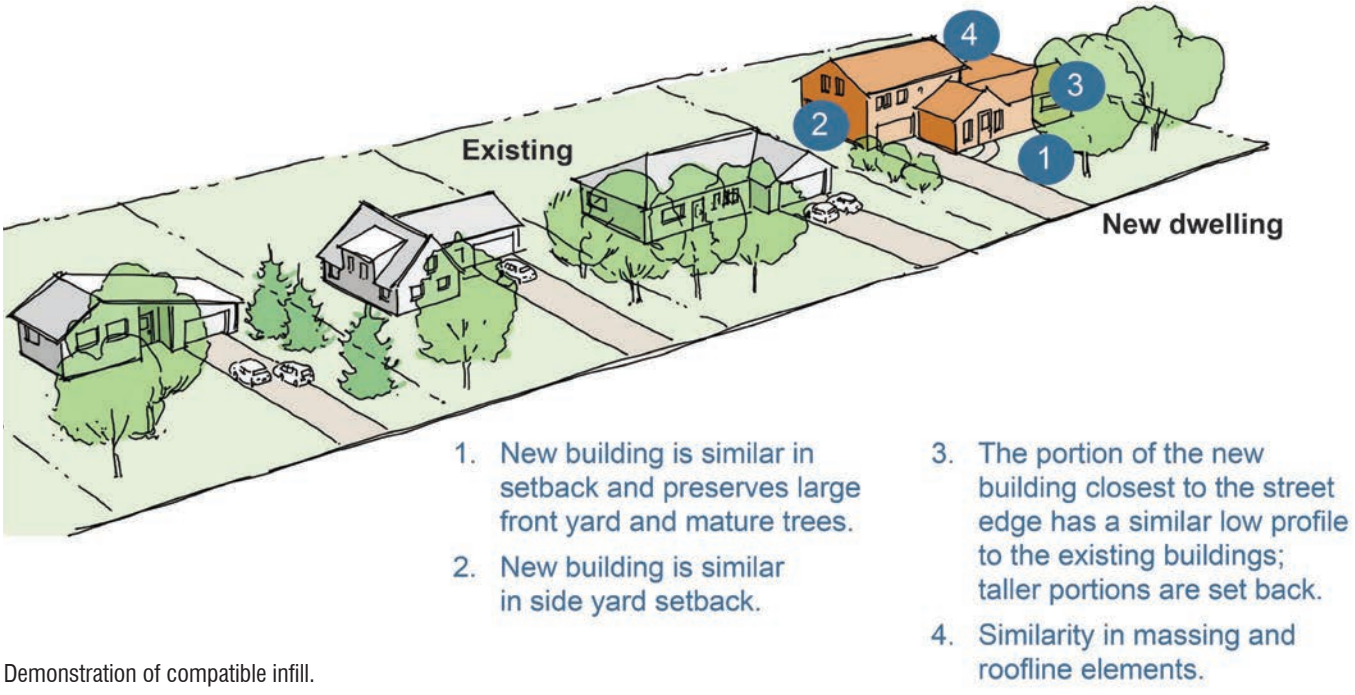
3. Where possible, maintain the existing lot grading and the neighbourhood's characteristic first floor height.

4. Design the building envelope, and individual architectural elements within the building, to reference the architectural treatment of buildings in the neighbourhood. The goal is not to replicate buildings of the neighbourhood, but to ensure new development relates to them by incorporating similarities in design language to promote compatibility. Consider massing and architectural elements such as:
   a. Similar building shape (square, rectangular, L-shaped, etc.);
   b. Roof lines with similar massing, pitches and articulation (gable, hipped, shed, flat,
   c. Similar principal building massing elements (bays, projections, first floor height, building height, entry features, etc.);
   d. Similar architectural features (porches, stoops, chimneys, columns, frieze boards, etc.);
   e. Important datum lines (cornice, base courses, string courses, window alignment, etc.); and,
   f. Similar proportions (bays, windows, garage, etc.).

5. Avoid mixing historic architectural elements with other architectural styles elements.

6. Historical designs should only be undertaken by registered, qualified architects who have experience in designs of that historic period.

7. Contemporary designs may be considered provided they exhibit consistency with the massing and articulation guidelines in this section.



Demonstration of compatible infill.

Materials

8. Ensure building materials reflect and complement the existing materials in the area and are high quality, durable, and easily maintained.

9. Ensure the materials selected are consistent for a building's façade and any walls that are publicly visible.

10. Recommended building materials include brick masonry, stone masonry, wood, or stucco; one or two of these materials should be selected as base materials and may be complemented by a wider range of accent materials.

11. For additions or renovations to an existing building, incorporate materials and colours that are consistent with and complement the main building.

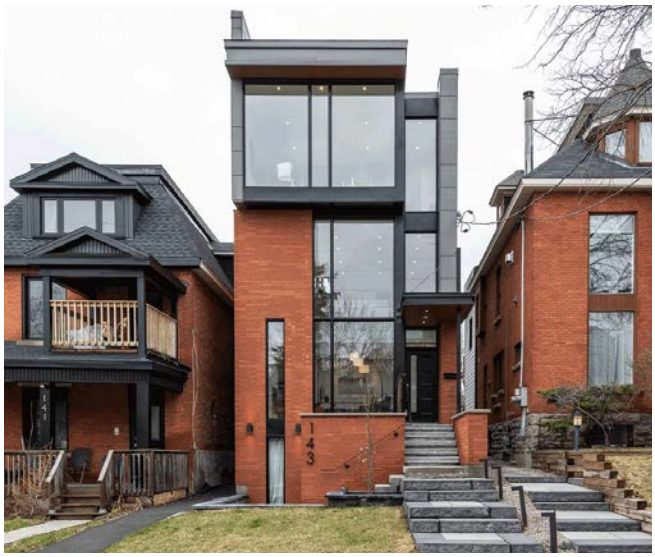
Porches and Entry Features

12. Ensure the main entrance faces the street, with the door in a prominent position. The front door should be clearly visible and approachable from the street.

13. Front porches are encouraged as features that increase the prominence of the front entrance of the dwelling.

14. Provide weather protection elements at the main entrance and design to complement the overall design of the dwelling.

15. Where appropriate, consider extending the dwelling's roof to cover entrance features to reflect modern, minimalistic architectural styles.



A new dwelling does not replicate the adjacent dwellings but has consistency in building materials.



Existing residential dwelling that illustrates entry elements such as porches and generous overhangs to articulate front elevations at entrances.



Semi-detached dwellings with a consistent façade and unified roofline.



An upgraded elevation with variety in roof lines, materials, and a front porch.



Townhouse units with consistent architectural details on the façade.

3.4 Low-Rise Residential

The following guidelines apply to Low-rise Residential Buildings up to 3 storeys in height.

3.4.1 General Guidelines

1. All low-rise buildings shall demonstrate design excellence and compatibility with the surrounding context. Architectural detailing, landscape treatments, colour, and building materials shall be representative of the highest quality possible.

2. Ensure the height difference between adjacent low-rise buildings on the same block does not vary by more than 1.5 storeys to maintain a consistent street wall.

3. Upgrade side and rear elevations of units that are exposed and visible from a public space or public right-of-way, to ensure they are consistent and continuous in design, quality, and material as the front elevation.

4. Design roof slopes so that they can accommodate photovoltaic panels, where possible.

5. Flat roof designs will also be permitted where appropriate to the design of the dwelling.

6. Locate garages and driveways on a Local Road or Rear Lane, off Arterial or Collector Roads, where possible.

3.4.2 Typologies

3.4.2.1 Single Detached and Semi-Detached Dwellings

1. Design dwellings to frame the street edge with a consistent setback, and front doors, windows, and entry features facing the road to create a consistent street wall.

2. Design the front elevation of the dwelling so that its front entrance and architectural elements reduce the visual dominance of the garage and driveway.

3. Garages shall not protrude beyond the main front wall of the dwelling unit. Garages shall be set behind or flush with the main building face or the front porch, or accessed from a rear lane.

4. Porches, stairs, canopies, and other entrance features may encroach into the required setbacks, a maximum of 1.5 metres.

5. Design driveways to reduce the amount of asphalt on front yards and enhance the visibility of the street.

6. Semi-detached dwellings with a front facing garage and driveway should pair the garages, where feasible, to maximize the extent of a continuous green planting area.

3.4.2.2 Detached Additional Residential Unit

1. An additional residential unit is permitted in a detached accessory building or structure on a lot that includes a primary single detached, semi-detached, and/or townhouse building. Ensure the detached building:
   a. Is created and used in accordance with the Implementing Zoning By-law;
   b. Is built in accordance with all relevant regulations of both the Building Code and Fire Code;
   c. Is connected to full municipal sanitary sewer and water services to the satisfaction of the Town;
   d. Has a maximum gross floor area of no more than 75 square metres and a maximum height of 2 storeys;
   e. Is designed to complement the architecture of the main building; and,
   f. Has a direct pedestrian access from a public street through an unobstructed walkway.

2 Provide an additional parking space as a tandem parking space on the lot.



Single detached dwelling with upgraded side elevation.



Detached additional residential unit.

3.4.2.3 Townhouses

1. Coordinate the siting, massing, and façade design of townhouse units on a block-by-block basis.

2. Articulate the elevation of the townhouse block to provide variation between units with common characteristics.

3. Utilize variety in the design of roofs through the use of traditional gables and dormers, or more contemporary designs that include cantilevers and parapet details to break up the massing of units within a block. The main roof should appear as one roof, where possible.

4. Limit blocks of street townhouses to a maximum of 8 units, with 6 units preferred. The length of a townhouse block should not exceed 50 metres, unless it is essential to the architectural style of the townhouse block.

5. Orient the main front entry of interior units to the front lot line or higher order street. Orient the entry of the end unit to the exterior lot line when on a corner lot. Where a dwelling unit flanks a private street or laneway, the main entrance should face the front lot line.

6. Orient blocks of attached townhouse units to the street with integrated front garages accessed from the street. For rear lane townhouses an attached or detached garage will be located at the rear of the block and accessed from a lane.

7. Design front garages to not exceed 50% of the width of the unit and to not protrude beyond the main front wall or the front porch of the dwelling unit.

8. Pair front driveways to allow for more substantial front yard green space, where feasible.

9. Ensure rear lane accessed garages are complementary in design and building material with the principal dwelling.



Example of variation between the units of a townhouse block.

3.4.2.4 Live-Work Units

Live-Work units introduce a flexible built form use that allows for the unit to be used fully as a residence or a residence above with retail, commercial, or office uses at grade. Live-Work units area ideally suited for the mixed-use context in the Centres and Corridors.

1. Design Live-Work buildings to support pedestrian activity through minimal front yard setbacks, pedestrian weather protection such as canopies, and enlarged clear glazed windows, and pedestrian-scaled detailing for commercial space.

2. Provide on-street parking by using lay-by parking with resident parking provided at the rear of the building and accessed from a lane or a private road.

3. Ensure Live-Work units have continuous and consistent architectural details and materials for the entirety of the block.

4. Screen mechanical equipment including air conditioning units and utility meters or locate away from public view.

3.4.2.5 Low-Rise Apartment Buildings

1. Design the building and the site layout to consider overall form, massing and proportions, and rhythm of major repetitive building elements to create a streetscape that supports a pedestrian scale.

2. Ensure the majority of the main building façade fronts the abutting street. The Implementing Zoning By-law may establish a front yard build-within zone along the street line to ensure pedestrian comfort and streetscape activation.

3. Locate and orient primary building entrances to public roads and design to be visible and accessible to the public.

4. Locate visitor parking, loading, and service areas in areas of low public visibility in side or rear yards and set back from the building.

5. Screen parking from street view through the use of landscaping or fencing, or a combination of both.



Live-work units with parking along the street edge.



Low-rise apartment building with balconies.

3.4.3 Siting and Setbacks

1. Integrate existing topography and natural features into the development, and minimize alteration to the existing grading of the site, if feasible.

2. Create a consistent building streetwall height along public right-of-ways to create a comfortable public realm.

3. Orient dwelling units and townhouse blocks to face the public realm, and particularly any adjacent streetscape, pedestrian connection, or open space, to promote a high level of comfort and create a safe environment.

4. Ensure the front yard setback of new units is consistent with that of adjacent units. If there are differing setbacks on adjacent lots, the new unit should be located to act as a transition between the differing setbacks.

5. Where lot depths permit, design dwellings on long, straight streets to give the appearance of a diversity of setbacks, through architectural details and permitted encroachments.

6. The following elements may be permitted to encroach into front, rear, and exterior side yards, when appropriate:
   - Bay windows;
   - Balconies or decks; and,
   - Porches of up to 1 storey.

7. Where the first floor of the dwelling or townhouse unit is within 3 metres of a sidewalk, raise the entry of the unit a minimum of 0.9 metres to a maximum of 1.2 metres above the sidewalk grade. The change of grade should be reinforced through landscaping features.

8. Maintain consistent side yard setbacks along the streetscape. If there are differing setbacks on adjacent lots, the side yard setbacks of new units should be the average distance of those on either side of the development.

9. Increase side yard setbacks at pedestrian links and public open spaces.

10. Low-rise developments are to have front-to-front or back-to-back dwelling configuration along streets, lanes, or around open spaces.

11. Avoid front-to-back façade configurations where possible. If necessary, the 'rear' facing units of front-to-back façade configurations are to include:
    - Recessed garages;
    - Enhanced landscaping; and,
    - Upgraded façades.

12. Locate built form to minimize the need for noise attenuation walls.

3.4.4 Private Outdoor Amenity Space

The design of private outdoor amenity areas, such as balconies, terraces, back yards, or gardens provide an important extension to the livable space of a dwelling unit.

1. Design private outdoor amenity spaces to have direct access to sunlight and sky view.

2. Avoid a 'rear yard' condition along streets and parks and open spaces.

3. Locate private outdoor amenity spaces for family-sized units so that they have views and access to outdoor play areas, where possible.

4. Design roof top private amenity spaces to limit overlook into adjacent neighbourhoods.

5. Inset or partially inset balconies to offer greater privacy and shelter from wind, reduce the building bulk, and minimize the impact of shadow on other amenity spaces below.

3.4.5 Garages and Driveways

The design of garages can have a major impact on the visual character of the individual dwelling and the collective streetscape. A cohesive streetscape where garages compliment instead of dominate the streetscape is intended.

The visual presence of garages shall be minimized by prohibiting garages from projecting beyond the front wall of the dwelling face or the front porch. A variety of parking strategies should be explored for Low-Rise Residential housing, including attached garages, attached recessed side yard garages, rear yard garages, and laneway access garages.

3.4.5.1 Front Garages

In order to minimize the presence of the garage, the following guidelines shall be applied for attached and detached garages accessed from the front yard.

1. Ensure garages are a natural extension of the design, massing, and materials of the main dwelling.

2. Ensure garages are set behind or flush with the main building face or front porch and do not project beyond the main wall or front porch of the dwelling. Garage doors facing a public road should be setback a distance of 6 metres from the right-of-way.

3. Design attached garages as follows:
   a. De-emphasize their presence on the streetscape by recessing garages 0.5 to 1.5 metres from the main wall or front porch of the dwelling;
   b. Accommodate a maximum of 2 garage doors for garages fronting the road, with a maximum width 50% of the dwelling width. Three garage doors may be permitted for single detached dwellings on a large lot but is not encouraged;
   c. Include two single garage doors separated by a masonry pier, or an architectural or design equivalent, for double garages;
   d. Setback a second storey built over the garage a maximum of 2.0 metres;
   e. Consider glazed top panels or transom lights for all garage doors, especially for traditional style dwellings; and,
   f. Utilize a consistent garage door throughout a townhouse block.

4. Detached garages are only permitted in the rear yard and interior side yard.



Garages flush with the main dwelling and do not dominate the façade.



Attached garage setback from the main building face.



Detached garage with consistent materials as the main dwelling.



Detached rear lane garage with an additional residential unit.



Lane based garages in groups of three.

5. Design detached garages to complement the architecture of the main building and as follows:
   a. Provide access from either a rear lane or the street by a driveway;
   b. Provide main cladding materials consistent with those of the exterior of the main dwelling;
   c. Create staggering garage door depths and planes, and varying roof styles and details along lanes;
   d. Ensure a minimum setback of 2 metres from the dwelling;
   e. Ensure a minimum setback of 1.2 metres from the side lot line; and,
   f. Ensure a maximum height of 2 storeys.

3.4.5.2 Lane-Accessed Garages

Garages that are accessed from a laneway can either be detached or attached to the main dwelling at the rear. Attached garages can be set into the house with access at the rear, or they can be attached to the main dwelling through a breezeway which forms a side courtyard for amenity space.

1. The minimum setback for garages accessed by a lane should be 0.6 metres from the lane right-of-way.

2. Side yard setbacks may be a minimum of 1.2 metres if the garage has doors or windows facing the side yard.

3. Side yard setbacks may be a minimum of 0.3 metres if the garage has no doors or windows facing the side yard. 0.0 metre setback is allowed where the garages on abutting lots are attached.

4. Where possible, pair garages to allow for increased rear yards or an outdoor parking pad.

5. The maximum number of attached garages on adjacent lots should be three.

3.4.5.3 Driveways

1. Ensure driveway widths are no larger than the interior width of the garage. A maximum driveway width of 3 metres shall be permitted for single car garages and a maximum driveway width of 6 metres shall be permitted for double car garages.

2. Parking for detached, semi-detached, and townhouse dwellings is only permitted in the front or exterior side yard and only on a driveway or a parking pad.

3. Encourage the use of light-coloured paving material for driveways to reduce heat island effects.

4. Encourage the use of permeable or porous pavement for surfacing driveways and parking areas, instead of traditional asphalt, to reduce stormwater run-off.

5. Locate driveways as far as possible from parks, open space features, public walkways, schools, and intersections.



Light coloured materials reduce heat island effect.



Lane with parking pad and private outdoor amenity space over the garage.

3.4.5.4 Multiple Unit Parking

1. Locate parking areas away from the street frontage and to the rear or sides of the principal building.

2. For multiple unit development locate visitor parking spaces within a 200 metre walking distance or one block, which ever is less, of the residential units served.

3. Design surface parking areas for multiple unit residential buildings with the following:
   a. Continuous brick, pavers, or other distinct and decorative pavement treatment;
   b. Markings for stalls;
   c. Pedestrian scaled lighting; and,
   d. Low fencing, architectural features, or landscaping to screen from public view.

3.4.6 Priority Lots

Priority lots are those which are situated in prominent locations and are highly visible from the public realm. Priority lots include:

- Gateway lots;
- Corner lots;
- Lots which terminate at “T” intersections;
- Lots facing, adjacent to, or backing onto parks, open spaces, and pedestrian links; and,
- Window street lots.

1. Architectural and siting treatments for priority lots are recommended in order to promote a defined and attractive streetscape with visual focal points.

2. Where a townhouse is sited on a corner lot, the end unit flanking a street is defined as a priority lot.

3. In cases where a semi-detached dwelling is sited on a corner lot, both units should be defined as a priority lot.

3.4.6.1 Gateway lots

1. Ensure dwellings on gateway lots are given special consideration in architectural design, massing, orientation, siting, and materials, and are of high architectural quality.

2. Pair similar model units on lots directly opposite to each other to establish and enhance a gateway condition. Use stone or other quality materials as the main massing material for gateway units, where possible.

3. Provide upgraded landscape features on gateway lots including decorative fencing, where appropriate.

4. Coordinate the materials of dwellings on gateway lots with those used on gateway features.

3.4.6.2 Corner lots

1. Consider wrap around windows, porches and other architectural treatments for corner lot dwelling units.

2. Ensure active living spaces are designed for the rooms adjacent to the corner.

3. Locate main entry features on the flankage elevation where possible.

4. Coordinate privacy fencing design for all corner lots to prevent views into the private rear yard amenity area.

5. Articulate rooflines to include vertical features and elements such as a tower or turret, incorporate steeper roof slopes on traditional units, or break the roof plane in keeping with any wall projection for contemporary styles.



Main entrance to the townhouse unit is located on the side elevation facing the street.



Dwellings located at the intersection of two streets shall address both streets

3.4.6.3 “T” Intersections

“T” intersections occur when one street terminates at a right angle to another.

1. Ensure the architecture on lots at the end of “T” intersections is of a highly articulated façade design such as coordinated fenestration, masonry detailing, and entry elements.

2. Incorporate special built form such as added height, turrets, or bay windows for “T” intersection lots.

3. Pair side yards to form a landscaped area at the terminus of the “T“ intersection.

4. Locate garages away from the “T” intersection of the streets.

5. Provide larger front yard setbacks at the view terminus for “T” intersections.



Dwelling unit at the end of a “T” intersection

3.4.6.4 Lots Adjacent to Parks and Open Spaces

1. Ensure front, side, and rear elevations exposed to public spaces such as neighbourhood parks and public commons are highly articulated. Utilize a combination of fenestration, bay windows, material changes, and dormers in addition to other design elements to achieve the objective.

2. Ensure side and rear elevations adopt a similar design and use materials that are consistent with those used on front elevations. Architectural detailing such as corbelling should continue from front to side elevations, where visible to the public.

3. Ensure the location of porches, windows, and entry doors for units surrounding parks maximizes opportunities for overview.

4. Locate driveways of adjacent dwellings as far away as possible from the public space.



An example of front porches overlooking amenity areas.



A porch flanking a park creates “eyes on the park”.

3.4.7 Building Design

3.4.7.1 Massing & Elevation Articulation

1. Ensure generally consistent height and massing along a street.

2. Provide appropriate transitions between all unit types to avoid drastic changes in height and/or massing.

3. Limit the height of new dwellings in existing neighbourhoods to no more than 1.5 storeys greater than the height of existing, adjacent buildings.

4. Ensure appropriate design compatibility where different unit types are located adjacent to each other.

5. Design dwellings to have articulated elevations, especially those exposed to streets and open spaces. Articulated elevations might include changes in plane, projections, enhanced fenestration, highlighted entrances, complementary materials, among other architectural elements.

6 Upgrade the façade treatment for side and rear elevations visible from public areas.

3.4.7.2 Porches and Entry Features

1. Ensure the main entrance faces the street, with the door in a prominent position. The front door should be clearly visible and approachable from the street.

2. Articulate front elevations by highlighting front entries with features such as porches, verandahs, arches, generous overhangs, and massing elements such as a cantilevered or recessed upper storeys.

3. Ensure steps from a front porch are not located closer than 1 metre from a property line.

4. To ensure porches and verandahs are usable they should be a minimum of 1.5 metres in depth.



A block of townhouse units with a variety of elevations and colours.



Front porch highlights the dwelling entrance and addresses the street.

3.4.7.3 Materials

The variety of building materials contributes to the interest along the street and to the varied architectural character of the neighbourhood.

1. Ensure building materials reflect and complement the existing materials in the area and are high quality, durable, and easily maintained.

2. Ensure the materials selected are consistent for a building's façade and any walls that are publicly visible.

3. Recommended building materials include brick masonry, stone masonry, wood, or stucco; one or two of these materials should be selected as base materials and may be complemented by a wider range of accent materials.

4. Ensure rear and side walls exposed to public view are of a similar composition to the front wall.



Example of a mix of building materials on the façade of a dwelling.

3.4.7.4 Utility Meters and Mechanical Equipment

1. Where possible, locate utilities and meters in interior side yards, away from public view.

2 Locate utility and service meters discreetly by:

   a. Integrating into the design of the building;
   b. Screening through landscaping;
   c. Recessing or enclosing in the porch entry or landing;
   d. Installing below porch slabs and porch steps;
   e. Grouping in one location in a wall recess, enclosure or, where appropriate, a small roof overhang; and
   f. Screening meters on exposed elevations by integrating them into a wall or below porches and steps, providing complementary landscaping, or placing them behind a change in plane towards the rear of the elevation.

3. Locate air conditioning units in the rear yard or interior side yard, where possible.

4. For flat roofs locate air conditioning units on the roof, setback from the edge so they are out of sight from public view, where possible.

3.4.7.5 Waste Containers Storage

1. For new developments, each dwelling unit or building must have its own fully enclosed waste storage area in a non-habitable space (i.e., a garage).

2. A minimum of 3 square metres (1 metre in width by 3 metres in length) must be provided in the garage, backyard, or side yard for the storage of bins.

3. The maximum walking distance from a dwelling unit to a collection point must be less than 100 metres.



Four storey apartment building with an articulated façade.



Nine storey high-rise residential building with retail on the ground floor.

3.5 Mid-Rise and High-Rise Buildings

The following guidelines apply to mid- and high-rise built form. Mid- and high-rise buildings provide opportunities for framing and defining the public realm, while allowing for increased densities that more efficiently use land and infrastructure. They support mixed use communities, promote active transportation, and if done properly, generate liveable pedestrian experiences.

Mid-rise buildings have a maximum height of 4 storeys and High-rise buildings have a maximum of 12 storeys, unless identified above the maximum in **Area Specific Policies** in the Official Plan.

3.5.1 General Guidelines

1. Concentrate the greatest heights and massing along the frontage of an Arterial or Collector Road.

2. Ensure the scale of mid- and high-rise buildings is compatible and sensitively integrated with surrounding residential uses in terms of building mass, height, setbacks, orientation, privacy, landscaping, shadow casting, accessibility, and visual impact.

3. To demonstrate mitigation of potential shadow or wind impacts on existing or proposed pedestrian routes, public spaces, and adjacent development technical studies may be required including a wind and/or sun/shadow analysis.

4. Development transition requirements may be met using a combination of the following:
   a. Separate mid- and high-rise buildings from low-rise buildings with a Local Road;
   b. Locate less dense and lower scale buildings in locations adjacent to existing low-rise neighbourhoods;
   c. Require a minimum 7.5 metre rear yard setback where mid- and high-rise development abuts low-rise properties;

d. Mitigate the actual and perceived massing impacts of a mid- and high-rise building by breaking up the mass horizontally and vertically, through the creative incorporation of changes in materials, balcony and floor plate design, architectural features, and unit/amenity locations;

e. Provide rear and side step-backs for upper storeys to provide contextually appropriate transitions from the mid- and high-rise buildings to the surrounding low-rise neighbourhoods; and,

f. Provide high quality landscape treatment such as decorative fencing, trees, shrubs, grassed areas, and berming.



Use of step-backs to provide appropriate transition to adjacent uses.

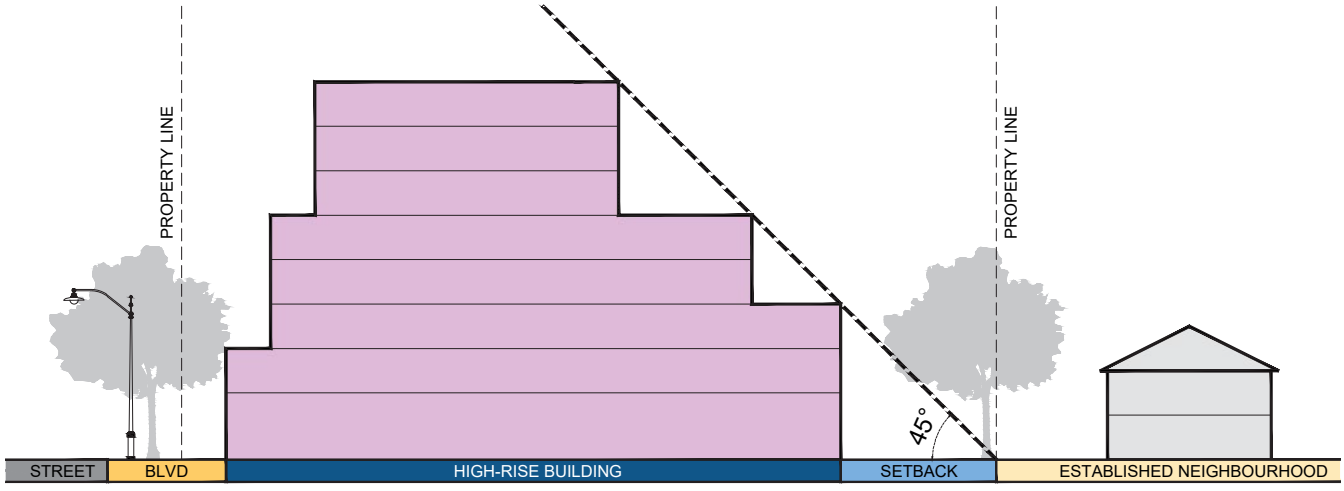
5. Angular planes may be used as a tool to evaluate the massing and height transitions of proposed developments to ensure appropriate skyview, light, and separation. Development within the Centres and Corridors may apply a minimum 45 degree rear yard angular plane measured from the abutting property line where a building transitions to an adjacent low-rise residential area.

6. Ensure new development is compatible with adjacent and neighbouring development by siting and massing new buildings to avoid undue adverse impacts on adjacent properties particularly in regard to adequate privacy conditions for residential buildings and their outdoor amenity areas.

7. Use prominent built form to address gateway locations within the community. Within Centres, locate 'paired' corner buildings on either side of a street to emphasize a sense of entry.

8. Locate and orient primary building entrances to public roads, and design to be visible and accessible to the public.

9. Screen rooftop mechanical equipment from view through architectural design that reflects the building's façade treatment. Add-on screening elements such as lattice are prohibited.



Angular plane diagram - 45 degree angular plane measured from property line.

3.5.2 Typologies

3.5.2.1 Stacked and Back-to-Back Stacked Townhouses

Stacked townhouses are typically a 3 to 4 storey building of attached units which are stacked one above the other and oriented to the street.

Stacked townhouses have units stacked vertically. This can include three units located on top of each other, a two storey unit stacked on top of a one storey unit, or a two storey unit stacked on top of two storey unit. Each unit has its own entrance at grade.

Back-to-Back Stacked townhouses share a rear and side wall and are two stacked townhouses placed back-to-back.

1. Articulate the elevation of the townhouse block in a manner that provides variation between units and reinforces common characteristics that visually unites the block.

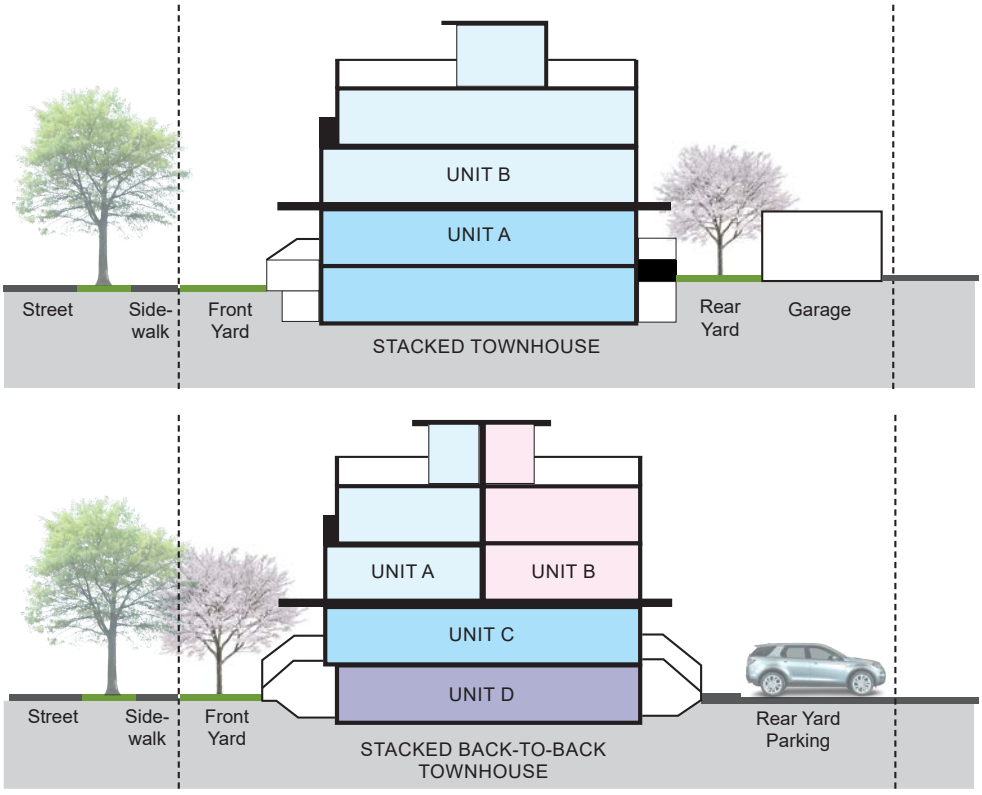
2. Use continuous and consistent architectural details and materials for the entirety of the building.

3. Limit stacked townhouse buildings to 3 to 8 units per block and the length of the townhouse block should not exceed 50 metres, unless it is essential to the architectural style of the building.

4. Locate and orient windows, decks, and balconies to limit overlook into nearby windows and amenity spaces of adjacent properties while enabling “eyes on the street” for common public areas.

5. Locate attached garages at the rear of the building to be accessed from a lane or private drive.

6. Provide underground parking for stacked back-to-back buildings with direct access to each unit.



Typical sections for Stacked and Back-to-Back Stacked townhouses.

7. Provide prominent, well-designed and integrated building entrances such as porches, porticos, or canopies along the building frontage.

8. On corner or double-fronting sites, locate building fronts and entrances to face both streets. Buildings on corner sites require additional attention to detail to enhance the corner.

3.5.2.2 Mid-Rise and High-Rise Buildings

Mid- and high-rise buildings are multi-storey structures that contribute to complete communities, provide a mix of housing and activity, and are built at densities that improve the viability of transit.

1. Mid- and high-rise buildings may include commercial and office uses at grade and multi-unit residential above or behind. Design ground floors to be appealing to pedestrians and include uses that are more active in terms of pedestrian traffic, such as commercial/retail, personal service, and restaurant type uses on the ground floor.

2. For mid- and high-rise buildings with retail or other active uses at grade, provide a minimum ground floor height of 4.25 metres. Residential ground floors should be a minimum of 4 metres in height.

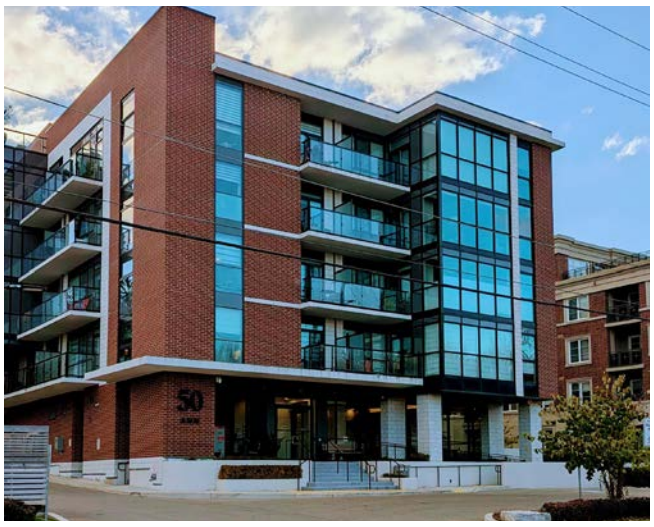
3. Ensure residential entrances are clearly distinguished from the commercial entrances through building design and locate at the front or side of the building.

4. Locate visitor drop off areas at the side or rear of buildings with lane or private drive access.

5. Design interior courtyards to maximize sun exposure through the massing and location of tall building elements.



Example of stacked townhouses with prominent entrances.



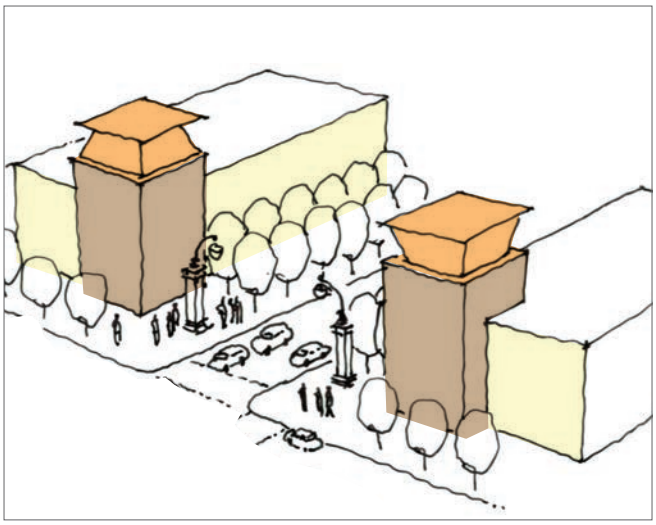
Example of a 5 storey residential building.



Example of a 6 storey residential building.



Mid-block pedestrian connection to enhance permeability.



Paired corner buildings to emphasize a sense of entry.



Corner building as a gateway feature.

3.5.3 Siting and Setbacks

1. Locate buildings close to the street edge to frame and animate the public realm. Where it supports a high quality public realm, new development should generally maintain and reinforce existing setbacks by aligning the base with adjacent building bases, or by placing it at the average distance between those of adjacent properties.

2. Organize and design the site (internal circulation and arrangement of structures) to reflect the urban context and fabric of the surrounding neighbourhood.

3. Provide mid-block pedestrian connections and multiple access-points to enhance visual and pedestrian permeability.

4. Where windows are proposed within the podium, provide an 11 metre separation distance between adjacent properties. Where no adjacent buildings exist, a 5.5 metre setback is appropriate. Where a continuous streetwall is desirable, no side-yard setbacks are necessary.

5. Include the provision of a minimum separation distance of 25 metres between high-rise buildings on the same site and a minimum tower setback of 12.5 metres from side and rear property lines. This will maximize sky views and natural sunlight, provide proper privacy, and minimize wind and shade impacts on surrounding areas.

6. Allow balconies to encroach on the 25 metre separation between buildings, while not contributing excessively to the building massing.

7. Use prominent built form to address gateway locations within the community. Within Centres and at key intersections along a Corridor, utilize ‘paired’ corner buildings on either side of a street to emphasize a sense of entry or to distinguish one street district from another.

3.5.4 Access, Parking and Servicing

1. Provide access to parking, servicing, and loading from the rear of the building, or a laneway, where possible. On corner sites, provide access from secondary streets provided the entrance facilities are well integrated into the rest of the frontage.

2. Avoid vehicular site access from higher order roads. Provide access from local roads or rear lanes, where possible.

3. Consolidate vehicular entrances to serve multiple buildings in order to minimize the number of interruptions to the street wall and sidewalk network. Limit the number of accesses from the same street to two.

4. Encourage lane-based and/or underground parking. Where not feasible, at grade and structured parking above grade may be permitted at the back of the building, preferably lined with active uses along all public frontages.

5. Where it is only possible to provide parking at grade, split the surface parking into small courtyards by using walkways, public art, or landscaped strips.

6. Locate and screen parking, loading, utilities, and servicing areas away from the public view through a combination of soft and hard landscaping, as well as other integrated architectural elements, such as walls and pergolas.

7. Integrate facilities for handling, storing, and separating waste and recycling into the building design and screen from public view through landscaping and architectural elements.

8. Design underground/above ground parking ramps and service entrances as part of the building façade.

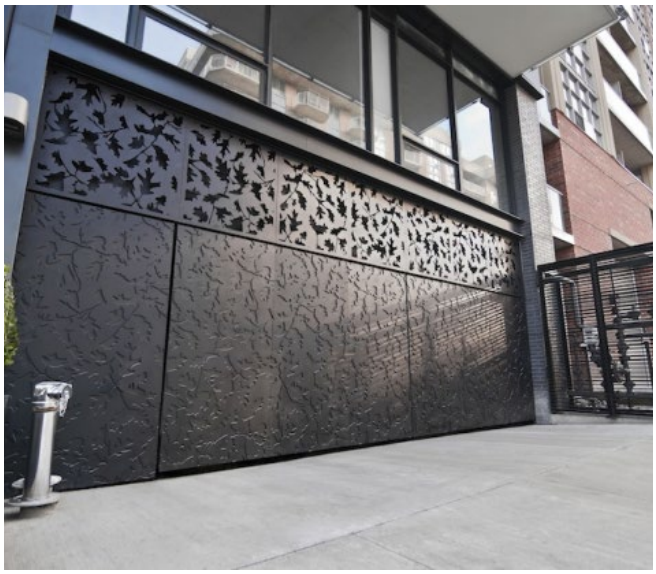
9. Provide long-term bicycle storage inside the building and short-term bicycle parking areas and racks close to entrances and external to the building.



Parking for stacked townhouses located in a rear lane.



Parking lot with smaller courts, plantings, and decorative paving.



Underground parking garage access screened by decorative door.

3.5.5 Building Design

3.5.5.1 Height and Massing

Mid-rise and high-rise buildings are generally comprised of a podium, tower, and top.

1. The height of the podium, and the tower step-backs above, should generally reflect the established streetwall. Ensure the height of the podium matches existing adjacent structures to reinforce the pedestrian scale of the streetscape.

2. Where no established streetwall exists, the minimum height of the podium shall be 3 storeys to frame the streetscape.

3. Ensure the tower step-back is a minimum of 3 metres from the podium to differentiate between the building podium and tower and to ensure usable outdoor amenity space.

4. Consider an additional step-back for buildings taller than 8 storeys in height.

5. The top of the building defines the tower while further distinguishing a unique and interesting skyline. Design the top of buildings to include a variety of elements, such as step-backs, material variations, lighting, and other architectural elements to reinforce a strong presence at the top of the building.

6. Where possible, include outdoor amenity space within the top of the building, including balconies, patios, terraces, and rooftop gardens.

7. Design and clad mechanical penthouses with materials that complement the main building façade.

8. Locate mechanical rooms to the centre of the building rooftop and integrate into the rooftop design so they are not visible from the public realm. Screen from view through architectural design that reflects the building's façade treatment.

9. Avoid blank or long expansive elevations which are exposed to the public view. Where unavoidable, consider art or special wall treatments (i.e., screens, living walls, metallic or wooden textures).

10. For developments with more than one building, provide a range of heights and establish a height hierarchy related to site conditions and context.

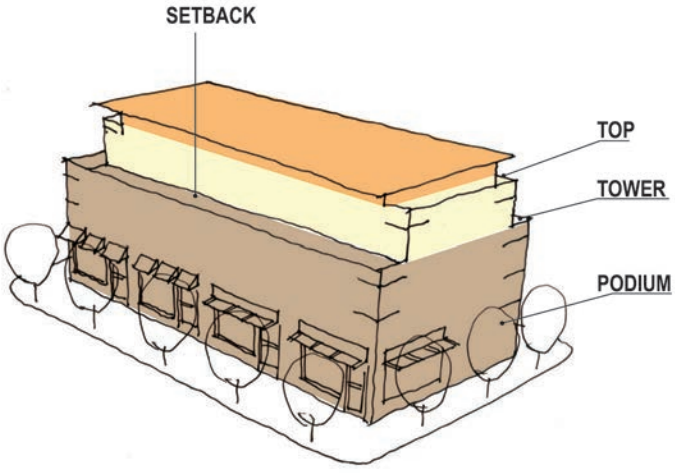


Diagram illustrating the building components of podium, tower and top.



The height of the podium on the mid-rise building should match the adjacent dwellings.

3.5.5.2 Articulation and Architectural Features

1. Animate the public realm and promote safe environments through active uses at grade based on the street character (i.e., retail, commercial uses, day-care facilities, townhouses, etc).

2. Mitigate the actual and perceived impacts of mid- and high-rise buildings by breaking up the mass both vertically and horizontally through the creative incorporation of changes in materials, balcony and floor plate design, architectural features, and amenity locations.

3. Incorporate windows and balconies on all elevations, especially if exposed to public view.

4. Locate entrances strategically so they are highly visible and well connected to the public realm.

5. Provide a high level of glazing at ground level, especially for those areas related to lobbies, common/amenity areas, and non-residential uses (i.e. retail or commercial uses).

6. Encourage weather protective design at grade and at the podium level through canopies, arcades, and cantilevers. Canopies located on the ground floor should be at least 1.5 metres deep.

3.5.5.3 Exterior Materials

1. Ensure high quality and durable materials are used on all elements and elevations of the development.

2. Select materials to complement the architecture, character, size, and style of the building, as well as the streetscape.

3. Maintain consistent materials between elevations.

4. Incorporate changes in materials to visually break-up the building massing.

5. Use reflective, low intensity colours on rooftops to reduce the heat island effect and HVAC loads. Refer to 4.1.6 for cool roofing material and solar reflectance guidelines.

6. Minimize danger to migratory birds by:
   a. Avoiding untreated reflective glass or clear glass that reflects trees and the sky;
   b. Ensuring glass has visual markers and is not reflective within the first 12 metres of building height; and,
   c. Locating and managing lighting to reduce reflections that might confuse migratory birds.



Windows and balconies are included on all elevations of the building.



Top of the building designed with visual interest.

3.5.6 Private Outdoor Amenity Space

Private outdoor amenity spaces should have access to sunlight, be comfortable, and designed to afford a level of privacy.

1. Provide shared space for both indoor and outdoor amenities in new multi-unit residential development.

2. Design private outdoor amenity spaces to:
   a. Have direct access to sunlight and sky view;
   b. Mitigate impacts on the public realm and neighbours - increased facing distances between buildings may be required to reduce impacts;
   c. Provide generous and well-designed landscaped areas to offer privacy, screening, and attractive interface with the public realm; and,
   d. Include railing designs to help increase privacy, screen items from view, and reduce risk of bird strikes.

3. Private outdoor amenity spaces can be provided in a variety of forms including front verandas on buildings where the podium is designed to incorporate townhouse units, roof-top decks, balconies, or a design with similar intent.

4. Raised terraces provide an entrance to only one unit. Provide privacy with planting and architectural elements and translucent or solid railings.

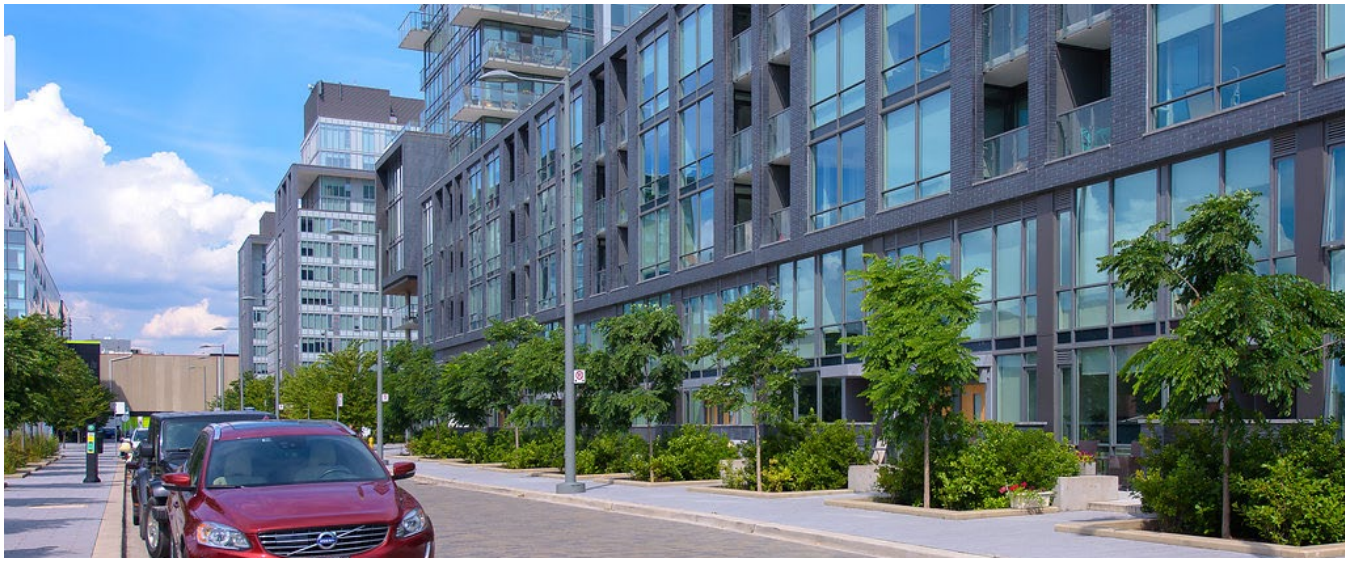
5. Raised terraces are raised a minimum of 0.6 metres and up to a maximum of 1.2 metres.

6. Design roof top private amenity spaces to limit overlook into the adjacent neighbourhood.

7. Design roof top terraces with parapets and solid or translucent railings.

8. Inset balconies or partially inset to offer greater privacy and shelter from wind, reduce the building bulk, and minimize the impact of shadow on other amenity spaces below.

9. Limit the size and avoid continuous projecting balconies, especially on residential streets, or when a private outdoor amenity space, pedestrian mews, and/or landscaped walkway is located below.



Example of a building with inset balconies to minimize shadowing the balconies below.

3.6 Commercial and Mixed-Use Buildings

In East Gwillimbury, commercial and mixed-use development is directed to the Strategic Growth Areas identified in the Official Plan. Commercial buildings provide for the retail and service commercial needs of the surrounding community or neighbourhood. Mixed-use buildings provide a mix of uses within the same building, with retail, commercial, office, recreation or community uses at grade and residential above.

3.6.1 Building Design

3.6.1.1 Building Placement and Orientation

Building placement refers to the location of the building in relation to the street. The orientation and placement of buildings along the street can help to reinforce the public realm by enhancing the pedestrian environment and creating a sense of enclosure. Key guidelines for the orientation and placement of buildings are as follows:

1. Use mixed-use buildings and smaller scale retail and commercial stores to frame the street with a consistent building setback.

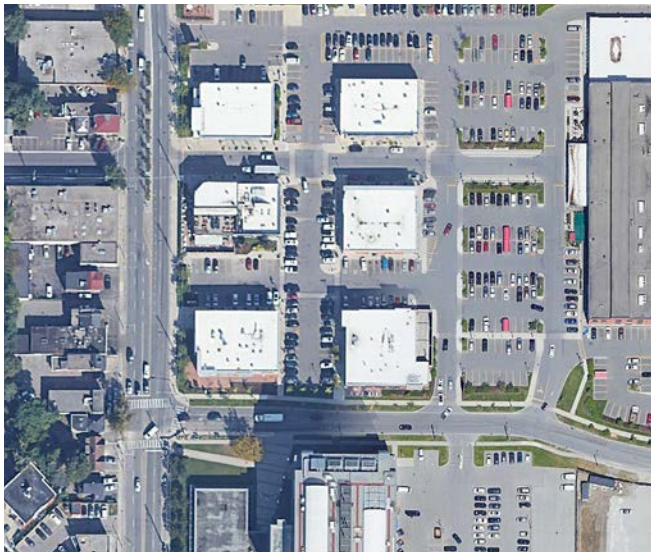
2. Ensure the siting and massing of buildings provides a consistent relationship, continuity, and enclosure to adjacent public roads. A pedestrian-scaled, permeable, and connected internal layout (block and street pattern) creates comfortable and protected pedestrian spaces that have a sense of enclosure.

3. At key corner sites, sidewalk cafes, kiosks, and street vendors are encouraged, and larger setbacks may be permitted. The area within the front yard setback should be hardscaped with paving for visual extension into the sidewalk.

4. Ensure buildings located adjacent to, or at the edge of parks or urban squares provide opportunities for overlook into the public space with windows and doors. The massing, siting, and scale of these buildings should create a degree of enclosure or definition appropriate to the type of open space they enclose.



A consistent building setback frames the street..



A pedestrian-scaled, permeable, and connected internal layout



Corner buildings address both sides of the street with windows, signage, lighting, and a continuation of public walkways.

5. Ensure primary entrances to buildings are clearly visible and located on a public road or onto a public open space for reasons of public safety and convenience. Secondary doors, such as those that face the parking area, emergency exits, and service doors should be designed to blend in with the building façade.

6. Ensure access to primary building entrances from sidewalks and public open space areas are illuminated, convenient, and direct with minimum changes in grade.

7. Ensure no parking, driveways, or lanes are located between the buildings and the street. Exceptions may be granted for large buildings on large sites with multiple buildings where the larger buildings are be situated to the interior of the block with smaller buildings facing the street.

8. Locate patios along primary streets in areas that maximize sun exposure and effectively animate the public realm.

9. Provide accessible and secure bicycle racks and parking at retail, commercial, and employment developments, as well as at other key locations to promote active transportation.

3.6.1.2 Articulation and Architectural Features

The aesthetic qualities of the building, it's façade, roof line, windows, and access points are all vital factors in how the public perceive a building and how that building impacts their experience of the street.

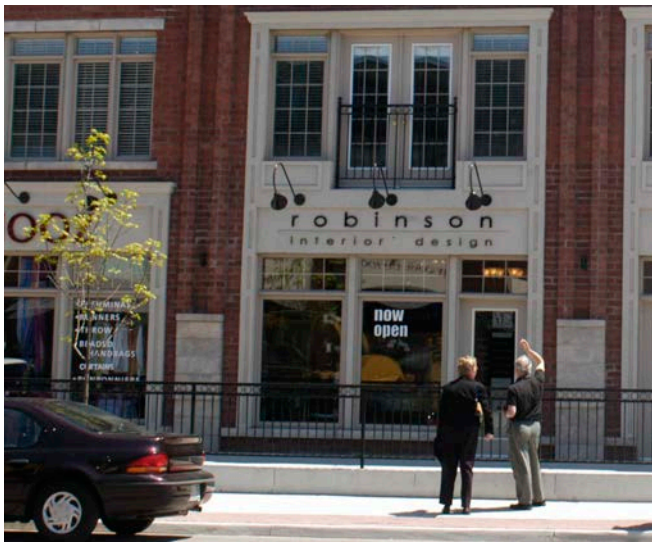
1. Divide building frontages that exceed 12 metres in width into functionally and visually smaller units through the use of façade articulation, internal courtyards, and networks of connected walkways and landscaping.

2. Articulate large walls visible from the street through various treatments, such as offsets in massing, façade, and fenestration treatments.

3. For stand-alone commercial uses, minimize the building footprint by providing a multi-storey building in order to deliver compact form and conserve land.

4. Require a high level of architectural quality for the façade of buildings located at corner sites along Arterial and Collector Roads.

5. Design sites with multiple buildings to reflect a consistent architectural theme. Similar building elements could include colours, materials, signage, and the base and top of buildings. Design individual buildings to offer visual interest and variety in design through architectural features.



Primary entrances located along the street frontage.



Articulation of the façade with various materials and offsets.

6. Ensure consistent high quality building design and architectural elements on all building elevations, particularly on façades in public view or backing onto residential properties.

7. Establish a rhythm of minor breaks or articulation along the façade, distinguishing one unit (retail or residential) or building component from the next.

8. Incorporate architectural elements to enhance the pedestrian environment such as canopies, overhangs, awnings, projecting display windows, architectural arcades, and colonnades. Design these elements as integral parts of the building in terms of form, style, material, and colour.

9. Incorporate steps and ramps architecturally into the building entrance.

10. Fully screen and locate garbage, recycling, loading, and service areas away from public view. These facilities should be located in the rear or side yards away from residential uses, major roads, and open space areas. Where possible, integrate these functions within buildings.

11. Incorporate garbage and recycling storage bins that can be accessed for pick up into the principal building design. Food waste shall always be stored in climate controlled rooms.



Awnings, canopies, and signage provide shade and weather protection for pedestrians.

3.6.1.3 Drive Through Facilities

Drive through facilities must demonstrate that they do not adversely affect the character of the existing and planned streetscape and contribute to an attractive streetscape, do not impact views and sightlines, or compromise the safe and efficient movement of pedestrians and cyclists. Refer to the Town's **Parking Lot & Drive-Through Urban Design Guidelines** for additional directions.

1. Design drive through sites and buildings to:
   a. Locate buildings close to or at the streetline to define and support the street edge and facilitate pedestrian activity and access;
   b. Ensure an appropriate transition in setback from existing and adjacent buildings along the street;
   c. Locate the main entrance directly off the public sidewalk;
   d. Ensure walls visible from the street are transparent with windows, doors, and other forms of transparent building materials to maximize views in and out of the building enhancing the relationship between interior and exterior to support and animate the public street and sidewalk;
   e. Provide vehicular access and stacking lanes along the side or the rear of the building away from adjacent residential uses, streetscapes, and open spaces. Do not locate stacking lanes or driveways between the building and the street;
   f. Provide parking adjacent to the secondary entrance to the facility so it is not necessary for pedestrians who arrive by car to cross driveways or stacking lanes to enter the building;
   g. Locate utilities and service components such as transformers, loading, and garbage pick up at the rear or flank of the building out of view from the street and other public areas;
   h. Provide landscaping to appropriately screen vehicle headlamps from public view and/or surrounding land uses; and,
   i. Provide sufficient signage where necessary to indicate direction of vehicular travel, stop signs, or no entrance areas.

3.6.1.4 Storefronts

1. Provide retail and service commercial uses on the ground floors of buildings to bring animation to the street and encourage pedestrian activity. The floor-to-ceiling height of ground floors for all new buildings shall be at least 4.25 metres.

2. Locate entrances to stores and the ground floor of live-work units at grade and design to be universally accessible, highly visible, and clearly articulated.

3. Provide spill-out space around the base of buildings for uses such as patios, street furniture, and special events.

4. Where retail uses are provided at-grade, ensure a significant amount of the building frontage on the ground floor and at building base levels is glass to allow views of the indoor uses and create visual interest for pedestrians. Clear glass is preferred to promote the highest level of visibility.

5. Provide awnings or canopies above windows and doors for weather protection.

6. Ensure storefronts on corner sites address both street frontages through entries and glazing.

3.6.1.5 Signage

1. Integrate signage in the building design and ensure it complements the building's elevation, animates the ground level and enhances the streetscape.

2. Design signage to be consistent with respect to materials, size, location (on a building), lettering and lighting, while also allowing some flexibility for tenant branding.

3. Ensure signage lighting design complements the design of the building.

4. Direct signage lighting to limit light trespass to surrounding properties and to prevent light pollution.

5. Signage should add diversity and interest to the street and not overwhelm either the storefront or streetscape. Design building signage to be compatible and complement the architecture of the building in its scale, material, consistency and design.

6. Projecting or hanging signs are permitted to encroach over the streetline provided that they do not project more than 1 metre from the building. There should be a minimum 2.4 metre clearance between the bottom of the sign and grade.



High level of transparency with glass windows create visual interest along the street.



Lighting above signage is directed at the sign and complements the design of the building.



Hanging signs encroach over the street line and extend into the pedestrian realm.

3.6.2 Parking

1. Provide a variety of parking options, including on-street parking, above or below grade parking structures, where possible and feasible, and screened at-rear parking courtyards. Avoid the use of large surface parking areas, where possible.

2. Locate parking areas away from the street frontage, at the rear or sides of the principal building.

3. Design surface parking areas to minimize environmental impacts by reducing parking area size, considering shared parking facilities with adjacent buildings, and providing preferential parking for fuel efficient vehicles.

4. Break parking areas into smaller courts by providing walkways at a minimum interval of 8 rows of parking. Locate walkways flanking a lane or between 2 parking rows.

5. Use landscaping to break up parking areas to assist with reducing the heat island effect. Landscaping islands should have a minimum width of 2.5 metres.

6. Screen surface parking lots from roads, open spaces, and adjacent residential areas with the use of buildings, low fencing, architectural features, landscaping, berms, or other mitigating design measures, such as lowered parking surfaces with landscaped buffers.

7. Incorporate pedestrian walkways and landscaping into surface parking areas along primary vehicular routes to enable safe, barrier free, and direct movement to principal building entrances and the sidewalk.

8. Design walkways with a minimum width of 1.8 metres.

9. Where walkways cross drive aisles, differentiate from the driving surface through the use of surface materials and colour.

10. Design and landscape parking facilities at-grade or in structures to complement the urban streetscape.

11. Incorporate active uses at-grade for above grade parking structures facing onto any Arterial or Collector Road, where possible.

12. Where above grade parking structures abut a road, minimize the visual impact of the building through screening or by treating the building face like an occupied building through expressing an architectural vocabulary and material compatible with adjacent façades.



Lowered parking surfaces and landscaped buffers help screen parking areas from street view.



Landscaped islands, pedestrian walkways with distinct paving, lighting, and plantings provide safe crossing through the parking lot.

3.6.3 Servicing, Storage + Loading

Servicing, utility, storage, and loading are necessary components of all building sites. These areas need to be functional and easily accessible and their visual impact minimized through location and screening.

1. Coordinate, consolidate, and integrate loading docks, service areas, and storage within the building envelope, where possible.

2. Locate loading, service, storage, and utility areas away from public streets and screened from public view.

3. Ensure that waste collection vehicles have ample room to maneuver at the site planning stage to ensure that these functions do not spill over into either the public right-of-way or public spaces.

4. Provide access to servicing and loading areas from secondary streets or rear laneways. Include design treatments to minimize impact and improve safety for pedestrians and cyclists crossing these areas.

5. Locate all utilities underground. Where components of utilities must be located above ground, utility providers are encouraged to consider innovative methods of containing utility services on or within streetscape features.

6. For all restaurant uses and cooking ventilation systems, incorporate ecologizer, water wash, ultraviolet, or other equivalent odour extraction mechanisms that are sufficient to ensure that the resulting exhaust is substantially odour free and will not affect surrounding residents.

7. Integrate facilities for handling, storing, and separating waste and recycling into the building design.

8. Ensure waste facilities within an external structure are consistent in design, colour, and materials to the main building and are not located in a prominent location.

3.7 Employment Districts

Employment Districts may include a wide variety of uses, including mixed commercial, offices, research and development, business parks, warehouses, and manufacturing uses. Employment buildings should be sited to define the street edge, limit nuisance effects from industrial operations, employ a high quality of design, and facilitate active transportation and public transit access.

1. Gateway sites are highly visible locations within employment districts. Design gateway sites with entry features and identifiable architectural features, such as enhanced elevation treatments, unique massing or roofing lines, a multi-storey presence, or other prominent architectural forms to help identify an area as employment lands.

2. If there are multiple buildings on one site, provide a coordinated architectural treatment to develop overall site harmony. Provide differentiating characteristics, particularly at building entrances.

3. Avoid long stretches of monotonous building façades or 'blank walls'. Building articulation and material and colour changes should be the primary means to create interest on long expanses of walls.

4. Industrial uses may provide less decorative façade materials for non-street frontages, such as concrete and metal siding; provided the front façade material does not transition at the corner, and is wrapped around to the sides.

5. For accessory buildings, provide compatible and complimentary design, colour, and materials to the main building.

6. Provide outdoor amenity areas, such as courtyards, patios, and seating areas in desirable areas, such as facing public streets or natural heritage features and define with building façades, architectural features, fencing, and/or landscaping.

7. Ensure parking lots are configured, designed, and landscaped as well defined areas linked to a particular building with safe and convenient pedestrian ways; and, with no more parking stalls than is necessary to comply with the Zoning By-law.

8. Provide pedestrian walkways to connect employment buildings to on-site parking areas and amenity areas, to public sidewalks and transit stops, and to adjacent sites with convenient destinations (e.g., ancillary commercial uses).



Example of a parking lot that incorporates planting strips for as a stormwater management strategy.

9. Integrate stormwater management facilities for large parking lots into the parking area and design as aesthetic landscape features such as planting strips between parking rows, where feasible.

10. Where permitted, ensure that outdoor storage only occurs within physically-defined areas, is screened with appropriate fencing, walls, or landscaping, and that all materials in an outside storage area are stored on an impermeable surface to prevent adverse impact on site drainage and stormwater management facilities.

11. Where practical, vehicular access to parking areas between adjacent properties should be shared, to reduce the extent of interruption along the sidewalk and the streetscape.

12. Provide specifically designated areas for uses such as service entrances, delivery and sorting, temporary storage, garbage and recycling, outdoor storage, outdoor work areas, and other similar uses. These shall be:
    a. Located behind buildings;
    b. Appropriately sized for the intended use; and,
    c. Screened from public areas and residential uses to reduce visual, or sound impacts on adjacent uses.

13. Ensure that service areas have adequate space for vehicle maneuvering and allow for efficient operation. Vehicle movements in and around service areas should not conflict with adjacent parking areas.

14. Ensure vehicle maneuvering, circulation, and queuing lanes are signed and marked accordingly on the pavement.

15. Provide sufficient on-site transport truck queuing areas as necessary for the expected numbers of trucks. Locate behind buildings and screen, as practical.

16. Construct trash and recycling enclosures to be compatible with the project architecture and materials, built to house sufficiently sized bins for the intended use, and designed with a wall height that is sufficient to completely conceal bins.

17. Use berms in landscape strips to minimize views/noise from adjacent uses, parking, loading, and service areas.

18. Provide accessible and secure bike racks and bike parking at employment district developments to promote purposeful cycling.



Use of vegetated screening as a visual buffer.



Bicycle parking in employment districts to support active transportation.

3.8 Institutional and Educational Facilities

Institutional and educational facilities provide important opportunities for place-making and landmarking. With distinct architecture and high quality public spaces, and the potential to co-locate and share facilities, these sites can become hubs of activity and focal points for social interaction, gathering, and civic events.

Buildings serving these uses include schools, recreation centres, health care facilities, libraries, places of worship, and fire stations, among others. Careful attention must be paid to the design of these structures to ensure they reflect the built quality and integrate with the scale of the surrounding neighbourhood.

3.8.1 General Guidelines

1. Site public service facilities prominently and where possible, to terminate views. Ensure buildings are sited to specifically differ from the surrounding urban fabric in order to emphasize their importance as landmarks.

2. Locate public service facilities in community hubs to promote cost-effectiveness and facilitate service integration and access to transit.

3. Locate public service facilities close to the road to reinforce the street wall and define intersections.

4. Ensure public service facilities have direct access from the surrounding community through a comprehensive and connected active transportation network with linked trails and parks.

5. Design the site to be well landscaped and visible at the pedestrian level.

6. Locate vehicular parking at the side or rear of the building. Locate parking for cyclists near building entrances and where visual surveillance can be maximized.

7. Provide drop-off areas for buses and cars in the public right-of-way where possible, but when located on-site they should be at the side, and not the front of the building.

8. Ensure public service facilities contribute to the creation of compact neighbourhoods through multi-storey buildings in order to maximize the site and services, minimize building footprint, as well as contribute to an urban street condition.

9. Ensure the site and building incorporates accessibly for all individuals of varying ages and abilities.



Bicycle parking is provided in close proximity to the front entrance of the school.



Multi-storey building is massed around a central open space.

3.8.2 Building Design

Institutional and educational buildings form an important aspect of East Gwillimbury's identity, often acting as landmarks in the community. They should be designed to contribute to the public realm and to stand out from other buildings, while respecting the scale and character of the surrounding neighbourhood.

1. Design institutional buildings as special landmark buildings with high quality architectural design, materials, and finishes.

2. Respond to the local context and site conditions when siting buildings. Where applicable, design buildings to respond to the site's topography

3. Locate the most active portions of the buildings facing higher order streets. Locate large portions of buildings such as gymnasiums or auditoriums to the sides, rear, or interior of buildings.

4. Incorporate architectural elements such as massing and special features to terminate important views and vistas.

5. Ensure highly articulated façade design for all elevations exposed to public view. This includes changes in plane and materials, fenestration, projections, relief, and horizontal and vertical elements. Avoid blank, uninterrupted walls.

6. For buildings located at corners, design elevations to equally address the two street frontages. Additionally, use prominent massing, height, architectural elements and detailing to emphasize these locations.

7. Provide integrated weather protection elements at main entrances and ensure they complement the building's design.

8. Provide a sufficiently sized gathering space designed as an outdoor amenity space for public service facilities where significant numbers of people are expected to gather or wait outside the main entrance.

9. Ensure the front door of all public service buildings are connected by a walkway to the sidewalk and have direct access to transit stops.



Example of the use of architectural features to denote landmark community facilities.

10. Coordinate building materials and ensure they reflect, complement, and enhance the building's architectural style and detailing.

11. Ensure the design of ancillary buildings and structures is coordinated with that of the principal building in terms of height, massing, architectural details, signage, materials, and colours.

12. Provide a high level of visual transparency and permeability at eye level for lobbies by using windows and prominent entrances.

13. Utilize daylighting strategies, such as building orientation, uniform windows across the façade, or skylights to capture natural light and reduce dependence on electric lights during the day.

14. Consider roof forms other than flat roofs to respond to the context and character of the neighbourhood, particularly where there is a heritage context, and to highlight the nature of the public or institutional building.

15. Where flat roofs are used, incorporate cool roofs and/or green roofs in the design of the building to minimize surface runoff, reduce heat island effect, provide noise insulation, and improve local air quality. See Guidelines under Section 4.1.

16. Screen rooftop mechanical equipment with materials that are complementary to the building.

17. Integrate signage within the building design and ensure it complements the building's elevation, animates the ground level, and enhances the streetscape.

18. Direct signage lighting to limit light trespass to surrounding properties and downcast to prevent light pollution.

19. Ensure signage provides a high level of clarity, visibility, and visual interest, and aids pedestrians and drivers in navigating the area, especially at night.



Example of a building incorporating a high level of visual transparency.



Green roofs reduce surface run-off on buildings.

3.8.3 School Sites

1. Minimize the land area required for school sites in order to promote compact development and conserve land. School Boards are encouraged to build more compact facilities including three storey elementary schools and buildings located close to the street.

2. Where possible, locate elementary school sites adjacent to a neighbourhood park to allow for the sharing of playfields and to minimize land area requirements. Explore the use of appropriate and innovative engineered turf material to increase the durability of school playfields and minimize maintenance requirements.

3. Consider shared parking lots for elementary school sites with neighbourhood parks, and secondary school sites with community parks, in order to reduce the number of parking requirements. Locate and site the shared parking lot to facilitate easy and safe access by students.

4. Consider maximizing the opportunity for using the natural heritage system for passive open space uses such as trails and trail heads for school sites that are located adjacent to the natural heritage system.

5. Provide direct pedestrian and cycling routes to secondary schools from all parts of the surrounding community that are linked with the active transportation network.

6. Design schools to ensure safe pedestrian crossing and cycling practices. Whenever possible, ensure students are able to easily reach building entrances without crossing bus zones, parking entrances, and student drop-off areas.

7. Design school sites to provide for visitor parking and bus pick-up and drop-off for automobiles and buses on site. For smaller sites, consider demarcated bays in the adjacent Collector Road right-of-way.

8. Locate parking at the rear or to the side of the principal building. Circulation in front yards should be limited to drop-off zones, and clear sight lines should be preserved to the street.



Parking is located to the side of the building, with circulation for bus pick-up and drop-off in the front of the building.

3.8.4 Major Institutions

Major Institutions include post secondary educational institutions or health care facilities. These uses form a critical part of complete communities, often acting as landmarks in the community.

1. Locate proposed major institutional use buildings toward key intersections with frontage on an Arterial or Collector Road.

2. Ensure the development of a post secondary educational institution or health care facility is accompanied by proximity to parks, community facilities, and retail and service commercial uses.

3. Multi-storey buildings are encouraged to make efficient use of land and contribute to a compact built form.

4. Ensure adequate amenity areas and pick-up and drop-off facilities are provided on-site. Consider parking structures, where feasible.

5. Provide connections to the existing pedestrian and cycling routes to support active transportation.

6. Ensure visitor parking is highly visible and accessible, where possible.

7. Design and landscape surface parking areas as high quality open spaces. Screen parking areas from views; break up large parking areas into smaller lots; maximize shade to reduce the heat island effect; and provide safe, convenient, and accessible pedestrian travel routes.

3.8.5 Fire Stations

1. Locate fire stations in a prominent and visible location with convenient access to an Arterial or Collector Road.

2. Ensure fire stations have a close relationship to the intended service area by integrating with the surrounding development, through appropriate architectural design, landscaping, and buffering from residential buildings.

3.8.6 Places of Worship

1. Locate places of worship on Arterial or Collector Roads along public transit routes in order to maximize transit ridership.

2. Consider the joint use of parking areas with adjacent uses in order to reduce land requirements and promote compact development, especially in mixed use areas.

3. Ensure the massing and scale of the building is compatible with the character of adjacent development, especially within low-rise areas through the use of similar setbacks, material selection, and the use of architectural elements.

4. Provide buffering, including visual screening, planting and/or fencing, between the place of worship use and any adjacent residential uses.







4.0



sustainable buildings + infrastructure

4. SUSTAINABLE BUILDINGS + INFRASTRUCTURE



Wind turbines on the roof of an office building.



Solar canopies in surface parking lots.

While sustainability is an overarching objective throughout the UDM, this section provides guidance on green infrastructure and building practices and helps achieve the broad sustainability principles of the Official Plan.

Development in East Gwillimbury should incorporate sustainable buildings and infrastructure to:

- Protect and enhance local and regional ecosystems and biological diversity.
- Promote the responsible use of resources to ensure long-term sustainability, reduce greenhouse gas emissions, and reduce demands for energy, water, and waste systems.
- Demonstrate leadership in sustainable forms of green building design and technology, including the incorporation of renewable and alternative energy sources.
- Promote innovative building designs that contribute to energy reduction and natural resource conservation, green roofs, synergies between buildings, and site management practices.
- Protect the urban forest and the tree canopy and identify objectives for how it can be enhanced and expanded.
- Support opportunities for best management practices for stormwater to protect against flooding and erosion while improving water quality.

As part of the strategy to support the intended level of sustainability within East Gwillimbury, the Sustainable Buildings and Infrastructure guidelines shall be read in conjunction with the Town's **Thinking Green! Development Standards** and apply to both the public and private realms.

4.1 Energy Conservation

Energy conservation refers to minimizing energy consumption by generating or using less energy. It can also play a significant role of lessening climate change by replacing non-renewable resources with renewable energy.

1. Where feasible, consider alternative community energy systems such as district energy, geo-exchange, sewer heat recovery, and/or inter-seasonal thermal energy.

2. Consider reducing demand for energy from the grid and encourage renewable energy production. Renewable energy sources that could be employed may include the use of solar thermal and photovoltaic equipment or wind power. Proposed alternative energy sources could be used in combination with energy from the grid.

3. Encourage passive solar building orientation to permit enhanced energy efficiencies by creating optimum conditions for the use of passive and active solar strategies. The integration of passive building systems is enhanced with buildings oriented to maximize the potential for sunlight and natural ventilation.

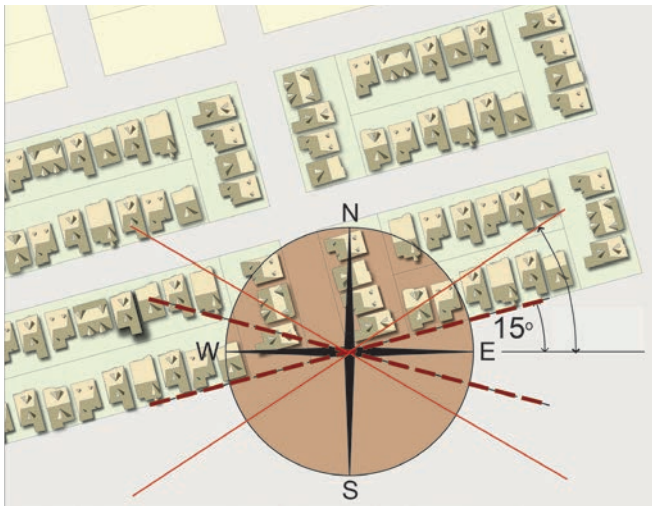
4. Where feasible, design 75% or more of the street and block orientation within 15 degrees of geographic east-west to maximize passive solar orientation of buildings front and rear windows.

5. Consider constructing all low- and mid-rise residential buildings to be Solar Ready. Being Solar Ready means built with all the necessary piping and equipment that would be needed to install a rooftop solar power system.

6. Reduce heat absorption through the use of cool roofs that are designed to reflect more sunlight and absorb less heat than a standard roof. Cool roofs can be made of a highly reflective type of paint, a sheet covering, or highly reflective tiles or shingles.

   For a low sloped roof, typical of commercial and institutional buildings with a slope of 2:12 or less, the cool roof Solar Reflectance Index value should be a minimum of 0.64. For steep sloped roofs, typical of residential with a slope greater than 2:12, the Solar Reflectance Index value should be a minimum of 0.32 (Refer to LEED-ND GIB Credit: Heat Island Reduction).

7. Green roofs are encouraged for high-rise residential, office buildings, as well as, public institutional buildings to minimize surface runoff, reduce urban heat island effects, provide noise insulation, and improve local air quality.



To maximize passive solar orientation the street and block alignment should be designed within 15 degrees of geographic east-west.



Solar panels on the roof of low-rise development.



Light coloured pavers assist with the reduction of the heat island effect.



Charging stations for electric vehicles in mixed use areas.

8. Encourage community and public buildings to install green roofs with 50% coverage with the remainder of the roof covered with light coloured material.

9. Mitigate urban heat island effects through the installation of light-coloured paving materials including white concrete, grey concrete, open pavers, and any material with a solar reflectance value of at least 0.28. Consider light-colored material for development with hardscape or paved surfaces in the Village Cores, Centres, and Corridors, including parking areas, pedestrian walkways, and urban squares (Refer to LEED-ND GIB Credit: Heat Island Reduction).

10. Consider paving driveways for grade related residential dwellings with light-coloured material to reduce urban heat island effects.

11. Implement the strategic use of deciduous trees or preserve existing trees to help with evapotranspiration and the shading of sidewalks and hard surface areas in the summer and solar access in the winter.

12. Charging stations that would supply electricity for electric vehicles are encouraged in new development. Provide charging stations in parking areas of mixed-use, office, institutional, or employment uses, or within underground garages for multi-unit residential buildings, where feasible.

4.2 Water Use and Management

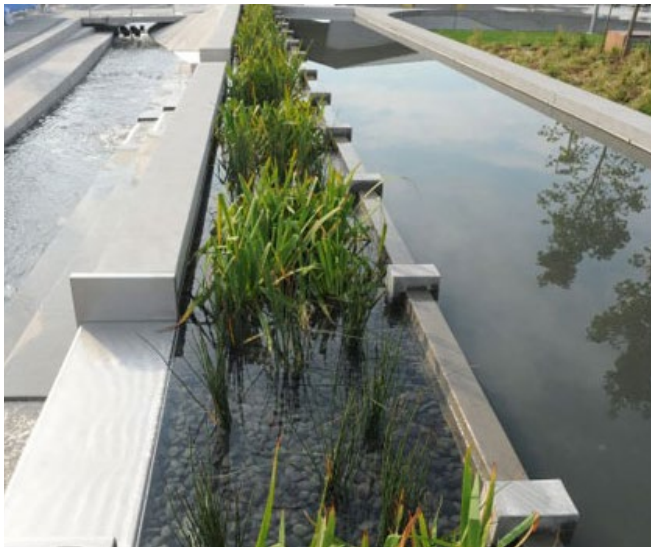
1. In order to promote water conservation, all new developments are encouraged to:
   a. Restrict the use of potable water for outdoor watering;
   b. Consider the use of water efficient and drought resistant plant materials in parks, along streetscapes, and in public and private landscaping;
   c. Avoid use of turf grass areas, and when required, install drought resistant sod;
   d. Increase topsoil depths and provide soil scarification;
   e. Utilize native plant species; and,
   f. Reduce the impact caused by new development on the natural hydrological cycle by installing permeable or porous pavement or pavers.

2. Encourage the implementation of Low Impact Development standards that emphasize the use of bioswales, innovative stormwater practices, constructed wetlands, at-source infiltration, greywater re-use systems, and alternative filtration systems such as treatment trains.

3. Consider the following strategies for stormwater retention and run-off:
   a. Retain stormwater on-site through rainwater harvesting, on-site infiltration, and evapotranspiration;
   b. Direct flow to landscaped areas and minimize the use of hard surfaces in order to reduce the volume of run-off into the storm drainage system;
   c. Store snow piles away from drainage courses, storm drain inlets, and planted areas; and,
   d. Use infiltration trenches, dry swales, and naturalized bioswales adjacent to parking areas to improve on-site infiltration.

4. Stormwater management quality control devices which require frequent operation or maintenance such as Oil Grit Separators are discouraged within the public right-of-way.

5. Introduce green infrastructure, such as bioswales or bioretention planters, within the public right-of-way to enhance ground water infiltration and improve water quality as part of a comprehensive water management plan.



Example of an innovative stormwater management facility.



Bioretention planters assist with street greening and have stormwater management benefit.

6. Consider the use of permeable or porous pavement instead of standard asphalt and concrete for surfacing sidewalks, driveways, parking areas, and road surfaces, as a stormwater run-off management strategy.

7. Consider the inclusion of third pipe greywater systems in residential dwellings for watering lawns and gardening, to reduce demand on potable water use.

8. Implement a rainwater harvesting program to provide the passive irrigation of public and private greenspace, including absorbent landscaping, cisterns, rain barrels, underground storage tanks, infiltration trenches, etc.

9. Consider the installation of subsurface basins below parking lots to enable stormwater to be stored and absorbed slowly into surrounding soils.

10. Where feasible, implement curb cuts along sidewalks and driveways to allow water to flow onto planted zones or infiltration basins.

11. Implement xeriscaping using native, drought-tolerant plants as a cost-effective landscape method to conserve water and other resources on a residential and community-wide level.



Collect, store, and distribute rainwater in underground storage tanks.

4.3 Material Resources and Solid Waste

1. Consider the use of recycled or reclaimed materials for new infrastructure including roadways, parking lots, sidewalks, unit pavings, curbs, water retention tanks and vaults, stormwater management facilities, sanitary sewers, and/or water pipes.

2. Reduce waste volumes through the provision of recycling/reuse stations, drop-off points for potentially hazardous waste, and centralized composting stations.

3. In large buildings, such as multi-unit residential buildings and institutional or public buildings, provide on-site recycling facilities for the handling, storing, and separating of recyclables.

4. Prepare a construction waste management plan that includes the following:
   a. A summary of the main types of waste that are expected to be generated on-site
   b. A description of the waste sorting plans, including rough quantities (if available)
   c. A list of the recycling facilities that waste will be taken to for diversion.
   d. Reuse strategies (if applicable).

5. Where possible, source materials from certified local businesses.



Landscaped island with a bioswale to filter run-off from the parking lot.

4.4 Urban Agriculture

Urban agriculture, such as community gardens and traditional farm areas at community peripheries, provides the opportunity for an alternative use of green space and can act as a transition between land uses.

1. Promote initiatives such as sustainable food production practices as a component of a new development. Development plans and building designs shall incorporate opportunities for local food production through:
   - Community gardens;
   - Edible landscapes;
   - Small scale food processing, such as community kitchens, food co-ops, and community food centres;
   - Food-related home occupations/industries;
   - Small and medium scaled food retailers; and,
   - Local market space (i.e., a farmer's market).

2. Incorporate urban agriculture as part of a neighbourhood's character and open space system, while also providing a transitional use between the natural and built environments. Measures to protect natural features must be considered.

4.5 Stewardship and Education

For new development in East Gwillimbury the following should be considered to support homeowner education and stewardship.

1. Create a Homebuyer's Environmental Instruction Guide that explains the unique environmental aspects of the development and special maintenance considerations.

2. Include an owner/tenant education package at the time of purchase or rental regarding activities to improve energy and water efficiency, access to transit, location of recycling station, etc. Coordinate with existing Municipal and Region information.

3. Include environmental builder specifications in all subcontracts.

4. Produce detailed sales and promotion materials that feature conservation aspects of the development.

5. Develop subdivision covenants that establish ground rules for the maintenance of shared open lands and individual lots.





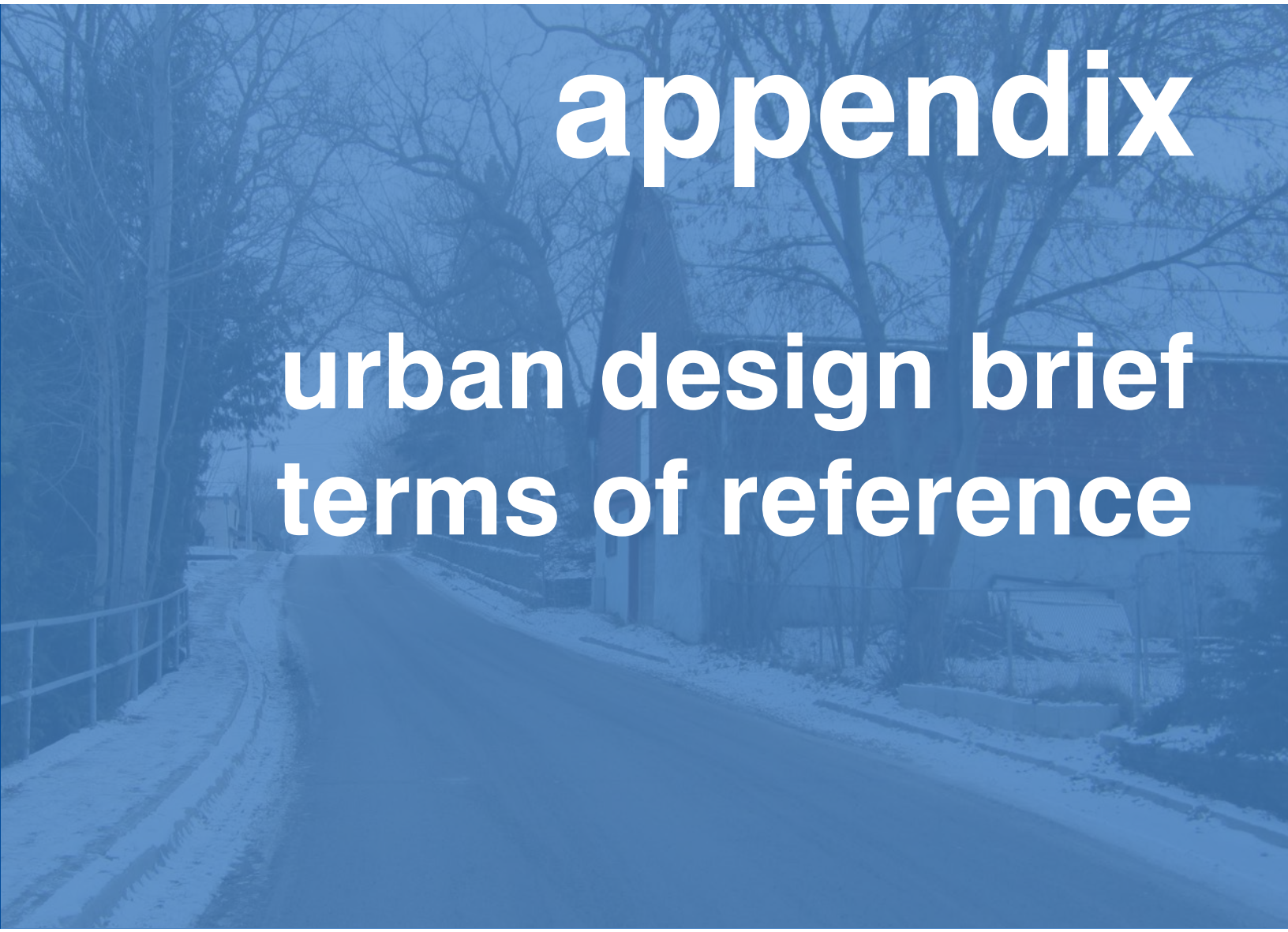
Urban agriculture supports sustainable local food production. Farmer's markets support local growers and access to fresh produce.







A



appendix

urban design brief terms of reference

Purpose

An Urban Design Brief may be required to support a development proposal as part of a complete development application, such as an Official Plan Amendment, Zoning By-law Amendment, Draft Plan of Subdivision/Condominium, and/or Site Plan Control Application. This requirement will be identified by Planning Staff at the Pre-Consultation meeting.

An Urban Design Brief is intended to describe and illustrate the proposed design for a development proposal and demonstrate how the design meets the intent of the Town's Urban Design Manual and other Town urban design guidelines, standards, and policies.

Planning Staff will use the Urban Design Brief to assess the urban design aspects of development applications to ensure high quality design is achieved in the public and private realms. The Town is committed to urban design excellence that results in a complete, functional, sustainable, and attractive built environments consistent with East Gwillimbury's character and vision for the future, as outlined in the Town's Official Plan and Urban Design Manual.

The Urban Design Brief Terms of Reference has been prepared to standardize the Town's expectation for Urban Design Brief submissions. The scope and level of detail expected in the Urban Design Brief will depend on the scale, site, nature, and complexity of the development proposal.

Components of an Urban Design Brief

1.0 Existing Site Conditions and Surrounding Context

The Urban Design Brief should provide a description and analysis of the site and surrounding context. Photographs and a context map showing the subject site in relation to the existing neighbourhood should be included.

2.0 Applicable Design Guidelines and Policies

The Urban Design Brief should identify relevant urban design guidelines, policies, and standards from the following documents that are applicable to the proposed development:

- Town of East Gwillimbury Official Plan
- Town of East Gwillimbury Urban Design Manual
- Applicable Town Secondary Plans and Urban Design Guidelines
- Thinking Green! Development Standards

3.0 Project Design Analysis

The Urban Design Brief should provide an analysis of the design rationale for the building, landscape, and site design elements of the proposed development and explain why the proposed development represents the optimum design solution. Discussion should consider the following:

- How the design of the proposed development meets the intent of the Town's applicable urban design guidelines and policies;
- How the design of the proposal meets sustainable design considerations;
- How the design addresses existing site conditions and constraints such as lot size, grading, or natural heritage features;
- How the proposed development is compatible with the surrounding context;
- How the design of the proposed development integrates with the existing neighbourhood and enhances its function and aesthetics; and,
- How the design of the proposed development will influence and integrate with future development in the neighbourhood.

4.0 Design Considerations

The Urban Design Brief should include a written description, plans, elevations, diagrams, and/or photographs to illustrate the design choices of the proposed development and site design. Depending on the scale of the development proposal explain how the following applicable design considerations have been addressed:

- Street and block pattern (e.g., connectivity, pedestrian access);
- Lot sizes;
- Building orientation and site layout;
- Built form, height, scale, and massing;
- Building articulation and detailing;
- Building materials;
- Setbacks from adjacent properties and the street;
- Building step back (if applicable);
- Building transition to adjacent neighbourhoods;
- Heritage considerations (if applicable);
- Location of parking (surface or underground), driveways, ramps, drop-off areas;
- Access to transit;
- Bicycle parking/storage;
- Location of servicing, garbage, organics, and recycling storage and collection, and loading areas;
- Streetscape elements (e.g., boulevard design, landscaping, street furniture, public art, signage, lighting, etc.); and,
- On-site landscaping and buffering.

East Gwillimbury



Prepared by:

The Planning Partnership

for the Town of East Gwillimbury

Appendix 8 - EG Official Plan and PPS (2024) Consistency Review

East Gwillimbury Official Plan and PPS (2024) Consistency Review

PPS (2024)	East Gwillimbury OP
Chapter 1: Introduction	
Legislative Authority	
The Provincial Planning Statement is a policy statement issued under the authority of section 3 of the *Planning Act* and came into effect on October 20, 2024. The Provincial Planning Statement applies to all decisions in respect of the exercise of any authority that affects a planning matter made on or after October 20, 2024. In respect of the exercise of any authority that affects a planning matter, section 3 of the *Planning Act* requires that decisions affecting planning matters shall be consistent with policy statements issued under the Act.	Importantly, the PPS is the in-force reference to the Province's most up to date planning policy. The EGOP is required to be "consistent with" the PPS, and has been reviewed and updated to ensure it represents an appropriate and responsive document, appropriate for Provincial approval. It is also important to note that the test is "consistency", and not specifically "conformity" and not the former test of "have regard for". The Province has not provided any definition of the differences among these tests.
Policies Represent Minimum Standards	
The policies of the Provincial Planning Statement represent minimum standards. Within the framework of the provincial policy-led planning system, planning authorities and decision-makers may go beyond these minimum standards to address matters of importance to a specific community, unless doing so would conflict with any policy of the Provincial Planning Statement.	The EGOP is permitted to interpret the PPS, and to include policies that go beyond the minimum requirements that are included in the PPS.
Chapter 2: Building Homes, Sustaining Strong and Competitive Communities	

2.1 Planning for People and Homes	
2.1.1 Planning authorities shall base growth forecasts on Ministry of Finance population projections, modifying as appropriate.	See below
2.1.2 However, municipalities may also continue to forecast growth with previously issued Provincial forecasts for land use planning.	The EGOP includes growth forecasts for population and employment that are directly derived from the Provincial Growth Plan, as they were assigned by the Region of York. These growth forecasts were adopted by the Town, and are considered to be minimum growth target to be achieved by the Town. ***Chapter:*** **2.0 GROWTH MANAGEMENT** ***Section:*** **2.1 Population and Employment Forecasts**
2.1.3 Land shall be made available to accommodate appropriate ranges of land uses for a projected needs range of 20-30 years. Planning for infrastructure, public service facilities, strategic growth areas and employment areas may extend beyond this time horizon.	The EGOP utilizes a 2051 planning horizon, and the Plan includes sufficient land and a policy framework to accommodate planned population and employment growth. It is recognized that Planning for infrastructure, public service facilities, strategic growth areas and employment areas may extend beyond this time horizon. ***Chapter:*** **2.0 GROWTH MANAGEMENT** ***Section:*** **2.2 Accommodating Projected Growth** ***Schedule:*** **Schedule 1 - Growth Management** **Schedule 2 - Urban Structure**
2.1.4a To provide an appropriate range of housing options/density for a regional market area, planning authorities shall maintain the ability to accommodate residential growth for minimum of 15 years through designated and available residential land.	The approach to growth management within the EGOP includes sufficient land at appropriate densities to ensure that a range and mix of housing is achieved. Further, the intensification target will also promote denser and small dwelling units throughout the built-up areas of the Town. ***Chapter:*** **2.0 GROWTH MANAGEMENT** ***Section:*** **2.2 Accommodating Projected Growth** **3.2.3 Providing Housing Opportunities** ***Schedule:*** **Schedule 1 - Growth Management** **Schedule 2 - Urban Structure**
2.1.4b To provide an appropriate range of housing options/density for a regional market area, planning authorities shall maintain sufficient land with servicing capacity for new development, for at least a three-year supply of residential units with suitably zoned land and draft approved units/ registered plans.	The Town has an ample supply of housing in designated areas within the EGOP to accommodate at least a 5-year time frame. Municipal Service Infrastructure capacity is managed comprehensively by the Town and the Region of York. ***Chapter:*** **2.0 GROWTH MANAGEMENT** ***Section:*** **2.2 Accommodating Projected Growth** ***Schedule:*** **Schedule 1 - Growth Management** **Schedule 2 - Urban Structure**

2.1.5 Lower-tier municipalities land and unit supply (identified by 2.1.4) shall reflect the allocation of population and units by the upper-tier municipality.	The growth projections within the EGOP are based on York Region population and employment growth projections, which are a reflection of the Provincial Growth Plan. York Region is no longer the planning approval authority, and the Provincial Growth Plan is no longer in effect. However, these growth forecasts were adopted by the Town, and are considered to be minimum growth target to be achieved by the Town. ***Chapter:*** **2.0 GROWTH MANAGEMENT** ***Section:*** **2.1 Population and Employment Forecasts**
2.1.6a Planning authorities should support the achievement of complete communities by accommodating appropriate ranges of land use, housing options, multimodal transportation, public service facilities, employment, institutional uses, parks, open space, and other uses.	The EGOP supports the desire to be a complete community. ***Chapter:*** **3.0 BUILDING A SUCCESSFUL COMMUNITY** ***Section:*** **3.2 A Complete Community** Further, the EGOP includes a host of land use designations, including policy frameworks that support opportunities for the achievement of complete communities. The land use designations and policies accommodate appropriate ranges of land use, housing options, multimodal transportation, public service facilities, employment, institutional uses, parks, open space, and other uses. ***Chapter:*** **4.0 LAND USE POLICIES** ***Schedule:*** **Schedule 3A through Schedule 3G-2**
2.1.6b Planning authorities should support the achievement of complete communities by improving accessibility for all ages and abilities by addressing land use barriers restricting participation in society.	The EGOP support the AODA, which is recognized and is applicable legislation. ***Chapter:*** **3.0 BUILDING A SUCCESSFUL COMMUNITY** ***Section:*** **3.4 A Beautiful and High Quality Community, Sub. 3.4.1 Objectives Subsection l)**
2.1.6c Planning authorities should support the achievement of complete communities by improving social equity and quality of life.	The EGOP, in its entirety, is written in non-discriminatory language supporting equality in interpretation and access to all. The quality of life is expected to be enhanced by promoting a complete community, including a full range and mix of housing, ensuring adequate parks and public service facilities and protecting the natural heritage system.
## 2.2 Housing	
2.2.1a Shall provide for an appropriate range of housing options and densities meeting projected and current needs of the regional market area by implementing minimum targets for providing **housing that is affordable** to low and moderate	It is an objective of the Town that a minimum of 25% of all new housing be affordable to low and moderate income households. ***Chapter:*** **3.0 BUILDING A SUCCESSFUL COMMUNITY**

income households, coordinating with service managers to address a full range of housing options.	*Section:* **3.2.3 Providing Housing Opportunities, Subsection 3.2.3.2 a)**
2.2.1b(1) Shall provide for an appropriate range of housing options and densities meeting projected and current needs of the regional market area by permitting and facilitating all housing options required to meet the needs of current and future residents, including **additional needs housing** and other needs arising from demographic and employment changes.	Within the EGOP all housing forms are permitted in appropriate land use designations throughout the Town, including opportunities for Additional Needs Housing. *Chapter:* **3.0 BUILDING A SUCCESSFUL COMMUNITY** *Section:* **3.2.3 Providing Housing Opportunities, Subsection 3.2.3.1 c) ii.** *Chapter:* **4.0 LAND USE POLICIES** *Schedule:* **Schedule 3A through Schedule 3G-1**
2.2.1b(2) Shall provide for an appropriate range of housing options and densities meeting projected and current needs of the regional market area by permitting and facilitating all types of **residential intensification,** developing and redeveloping underutilized sites for residential use, and introducing new housing options within developed areas/ redeveloping to increase net residential units.	The EGOP establishes an intensification target of a minimum of 25% of all residential development within the Delineated Built-Up Areas on an annual basis. *Chapter:* **2.0 GROWTH MANAGEMENT** *Section:* **2.2 Accommodating Projected Growth, Subsection 2.2.1 a)** *Schedule:* **Schedule 2 - Urban Structure** The EGOP includes opportunities for a full range of housing types including Additional Needs Housing and Additional Residential Units. These opportunities will increase net residential units within the built-up areas of the Town. *Chapter:* **3.0 BUILDING A SUCCESSFUL COMMUNITY** *Section:* **3.2.3 Providing Housing Opportunities** *Chapter:* **4.0 LAND USE POLICIES** *Schedule:* **Schedule 3A through Schedule 3G-1**
2.2.1c Shall provide for an appropriate range of housing options and densities meeting projected and current needs of the regional market area by promoting **densities for new housing** which support surrounding land uses, infrastructure, public service facilities, and active transportation.	The EGOP accommodates growth within a structure of higher density and mixed use Strategic Growth Areas, including two PMTSAs and regional and local corridors. The defined urban structure supports surrounding land uses, infrastructure, public service facilities, and active transportation. The EGOP identifies a minimum density target for new development within the identified Designated Greenfield Areas of 55 residents and jobs combined per hectare, with up to 70 residents and jobs per hectare in one of the Plan Areas. *Chapter:* **2.0 GROWTH MANAGEMENT** *Section:* **2.2 Accommodating Projected Growth, Subsection 2.2.2 d)** *Schedule:* **Schedule 1 - Town Structure** **Schedule 2 - Urban Structure**

2.2.1d Shall provide for an appropriate range of housing options and densities meeting projected and current needs of the regional market area by **requiring transit supportive development** and supporting intensification in proximity to transit.	The EGOP accommodates growth within a structure of higher density and mixed use Strategic Growth Areas, including two MTSAs and regional and local corridors. The defined urban structure is fundamentally established to support existing and future transit. ***Chapter:*** **2.0 GROWTH MANAGEMENT** ***Section:*** **2.2 Accommodating Projected Growth** ***Schedule:*** **Schedule 1 - Growth Management** **Schedule 2 - Urban Structure**
2.3 Settlement Areas and Settlement Area Boundary Expansions	
2.3.1 General Policies for Settlement Areas	
2.3.1.1 Settlement areas shall be the focus of growth and development, specifically focusing on strategic growth areas, including major transit station areas.	Growth within East Gwillimbury is specifically focused on strategic growth areas, including 2 MTSAs. ***Chapter: 3.0 BUILDING A SUCCESSFUL COMMUNIITY*** ***Section: 3.2.2 Structural Elements of a Complete Community, Subsection 3.2.2.2 a)*** ***Schedule: Schedule 2 - Urban Structure***
2.3.1.2a Land use patterns in settlement areas should be based on densities and a mix of land use which efficiently uses land and resources.	The urban structure and associated land use policies promote land uses and a mix of densities that efficiently use land and resources. ***Chapter: 2.0 GROWTH MANAGEMENT*** ***Section: 2.1.2 Planning for Growth in an Urban Structure, Subsection a)*** ***Schedule: Schedule 1 – Growth Management***
2.3.1.2b Land use patterns in settlement areas should be based on densities and a mix of land use which optimize existing and planned infrastructure and public service facilities.	The urban structure and associated land use policies optimize existing and planned infrastructure and public service facilities. ***Chapter: 3.0 BUILDING A SUCCESSFUL COMMUNITY*** ***Section: 3.3 A Viable and Financially Responsible Community, Subsection 3.3.1 a) iii.*** ***Schedule: Schedule 1 – Growth Management***
2.3.1.2c Land use patterns in settlement areas should be based on densities and a mix of land use which support active transportation.	The urban structure and associated land use policies support active transportation. ***Chapter: 3.0 BUILDING A SUCCESSFUL COMMUNITY*** ***Section: 3.5.2 Active Transportation, Subsection a)*** ***Schedule: Schedule 1 – Growth Management***
2.3.1.2d Land use patterns in settlement areas should be based on densities and a mix of land use which are transit-supportive, as appropriate.	Within the EGOP growth is accommodated within a structure of higher density and mixed use Strategic Growth Areas, including two MTSAs and regional and local corridors. The defined urban structure is fundamentally established to support existing and future transit.

	Chapter: ***3.0 BUILDING A SUCCESSFUL COMMUNIITY*** ***Section:*** ***3.2.2 Structural Elements of a Complete Community, Subsection 3.2.2.2 a), b) and c)*** ***Schedule: Schedule 2 - Urban Structure***
2.3.1.2e Land use patterns in settlement areas should be based on densities and a mix of land use which are freight-supportive.	The EGOP implements a land use pattern within the identified settlement areas based on densities and a mix of land use which are freight-supportive, in recognition of the existing Highway 404 and the proposed Bradford By-pass facility. ***Chapter:*** ***5.0 SUSTAINABLE INFRASTRUCTURE*** ***Section:*** ***5.2 The Transportation System, Subsection 5.2.2.2 Policies for Goods Movement, Policy b) iii.*** ***Schedule: Schedule 8B - Road Network***
2.3.1.3 Shall support general intensification and redevelopment to create complete communities, by planning for housing options, and investing in/ planning for infrastructure and public service facilities.	The EGOP supports intensification and redevelopment to create complete communities, by planning for housing options, and investing in/ planning for infrastructure and public service facilities. ***Chapter:*** ***3.0 BUILDING A SUCCESSFUL COMMUNIITY*** ***Section:*** ***3.2 A Complete Community*** ***Schedule: Schedules 3G-1 – Complete Communities Land Use Plan and Schedule 3G-2 – Complete Communities Natural Heritage System***
2.3.1.4 Planning authorities shall implement minimum targets for intensification and redevelopment in built-up areas.	The EGOP includes a minimum intensification target of 25% within built-up areas. ***Chapter:*** ***2.0 GROWTH MANAGEMENT*** ***Section:*** ***2.2 Accommodating Projected Growth, Subsection 2.2.1 a)*** ***Schedule: Schedule 1 – Growth Management***
2.3.1.5 Planning authorities are encouraged to establish density targets for designated growth areas. Large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas.	The EGOP includes minimum density targets for the Designated Greenfield Areas. ***Chapter:*** ***2.0 GROWTH MANAGEMENT*** ***Section:*** ***2.2 Accommodating Projected Growth, Subsection 2.2.2 New Development Opportunities within the Designated Greenfield Areas d)*** ***Schedule: Schedule 1 – Growth Management***
2.3.1.6 Planning authorities should establish and implement phasing policies, where appropriate, to ensure orderly development of designated growth areas aligned with infrastructure and public service facility provision timing.	The EGOP includes phasing policies that specifically link future growth to the provision of municipal service infrastructure and public service facilities. ***Chapter:*** ***2.0 GROWTH MANAGEMENT*** ***Section:*** ***2.2 Accommodating Projected Growth, Subsection 2.2.4 Development Phasing*** ***Schedule:***
2.3.2 New Settlement Areas and Settlement Area Boundary Expansion	
2.3.2.1a When identifying a new settlement area or allowing boundary expansions, planning authorities	It is a policy of the EGOP that, in permitting a Settlement Area Boundary Expansion, planning

shall consider the need to designate/ plan for additional land to accommodate mixed land uses.	authorities shall consider the need to designate and plan for additional land to accommodate an appropriate range and mix of urban land uses. ***Chapter: 6.0 IMPLEMENTATION + INTERPRETATION*** ***Section: 6.1.4 This Official Plan, Subsection 6.1.4.4 a) i.*** ***Schedule:***
2.3.2.1b When identifying a new settlement area or allowing boundary expansions, planning authorities shall consider if there is sufficient existing or planned infrastructure and public service facilities.	It is a policy of the EGOP that, in permitting a Settlement Area Boundary Expansion, planning authorities shall consider if there is sufficient capacity in existing or planned municipal service infrastructure and public service facilities/community facilities. ***Chapter: 6.0 IMPLEMENTATION + INTERPRETATION*** ***Section: 6.1.4 This Official Plan, Subsection 6.1.4.4 a) ii.*** ***Schedule:***
2.3.2.1c When identifying a new settlement area or allowing boundary expansions, planning authorities shall consider whether applicable lands compromise specialty crop areas.	It is a policy of the EGOP that, in permitting a Settlement Area Boundary Expansion, planning authorities shall consider whether the applicable lands comprise specialty crop areas. ***Chapter: 6.0 IMPLEMENTATION + INTERPRETATION*** ***Section: 6.1.4 This Official Plan, Subsection 6.1.4.4 a) iii.*** ***Schedule:***
2.3.2.1d When identifying a new settlement area or allowing boundary expansions, planning authorities shall consider the of alternative locations avoiding prime agricultural lands, or locations on lower priority agricultural lands. evaluation	It is a policy of the EGOP that, in permitting a Settlement Area Boundary Expansion, planning authorities shall consider the evaluation of alternative locations which avoid prime agricultural areas and, where avoidance is not possible, consider reasonable alternatives on lower priority agricultural lands in prime agricultural areas. ***Chapter: 6.0 IMPLEMENTATION + INTERPRETATION*** ***Section: 6.1.4 This Official Plan, Subsection 6.1.4.4 a) iv.*** ***Schedule:***
2.3.2.1e When identifying a new settlement area or allowing boundary expansions, planning authorities shall consider whether the settlement area complies with the minimum distance separation formulae.	It is a policy of the EGOP that, in permitting a Settlement Area Boundary Expansion, planning authorities shall consider whether the expanded Settlement Area complies with the minimum distance separation formulae. ***Chapter: 6.0 IMPLEMENTATION + INTERPRETATION*** ***Section: 6.1.4 This Official Plan, Subsection 6.1.4.4 a) v.*** ***Schedule:***
2.3.2.1f When identifying a new settlement area or allowing boundary expansions, planning authorities shall consider whether impacts on the agricultural system are avoided, or where impossible, minimized	It is a policy of the EGOP that, in permitting a Settlement Area Boundary Expansion, planning authorities shall consider whether impacts on the Agricultural System are avoided, or where avoidance

to the extent feasible as determined through an agricultural impact study or equivalent provincial guidance.	is not possible, minimized and mitigated to the extent feasible as determined through an Agricultural Impact Assessment or equivalent analysis, based on Provincial guidance. ***Chapter: 6.0 IMPLEMENTATION + INTERPRETATION*** ***Section: 6.1.4 This Official Plan, Subsection 6.1.4.4 a) vi.*** ***Schedule:***
2.3.2.1g When identifying a new settlement area or allowing boundary expansions, planning authorities shall consider providing for phased urban development.	It is a policy of the EGOP that, in permitting a Settlement Area Boundary Expansion, planning authorities shall consider the expanded Settlement Area provides for the phased progression of urban development. ***Chapter: 6.0 IMPLEMENTATION + INTERPRETATION*** ***Section: 6.1.4 This Official Plan, Subsection 6.1.4.4 a) vii.*** ***Schedule:***
2.3.2.2 Planning authorities may only identify a new settlement area where infrastructure and public service facilities are planned or available to support development.	The EGOP incorporates within the defined Central Growth Area substantial lands that are identified as Designated Greenfield Areas and Future Urban Development Areas, which establishes substantial opportunity to accommodate long-term population and employment growth within the Town, in addition to opportunities to accommodate growth through intensification within the Delineated Built-Up Area. As such, no new Settlement Areas or Settlement Area Boundary Expansions are necessary to accommodate growth to the 2051 planning horizon.
## 2.4 Strategic Growth Areas	
### 2.4.1 General Policies for Strategic Growth Areas	
2.4.1.1 Planning authorities are encouraged to identify and focus growth and development in strategic growth areas.	The EGOP provides an urban structure and policy framework that focuses growth and development in strategic growth areas, including two MTSAs and a number of identified centres and corridors. ***Chapter: 3.0 BUILDING A SUCCESSFUL COMMUNIITY*** ***Section: 3.2.2 Structural Elements of a Complete Community, Subsection 3.2.2.2 a), b), and c)*** ***Schedule: Schedule 2 - Urban Structure***
2.4.1.2a To support complete communities, housing options, intensification, and mixed-use development, strategic growth areas should be planned to accommodate significant population and employment growth.	For the Strategic Growth Areas, the EGOP includes a host of land use designations, including policy frameworks that support opportunities for the achievement of complete communities. The land use designations and policies accommodate appropriate ranges of land use, housing options, multimodal

	transportation, public service facilities, employment, institutional uses, parks, open space, and other uses. ***Chapter: 3.0 BUILDING A SUCCESSFUL COMMUNITY*** ***Section: 3.2 A Complete Community, Subsection 3.2.1*** ***Schedule: Schedule 2 - Urban Structure***
2.4.1.2b To support complete communities, housing options, intensification, and mixed-use development, strategic growth areas should be planned as focal areas for education, commercial, recreational, and cultural uses.	Strategic Growth Areas within the EGOP are planned as focal areas for education, commercial, recreational, and cultural uses, thereby supporting complete communities. ***Chapter: 3.0 BUILDING A SUCCESSFUL COMMUNITY*** ***Section: 3.2 A Complete Community, Subsection 3.2.1 and 3.2.2*** ***Schedule: Schedule 2 - Urban Structure***
2.4.1.2c To support complete communities, housing options, intensification, and mixed-use development, strategic growth areas should be planned to support the transit network and provide connection to inter- and intra-regional transit.	Strategic Growth Areas within the EGOP are planned to support the transit network and provide regional transit connections, including two MTSAs and regional and local corridors. The defined urban structure is fundamentally established to support existing and future transit. ***Chapter: 3.0 BUILDING A SUCCESSFUL COMMUNITY*** ***Section: 3.2 A Complete Community, Subsection 3.2.2 b)*** ***Schedule: Schedule 2 - Urban Structure***
2.4.1.2d To support complete communities, housing options, intensification, and mixed-use development, strategic growth areas should be planned to support affordable, accessible and equitable housing.	Strategic Growth Areas within the EGOP will promote higher density housing forms, where housing is more affordable with a range of unit sizes. ***Chapter: 3.0 BUILDING A SUCCESSFUL COMMUNITY*** ***Section: 3.2 A Complete Community, Subsection 3.2.3.2 a), b), and c)*** ***Schedule: Schedule 2 - Urban Structure***
2.4.1.3a Planning authorities should prioritize planning/ investment for infrastructure in strategic growth areas.	The EGOP sets forth policies that prioritize planning/ investment for infrastructure in Strategic Growth Areas, as well as the Town's two identified MTSA's. ***Chapter: 2.0 GROWTH MANAGEMENT and; 3.0 BUILDING A SUCCESSFUL COMMUNITY*** ***Section: 2.1 Population and Employment Forecasts, Subsection 2.1.1 c) v. and; 3.2 A Complete Community, Subsection 3.2.2.2 a)*** ***Schedule: Schedule 2 - Urban Structure***
2.4.1.3b Planning authorities should appropriately identify the type and scale development in strategic growth areas and the transition of the built-form to adjacent areas.	The EGOP appropriately identifies the type and scale of development that is necessary within the land use categories of the Strategic Growth Areas, with consideration and acknowledgment to the transition of the built form to adjacent areas. The land use designations that comprise the Strategic Growth Areas include: Queensville Centre Designation, Village Core Areas Designation, Commercial Mixed Use

	Designation, Residential Mixed Use Designation, and Community Commercial Designation. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.1 Strategic Growth Areas*** ***Schedule: Schedule 3 – Plan Areas/ Community Design Plan Districts***
2.4.1.3c Planning authorities should permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form	The EGOP permits development and intensification in Strategic Growth Areas to support the achievement of complete communities and a compact built form. ***Chapter: 3.0 GROWTH MANAGEMENT*** ***Section: 3.2.2 Structural Elements of a Complete Community Subsection 3.2.2.1 a) i.*** ***Schedule: Schedule 1: Growth Management***
2.4.1.3d Planning authorities should consider a student housing strategy when planning for strategic growth areas.	Prior to the development of any permitted land use, a comprehensive Master Campus Development Plan shall be prepared by the proponent and approved by the Town. The Master Campus Development Plan shall include a Student Housing Strategy. ***Chapter: 4.0 LNAD USE POLICIES*** ***Section: 4.3.6 Post Secondary Education Facility Design. Subsection 4.3.6.3 c) ii.*** ***Schedule:***
2.4.1.3e Planning authorities should support redevelopment of underutilized commercial lands to support mixed-use residential.	The EGOP considers the development potential of underutilized buildings, lots, or blocks where the Town designates areas for community improvement under the Planning Act. ***Chapter: 6.0 IMPLEMENTATION + INTERPRETATION*** ***Section: 6.1 Implementation, Subsection 6.1.11.2 b) v.*** ***Schedule:***
2.4.2 Major Transit Station Areas (MTSA)	
2.4.2.1 Planning authorities shall delineate an area of a 500 to 800 metre radius of a major transit station on higher order transit corridors as its boundary on new official plans or amendments to maximize the number of potential transit users in walking distance of a station.	The EGOP currently requires an overall density of 160 persons and jobs per hectare within a radius of between 500 and 800 metres of the boundary of the Green Lane Bus Rapid Transit MTSA. Highest density housing, commercial and mixed-use developments and Major Office developments are to be within 200 to 400 metres of the station facility. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.1 Subsection 4.1.6.4 b) ii. And iii.*** ***Schedule: Schedule 3D – Green Lane Corridor Land Use Plan***
2.4.2.2a Within MTSAs on higher transit order corridors, planning authorities shall plan for a minimum density target of 200 residents and jobs combined/ hectare for those served by subways.	The EGOP does not address this as there are no subways in East Gwillimbury. ***Chapter:*** ***Section*** ***Schedule:***

2.4.2.2b Within MTSAs on higher transit order corridors, planning authorities shall plan for a minimum density target of 160 residents and jobs combined/ hectare for those served by light rail or bus rapid transit.	The EGOP establishes an overall density of 150 persons and jobs per hectare within the boundary of Green Lane Bus Rapid Transit MTSA. The EGOP currently requires an overall density of 160 persons and jobs per hectare within a radius of between 500 and 800 metres of the boundary of the Green Lane Bus Rapid Transit MTSA. Highest density housing, commercial and mixed-use developments and Major Office developments are to be within 200 to 400 metres of the station facility. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.1 Subsection 4.1.6.4 b) i., ii., and iii.*** ***Schedule: Schedule 3D – Green Lane Corridor Land Use Plan***
2.4.2.2c Within MTSAs on higher transit order corridors, planning authorities shall plan for a minimum density target of 150 residents and jobs combined/ hectare for those served by commuter or regional rail.	The EGOP establishes an overall density of 150 persons and jobs per hectare within the boundary of the GO MTSA. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.2.4 High Density Residential Designation, Subsection 4.2.4.4 e) i.*** ***Schedule: Schedule 3D -***
2.4.2.3a Planning authorities are encouraged to promote development and intensification within MTSAs by planning built forms supporting minimum density targets.	The EGOP locates the highest density housing, commercial and mixed-use developments and Major Office developments within the two MTSA's. The EGOP also prohibits the establishment of land uses and built forms that would adversely affect the achievement of the MTSA minimum density targets. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.1.6 Community Commercial Designation, Subsection 4.1.6.4 b) iii. and iv., 4.2.4.4 e) iii. and iv.*** ***Schedule: Schedule 3D - Green Lane Corridor Land Use Plan***
2.4.2.3b Planning authorities are encouraged to promote development and intensification within MTSAs by redeveloping surface parking lots within MTSAs to be transit-supportive and promote complete communities.	It is a policy of the EGOP that The Town will work with applicable Provincial and Regional Transit Authorities to promote the redevelopment and intensification of surface parking facilities within the 2 Major Transit Station Areas identified on Schedule 8A. ***Chapter: 5.0 SUSTAINABLE INFRASTRUCTURE*** ***Section: 5.2.2 General Transportation Policies, Subsection 5.2.2.4 g)*** ***Schedule:***
2.4.2.4a Planning authorities may request the Minister to approve OPs or OPAs with lower targets than in 2.4.2.2, where the target cannot be achieved because development is prohibited by provincial policy or severely restricted on delineated lands.	The Development Yields and Gross Density Targets identified in the EGOP are to be considered as minimums to be achieved and may be exceeded subject to confirmation that there is existing or planned capacity in all of the required municipal service infrastructure systems.

	The approval of development applications shall be contingent upon, and explicitly linked to, the availability of existing or planned municipal service infrastructure and public service facilities/community facilities. ***Chapter: 2.0 GROWTH MANAGEMENT*** ***Section: 2.2.5 Community Design Plan Districts, Subsection 2.2.5.3 b) ii., and; 2.2.4 Development Phasing, Subsection 2.2.4 a)*** ***Schedule:***
2.4.2.4b Planning authorities may request the Minister to approve OPs or OPAs with lower targets than in 2.4.2.2, where the target cannot be achieved because there are a limited number of residents or jobs in the delineated area, but it may act as a major trip generator, with high stop ridership.	Within the EGOP, the Town supports the investment in transit within the Major Transit Station Areas by requiring an overall density of 150 persons and jobs per hectare within the boundary of the GO MTSA and encouraging a resident to job ratio of 2:1 within all Major Transit Station Areas. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.1.6 Community Commercial Designation, Subsection 4.1.6.4 b) i. and vii.*** ***Schedule:***
2.4.2.5 Planning authorities may plan for MTSAs not on higher order transit corridors by delineating boundaries and creating minimum density targets.	N/A – MTSAs within East Gwillimbury are on higher order transit corridors. ***Chapter:*** ***Section:*** ***Schedule:***
2.4.2.6a All MTSAs should be designed to be transit-supportive, multimodal, and nearby major trip generators, providing connections to local and regional transit (transit service integration).	Both the GO MTSA and the Green Lane Bus Rapid Transit MTSA are designed to be transit supportive, providing an efficient, convenient, and safe public transit service by ensuring that the layout of new arterial roads and collector roads promotes efficient and direct transit routes within and between neighbourhoods. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.1 Subsection 4.1.6.4 b) iv., 4.2.4.4 e) iv.*** ***Schedule: Schedule 3D - Green Lane Corridor Land Use Plan***
2.4.2.6b All MTSAs should be designed to be transit-supportive, multimodal, and nearby major trip generators, providing infrastructure for a range of mobility needs and for active transportation.	The EGOP directs development in MTSAs to include supportive, safe and comfortable public transit facilities. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.1 Subsection 4.1.6.4 b) v., 4.2.4.4 e) v.*** ***Schedule: Schedule 3D - Green Lane Corridor Land Use Plan***
2.4.2.6c All MTSAs should be designed to be transit-supportive, multimodal, and nearby major trip generators, providing commuter pick-up/ drop-off.	It is a policy of the EGOP that the Town shall support and assist Metrolinx, GO Transit and York Region Transit to secure lands for facilities such transit

	stations including intermodal terminals, mobility hubs, bus and light rail stations and related passenger drop-off/pick-up facilities. ***Chapter: 5.0 SUSTAINABLE INFRASTRUCTURE*** ***Section: 5.2.4.2 Policies for the Transit System, Subsection c) i.*** ***Schedule: Schedule 8A – Rapid Transit Network***
2.4.3 Frequent Transit Corridors	
2.4.3.1 Planning authorities shall plan for intensification on lands adjacent to existing and planned frequent transit corridors, where appropriate.	Development within Strategic Growth Areas is prioritized along the rapid transit and frequent transit corridors, with more intensive forms of development and widest range of uses directed to MTSAs, in the EGOP. ***Chapter: 3.0 GROWTH MANAGEMENT*** ***Section: 3.2.2 Elements of a Complete Community Subsection 3.2.2.2 b)*** ***Schedule: Schedule 8A – Rapid Transit Network***
2.5 Rural Areas in Municipalities	
2.5.1a Rural areas should be supported by building upon rural character, amenities and assets.	The Rural Designation is the land use designation within the EGOP that contains many existing agricultural operations, and agricultural, agriculture-related, and secondary uses. It also provides the primary location for a range of institutional and commercial/ industrial uses serving the rural and agricultural sectors. It is the intent of the EGOP that the Rural Area Designation protect the rural character of the Town and to maintain elements that contribute to the open space character of the Rural Area. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.5 The Agricultural System, Subsection 4.5.5.1 a)*** ***Schedule: Schedule 6 – Agricultural System***
2.5.1b Rural areas should be supported by promoting regeneration and the redevelopment of brownfield sites.	The EGOP encourages compatible development, redevelopment and rehabilitation throughout the Rural Designation, in conformity to the relevant policies of the Greenbelt Plan, the Oak Ridges Moraine Protection Plan, and the Lake Simcoe Protection Plan, as well as policies within the EGOP and the ZBL. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.5 The Agricultural System, Subsection 4.5.5.3 b)*** ***Schedule: Schedule 6 – Agricultural System***

2.5.1c Rural areas should be supported by accommodating a mix of housing in rural settlement areas.	The Rural Designation in the EGOP primarily focuses on accommodating low density housing, consistent with the rural character of East Gwillimbury. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.5 The Agricultural System, Subsection 4.5.5.2 a)*** ***Schedule: Schedule 6 – Agricultural System***
2.5.1d Rural areas should be supported by using infrastructure and public service facilities efficiently.	General policies for the Rural/Agricultural Area support the efficient use of infrastructure and public service facilities. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.5 The Agricultural System, Subsection 4.5.2*** ***Schedule: Schedule 6 – Agricultural System***
2.5.1e Rural areas should be supported by promoting diversification of the economic and employment base through goods and services, sustainable management.	On-farm diversified uses, agriculture-related uses, and home-based businesses are permitted in the EGOP. Additional uses such as bed and breakfast establishments, agricultural research and training, recreational, tourism, institutional, and resource-based commercial/industrial uses may be permitted. These uses promote economic diversification. The EGOP also requires development to minimize negative impacts on agriculture, natural heritage, and water resources, and be serviced by appropriate water/sewage. The EGOP emphasizes Agricultural Impact Assessments, vegetation enhancement, and natural heritage conservation within these rural areas. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.5 The Agricultural System, Subsection 4.5.5.1, 4.5.5.2 a) and b), 4.5.5.3 g) and h)*** ***Schedule: Schedule 6 – Agricultural System***
2.5.1f Rural areas should be supported by utilizing historical, cultural and natural assets for sustainable tourism.	The EGOP supports the intent that rural areas should be supported by utilizing historical, cultural and natural assets for sustainable tourism. Tourism is a supported land use in the Rural Designation, and the EGOP recognizes the existing historic uses within the designation. The EGOP permits tourism uses (subject to an Agricultural Impact Assessment) so long as there are no negative impacts on key natural heritage or hydrologic features, they are appropriate for the Rural Area, they are serviced sustainably, and that they are buffered from adjacent agricultural uses if needed. ***Chapter: 4.0 LAND USE POLICIES***

	Section: *4.5 The Agricultural System, Subsection 4.5.5.1 a), 4.5.5.2 a) and b)* ***Schedule:*** *Schedule 6 – Agricultural System*
2.5.1g Rural areas should be supported by conserving biodiversity and ecological benefits.	Conserving biodiversity or connectivity of the NHS is supported within the Rural Area Designation of the EGOP. ***Chapter:*** *4.0 LAND USE POLICIES* ***Section:*** *4.5 The Agricultural System, 4.5.5.2 b) iv.* ***Schedule:*** *Schedule 6 – Agricultural System*
2.5.1h Rural areas should be supported by providing economic opportunity in prime agricultural areas.	The Prime Agricultural Area Designation in the EGOP provides a continuous and permanent land base necessary to support long term agricultural production and economic activity. ***Chapter:*** *4.0 LAND USE POLICIES* ***Section:*** *4.5 The Agricultural System, Subsection 4.5.3 Prime Agricultural Area Designation a)* ***Schedule:*** *Schedule 6 – Agricultural System*
2.5.2 Rural settlement areas shall be the focus of growth, promoting their vitality in rural areas.	The Hamlet Designation, as identified on Schedule 6 of the EGOP, includes the Hamlets of Ravenshoe and Brown Hill. These Hamlets are Rural Settlement Areas as identified in the Provincial Planning Statement. ***Chapter:*** *4.0 LAND USE POLICIES* ***Section:*** *4.5 The Agricultural System, Subsection 4.5.6.1 a)* ***Schedule:***
2.5.3 When developing in rural areas, planning authorities shall give consideration to local rural characteristics, the scale of developments and the provision of appropriate service levels, including in areas where a municipality does not have a settlement area.	Non-agricultural related development within rural areas is limited. In addition to the policies of the EGOP, the policy frameworks associated with the Oak Ridges Moraine Conservation Plan and the Greenbelt Plan are also applicable to the Rural/Agricultural Area. ***Chapter:*** *4.0 LAND USE POLICIES* ***Section:*** *4.5 The Agricultural System, Subsection 4.5.5.1 a)* ***Schedule:*** *Schedule 6 – Agricultural System*
2.6 Rural Lands in Municipalities	
2.6.1a The management or use of resources is permitted on rural lands.	The Rural Area Designation provides the primary location for a range of non-farm related uses serving the rural resource and agricultural sectors that are appropriate in a rural setting. ***Chapter:*** *4.0 LAND USE POLICIES* ***Section:*** *4.5 The Agricultural System, Subsection 4.5.5.1 a)* ***Schedule:*** *Schedule 6 – Agricultural System*
2.6.1b Resource-based recreational use is permitted on rural lands.	Parks and open spaces and resource-based recreational uses may be permitted within the Prime

	Agricultural Designation and the Rural Designation, subject to an Agricultural Impact Assessment. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.5 The Agricultural System, Subsection 4.5.3.2 c), and; Subsection 4.5.5.2 b)*** ***Schedule:***
2.6.1c Residential development and lot creation are permitted on rural lands where there are suitable provisions for sewage and water services.	The EGOP requires development within the Rural Area Designation to minimize negative impacts on agriculture, natural heritage, and water resources, and be serviced by appropriate water/sewage. The Rural Area Designation permits development on individual private on-site services. New lot creation is limited and would only occur under certain conditions, and often requires amendments to the plan. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.5 The Agricultural System, Subsection 4.5.5.3 e), j)*** ***Schedule: Schedule 6 – Agricultural System***
2.6.1d Agricultural uses, -related uses, on-farm diversified uses and normal farm practices, in accordance with provincial standards are permitted on rural lands.	The EGOP permits agricultural uses, agricultural - related uses, on-farm diversified uses and normal farm practices in the Rural Designation. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.5 The Agricultural System, Subsection 4.5.5.2 a)*** ***Schedule: Schedule 6 – Agricultural System***
2.6.1e Home occupations and home industries are permitted on rural lands.	The EGOP permits home-based businesses in the Rural Area Designation. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.5 The Agricultural System, Subsection 4.5.5.2 a)*** ***Schedule: Schedule 6 – Agricultural System***
2.6.1f Cemeteries are permitted on rural lands.	Cemeteries are permitted within the Rural Designation. Cemeteries are permitted within all land use designations of the EGOP, with the exception of the Prime Agricultural Area Designation and the Holland Marsh Specialty Crop Designation. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.6.5 Land Use/Built-Form Specific Policies, Subsection 4.6.5.11 a)*** ***Schedule: Schedule 6 – Agricultural System***
2.6.1g Other rural land uses are permitted on rural lands.	Other rural land uses, like single detached dwelling unit on an existing lot of record, bed and breakfast establishments, and agricultural research and training establishments are also permitted in the Rural Designation within the EGOP.

	Chapter: *4.0 LAND USE POLICIES* ***Section:*** *4.5 The Agricultural System, Subsection 4.5.5.2 a)* ***Schedule:*** *Schedule 6 – Agricultural System*
2.6.2 Development that can be sustained by rural service levels should be promoted.	Recreational, tourism, institutional, and resource-based recreational and commercial/industrial uses may be permitted in the Rural Designation, subject to an Agricultural Impact Assessment, and under certain conditions. ***Chapter:*** *4.0 LAND USE POLICIES* ***Section:*** *4.5 The Agricultural System, Subsection 4.5.5.2 b)* ***Schedule:*** *Schedule 6 – Agricultural System*
2.6.3 Development shall be appropriate to planned/ available infrastructure, avoiding the need for uneconomic expansion.	The Rural Designation in the EGOP permits development on individual private on-site services provided the adequacy of the proposed method of water supply and sanitary sewage disposal is demonstrated to the satisfaction of the Town. ***Chapter:*** *4.0 LAND USE POLICIES* ***Section:*** *4.5 The Agricultural System, Subsection 4.5.5.3 f)* ***Schedule:*** *Schedule 6 – Agricultural System*
2.6.4 Planning authorities should support a diversified rural economy by protecting agricultural and other resource-related uses, developing in areas that will minimize constraints on these uses.	The Rural Designation in the EGOP provides the primary location for a range of non-farm related uses serving the rural resource and agricultural sectors that are appropriate in a rural setting. These areas also contain many historic uses that would now generally be directed to Settlement Areas but are recognized as existing uses and will be allowed to continue. ***Chapter:*** *4.0 LAND USE POLICIES* ***Section:*** *4.5 The Agricultural System, Subsection 4.5.5.1 a)* ***Schedule:*** *Schedule 6 – Agricultural System*
2.6.5 New land uses and expansions shall comply with the minimum distance separation formulae.	The EGOP requires all new development within the Rural Area Designation to comply with the Province's Minimum Distance Separation Formulae requirements. ***Chapter:*** *4.0 LAND USE POLICIES* ***Section:*** *4.5 The Agricultural System, Subsection 4.5.5.3 c)* ***Schedule:*** *Schedule 6 – Agricultural System*
2.7 Territory Without Municipal Organization	**Not Applicable to East Gwillimbury**
2.8 Employment	

2.8.1 Supporting a Modern Economy	
2.8.1.1a Planning authorities shall promote economic development by providing a mix and range of uses for long-term needs.	The EGOP supports collaboration with the Town and York Region, as well as neighbouring municipalities, in an effort to grow in a manner that provides a range of employment opportunities. ***Chapter:*** ***3.0 BUILDING A SUCCESSFUL COMMUNITY*** ***Section:*** ***3.3.2 Enhance the Economy, Subsection 3.3.2.2 a)*** ***Schedule:***
2.8.1.1b Planning authorities shall promote economic development by providing opportunities for a diversified existing and future economic base.	The EGOP supports collaboration with the Town and York Region, as well as neighbouring municipalities, in an effort to grow in a manner that supports a diverse economy. ***Chapter:*** ***3.0 BUILDING A SUCCESSFUL COMMUNITY*** ***Section:*** ***3.3.2 Enhance the Economy Subsection 3.3.2.2 a)*** ***Schedule:***
2.8.1.1c Planning authorities shall promote economic development by identifying strategic sites for investment, monitoring employment site availability, and addressing barriers to investment.	The EGOP promotes economic development through supporting the Town's Economic Development Strategy in order to plan for a strong and healthy economy and anticipate changing economic trends. ***Chapter:*** ***3.0 BUILDING A SUCCESSFUL COMMUNITY*** ***Section:*** ***3.3.2 Enhance the Economy, Subsection 3.3.2.1 a)*** ***Schedule:***
2.8.1.1d Planning authorities shall promote economic development by encouraging intensification of employment uses and mixed-use development (complete communities).	Intensification of the Employment Areas within the Delineated Built-Up Area is encouraged in the EGOP, where appropriate. ***Chapter:*** ***2.0 GROWTH MANAGEMENT*** ***Section:*** ***2.2 Accommodating Projected Growth, Subsection 2.2.1 a) iii.*** ***Schedule:***
2.8.1.1e Planning authorities shall promote economic development by providing appropriate transitions and land use compatibility to sensitive land uses from employment areas.	The EGOP requires that within Strategic Growth Areas, Secondary Plans, Community Design Plans or other comprehensive planning studies or development applications address the interface between major facilities and sensitive land uses to matters of Land Use Compatibility are appropriately addressed in accordance with Provincial guidelines, standards and procedures. ***Chapter:*** ***3.0 BUILDING A SUCCESSFUL COMMUNITY*** ***Section:*** ***3.4.4 Good Urban Design, Subsection 3.4.4.4 a) iv.*** ***Schedule:***

2.8.1.2 Small-scale industrial uses that could be located adjacent to sensitive land uses without adverse effects are encouraged in strategic growth areas and frequent transit service areas, outside of employment areas.	Non-noxious, small-scale industrial uses may be permitted within the Queensville Centre Designation, Village Core Designation, Commercial Mixed Use Designation, and Community Commercial Designation, as long as no adverse effects are generated that impact adjacent sensitive land uses. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.1 The Strategic Growth Areas, Subsection 4.1.2.2 a), 4.1.3.2 d), 4.1.4.2 c), 4.1.6.2 d)*** ***Schedule:***
2.8.1.3 On lands within 300 metres of employment areas, development shall avoid (mitigate/ minimize when avoidance is impossible) potential impacts on long term economic viability of employment uses within existing or planned employment areas, within provincial guidelines.	In the EGOP, new sensitive land uses within 300 metres of any lands within the General Employment Designation and Prestige Employment Designation shall be designed to ensure that any adverse impacts from any existing or permitted industrial land use shall be appropriately mitigated through the planning approval process. The onus for mitigation shall be on the new sensitive land use. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.3 The Employment Districts, Subsection 4.3.3.2 e), Subsection 4.3.4.2 d)*** ***Schedule:***
2.8.1.4 Major office and institutional development should be directed to MTSAs or frequent transit serviced strategic growth areas.	Major office developments are directed to be located within 200 to 400 metres of MTSA facilities within the EGOP. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.1 .6 Community Commercial Designation, Subsection 4.1.6.4 b) iii.*** ***Schedule: 3D – Green Lane Corrirdor Land Use Plan***
2.8.2 Employment Areas	
2.8.2.1 Planning authorities shall plan for, protect and preserve current and future employment areas and their supporting infrastructure.	Principle 8 of the EGOP seeks to provide opportunities for economic development, including support for new and existing economic generators, protection of employment areas, and the provision of appropriate municipal service infrastructure. ***Chapter: 1.0 PURPOSE, VISION + GUIDING PRINCIPLES*** ***Section: 1.3 Guiding Principles, Principle 8*** ***Schedule:***
2.8.2.2 Planning authorities shall protect employment areas in proximity to major goods movement facilities and corridors, (including those identified in prov. transportation plans) for uses requiring those locations.	The EGOP seeks to protect employment areas in proximity to major goods movement facilities and corridors. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.3 The Employment Districts, Subsection 4.3.2 g) ii.*** ***Schedule:***

2.8.2.3a Planning authorities shall designate, protect and plan for all employment areas in settlement areas by planning for long-term uses that require those locations.	The EGOP seeks to protect, designate and plan for all employment areas in settlement areas by planning for long-term uses that require these locations. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.3 The Employment Districts, Subsection 4.3.2 g) i.*** ***Schedule:***
2.8.2.3b Planning authorities shall designate, protect and plan for all employment areas in settlement areas by prohibiting residential, commercial, institutional and public service facility uses.	The EGOP prohibits residential uses within all Employment Areas. Residential, institutional, and retail uses are prohibited in the General Employment Designation, Prestige Employment Designation, and the Mixed Business Employment Designation. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.3 The Employment Districts, Subsection 4.3.3.2 d), 4.3.4.2 b), 4.3.5.2 c)*** ***Schedule:***
2.8.2.3c Planning authorities shall designate, protect and plan for all employment areas in settlement areas by prohibiting retail and office uses not associated with primary employment use.	The EGOP prohibits retail and office uses not associated with primary employment use within all Employment Areas. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.3 The Employment Districts*** ***Schedule:***
2.8.2.3d Planning authorities shall designate, protect and plan for all employment areas in settlement areas by prohibiting other sensitive land uses not in ancillary to uses permitted.	Land designated General Employment may be zoned to permit clusters of business and economic activities including industrial uses, such as assembling, manufacturing, research and development in connection with manufacturing, warehousing, distribution, storage, repair activities, transportation, service trades, construction trades and automobile service stations. Within the Prestige Employment Designation, uses specifically not permitted include the outdoor storage of goods, residential, institutional and retail uses not associated with the primary permitted employment uses. Sensitive land uses that are not ancillary to a permitted use are specifically prohibited within the Prestige Employment Designation. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.3 The Employment Districts, Subsection 4.3.3.2 a), 4.3.4.2 b)*** ***Schedule:***
2.8.2.3e Planning authorities shall designate, protect and plan for all employment areas in settlement areas by including an appropriate transition to adjacent non-employment areas.	The EGOP limits outside storage of goods and materials on lands designated General Employment. Outside storage areas shall be completely surrounded by appropriate fencing, walls or landscaped screening approved during the Site Plan Process.

	New sensitive land uses within 300 metres of any lands within the Prestige Employment Designation shall be designed to ensure that any adverse impacts from any existing or permitted industrial land use shall be appropriately mitigated through the planning approval process. The onus for mitigation shall be on the new sensitive land use. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.3 The Employment Districts, Subsection 4.3.3.2 g) ii., 4.3.4.2 d)*** ***Schedule:***
2.8.2.4 Planning authorities shall assess and update employment areas identified in OPs to ensure appropriateness and maintain long-term land use compatibility.	The intent of the General Employment Designation identified on Schedules 3A, 3B, 3E, 3F and 3G-1 is to provide locations in the Town for a broad range of employment-generating land uses, including industrial, manufacturing, assembly, distribution and service industrial uses. It is also the intent of the General Employment Designation to protect these lands from conversions to other land uses and to maintain long-term compatibility with adjacent land uses. It is expected that these areas will become the focus of employment in the Town, provide jobs for residents and contribute toward overall economic sustainability. The intent of the Prestige Employment Designation, as identified on Schedules 3A, 3B, 3F and 3G-1 is to provide locations in the Town for prestige employment uses that require good access and high visibility along major transportation routes. It is also the intent of the General Employment Designation to protect these lands from conversions to other land uses and to maintain long-term compatibility with adjacent land uses. Prestige Employment uses shall be encouraged to locate at major highway interchanges to recognize these areas as gateways into the community. Land Use Compatibility is specifically focused on mitigating the impacts of conflicts between major facilities and more sensitive land uses within the Town. The Town will require various mitigation measures. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.3 The Employment Districts, Subsection 4.3.3.1 a), 4.3.4.1 a), 3.4.4.4 a)*** ***Schedule:***
2.8.2.5a Planning authorities may remove lands from employment areas only if there is an identified need	The EGOP addresses the consideration of employment land conversions to non-employment uses so long as

for removal and the land is not required for long-term employment use.	there is an identified need for the removal and land is not required for employment uses over the long term. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.3 The Employment Districts, Subsection 4.3.2 g) i.*** ***Schedule:***
2.8.2.5b(1) Planning authorities may remove lands from employment areas only if the proposed uses would not negatively impact overall employment viability by avoiding (mitigating/ minimizing when impossible) impacts to existing or planned uses.	The EGOP may allow the conversion of lands from employment areas so long as the proposed use would not negatively impact the overall viability of the employment area by avoiding (mitigating/ minimizing when impossible) impacts to existing or planned employment uses. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.3 The Employment Districts, Subsection 4.3.2 g) ii.*** ***Schedule:***
2.8.2.5b(2) Planning authorities may remove lands from employment areas only if the proposed uses would not negatively impact overall employment viability by maintaining access to major goods movement facilities and corridors.	The EGOP may allow the conversion of lands from employment areas so long as the proposed use would not negatively impact the employment area by maintaining access to major goods movement facilities and corridors. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.3 The Employment Districts, Subsection 4.3.2 g) ii.*** ***Schedule:***
2.8.2.5c Planning authorities may remove lands from employment areas only if existing or planned infrastructure and public service facilities can accommodate proposed uses.	The EGOP may allow the conversion of lands from employment areas so long as existing or planned infrastructure and public service facilities are available to accommodate the proposed uses. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.3 The Employment Districts, Subsection 4.3.2 g) ii.*** ***Schedule:***
2.8.2.5d Planning authorities may remove lands from employment areas only if the municipality has sufficient employment lands to accommodate projected employment growth to the horizon of the OP.	The EGOP may allow the conversion of lands from employment areas so long as the municipality has sufficient employment lands to accommodate projected employment growth to the horizon of the EGOP. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.3 The Employment Districts, Subsection 4.3.2 g) iii.*** ***Schedule:***
2.9 Energy Conservation, Air Quality and Climate Change	

2.9.1a Planning authorities shall plan to reduce emissions and prepare for the impacts of a changing climate through transit-supportive and complete communities.	To meet the challenges of climate change, an objective of the EGOP is to support a multi-modal transportation system, including transit and active transportation. ***Chapter: 3.0 BUILDING A SUCCESSFUL COMMUNITY*** ***Section: 3.6 A Sustainable and Resilient Community, Subsection 3.6.1 b) i.*** ***Schedule:***
2.9.1b Planning authorities shall plan to reduce emissions and prepare for the impacts of a changing climate by incorporating climate change considerations in planning infrastructure, stormwater management systems, and public service facilities.	The EGOP incorporates climate change considerations in planning infrastructure, stormwater management systems, and public service facilities. This includes supporting intensification and development that includes higher intensity land uses to help reduce land consumption and maximizing efficiency and cost effectiveness of municipal service infrastructure. ***Chapter: 3.0 BUILDING A SUCCESSFUL COMMUNITY*** ***Section: 3.6 A Sustainable and Resilient Community, Subsection 3.6.1 b) i.*** ***Schedule:***
2.9.1c Planning authorities shall plan to reduce emissions and prepare for the impacts of a changing climate through supporting energy conservation and efficiency.	The EGOP encourages and supports alternative energy systems, energy storage systems and district energy systems in accordance with the applicable policies of this plan to accommodate current and projected needs of the community. The EGOP also encourages energy efficient building design that meets LEED standards or equivalent. The EGOP contains policies that promote reducing energy consumption in all Town owned, maintained, and operated facilities and equipment. ***Chapter: 3.0 BUILDING A SUCCESSFUL COMMUNITY*** ***Section: 3.6 A Sustainable and Resilient Community, Subsection 3.6.2.5 a), b) and c)*** ***Schedule:***
2.9.1d Planning authorities shall plan to reduce emissions and prepare for the impacts of a changing climate through green infrastructure, low impact development, active transportation, protecting the environment and air quality.	The EGOP seeks to reduce emissions and prepare for the impacts of a changing climate through the implementation of the Town's Thinking Green Development Standards, which: - promotes sustainable landscape practices, low impact development and green infrastructure; and, - enhances indoor air quality. The EGOP also promotes compact development that encourages walking, cycling and the use of public transit, as an effort to reduce vehicle trips that contribute to poor air quality and GHG emissions. ***Chapter: 3.0 BUILDING A SUCCESSFUL COMMUNITY***

	Section: 3.6 A Sustainable and Resilient Community, Subsection 3.6.2.6 a) and 3.6.2.8 b) v., viii. ***Schedule:***
2.9.1e Planning authorities shall plan to reduce emissions and prepare for the impacts of a changing climate by taking into consideration approaches that help reduce greenhouse gas and build community resilience.	In the EGOP, the Town will address climate change by including comprehensive strategies to reduce greenhouse gas emissions and improve resiliency. ***Chapter: 3.0 BUILDING A SUCCESSFUL COMMUNITY*** ***Section: 3.6 A Sustainable and Resilient Community, Subsection 3.6.2.4 a) v.*** ***Schedule:***
Chapter 3: Infrastructure and Facilities	
3.1 General Policies for Infrastructure and Public Service Facilities	
3.1.1a Infrastructure and public service facilities shall be provided in an efficient and project-accommodating manner coordinated with land use planning so they are financially viable.	It is an objective of the EGOP to optimize the use of existing infrastructure capacity and investments and promote the coordinated, efficient, and cost-effective delivery of infrastructure and public service facilitates that are appropriate for the planned urban structure. ***Chapter: 3.0 BUILDING A SUCCESSFUL COMMUNITY*** ***Section: 3.3 A Viable and Financially Responsible Community, Subsection 3.3.1 a) iii.*** ***Schedule:***
3.1.1b Infrastructure and public service facilities shall be provided in an efficient and project-accommodating manner coordinated with land use planning so they leverage capacity of development.	See above. ***Chapter:*** ***Section:*** ***Schedule:***
3.1.1c Infrastructure and public service facilities shall be available to meet current and projected needs.	It is the intent of the EGOP to plan for and protect Provincial corridors and rights-of-way for transportation and transit facilities to meet current and projected needs. In the EGOP, the Town shall ensure the development of an appropriate range of public service facilitates to meet the needs of residents and businesses to support a complete community. ***Chapter: 3.0 BUILDING A SUCCESSFUL COMMUNITY*** ***Section: 3.2 A Complete Community, Subsection 3.2.2.3 a)*** ***Schedule:***

3.1.2a Before considering new infrastructure or public service facility development, the use of existing facilities should be optimized.	The EGOP contains policies that prioritize the maintenance and adaptation of existing public service facilities and spaces to meet the needs of the community and optimize the long-term viability if public investments. ***Chapter: 3.0 BUILDING A SUCCESSFUL COMMUNITY*** ***Section: 3.2 A Complete Community, Subsection 3.2.2.3 a) iii)*** ***Schedule:***
3.1.2b Before considering new infrastructure or public service facility development, adaptive re-use opportunities should be considered if feasible.	The EGOP states that the Town will encourage green building design and construction, considering the promotion of adaptive reuse, recycling and the use of regionally or locally sourced construction materials for all new building design. ***Chapter: 3.0 BUILDING A SUCCESSFUL COMMUNITY*** ***Section: 3.6 A Sustainable and Resilient Community, Subsection 3.6.2.8 b) iv.***
3.1.3 Infrastructure and facilities should be strategically located for effective delivery of EMS and protection of public health (in accordance with Chapter 5).	An objective of the EGOP is to ensure that new emergency service facilities and public service facilities/community facilities are strategically located to promote easy access for residents. ***Chapter: 3.0 BUILDING A SUCCESSFUL COMMUNITY*** ***Section: 3.5 A Healthy Community, Subsection 3.5.1 a) ii.***
3.1.4 Facilities should be co-located, along parks/ open space, and transit accessible when possible.	The EGOP considers that new public service facilities shall be in close proximity to where people live and work and have active transportation linkages to public transit. ***Chapter: 3.0 BUILDING A SUCCESSFUL COMMUNITY*** ***Section: 3.2 A Complete Community, Subsection 3.2.2.3 a) iv.*** ***Schedule:***
3.1.5 Planning authorities, with school boards, should consider innovative school and childcare designs, such as high-rise developments in strategic growth areas or other compact built form areas.	The required Community Design Plans shall ensure that Elementary and Secondary Schools are accommodated in buildings and on sites designed to reflect their role as focal points for the community. They are to be innovative in design, be multi-storey and be oriented to the street. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.2.7 Educational Facilities Symbol, subsection 4.2.7.4 e) i., f)*** ***Schedule:***
## 3.2 Transportation Systems	
3.2.1 Transportation systems should be safe, energy efficient, address projected needs, facilitate	The intent of the EGOP to establish a transportation system that accommodates various modes of

movement of people and goods, and support zero- and low-emission vehicles.	transportation providing the efficient movement of people and goods, promote energy efficient modes of transportation, supports reducing emissions by encouraging the installation of a publicly accessible electric vehicle charging network, and addresses projected needs. ***Chapter: 5.0 SUSTAINABLE INFRASTRUCTURE*** ***Section: 5.1 Intent + General Policies for Municipal Service Infrastructure, Subsection 5.1.1 f); AND,*** ***5.2 The Transportation System, Subsection 5.2.1 a); AND,*** ***3.6 A Sustainable and Resilient Community, Subsection 3.6.2.6 b)*** ***Schedule: Schedules 8, 8A, and 8B***
3.2.2 Existing and planned infrastructure should be efficiently used through transportation demand management strategies where feasible.	The Transportation Demand Management within the EGOP promotes a more efficient use of transportation infrastructure. ***Chapter: 5.0 SUSTAINABLE INFRASTRUCTURE*** ***Section: 5.2 The Transportation System, Subsection 5.2.2.3 a)*** ***Schedule: Schedules 8, 8A, and 8B***
3.2.3 Connectivity for multimodal transportation systems should be planned for and where possible, improved, including across jurisdictions.	It is a policy of the EGOP for development to be planned to coordinate cross-boundary transportation needs and improve connectivity among transportation systems and modes with adjacent municipalities and appropriate agencies. ***Chapter: 5.0 SUSTAINABLE INFRASTRUCTURE*** ***Section: 5.2 The Transportation System, Subsection 5.2.2.1 b)*** ***Schedule: Schedules 8, 8A, and 8B***
## 3.3 Transportation and Infrastructure Corridors	
3.3.1 Planning authorities shall plan for and protect corridors and right-of-way for infrastructure for current and projected needs.	It is the intent of the EGOP to plan for and protect Provincial corridors and rights-of-way for transportation and transit facilities to meet current and projected needs. ***Chapter: 5.0 SUSTAINABLE INFRASTRUCTUE*** ***Section: 5.1 Intent + General Policies for Municipal Service Infrastructure, Subsection 5.1.1 f)*** ***Schedule:***
3.3.2 Major goods movement facilities and corridors shall be protected for the long term.	The EGOP contains policies the seek to ensure safe, efficient and sustainable movement of goods to support economic development and growth. ***Chapter: 5.0 SUSTAINABLE INFRASTRUCTURE***

	Section: *5.2 The Transportation System, Subsection 5.2.2.2 a)* ***Schedule:***
3.3.3 Planning authorities shall not permit development in planned corridors that could negatively impact the intended use of the corridor. New developments proposed on adjacent lands should be compatible with long-term purposes or minimize/ mitigate adverse effects where avoidance is impossible.	It is the intent of the EGOP to plan and protect Provincial corridors and rights-of-way for transportation and transit facilities to meet current and projected needs and not permit development in such planned transportation corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified or is actively being planned. ***Chapter:*** *5.0 SUSTAINABLE INFRASTRUCTURE* ***Section:*** *5.1 Intent + General Policies for Infrastructure, Subsection 5.1.1 f)* ***Schedule:***
3.3.4 The preservation and reuse of abandoned corridors maintaining integrity and linear characteristics should be encouraged if feasible.	Although there is not a policy that specifically addresses encouraging the preservation and reuse of abandoned corridors maintaining integrity and linear characteristics, the EGOP includes a policy that requires the active transportation network, including trails to utilize abandoned railway lines, unopened municipal road allowances, easements and other means to establish a connected trails network. ***Chapter:*** *5.0 SUSTAINABLE INFRASTRUCTURE* ***Section:*** *5.2.3 Active Transportation Network, Subsection 5.2.3 f) v.* ***Schedule:***
3.3.5 The co-location of linear infrastructure should be promoted, where appropriate.	It is a policy of the EGOP that the Town shall promote opportunities for the co-location of linear municipal service infrastructure and public or private utilities, where appropriate. ***Chapter:*** *5.0 SUSTAINABLE INFRASTRUCTURE* ***Section:*** *5.1.2 General Policies for Municipal Service Infrastructure, Subsection 5.1.2 c)* ***Schedule:***
## 3.4 Airports, Rail and Marine Facilities	
3.4.1a Planning for land uses in the vicinity of these uses shall protect long-term operations and economic roles.	The EGOP contains a policy that speaks to enhancing its economic function by encouraging uses that are compatible with the airport. Proposed development applications in proximity to the Airport shall not interfere with airport operations and the movement of traffic. Additionally, the EGOP has policies in place that protect the long-term operation and economic roles

	of rail infrastructure. For development applications, this may include submitting a noise and vibration study, safety setbacks, and/or fencing if the development is within a certain distance from the rail. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.2 The Community Areas, Subsection 4.2.2.4 g) and h), AND*** ***5.2.6.2 a), c) and d)*** ***Schedule: Schedule 3G-1 – Complete Communities Land Use Plan***
3.4.1b Planning for land uses in the vicinity of these uses shall be buffered and/or separated from sensitive land uses, in accordance with policy 3.5.	The EGOP requires proposed development applications in proximity to the Airport to not interfere with airport operations and the movement of traffic. The EGOP discourages the location of land uses that are sensitive to noise and vibration in proximity to rial facilities, rail corridors and intermodal yards. Appropriate design and buffering from sensitive land uses is required. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.2 The Community Areas, Subsection 4.2.2.4 h), AND;*** ***5.2.6.2 e)*** ***Schedule: Schedule 3G-1 – Complete Communities Land Use Plan***
3.4.2a Airports shall be protected from incompatible land uses by prohibiting new residential development and other sensitive land uses in areas near airports above 30 NEF/NEP.	Proposed developments in proximity to the Airport are to comply with the Aeronautics Act, and will be evaluated based on Noise Exposure Forecast and Noise Exposure Projection contours, among other requirements. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.2 The Community Areas, Subsection 4.2.2.4 h)*** ***Schedule: Schedule 3G-1 – Complete Communities Land Use Plan***
3.4.2b Airports shall be protected from incompatible land uses by considering redevelopment/ infilling of residential or other sensitive land uses in areas above 30 NEF/NEP only if there will be no negative impacts on the long-term function of the airport.	See above. ***Chapter:*** ***Section:*** ***Schedule:***
3.4.2c Airports shall be protected from incompatible land uses by prohibiting those which may cause a potential aviation safety hazard.	Proposed developments in proximity to the Airport are to comply with the Aeronautics Act, which provides that buildings and structure in the vicinity of airports shall not interfere with airport operations and the movement of traffic, which may cause a potential aviation safety hazard. ***Chapter: 4.0 LAND USE POLICIES***

	Section: 4.2 The Community Areas, Subsection 4.2.2.4 h) ***Schedule: Schedule 3G-1 – Complete Communities Land Use Plan***
3.5 Land Use Compatibility	
3.5.1 Major facilities and sensitive land uses shall avoid (minimize and mitigate when avoidance impossible) any potential adverse effects from odour/ noise, other contaminants, minimize risk to public safety, and ensure viability of major facilities in accordance with provincial guidelines.	The EGOP requires major facilities and sensitive uses be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures. ***Chapter: 3.0 BUILDING A SUCCESSFUL COMMUNITY*** ***Section: 3.4 A Beautiful and High Quality Community, Subsection 3.4.4.4 Land Use Compatibility, a) iii.*** ***Schedule:***
3.5.2 Where avoidance is not possible, planning authorities shall protect long-term viability of major facilities that are vulnerable to encroachment by requiring adjacent development is only permitted if potential adverse affects to the proposed sensitive land use and major facilities are minimized and mitigated in accordance with provincial guidelines.	New sensitive land uses within 300 metres of any lands within the General Employment Designation and Prestige Employment Designation shall be designed to ensure that any adverse impacts from any existing or permitted industrial land use shall be appropriately mitigated through the planning approval process. The onus for mitigation shall be on the new sensitive land use. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.3 The Employment Districts, Subsections 4.3.3.2 e), 4.3.4.2 d)*** ***Schedule:***
3.6 Sewage, Water and Stormwater	
3.6.1a Planning for sewage and water services shall accommodate for forecasted growth in a timely, optimized and efficient manner accounting for existing public and private services.	The Town's Growth Management Strategy is predicated on the provision of publicly owned and operated services for the provision of domestic water and the collection and treatment of wastewater. ***Chapter: 5.0 SUSTAINABLE INFRASTRUCTURE*** ***Section: 5.3 Municipal Water + Wastewater Infrastructure Systems, Subsection 5.3.1 a)*** ***Schedule:***
3.6.1b(1) Planning for sewage and water services shall ensure that services are provided in a manner that can be sustained by the water resources relied upon.	It is the intent of the EGOP to require all new development within the Central Growth Area and within the Mount Albert Greenbelt Settlement Area be connected to the municipal service infrastructure network, and in accordance with the Town and Region's Water and Wastewater Master Plans.

	Chapter: 5.0 SUSTAINABLE INFRASTRUCTURE ***Section: 5.3 Municipal Water + Wastewater Infrastructure Systems, Subsection 5.3.1 a) iii.*** ***Schedule:***
3.6.1b(2) Planning for sewage and water services shall ensure that services are provided in a manner that is feasible and financially viable over their life cycle.	It is the intent of the EGOP to ensure that infrastructure is phased in a manner that supports growth in a fiscally responsible manner that addresses phasing in the Central Growth Area including the New Community Areas, as well as the Designated Greenfield Areas in a manner that is consistent with provincial plans and policies and the Town and Region's Master Plans. ***Chapter: 5.0 SUSTAINABLE INFRASTRUCTURE*** ***Section: 5.3 Municipal Water + Wastewater Infrastructure Systems, Subsection 5.3.1 a) vi.*** ***Schedule:***
3.6.1b(3) Planning for sewage and water services shall ensure that services are provided in a manner that protects human and environmental health, including water quality and quantity.	It is the intent of the EGOP to ensure that all water and wastewater service infrastructure is provided in a manner that protects human and environmental health. ***Chapter: 5.0 SUSTAINABLE INFRASTRUCTURE*** ***Section: 5.3 Municipal Water + Wastewater Infrastructure Systems, Subsection 5.3.1 a) i.*** ***Schedule:***
3.6.1b(4) Planning for sewage and water services shall ensure that services are provided in a manner that aligns with comprehensive municipal planning for services where applicable.	It is the intent of the EGOP that municipal service infrastructure planning will consider the Town's needs beyond the planning horizon of the Plan, in accordance with the Town and Region's Master Plans. Additionally, the EGOP requires all municipal water and wastewater infrastructure works to Be sized to consider the potential for expansion of the service area, intensification and increased servicing allocation where permitted by the EGOP. ***Chapter: 5.0 SUSTAINABLE INFRASTRUCTURE*** ***Section: 5.3 Municipal Water + Wastewater Infrastructure Systems, Subsection 5.3.2.1 a) iv.*** ***Schedule:***
3.6.1c Planning for sewage and water services shall promote water, energy conservation/ efficiency.	It is a policy of the EGOP that water service infrastructure be designed, constructed and maintained to Incorporate innovative water conservation measures, which may include elements identified by York Region and the Town's Thinking Green Development Standards. It is a policy of the EGOP that the Town shall work with York Region to ensure that the water conservation targets for the Employment Areas

	developed as part of the Town-wide water conservation program shall be met. ***Chapter: 5.0 SUSTAINABLE INFRASTRUCTURE*** ***Section: 5.3 Municipal Water + Wastewater Infrastructure Systems, Subsection 5.3.3.1 a) iv. and b)*** ***Schedule:***
3.6.1d Planning for sewage and water services shall integrate servicing and land use considerations throughout the planning process.	Servicing and land use considerations are integrated throughout Section 5.3 Municipal Water + Wastewater Infrastructure Systems of the EGOP. ***Chapter: 5.0 SUSTAINABLE INFRASTRUCTURE*** ***Section: 5.3 Municipal Water + Wastewater Infrastructure Systems*** ***Schedule:***
3.6.1e Planning for sewage and water services shall consider (re)allocation opportunities for unused system capacity of municipal services to support efficient use to meet current and projected housing supply needs.	It is a policy of the EGOP that all municipal water and wastewater infrastructure works be sized to consider the potential for expansion of the service area, intensification and increased servicing allocation where permitted by the EGOP. ***Chapter: 5.0 SUSTAINABLE INFRASTRUCTURE*** ***Section: 5.3 Municipal Water + Wastewater Infrastructure Systems, Subsection 5.3.2.1 a) iv.*** ***Schedule:***
3.6.1f Planning for sewage and water services shall be in accordance with servicing options in policies 3.6.2, 3.6.3, 3.6.4, and 3.6.5.	See below responses for policies 3.6.2 – 3.6.5 of the PPS ***Chapter:*** ***Section:*** ***Schedule:***
3.6.2 Municipal sewage and water services are the preferred form of servicing for settlement areas (centralized and de-centralized) to support environmental and human health protection.	The EGOP requires all new development within the Central Growth Area and within Mount Albert Greenbelt Settlement Area to be connected to the municipal service infrastructure network. ***Chapter: 5.0 SUSTAINABLE INFRASTRUCTURE*** ***Section: 5.3 Municipal Water + Wastewater Infrastructure Systems, Subsection 5.3.1 a) iii.*** ***Schedule:***
3.6.3 Where municipal sewage and water services are not available, private communal water and sewage are the preferred form for multi-lot development to support environmental and human health protection.	Where the protection of public health is a concern, in areas of existing groundwater contamination as determined by a Medical Officer of Health, and where full municipal water and wastewater services is not planned, available, or feasible in such an area, and cannot be provided, private communal water supply and wastewater treatment systems may be considered for existing residential development. ***Chapter: 5.0 SUSTAINABLE INFRASTRUCTURE*** ***Section 5.3 Municipal Water + Wastewater Infrastructure Systems, Subsection 5.3.2.3 e)***

	Schedule:
3.6.4 Where the above are not available, individual on-site sewage and water services may be used provided suitable site conditions for long-term use without negative impact. During an OP review or update, planning authorities should assess viability of these services, along with the services set out in 3.6.2 and 3.6.3	Outside of Settlement Areas, individual private water or wastewater services will be the primary method of servicing where site conditions are suitable for the long-term provision of such services. ***Chapter: 5.0 SUSTAINABLE INFRASTRUCTURE*** ***Section: 5.3 Municipal Water + Wastewater Infrastructure Systems, Subsection 5.3.2.3 a)*** ***Schedule:***
3.6.5a Partial services shall only be permitted where they are necessary to address failed existing individual services.	Replacements for existing wells or septic tanks will be permitted if necessary for health and/or safety purposes. New or expanded partial servicing may be permitted where such servicing is necessary to address failed individual on-site sewage or water services serving existing development. ***Chapter: 5.0 SUSTAINABLE INFRASTRUCTURE*** ***Section: 5.3 Municipal Water + Wastewater Infrastructure Systems, Subsection 5.3.2.3 d)*** ***Schedule:***
3.6.5b Partial services shall only be permitted within settlement areas, to allow for infill or minor rounding out of existing partial services, if conditions are suitable and there are no negative impacts.	It is the intent of the EGOP to Provide municipal service infrastructure to all existing partially and privately serviced development within the Central Growth Area and the Mount Albert Greenbelt Settlement Area. It is recognized that, in some cases, partial services exist and will be permitted to continue until such time as individual services are replaced with a municipally owned and operated system. ***Chapter: 5.0 SUSTAINABLE INFRASTRUCTURE*** ***Section: 5.3 Municipal Water + Wastewater Infrastructure Systems, Subsection 5.3.1 a) iv.*** ***Schedule:***
3.6.5c Partial services shall only be permitted within rural settlement areas where new development will be serviced by a combination of individual water and municipal or private sewage services.	See above. ***Chapter:*** ***Section:*** ***Schedule:***
3.6.6 In rural areas with provided partial services to address failed services (3.6.5a), infilling on existing lots may be permitted if locally and financially viable to connect to existing partial service, if suitable with no negative long-term impacts.	Residential Development on individual private water and/or wastewater services may only be considered for permitted uses on an existing lot of record, or to support development permitted within the Greenbelt Protected Countryside. Any such development proposal shall be required to undertake hydrogeological and other technical studies relating to soil conditions, groundwater stability, demonstration of no adverse impacts to groundwater quality and the suitability of the area for septic tank systems and tile beds to determine their impact on the future development and existing or proposed adjacent land

	uses and shall be subject to the approval of the Province, or the Town. ***Chapter: 5.0 SUSTAINABLE INFRASTRUCTURE*** ***Section: 5.3 Municipal Water + Wastewater Infrastructure Systems, Subsection 5.3.2.3 b)*** ***Schedule:***
3.6.7 Planning authorities may allow lot creation where there is confirmation of sufficient reserve sewage and water system capacity.	The EGOP allows lot creation within the Town to be permitted where the lands are serviced by full municipal water and wastewater service infrastructure, except for those lands specifically exempted from this requirement by the EGOP. ***Chapter: 6.0 IMPLEMENTATION + INTERPRETATION*** ***Section: 6.1.9 The Subdivision of Land, Subsection 6.1.9.1 a) i.*** ***Schedule:***
3.6.8a Planning for stormwater management shall be integrated with planning sewage and water services to ensure optimized, retrofitted, feasible and financially viable systems.	It is a policy of the EGOP to integrate planning for stormwater management with planning sewage and water services. ***Chapter: 5.0 SUSTAINABLE INFRASTRUCTURE*** ***Section: 5.4 Stormwater Management Infrastructure, subsection 5.4.1 a) i.*** ***Schedule:***
3.6.8b Planning for stormwater management shall minimize, prevent or reduce increases in stormwater volumes and contaminant loads.	It is the intent of the EGOP to minimize the volume and maximize quality of surface drainage from new development. ***Chapter: 5.0 SUSTAINABLE INFRASTRUCTURE*** ***Section: 5. 4 Stormwater Management Infrastructure, Subsection 5.4.1 a)*** ***Schedule:***
3.6.8c Planning for stormwater management shall minimized erosion and changes in water balance, using green infrastructure (and other tools)	It is the intent of the EGOP to pursue and implement sound stormwater management practices that will mitigate risks to human and environmental health and will ensure adequate protection from flooding and erosion, maintain and/or improve water quality and enhance the environmental, aesthetic and recreational potential of watercourses. ***Chapter: 5.0 SUSTAINABLE INFRASTRUCTURE*** ***Section: 5. 4 Stormwater Management Infrastructure, Subsection 5.4.1 a) ii.*** ***Schedule:***
3.6.8d Planning for stormwater management shall mitigate risks to human and environmental health.	It is the intent of the EGOP to pursue and implement sound stormwater management practices that will mitigate risks to human and environmental health and will ensure adequate protection from flooding and erosion, maintain and/or improve water quality and enhance the environmental, aesthetic and recreational potential of watercourses.

	Chapter: 5.0 SUSTAINABLE INFRASTRUCTURE ***Section: 5. 4 Stormwater Management Infrastructure, Subsection 5.4.1 a) ii.*** ***Schedule:***
3.6.8e Planning for stormwater management shall maximize the use of vegetative/ pervious surfaces.	Applications for development and site alteration in the Greenbelt Protected Countryside are to be accompanied by a Stormwater management Plan which demonstrates that planning, design, and construction practices will minimize vegetation removal and impervious surfaces. ***Chapter: 5.0 SUSTAINABLE INFRASTRUCTURE*** ***Section: 5. 4 Stormwater Management Infrastructure, Subsection 5.4.3 j) i.*** ***Schedule:***
3.6.8f Planning for stormwater management shall promote best practices including stormwater attenuation, re-use, water conservation and efficiency, and low impact development.	The intent of the EGOP is to ensure that stormwater management systems are integrated with the planning and provision of water and wastewater infrastructure to optimize feasible and financially viable municipal infrastructure systems that are designed and constructed in accordance with sound environmental and engineering best practices Additionally, it is a policy of the EGOP that the Town develop and adopt Low Impact Development criteria. ***Chapter: 5.0 SUSTAINABLE INFRASTRUCTURE*** ***Section: 5. 4 Stormwater Management Infrastructure, Subsection 5.4.1 a) i., AND;*** ***Subsection 5.4.2 c)*** ***Schedule:***
3.6.8g Planning for stormwater management shall Align with comprehensive municipal plans for stormwater and consider cumulative stormwater impacts from development on a watershed scale.	To ensure the health of the watersheds and sub watersheds in the Town and in downstream areas, stormwater management is required for all new development area, infill, and redevelopment projects in accordance with the EGOP policies. ***Chapter: 5.0 SUSTAINABLE INFRASTRUCTURE*** ***Section: 5. 4 Stormwater Management Infrastructure, Subsection 5.4.2 a)*** ***Schedule:***
## 3.7 Waste Management	
3.7.1 Waste management systems need to be planned for of an appropriate size, type and location, for present and future needs, facilitating integrated waste management.	Through the EGOP, the waste management systems are planned for an appropriate size, type and location, for present and future needs, facilitating integrated waste management.

	It is the intent of the EGOP to reduce the volume of solid waste through a diversion program to help ensure sustainable natural environment and provide for the efficient use of municipal resources. The EGOP will continue to support and implement programs to further promote and maximize waste diversion that aligns with Provincial direction in the approval process for new multi-residential developments. ***Chapter: 5.0 SUSTAINABLE INFRASTRUCTURE*** ***Section: 5.8 Waste Management + Diversion, Subsection 5.8.1 a)*** ***Schedule:***
## 3.8 Energy Supply	
3.8.1 Planning authorities should provide energy supply development opportunities including electricity generation facilities, transmission and distribution, energy storage systems, renewable energy systems, alternative energy systems, etc., to accommodate future and current needs.	The Town's Community Energy Plan has identified that alternative solutions are necessary to achieve the Town's energy and greenhouse gas reduction targets for the planning horizon of the EGOP. As the majority of the Town's growth is focused within the Central Growth Area, there is an opportunity to implement community energy in conjunction with new development. ***Chapter: 5.0 SUSTAINABLE INFRASTRUCTURE*** ***Section: 5.6 Energy Production and Related Infrastructure, Subsection 5.6.1 a)*** ***Schedule:***
## 3.9 Public Spaces, Recreation, Parks, Trails and Open Space	
3.9.1a Healthy, active and inclusive communities should be promoted by planning inclusive public streets and facilitating active transportation, social interaction, and connectivity.	The EGOP promotes planning for healthy, active and inclusive communities by planning for complete communities, which are inclusive, and facilitating active transportation, social interaction, and connectivity. ***Chapter: 3.0 BUILDING A SUCCESSFUL COMMUNITY*** ***Section: 3.2 A Complete Community, Subsection 3.2.1 a)*** ***Schedule:***
3.9.1b Healthy, active and inclusive communities should be promoted by planning for all ages and abilities for a range of built and natural recreation spaces such as facilities, parkland, public spaces,	The EGOP promotes planning for healthy, active and inclusive communities by planning for complete communities for people of all ages, abilities, and backgrounds.

open space areas, trails and linkages, and water-based resources where possible.	It is an objective of the EGOP that a complete community meets people's needs for daily living throughout an entire lifetime by providing convenient access to public services and community infrastructure including educational and recreational facilities, as well as a robust open space system. It is an objective of the EGOP that East Gwillimbury be well-connected through a comprehensive transit system, allowing the Town to provide all communities with equal access to recreation and leisure amenities, including sports, arts and cultural activities. ***Chapter:*** *3.0 BUILDING A SUCCESSFUL COMMUNITY* ***Section:*** *3.2 A Complete Community, Subsection 3.2.1 a), AND* *3.5 A Healthy Community, Subsection 3.5.1 a) iv.* ***Schedule:***
3.9.1c Healthy, active and inclusive communities should be promoted by providing public shoreline access.	All shoreline is within the Agricultural System. There is not land that would facilitate safe public access. ***Chapter:*** ***Section:*** ***Schedule:***
3.9.1d Healthy, active and inclusive communities should be promoted by minimizing negative impacts on provincial parks, conservation reserves, and protected areas.	It is an objective of the EGOP to protect significant natural heritage features and their associated ecological functions ***Chapter:*** *3.0 BUILDING A SUCCESSFUL COMMUNITY* ***Section:*** *3.6 A Sustainable and Resilient Community, Subsection 3.6.1 b) i.* ***Schedule:***
Chapter 4: Wise Use and Management of Resources	
4.1 Natural Heritage	
4.1.1 Natural heritage features shall be protected for the long term.	It is the intent of the EGOP to ensure that Natural Heritage Features are protected for the long term. ***Chapter:*** *4.0 LAND USE POLICIES* ***Section:*** *4.4 The Natural Heritage System, Subsection 4.4.1.1 a)* ***Schedule:***
4.1.2 Long-term ecological function, biodiversity of natural heritage systems, diversity and connectivity should be maintained, restored and improved where possible. Linkages should be recognized between	It is the intent of the EGOP to ensure that the biodiversity, ecological function, and connectivity of East Gwillimbury's Natural Heritage System is protected, maintained, restored or, where possible,

natural heritage features and areas, surface water features and ground water features.	enhanced for the long-term. The EGOP recognizes the linkages between and among natural heritage features and areas, hazardous lands, source water resources, surface water features, and ground water features. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.4 The Natural Heritage System, Subsection 4.4.1.1 a)*** ***Schedule:***
4.1.3 Natural heritage systems shall be identified in Ecoregions 6E &7E, natural heritage systems will vary in form in settlement areas, rural areas, and prime agricultural areas.	East Gwillimbury is located within Ecoregions 6E and 7E . The Natural Heritage System within the Town is complex and includes a number of overlapping and complementary Provincial policy requirements. The EGOP identifies the Natural Heritage System on **Schedule 5: Town-Wide Natural Heritage System.** The Natural Heritage System includes the key features listed within the Provincial Planning Statement. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.4 The Natural Heritage System, Subsection 4.4.1.2 a)*** ***Schedule: Schedule 5 – Town-Wide Natural Heritage System***
4.1.4a Development and site alteration shall not be permitted in significant wetlands in Ecoregions 5E, 6E and 7E.	Where development and/or site alteration is proposed that is in or within or affects the Natural Heritage System, the Town shall require that a Natural Heritage Evaluation be prepared by a qualified professional with appropriate in-season field work, and in accordance with the requirements of the Town and any agency having jurisdiction. The Natural Heritage Evaluation shall demonstrate that there will be no negative impacts on any natural heritage features or their ecological functions, to the satisfaction of the Town and any agency having jurisdiction. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.4 The Natural Heritage System, Subsection 4.4.2.2 a)*** ***Schedule:***
4.1.4b Development and site alteration shall not be permitted in significant coastal wetlands.	East Gwillimbury does not contain or abut significant coastal wetlands. Shoreline is subject to Lake Simcoe Protection Plan and is within the Environmental Protection Designation ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.4.3 The Environmental Protection Designation, Subsection 4.4.3.2 a) iv.*** ***Schedule:***

4.1.5a Development and site alteration shall not be permitted in significant wetlands in the Canadian Shield north of Ecoregions 5E, 6E and 7E, unless no negative impacts have been demonstrated on ecological function and natural features.	East Gwillimbury is situated within Ecoregions 6E and 7E, therefore this policy does not apply to the EGOP. ***Chapter:*** ***Section:*** ***Schedule:***
4.1.5b Development and site alteration shall not be permitted in significant woodlands in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Mary's River), unless no negative impacts have been demonstrated on ecological function and natural features.	The Environmental Protection Designation comprises the identified significant natural heritage features and their ecological functions (including Woodlands) that the Town shall protect and conserve. The Environmental Protection Designation is identified on **Schedule 5**. Generally, development and site alteration is not permitted within the Environmental Protection Designation or any environmental buffer/vegetation protection zone established through applicable Provincial policies, regulations and guidelines, unless: • The use is permitted by the EGOP, and the applicable permissions of the Oak Ridges Moraine Conservation Plan, the Greenbelt Plan, or the Lake Simcoe Protection Plan; and • It is demonstrated through a Natural Heritage Evaluation that the development or site alteration will not result in a negative impact on the natural feature or its ecological functions; or • It is authorized through an Environmental Assessment. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.4 The Natural Heritage System, Subsection 4.4.3.4 a) and c)*** ***Schedule:***
4.1.5c Development and site alteration shall not be permitted in significant valleylands in Ecoregions 6E and 7E (with 4.1.5b exclusions), unless no negative impacts have been demonstrated on ecological function and natural features.	The Environmental Protection Designation comprises the identified significant natural heritage features and their ecological functions (including Valleylands) that the Town shall protect and conserve. The Environmental Protection Designation is identified on **Schedule 5**. Generally, development and site alteration is not permitted within the Environmental Protection Designation or any environmental buffer/vegetation protection zone established through applicable Provincial policies, regulations and guidelines, unless: • The use is permitted by the EGOP, and the applicable permissions of the Oak Ridges Moraine Conservation Plan, the Greenbelt Plan, or the Lake Simcoe Protection Plan; and

	• It is demonstrated through a Natural Heritage Evaluation that the development or site alteration will not result in a negative impact on the natural feature or its ecological functions; or • It is authorized through an Environmental Assessment. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.4 The Natural Heritage System, Subsection 4.4.3.4 a) and c)*** ***Schedule:***
4.1.5d Development and site alteration shall not be permitted in significant wildlife habitat, unless no negative impacts have been demonstrated on ecological function and natural features.	The Environmental Protection Designation comprises the identified significant natural heritage features and their ecological functions (including wildlife and fish habitat) that the Town shall protect and conserve. The Environmental Protection Designation is identified on **Schedule 5**. Generally, development and site alteration is not permitted within the Environmental Protection Designation or any environmental buffer/vegetation protection zone established through applicable Provincial policies, regulations and guidelines, unless: • The use is permitted by the EGOP, and the applicable permissions of the Oak Ridges Moraine Conservation Plan, the Greenbelt Plan, or the Lake Simcoe Protection Plan; and • It is demonstrated through a Natural Heritage Evaluation that the development or site alteration will not result in a negative impact on the natural feature or its ecological functions; or • It is authorized through an Environmental Assessment. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.4 The Natural Heritage System, Subsection 4.4.3.4 a) and c)*** ***Schedule:***
4.1.5e Development and site alteration shall not be permitted in significant areas of natural and scientific interest, unless no negative impacts have been demonstrated on ecological function and natural features.	The Environmental Protection Designation comprises the identified significant natural heritage features and their ecological functions (including Life Science Areas and Earth Science Areas of Natural and Scientific Interest (ANSI's)) that the Town shall protect and conserve. The Environmental Protection Designation is identified on **Schedule 5**. Generally, development and site alteration is not permitted within the Environmental Protection Designation or any environmental buffer/vegetation protection zone established through applicable Provincial policies, regulations and guidelines, unless:

	• The use is permitted by the EGOP, and the applicable permissions of the Oak Ridges Moraine Conservation Plan, the Greenbelt Plan, or the Lake Simcoe Protection Plan; and • It is demonstrated through a Natural Heritage Evaluation that the development or site alteration will not result in a negative impact on the natural feature or its ecological functions; or • It is authorized through an Environmental Assessment. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.4 The Natural Heritage System, Subsection 4.4.3.4 a) and c)*** ***Schedule:***
4.1.5f Development and site alteration shall not be permitted in coastal wetlands in Ecoregions 5E, 6E, and 7E, that are not subject to 4.1.4b, unless no negative impacts have been demonstrated on ecological function and natural features.	East Gwillimbury does not contain or abut significant coastal wetlands. ***Chapter:*** ***Section:*** ***Schedule:***
4.1.6 Development and site alteration shall not be permitted in fish habitat except in accordance with provincial and federal requirements.	The Environmental Protection Designation comprises the identified significant natural heritage features and their ecological functions (including fish habitat) that the Town shall protect and conserve. The Environmental Protection Designation is identified on **Schedule 5**. Generally, development and site alteration is not permitted within the Environmental Protection Designation or any environmental buffer/vegetation protection zone established through applicable Provincial policies, regulations and guidelines, unless: • The use is permitted by the EGOP, and the applicable permissions of the Oak Ridges Moraine Conservation Plan, the Greenbelt Plan, or the Lake Simcoe Protection Plan; and • It is demonstrated through a Natural Heritage Evaluation that the development or site alteration will not result in a negative impact on the natural feature or its ecological functions; or • It is authorized through an Environmental Assessment. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.4 The Natural Heritage System, Subsection 4.4.3.4 a) and c)*** ***Schedule:***
4.1.7 Development and site alteration shall not be permitted in habitat of endangered and threated	The Environmental Protection Designation comprises the identified significant natural heritage features and

species, except in accordance with provincial and federal requirements.	their ecological functions (including) that the Town shall protect and conserve. The Environmental Protection Designation is identified on **Schedule 5**. Generally, development and site alteration is not permitted within the Environmental Protection Designation or any environmental buffer/vegetation protection zone established through applicable Provincial policies, regulations and guidelines, unless: • The use is permitted by the EGOP, and the applicable permissions of the Oak Ridges Moraine Conservation Plan, the Greenbelt Plan, or the Lake Simcoe Protection Plan; and • It is demonstrated through a Natural Heritage Evaluation that the development or site alteration will not result in a negative impact on the natural feature or its ecological functions; or • It is authorized through an Environmental Assessment. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.4 The Natural Heritage System, Subsection 4.4.3.4 a) and c)*** ***Schedule:***
4.1.8 Development and site alteration shall not be permitted on adjacent lands to natural heritage areas identified in 4.1.4, 4.1.5, and 4.1.6 unless no negative impacts on features are demonstrated.	As the natural heritage areas identified in 4.1.4, 4.1.5, and 4.1.6 are all considered to be Key Natural Heritage Features and Key Hydrologic Features, development and site alteration is not permitted on adjacent lands to these identified features, unless: • The use is permitted by the EGOP, and the applicable permissions of the Oak Ridges Moraine Conservation Plan, the Greenbelt Plan, or the Lake Simcoe Protection Plan; and • It is demonstrated through a Natural Heritage Evaluation that the development or site alteration will not result in a negative impact on the natural feature or its ecological functions; or • It is authorized through an Environmental Assessment. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.4 The Natural Heritage System, Subsection 4.4.3.4 a) and c)*** ***Schedule:***
4.1.9 Nothing in policy 4.1 is intended to limit the ability of agricultural uses to continue.	The EGOP does not intend to limit the ability of agricultural uses. Agricultural, agricultural-related and on-farm diversified uses including associated buildings and structures are permitted uses, subject to the results of a Natural Heritage Evaluation.

	Again, development and site alteration is not permitted within key natural heritage features and adjacent lands unless for agricultural, agricultural-related and on-farm diversified uses, subject to the applicable Provincial Plan. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.4 The Natural Heritage System, Subsection 4.4.3.3 a) ii.*** ***Schedule:***
4.2 Water	
4.2.1a Planning authorities shall protect/ restore quality and quantity of water by using long-term watershed scaling and considering cumulative impacts of development.	It is a policy of the EGOP that land use planning within the Town shall contribute to the protection, maintenance and enhancement of water and related resources and aquatic ecosystems on an integrated watershed management basis. All land use decisions within the Town shall promote water conservation and support the efficient use of water resources on a watershed basis through the development review process and Thinking Green Development Standards. ***Chapter: 3.0 BUILDING A SUCCESSFUL COMMUNITY*** ***Section: 3.6 A Sustainable and Resilient Community, Subsection 3.6.2.3 a) and b)*** ***Schedule:***
4.2.1b Planning authorities shall protect/ restore quality and quantity of water by minimizing potential negative impacts, including cross-jurisdictional and cross-watershed.	It is the intent of the EGOP to protect the quality and quantity of the municipal water supply from incompatible uses and sources of contamination in partnership with the Province, York Region, and the Conservation Authority. ***Chapter: 5.0 SUSTAINABLE INFRASTRUCTURE*** ***Section: 5. 5 The Water Resource System, Subsection 5.5.4 a) iii.*** ***Schedule: Schedule 10 – Wellhead Protection Zones***
4.2.1c Planning authorities shall protect/ restore quality and quantity of water by identifying water resource systems.	The EGOP identifies the water resource system within the Town, and incorporates it within the Environmental Protection Designation. It is the policy of the EGOP to protect, restore and enhance the water resource system within the Town. ***Chapter: 5.0 SUSTAINABLE INFRASTRUCTURE*** ***Section: 5. 5 The Water Resource System, Subsection 5.5.2 a)*** ***Schedule:***
4.2.1d Planning authorities shall protect/ restore quality and quantity of water by maintaining linkages and functions of water resource systems.	The EGOP recognizes the linkages between and among natural heritage features and areas, hazardous lands, source water resources, surface water features,

	and ground water features. The Natural Heritage System is intended to protect source water resources, as well as underground water resources. ***Chapter: 4.0 LAND USE POLICIES; AND,*** ***Section: 4.4 The Natural Heritage System, Subsection 4.4.1.1 a) iv.*** ***Schedule:***
4.2.1e(1) Planning authorities shall protect/ restore quality and quantity of water by implementing restrictions on development/ site alteration to protect designated vulnerable areas and municipal drinking water.	The EGOP requires new stormwater management facilities shall be designed to reduce the risk of contaminating drinking water, and where possible direct the discharge of stormwater outside of Wellhead Protection Zones identified on **Schedule 10**, where the activity is identified as a significant drinking water threat in accordance with applicable policies in the South Georgian Bay Lake Simcoe Source Protection Plan. Additionally, where individual on-site wastewater systems have been identified as a significant drinking water threat in vulnerable areas of a Wellhead Protection Area, connection to municipal wastewater systems, where they exist, is required, and allocation is to be withdrawn from the municipal reserve. ***Chapter: 5.0 SUSTAINABLE INFRASTRUCTURE*** ***Section: 5.3 Municipal Water + Wastewater Infrastructure Systems, Subsection 5.3.4.5 b), AND; 5.4. Stormwater Management Infrastructure, Subsection 5.4.3 l)*** ***Schedule: Schedule: Schedule 10 – Wellhead Protection Zones***
4.2.1e(2) Planning authorities shall protect/ restore quality and quantity of water by implementing restrictions on development/ site alteration to protect/ restore/ improve vulnerable surface and ground water and its hydrologic functions.	Several policies within the EGOP aim to protect/restore quality and quantity of water by implementing restrictions on development/site alteration to protect/restore/ improve vulnerable surface and ground water and its hydrologic functions. It is the policy of the EGOP to protect, restore and enhance the water resource system within the Town. Major development may be permitted within the water resource system so long as hydrologic functions, including groundwater and surface water quality and quantity, of these areas are to be protected and improves or restored where possible. A Hydrogeological Study shall be required prior to approval of any site specific development applications. The Hydrogeological Study shall provide recommendations to protect the hydrological

	integrity of significant groundwater recharge and discharge function. Within the Highly Vulnerable Aquifers identified on Schedule 9A and the Significant Groundwater Recharge Areas identified on Schedule 9B, best management practices are encouraged for all development proposals that involve the: • Manufacturing, handling and/or storage of organic solvents and dense nonaqueous phase liquids; and • Application, storage and/or handling of road salt on private roadways, parking lots, and pedestrian walkways while recognizing that maintaining public safety is paramount. It is the intent of the EGOP to ensure long-term viability of the Town's water systems. It also the intent of the EGOP that development should maintain pre-development recharge rates to the greatest extent possible by implementing best management practices such as Low Impact Development techniques. Where development is proposed adjacent to a watercourse, a minimum 30 metre vegetation protection zone is to be maintained on both sides of the watercourse. ***Chapter: 5.0 SUSTAINABLE INFRASTRUCTURE*** ***Section: 5.5 The Water Resource System, Subsection 5.5.3.1 a) and b), 5.4.3 g) viii., 5.5.3.2 a), 5.5.1 a), 4.6.3.6 a)***
4.2.1f Planning authorities shall protect/ restore quality and quantity of water by planning sustainable water conservation and resource use.	Several policies within the EGOP aim to protect/ restore quality and quantity of water by planning sustainable water conservation and resource use. It is the intent of the EGOP to ensure the long term viability of the Town's water resource system. It is also the intent of this Plan that development should maintain pre-development recharge rates to the greatest extent possible by implementing best management practices such as Low Impact Development techniques. Further, A Hydrogeological Study shall be required prior to approval of any site specific development applications. The Hydrogeological Study shall provide recommendations to protect the hydrological integrity of significant groundwater recharge and discharge function. ***Chapter: 5.0 SUSTAINABLE INFRASTRUCTURE***

	Section: 5.5 The Water Resource System, Subsection 5.5.1 a), 5.5.3.1 b)
4.2.1g Planning authorities shall protect/ restore quality and quantity of water by considering environmental lake capacity (where applicable).	The EGOP seeks to protect/restore quality and quantity of water by considering environmental lake capacity of Lake Simcoe. Within the Lake Simcoe Watershed, development applications or site alteration within settlement and rural settlement areas are to: • increase or improve fish habitat in streams, lakes and wetlands, and any adjacent riparian areas; • include landscaping and habitat restoration that increases the ability of native plants and animals to use valley lands or riparian areas as wildlife habitat and movement corridors; and, • seek to avoid, minimize and/or mitigate impacts associated with the quality and quantity of urban run-off into receiving streams, lakes and wetlands. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: Section 4.4 The Natural Heritage System, Subsection 4.4.3.4 i) ii.*** ***Schedule:***
4.2.2 Development/ site alteration shall be restricted in/ near sensitive (ground) water features to protected hydrologic function, which may require alternative or mitigative approaches.	The EGOP identifies Significant groundwater recharge areas, Ecologically significant recharge areas, Highly vulnerable aquifers, and Significant surface water contribution areas as key hydrologic areas. Major development may be permitted within the water resource system so long as hydrologic functions, including groundwater and surface water quality and quantity, of these areas are to be protected and improves or restored where possible, through: • The identification of planning, design and construction practices and techniques; • Meeting other criteria and direction set out in the applicable watershed planning or subwatershed plan; and, • Meeting any applicable provincial standards, guidelines and procedures. ***Chapter: 5.0 SUSTAINABLE INFRASTRUCTURE*** ***Section: 5.5 The Water Resource System, Subsection 5.5.3.1 a)***
4.2.3 Municipalities are encouraged (large and fast-growing municipalities required) to undertake watershed planning to inform sewage and water services, low impact development, quality and quantity of water, and stormwater management.	EGOP policies support the undertaking of watershed planning to inform water and wastewater services, low impact development, quality and quantity of water, and stormwater management.

	The EGOP highlights that the East Holland River, West Holland River, Maskinonge River, and Black River Subwatershed Plans (2010) were undertaken by the Lake Simcoe Region Conservation Authority in cooperation with York Region and the Town. Land use decisions in the Town are to conform to the purpose and recommendations of these Subwatershed Plans. ***Chapter: 3.0 BUILDING A SUCCESSFUL COMMUNITY*** ***Section: 3.6 A Sustainable and Resilient Community, Subsection 3.6.2.3*** ***Schedule:***
4.2.4 Despite 4.2.3, upper-tier municipalities shall undertake watershed planning where they include one or more lower-tier large and fast-growing municipality, in partnership with lower-tiers.	The EGOP highlights that the East Holland River, West Holland River, Maskinonge River, and Black River Subwatershed Plans (2010) were undertaken by the Lake Simcoe Region Conservation Authority in cooperation with York Region and the Town. Land use decisions in the Town are to conform to the purpose and recommendations of these Subwatershed Plans. ***Chapter: 3.0 BUILDING A SUCCESSFUL COMMUNITY*** ***Section: 3.6 A Sustainable and Resilient Community, Subsection 3.6.2.3*** ***Schedule:***
4.2.5 All municipalities undertaking watershed planning are encouraged to collaborate with applicable conservation authorities.	See above. The watershed planning detailed above was undertaken by the Lake Simcoe Region Conservation Authority in cooperation with York Region and the Town of East Gwillimbury. ***Chapter: 3.0 BUILDING A SUCCESSFUL COMMUNITY*** ***Section: 3.6 A Sustainable and Resilient Community, Subsection 3.6.2.3*** ***Schedule:***
## 4.3 Agriculture	
### 4.3.1 General Policies for Agriculture	
4.3.1.1 Planning authorities are required to use an agricultural system approach, based on provincial guidance, to keep geographical continuity and foster productivity of the agricultural-food network.	The Agricultural System incorporates the Town's rural and agricultural areas, the Town-wide Natural Heritage System, the area identified as the Greenbelt Protected Countryside and the area identified as the Oak Ridges Moraine. The Town-wide Natural Heritage System, the Greenbelt Protected Countryside and the area identified as the Oak Ridges Moraine are specifically protected from urban development through the Provincial Greenbelt Plan and Oak Ridges Moraine Conservation Plan and the policies of this Plan.

	The EGOP directs the Town to support the rural/agricultural economy by recognizing agriculture as the primary activity and land use in the Rural and Agricultural Area of the Town, protecting lands suitable for agricultural production from fragmentation and land uses not related to agriculture, and promoting the agricultural industry and associated activities and enhancing their capacity to contribute to the economy of the Town. ***Chapter: 2.0 GROWTH MANAGEMEN; AND, 3.0 BUILDING A SUCCESSFUL COMMUNITY*** ***Section: 2.1 Population and Employment Forecasts, Subsection 2.1.2 a) ii.; AND, 3.3 A Viable and Financially Responsible Community, Subsection 3.3.2.6 a)*** ***Schedule: Schedule 1 – Growth Management***
4.3.1.2 As part of the agricultural land base, prime agricultural areas, including specialty crop areas, shall be designated and protected for long-term use for .	The Prime Agricultural Area Designation identified on Schedule 5 of the EGOP provides a continuous and permanent land base necessary to support long term agricultural production and economic activity. The Town recognizes the Prime Agricultural Area Designation as important natural resources that help support the economic vitality of agriculture and the agri-food network. The Holland Marsh Specialty Crop Area/Wetland Complex Designation is identified on **Schedule 6.** These lands have a unique capacity to produce specialty crops (tender fruits, vegetable crops, greenhouse crops and crops from agriculturally developed organic soil). In addition to the stated intent of the Prime Agricultural Designation, it is the intent of this Plan to ensure that the limits of the Holland Marsh are not depleted and that it is recognized and protected as an important agricultural area and a unique and valuable food source. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.5 The Agricultural System, Subsection 4.5.3.1 a); AND, 4.5.4, Subsection 4.5.4.1 a)*** ***Schedule: Schedule 6 – Agricultural System***
4.3.1.3 Specialty crop areas shall be given highest protection priority, followed by Canada Land Inventory Class 1, 2, 3 lands, then 4 – 7 within prime agricultural areas.	Holland Marsh Specialty Crop Areas is given highest protection priority within the EGOP, followed by Canada Land Inventory Classes 1, 2 and 3. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.5.4 The Holland Marsh Specialty Crop Area/Wetland Complex Designation, Subsection 4.5.4.3 f) ii.*** ***Schedule:***

4.3.2 Permitted Uses	
4.3.2.1 In prime agricultural areas, permitted uses are: agricultural uses, -related uses and on-farm diversified uses based on prov. Guidance. Proposed related and diversified uses shall be compatible with and not hinder surrounding agricultural. operations.	The EGOP permits agricultural uses, normal farm practices, on-farm diversified uses, and agricultural-related uses within the Prime Agricultural Area Designation. It is a policy of the EGOP that all development be designed, located, and managed to be complementary to the primary permitted uses in the Prime Agricultural Area Designation. The Town shall encourage compatible development, redevelopment, and rehabilitation throughout the designation. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.5.3 The Prime Agricultural Area Designation, Subsection 4.5.3.2 a) and 4.5.3.3 b)*** ***Schedule: Schedule 6 – Agricultural System***
4.3.2.3 In prime agricultural areas, new lots and new or expanding livestock facilities, shall comply with the minimum distance separation formulae.	Where applicable, the EGOP requires all new development within the Prime Agricultural Area Designation to comply with the Province's Minimum Distance Separation Formulae requirements. Within the Holland Marsh Specialty Crop Area Designation/ Wetland complex Designation, where agricultural uses are permitted by the EGOP, new or expanding livestock facilities are to be set back from non-agricultural uses and comply with the Minimum Distance Separation formulae. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.5. The Agricultural System, Subsection 4.5.3.3 c) and 4.5.4.3 a) i.*** ***Schedule: Schedule 6 – Agricultural System***
4.3.2.4 A principal dwelling associated with agricultural operations shall be permitted as an agricultural use, in accordance with provincial guidance (except where prohibited by 4.3.3.1c).	The EGOP permits a single detached dwelling unit on an existing lot of record as an agricultural use. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.5. The Agricultural System, Subsection 4.5.3.2 b)*** ***Schedule: Schedule 6 – Agricultural System***
4.3.2.5a Where a residential dwelling is permitted on a prime agricultural lot, up to two additional residential units shall be permitted, provided that where proposed, at least one unit is located within or attached to the principal dwelling, and additional units comply with minimum distance separation formulae.	The EGOP permits a maximum of two additional residential units on a lot within the Prime Agricultural Area, where at least 1 of the permitted Additional Residential Units is within the principle dwelling. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.6 Land Use + Area Specific Policies, Subsection 4.6.5.5 b) i.*** ***Schedule:***
4.3.2.5b Where a residential dwelling is permitted on a prime agricultural lot, up to two additional residential units shall be permitted, provided that	The EGOP permits a maximum of two additional residential units on a lot within the Prime Agricultural

where proposed, at least one unit is located within or attached to the principal dwelling, and additional units are compatible with/ do not hinder agricultural operations.	Area, where at least 1 of the permitted Additional Residential Units is within the principle dwelling and the Additional Residential Units do not hinder agricultural operations. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.6 Land Use + Area Specific Policies, Subsection 4.6.5.5 b) ii.*** ***Schedule:***
4.3.2.5c Where a residential dwelling is permitted on a prime agricultural lot, up to two additional residential units shall be permitted, provided that where proposed, at least one unit is located within or attached to the principal dwelling, and additional units have appropriate sewage and water services.	The EGOP permits a maximum of two additional residential units on a lot within the Prime Agricultural Area, where at least 1 of the permitted Additional Residential Units is within the principle dwelling. Outside of the defined Settlement Areas, within the Agricultural System, Additional Residential Units are permitted, subject to the ability to provide appropriate water and wastewater services, to the satisfaction of the Town. ***Section: 4.6 Land Use + Area Specific Policies, Subsection 4.6.5.5 b)*** ***Schedule:***
4.3.2.5d Where a residential dwelling is permitted on a prime agricultural lot, up to two additional residential units shall be permitted, provided that where proposed, at least one unit is located within or attached to the principal dwelling, and additional units address public health and safety concerns.	The EGOP permits a maximum of two additional residential units on a lot within the Prime Agricultural Area, where at least 1 of the permitted Additional Residential Units is within the principle dwelling and that the Additional Residential Units address public health and safety concerns. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.6 Land Use + Area Specific Policies, Subsection 4.6.5.5 b) ii.*** ***Schedule:***
4.3.2.5e Where a residential dwelling is permitted on a prime agricultural lot, up to two additional residential units shall be permitted, provided that where proposed, at least one unit is located within or attached to the principal dwelling, and additional units are of limited scale and clustered to the principal dwelling or farm buildings.	The EGOP permits a maximum of two additional residential units on a lot within the Prime Agricultural Area, where at least 1 of the permitted Additional Residential Units is within the principle dwelling and that the Additional Residential Units are limited in scale and a part of the existing farm dwelling/ building cluster. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.6 Land Use + Area Specific Policies, Subsection 4.6.5.5 b) ii.*** ***Schedule:***
4.3.2.5f Where a residential dwelling is permitted on a prime agricultural lot, up to two additional residential units shall be permitted, provided that where proposed, at least one unit is located within or attached to the principal dwelling, and additional	The EGOP permits a maximum of two additional residential units on a lot within the Prime Agricultural Area, where at least 1 of the permitted Additional Residential Units is within the principle dwelling and that the Additional Residential Units minimize lands taken out of agricultural production.

units minimize land taken out of agricultural production.	***Chapter:*** ***4.0 LAND USE POLICIES*** ***Section:*** ***4.6 Land Use + Area Specific Policies, Subsection 4.6.5.5 b) ii.*** ***Schedule:***
4.3.2.5 (Second Paragraph) Lots with additional residential units may only be severed in accordance with policy 4.3.3.1.c.	The EGOP prohibits land containing a detached accessory building in which an additional residential unit is located from being severed from the property. ***Chapter:*** ***4.0 LAND USE POLICIES*** ***Section:*** ***4.6 Land Use + Area Specific Policies, Subsection 4.6.5.5 d) iv.*** ***Schedule:***
4.3.2.6 The two additional residential units that are permitted on a lot in a prime agricultural area in accordance with 4.3.2.5 are in addition to farm worker housing permitted as an agricultural use.	The EGOP permits two additional residential units within the prime agricultural area and are in addition to farm worker housing. ***Chapter:*** ***4.0 LAND USE POLICIES*** ***Section:*** ***4.6 Land Use + Area Specific Policies, Subsection 4.6.5.5 b) ii.*** ***Schedule:***
4.3.3 Lot Creation and Lot Adjustments	
4.3.3.1a Lot creation in prime agricultural areas is discouraged and may only be permitted in accordance with provincial guidelines for agricultural uses, provided appropriate lot size for common agricultural uses in the area and flexible for future changes in operations.	The creation of new lots within the Prime Agricultural Area Designation in the EGOP are only permitted by Amendment to the EGOP and the Zoning By-law. In addition to all of the policies for a Consent to Sever of the EGOP, new lots may be permitted within the Prime Agricultural Area Designation if the new lot is to be severed to create a farm, and both the retained and severed parcels each have a lot area of no less than approximately 40 hectares. ***Chapter:*** ***4.0 LAND USE POLICIES*** ***Section:*** ***4.5.3 Prime Agricultural Designation, Subsection 4.5.3.3 o) i.*** ***Schedule:***
4.3.3.1b Lot creation in prime agricultural areas is discouraged and may only be permitted in accordance with provincial guidelines for agricultural related uses, provided new lots will be limited to a minimum size needed to accommodate appropriate sewage and water services.	The creation of new lots within the Prime Agricultural Area Designation in the EGOP are only permitted by Amendment to the EGOP and the Zoning By-law. In addition to all of the policies for a Consent to Sever of the EGOP, new lots may be permitted within the Prime Agricultural Area Designation if the lot is required for an agriculture- related use, provided the lot is limited to the minimum size needed to accommodate the use and appropriate sewage and water services, and is zoned specifically for agricultural-related use. Residential uses shall not be permitted on such lots. ***Chapter:*** ***4.0 LAND USE POLICIES*** ***Section:*** ***4.5.3 Prime Agricultural Area, Subsection 4.5.3.3 o) iii.*** ***Schedule:***

4.3.3.1c(1) Lot creation in prime agricultural areas is discouraged and may only be permitted in accordance with provincial guidelines for one new residential lot per farm consolidation for a residence surplus to an agricultural operation, provided that the new lot will be limited to a minimum size for water and sewage services.	The creation of new lots within the Prime Agricultural Area Designation in the EGOP are only permitted by Amendment to the EGOP and the Zoning By-law. In addition to all of the policies for a Consent to Sever of the EGOP, new lots may be permitted within the Prime Agricultural Area Designation if the new lot may be created through a Consent to Sever when a farm consolidation has resulted in a surplus dwelling unit that is not required for the long term needs of the remaining farm operation. The new lot may be created provided that the establishment of any new residential use is prohibited on the remaining lands that accommodate the farm operation. This policy requires that the new lot to be severed incorporates the surplus dwelling, and that the surplus dwelling is deemed to be compliant with the Ontario Building Code and was in existence prior to the Approval of this Plan. ***Chapter:*** ***4.0 LAND USE POLICIES*** ***Section:*** ***4.5.3 Prime Agricultural Area, Subsection 4.5.3.3 o) ii., iii.*** ***Schedule:***
4.3.3.1c(2) Lot creation in prime agricultural areas is discouraged and may only be permitted in accordance with provincial guidelines for one new residential lot per farm consolidation for a residence surplus to an agricultural operation, provided that the planning authority ensures new dwellings and additional residential units are prohibited on any remnant parcel of farmland created by severance, approach may be recommended by the Province or municipality.	The creation of new lots within the Prime Agricultural Area Designation in the EGOP are only permitted by Amendment to the EGOP and the Zoning By-law. In addition to all of the policies for a Consent to Sever of the EGOP, new lots may be permitted within the Prime Agricultural Area Designation if the new lot may be created through a Consent to Sever when a farm consolidation has resulted in a surplus dwelling unit that is not required for the long term needs of the remaining farm operation. The new lot may be created provided that the establishment of any new residential use is prohibited on the remaining lands that accommodate the farm operation. This policy requires that the new lot to be severed incorporates the surplus dwelling, and that the surplus dwelling is deemed to be compliant with the Ontario Building Code and was in existence prior to the Approval of this Plan. ***Chapter:*** ***4.0 LAND USE POLICIES*** ***Section:*** ***4.5.3 Prime Agricultural Area, Subsection 4.5.3.3 o) ii.*** ***Schedule:***
4.3.3.1d Lot creation in prime agricultural areas is discouraged and may only be permitted in accordance with provincial guidelines for infrastructure, where facility/ corridor cannot be accommodated by easement or right-of-way.	Consents in the Agricultural System are only permitted in the EGOP in accordance with Provincial plans, and for the acquisition of land for infrastructure. ***Chapter:*** ***4.0 LAND USE POLICIES***

	Section: *4.5 The Agricultural System, Subsection 4.5.2.5 a) i.* ***Schedule:***
4.3.3.2 Lot adjustments in prime agricultural areas may be permitted for legal or technical reasons.	Consents in the Agricultural System are only permitted in the EGOP in accordance with Provincial plans, and for minor lot adjustments or boundary additions, provided they do not create a separate lot for a residential dwelling and there is no increased fragmentation of a key natural heritage feature or key hydrologic feature. ***Chapter:*** *4.0 LAND USE POLICIES* ***Section:*** *4.5 The Agricultural System, Subsection 4.5.2.5 a) iii.* ***Schedule:***
4.3.3.3 The creation of new residential lots in prime agricultural areas shall not be permitted, except in accordance with 4.3.3.1.c.	See above responses to 4.3.3.1.c. ***Chapter:*** ***Section:*** ***Schedule:***
4.3.4 Removal of Land from Prime Agricultural Areas	
4.3.4.1 Planning authorities may only exclude land from prime agricultural areas for expansions or identification of settlement areas in accordance with 2.3.2.	Within the EGOP, refinements to the boundaries of the Prime Agricultural Designation are not permitted, except for the expansion of a defined Settlement Area, in accordance with the policies of this Plan. ***Chapter:*** *4.0 LAND USE POLICIES* ***Section:*** *4.5.3 The Prime Agricultural Designation, Subsection 4.5.3.3 a)* ***Schedule:***
4.3.5 Non-Agricultural Uses in Prime Agricultural Areas	
4.3.5.1a Planning authorities may only permit non-agricultural uses in prime agricultural areas for extraction of minerals, petroleum resources and mineral aggregate resources (or).	In the Prime Agricultural Area Designation, extraction of mineral aggregates is permitted as an interim use, in accordance with the policies of the EGOP, provided it is supported by an Agricultural Impact Assessment and that rehabilitation of the site will be carried out whereby the areas and average soil quality for agriculture are substantially restored. Complete agricultural rehabilitation may not be required under certain conditions. ***Chapter:*** *4.0 LAND USE POLICIES* ***Section:*** *4.5 The Agricultural System, Subsection 4.5.3.3 s)* ***Schedule:***
4.3.5.1b(1) Planning authorities may only permit non-agricultural uses in prime agricultural areas for limited non-residential uses, provided that the land does not comprise a specialty crop area.	Minor expansions to existing non-agricultural uses may be considered by the Town. However, major changes to the scale and function of existing non-agricultural uses, or the redevelopment of existing

	non-agricultural uses in the Agricultural System, may be permitted under the EGOP. Redevelopment affecting the scale and function of existing non-agricultural uses within the Holland Marsh Specialty Crop Area shall not be permitted within the EGOP. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.5 The Agricultural System, Subsection 4.5.2.2 a) and b)*** ***Schedule:***
4.3.5.1b(2) Planning authorities may only permit non-agricultural uses in prime agricultural areas for limited non-residential uses, provided that the proposed use complies with the minimum distance separation formulae.	Minor expansions to existing non-agricultural uses may be considered by the Town. However, major changes to the scale and function of existing non-agricultural uses, or the redevelopment of existing non-agricultural uses in the Agricultural System, may be permitted under the EGOP, provided the redevelopment complies with the Minimum Distance Separation Formulae. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.5 The Agricultural System, Subsection 4.5.2.2 a) vi.*** ***Schedule:***
4.3.5.1b(3) Planning authorities may only permit non-agricultural uses in prime agricultural areas for limited non-residential uses, provided that there is a need within the planning horizon, identified in the OP (2.1.3) for additional land to accommodate the proposed use (and)	It is a policy of the EGOP that limited new non-agricultural uses may be permitted in the Prime Agricultural Area Designation, provided that there is a need within the planning horizon for additional land to accommodate the proposed use. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.5 The Agricultural System, Subsection 4.5.2.3 b) ii.*** ***Schedule:***
4.3.5.1b(4i) Planning authorities may only permit non-agricultural uses in prime agricultural areas for limited non-residential uses, provided that alternative locations have been evaluated and there are no reasonable alternatives which avoid prime agricultural areas (and)	It is a policy of the EGOP that limited new non-agricultural uses may be permitted in the Prime Agricultural Area Designation, provided that alternative locations have been evaluated, with confirmation that no reasonable alternative locations are available. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.5 The Agricultural System, Subsection 4.5.2.3 b) ii.*** ***Schedule:***
4.3.5.1b(4ii) Planning authorities may only permit non-agricultural uses in prime agricultural areas for limited non-residential uses, provided that alternative locations have been evaluated and there are no reasonable alternatives with lower priority agricultural lands.	See above. ***Chapter:*** ***Section:*** ***Schedule:***

4.3.5.2 Impacts from new or expanding non-ag uses in the agricultural system are to be avoided (or mitigated/ minimized) determined by a agricultural impact assessment or equivalent based on provincial guidance.	Limited new non-agricultural uses may be permitted in the Agricultural System so long as a submission of an Agricultural Impact Assessment is included and the proposed use complies with applicable Provincial plans and policies. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.5 The Agricultural System, Subsection 4.5.2.3 a)*** ***Schedule:***
4.3.6 Supporting Local Food and the Agricultural-food Network	
4.3.6.1 Planning authorities are encouraged to support local food, facilitate near-urban and urban agriculture, and foster a robust agricultural-food network.	In the EGOP, East Gwillimbury will support urban agricultural activities on Region-owned and/or Town-owned lands, including community gardens, food cooperatives and local food sourcing programs, where appropriate, and in accordance with the applicable policies of this Plan. It is the intent of the EGOP that the Town recognizes the Prime Agricultural Area Designation as important natural resources that help support the economic vitality of agriculture and the agri-food network. ***Chapter: 3.0 BUILDING A SUCCESSFUL COMMUNIT; AND,*** ***4.0 LAND USE POLICIES*** ***Section: 3.5 A Healthy Community, Subsection 3.5.3 b); AND,*** ***4.5 The Agricultural System, Subsection 4.5.3.1 a)*** ***Schedule:***
4.4 Minerals and Petroleum	
4.4.1 General Policies for Minerals and Petroleum	
4.4.1.1 Minerals and petroleum resources shall be protected for long-term use.	It is the intent of the EGOP to protect existing and potential resources . Petroleum resources are to be protected for long-term use. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.5 The Agricultural System, Subsection 4.5.11.1 a) i., 4.5.11.3 j)*** ***Schedule:***
4.4.2 Protection of Long-Term Resource Supply	
4.4.2.1 Mineral mining and petroleum resource operations shall be identified and protected from activities (development) which would hinder	It is a policy of the EGOP that mineral aggregate operations be protected from development and activities that would preclude or hinder their expansion or continued use, or which would be

expansion or continued use, or incompatible uses for public and environmental health and safety.	incompatible for reasons of public health, public safety, or environmental impact. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.5 The Agricultural System, Subsection 4.5.11.3 d)*** ***Schedule:***
4.4.2.2a Known mineral deposits, petroleum resources and significant areas of mineral potential shall be identified, and activities in these resources or adjacent land which would hinder access or new operations shall only be permitted if resource use would not be feasible (or).	In the EGOP, the Aggregate Resource Area Overlay as shown on **Schedule 6A** identifies secondary aggregate resource areas within the Town that are to be protected from incompatible land uses and where new or expanded aggregate resource operations are encouraged to locate, subject to meeting the policies of this Plan. In the EGOP, Mineral aggregate operations are to be protected from development and activities that would preclude or hinder their expansion or continued use, or which would be incompatible for reasons of public health, public safety, or environmental impact.The EGOP requires that any development within 300m of a sand and gravel deposit must showaggregate extraction would not be economically, socially or environmentally feasible. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.5 The Agricultural System, Subsection 4.5.12 a) and b) i., 4.5.11.1 a)*** ***Schedule:***
4.4.2.2b Known mineral deposits, petroleum resources and significant areas of mineral potential shall be identified, and activities in these resources or adjacent land which would hinder access or new operations shall only be permitted if the proposed land use serves a greater long-term public interest.	Aggregate Resource Areas are to be protected from uses and/or activities that may preclude or hinder the effective and/or economical extraction of aggregate in the future. The EGOP requires that any development within 300m of a sand and gravel deposit must show that the proposed land use serves a greater long term public interest. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.5 The Agricultural System, Subsection 4.5.12. b) ii.*** ***Schedule:***
4.4.2.2c Known mineral deposits, petroleum resources and significant areas of mineral potential shall be identified, and activities in these resources or adjacent land which would hinder access or new operations shall only be permitted if issues of public and environmental health and safety are addressed.	Aggregate Resource Areas are to be protected from uses and/or activities that may preclude or hinder the effective and/or economical extraction of aggregate in the future. The EGOP requires that any development within 300m of a sand and gravel deposit must show that issues of public health, public safety and environmental impact have been addressed. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.5 The Agricultural System, Subsection 4.5. 12. b) iii.***

	Schedule:
4.4.3 Rehabilitation	
4.4.3.1 Rehabilitation for future land uses shall be required after extraction and other related activities have ceased. Progressive rehabilitation should be undertaken wherever feasible.	It is the policy of the EGOP to encourage the progressive rehabilitation of all pits and quarries within the Town. The Town will work with pit and quarry operators and the Ministry of Natural Resources to ensure that all new licenses have appropriate progressive rehabilitation plans. The rehabilitation measures taken will be compatible with, and have minimal impact upon, the surrounding natural and visual environment and existing uses. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.5 The Agricultural System, Subsection 4.5.11.3 s)*** ***Schedule:***
4.4.4 Extraction in Prime Agricultural Areas	
4.4.4.1 Extraction of minerals and petroleum resources is permitted in prime agricultural areas provided that the site will be rehabilitated.	It is a policy of the EGOP that the extraction of minerals and petroleum resources is permitted in prime agricultural areas provided that the site will be rehabilitated. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.5 The Agricultural System, Subsection 4.5.3.3 s)*** ***Schedule:***
4.5 Mineral Aggregate Resources	
4.5.1 General Policies for Mineral Aggregate Resources	
4.5.1.1 Mineral aggregate resources shall be protected for long-term use and, where there is provincial information, deposits shall be identified.	The Aggregate Resource Area Overlay as shown on Schedule 6a of the EGOP identifies secondary aggregate resource areas within the Town that are to be protected from incompatible land uses and where new or expanded aggregate resource operations are encouraged to locate, subject to meeting the policies of this Plan. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.5 The Agricultural System, Subsection 4.5.12 a)*** ***Schedule:*** **Schedule 6A - Oak Ridges Moraine Rural + Agricultural Area**
4.5.2 Protection of Long-Term Resource Supply	
4.5.2.1 As much of the mineral aggregate resources shall be made available as close to markets as is possible. Supply/demand analysis shall not be required, notwithstanding the availability,	Most of the Town's mineral aggregate resources are subject to the Oak Ridges Moraine Conservation Plan.

designation or licensing for mineral/ aggregate extraction locally or elsewhere.	***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.5 The Agricultural System, Subsection 4.5.11*** ***Schedule:* Schedule 6A - Oak Ridges Moraine Rural + Agricultural Area**
4.5.2.2 Extraction shall minimize social, economic and environmental impacts.	It is a policy of the EGOP that extraction and processing activities be conducted in a manner that minimizes negative environmental, economic and social impacts, in accordance with all government legislation, standards and policies. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.5 The Agricultural System, Subsection 4.5.11.3 f)*** ***Schedule:***
4.5.2.3 Mineral aggregate resource conservation shall be undertaken, including using accessory aggregate recycling facilities within operations, wherever feasible.	It is a policy of the EGOP that mineral aggregate resource conservation be undertaken, including through the use of accessory aggregate recycling facilities within operations, wherever feasible. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.5 The Agricultural System, Subsection 4.5.11.3 h)*** ***Schedule:***
4.5.2.4 Mineral aggregate operations shall be protected from activities that would hinder expansion or use, or which would be incompatible for public and environmental health reasons. Existing mineral aggregate operations shall be permitted to continue without need for an OPA, rezoning or development permit. Where a license ceases to exist, 4.5.2.5 applies.	It is a policy of the EGOP that mineral aggregate operations be protected from development and activities that would preclude or hinder their expansion or continued use, or which would be incompatible for reasons of public health, public safety, or environmental impact. Existing mineral aggregate operations are to be permitted to continue without the requirement of an official plan amendment, zoning by-law amendment or development permit under the Planning Act. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.5 The Agricultural System, Subsection 4.5.11.3 c) and d)*** ***Schedule:***
4.5.2.5a In known deposits and on adjacent lands, uses which would hinder new operations or resource access shall only be permitted if resource use would not be feasible (or).	Aggregate Resource Areas are to be protected from uses and/or activities that may preclude or hinder the effective and/or economical extraction of aggregate in the future. The EGOP requires that any development within 300m of a sand and gravel deposit must show aggregate extraction would not be economically, socially or environmentally feasible. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.5 The Agricultural System, Subsection 4.5.12 b) i.*** ***Schedule:***

4.5.2.5b In known deposits and on adjacent lands, uses which would hinder new operations or resource access shall only be permitted if the proposed land use servers a greater long-term public interest (and).	Aggregate Resource Areas are to be protected from uses and/or activities that may preclude or hinder the effective and/or economical extraction of aggregate in the future. The EGOP requires that any development within 300m of a sand and gravel deposit must show that the proposed land use serves a greater long term public interest. iii. "Issues of public health, public safety and environmental impact have been addressed." ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.5 The Agricultural System, Subsection 4.5.12 b) ii.*** ***Schedule:***
4.5.2.5c In known deposits and on adjacent lands, uses which would hinder new operations or resource access shall only be permitted if issues of public and environmental health and safety are addressed.	Aggregate Resource Areas are to be protected from uses and/or activities that may preclude or hinder the effective and/or economical extraction of aggregate in the future. The EGOP requires that any development within 300m of a sand and gravel deposit must show that issues of public health, public safety and environmental impact have been addressed. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.5 The Agricultural System, Subsection 4.5.12 b) iii.*** ***Schedule:***
4.5.3 Rehabilitation	
4.5.3.1 Progressive and final rehabilitation shall be required to accommodate subsequent land use, promote compatibility, mitigate negative impacts and recognize the interim nature of extraction. Final rehabilitation shall consider surrounding land use.	The EGOP requires progressive and final rehabilitation, recognizes extraction as an interim land use, ensures rehabilitation mitigates impacts and promotes compatibility, and requires final rehabilitation to reflect surrounding land uses. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.5 The Agricultural System, Subsection 4.5.11.1 a) 4.5.11.3 f), s), and t), 4.5.12, 4.5.3.3 s)*** ***Schedule:***
4.5.3.2 Comprehensive rehabilitation planning is encouraged where there is a concentration of mineral aggregate operations.	It is a policy of the EGOP that when operators are undertaking rehabilitation of mineral aggregate operation sites in the Rural/Agricultural Area, the aggregate industry will work with the Province to consider the development and implementation of comprehensive rehabilitation plans in areas of high concentration of mineral aggregate operations. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.5 The Agricultural System, Subsection 4.5.11.3 v) i.*** ***Schedule:***
4.5.3.3 In parts of the Province not designated under the Aggregate Resources Act, rehabilitation standards that are compatible with those under the	This policy does not apply to the EGOP as East Gwillimbury is designated under the Aggregate Resources Act.

Act should be adopted for extraction operations on private lands.	***Chapter:*** *4.0 LAND USE POLICIES* ***Section:*** *4.5 The Agricultural System, Subsection 4.5.11.3 a)* ***Schedule:***
4.5.4 Extraction in Prime Agricultural Areas	
4.5.4.1a In prime ag lands, extraction of mineral aggregated resources is permitted as an interim use if impacts to the prime ag area are addressed (4.3.5.2).	In the Prime Agricultural Area Designation, extraction of mineral aggregates is permitted as an interim use, in accordance with the policies of the EGOP, provided it is supported by an Agricultural Impact Assessment. ***Chapter:*** *4.0 LAND USE POLICIES* ***Section:*** *4.5 The Agricultural System, Subsection 4.5.3.3 s)* ***Schedule:***
4.5.4.1b In prime ag lands, extraction of mineral aggregated resources is permitted as an interim use if the site will be rehabilitated back to an agricultural condition.	In the Prime Agricultural Area Designation, extraction of mineral aggregates is permitted as an interim use, in accordance with the policies of the EGOP, provided that rehabilitation of the site will be carried out whereby the areas and average soil quality for agriculture are substantially restored. ***Chapter:*** *4.0 LAND USE POLICIES* ***Section:*** *4.5 The Agricultural System, Subsection 4.5.3.3 s)* ***Schedule:***
4.5.4.2a Despite 4.5.4.1b, complete rehabilitation is not required if the depth of planned extraction makes restoration unfeasible.	Complete agricultural rehabilitation is not required in the EGOP if there is a substantial quantity of mineral aggregates below the water table warranting extraction or the depth of planned extraction in a quarry makes restoration of pre-extraction agricultural capability unfeasible, and where other alternatives have been considered by the applicant and found unfeasible in accordance with the Provincial Planning Statement. ***Chapter:*** *4.0 LAND USE POLICIES* ***Section:*** *4.5 The Agricultural System, Subsection 4.5.3.3 s) i.* ***Schedule:***
4.5.4.2b Despite 4.5.4.1b, complete rehabilitation is not required if the agricultural rehabilitation in remaining areas is maximized.	Complete agricultural rehabilitation is not required in the EGOP if agricultural rehabilitation in remaining areas will be maximized. ***Chapter:*** *4.0 LAND USE POLICIES* ***Section:*** *4.5 The Agricultural System, Subsection 4.5.3.3 s) iii.* ***Schedule:***
4.5.5 Wayside Pits and Quarries, Portable Asphalt Plants and Portable Concrete Plants.	

4.5.5.1 Wayside Pits and Quarries, Portable Asphalt Plants and Portable Concrete Plants shall be permitted on public authority contracts, without the need for OPA/ rezoning or development permit order, except in areas of incompatible existing development or environmental sensitivity.	Portable asphalt plants, wayside pits and quarries used on public authority contracts, shall be permitted without the requirement for an official plan amendment or zoning by-law amendment except within the Regional Greenlands system as shown in Schedule 5 of the EGOP. A zoning by-law amendment shall be required to permit such facilities in areas of existing development. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.5 The Rural/Agricultural Area, Subsection 4.5.11.3 l)*** ***Schedule: Schedule 5 - Town-Wide Natural Heritage System***
## 4.6 Cultural Heritage and Archaeology	
4.6.1 Protected heritage property, which may contain built heritage resources or cultural heritage landscapes, shall be conserved.	It is a policy of the EGOP that the Town will manage, conserve, and protect East Gwillimbury's cultural heritage resources. The Town may designate cultural heritage resources, including: • Individual properties or groups of properties; Whole or specific parts of buildings or structures upon designated property; • Heritage Conservation Districts; • Cultural Heritage Landscapes; • Areas of Archaeological Potential; and, • Other heritage elements including, but not limited to, scenic heritage routes, roads, or road allowances. ***Chapter: 3.0 BUILDING A SUCCESFUL COMMUNITY*** ***Section: 3.4 Cultural Heritage Resources, Subsection 3.4.3.1*** ***Schedule: Appendix B – Cultural Heritage Resources***
4.6.2 Development and site alteration shall not be permitted on lands containing archeological resources or areas of archeological potential unless significant resources have been conserved.	It is a policy of the EGOP that site alteration, mitigation, and development be permitted only in accordance with the recommendations of an Archaeological Assessment and Heritage Conservation Plan, where applicable. ***Chapter: 3.0 BUILDING A SUCCESFUL COMMUNITY*** ***Section: 3.4 Cultural Heritage Resources, Subsection 3.4.3.5 a)*** ***Schedule:***
4.6.3 Development and site alteration shall not be permitted on adjacent land to protected heritage property unless heritage attributes will be conserved.	The Town will require the submission of a Cultural Heritage Evaluation Report as part of a complete development application where such application includes, or is adjacent to an identified or designated cultural heritage resource. A Cultural Heritage

	Evaluation Report may also be required where cultural heritage resources are identified through the development approval process. Cultural Heritage Evaluation Reports shall be conducted by a qualified professional and demonstrate how the heritage values, attributes and integrity of the resource are to be conserved and how any impacts to heritage attributes can be mitigated. It is the intent of the Town to conserve, enhance and support the reuse of cultural heritage resources in their original location, wherever possible. ***Chapter: 3.0 BUILDING A SUCCESFUL COMMUNITY*** ***Section: 3.4 Cultural Heritage Resources, Subsection 3.4.3.2 a) and b)*** ***Schedule:***
4.6.4a Planning authorities are encouraged to implement archeological management plans for conserving archeological resources.	It is a policy of the EGOP that site alteration, mitigation, and development be permitted only in accordance with the recommendations of an Archaeological Assessment and Heritage Conservation Plan, where applicable. ***Chapter: 3.0 BUILDING A SUCCESFUL COMMUNITY*** ***Section: 3.4 Cultural Heritage Resources, Subsection 3.4.3.5 a)*** ***Schedule:***
4.6.4b Planning authorities are encouraged to implement proactive strategies for conserving cultural heritage landscapes and significant built heritage resources.	The EGOP provides carious methods for the conservation of cultural heritage landscapes and significant built heritage resources, including: • Designation under Parts IV or V of the Ontario Heritage Act; • Listing property on the Town's Heritage Register; • Heritage Conservation Easements or Covenants; • Zoning By-law regulations restricting the use of lands to current or compatible uses; • Conditions within plans of subdivision and condominium and the site plan approval process; and, • The offering of incentives to encourage and/ or assist with the conservation, restoration and reuse of heritage resources, as maybe set out in a Community Improvement Plan or through other available funding programs. ***Chapter: 3.0 BUILDING A SUCCESFUL COMMUNITY*** ***Section: 3.4 Cultural Heritage Resources, Subsection 3.4.3.1 b)*** ***Schedule:***

4.6.5 Planning authorities shall engage early with Indigenous communities to ensure their interests are considered in archeological, built heritage and cultural landscape management.	All new development and capital public works projects permitted by the land use policies and designations of the EGOP are to consider the influence of Indigenous Communities in conserving cultural heritage and archaeological resources. ***Chapter:*** *3.0 BUILDING A SUCCESFUL COMMUNITY* ***Section:*** *3.4 Cultural Heritage Resources, Subsection 3.4.3.1 d) iii.* ***Schedule:***
Chapter 5: Protecting Public Health and Safety	
5.1 General Policies for Natural and Human-Made Hazards	
5.1.1 Development shall be directed away from hazards where there is an unacceptable risk to public safety/ property damage and not create or aggravate hazards.	It is a policy of the EGOP that development and site alteration shall be directed outside of hazardous lands and hazardous sites in accordance with provincial policies and guidelines. ***Chapter:*** *4.0 LAND USE POLICIES* ***Section:*** *4.6.3 Policies for Hazardous Lands/Sites, 4.6.3.3 b)* ***Schedule:***
5.2 Natural Hazards	
5.2.1 Planning authorities shall, in collaboration with conservation authorities, identify hazardous lands/ sites and manage development in these areas in accordance with provincial guidance.	It is the intent of the EGOP that the Town identify hazards that are constraints to development and pose threats to human life and property and direct development and site alteration outside of hazardous lands and hazardous sites in accordance with the provincial guidelines. Hazardous Lands are generally incorporated into the Environmental Protection Designation identified on Schedule 4B of the EGOP. ***Chapter:*** *4.0 LAND USE POLICIES* ***Section:*** *4.6.3 Policies for Hazardous Lands/Sites, 4.6.3.1 a) and 4.6.3.2 a)* ***Schedule:***
5.2.2a Development shall generally be directed to areas outside of hazardous lands adjacent to the shorelines of the Great Lakes – St. Lawrence River System and large, inland lakes which are impacted	Development and site alteration are generally prohibited within defined portions of the floodplain, subject to conservation authority regulations and provincial policy.

by flooding hazards, erosion hazards and/or dynamic beach hazards.	"Hazardous Lands" is a defined term within the EGOP, which means: Property or lands that could be unsafe for development due to naturally occurring processes. Along the shorelines of large inland lakes, this means the land, including that covered by water, between a defined offshore distance or depth and the furthest landward limit of the flooding hazard, erosion hazard or dynamic beach hazard limits. Along river, stream and small inland lake systems, this means that land, including that covered by water, to the furthest landward limit of the flooding hazard or erosion hazard limits. Flood plain areas are to be regarded primarily as land required for the safe flow and storage of floodwaters and lands that are susceptible to flooding under Regional Storm conditions. Such lands are to be managed so as to complement adjacent land uses and protect such uses from flooding or other physical hazards. No development or site alteration are to be permitted at elevations below the Regulatory Flood Line (with limited exceptions). ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.4.9 Policies for Hazardous Lands/Sites, 4.6.3.3 c), 4.6.3.5 a) and b)*** ***Schedule:***
5.2.2b Development shall generally be directed to areas outside of hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards.	See above. The erosion hazard limit of rivers and streams are to be determined through the planning and development process. Development is to be directed away from hazardous lands adjacent to rivers, streams, and lakes that are impacted by erosion hazards. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.4.9 Policies for Hazardous Lands/Sites, 4.6.3.3 c), 4.6.3.5 a), b), and h)*** ***Schedule:***
5.2.2c Development shall generally be directed to areas outside of hazardous sites.	It is a policy of the EGOP that development and site alteration be directed outside of hazardous lands and hazardous sites in accordance with provincial guidelines. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.6.3 Policies for Hazardous Lands/Sites, 4.6.3.3 a)***
5.2.3a Development/ site alteration shall not be permitted within the dynamic beach hazard.	Hazardous land/sites, as defined by the Provincial Planning Statement, are generally incorporated into the Environmental Protection Designation identified

	on Schedule 5 in the EGOP. Additional detail on the hazardous lands component of the Environmental Protection Designation is included on mapping in the Town's Zoning By-law. ***Chapter:*** ***Section:*** ***Schedule:***
5.2.3b Development/ site alteration shall not be permitted within defined portions of the flooding hazards along connecting channels (St. Mary's, St Clair, Detroit, Niagara and St. Lawrence Rivers)	East Gwillimbury does not contain, abut or nearby any of said connecting channels. Therefore, this policy does not apply to the EGOP. ***Chapter:*** ***Section:*** ***Schedule:***
5.2.3c Development/ site alteration shall not be permitted within areas that would be rendered inaccessible to people and vehicles during hazard times, unless demonstrated that there is appropriate safe access for the nature of the development and natural hazard.	Development is not permitted to locate in Hazardous Lands or hazardous sites where the use is: • An institutional use associated with hospitals, long term care homes, pre- schools, retirement homes, school nurseries, day care, and schools, where there is a threat to the safe evacuation of the sick, the elderly, persons with disabilities, or the young during an emergency as a result of flooding, failure of floodproofing measures or protection works, or erosion; and, • An essential emergency service such as that provided by fire, police, and ambulance stations and electrical substations, which would be impaired during an emergency as a result of flooding, the failure of floodproofing measures and/or protection works, and/or erosion. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.6.3 Policies for Hazardous Lands/Sites, 4.6.3.3 f)***
5.2.3d Development/ site alteration shall not be permitted within a floodway.	Development and site alteration are generally prohibited within defined portions of the floodplain, subject to conservation authority regulations and provincial policy. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.6.3 Policies for Hazardous Lands/Sites, 4.6.3.3 c)*** ***Schedule:***
5.2.4 Planning authorities shall prepare for the impacts of a changing climate that may increase the risk associated with natural hazards.	In the context of environmental sustainability, it is an objective of the EGOP that the Town must meet the challenges of climate change, and other environmental issues through integrated solutions rather than through fragmented, incremental approaches that meet one objective at the expense of the others. A sustainable and resilient community can effectively respond to emergencies because it has a

	plan in place, responsibilities assigned, and facilities available. Natural or human made disasters are considered and the necessities of life are provided, particularly for those who are most at risk. ***Chapter: 3.0 BUILDING A SUCCESSFUL COMMUNITY*** ***Section: 3.6 A Sustainable and Resilient Community, Subsection 3.6.1 b)*** ***Schedule:***
5.2.5a Despite 5.2.3, development/ site alteration may be permitted in certain areas associated with flooding hazard along rivers, stream and small inland lake systems in situations where a Special Policy Area has been approved by the Minister of Municipal Affairs and Housing and Natural Resources and Forestry.	There are no Special Policy Areas in East Gwillimbury. ***Chapter:*** ***Section:*** ***Schedule:***
5.2.5b Despite 5.2.3, development/ site alteration may be permitted in certain areas associated with flooding hazard along rivers, stream and small inland lake systems where development must be in the floodway (flood/ erosion control), or non-structural uses that would not affect flood flows.	It is a policy of the EGOP that necessary infrastructure which must locate in the flood plain shall be permitted only where such uses are designed so as to prevent adverse impacts on upstream and downstream lands. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.6.3 Policies for Hazardous Lands/Sites, 4.6.3.5 b), 4.6.3.5 g)*** ***Schedule:***
5.2.6a Development shall not be permitted to locate in hazardous lands/ sites where the use is institutional.	Development is not permitted to locate in Hazardous Lands or hazardous sites where the use is an institutional use associated with hospitals, long term care homes, pre- schools, retirement homes, school nurseries, day care, and schools, where there is a threat to the safe evacuation of the sick, the elderly, persons with disabilities, or the young during an emergency as a result of flooding, failure of floodproofing measures or protection works, or erosion. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.6.3 Policies for Hazardous Lands/Sites, 4.6.3.3 f) i.*** ***Schedule:***
5.2.6b Development shall not be permitted to locate in hazardous lands/ sites where the use is an essential emergency service.	Development is not permitted to locate in Hazardous Lands or hazardous sites where the use is an essential emergency service such as that provided by fire, police, and ambulance stations and electrical substations, which would be impaired during an emergency as a result of flooding, the failure of floodproofing measures and/or protection works, and/or erosion. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.6.3 Policies for Hazardous Lands/Sites, 4.6.3.3 f) ii.***

	Schedule:
5.2.6c Development shall not be permitted to locate in hazardous lands/ sites where the use is associated with disposal, manufacture, treatment or storage of hazardous substances.	Development is not permitted to locate in Hazardous Lands or hazardous sites where uses are associated with the disposal, manufacture, treatment or storage of hazardous substances. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.6.3 Policies for Hazardous Lands/Sites, 4.6.3.3 f) iii.*** ***Schedule:***
5.2.7 Where the two zone concept for flood plains is applied, development/ site alteration may be permitted in the flood fringe, subject to appropriate floodproofing approved by the Minister of Natural Resources and Forestry.	The two zone concept does not apply to East Gwillimbury, therefore this policy does not apply to the EGOP. ***Chapter:*** ***Section:*** ***Schedule:***
5.2.8a Further to 5.2.7, and except as prohibited in 5.2.3 and 5.2.6, development and site alteration may be permitted in those portions of hazardous lands and sites where the effects and risk to public safety are minor, could be mitigated, and where development and site alteration is carried out in accordance with floodproofing standards, protection works standards, and access standards.	See above. ***Chapter:*** ***Section:*** ***Schedule:***
5.2.8b Further to 5.2.7, and except as prohibited in 5.2.3 and 5.2.6, development and site alteration may be permitted in those portions of hazardous lands and sites where the effects and risk to public safety are minor, could be mitigated, and where there is safe entry and exit to the site in times of flooding/ erosion/ other emergencies.	See above. ***Chapter:*** ***Section:*** ***Schedule:***
5.2.8c Further to 5.2.7, and except as prohibited in 5.2.3 and 5.2.6, development and site alteration may be permitted in those portions of hazardous lands and sites where the effects and risk to public safety are minor, could be mitigated, and where new hazards are not created, and existing not aggravated.	See above. ***Chapter:*** ***Section:*** ***Schedule:***
5.2.8d Further to 5.2.7, and except as prohibited in 5.2.3 and 5.2.6, development and site alteration may be permitted in those portions of hazardous lands and sites where the effects and risk to public safety are minor, could be mitigated, and where no adverse environmental impacts will result.	See above. ***Chapter:*** ***Section:*** ***Schedule:***
5.2.9 Development shall generally be directed to areas outside of lands that are unsafe for development due to the presence of hazardous forest types for wildland fire. Development may be permitted in lands with hazardous forest types for wildland fire where the	It is a policy of the EGOP that development generally be directed to areas outside of lands that are unsafe for development due to the presence of hazardous forest types for wildland fire. ***Chapter: 4.0 LAND USE POLICIES***

risk is mitigated in accordance with wildland fire assessment and mitigation standards.	***Section:*** ***4.6.3 Policies for Hazardous Lands/Sites, 4.6.3.3 d)*** ***Schedule:***
## 5.3 Human-Made Hazards	
5.3.1 Development on, abutting or adjacent to lands affected by mine hazards; oil, gas and salt hazards; or former mineral mining operations, mineral aggregate operations or petroleum resource operations may be permitted only if rehabilitation or other measures to address and mitigate known or suspected hazards are under way or have been completed.	It is a policy of the EGOP that development on, abutting, or adjacent to lands affected by oil, gas and salt hazards or petroleum resource operations, may be permitted only if rehabilitation measures to address and mitigate known or suspected hazards are underway or have been completed. ***Chapter:*** ***4.0 LAND USE POLICIES*** ***Section:*** ***4.5 The Rural/Agricultural Area, Subsection 4.5.11.3 k)*** ***Schedule:***
5.3.2 Sites with contaminants in land or water shall be assessed and remediated as necessary prior to any activity on the site associated with the proposed use so there will be no adverse effects.	The intent of the EGOP is to provide some measure of assurance that the environmental condition of the land is protective of human health and the environment given the intended use of the land, and further that the ecological systems and natural features of the Town are being protected or improved. Flexibility shall be designed into the Town's development review process to identify the need for an assessment of environmental conditions as early in the process as possible, and that any required remediation may be deferred as late as practical, and even incorporated into the re-development, when permitted by other Regulations. Where development is proposed on (or adjacent to) land that is known or suspected to be potentially contaminated, the proponent shall submit to the Town a Phase 1 Environmental Site Assessment (ESA). Final development approval will be subject to determination that the information provided is complete and satisfactory. If it is determined that remediation of the land is necessary, the remediation shall be undertaken in accordance with applicable Provincial standards. The final posting of the Record of Site Condition on the Environmental Site Registry is mandatory prior to any development occurring. ***Chapter:*** ***4.0 LAND USE POLICIES*** ***Section:*** ***4.6.4 Policies for Contaminated Sites, Subsection 4.6.4.1 a), 4.6.4.3 a), and d)*** ***Schedule:***

Chapter 6: Implementation and Interpretation	
6.1 General Policies for Implementation and Interpretation	
6.1.1 The PPS shall be read in its entirety, and all relevant policies are to be applied to each situation.	Section 6 of the EGOP addresses matters of implementation and interpretation of the EGOP. The EGOP contains a policy that requires all planning decisions to conform to Provincial Plans, and to be consistent with the Provincial Policy Planning Statement, subject to applicable Provincial transition provisions. ***Chapter: 6.0 IMPLEMENTATION AND INTERPRETATION*** ***Section: 6.1 Implementation, Subsection 6.1.2 c)*** ***Schedule:***
6.1.2 The PPS shall be implemented in a manner that is consistent with the recognition and affirmation of existing Aboriginal and treaty rights in section 35 of the Constitution Act, 1982.	Under the EGOP' land acknowledgement, the Town of East Gwillimbury recognizes and acknowledges the lands originally used and occupied by the First Peoples of the Williams Treaties First Nations and other Indigenous Peoples, and on behalf of the Mayor and Council, and would like to thank them for sharing this land. The EGOP also acknowledges the Chippewas of Georgina Island First Nation as East Gwillimbury's closest First Nation community and recognize the unique relationship the Chippewas have with the lands and waters of this territory. They are the water protectors and environmental stewards of these lands, and the Town joins them in these responsibilities. It is the intention of the Town of East Gwillimbury to continue to build relationships with Indigenous Peoples across the time horizon of this Plan. As part of that commitment, the Town supports all efforts towards peace and reconciliation and will involve Indigenous Partners in the consultation and land use planning process. The EGOP includes a policy that states, the Town recognizes the unique relationship that First Nations Peoples have with this land, as well as government bodies, which must be honoured in implementing this Plan. ***Chapter: Land Acknowledgement (p. vi), AND; 1.0 Purpose, Vision + Guiding Principles*** ***Section: 1.1 Introduction Subsection 1.1.2 h)***

	Schedule:
6.1.3 The PPS shall be implemented in a manner that is consistent with Ontario Human Rights Code and the Canadian Charter of Rights and Freedoms.	The EGOP is implemented in a manner that is consistent with Ontario Human Rights Code and the Canadian Rights and Freedoms. The EGOP was purposefully written to celebrate inclusivity and diversity, and as such, it avoids the identification of any person or group of persons. This Plan and associated policies apply equally to people of all ages and abilities, ethnicities, religious affiliations, socio-economic circumstances, identities and any other protected human right. ***Chapter: 1.0 INTRODUCTION, VISION + GUIDING PRINCIPLES*** ***Section: 1.1 Introduction Subsection 1.1.2 g)*** ***Schedule:***
6.1.4 When implementing the PPS, the Minister of Municipal Affairs and Housing may make decisions that take into account other considerations to balance government priorities.	N/A ***Chapter:*** ***Section:*** ***Schedule:***
6.1.5 Official plans shall identify provincial interests and set out appropriate land use designations and policies. OPs shall provide clear, reasonable and attainable policies to protect provincial interests and facilitate development in suitable areas. Planning authorities shall keep their OPs up-to date with the PPS. The policies of the PPS continue to apply after adoption and approval of an official plan.	The EGOP identifies provincial interest and sets out appropriate land use designations and policies throughout the Plan. Land use policies can be found in Section 4 of the EGOP. The EGOP provides clear, reasonable and attainable policies to protect provincial interests and facilitate development in suitable areas. It is a policy of the EGOP that the Town review the policies of the EGOP as part of a Provincially mandated review program, to ensure the continued relevance of the objectives and policies contained herein. Such a review will be in accordance with the requirements of the Planning Act. It is a policy of the EGOP that, as a result of new Provincial and/or municipal planning policy priorities/directions, the EGOP shall be appropriately updated. ***Chapter: 6.0 IMPLEMENTATION AND INTERPRETATION*** ***Section: 6.1.4 This Official Plan, Subsection 6.1.4.1 a) and 6.1.4.2 a)***
6.1.6 Planning authorities shall keep their zoning and development permit by-laws up-to-date with their official plans and the PPS by establishing permitted uses, minimum densities, heights and other development standards to accommodate growth and development.	It is a policy of the EGOP that the Town will review existing and future legislation contained in the Planning Act, the Places to Grow Act, the Municipal Act, the Heritage Act, the Development Charges Act and other relevant Provincial statutes that apply to areas of municipal jurisdiction. The Town will, where

	appropriate, amend existing policy and/or By-laws or pass new By-laws to ensure land uses are properly regulated in accordance with the policies of this Plan, relevant legislation and associated regulations. It is a policy of the EGOP that the Town will monitor development activity and changes in land use resulting from amendments to this Plan and changes to the Zoning By-law. Where it is deemed necessary due to changes in the physical, social or economic makeup of the municipality, or as a result of new Provincial, and/or municipal planning policy priorities/directions, the EGOP shall be appropriately updated. ***Chapter: 6.0 IMPLEMENTATION AND INTERPRETATION*** ***Section: 6.1.4 This Official Plan, Subsection 6.1.4.1 c) and 6.1.4.2 a)***
6.1.7 Where a planning authority must decide on a planning matter before their official plan has been updated to be consistent with the PPS, or before other applicable planning instruments have been updated accordingly, it must still make a decision that is consistent with the PPS.	It is a policy of the EGOP that the Town shall ensure that the EGOP is consistent with the Provincial Planning Statement. Where there is a conflict between this Plan and any Provincial or Regional plan or policy documents, the more restrictive policies shall prevail. ***Chapter: 6.0 IMPLEMENTATION AND INTERPRETATION*** ***Section: 6.1 Implementation, Subsection 6.1.2 b)***
6.1.8 In addition to land use approvals under the Planning Act, infrastructure may also have requirements under other legislation and regulations. Wherever possible and practical, approvals under the Planning Act and other legislation or regulations should be integrated provided the intent and requirements of both processes are met.	It is a policy of the EGOP that the Town shall implement the EGOP by using the power conferred upon it by the Planning Act, the Municipal Act, the Heritage Act, the Development Charges Act and such other statutes as may be applicable. The Town will review existing and future legislation contained in the Planning Act, the Municipal Act, the Heritage Act, the Development Charges Act and other relevant Provincial statutes that apply to areas of municipal jurisdiction. ***Chapter: 6.0 IMPLEMENTATION AND INTERPRETATION*** ***Section: 6.1 Implementation, Subsection 6.1.2 a), and 6.1.4.1 c)***
6.1.9a To assess progress on implementation of the PPS, the Province may identify key indicators to measure the outcomes, relevance and efficiency of the policies in the PPS in consultation with municipalities, Indigenous communities, other public bodies and stakeholders.	N/A ***Chapter:*** ***Section:*** ***Schedule:***
6.1.9b To assess progress on implementation of the PPS, the Province may monitor and assess the	N/A ***Chapter:***

implementation of the PPS through the collection and analysis of data under each indicator.	***Section:*** ***Schedule:***
6.1.9c To assess progress on implementation of the PPS, the Province may consider the resulting assessment in each review of the PPS.	N/A ***Chapter:*** ***Section:*** ***Schedule:***
6.1.10 Municipalities are encouraged to monitor and report on the implementation of the policies in their official plans, in accordance with any requirements for reporting planning information to the Province, data standards, and including through any other guidelines that may be issued by the Minister.	It is a policy of the EGOP that, in order to evaluate the effectiveness of the EGOP, the Town will monitor development activity and changes in land use resulting from amendments to this Plan and changes to the Zoning By-law. Monitoring and measuring the performance of the Plan is critical to determine if: • The assumptions inherent to this Plan remain valid; • The implementation of the policies fulfills the overall vision, principles and intent of the policies of this Plan; • Development is being carried out in conformity with the policies of this Plan and consistent with the associated plans, guidelines and manuals adopted by the Town; • Provincial growth and intensification targets as well as the growth and intensification targets of this Plan are being met; • The priorities identified in this Plan remain constant or require change; and • Growth management strategies of this Plan are being implemented. ***Chapter: 6.0 IMPLEMENTATION AND INTERPRETATION*** ***Section: 6.1.4 This Official Plan, Subsection 6.1.4.2 a) and b)***
6.1.11 Strategic growth areas and designated growth areas are not land use designations and their delineation does not confer or alter any new or existing land use designations. Any development on lands within the boundary of these identified areas is still subject to the relevant provincial and municipal land use planning policies and approval processes.	In the EGOP, strategic growth areas and designated growth areas are part of the Regional Structure, which sets out the planning framework to help manage growth in an orderly and sustainable way. They are not intended to be land use designations, and their delineation does not confer or alter any new or existing land use designations. Development within these identified areas is subject to the relevant provincial and municipal land use planning policies and approval processes. ***Chapter: 2.0 GROWTH MANAGEMENT*** ***Section: Schedule:***
6.1.12 Density targets represent minimum standards and planning authorities are encouraged to go beyond these minimum targets, where appropriate,	It is recognized in the EGOP that the projections to 2051 established by York Region and adopted by the Town, are minimum growth estimates that the Town

except where doing so would conflict with any policy of the PPS or any other provincial plan.	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. ***Chapter: 2.0 GROWTH MANAGEMENT*** ***Section: 2.1 Population and Employment Forecasts, Subsection 2.1.1 c)*** ***Schedule:***
6.1.13 Minimum density targets will be revisited at the time of each official plan update to ensure the target is appropriate.	Although minimum density targets are not explicitly mentioned in the Implementation and Interpretation section of the EGOP, the Plan commits to review the policies in the Plan as part of a Provincially mandated review program, to ensure the continued relevance of the objectives and policies contained herein. ***Chapter: 6.0 IMPLEMENTATION AND INTERPRETATION*** ***Section: 6.1.4 This Official Plan, Subsection 6.1.4.1 a)***
## 6.2 Coordination	
6.2.1a A coordinated approach should be used when dealing with planning matters across tiers and orders of government, and with Service Managers, including managing growth integrated with planning for schools and childcare (and other public service facilities/ infrastructure).	It is a policy of the EGOP that the Town shall establish a coordinated, integrated and comprehensive approach when dealing with planning matters within the Town, and throughout all of the lower-tier municipalities within York Region, as well as with other orders of government, agencies, boards and related Service Managers including, among other matters, managing and/or promoting growth and development that is integrated with planning for municipal service infrastructure, waste management systems and public service facilities/community facilities. ***Chapter: 6.0 IMPLEMENTATION AND INTERPRETATION*** ***Section: 6.1 Implementation, Subsection 6.1.1 a) i.***
6.2.1b A coordinated approach should be used when dealing with planning matters across tiers and orders of government, and with Service Managers, including economic development strategies.	It is a policy of the EGOP that the Town shall establish a coordinated, integrated and comprehensive approach when dealing with planning matters within the Town, and throughout all of the lower-tier municipalities within York Region, as well as with other orders of government, agencies, boards and related Service Managers. The Town will support its Economic Development Strategy in order to plan for a strong and healthy economy and anticipate changing economic trends. It is a policy of the EGOP that the Town will continue to collaborate with, and support York Region and

	neighbouring municipalities in an effort to grow in a manner that supports economic development. ***Chapter: 6.0 IMPLEMENTATION AND INTERPRETATION, AND; 3.0 BUILDING A SUCCESSFUL COMMUNITY*** ***Section: 6.1 Implementation, Subsection 6.1.1 a), and; 3.3 A Viable and Financially Responsible Community, Subsection 3.3.2.1 a)*** ***Schedule:***
6.2.1c A coordinated approach should be used when dealing with planning matters across tiers and orders of government, and with Service Managers, including managing resources (natural and cultural heritage, water, mineral, agricultural and archaeological).	It is a policy of the EGOP that the Town shall establish a coordinated, integrated and comprehensive approach when dealing with planning matters within the Town, and throughout all of the lower-tier municipalities within York Region, as well as with other orders of government, agencies, boards and related Service Managers including, among other matters, managing natural heritage, water, agricultural, mineral, and cultural heritage and archaeological resources. ***Chapter: 6.0 IMPLEMENTATION AND INTERPRETATION*** ***Section: 6.1 Implementation, Subsection 6.1.1 a) ii.***
6.2.1d A coordinated approach should be used when dealing with planning matters across tiers and orders of government, and with Service Managers, including infrastructure, multimodal transportation systems, public service facilities and waste management systems.	It is a policy of the EGOP that the Town shall establish a coordinated, integrated and comprehensive approach when dealing with planning matters within the Town, and throughout all of the lower-tier municipalities within York Region, as well as with other orders of government, agencies, boards and related Service Managers including, among other matters, managing and/or promoting growth and development that is integrated with planning for municipal service infrastructure, waste management systems and public service facilities/community facilities. ***Chapter: 6.0 IMPLEMENTATION AND INTERPRETATION*** ***Section: 6.1 Implementation, Subsection 6.1.1 a) i.***
6.2.1e A coordinated approach should be used when dealing with planning matters across tiers and orders of government, and with Service Managers, including ecosystem, shoreline, watershed, and Great Lakes related issues.	It is a policy of the EGOP that the Natural Heritage System is intended to coordinate Natural Heritage System planning and management initiatives with adjacent municipalities and other levels of government, particularly for those features that are ecologically and physically linked. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.4 The Natural Heritage System, Subsection 4.4.1.1 a) vi.*** ***Schedule:***

6.2.1f A coordinated approach should be used when dealing with planning matters across tiers and orders of government, and with Service Managers, including natural and human-made hazards.	It is a policy of the EGOP that the Town shall establish a coordinated, integrated and comprehensive approach when dealing with planning matters within the Town, and throughout all of the lower-tier municipalities within York Region, as well as with other orders of government, agencies, boards and related Service Managers including, among other matters, managing natural heritage, water, agricultural, mineral, and cultural heritage and archaeological resources. ***Chapter: 6.0 IMPLEMENTATION AND INTERPRETATION*** ***Section: 6.1 Implementation, Subsection 6.1.1 a) ii.***
6.2.1g A coordinated approach should be used when dealing with planning matters across tiers and orders of government, and with Service Managers, including population, housing and employment projections based on regional market areas.	It is a policy of the EGOP that the Town shall establish a coordinated, integrated and comprehensive approach when dealing with planning matters within the Town, and throughout all of the lower-tier municipalities within York Region, as well as with other orders of government, agencies, boards and related Service Managers including, among other matters, coordinating population, housing and employment projections, based on regional market areas, as appropriate. ***Chapter: 6.0 IMPLEMENTATION AND INTERPRETATION*** ***Section: 6.1 Implementation, Subsection 6.1.1 a) iii.***
6.2.1a A coordinated approach should be used when dealing with planning matters across tiers and orders of government, and with Service Managers, including addressing housing needs in accordance with provincial policies and plans, including those addressing homelessness.	It is a policy of the EGOP that the Town shall promote coordination among the municipality, senior levels of government and the development industry, community partners and other stakeholders to provide a mix and range of housing options suitable for all ages, household sizes and abilities including: • Affordable housing to address needs throughout the income spectrum, including market and community housing; • Emergency and transitional housing; • Co-housing; group, rooming and additional needs housing; and, • Purpose-built rental housing. ***Chapter: 3.0 BUILDING A SUCCESSFUL COMMUNITY*** ***Section: 3.2.3 Providing Housing Opportunities, Subsection 3.2.3.1 c)*** ***Schedule:***
6.2.2 Planning authorities shall undertake early engagement with Indigenous communities to coordinate on land use planning and share knowledge, exercising treaty rights.	The Town has engaged with Indigenous Communities throughout the process of the preparation of this Plan. That engagement continues. ***Chapter:*** ***Section:***

	Schedule:
6.2.3 Planning authorities are encouraged to engage the public and stakeholders in early, local efforts when implementing the PPS, providing information to citizens, especially equity-deserving groups.	The Town recognizes the unique relationship that First Nations Peoples have with this land, as well as government bodies, which must be honoured in implementing this Plan. The Town acknowledges the input and relationship with stakeholder groups including municipal advisory committees, the Peoples of the Williams Treaty First Nations, including the Chippewas of Georgina Island, York Region and other agencies. ***Chapter: 1.0 PURPOSE, VISION + GUIDING PRINCIPLES*** ***Section: 1.1.2 This Plan, policy h) and i)*** ***Schedule:***
6.2.4 Planning authorities and school boards shall collaborate to facilitate early and integrated planning for schools and associated childcare facilities to meet current and future needs.	The EGOP supports the collaboration of planning authorities and school boards to facilitate early and integrated planning for schools and associated childcare facilities to meet current and future needs, through various policies. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.2.7 Educational Facilities Symbol, Subsection 4.2.7.1 a), 4.2.7.2 a), 4.2.7.3 b)*** ***Schedule:***
6.2.5 Planning authorities shall collaborate with publicly assisted post-secondary institutions, where they exist, to facilitate early and integrated planning for student housing that considers the full range of options for current and future needs.	It is the intent of the EGOP to collaborate with publicly assisted post-secondary institutions, where they exist, to facilitate early and integrated planning for student housing that considers the full range of options for current and future needs. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.2.7 Educational Facilities Symbol, Subsection 4.2.7.1 a) i.*** ***Schedule:***
6.2.6 Further to policy 6.2.5, planning authorities should collaborate with publicly-assisted post-secondary institutions on the development of a student housing strategy that considers off-campus housing targeted to students.	Under the Post Secondary Education Facility Designation, prior to the development of any permitted land use, a comprehensive Master Campus Development Plan shall be prepared by the proponent and approved by the Town. The Master Campus Development Plan shall include a Student Housing Strategy. ***Chapter: 4.0 LAND USE POLICIES*** ***Section: 4.3.6 Post Secondary Education Facility Designation, Subsection 4.3.6.3 c) ii.*** ***Schedule:***
6.2.7 Planning authorities should coordinate emergency management and other economic, environmental and social planning considerations to support efficient and resilient communities.	Through the EGOP, the Town will continue to promote a broad range of practices associated with resilient and sustainable development, including its Thinking Green Development Standards. The range of practices includes emergency planning.

	Chapter: 3.0 BUILDING A SUCCESSFUL COMMUNITY ***Section: 3.6 A Sustainable and Resilient Community, Subsection 3.6.2.1 a)*** ***Schedule:***
6.2.8 Municipalities, the Province, and other appropriate stakeholders are encouraged to undertake a coordinated approach to planning for large areas with high concentrations of employment uses crossing municipal boundaries.	York Region has established, and the Town has adopted, a 2051 employment projection for East Gwillimbury, and is included in the EGOP. ***Chapter: 2.0 GROWTH MANAGEMENT*** ***Section: 2.1.1 Residential and Employment Forecasts***
6.2.9a Where planning is conducted by an upper-tier municipality, planning authorities shall identify and allocate population, housing and employment projections in consultation with lower-tier municipalities.	York Region has established, and the Town has adopted, 2051 residential and employment projections for East Gwillimbury, and is included in the EGOP. ***Chapter: 2.0 GROWTH MANAGEMENT*** ***Section: 2.1.1 Residential and Employment Forecasts*** ***Schedule:***
6.2.9b Where planning is conducted by an upper-tier municipality, planning authorities shall, in consultation with lower-tier municipalities, identify areas where growth and development will be focused, including strategic growth areas, and establish any applicable minimum density targets.	As the Town now holds the planning authorities (formerly by the Region), the Town, in consultation with Region, has identified areas where growth and development will be focused, including strategic growth areas, and establish any applicable minimum density targets ***Chapter: 2.0 GROWTH MANAGEMENT*** ***Section: 2.1 and 2.2*** ***Schedule:***
6.2.9c Where planning is conducted by an upper-tier municipality, planning authorities shall, in consultation with lower-tier municipalities, identify minimum density targets for growth and development taking place in new or expanded settlement areas, where applicable.	See above. ***Chapter:*** ***Section:*** ***Schedule:***
6.2.9d Where planning is conducted by an upper-tier municipality, planning authorities shall, in consultation with lower-tier municipalities, provide policy direction for the lower-tier municipalities on matters that cross municipal boundaries.	See above. ***Chapter:*** ***Section:*** ***Schedule:***
6.2.10 Where there is no upper-tier municipality or where planning is not conducted by an upper-tier municipality, planning authorities shall ensure that policy 6.2.9 is addressed as part of the planning process, and should coordinate these matters with adjacent planning authorities.	See above. ***Chapter:*** ***Section:*** ***Schedule:***

Town of East Gwillimbury

The Corporation of the Town of East Gwillimbury

By-law 2026-XX

Being a By-law to adopt the New Town of East Gwillimbury Official Plan

Whereas Section 17 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended (the "*Planning Act*"), requires lower-tier municipalities, including The Corporation of the Town of East Gwillimbury, to prepare and adopt an Official Plan and submit it to the Minister of Municipal Affairs and Housing for approval; and

Whereas The Corporation of the Town of East Gwillimbury currently has an in effect Official Plan (2010), as amended, which was adopted through By-law 2010-084 on June 28, 2010, and approved by the Ontario Municipal Board; and

Whereas The Corporation of the Town of East Gwillimbury has undertaken a comprehensive Official Plan Review, and has prepared the new Town of East Gwillimbury Official Plan pursuant to all relevant provisions of the *Planning Act*, to replace the current Official Plan (2010), and that the new Official Plan conforms with provincial and regional plans, has regard to matters of provincial interest and is consistent with policy statements issued under the *Planning Act*;

Now therefore the Municipal Council of The Corporation of the Town of East Gwillimbury in accordance with the provisions of the *Planning Act*, enacts as follows:

1. That the new Town of East Gwillimbury Official Plan and associated Appendices and Schedules, attached hereto as Appendix "1" and "2", is hereby adopted; and
2. That the existing Official Plan (2010), as amended, is hereby repealed; and
3. That the repeal of the existing Official Plan (2010) noted above shall not come into force until the new Town of East Gwillimbury Official Plan (as may be modified) is approved by the Minister of Municipal Affairs and Housing and comes into force and effect pursuant to Section 17 of the *Planning Act*; and
4. That the Town Clerk, or their designate, is hereby authorized and directed to make an application to the Ministry of Municipal Affairs and Housing to approve the new Town of East Gwillimbury Official Plan; and;
5. In accordance with the *Planning Act,* the new Town of East Gwillimbury Official Plan shall come into force and effect on the day after the day it is approved, and the existing Official Plan (2010) noted above shall continue in force with respect to any lands within the Town for which approval of the new Official Plan is not granted, until such time as the new Official Plan receives approval under Section 17 of the *Planning Act.*

Any other technical or administrative updates or corrections to give cause and effect to the above shall also be permitted.

Enacted and passed this ___ day of _____, 2026.

Virginia Hackson, Mayor

Tara Lajevardi, Municipal Clerk

APPENDIX “1” and “2” FORMING PART OF BY-LAW NUMBER 2026-XX

Appendix “1” and “2” consists of the new Town of East Gwillimbury Official Plan, as adopted by Council on (month/date), 2026, and attached hereto.

Joint Development Services and Finance Report DS2026-18

To: Committee of the Whole Council

Date: June 23, 2026

Subject: Planning Fee Update

Origin: Development Services, Planning Branch and Finance, Capital and Development Finance Branch

Recommendations

1. That Joint Development Services and Finance Report DS2026-18, dated June 23, 2026, entitled “Planning Fee Update,” be received; and
2. That Council approve the Development Services Fee Schedule as outlined in Appendix 2 of Report DS2026-18; and
3. That Council enact a By-law to amend Schedule A to the Town’s Fees and Charges By-law (2015-078) to reflect the revised Development Services fees, effective August 1, 2026.

Purpose

The purpose of this report is to request Council’s approval for an update to certain Town Planning fees to more accurately reflect cost recovery for the work undertaken by the Town’s Planning Branch.

Background

Through the processing of development applications, the Planning Branch’s review function shapes how the Town grows and delivers services necessary to successfully manage growth and change within the Town. The development review process is a critical component to securing new housing, securing parkland and trails, and driving economic growth and job creation.

In Ontario, the *Planning Act* allows for the recovery of the cost to review an application through the collection of applications fees. In determining fees, the *Planning Act* requires that a tariff of fees “shall be designed to meet only the anticipated cost to the municipality” with “respect of the processing of each type of application provided for in the tariff”. As such, the Town is only permitted to cost recover for activities related to the

processing of development applications and not broader development review activities such as policy development and participation in Ontario Land Tribunal processes.

Once updated, municipalities typically increase Planning application fees annually, based on the Ontario Consumer Price Index. Additionally, a comprehensive review of the fees is completed every 4-5 years to ensure increases in application complexity and costs related to staff review are appropriately considered in the fee amounts.

The Town of East Gwillimbury has not increased Planning fees since it undertook a comprehensive review of application fees in 2020. The current fees charged for Planning related applications are not reflective of cost recovery for the work undertaken by the Planning Branch within Development Services. These fees support the planning resources needed for Planning Branch staff to complete development application reviews in a timely manner. In addition, the nature and complexity of development in East Gwillimbury has changed over the last six years and is not reflective of the level of effort required to review development applications in a timely fashion. Furthermore, legislative changes introduced by the province has further impacted the Town‘s ability to review and provide recommendations for Council‘s consideration in a timely fashion, placing the Town at risk for applications not being brought forward in a timely fashion for decisions.

This report provides an analysis of the current fees, how they compare to the Town’s neighboring municipalities, the Planning Branch’s operating costs, and a recommendation on an appropriate increase (if applicable) for each type of Planning application. The fee increase is a necessary step to ensure that the review of Planning applications does not become a burden to the Town’s residents and its tax base, and also ensures that the Town is meeting its legislative timelines in reviewing development applications.

Bill 109, *More Homes for Everyone Act*, 2022 received Royal Assent on April 14, 2022. This new legislation, which amended the *Planning Act*, introduced prescribed timelines for development application review, otherwise municipalities are at risk of having to refund application fees, which would be a loss of revenue for municipalities to assist with cost recovery. The legislated timelines for a decision have put more pressure on Planning staff and have resulted in the need for increased Planning resources to meet these timelines. Planning fees help recover the costs associated with the resourcing needed to meet the new timelines for review under the Planning Act. Despite these legislative changes, the Planning Branch has continued to operate with limited resources to address the growing increase in applications.

Analysis

Town staff completed a review of select Planning application resources to determine whether current fees adequately recover the costs associated with processing applications. This review was limited in scope.

The review considered:

- the scope and complexity of each application type;
- the level of staff involvement required;
- the extent of technical review and coordination;
- requirements for legal agreements and documentation; and,
- the degree of public consultation and Council reporting required.

This analysis determined that several Planning application fees do not currently recover the Town's full cost of service. Adjustments to the rates for the following Planning applications are proposed:

- Official Plan Amendment - Major
- Zoning By-law Amendment - Major
- Zoning By-law Amendment - Minor
- Draft Plan of Subdivision (Residential)
- Draft Plan of Condominium
- Subdivision/Condominium Agreement
- Draft Plan Extension
- Site Plan - Major
- Site Plan - Minor
- Site Plan Amendment - Major
- Site Plan Amendment - Minor
- Telecommunications Tower

Updating the selected Planning fees will improve cost recovery, ensuring sufficient funding is available to support the Town's Planning function.

The Planning Act permits municipalities to recover anticipated costs of processing applications

Section 69(1) of the *Planning Act* provides municipalities with the authority to impose fees related to the processing of planning applications, provided that the fees are designed to recover "only the anticipated cost to the municipality" associated with the processing of each application type.

The fee analysis was completed in accordance with the requirements of the *Planning Act* and reflects the anticipated costs incurred by the Town in processing the application types reviewed.

The fee review evaluated both direct and indirect costs associated with application processing

The fee review included an assessment of the costs associated with processing Planning applications, including a review of departmental operating and capital budgets and consultation with Planning staff responsible for delivering these services.

Planning application fees are intended to recover some or all of the costs incurred by the Town in providing development review services. The analysis considered both direct and indirect costs associated with processing applications.

Direct costs include expenses directly attributable to the processing of planning applications, including:

- salaries and benefits of planning staff involved in application review;
- operational costs associated with service delivery; and
- a proportionate share of facility and administrative costs for Planning Branch operations related to those activities.

Indirect costs include corporate overhead and support services reasonably attributable to development review activities, including corporate administrative support and support and resources from other departments.

The analysis compared total anticipated costs with projected fee revenues to determine current cost recovery levels and identify appropriate fee adjustments.

Proposed fee adjustments will increase cost recovery

Based on the cost analysis and review of current cost recovery levels, the following fee adjustments are recommended:

Application Type	Current Base Fee / Application	Proposed Base Fee / Application
Official Plan Amendment - Major	$34,606.90	$46,720.00
Zoning By-law Amendment - Major	$24,527.30	$33,110.00
Zoning By-law Amendment - Minor	$13,986.40	$18,880.00
Draft Plan of Subdivision (Residential)	$23,200.80	$37,120.00
Draft Plan of Condominium	$26,335.40	$42,140.00
Subdivision/Condominium Agreement	$8,801.20	$11,880.00
Draft Plan Extension	$5,238.20	$7,070.00

Site Plan - Major	$7,112.00	$11,380.00
Site Plan - Minor	$4,308.20	$5,820.00
Site Plan Amendment - Major	$1,356.00	$5,690.00
Site Plan Amendment - Minor	$1,356.00	$2,910.00
Telecommunications Tower	$4,563.70	$6,160.00

Schedule A to the Fees and Charges By-law 2015-078 provides notes to explain what constitutes an application as major versus minor.

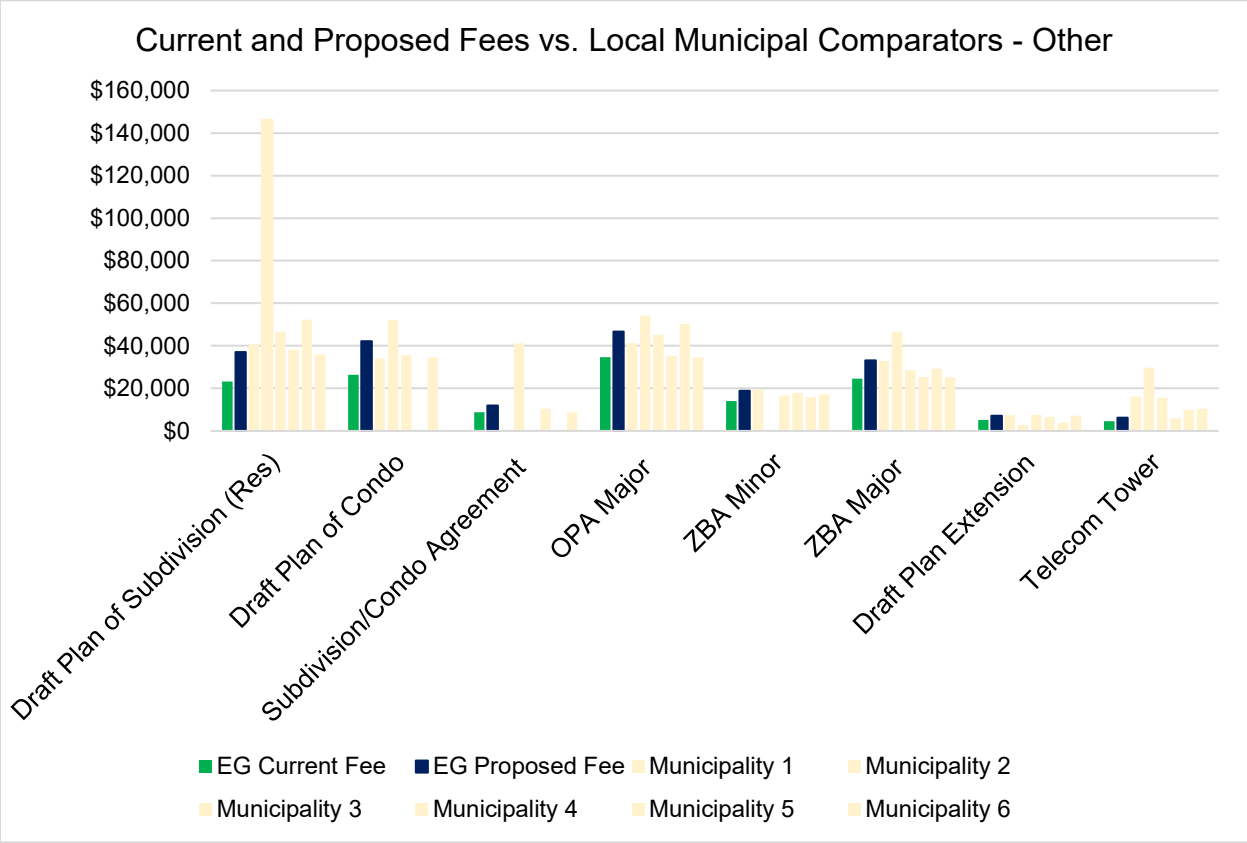
The proposed fees are recommended to take effect August 1, 2026, through an amendment to the Town's Fees and Charges By-law 2015-078. The revised Schedule A to the by-law is included in this report as Appendix 2.

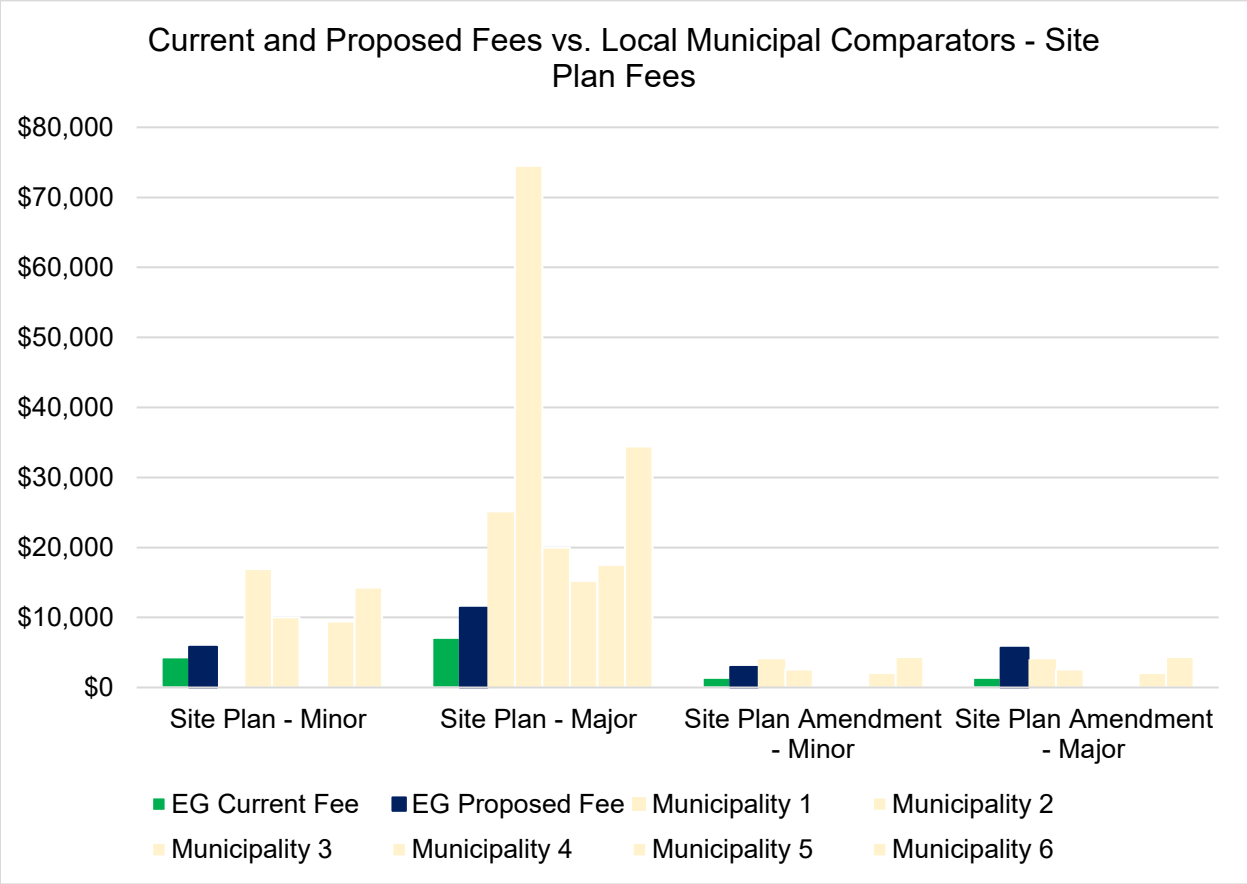
Benchmarking confirms the Town's fees remain lower than comparable municipalities

A municipal benchmarking review was undertaken to supplement the cost analysis and compare the Town's Planning fees with those of neighboring municipalities, including Aurora, Bradford, Georgina, King, Newmarket, and Stouffville.

Benchmarking was used to validate the reasonableness of the proposed fees; however it does not account for differences in municipal service levels, organizational structure, application complexity or levels of development activity. The benchmarking review is to be used as a secondary reference point to support the findings of the cost analysis rather than as the primary basis for determining proposed fee amounts. It does however provide Council and the public with an understanding of the comparative costs of the Town's fees.

The benchmarking graphs below demonstrate that, even with the proposed fee adjustments, East Gwillimbury remains competitive when compared with neighbouring municipalities.


Current and Proposed Fees vs. Local Municipal Comparators - Other
$160,000
$140,000
$120,000
$100,000
$80,000
$60,000
$40,000
$20,000
$0
Draft Plan of Subdivision (Res)
Draft Plan of Condo
Subdivision/Condo Agreement
OPA Major
ZBA Minor
ZBA Major
Draft Plan Extension
Telecom Tower
EG Current Fee
EG Proposed Fee
Municipality 1
Municipality 2
Municipality 3
Municipality 4
Municipality 5
Municipality 6



The fee review also considered administrative amendments to the existing fee schedule to ensure clarity and consistency of fee calculations. This included:

- revision of “Draft Plan of Subdivision” Fees to remove Part Lot/Block fees from the calculation and to clarify that Residential fees are per unit, not per lot.
- removal of “Site Plan Approval (Council Approval Fees)” since Site Plan Approval is delegated to staff.
- removal of “Site Plan Approval Level 3 – Standard” to consider a basic or exemption fee only.
- amendment to the “Site Plan Revision” fee to exclude the first 4 submissions, instead of 3 submissions.
- removal of the “Telecommunication Tower Application Level 2 – Basic” fee for Telecommunication Tower Applications.
- revision of titles and/or details for further clarification.

Financial Implications

The proposed fee adjustments will improve the Town's cost recovery for planning application review services and will enable the Town to provide a higher service level than currently available to applicants.

The increased revenues generated through the proposed fee schedule will assist the Town in supporting staffing and operational requirements, rebuilding and stabilizing the Planning reserve, and improving the long-term financial sustainability of development review services. A more fulsome review of the Town's fees and charges is planned for 2027 and will be included in the proposed capital budget submission.

Need For Public Consultation

There is no statutory requirement to consult with the public on increasing Planning application fees. Section 69 (1) of the *Planning Act, R.S.O. 1990, c.P.13* as amended and Section 391 of the *Municipal Act, 2001, S.O. 2001, c.25* allows municipalities to establish fees for the processing of Planning applications through enacting a by-Law. The fees are implemented through Town's Fees and Charges By-law 2015-078. Revised fees can be implemented through an amendment to this by-law.

This report is presented in open session. All reports, agendas and minutes are publicly available on the Town's website.

Alignment to Strategic Plan

Quality Programs and Service

This strategic priority aims to provide value for tax dollars through the delivery of programs and services that support our economic, environmental, and social goals. Growth within the Town requires the need for more infrastructure, servicing, parks and community facilities, which contribute to achieving these goals.

Responsible Growth

This strategic priority ensures development occurs in an intentional, sustainable fashion, with a focus on preserving the Town's cultural heritage and environmental features. This can be achieved by strengthening and updating policy frameworks to support intentional, sustainable growth. Planning fees help to support the resourcing needs to develop the plans, strategies, guidelines, and policies to ensure responsible and balanced growth is achieved.

Build Complete Communities

Building complete communities is at the forefront of the Planning Branch and is a priority for the team when reviewing any Planning application. Complete communities require sufficient plans, strategies, guidelines and policies to develop a framework to help shape these communities. Planning fees help to support the resourcing need to develop these planning frameworks, which guide how we address growth.

Conclusion

Town staff have reviewed the Planning application fees and recommend Council approve an update to the Development Services Fee Schedule as outlined in Appendix 2 of this report.

Appendices

Appendix 1 - Draft By-law to Amend By-law 2015-07
Appendix 2 - Amended “Schedule A Development Services” to By-law 2015-07

Approval

Report Author:

Joanna Craig
Intermediate Planner
Development Services

Report Author:

Carolyn Brown
Director, Capital and Development Finance
Finance

This report was reviewed and recommended by:

Kerri Voumvakis
General Manager, Development Services

This report was reviewed and recommended by:

Warren Marshall
General Manager, Finance/Treasurer

This report was approved by:

Mark Valcic
Chief Administrative Officer

Appendix 1 - Draft By-law to Amend By-law 2015-07

The Corporation of the Town of East Gwillimbury

By-law 202X-XX

Being a By-law to Amend By-law Number 2015-078, specifically Schedule A to revise fees and charges for the Corporation of the Town of East Gwillimbury

Whereas *The Municipal Act*, S.O. 2001, Chapter 25, Section 391.(1) states that a municipality may impose fees or charges to recover costs associated with providing services or activities to the community;

Now therefore the Municipal Council of The Corporation of the Town of East Gwillimbury enacts as follows:

1. That the following schedule to By-law 2015-078 shall be replaced, with revised rates to become effective August 1, 2026, 2026:

   Schedule A – Development Services (attached)

Enacted and passed this ___day of ___, 202X.

_____
Virginia Hackson, Mayor

_____
Tara Lajevardi, Municipal Clerk

Town of East Gwillimbury
Fees for Development Services
Schedule A to By-law 2015-078, Amended July, 2026

	Service Provided	Fee	Unit of Measure	HST Applicable
Official Plan Amendment				
1	Major Application (see Note 1)	$46,720.00	Per application	No
2	Minor Application (see Note 1)	$21,590.10	Per application	No
Zoning By-law Amendment				
3	Major Application (see Note 2)	$33,110.00	Per application	No
4	Minor Application (see Note 2)	$18,880.00	Per application	No
5	Removal of Holding Symbol	$7,395.20	Per application	No
6	Temporary Use By-law	$9,350.30	Per application	No
Draft Plan of Subdivision (see Note 3)				
7	**Residential**	$37,120.00	Per application	No
	Plus:			
	Residential	$541.40	Per lot or unit	No
	Per hectare for all other lands, including Blocks (see Note 4)	$910.50	Per hectare for all other lands	No
8	**Non-Residential**	$23,612.30	Per application	No
	Plus: Commercial / Industrial / Institutional (see Note 4)	$5,631.65	Per hectare	No
Draft Plan of Condominium				
9	Draft Plan of Condominium	$42,140.00	Per application	No
Agreements for Draft Plan of Subdivision / Condominium				
10	Agreement Preparation	$11,880.00	Per application	No
11	Registration of Each Phase	$3,962.90	Per registration	No
12	Amendments to an executed Agreement	50% of agreement preparation		No
Other fees for Draft Plan of Subdivision / Condominium				
13	Revisions to a Draft Approved Plan of Subdivision/Condominium or Conditions	$5,331.10	Per request	No
14	Revision Fees (where Applicants fail to address comments and require re-circulation beyond the 4th submission)	$5,331.10	Per submission	No
15	Request of Extension of Draft Approval	$7,070.00	Per request	No
Exemption to Part Lot Control				
16	Part Lot Control	$10,119.30	Per application	No
	Plus: Per lot or unit fee (if a per lot or unit fee has not previously been paid at Draft Plan of Subdivision)	$201.30	Per lot or unit	~~No~~
Site Plan Approval				
17	**Major (see Note 5)**	$11,380.00	Per application	No
	Plus: Residential	$434.90	Per lot or unit	No
	Commercial / Industrial / Institutional uses	$3.15	Per square metre of GFA	No
18	**Minor (see Note 6)**	$5,820.00	Per application	No
	Plus: Residential	$434.90	Per lot or unit	No
	Commercial / Industrial / Institutional uses	$3.15	Per square metre of GFA	No
19	Basic	$3,016.60	Per application	No
20	Exemption	$603.80	Per application	No

Town of East Gwillimbury
Fees for Development Services
Schedule A to By-law 2015-078, Amended July, 2026

	Service Provided	Fee	Unit of Measure	HST Applicable
Agreements for Site Plan Approval				
21	Site Plan Agreement Preparation (Major & Minor)	$2,412.65	Per application	No
22	Amendments to an executed Site Plan Agreement - Major	$5,690.00	Per request	No
	Amendments to an executed Site Plan Agreement - Minor	$2,910.00	Per request	No
23	Revision Fees (where Applicants fail to address comments and require re-circulation beyond the 4th submission)	$1,514.30	Per submission	No
Committee of Adjustment Application				
24	Minor Variance	$2,094.20	Per application	No
25	Re-circulation for Minor Variance (Revision or Deferral)	$1,350.20	Per request	No
26	Change of Condition for Minor Variance	$965.60	Per request	No
27	Consent Application	$4,282.80	Per application	No
	Plus: Per new lot created	$1,930.00	Per new lot created	No
28	Re-circulation for Consent Application (Revision or Deferral)	$3,016.60	Per request	No
29	Change of Condition for Consent Application	$1,810.15	Per request	No
30	Validation of Title	$4,016.70	Per application	No
Community Design Plan				
Note	Community Design Plan	$13,578.00	Per application	No
	Plus: Per hectare	$910.50	Per hectare	No
Telecommunication Tower Application				
33	Standard	$6,160.00	Per application	No
34	Exemption	$542.70	Per application	No
Administrative Fees				
	General Fees			
35	Preliminary Zoning Review - Simple	$149.00	Per request	No
36	Preliminary Zoning Review - Complex	$298.00	Per request	No
37	Zoning Confirmation Letter (see Note 7)	$156.90	Per request	No
38	Report to Council (see Note 8)	$1,447.10	Per request	No
39	Digital GIS File Request (Hourly rate)	$60.45	Per hour	Yes
40	File Maintenance Fee (Annual Fee) -files not active for over 1 year	$880.55	Per application	No
	OLT (Ontario Land Tribunal) Reference Fees			
41	Plan of Subdivision / Condominium	$746.40	Per application	No
42	Official Plan and Zoning By-law Amendment	$746.40	Per application	No
43	Site Plan Approval	$746.40	Per application	No
44	Consent Application	$385.70	Per application	No
45	Minor Variance Application	$385.70	Per application	No
	Pre-Consultation Fees			
46	Standard Application	$916.00	Per request	No
47	Simple Application	$610.60	Per request	No
	Other Applications			
48	Heritage Application - Removal Request	$603.80	Per request	No
49	Request for Change of Municipal Addressing	$838.60	Each	Yes

Town of East Gwillimbury
Notes to Schedule A of By-law 2015-078

Note 1: Official Plan Amendments

For purposes of this By-law as it pertains to Official Plan Amendments, the following shall apply:

Major: An application to amend the Official Plan that is more significant in scale and scope than minor official plan amendments and which may have a greater impact or policy implications beyond the subject lands. A site specific application could also fall in this category, if considered to represent large scale redevelopment or significant change in use. An application involving significant changes to the text or policies of the Official Plan would also fall in this category.

Minor: An application for a minor, site specific and small scale amendment or exception to Official Plan policies having limited impact or policy implications beyond the subject lands. An application is deemed to be minor if it proposes a modification to an existing policy but does not propose the re-designation of the lands to which the application applies.

Note 2: Zoning By-law Amendments

For the purposes of this By-law as it pertains to Zoning By-law Amendments, the following shall apply:

Major: An application that is significant in scale and scope which may have greater impact beyond the subject lands. Such application may include:
- If the proposal represents a large scale development
- Significant change in use, zoning category or development standards

Minor: An application that is small scale and have no significant impact on adjoining lands. Such application may include:
- Only site-specific
- Request for permitted use within an existing building with no significant changes to development standards
- The development is considered as minor in nature

Note 3: Draft Plan of Subdivision Applications

Draft Plan of Subdivision Applications submitted before January 1, 2021 will be subject to the Fees for Development Services in Schedule A to By-law 2015-078, indexed to January 1, 2020. Any applications submitted on or after January 1, 2021 will be subject to the latest Fee By-law.

Note 4: Per hectare of all other lands

All other lands within the draft plan excluding roads, road widenings and environmental protection lands, including residential lands not provided lots or a specified unit number.

Note 5: Major Site Plan Applications

These site plan applications are significant in scale and scope and may have greater impact beyond the subject lands. A number of studies, plans, reports and agreements will be required as part of these applications.

A Peer Reviewer may be required to review the application. The cost of the Peer Reviewer will be determined at the time of application at the expense of the Applicant.

Note 6: Minor Site Plan Applications

Minor site plan applications are generally smaller in scale and have less to no significant impact on adjoining lands and the lands themselves.

Basic application is an application that generally has less impact to the area but requires additional technical information with minor agreements.

Exemption application is an application that has no to minimal impact and does not require an agreement.

The type of site plan application that a proposed development will be subject to will be determined at the pre-consultation stage of the application process.

A Peer Reviewer may be required to review the application. The cost of the Peer Reviewer will be determined at the time of application at the expense of the Applicant.

Note 7: Zoning Confirmation Letters

These letters are provided to confirm the land use zoning permission on the subject property.

Other requests included but not limited to: residential driveway or parking area review, including proposed driveway widenings, or confirmation of legal non-conforming use is subject to this fee.

If the Zoning Comfirmation Letter is related to another application, permit, or process within the Town, then the set fee will be reduced by 50%.

Note 8: Report to Council

This fee is for Reports that require Council decision that is not tied to a specific development application.

Examples include, but are not limited to, the following: Municipal Zoning Orders, Servicing Requests outside of the Engineering Standards or Requests to change approved Municipal Street Names.

Appendix 2 - Amended "Schedule A Development Services" to By-law 2015-07

Town of East Gwillimbury
Fees for Development Services
Schedule A to By-law 2015-078, Amended July, 2026

	Service Provided	Fee	Unit of Measure	HST Applicable
Official Plan Amendment				
1	Major Application (see Note 1)	$46,720.00	Per application	No
2	Minor Application (see Note 1)	$21,590.10	Per application	No
Zoning By-law Amendment				
3	Major Application (see Note 2)	$33,110.00	Per application	No
4	Minor Application (see Note 2)	$18,880.00	Per application	No
5	Removal of Holding Symbol	$7,395.20	Per application	No
6	Temporary Use By-law	$9,350.30	Per application	No
Draft Plan of Subdivision (see Note 3)				
7	**Residential**	$37,120.00	Per application	No
	Plus:			
	~~Single Detached & Multi~~ Residential~~, and~~	$541.40	Per lot or unit	No
	Per hectare for all other lands, including Blocks (see Note 4)	$910.50	Per hectare for all other lands	No
	~~Part Lot/Block~~	~~50% of the per lot or unit fee~~		~~No~~
8	**Non-Residential**	$23,612.30	Per application	No
	Plus: Commercial / Industrial / Institutional (see Note 4)	$5,631.65	Per hectare	No
Draft Plan of Condominium				
9	Draft Plan of Condominium	$42,140.00	Per application	No
Agreements for Draft Plan of Subdivision / Condominium				
10	Agreement Preparation	$11,880.00	Per application	No
11	Registration of Each Phase	$3,962.90	Per registration	No
12	Amendments to an executed Agreement	50% of agreement preparation		No
Other fees for Draft Plan of Subdivision / Condominium				
13	Revisions to a Draft Approved Plan of Subdivision/Condominium or Conditions	$5,331.10	Per request	No
14	Revision Fees (where Applicants fail to address comments and require re-circulation beyond the ~~3rd~~ 4th submission)	$5,331.10	Per submission	No
15	Request of Extension of Draft Approval	$7,070.00	Per request	No
Exemption to Part Lot Control				
16	Part Lot Control	$10,119.30	Per application	No
	Plus: Per lot or unit fee (if a per lot or unit fee has not previously been paid at Draft Plan of Subdivision)	$201.30	Per lot or unit	~~No~~
Site Plan Approval ~~(Council Approval) (see Note 5)~~				
17	**Major ~~- Council Approval~~ (see Note 5)**	$11,380.00	Per application	No
	Plus: Residential	$434.90	Per lot or unit	No
	~~Multiple Residential~~	~~$322.30~~	~~Per lot or unit~~	~~No~~
	Commercial / Industrial / Institutional uses	$3.15	Per square metre of GFA	No
18	**Minor ~~- Council Approval~~ (see Note 6)**	$5,820.00	Per application	No
	Plus: Residential	$434.90	Per lot or unit	No
	~~Multiple Residential~~	~~$322.30~~	~~Per lot or unit~~	~~No~~
	Commercial / Industrial / Institutional uses	$3.15	Per square metre of GFA	No

Town of East Gwillimbury
Fees for Development Services
Schedule A to By-law 2015-078, Amended July, 2026

	Service Provided	Fee	Unit of Measure	HST Applicable
~~Site Plan Approval (Staff Delegated Approval) (see Note 6)~~				
~~19~~	~~Level 3 - Standard~~	~~$3,619.10~~	~~Per application~~	~~No~~
20	~~Level 2 -~~ Basic	$3,016.60	Per application	No
21	~~Level 1 -~~ Exemption	$603.80	Per application	No
Agreements for Site Plan Approval				
22	Site Plan Agreement Preparation ~~(Council Approval)~~ (Major & Minor)	$2,412.65	Per application	No
23	Amendments to an executed Site Plan Agreement - Major	$5,690.00	Per request	No
	Amendments to an executed Site Plan Agreement - Minor	$2,910.00	Per request	No
24	Revision Fees (where Applicants fail to address comments and require re-circulation beyond the ~~3rd~~ 4th submission)	$1,514.30	Per submission	No
Committee of Adjustment Application				
25	Minor Variance ~~/ Permission~~	$2,094.20	Per application	No
26	Re-circulation for Minor Variance ~~/ Permission~~ (Revision or Deferral)	$1,350.20	Per request	No
27	Change of Condition for Minor Variance ~~/ Permission~~	$965.60	Per request	No
28	Consent Application	$4,282.80	Per application	No
	Plus: Per new lot created	$1,930.00	Per new lot created	No
29	Re-circulation for Consent Application (Revision or Deferral)	$3,016.60	Per request	No
30	Change of Condition for Consent Application	$1,810.15	Per request	No
31	Validation of Title	$4,016.70	Per application	No
Community Design Plan				
32	Community Design Plan	$13,578.00	Per application	No
	Plus: Per hectare	$910.50	Per hectare	No
Telecommunication Tower Application				
33	~~Level 3 -~~ Standard	$6,160.00	Per application	No
~~34~~	~~Level 2 - Basic~~	~~$1,447.10~~	~~Per application~~	~~No~~
35	~~Level 1 -~~ Exemption	$542.70	Per application	No
Administrative Fees				
	General Fees			
36	Preliminary Zoning Review - Simple	$149.00	Per request	No
37	Preliminary Zoning Review - Complex	$298.00	Per request	No
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40	Digital GIS File Request (Hourly rate)	$60.45	Per hour	Yes
41	File Maintenance Fee (Annual Fee) -files not active for over 1 year	$880.55	Per application	No
	OLT (Ontario Land Tribunal) Reference Fees			
42	Plan of Subdivision / Condominium	$746.40	Per application	No
43	Official Plan and Zoning By-law Amendment	$746.40	Per application	No
44	Site Plan Approval	$746.40	Per application	No
45	Consent Application	$385.70	Per application	No
46	Minor Variance Application	$385.70	Per application	No

Town of East Gwillimbury
Fees for Development Services
Schedule A to By-law 2015-078, Amended July, 2026

	Service Provided	Fee	Unit of Measure	HST Applicable
	Pre-Consultation Fees			
47	Standard Application	$916.00	Per request	No
48	Simple Application	$610.60	Per request	No
	Other Applications			
49	Heritage Application - Removal Request	$603.80	Per request	No
50	Request for Change of Municipal Addressing	$838.60	Each	Yes

Town of East Gwillimbury
Notes to Schedule A of By-law 2015-078

Note 1: Official Plan Amendments

For purposes of this By-law as it pertains to Official Plan Amendments, the following shall apply:

Major: An application to amend the Official Plan that is more significant in scale and scope than minor official plan amendments and which may have a greater impact or policy implications beyond the subject lands. A site specific application could also fall in this category, if considered to represent large scale redevelopment or significant change in use. An application involving significant changes to the text or policies of the Official Plan would also fall in this category.

Minor: An application for a minor, site specific and small scale amendment or exception to Official Plan policies having limited impact or policy implications beyond the subject lands. An application is deemed to be minor if it proposes a modification to an existing policy but does not propose the re-designation of the lands to which the application applies.

Note 2: Zoning By-law Amendments

For the purposes of this By-law as it pertains to Zoning By-law Amendments, the following shall apply:

Major: An application that is significant in scale and scope which may have greater impact beyond the subject lands. Such application may include:
- If the proposal represents a large scale development
- Significant change in use, zoning category or development standards

Minor: An application that is small scale and have no significant impact on adjoining lands. Such application may include:
- Only site-specific
- Request for permitted use within an existing building with no significant changes to development standards
- The development is considered as minor in nature

Note 3: Draft Plan of Subdivision Applications

Draft Plan of Subdivision Applications submitted before January 1, 2021 will be subject to the Fees for Development Services in Schedule A to By-law 2015-078, indexed to January 1, 2020. Any applications submitted on or after January 1, 2021 will be subject to the latest Fee By-law.

Note 4: Per hectare of all other lands

All other lands within the draft plan excluding roads, road widenings and environmental protection lands, including residential lands not provided lots or a specified unit number.

Note 5: ~~Council Approval for~~ Major Site Plan Applications

These site plan applications are significant in scale and scope and may have greater impact beyond the subject lands~~, requiring approval from Town Council~~. A number of studies, plans, reports and agreements will be required as part of these applications.

A Peer Reviewer may be required to review the application. The cost of the Peer Reviewer will be determined at the time of application at the expense of the Applicant.

Note 6: ~~Staff Delegated Approval for~~ Minor Site Plan Applications

~~These~~ Minor site plan applications are generally smaller in scale and have less to no significant impact on adjoining lands and the lands themselves.

~~Level 3 - Standard application is an application that is minor in nature but requires studies and agreements.~~

~~Level 2 -~~ Basic application is an application that generally has less impact to the area but requires additional technical information with minor agreements.

~~Level 1 -~~ Exemption application is an application that has no to minimal impact and does not require an agreement.

The type of site plan application that a proposed development will be subject to will be determined at the pre-consultation stage of the application process.

A Peer Reviewer may be required to review the application. The cost of the Peer Reviewer will be determined at the time of application at the expense of the Applicant.

Note 7: Zoning Confirmation Letters

These letters are provided to confirm the land use zoning permission on the subject property.

Other requests included but not limited to: residential driveway or parking area review, including proposed driveway widenings, or confirmation of legal non-conforming use is subject to this fee.

If the Zoning Confirmation Letter is related to another application, permit, or process within the Town, then the set fee will be reduced by 50%.

Note 8: Report to Council

This fee is for Reports that require Council decision that is not tied to a specific development application.

Examples include, but are not limited to, the following: Municipal Zoning Orders, Servicing Requests outside of the Engineering Standards or Requests to change approved Municipal Street Names.

Development Services Report DS2026-19

To: Committee of the Whole Council

Date: June 23, 2026

Subject: Green Earth Village
Community Design Plan and Zoning By-law Amendment
East Gwill Ltd. and GEV LP (Green Earth Village)
Recommendation Report
[Files: ZBA.26.01 and CDP.25.02]

Origin: Development Services, Planning Branch

Recommendations

1. That Development Services, Planning Branch Report DS2026-19 dated June 23, 2026, entitled “Green Earth Village Community Design Plan and Zoning By-law Amendment” be received; and
2. That Council endorse the Community Design Plan concept illustrated within Appendix 6 which forms part of Development Services Report DS2026-19; and
3. That Council approve the Zoning By-law Amendment included as Appendix 7 of Report DS2026-19 to rezone the lands from Rural “RU” Zone and Site Specific Rural “(RU-119)” Zone to Holding One Site Specific Mixed Use Seven “(MU7-188(H1)”, Holding Two Site Specific Mixed Use Seven “(MU7-189(H2)”, Holding One Site Specific Mixed Use Seven “(MU7-190(H1)” and Site Specific Environmental Protection “(EP-191)”; and
4. That Council delegate the General Manager of Development Services approval authority for Draft Plan of Subdivision approval for the Green Earth Village development pursuant to Section 51 of the *Planning Act*, until December 31, 2026.
5. That Council authorize the General Manager of Engineering and Public Works to execute an Earthworks Agreement to permit the developer to commence earthworks subject to all necessary approvals being in place.

Purpose

This report seeks Council’s endorsement of the Green Earth Village Community Design Plan (CDP) and approval of the implementing Zoning By-law Amendment (ZBA) for a portion of the lands as identified on Appendix 7. The proposed CDP is located within the

Complete Communities Plan Area as illustrated on Schedule 3G-1 of the new East Gwillimbury Official Plan, 2026. The CDP is a master planning exercise that impacts the majority of the subject lands to facilitate the future development of a mixed-use community. It is a non-statutory application, submitted in June 2025 prior to the Draft Plan of Subdivision and Zoning By-law Amendment applications. It is important to note that development within Green Earth Village will develop incrementally over numerous years.

The applications propose to permit the development of a mixed-use residential subdivision comprised of +/- 3,776 units (low to high density, residential mixed-use and commercial mixed use), several commercial blocks, an institutional use (Southlake Hospital), a long-term care facility, several park blocks and a school block. The applicant is proposing to develop the subject lands in two phases (Appendix 2). The proposed Draft Plan of Subdivision has been submitted for phase 1 while the proposed Zoning By-law Amendment is for both phases. Additionally, the proposed CDP includes all lands within Community Design Plan #4 as identified by Schedule 3 of the new 2026 Official Plan (Appendix 5). It is noteworthy to note that the number of residential uses may decrease as the technical review is addressed.

The ZBA application proposes to re-zone the subject lands from Rural “RU” zone and Site Specific Rural “(RU-119)” to Holding One Site Specific Mixed Use Seven “(MU7-188(H1)”, Holding Two Site Specific Mixed Use Seven “(MU7-189(H2)”, Holding One Site Specific Mixed Use Seven “(MU7-190(H1)” and Site Specific Environmental Protection “(EP-191)”. The ZBA would implement a portion of the proposed Green Earth Village CDP and reflect the proposed land use changes in the 2026 Draft Official Plan (Appendix 5).

Approval of the rezoning application would permit a variety of residential building typologies including single detached dwellings, semi-detached dwellings, stacked townhouses and apartments. In addition, a variety of commercial uses would be permitted including commercial recreation, hotel/motel and commercial school, gas bar, movie theatre, and motor vehicle sales among other ancillary uses. The ZBA will facilitate the development of a hospital, long term care, laboratories, research and development facilities, supportive living and a hospice. Furthermore, an H1 and H2 holding provision are proposed on all lands. Additional details on the proposed ZBA will be covered in the “Town of East Gwillimbury Zoning By-law 2018-043, as amended” section of this report.

Staff Delegation Draft Plan of Subdivision Approval

The delegation of Draft Plan of Subdivision approval authority to the General Manager of Development Services is important to ensure the continued and timely processing of the Green Earth Village applications during the municipal election period, when Council may be subject to restrictions associated with the "lame duck" provisions of the

Municipal Act. Granting delegated authority will help avoid unnecessary delays in the review and approval process, particularly where all technical requirements and agency clearances have been satisfied and can be addressed as conditions of draft plan approval. This is especially important given the proposed inclusion of the future Southlake Health hospital lands within the development, where timely progression through the planning process is necessary to support broader regional healthcare planning objectives and ensure that critical infrastructure and community-serving facilities can advance in a coordinated manner. Delegated authority will provide certainty to all parties while maintaining the Town's ability to ensure that all applicable planning, engineering, environmental, and servicing requirements are addressed prior to approval. The General Manager already has final approval of the Plan of Subdivision related to subdivision agreements amongst other matters. Draft plan of approval with conditions is a technical process whereby conditions of agencies and Town branches are applied to the development and must be satisfied prior to any development occurring. The conditions are technical in nature.

Background

Location

The subject lands are located north of Queensville Sideroad, south of the proposed Bradford Bypass (Highway 425) between 2nd Concession Road and Leslie Street (Appendix 1).

Surrounding Land Uses/Site Characteristics

Phases 1 and 2 of the proposed development comprise approximately 175 hectares (432 acres) while Phase 1 of the draft plan of subdivision is comprised of 108.4 hectares (267.8 acres). The subject lands are primarily agricultural lands under active cultivation, located within the Town's Central Growth Area.

The subject property and surrounding area contain a variety of land uses including agricultural, rural, industrial, institutional and commercial uses as shown in Appendix 1. The surrounding land-uses are as follows:

- North: Proposed Bradford Bypass and existing agricultural lands.
- South: Agricultural lands and low density residential.
- West: Agricultural lands and rural residential lands.
- East: Cemetery and existing low density residential subdivision.

Community Design Plan (CDP)

A Community Design Plan (CDP) is a detailed, area-specific planning document used to guide how a particular neighbourhood or growth area should develop over time. It translates high-level policies in the *Planning Act* and the Town's Official Plan into a cohesive vision for land use, built form, streets, parks, and infrastructure within a defined area. Details identified through a CDP include:

- Location and layout of proposed parks;
- Walkable streetscapes;
- Transitions and boundaries between uses;
- Housing forms and densities;
- Delivery of services and infrastructure;
- Layout of road network and transit routes;
- Layout/function of environmental buffers, natural heritage, open space and stormwater management facilities;
- Cultural heritage preservation strategy plan;
- School block locations and size
- Commercial blocks;
- Detailed phasing plans; and
- Urban design guidelines.

Proposed Development

Green Earth Village is located within Community Design Plan #4 identified by Schedule 3 of the new 2026 Official Plan (Appendix 4). The overall Community Design Plan #4 is comprised of approximately 562 acres (Appendix 6). The Green Earth Village ownership group account for approximately 432 acres within CDP area #4. The balance of the land is primarily owned by York Region and the Ministry of Transportation. There are also a number of smaller parcels owned by various landowners. The proposed CDP includes an array of land uses including low, medium and high-density residential uses, residential mixed-use, commercial mixed use, institutional lands, prestige employment and a large, centralized network of the natural heritage system. In addition, the CDP includes one to two school sites, several parks, a community centre/facilities, a long-term care facility and stormwater management facilities. Discussions are on-going with internal and external agencies on the proposed location and number of parks and schools which will be finalized as part of the proposed plan of subdivision.

A summary of the CDP is detailed in the table below:

Land Use	Area, HA	Net Area, HA	Units
Residential	+/- 71.92 (100%)	+/- 57.54	+/- 2,595
Low Rise 25 units per net ha	+/- 31.05 (44%)	+/- 24.84	+/- 621
Mid Rise 45 units per net ha	+/- 31.90 (44%)	+/- 25.52	+/- 1,148
High Rise 80-150 units per net ha	+/- 8.97 (12%)	+/- 7.18	+/- 826
Residential Mixed Use 45 units per net ha	+/- 19.23	+/- 15.38	+/- 692
Commercial Mixed Use	+/- 13.58	+/- 10.86	+/- 489
Total			+/- 3,776
Employment	+/- 9.21		
Institutional (Hospital)	+/- 20.87		
Natural Heritage System	+/- 51.65		

Phasing Plan

The proposed Phasing Plan contains two phases as follows:

Phase 1: Phase 1 is proposed to include approximately 1,743 mixed-use residential units from low to high density. A community centre, catholic elementary school and park campus is proposed in the northwest portion of the subject lands. Phase 1 includes a 50-acre parcel which will be the home of the new Southlake Hospital and associated uses. A number of commercial blocks and a long-term care facility is also proposed. A

large natural heritage feature divides the subject lands from east to west which will be retained.

Phase 2: Phase 2 of the proposed development is not anticipated to proceed in the near future. At this time, the applicant has not secured sewage servicing allocation for the Phase 2 lands, and discussions with Town staff and applicable agencies regarding future servicing capacity and infrastructure requirements remain ongoing. As such, any future advancement of Phase 2 will be dependent on the availability of municipal servicing capacity, further technical review, and the completion of any required planning and infrastructure approvals.

Currently, the CDP outlines proposed land uses including a commercial block, a number of mixed-use residential units (low to high density), a potential second public elementary school and park block is proposed. While the proposed Zoning By-law Amendment includes Phase 2, the applicant will be required to submit additional planning applications for lands described as Phase 2 and as shown on Appendix 1.

Supporting Technical Reports and Plans

The following technical reports were prepared in support of the proposed CDP and ZBA applications:

- Transportation and Mobility Plan
- Community Design Plan
- Draft Zoning By-law
- Planning Justification Report
- Draft Plan of Subdivision
- Demonstration Plan
- Phase One Environmental Site Assessment
- Phase Two Environmental Site Assessment
- Architectural Control Guidelines
- Development Phasing Plan
- Master Servicing & Stormwater Management Report
- Natural Heritage Evaluation
- Stage One & Two Archaeological Assessment
- Property Survey
- Thinking Green Development Standards
- Urban Design Guidelines

Application History

The CDP application was submitted by MHBC Planning Inc. on June 13, 2025, and deemed complete on September 30, 2025. The ZBA application was submitted by

MHBC Planning Inc. on February 11, 2026, and later deemed complete on April 24, 2026. A statutory public meeting was held by Council on May 20, 2026. A Public Information Meeting was held on June 11, 2026. Numerous discussions were held prior to the submission of these applications to address staff comments to ensure any technical issues raised were addressed by the applicant prior to submission of the applications. The process is iterative and many issues identified at the pre-consultation stage have been addressed although require further refinement through the subsequent planning approvals.

Earthworks

Given the hospital announcement and the certainty of this development to support the hospital site, the developer is requesting Council's authorization to enter into an earthworks agreement with the Town to permit the commencement of topsoil stripping and earthworks for the subject lands. Town staff will ensure earthworks do not commence until all agency approvals are in place, including the LSRCA and York Region.

As the lands are proceeding through a formal planning approval process it is exempt from the Town's Fill By-law. For consistency, the earthworks agreement includes provisions for chemical analysis and testing to be carried out in accordance with Town's Fill by-law to ensure environmental compliance.

Facilitating commencement of earthworks concurrently with the draft approval process will allow the lands to be graded in preparation of future spine services, ensuring requirements for the delivery of the hospital site and surrounding development meets associated provincial timelines. As a result, earthworks may commence prior to formal draft approval being issued.

Analysis

Policy Context

The CDP is not a statutory application under the *Planning Act*; however, it is a policy-based planning requirement established through the Town's Official Plan. The purpose of the CDP process is to provide a comprehensive framework to guide the overall layout and character of a developing community, including the location, size, and arrangement of residential, institutional, commercial, and employment lands, as well as the distribution and mix of lot sizes, housing types, parks, open spaces, and transportation connections.

In contrast, a ZBA is a statutory *Planning Act* application used to implement the land use permissions and development standards necessary to permit development. Zoning By-laws regulate matters such as permitted uses, building heights, setbacks, density, lot

coverage, and parking requirements. As such, the ZBA is the legal mechanism used to ensure that future development proceeds in accordance with the Town's planning policy framework, including the vision and structure established through the Community Design Plan process. Matters such as the exact location of buildings, access points, parking locations, overall elevations of buildings are matters dealt with at the site plan stage while matters dealing with technical conditions such as lot locations, stormwater management, transportation and road design, parks, grading and drainage housing mix, servicing and infrastructure, construction and phasing are dealt with at the plan of subdivision stage.

Provincial Planning Statement, 2024

The revised Provincial Planning Statement (PPS, 2024) came into effect on October 20, 2024, and all planning decisions must be consistent with the PPS, 2024.

Chapter 1 of the PPS, 2024 articulates the goal of the PPS is to increase the supply and mix of housing options, address the full range of housing affordability needs, and support a strong and competitive economy. The PPS, 2024 seeks to protect our cultural and natural heritage resources, direct growth to settlement areas, and ensure that efficient development patterns optimise the use of land, resources and public investment in infrastructure and public service facilities. The Green Earth Village proposal is consistent with the objectives of Chapter 1 of the Provincial Planning Statement, 2024 by providing a broad range and mix of housing types and densities, including low, medium, and high-density residential development, which will contribute to increasing housing supply and choice within the Town. In addition, the proposal incorporates commercial, institutional, and employment generating uses, including a future hospital site, which will support a strong and competitive local economy and help create a complete community.

The proposed development directs growth to a designated settlement area where municipal services are planned, promoting efficient land use and infrastructure investment. Furthermore, the development has been designed to retain and protect a significant Natural Heritage Network, as supported by the submitted Natural Heritage Evaluation, thereby balancing growth objectives with the protection of environmental resources in accordance with the PPS, 2024.

Chapter 2 of the PPS, 2024, contains policies for building homes and sustaining strong and competitive communities. The subject lands are located within a designated growth area. The area is planned to contain a variety of low, medium, high-density and mixed-use housing types. It proposes a compact built form to provide a range of housing types for people in all stages of life. The proposed development adheres to the principles of crime prevention through environmental design and will provide a range of land uses to encourage active transportation and public transit.

Section 2.3.1.5 notes “Planning authorities are encouraged to establish density targets for designated growth areas, based on local conditions. Large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas.” While the Provincial Planning Statement, 2024 no longer prescribes mandatory density targets, it encourages planning authorities to achieve a minimum density of 50 residents and jobs per gross hectare within designated growth areas. Based on the proposed mix of residential, commercial, institutional, employment, and community uses, including the future Southlake Health hospital lands, staff are satisfied that the Green Earth Village development is capable of supporting a compact and complete community and is expected to contribute positively toward achieving the density objectives of the Provincial Planning Statement.

The applications will promote economic development. It proposes mixed-use land uses along Leslie Street, Queensville Sideroad and 2nd Concession, which will contribute to employment opportunities in the Town.

Chapter 3 of the PPS, 2024, contains policies for infrastructure and public service facilities. The proposed development intends to utilise municipal infrastructure, as identified in the Functional Servicing and Stormwater Management Report. The Green Earth Village proposal is consistent with Chapter 3 of the Provincial Planning Statement, 2024, which promotes the efficient use and optimization of existing and planned infrastructure and public service facilities to support growth. The development is proposed within a designated settlement area and is intended to be serviced by municipal water, wastewater, stormwater, transportation, and other municipal infrastructure. Supporting technical studies, including the Functional Servicing and Stormwater Management Report, demonstrate how the development can be accommodated through planned municipal servicing infrastructure.

In addition to providing residential uses, the proposal incorporates commercial, institutional, park, school, and hospital lands that will contribute to the delivery of public services and community amenities within a complete community framework. By directing growth to lands planned for urban development and utilizing municipal services, the proposal supports the PPS objective of ensuring that infrastructure investments are used efficiently and that future growth is coordinated with the provision of appropriate public service facilities.

The Transportation Mobility Plan reviewed background studies, the proposed area, assessment of existing transportation conditions, and future traffic conditions. The Report considered mitigation measures to address the contributions of general background growth and site traffic generated by the site and the surrounding area.

Policy 3.9.1 promotes healthy, active communities. The applications provide several park blocks, a community center and school blocks to encourage recreational

opportunities. Further, the site will have pedestrian walkways, bike routes and connections to provide opportunities for active transportation.

Policy 4.1.1 states that natural features and areas shall be protected for the long term. A Natural Heritage Evaluation (NHE) was prepared to identify the natural heritage features on the subject lands and establish the developable area. The CDP and ZBA delineates an environmentally protected area that follows these recommendations.

Policy 4.6.2 requires the conservation of significant built heritage resources and significant cultural heritage landscapes. Stage 1-2 Archaeological Assessments were prepared for Green Earth Village in September 2023 which recommended a Stage 3 Assessment, which will be prepared at the time of the submission of future planning applications.

Staff are of the opinion that the CDP and ZBA are consistent with the Provincial Planning Statement, 2024.

The Lake Simcoe Protection Plan

The Lake Simcoe Protection Plan (LSPP) guides efforts to protect and restore the ecological health of the Lake Simcoe watershed. In accordance with policy 6.40-DP, a Natural Heritage Evaluation and Hydrogeological Assessment were prepared to assess groundwater on the site and demonstrate how it will be protected, improved, or restored.

The CDP and ZBA conforms to the Lake Simcoe Protection Plan.

Future development applications will be accompanied by additional detailed technical information that will be reviewed by the Town and LSRCA for LSPP conformity.

Regional Municipality of York Official Plan (2022)

The subject property is located within the “Urban Area” and “Regional Greenlands System” of York Region’s Land Use Designation (Map 1: Regional Structure) and located within the “Employment Area” and “Community Area” (Map 1A: Land Use). The subject lands are also within the “Designated Greenbelt Area” with a portion of the lands identified as a “New Community Area” (Map 1B: Urban System Overlays).

Section 2 of the Plan speaks to communities being planned for healthy and active living and meaningful employment opportunities for local businesses to thrive. Incorporating green development standards in communities continues the commitment to sustainability and climate change resiliency. The proposed CDP and ZBA has considered and incorporates bike lanes, two school sites, a community center, a hospital as well as a number of public parks, as a focus of the new community. These elements, combined with the proposed mix of uses, including retail and employment, are key elements to the creation of a complete community.

The subject lands are located within the Town's settlement area. The Plan proposes a range of land uses and densities on lands planned for new growth and development, and the development will assist the Town in exceeding minimum density targets.

Section 3 encourages the protection and enhancement of the natural environment to provide improved quality of life. A portion of the subject lands are within the Regional Greenlands System. A Natural Heritage Evaluation Report and Environmental Assessment was prepared for the lands and peer reviewed by the Town's environmental engineers. The applications have implemented the recommendations and findings of this technical work.

The proposed development is supported from a land use planning perspective as the subject lands are located within a New Community Area and are designated as Designated Greenfield Area in their entirety. The proposal represents an appropriate and planned form of growth that contributes to the efficient use of land and infrastructure while supporting the long-term community building objectives of the Town, Region, and Province. The proposed mix of residential, commercial, institutional, and open space uses will assist in creating a complete community by providing a range of housing options, employment opportunities, community services, and amenities in an integrated and coordinated manner. Furthermore, the development will contribute toward achieving provincial and regional growth management objectives related to accommodating population growth within designated settlement areas and promoting compact, transit-supportive development patterns.

Section 6 contains policies on the Region's provision of services, which include transit, streets, water, wastewater, waste management, energy, rail, airports, utilities, and communications operated by public and private sector agencies. A Transportation Mobility Plan has been prepared, which concludes that the Phase 1 Lands are expected to be served by two collector road accesses: one on Leslie Street and one on Queensville Sideroad. An additional access on Leslie Street is proposed to serve the hospital block.

The lands have frontage on Leslie Street, Queensville Sideroad, which are Regional roads and 2nd Concession which is a Town owned road. The Transportation Mobility Plan concludes that the proposed site accesses to the external road network, including the intersections of Leslie Street and hospital access, Leslie Street and Street 'A', as well as Street 'A' and Queensville Sideroad are recommended to be signalized. Based on the results of all-way stop control warrants, all other proposed internal collector road-to collector road intersections are proposed to be two-way stop-controlled. Based on the results of the analysis, this report concludes that the proposed development can be supported from a transportation operations perspective, with the implementation noted in the Transportation and Mobility Plan.

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

The CDP and ZBA conforms to the Regional Municipality of York Official Plan.

Town of East Gwillimbury Official Plan 2010 and Draft Official Plan (2026)

Per Schedule A-1 of the Town's 2010 Official Plan, the subject lands are currently without an Official Plan designation (Appendix 3). This was a result of an update in 2022 to the York Region Official Plan which added various lands (including the subject lands) as New Community Areas. The intent was that these new community area lands, often referred to as "whitebelt lands", would be added to the Town's settlement area boundary for future growth.

On September 6, 2023, the Town initiated a Secondary Plan, known as the Complete Communities Secondary Plan (CCSP) which intended to establish a detailed planning framework and urban land uses for the new Community Areas identified in Appendix 4. The CCSP has been incorporated into the Town's new Official Plan 2026 as Complete Community Design Plan Districts.

Schedule 3G-1 of the new Official Plan 2026, recommends that the subject lands are designated "Environmental Protection", "Residential Mixed Use", "Commercial Mixed Use" and "Low Density Residential" (Appendix 5). No lands within the new Official Plan 2026 are identified within the Medium Density and High-Density Residential Designation for the development of residential dwelling units on Schedule 3G-1. It is through the required Community Design Plans where these land uses are identified, and which may be implemented in those locations in conformity with the relevant policies of the new Official Plan, through the Implementing Zoning By-law, without an Amendment to the Official Plan.

The intent of the Environmental Protection designation is to ensure that lands within the designation are protected from the impacts of development and that the biodiversity and ecological function of the features incorporated within the Environmental Protection Designation are protected, maintained, restored or, where possible, enhanced for the long-term.

The applicant submitted a Natural Heritage Evaluation (NHE) in support of the proposed development to assess the ecological features and functions present on the subject lands and identify appropriate protection and mitigation measures. The NHE was subject to an independent peer review to ensure that the findings, recommendations, and proposed environmental protection measures were consistent with applicable provincial, regional, and municipal policies. Based on the conclusions of the NHE and peer review, a centralize Natural Heritage Network will be retained and protected as

part of the development. The proposed development has been designed to respect and maintain key natural heritage features and ecological linkages, while incorporating appropriate buffers, enhancement opportunities, and long-term stewardship measures to support the continued ecological function of the Natural Heritage Network.

Lands within the Residential Mixed-Use Designation identified on Schedule 3G-1 of the new Official Plan 2026 are intended to provide a mix of residential, retail and service commercial uses, restaurants and public service facilities/community facilities. The intent is that these areas provide opportunities for residents to live close to and engage in a range of social and economic activities in proximity to each other, thereby minimizing dependency on the automobile and creating attractive areas that support activity throughout the day along transit routes. The proposed development conforms to the Residential Mixed-Use designation of the Official Plan, which contemplates a range of residential housing forms integrated with supporting commercial, retail and community uses to create complete and connected communities. The proposal provides a mix of low-, medium-, and high-density residential development, together with commercial and retail uses, consistent with the intent of the designation. The development also supports the Official Plan's objectives of accommodating growth in a compact and efficient manner, providing housing choice, supporting community services, and promoting a balanced land use pattern that contributes to the creation of a vibrant and sustainable neighbourhood.

The lands within the Commercial Mixed-Use Designation identified on Schedule 3G-1 are intended to provide suitable locations for commercial uses serving a wide trade area, including the entire Town. Lands within the Commercial Mixed-Use Designation are also intended to include offices and higher intensity forms of residential development that will support the intensification policies of this Plan and planned transit on adjacent roads. The proposed development conforms to the Commercial Mixed-Use designation of the Official Plan, which is intended to accommodate a range of commercial, employment, institutional, residential, and complementary uses in a coordinated and integrated manner. The proposal includes the new Southlake Hospital and associated medical uses which will develop incrementally over time in the northeast portion of the subject lands. The proposal supports the creation of a complete community by providing opportunities for commercial services, employment uses, and community amenities while fostering a compact and efficient land use pattern. In addition, a large commercial/retail block is planned on the corner of Queensville Sideroad and 2nd Concession. The development is consistent with the objectives of the designation by promoting a mix of uses, supporting economic activity, enhancing access to services, and contributing to a vibrant, pedestrian-friendly environment that serves both the surrounding neighbourhood and the broader community.

Lands designated Low Density Residential, identified on Schedule 3G-1 provide areas for the creation of neighbourhoods comprised of ground related housing and other compatible uses that provide for the day-to-day needs of residents. The proposed

development conforms to the Low-Density Residential designation of the Official Plan, which is intended to accommodate ground-oriented housing forms such as single detached, semi-detached, and townhouse dwellings within a stable and attractive residential environment. The proposal provides an appropriate low-density residential built form that contributes to the Town's housing supply. The development supports the Official Plan's objectives of providing a range of housing options, creating complete communities, and promoting efficient use of land and municipal infrastructure in a manner that is consistent with the planned character of the area.

Town of East Gwillimbury Zoning By-law 2018-043, as amended

The ZBA application meets the goals and objectives of the Zoning By-law.

The ZBA application proposes to re-zone the subject lands from Rural "RU" zone and Site Specific Rural "(RU-119)" to Holding One Site Specific Mixed Use Seven "(MU7-188(H1)", Holding Two Site Specific Mixed Use Seven "(MU7-189(H2)", Holding One Site Specific Mixed Use Seven "(MU7-190(H1)" and Site Specific Environmental Protection "(EP-191)".

The proposed site-specific amendments are identified below:

Exception Number	Zone	Special Provisions	Location
188	**MU7-188(H1)**	i. Single detached dwellings shall also be permitted in accordance with the R2-4 Zone regulations; ii. Semi-detached dwellings shall also be permitted in accordance with the R3 Zone regulations; iii. Stacked townhouse dwelling shall also be permitted and shall have a permitted maximum height of 16 metres; iv. Apartment buildings shall also be permitted and shall have a permitted height of 37.5 metres; v. Commercial recreation, hotel / motel, and commercial school	20709, 20733 and 20775 2nd Concession Road and 20854 and 20908 Leslie Street [Part of Lots 21, 22, 23 and 24 Concession 2]

		shall also be permitted; vi. Provisions 4.28.3 and 4.28.4 shall not apply;	
189	**MU7-189(H2)**	i. A hospital shall also be permitted, shall be permitted to develop on interim private servicing and up to a maximum of 85.0 metres permitted height. Mechanical equipment / penthouse, helipad, elevator overrun, stairs / stair enclosures or other mechanical / structural elements may project above the height maximum up to 10 metres; ii. Long term care facilities and retirement homes shall be permitted to develop on interim private servicing and shall have a maximum permitted height of 37.5 metres; iii. Stacked townhouse dwelling shall also be permitted and shall have a permitted maximum height of 16 metres; iv. Medical offices and business offices shall have a permitted height of 37.5 metres; v. Apartment buildings shall also be permitted and shall have a permitted height of 37.5 metres; vi. Commercial recreation, hotel / motel, and commercial school shall also be permitted; vii. Accommodation Facility Related to Healthcare shall be	20709, 20733 and 20775 2nd Concession Road and 20854 and 20908 Leslie Street [Part of Lots 21, 22, 23 and 24 Concession 2]

		a permitted use, shall have a permitted height of 37.5 metres and is defined as: “a room or suite of rooms for non-profit, designed to provide temporary accommodation to person(s) attending healthcare related uses”; viii. District Heating and Cooling Plant shall be a permitted use , shall have a permitted height of 37.5 metres and is defined as: “a building or part of building used to generate, for mass distribution, thermal energy to heat or cool”; ix. Education, Training, Meeting, or Conference Facility Related to Healthcare shall be a permitted use, shall have a permitted height of 37.5 metres and is defined as: “a building or part of a building used for instruction, training, workshops, seminars, meetings, or other similar activities related to healthcare and may include accessory food preparation areas”; x. Laboratory shall be a permitted use, shall have a permitted height of 37.5 metres and is defined as: “a building or part of a building used for scientific research, investigation, testing or experimentation, but not facilities for the manufacture or sale of products”;	

		xi. Research and Development Facility shall be a permitted use, shall have a permitted height of 37.5 metres and is defined as: “a building or part of a building used for carrying on investigation in the natural, physical, or social sciences, which may include engineering and product development, but not facilities for the manufacture or sale of products”; xii. Supportive Living Facility shall be a permitted use, shall have a permitted height of 37.5 metres and is defined as: “a building or part of a building containing four (4) or more sleeping units with or without individual kitchens or cooking facilities, used for the accommodation of persons requiring semi-independent living arrangements, where limited supervision and assistance is provided to support the health, safety and well-being of its residents”; xiii. Residential Hospice shall be a permitted use, shall have a permitted height of 37.5 metres and is defined as: “the use of land, buildings or structures for the provision of short-term palliative care at an inpatient facility attending to the physical, emotional and	

		spiritual needs of terminally ill patients, whether under public or private ownership, approved under the provisions of "The Charitable Institutions Act", but does not include a nursing home or group home"; xiv. Required minimum vehicular parking for a hospital and all related uses thereto shall be 1.7 parking spaces per 100 square metres of gross floor area; xv. Required minimum bicycle parking for a hospital and all related uses thereto shall be 0.50 spaces per 1,000 m^2 of gross floor area for long-term spaces within a secured enclosed area either indoors or outdoors; and, 0.20 spaces per 1,000 m^2 of gross floor area for short-term spaces. xvi. Provisions 4.28.3, 4.28.4, 5.2.7 and 5.13 b), shall not apply;	
190	**MU7-190(H1)**	i. Long term care facilities and retirement homes shall have a maximum permitted height of 37.5 metres; ii. Stacked townhouse dwelling shall also be permitted and shall have a permitted maximum height of 16 metres; iii. Apartment buildings shall also be permitted and shall have a permitted height of 37.5 metres; iv. Commercial recreation, hotel /	20709, 20733 and 20775 2nd Concession Road and 20854 and 20908 Leslie Street [Part of Lots 21, 22, 23 and 24 Concession 2]

		motel, theatre, equipment rental establishment, motor vehicle gas bar, motor vehicle sales / rental establishment, motor vehicle washing establishment, repair or service shop, commercial self storage and commercial school shall also be permitted; v. Provisions 4.28.3 and 4.28.4 shall not apply;	
191	**EP-191**	i. The limits of the EP (191) Zone boundaries as delineated on Schedule A of this By-law are approximate. Adjustments to the boundaries of the EP(191) Zone may be permitted without an amendment to this By-law, where it is demonstrated to the satisfaction of the Town and the Lake Simcoe Region Conservation Authority that the proposed modifications will not significantly alter the form and function of the features within the EP(191) Zone.	20709, 20733 and 20775 2nd Concession Road and 20854 and 20908 Leslie Street [Part of Lots 21, 22, 23 and 24 Concession 2]

The existing zoning, Rural “RU” does not permit the range of uses, density, and built form envisioned through the applicable Town Official Plan. The proposed site-specific Zoning By-law Amendment seeks to rezone the lands to an appropriate site-specific zone to implement the new Official Plan policies, including permissions for land uses, heights, parking, etc. Staff are satisfied that the proposed zoning framework appropriately translates the policy direction of the new Official Plan into zoning regulations, facilitates the intended form of development, and establishes a clear and implementable regulatory framework for the subject lands. The proposed exceptions are considered appropriate and necessary to address site-specific conditions while

maintaining the overall intent of the Zoning By-law to ensure consistency with the planned function and character of the area.

To ensure that adequate municipal servicing is available to support the proposed development, a Holding ("H1 and H2") provision is recommended to be applied to the subject lands pursuant to Section 36 of the *Planning Act*. The Holding provision will prohibit development on the lands until such time as the Town and York Region have confirmed that sufficient sanitary sewage capacity and allocation are available to service the proposed development. The removal of the Holding symbol will occur through a subsequent Zoning By-law Amendment to remove the hold provision, to the satisfaction of the Town, once confirmation of servicing capacity has been provided by the appropriate authorities. This approach ensures that development proceeds in a coordinated manner with available infrastructure and is consistent with provincial, regional, and local policy direction regarding the provision of municipal services.

Staff reviewed the proposed zoning amendment in the context of Town, Regional and Provincial policies as well as in the context of the surrounding area and are satisfied that the proposed rezoning conforms to the Town's new 2026 Official Plan and that the proposed site-specific exceptions are appropriate for the subject lands. As such, staff have no objections to the approval of the Zoning By-law Amendment. The Zoning By-law Amendment will not come into effect until the new Official Plan is in effect. The forthcoming Site Plan Control applications will ensure that technical matters are addressed through the detailed review process.

Other Departments and Agencies

Internal departments and external agencies have no concerns with the proposed OPA application.

The CDP and ZBA applications were circulated to Town departments and external agencies. No outstanding objections remain from the circulation related to the CDP and ZBA. Further technical submission requirements will continue to be identified, reviewed and refined through the Draft Plan of Subdivision and Site Plan Control applications.

Engineering and Public Works (EPW):

Development Engineering Branch

The Development Engineering Branch has reviewed the submitted CDP and ZBA applications and have no objections to approval of the applications. Matters related to development engineering, stormwater management, grading and traffic have been reviewed and are reflected within the proposed Community Design Plan. Further technical submission requirements will continue to be identified, reviewed and refined through the Draft Plan of Subdivision and Site Plan Control applications.

Parks, Recreation and Culture (PRC):

Parks Development & Operations Branch

Parks, Recreation and Culture have reviewed the submitted applications and have no objections to approval of the CDP and ZBA. Matters related to park development have been reviewed and are reflected within the proposed Community Design Plan. To note, parks and community facilities are permitted in all zones per the Town's Zoning By-law. Further technical submission requirements will continue to be identified, reviewed and refined through the Draft Plan of Subdivision and Site Plan Control applications.

Lake Simcoe Region Conservation Authority (LSRCA)

The LSRCA reviewed the proposed applications in the context of the PPS and Ontario Regulation 41/24. The LSRCA has no objection to approval of the proposed CDP and ZBA. The LSRCA will review technical matters such as natural hazards, hydrology and stormwater management as part of development applications. Technical submission requirements will be identified, reviewed and refined through development applications.

Regional Municipality of York

Community Planning and Development Services Division staff reviewed the proposed application and have no objections related to approval of the CDP and ZBA. Further technical submission requirements will continue to be identified, reviewed and refined through development applications.

Next Steps

The CDP and ZBA are the first steps required to facilitate the implementation of the proposed development of Green Earth Village. Staff continue to work with the applicant and their team on the Draft Plan of Subdivision and associated agreement. As Phase One of the development proceeds, the applicant will be required to complete the Draft Plan of Subdivision and agreement, submit Site Plan Control applications, which will provide an opportunity for the Town to review the finer details of the proposed development, including building design, landscaping, grading and drainage, lighting, parking and access, servicing, stormwater management, fencing, and other site-specific design elements.

Financial Implications

The required application fees have been paid. The proposed development is anticipated to generate approximately $72.2 million to $83.8 million in development charges for the proposed residential portion. The Development Charges for the non-residential component are subject to further details on gross floor area from the applicant. It is further noted that the proposed hospital and long-term care facility uses are exempt

from Development Charges under the *Development Charges Act*. In addition, the proposed low rise residential development is estimated to generate approximately $2 million to $2.5 million annually in taxes for the Town of East Gwillimbury. The calculations of total development charges and taxes generated from this development are rough estimates, as unit counts for the medium and high-density residential development and the gross floor area for the proposed commercial uses have not been confirmed. Additional fees, deposits and securities will be required through the forthcoming Subdivision Agreement and Site Plan Control applications in accordance with the Town's Fees and Charges By-law.

Need For Public Consultation

A statutory Public Meeting regarding the subject CDP and ZBA was held on May 20, 2026. Notices were sent in advance of the Public Meeting, and an ad was published in the EG Bulletin and on the Town's website notifying the public of the public meeting. A sign regarding the application is posted on the property, and the application is listed on the Town's active applications webpage. Furthermore, the applicant hosted a non-statutory public information meeting on June 11, 2026, to give residents an additional opportunity to learn more about the proposed development and provide feedback.

Individuals who registered as an interested party for the subject application have been notified of the date and time at which the Council is reviewing the subject recommendation report.

At the time of writing this report three written comments were received and 15 members of the public provided comments at the public meeting. The following themes were expressed through the written comments and the public meeting:

- Inclusion of bungalows for aging residents
- Traffic
- Contaminated fill being brought to the site
- Additional information requests on timelines of the proposed development and the hospital
- Drainage and flooding
- Environmental concerns
- Construction concerns
- Municipal services
- Impacts to existing private services
- Concerns with the proposed density and small-town character

Residents raised a number of comments and questions regarding the proposed development, including housing choice, traffic, drainage, environmental protection,

municipal servicing, construction impacts, and the overall scale of development. With respect to housing choice, residents expressed interest in the inclusion of bungalow-style dwellings to support aging in place. Staff note that the proposed development includes a range of housing forms and densities; however, the specific mix and design of dwelling types will continue to be refined through subsequent planning approvals. The applicant has also acknowledged this comment and has agreed to consider the addition of bungalows should market condition support the addition. Concerns related to traffic are being evaluated through the Transportation Study submitted by the applicant, which is subject to review by Town, peer reviewed by external transportation experts and Regional transportation staff to determine whether the existing and planned road network can adequately accommodate the proposed growth and identify any required improvements.

Residents also requested additional information regarding the timing of the development and the proposed Southlake Health hospital. Staff note that the development is anticipated to occur in phases over an extended period of time and remains subject to numerous planning, engineering, and servicing approvals. The timing of the hospital component will be determined by Southlake Health and the Province and is separate from this planning approval process. Questions regarding contaminated fill being brought to the site were also raised. Any imported fill would be required to comply with applicable provincial regulations and municipal requirements, and appropriate monitoring and testing measures would be implemented to ensure environmental standards are met through conditions in the draft plan of subdivision agreement.

Concerns regarding drainage, flooding, municipal services, and impacts to existing private wells and septic systems were also identified. The applicant has submitted detailed engineering, servicing, hydrogeological, and stormwater management studies, which are being reviewed by Town staff, third party peer review subject matter experts and external agencies. These studies are intended to confirm that the proposed development can be appropriately serviced, and that stormwater and drainage impacts are managed without adverse effects on adjacent properties or existing infrastructure. Should the development proceed, detailed grading, drainage, and servicing requirements would be secured through future subdivision and site plan agreements.

Environmental protection was another key area of interest for residents. In support of the application, the applicant submitted a Natural Heritage Evaluation that was independently peer reviewed. The review concluded that a significant Natural Heritage Network will be retained and protected as part of the development, with appropriate buffers and mitigation measures incorporated into the design. Residents also raised concerns regarding construction-related impacts such as noise, dust, vibration, truck traffic, and the duration of construction activities. These matters would be addressed through future approvals and agreements, which would include requirements for erosion

and sediment control, construction management practices, and compliance with applicable municipal by-laws and provincial regulations.

Finally, concerns were expressed regarding the proposed density and the potential impact on the Town's small-town character. Staff recognize the importance of maintaining the community's identity while planning for future growth. The subject lands are located within a designated Community Area and Designated Greenfield Area within the new OP 2026, where growth is anticipated and planned through the Town's Official Plan and Regional growth management framework. The proposed development will continue to be evaluated to ensure that it achieves a balanced mix of housing, employment, institutional, commercial, and open space uses while incorporating appropriate urban design, transitions, and community amenities that contribute positively to the long-term character of the area.

Public Information Meeting

On June 11, 2026, the Town in conjunction with the applicant hosted a Public Information Session at the Health and Active Living Plaza. The event was delivered in an open house format to engage the community and provide an overview of the proposed development to obtain feedback from the community. Approximately 70 members of the public attended the meeting. Representatives of the applicant, the municipality, the LSRCA, and Southlake Health participated in the public information meeting.

Comments and concerns raised by attendees were generally consistent with those received by the Town through the public consultation process and included potential impacts to private wells, concerns regarding the proposed density and built form of the development, traffic impacts on Leslie Street, and the capacity of existing and planned municipal infrastructure to accommodate future growth. These matters have been considered by staff and relevant agencies as part of the review of the application and will continue to be evaluated and addressed through the ongoing development review process. A comment response matrix has been provided by the applicant (Appendix 8).

Alignment to Strategic Plan

Building Complete Communities

The recommendations of this report advance the Town's objectives around building complete communities and creating infrastructure to support healthy and active lifestyles for diverse ages, abilities, and interests.

Environmental Stewardship

The recommendations of this report advance the Town's objectives of supporting the stewardship, preservation, conservation, and enhancement of the natural environment.

Conclusion

Staff have reviewed the submitted Community Design Plan and Zoning By-law Amendment applications. Staff recommend Council endorse the proposed Green Earth Village Community Design Plan and approve the associated Zoning By-law Amendments presented in this report. Staff are satisfied that the requirements of the Town, applicable Provincial and Regional authorities, and relevant agency comments have been addressed. Details of the proposed development will be reviewed further through the implementing Planning applications.

Appendices

Appendix 1 – Location Map
Appendix 2 – Proposed Draft Plan of Subdivision
Appendix 3 – 2010 East Gwillimbury Official Plan Map
Appendix 4 – Complete Community Design Plan Districts
Appendix 5 – 2026 New Official Plan Schedule 3G-1
Appendix 6 – Community Design Plan
Appendix 7 – Proposed Zoning By-law and Schedule
Appendix 8 – Applicant Comment Response Matrix

Approval

Report Author:

Matthieu Daoust, BES, RPP, MCIP
Manager of Planning
Development Services

This report was reviewed and recommended by:

Jack Krubnik, MCIP, RPP, CSLA, OALA, PLE
Director of Planning Policy & Growth Management
Development Services

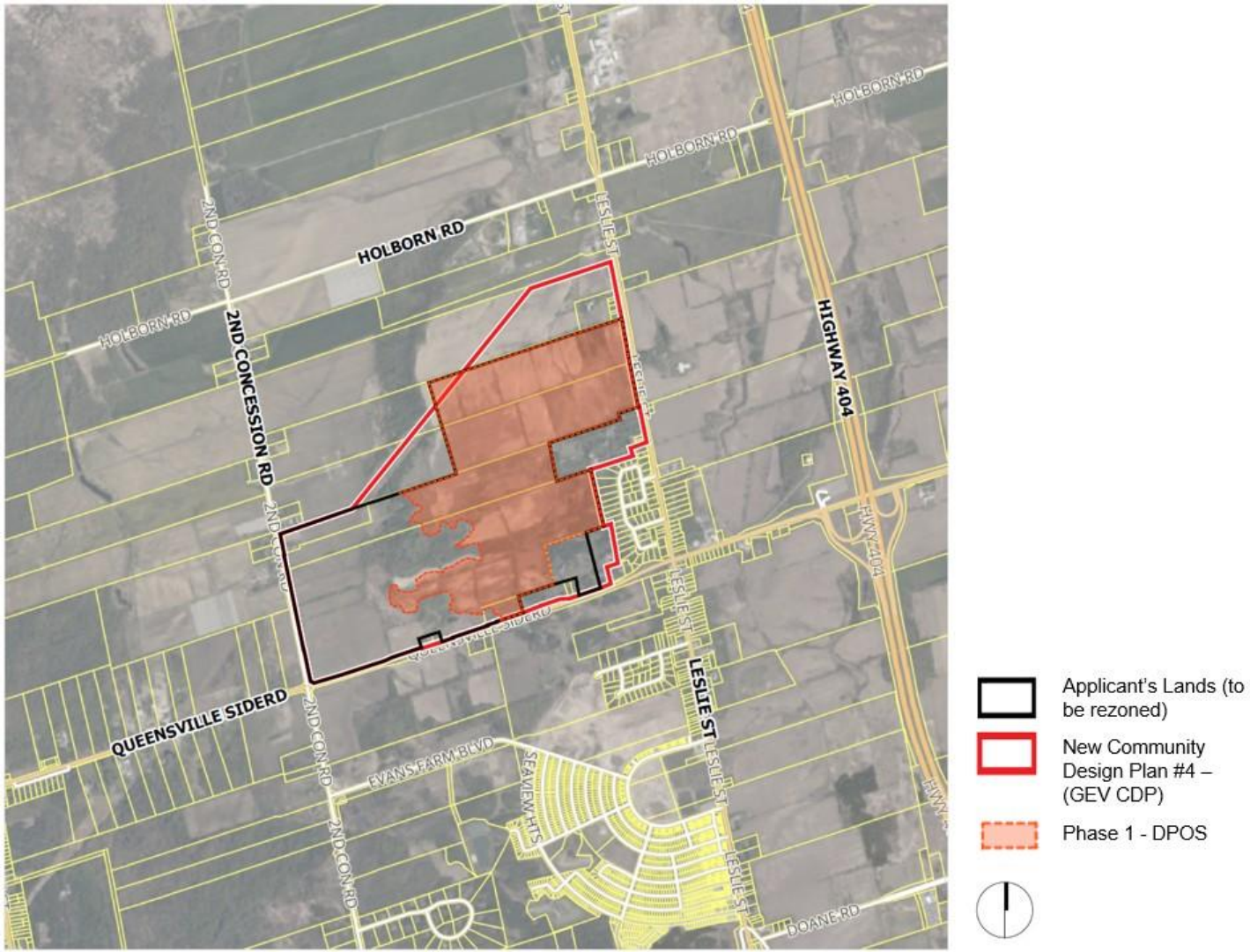
This report was reviewed and recommended by:

Kerri Voumvakis
General Manager
Development Services

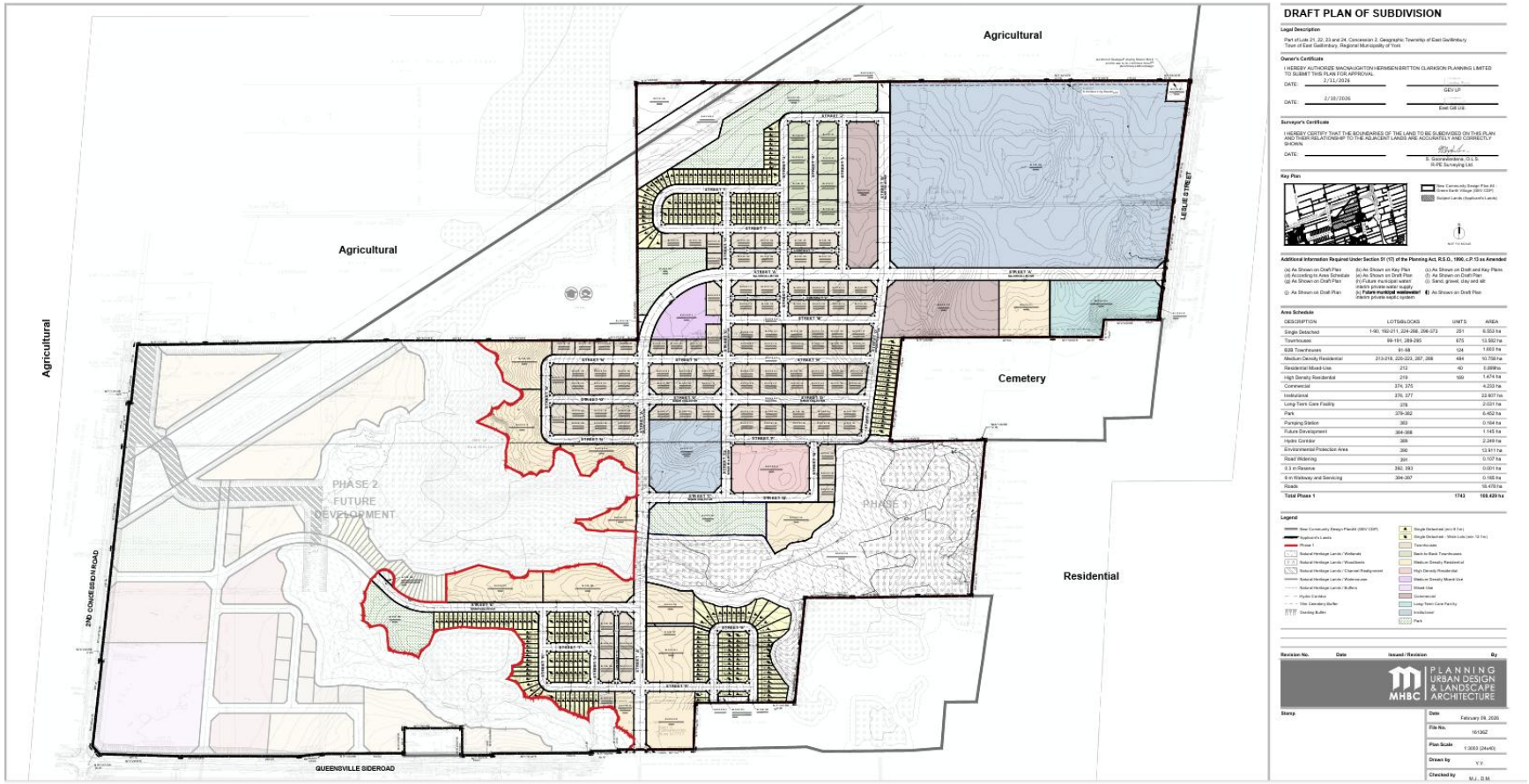
This report was approved by:

Mark Valcic
Chief Administrative Officer

Appendix 1 – Location Map

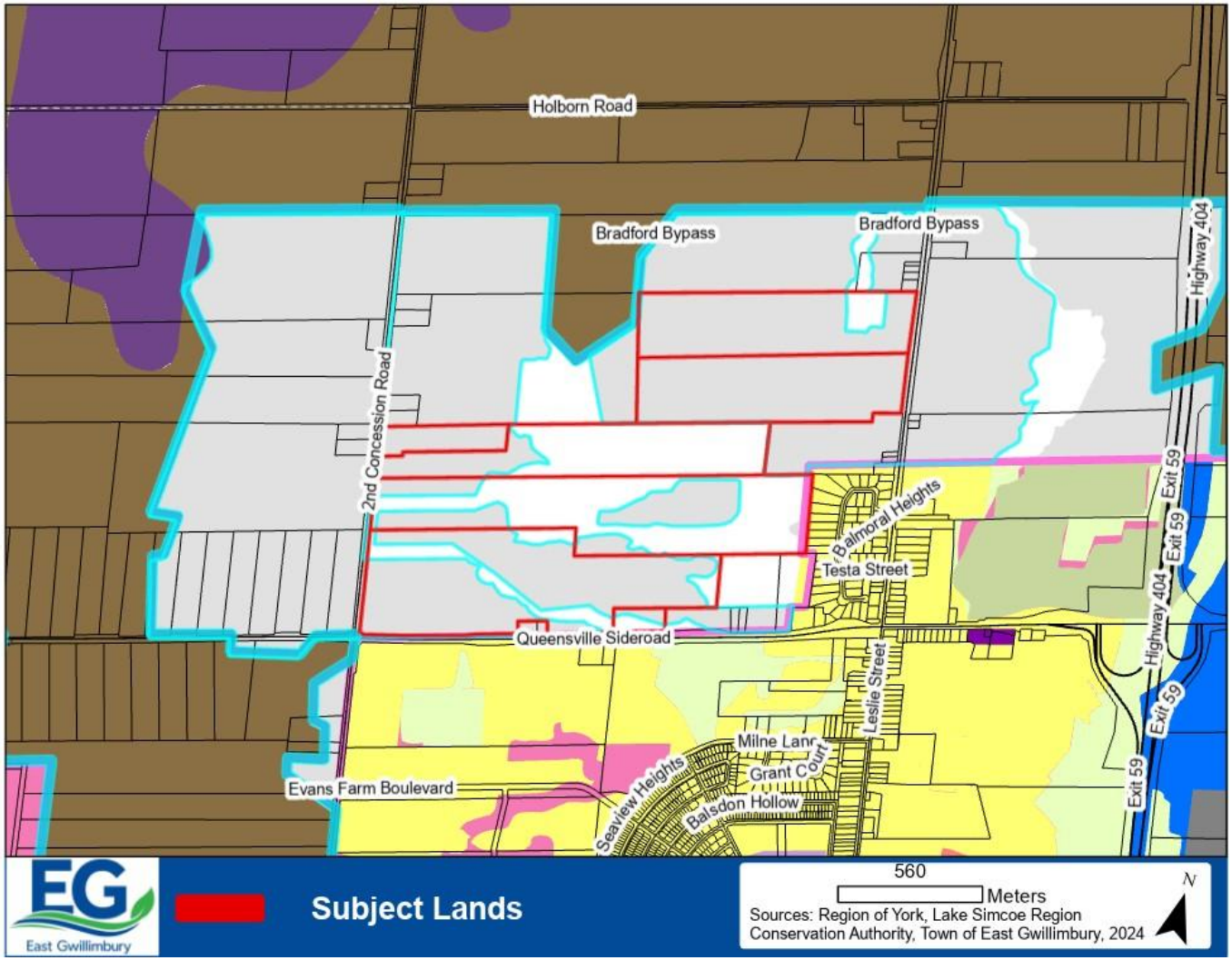


Appendix 2 – Proposed Draft Plan of Subdivision

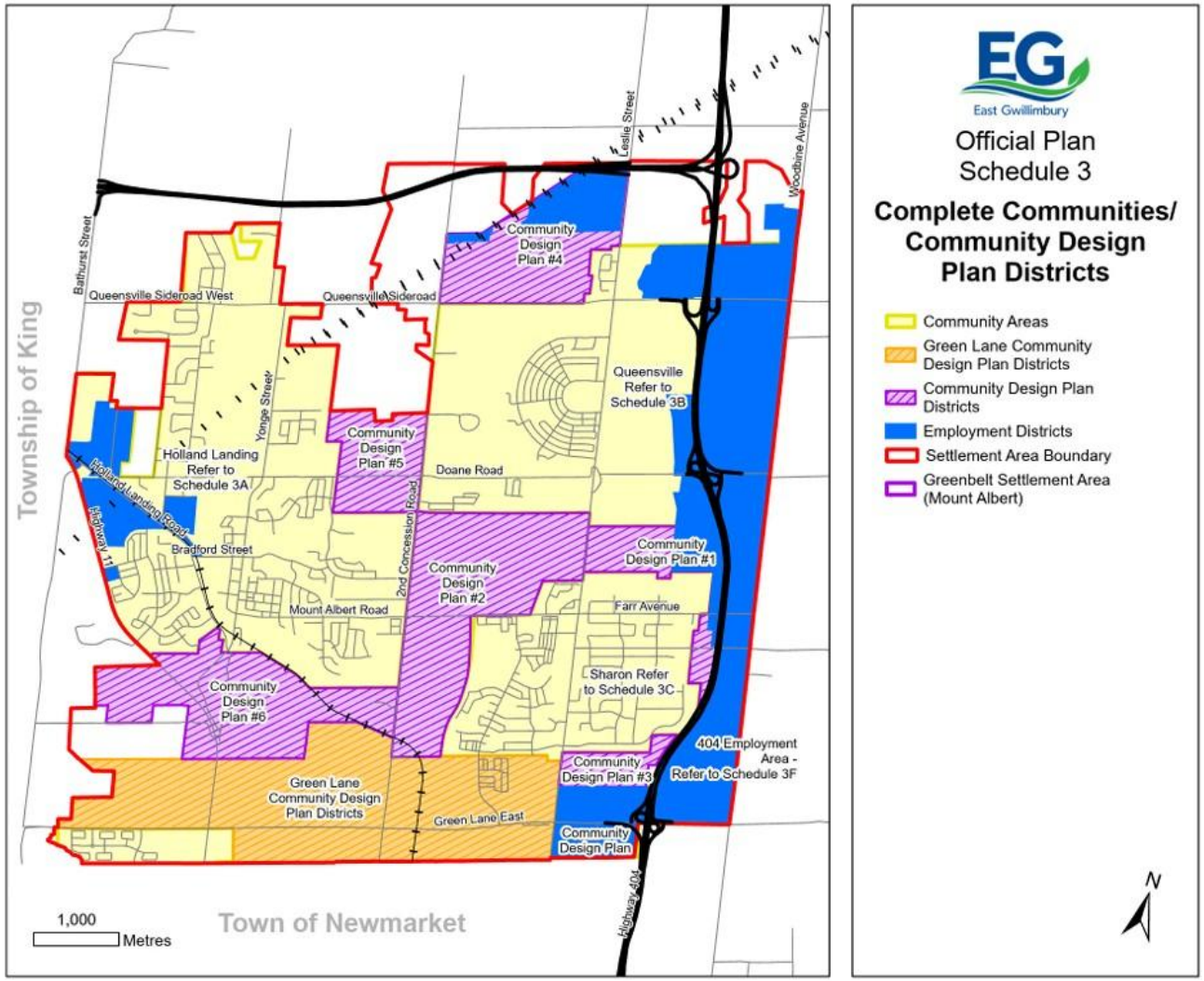


View a larger version of the proposed Draft Plan of Subdivision.

Appendix 3 – 2010 East Gwillimbury Official Plan Map



Appendix 4 – Complete Community Design Plan Districts

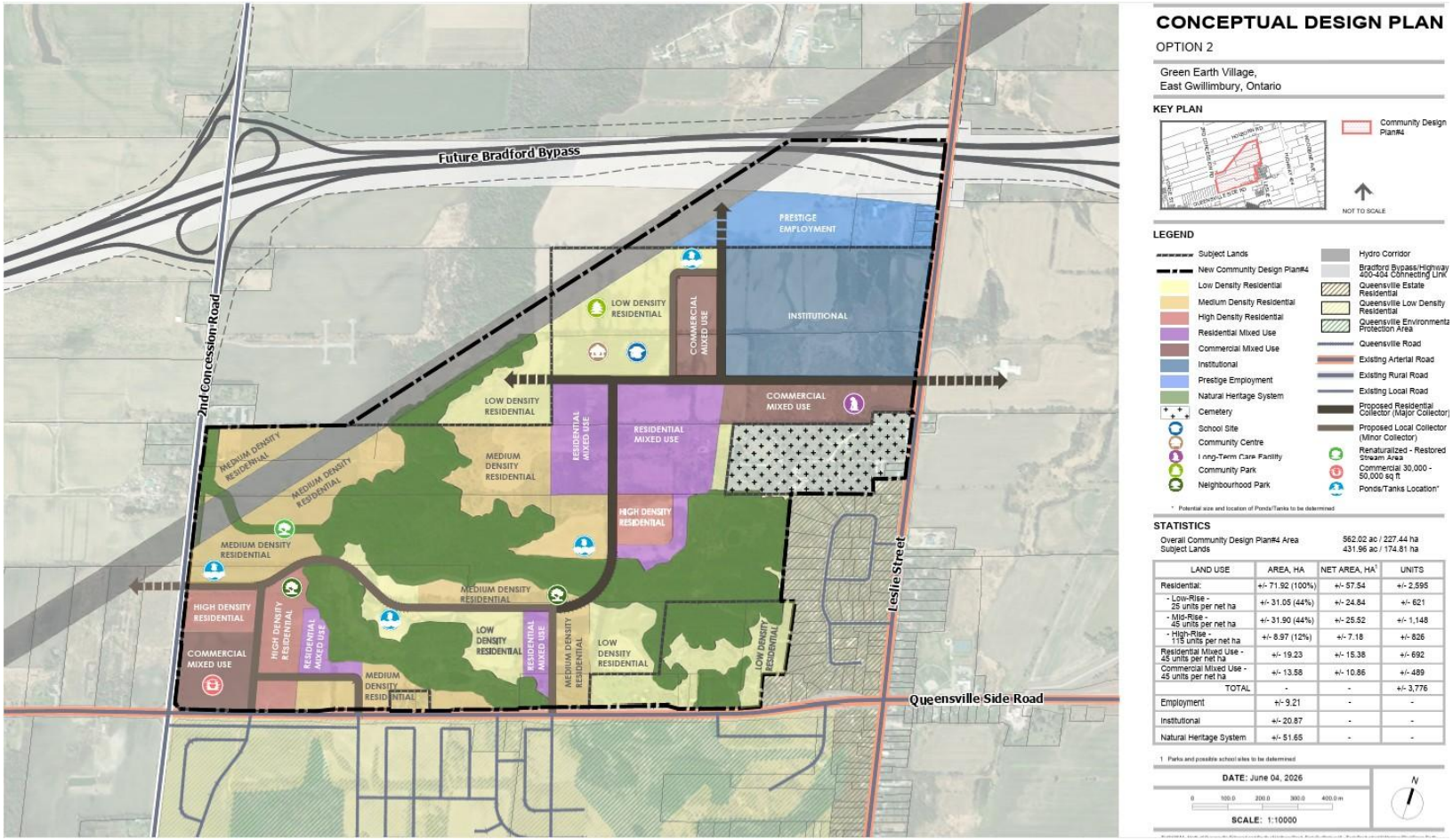


Appendix 5 – 2026 New Official Plan Schedule 3G-1



View a larger version of the 2026 New Official Plan Schedule 3G-1.

Appendix 6 – Community Design Plan



View a larger version of the Community Design Plan.

Appendix 7 – Proposed Zoning By-law Amendment and Schedule

Exception No.	Zone	Special Provisions	Location
188	**MU7-188(H1)**	vii. Single detached dwellings shall also be permitted in accordance with the R2-4 Zone regulations; viii. Semi-detached dwellings shall also be permitted in accordance with the R3 Zone regulations; ix. Stacked townhouse dwelling shall also be permitted and shall have a permitted maximum height of 16 metres; x. Apartment buildings shall also be permitted and shall have a permitted height of 37.5 metres; xi. Commercial recreation, hotel / motel, and commercial school shall also be permitted; xii. Provisions 4.28.3 and 4.28.4 shall not apply;	20709, 20733 and 20775 2nd Concession Road and 20854 and 20908 Leslie Street [Part of Lots 21, 22, 23 and 24 Concession 2]
189	**MU7-189(H2)**	xvii. A hospital shall also be permitted, shall be permitted to develop on interim private servicing and up to a maximum of 85.0 metres permitted height. Mechanical equipment / penthouse, helipad, elevator overrun, stairs / stair enclosures or other mechanical / structural elements may project above	20709, 20733 and 20775 2nd Concession Road and 20854 and 20908 Leslie Street [Part of Lots 21, 22, 23 and 24 Concession 2]

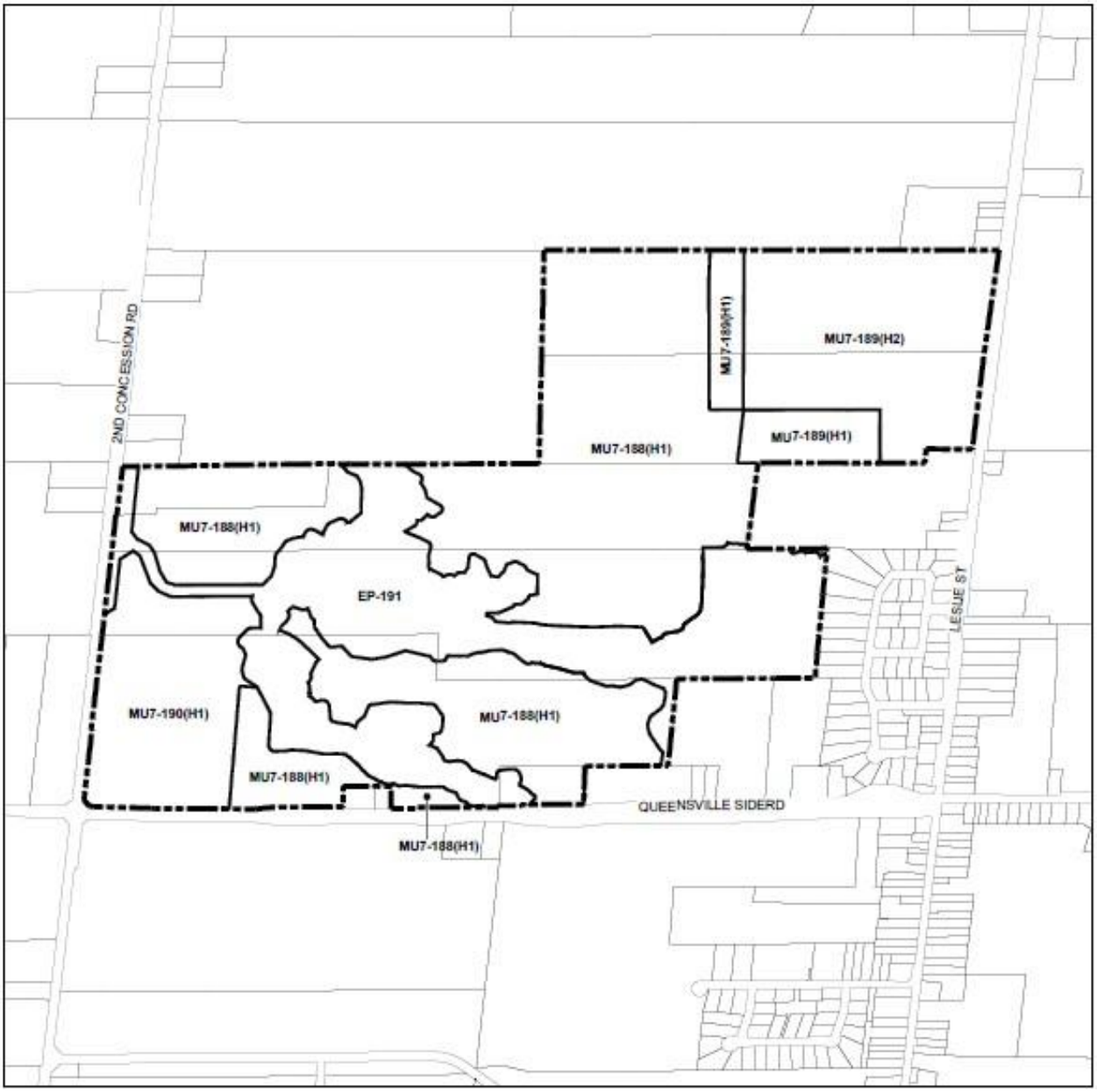
		the height maximum up to 10 m; viii. Long term care facilities and retirement homes shall be permitted to develop on interim private servicing and shall have a maximum permitted height of 37.5 metres; xix. Stacked townhouse dwelling shall also be permitted and shall have a permitted maximum height of 16 metres; xx. Medical offices and business offices shall have a permitted height of 37.5 metres; xxi. Apartment buildings shall also be permitted and shall have a permitted height of 37.5 metres; xxii. Commercial recreation, hotel / motel, and commercial school shall also be permitted; xiii. Accommodation Facility Related to Healthcare shall be a permitted use, shall have a permitted height of 37.5 metres and is defined as: “a room or suite of rooms for non-profit, designed to provide temporary accommodation to person(s) attending healthcare related uses”; xiv. District Heating and Cooling Plant shall be a permitted use , shall have a permitted height of 37.5 metres and is defined as: “a building or part of building used to generate, for	

		mass distribution, thermal energy to heat or cool"; xv. Education, Training, Meeting, or Conference Facility Related to Healthcare shall be a permitted use, shall have a permitted height of 37.5 metres and is defined as: "a building or part of a building used for instruction, training, workshops, seminars, meetings, or other similar activities related to healthcare and may include accessory food preparation areas"; xvi. Laboratory shall be a permitted use, shall have a permitted height of 37.5 metres and is defined as: "a building or part of a building used for scientific research, investigation, testing or experimentation, but not facilities for the manufacture or sale of products"; xvii. Research and Development Facility shall be a permitted use, shall have a permitted height of 37.5 metres and is defined as: "a building or part of a building used for carrying on investigation in the natural, physical, or social sciences, which may include engineering and product development, but not facilities for the manufacture or sale of products"; viii. Supportive Living Facility shall	

		be a permitted use, shall have a permitted height of 37.5 metres and is defined as: “a building or part of a building containing four (4) or more sleeping units with or without individual kitchens or cooking facilities, used for the accommodation of persons requiring semi-independent living arrangements, where limited supervision and assistance is provided to support the health, safety and well-being of its residents”; xix. Residential Hospice shall be a permitted use, shall have a permitted height of 37.5 metres and is defined as: “the use of land, buildings or structures for the provision of short-term palliative care at an inpatient facility attending to the physical, emotional and spiritual needs of terminally ill patients, whether under public or private ownership, approved under the provisions of “The Charitable Institutions Act”, but does not include a nursing home or group home”; xxx. Required minimum vehicular parking for a hospital and all related uses thereto shall be 1.7 parking spaces per 100 sq m of gross floor area; xxi. Required minimum bicycle parking for a hospital and all	

		related uses thereto shall be 0.50 spaces per 1,000m^2 of gross floor area for long-term spaces within a secured enclosed area either indoors or outdoors; and, 0.20 spaces per 1,000 m^2 of gross floor area for short-term spaces. xxii. Provisions 4.28.3, 4.28.4, 5.2.7 and 5.13 b), shall not apply;	
190	**MU7-190(H1)**	vi. Long term care facilities and retirement homes shall have a maximum permitted height of 37.5 metres; vii. Stacked townhouse dwelling shall also be permitted and shall have a permitted maximum height of 16 metres; viii. Apartment buildings shall also be permitted and shall have a permitted height of 37.5 metres; ix. Commercial recreation, hotel / motel, theatre, equipment rental establishment, motor vehicle gas bar, motor vehicle sales / rental establishment, motor vehicle washing establishment, repair or service shop, commercial self storage and commercial school shall also be permitted; x. Provisions 4.28.3 and 4.28.4 shall not apply;	20709, 20733 and 20775 2nd Concession Road and 20854 and 20908 Leslie Street [Part of Lots 21, 22, 23 and 24 Concession 2]
191	**EP-191**	ii. The limits of the EP (191) Zone boundaries as delineated on Schedule A of this By-law are approximate. Adjustments	20709, 20733 and 20775 2nd Concession Road and 20854 and 20908 Leslie Street

		to the boundaries of the EP(191) Zone may be permitted without an amendment to this By-law, where it is demonstrated to the satisfaction of the Town and the Lake Simcoe Region Conservation Authority that the proposed modifications will not significantly alter the form and function of the features within the EP(191) Zone.	[Part of Lots 21, 22, 23 and 24 Concession 2]


2ND CONCESSION RD
MU7-189(H1)
MU7-189(H2)
MU7-189(H1)
MU7-188(H1)
MU7-188(H1)
EP-191
LESUE ST
MU7-190(H1)
MU7-188(H1)
MU7-188(H1)
QUEENSVILLE SIDERD
MU7-188(H1)

Appendix 8 – Applicant Comment Response Matrix

#	COMMENTS	RESPONSE
1.0	**Housing and Community Design**	
1.1	Residents expressed a strong interest in including bungalows within new communities. Concerns were raised regarding: • parking availability, • neighbourhood connectivity, • and ensuring new growth integrates with — rather than isolates — existing communities	A mix of housing options will be provided through the submitted Draft Plan of Subdivision which will include single detached dwellings, townhouses and apartment units. Should there be a market demand for bungalows then our client will incorporate them, where appropriate into GEV. Sidewalks, multi-use paths and trails will be provided and secured via the draft plan of subdivisions, and are contemplated at a high level with the Community Design Plan. These features provide for pedestrian connectivity throughout the GEV lands and have been considered with the surrounding area.
1.2	Residents were concerned with being displaced on Leslie Street.	The proposed Community Design Plan provides a vision for the larger Community Design of Green Earth Village. The proposed Draft Plan of Subdivision does not contemplate development on lands outside of GEV ownership as identified on the submitted surveys. Development of other lands on Leslie Street, will be required to submit a planning application for review and consideration by the Town.
1.3	Residents were concerned with high-rise development.	The proposed high-rise and mixed-use development contributes to providing East Gwillimbury a diversified housing market while making efficient use of the land and contributing to both the Province and Town's 2051 housing targets. High-rise development is proposed where contextually appropriate within the Draft Plan of Subdivision, i.e. along collector roads to provide an appropriate break in the built form. Furthermore, these buildings also support the inclusion of sustainable development initiatives such as but not

#	COMMENTS	RESPONSE
		limited to green roofs, which would otherwise not occur on low-rise built form.
1.4	Concerns were raised regarding the maintenance of the functionality and character of the existing village area, particularly along Leslie Street (historic village character) to be created as a destination area	The 2022 York Region Official Plan has identified the GEV lands as a new urban area. The Town is in the process of updating its Official Plan which will further identify the GEV lands for urban uses. The GEV Community Design Plan provides additional detail such as the location of the various housing types, proposed stormwater management locations, parks, schools and existing land uses. The Community Design Plan has therefore, recognized existing areas as providing a low-rise residential land use and continues to propose the same land use designation along Leslie, with the exception of the lands designated as institutional and commercial to facilitate a long term care facility and hospital.
1.5	Council expressed a request for big central parks and small community parks.	GEV is currently engaging in active discussions with the Town on the potential for a community park, which is defined by the Town of East Gwillimbury Draft Official Plan as being between 2.0 hectares and 10.0 hectares, and a community facility. The Community Design Plan has been updated to illustrate a community park on the northwest portion of the Phase 1 Draft Plan of Subdivision and revisions to the subdivision will occur in the near future.
	Development Timing	
1.7	Hospital construction timing	The hospital's project is currently moving through Ontario's capital planning process. Construction timelines will be confirmed as planning and approvals progress. Southlake Health will continue to lead the healthcare planning, clinical vision, and provincial capital planning process for the redevelopment project in partnership with the Province of Ontario and other stakeholders.

#	COMMENTS	RESPONSE
		GEV is responsible for preparing and advancing the lands required to support construction of the future hospital as part of Southlake Health's broader redevelopment and Distributed Health Network plans.
1.8	Bradford Bypass timing	The Bradford By-pass is currently under construction and is proposed to be developed in three phases moving west to east. Construction of the west portion of the By-pass initiated in May 2026. The portion of the By-pass in East Gwillimbury is the east section and is therefore the last phase. Currently this section is undergoing detailed design and does not have a construction start time posted. Information and updates regarding the Bradford By-pass can be viewed at the link below: https://bradfordbypass.ca/east-section/ Notwithstanding the above, the Ministry of Transportation is actively involved in the review of the GEV applications and coordination relative to transportation matters as it relates to the interaction between the Bradford Bypass and GEV.
1.9	Housing construction sequencing,	When the Draft Plan of Subdivision is approved the Town will impose conditions which GEV will have a minimum of three years to satisfy before final approval is granted and registration of the plan may occur. Standard conditions include the requirement to provide detailed engineering drawings, which will include a phasing plan, as well as entering into a subdivision agreement which will be registered on the title of the lands. These documents will outline the required phasing of development, and the delivery of infrastructure as well as any required improvements to existing and planned infrastructure. GEV conservatively anticipates construction of approximately 100 dwelling units per year after registration occurs.
1.10	Municipal servicing delivery	
1.11	Timing of approvals	

#	COMMENTS	RESPONSE
	Flooding, Stormwater Management, Wells	
1.13	Residents raised concerns about the existing seasonal flooding issues (in the lower portion of the property).	As part of a complete submission package for the Community Design Plan, GEV submitted a Natural Heritage Evaluation prepared by GEI and a Master Servicing and Stormwater management Report prepared by SCS. These documents, identify the existing natural heritage features, including wetlands and headwater drainage features, and provides for recommendations to facilitate the proposed development. As discussed, as a condition of the approval of the Draft Plan of Subdivision, detailed design drawings will be required which provides the detailed design of the required stormwater management controls for the overall development. Additionally, lands which cannot be developed, i.e. wetlands and forested areas, are proposed to be designated and zoned as environmental protection in the Town's Official Plan, the GEV Community Design Plan and the proposed Zoning By-law Amendment.
1.14	Concerns were raised regarding how future development may impact drainage, and wanted to understand what mitigation measures are proposed.	
1.15	Why is the area not a flood plain/wetland/and allowed to be developed?	The Natural Heritage Evaluation prepared by GEI identified various environmental features including but not limited to wetlands and head water drainage features. The Town's Official Plan, GEV Community Design Plan, zoning By-law Amendment, and Draft Plan of Subdivision places these features in an Environmental Protection designation which does not permit development, with the exception of commonly permitted uses, such as walking trails. Furthermore, the applications are being reviewed by the Lake Simcoe Regional Conservation Authority (LSRCA), with the proposed development being consistent with the local subwatershed study.
1.16	Residents and several Councilors expressed concerns regarding the impacts of development on private wells and requesting to know if	As part of the Master Servicing and Stormwater Management Report, a Hydrogeology Report prepared by Gemtec was included in Appendix B-4, which assess the ground water quantity and quality within the GEV area. A monitoring program will be implemented as a condition of the approval of

#	COMMENTS	RESPONSE
	there will be groundwater protection and monitoring programs.	the draft plan of subdivision, with the details of the condition forming part of the subdivision agreement. Further information regarding the protection of groundwater, will be addressed at the detailed design stage through the submission of the Functional Servicing and Stormwater Management Report.
	Environmental Impact and Sustainability	
1.17	Questions were raised regarding flooding impacts on canals currently utilized for farming, whether regular cleaning/maintenance programs exist, and how future capacity will be maintained.	Existing off site canal / roadside ditch maintenance requests will need to be directed to the Town and / or York Region. Relative to GEV, we have submitted a Master Servicing and Stormwater Management Report which provides for an overview of the servicing and stormwater controls required for the development of the site. As a condition of the draft plan of subdivision approval, detailed design drawings will be required, which will be supplemental to the required Functional Servicing and Stormwater Management Report. GEV, the Town, LSRCA and York Region will work cohesively to construct the necessary infrastructure to service the development, with the subdivision agreement outlining the requirements for construction, maintenance and eventual transfer of the infrastructure to public ownership i.e. to the Region or the Town.
1.18	Concerns were raised regarding the removal of the Valley	GEV will prepare an overall site grading plan, which will be included in the engineering package as part of the detailed design stages of the subdivision. The existing significant valley lands identified in the Natural heritage Evaluation prepared by GEI, are located within the Environmental Protection designation/zone, and are not intended to be developed. Limited road crossings, to facilitate connectivity through GEV will occur, but will be fully evaluated and mitigation measures undertake (as required) through the Draft Plan of Subdivision conditions.

#	COMMENTS	RESPONSE
1.19	Council requested additional information regarding sustainability initiatives and the environmental performance measures.	GEV is not resiling from its commitments to develop GEV as a sustainable community. Ongoing discussions on implementation of green infrastructure are occurring with major utility providers. Further, the GEV Urban Design Guidelines outline a number of sustainable development initiatives including but not limited to low impact development through the use of green roofs, permeable pavers bioretention areas, bioswales and more on a street, site and lot basis. Details of these features will be incorporated through the detailed design stage of the draft plan of subdivision as well as subsequent Site Plan Approval applications for the mid-rise, high-rise and mixed use buildings.
1.20	Council and residents requested that trail connectivity be provided, which integrates with active transportation networks. Specifically, the consideration of providing a connecting trail to/from the hospital and in the vicinity of the Bradford By-pass and the existing hydro easement was expressed as being desired.	The Natural Heritage Evaluation prepared by GEI and the Transportation Mobility Plan prepared Crozier provide for a preliminary trail network and active transportation network throughout the GEV lands. As the draft plan of subdivision is updated and refined, GEV and the Town will work together to refine and implement the active transportation network to promote pedestrian and optimize vehicular movements throughout the subdivision.
1.21	Leave soil on property to a different area and test for soil termites	As part of a condition of the Draft Plan of Subdivision application, it is expected that a Construction Management Plan will need to be submitted and approved by the Town. The Construction Management Plan will address items such as but not limited to the removal of fill, construction hours, and haulage routes to ensure that safe construction practices are followed on the site. The subdivision agreement will include language to the effect of requiring the Owner to agree to adhere to the approved Construction

#	COMMENTS	RESPONSE
		Management Plan, thereby making the approved plan a legally binding agreement between the Town and GEV. It is the intent to utilize existing soils through a cut / fill balance exercise to minimize importation of soils.
	Traffic & Construction	
1.22	A major concern among residents was the impact of construction trucks on existing neighborhoods.	As discussed above, the Construction Management Plan, will identify haulage routes and operating hours of construction in an attempt to minimize the disturbance to the existing communities, as feasibly possible. GEV will work with the Town and York Region to identify and monitor proposed haul routes to minimize any disturbance which may occur. We further note that the Town of East Gwillimbury's Noise By-law specifically regulates construction and construction equipment and does not permit construction to occur between the hours of 7 pm and 7 am.
1.23	Concerns were raised regarding the following: • traffic congestion, • safety, • road design changes • disruption to existing residents.	The Transportation Mobility Plan prepared by Crozier supports the proposed collector and local road network, and further recommends improvements to be undertaken to optimize the proposed Draft Plan of Subdivision, and the expected traffic that is to be generated by the surrounding area. Recommendations include but are not limited to providing new signalized intersections along Queensville, Leslie and 2nd Concession, as well as providing additional lanes to accommodate the increased generated traffic as GEV develops over time.
1.24	Preference for no ramps on Leslie to Bradford	The Ministry of Transportation Ontario is responsible for the design and location of the ramps for the forthcoming Bradford By-pass. The Community Design Plans and the Draft Plan of Subdivision has been circulated to the Ministry of Transportation for review and comment.
	Public Engagement & Consultation	

#	COMMENTS	RESPONSE
1.25	Several Councillors emphasized the importance of continued engagement opportunities. Requests Included: • public workshops, • open houses, • collaborative discussions, • and proactive communication throughout construction.	GEV and the Town of East Gwillimbury held a non-statutory Open House on June 11th, to allow residents an opportunity to have a more informal discussion on the GEV applications, and to speak to residents within the surrounding area. The Town of East Gwillimbury provided notices to residents within 500 m or more, which exceeds the 120 m requirement of the Planning Act. Furthermore, the Town has prepared a GEV project page which includes the submitted application material and a Q& A section, to address commonly asked question. The project page can be accessed via the link below: https://www.eastgwillimbury.ca/en/government/green-earth-village-royalpark-homes-and-signature-communities.aspx

Development Services Report DS2026-20

To: Committee of the Whole Council

Date: June 23, 2026

Subject: Zoning By-law Amendment
18899 Leslie Street
Gwillimbury Hill Day Care Ltd.
[File: ZBA.25.16]

Origin: Development Services, Planning Branch

Recommendations

1. That Development Services, Planning Branch Report DS2026-20 dated June 23, 2026, entitled “Zoning By-law Amendment, 18899 Leslie Street, Gwillimbury Hill Day Care Ltd.,” be received; and
2. That Council approve the Zoning By-law Amendment (ZBA.25.16) included as Appendix 5 to Report DS2026-20 to rezone the lands from Mixed Used One Holding 4 “MU1 (H4)” zone to site-specific Mixed Used One Holding 4 “MU1(187)(H4)”; and
3. That the recommendations of this Report DS2026-20 be ratified at the Council meeting on June 23, 2026.

Purpose

This report seeks Council’s approval of the requested Zoning By-law Amendment application (ZBA.25.16) to rezone the subject lands from Mixed Used 1 Holding 4 “MU1 (H4)” Zone to Site Specific Mixed Used 1 “MU1(187)” with a Holding Provision 4 (Appendix 3). This zoning by-law amendment application also seeks to introduce site-specific provisions to permit a Child Care Centre use under the Holding Provision 4 and to permit a minimum width of 6.0 metres for a driveway accessing the proposed parking area to accommodate two-way traffic (Appendix 5).

The proposal will facilitate the repurposing of the existing residential dwelling to establish a Child Care Centre on the subject property. No external alterations are proposed to the existing heritage structure. The existing detached garage is proposed to be removed to accommodate driveway access to a new rear parking area, as illustrated in the proposed site plan included as Appendix 4. The proposed centre is intended to

operate as a Montessori Child Care Centre, providing care for up to 41 children for children aged 18 months to six years. The owner also owns the property immediately north at 18907 Leslie Street, which operates as Gwillimbury Hills Montessori Daycare. The proposed centre is intended to complement this existing facility. If this application is approved, a Site Plan Control application and agreement will be required. A Site Plan Control application was submitted concurrently with the Zoning By-law Amendment application.

Background

Location

The subject property is municipally known as 18899 Leslie Street and is located on the east side of Leslie Street, south of Mount Albert Road, within the Community of Sharon, as shown on the location map included as Appendix 1. The property is located within the Sharon Heritage Conservation District (HCD) and is identified as a Contributing property within the Sharon Heritage Conservation District Plan and Guidelines. Minor changes that are consistent with the guidelines in the HCD Plan may be approved by the Town's General Manager of Development Services (or their delegate). The applicants' Site Plan application (SPA.25.09), indicates that they are proposing to demolish a detached garage. Demolition or removal of a building or structure in the HCD requires a heritage permit. This proposed demolition will require a heritage permit approved by the Towns Heritage Advisory Committee and the Towns Municipal Council as a condition of the approval of the Site Plan Control application.

Site Characteristics

The subject property is a rectangular-shaped parcel approximately 0.16 hectares (0.40 acres) in area, with 26.15 metres of frontage along the east side of Leslie Street. As shown in Appendix 1, the subject property is described as an existing residential house form and contains two buildings: a single detached dwelling and a detached garage. The property is serviced by a private well and septic system and is located outside the Lake Simcoe Region Conservation Authority (LSRCA) regulated area.

Surrounding Land Uses

As shown in Appendix 2, the surrounding land uses include:

North: Existing Child Care Centre (Gwillimbury Hills Montessori Daycare).
South: Residential uses.
West: Leslie Street, and residential uses.
East: Residential uses.

Recommended Zoning By-law Amendment

To facilitate the proposed Child Care Centre use, the applicant submitted a Zoning By-law Amendment application to rezone the property from MU1(H4) to site specific Mixed Use 1 with Holding Provision 4 (MU1(187)(H4)). This amendment seeks to introduce site-specific provisions to permit a Child Care Centre use under the Holding Provision 4 and to permit a minimum width of 6.0 metres for a driveway accessing a parking area for two-way traffic to enable the easy flow of traffic for families dropping off children.

The application was deemed complete by the Town on November 5, 2025. A Statutory Public Meeting was held on December 16, 2025, and public comments received have been addressed in the Need for Public Consultation section of this report.

Proposed Site Plan Application

A Site Plan application (SPA.25.09) was submitted concurrently with the Zoning By-law Amendment application. The proposal proposes to convert the existing single detached dwelling into a Child Care Centre to accommodate up to 41 children. The ground floor will contain two toddler classrooms. Two preschool classrooms are proposed on the second floor. The existing detached garage is proposed to be demolished to provide access to a new parking area east of the existing dwelling, which will contain a total of 11 parking spaces (10 standard and 1 accessible). A 252 square-metre outdoor playground is proposed in the rear yard and will be enclosed with a chain-link fence. In addition, a board privacy/acoustic fence is proposed along the east and south property lines where the site abuts adjacent residential uses (Appendix 4).

The site is currently serviced by a private well and septic system. As part of the proposed development, the property will be connected to municipal water and the existing well will be decommissioned. The existing private sanitary system is also proposed to be replaced with an enlarged private system designed to adequately support the Child Care Centre use.

A Heritage Permit application is required for the proposed development in accordance with Policy 7.2 of the Sharon Heritage Conservation District (HCD) Plan and Guidelines. If this application is approved, this requirement will be incorporated into the Site Plan Agreement as a condition of approval.

Analysis

The Provincial Planning Statement, 2024 (PPS 2024) provides policy direction on matters of provincial interest related to land use planning and development. The Provincial Planning Statement sets the policy foundation for regulating the development and use of land province-wide, helping achieve the provincial goal of meeting the needs of a fast-growing province while enhancing the quality of life for all Ontarians.

Provincial Planning Statement, 2024 (PPS 2024)

The proposed application is consistent with the PPS 2024.

The PPS focuses on building strong communities, protecting the natural environment, resources, and public health and safety, and supporting a strong economy. The PPS encourages planning authorities to accommodate an appropriate range and mix of land uses, including residential, employment, institutional uses such as schools and child care facilities, and other complementary uses, to meet long-term community needs.

Policy 2.3 directs growth and development to settlement areas and supports intensification and redevelopment to make efficient use of existing infrastructure and services. Policy 2.3.1 further supports intensification within settlement areas and the development of complete communities, including the provision of public service facilities such as childcare centres. The proposed development represents an efficient reuse of an existing building within the settlement area and makes effective use of available municipal infrastructure and services and maintains the character of Sharon Village.

Policy 2.8 states that planning authorities shall promote economic development and competitiveness by providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs. The proposed childcare centre will provide a needed community service and support the day-to-day needs of residents and the local workforce.

The proposed application is consistent with the policies and objectives of the PPS 2024, as it supports the development of complete communities, facilitates a public service facility, contributes to local economic activity, and promotes the efficient use of land and existing municipal infrastructure within the settlement area.

Lake Simcoe Protection Plan (LSPP)

The proposed ZBA application conforms to the LSPP.

The proposal does not meet the definition of “major development” per the Lake Simcoe Protection Plan (LSPP) and, the property is not located within an area regulated under Ontario Regulation 41/24. Accordingly, a permit from the LSRCA is not required per LSPP.

LSRCA staff have reviewed the proposed ZBA application and have no objection to its approval.

Regional Municipality of York Official Plan (2022)

The proposed application meets the goals and objectives of the York Region Official Plan (YROP).

The property is part of the “Urban Area” as indicated on Map 1- Regional Structure of the YROP, where growth and development are directed. The property is also designated “Community Area”, as shown on Map 1A of the YROP. Community Areas are intended to accommodate the majority of residents and a broad range of uses, including personal services, retail, arts and culture, recreational facilities, human services, and employment opportunities.

Policies for Community Areas promote walkable, pedestrian-oriented, and amenity-rich environments that provide residents with a range of services, employment opportunities, and open spaces within a 15-minute walk or cycling distance of their homes. The YROP also promotes a balance of residential and employment opportunities to support complete communities and enhance quality of life. The proposed Child Care Centre will contribute to the range of human services in the Community Area and support the needs of residents and the local workforce in the Community of Sharon.

The application was circulated to York Region staff for review with respect to matters of Regional interest. York Region staff have no objections to approval of the proposed Zoning By-law Amendment.

Town of East Gwillimbury Official Plan 2010

The proposed application meets the goals and objectives of the Town’s Official Plan.

The subject property is located within the “Community Areas” as shown on Schedule A-1 of the Town's Official Plan. Community Areas are intended to support places where people live, shop, learn, and access services that meet daily needs. The subject property is also designated “Village Core Area” as shown on Schedule B-3 of the Town's Official Plan, which is intended to function as a focal point for community activity, offering the widest range of goods and services in a pedestrian-oriented environment. Section 4.3.3.1 permits a broad range of uses within this designation, including retail, personal service establishments, restaurants, offices, medical clinics, institutional uses, mixed-use developments, and residential units within commercial buildings. The proposed childcare centre is consistent with and permitted within this policy framework.

For lands within the Sharon Secondary Plan area, Section 4.3.3.17 requires the protection and enhancement of historic and architectural features and encourages the preservation and adaptive reuse of buildings that contribute to the community’s heritage character. In addition, the lands are located within the Sharon Heritage Conservation District. The proposal retains the existing heritage structure (constructed in approximately 1860) with no exterior alterations, while the detached garage (constructed in 1980s), which has no identified heritage value, is proposed to be removed to facilitate access to a rear parking area. A Cultural Heritage Impact Assessment (CHIA), peer-reviewed by LHC Heritage Planning & Archaeology Inc. on behalf of the Town, concludes that the proposed development will not result in any

significant adverse impacts on heritage resources, as the primary heritage building will be preserved and only interior alterations are proposed. The CHIA and peer review support the removal of the detached garage and identify mitigation measures to ensure continued protection of the heritage resource, which are proposed to be implemented through conditions of the Site Plan Agreement. A Heritage Permit is also required in accordance with Policy 7.2 of the Sharon HCD Plan and Guidelines and will be included as a condition of the Site Plan Agreement should the application be approved. The Heritage Advisory Committee reviewed the application and raised no objections; accordingly, staff are satisfied that the proposal conforms with the intent of Section 4.3.3.17 of the Official Plan and the recently enacted Sharon Heritage Conservation District.

Section 4.16.1 outlines policies for day care centres, including the requirement for a Traffic Impact Study and appropriate parking, pick-up, and drop-off facilities to ensure safe and efficient site operations. The applicant has submitted the required studies, which have been reviewed by both Town and York Region staff. Based on these reviews, the proposed access and parking arrangement, including the reduced driveway width, is considered to function adequately and no concerns have been identified.

The subject property is also located along a Local Corridor (Leslie Street), as identified in Schedule A-1 of the Town's Official Plan. Section 3.2.3 states that Centres and Corridors are intended to accommodate a mix of uses, including higher-density housing, and serve as focal points for employment, education, recreation, and community services. Local Corridors, as described in Section 3.2.3.3, are planned to support mixed-use, pedestrian-oriented, and transit-supportive development. The proposed use contributes to these objectives by providing a community-serving institutional use in a centrally accessible location within the Sharon Community.

Section 7.3 of the Official Plan addresses water and wastewater servicing and generally requires all new development within settlement areas to be connected to municipal services. However, Section 7.3.5.5 permits exceptions for early institutional uses, including childcare centres, to proceed prior to the extension of full municipal services, provided that appropriate agreements are in place to ensure future connection within a reasonable timeframe. While the proposed development will include connection to municipal water, it will continue to be serviced by a private septic system on an interim basis and is consistent with this policy framework.

Planning staff are of the opinion that the proposed development conforms to the policies of the Town's Official Plan. Accordingly, staff have no objection to the approval of the proposed Zoning By-law Amendment.

Town of East Gwillimbury Zoning By-law 2018-043, as amended

The amended application meets the goals and objectives of the Zoning By-law.

The subject property is zoned Mixed Use One with Holding Provision 4 (MU1(H4)) under the Town's Zoning By-law 2018-043, as amended (Appendix 3). The MU1 Zone permits a broad range of residential and commercial uses, including single detached dwellings, community centres, libraries, business offices, restaurants, retail stores, and childcare centres. The property is also subject to Holding Provision H4, which restricts uses until full municipal services are available and allocated. Until then, permitted uses are limited to animal clinics, animal daycare centres, art galleries, business offices, commercial schools, financial institutions, libraries, medical offices, and museums. A childcare centre is not among the permitted uses.

Section 6.2 of the Zoning By-law further outlines the applicable zone standards and provisions that the proposal must comply with.

Proposed ZBA

The application is proposing to rezone the property from MU1(H4) to site specific Mixed Use One with Holding Provision 4 "MU1(187)(H4)" (Appendix 3). The proposed MU1(187)(H4) seeks to introduce the following site-specific provisions:

Category	Current Zone Provisions	Proposed Special Provision
Permitted Use	Permitted uses are limited to animal clinics, animal daycare centres, art galleries, business offices, commercial schools, financial institutions, libraries, medical offices, and museums.	In addition to the permitted uses, A Child Care Centre is also permitted under the H4 holding symbol.
Special Provisions	Minimum width of access ramps and driveways providing two-way access to a parking area or parking garage: 6.5 metres.	Minimum width of a driveway providing two-way access to a parking area or parking garage: 6.0 metres.

The proposed site-specific provisions are considered appropriate and facilitate the intended Child Care Centre use on the subject property. The proposed Child Care Centre use is a permitted use within the parent MU1 Zone; however, the Holding (H4) provision will remain in effect, and the amendment proposes to permit a Child Care Centre as an additional use under the existing Holding framework. In considering the appropriateness of introducing this use, it is noted that the MU1(H4) Zone permits a defined range of institutional, commercial, and service-oriented uses under the same Holding restriction, including commercial schools, medical offices, business offices, and similar uses, which may result in comparable servicing demands relative to the proposed Child Care Centre. Accordingly, the proposed permission of a Child Care

Centre under the existing Holding provision is considered appropriate and consistent with the intent of the Official Plan policies.

The proposed Child Care Centre is intended to accommodate up to 41 children and 9 staff members. The property immediately north at 18907 Leslie Street, which operates as Gwillimbury Hills Montessori Daycare, currently accommodates a greater occupant load of 61 children and 11 staff members. Staff are satisfied that the proposed use is compatible with the surrounding area and can operate appropriately within the existing context.

The proposed reduction in the minimum driveway width from 6.5 metres to 6.0 metres to provide two-way access to the parking area is also considered appropriate. The proposed access arrangement has been reviewed by York Region, the Town's Engineering Department, Building Division, and Fire Department, and no concerns have been identified with respect to site access, circulation, functionality, or emergency access. Accordingly, staff are satisfied that the proposed site-specific provisions are appropriate and support proper development of the site.

Staff have reviewed the proposed Zoning By-law Amendment in the context of Town, Regional, and Provincial policies, the Sharon Heritage Conservation District, as well as the surrounding area, and are satisfied that the proposed rezoning conforms to the intent of the Village Core designation, and is consistent with the broader objectives of the Town's Official Plan. The proposed rezoning also conforms to the policies and guidelines of the Sharon Heritage Conservation District and is consistent with the intent of the Zoning By-law. Accordingly, staff have no objections to the approval of the rezoning application. Further detailed review of technical matters will occur through the associated Site Plan Control application. Should the application be approved, a Heritage Permit application will also be required for the removal of the detached garage.

Other Departments and Agencies

The application was circulated to Town departments and external agencies. No objections were received and all technical matters relating to the ZBA have been addressed.

Engineering and Public Works (EPW):

Development Engineering Branch

The Development Engineering Branch has reviewed the submitted ZBA application and have no objections to approval. Additional review and comments will be undertaken during the Site Plan Control stage.

Parks Development and Operations Branch

The Town's PRC Parks Branch have reviewed the submitted application and have no comments at this time. Further review related to arborist matters, tree compensation, tree preservation and protection measures, and landscape works will occur through the Site Plan Control process.

Lake Simcoe Region Conservation Authority (LSRCA)

The LSRCA reviewed the proposed application in the context of the PPS and Ontario Regulation 41/24. The LSRCA has no objection to approval of the proposed ZBA application.

Regional Municipality of York

Community Planning and Development Services Division staff reviewed the proposed application, and have no objections related to approval of the ZBA. Further technical review will be conducted through the associated Site Plan Control application.

Financial Implications

The Owner has paid all application fees associated with the Zoning By-law Amendment application. There are no other financial implications associated with the proposed Zoning By-law Amendment application. Additional fees, deposits and securities will be required through the forthcoming Site Plan application and agreement in accordance with the Town's Fee By-law. No development charges are anticipated for this application. Provided that the property tax class is changed to Commercial, there would be a marginal impact to property taxes on this property, with annual property taxes estimated at approximately $10,000, of which approximately $2,800 would represent the Town's portion.

Need For Public Consultation

A Statutory Public Meeting regarding the subject ZBA was held on December 16, 2025. Notices were sent in accordance with the *Planning Act*. A sign regarding the application is posted on the property and the application is listed on the Town's active applications webpage.

Six members of the public spoke at the public meeting expressing concerns regarding the application. Subsequent to the meeting, two written submissions in opposition were received. Concerns raised included traffic and road safety, access and parking, stormwater and drainage impacts, tree removal, waste management and site maintenance, compatibility with the surrounding neighbourhood, and potential impacts on neighbourhood character.

Planning and technical matters raised through the public consultation process are addressed in this section of the report, with a detailed summary of all comments and responses provided in Appendix 6.

Staff note that the proposed Child Care Centre is considered compatible with the surrounding neighbourhood and consistent with the planned function of the area and the intent of the Official Plan policies. While not currently permitted under the existing Holding (H4) provision, the use is permitted within the parent MU1 Zone and is proposed to be added through this amendment. The MU1(H4) framework already permits similar institutional and service uses, and a higher-intensity daycare exists immediately to the north, further supporting the compatibility of the proposed use within the existing context.

Residents at the Statutory Public Meeting also expressed concerns regarding traffic speeds and road safety along the adjacent Regional road and requested the implementation of a Community Safety Zone and/or a reduced speed limit in the area. Leslie Street falls under the jurisdiction of York Region. A Traffic Impact Study submitted in support of the application has been reviewed by both Town and Regional staff, and no traffic or road safety concerns were identified that would warrant mitigation through the development approval process. Following the Statutory Public Meeting, the public request was forwarded to York Region for review. York Region has since completed its assessment and determined that the existing speed limit on this section of Leslie Street is appropriate and does not warrant a reduction based on its Speed Limit Policy and a recent speed study. York Region also concluded that this section of Leslie Street does not meet the criteria for designation as a Community Safety Zone. Accordingly, no changes to the existing speed limit or road designation are proposed by York Region at this time (Case Number 4416808).

Residents also expressed concerns regarding a tree removal on the property. Parks staff are currently reviewing the matter and, if required in accordance with the Town's Private Tree Protection By-law, tree compensation will be requested through the Site Plan process.

Following the Statutory Public Meeting, staff have continued to work with the applicant to address comments raised and have shared relevant technical matters with Town and York Region staff for review where applicable. While no further public meeting is required for subsequent phases, including Site Plan Control and the Heritage Permit, these applications will continue to follow the Town's standard circulation and notification procedures in accordance with Town policies.

Alignment to Strategic Plan

Building Complete Communities

The recommendations of this report advance the Town's objectives around building complete communities and creating infrastructure to support healthy and active lifestyles for diverse ages, abilities, and interests.

Responsible Growth

The recommendations of this report advance the Town's objectives for responsible growth by fostering economic sustainability and encouraging strategic investment, while supporting both new and existing businesses.

Conclusion

Staff have reviewed the Zoning By-law Amendment application and are satisfied that the requirements of the Town, applicable Provincial and Regional planning documents, and agency comments have been addressed. Further detailed review will continue through the Site Plan Control process and the required Heritage Permit application. Accordingly, staff recommend that Council approve the proposed Zoning By-law Amendment.

York Region Community and Health Services (Social Services Branch) has confirmed that the applicant is approved for CWELCC (Canada-Wide Early Learning and Child Care) funding, subject to timely completion of required submissions. As the funding is time-sensitive and dependent on securing approvals and proceeding with implementation, same-day ratification is recommended to avoid potential delays affecting eligibility.

Appendices

Appendix 1 – Location Map
Appendix 2 – Official Plan Designation
Appendix 3 – Proposed Zoning
Appendix 4 – Conceptual Site Plan
Appendix 5 – Draft Zoning By-law Amendment
Appendix 6 – Public Meeting Response Matrix

Approval

Report Author:

Pardis Zanjanchi, MSC
Intermediate Planner
Development Services, Planning Branch

This report was reviewed and recommended by:

Matthieu Daoust, BES, RPP, MCIP
Manager of Planning
Development Services, Planning Branch

This report was reviewed and recommended by:

Jack Krubnik, MCIP, RPP, CSLA, OALA, PLE
Director of Planning Policy & Growth Management
Development Services

This report was reviewed and recommended by:

Kerri Voumvakis
General Manager
Development Services

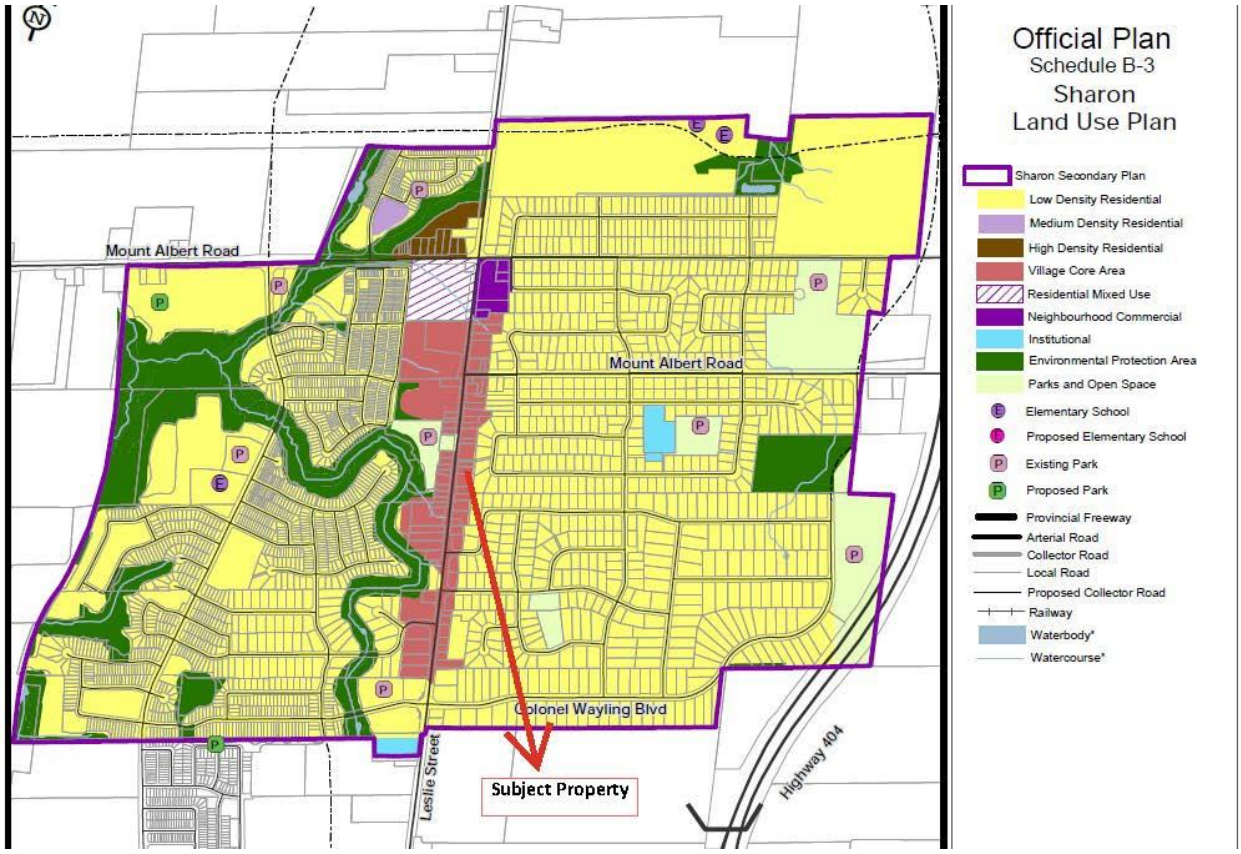
This report was approved by:

Mark Valcic
Chief Administrative Officer

APPENDIX 1 – Location Map



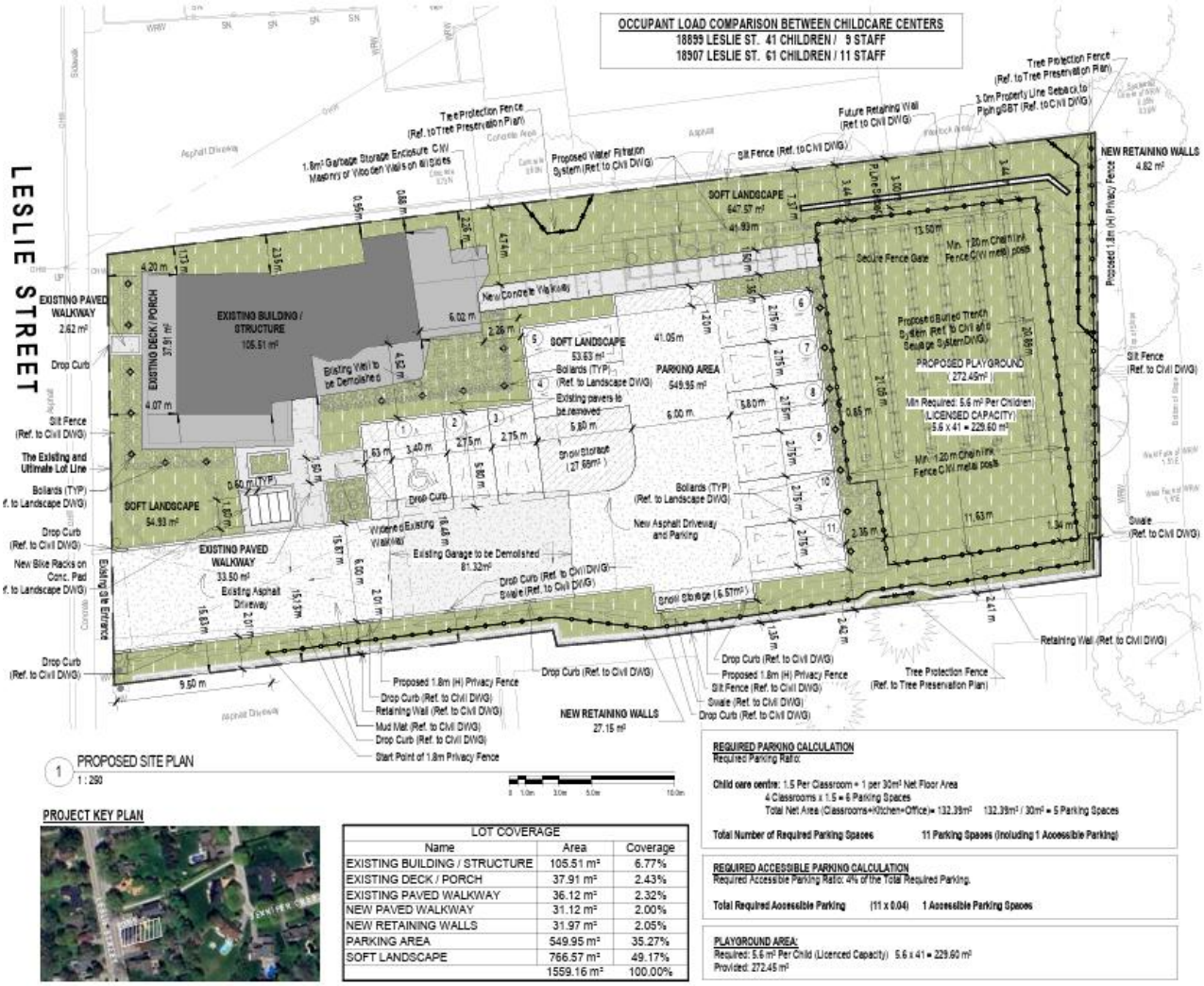
APPENDIX 2 – Official Plan Designation



APPENDIX 3 – Proposed Zoning



APPENDIX 4 – Proposed Site Plan



LOT COVERAGE

Name	Area	Coverage
EXISTING BUILDING / STRUCTURE	105.51 m²	6.77%
EXISTING DECK / PORCH	37.91 m²	2.43%
EXISTING PAVED WALKWAY	36.12 m²	2.32%
NEW PAVED WALKWAY	31.12 m²	2.00%
NEW RETAINING WALLS	31.97 m²	2.05%
PARKING AREA	549.95 m²	35.27%
SOFT LANDSCAPE	766.57 m²	49.17%
	1559.16 m²	100.00%

View a larger version of the Proposed Site Plan.

APPENDIX 5 – Draft By-law

Town of East Gwillimbury

The Corporation of the Town of East Gwillimbury

By-law 2026-XXX

Being a By-law to Amend By-law Number 2018-043, as amended, being a Zoning By-law
[Part of Lot 20, Concession 3 (18899 Leslie Street, Sharon]

Whereas the Council of the Corporation of The Town of East Gwillimbury has authority pursuant to Section 34 of the Planning Act, R.S.O 1990, c. P.13, as amended to pass this By-law; and

Whereas it is deemed advisable to amend By-law Number 2018-43;

Now therefore the Municipal Council of the Corporation of The Town of East Gwillimbury enacts as follows:

1. That Map 4 of Schedule “A” to Zoning By-law 2018-043, as amended, is hereby further amended as follows:

   1.1 That property located at 18899 Leslie Street, Part of Lot 20, Concession 3, Town of East Gwillimbury, Regional Municipality of York, more particularly shown in heavy outline on Schedule “A” attached hereto is changed from “MIXED USE ONE (MU1)(H4)” to “MIXED USE ONE (MU1(187)(H4)”; and

2. That Exception Number 187 Table 16A of By-law Number 2018-043 is amended with the following:

Exception No.	Zone	Permitted Uses
187	**MU1**	i. A Child Care Centre is also permitted under the H4 holding symbol. ii. Notwithstanding Section 5.2.9, the minimum width of a Driveway

		accessing a parking area shall be 6.0 m in width for two-way traffic.

4. That in all other respects of By-law Number 2018-043 as amended, shall continue to apply; and

5. That Schedule “A” attached hereto is hereby declared to form part of this By-law.

Enacted and passed this ___day of ___, 2026.

Virginia Hackson, Mayor

Tara Lajevardi, Municipal Clerk

SCHEDULE "A" FORMING PART OF BY-LAW NUMBER 2026-XX

[Part of Lot 20, Concession 3 (18899 Leslie Street, Sharon)]



This is Schedule “A” to Zoning By-law 2026-XX passed this _____ day of _____, 2026.

APPENDIX 5 – Public Meeting Response Matrix

Public Meeting - December 16, 2025

Public Comments

Comments:	Response:
Residents 1. Increased traffic flow and higher risk of accidents; limited access capacity	1. Reviewed by York Region. Further technical review will be conducted through the associated Site Plan Control application
2. York Region acting as an absentee owner of Leslie Street;	2. Leslie Street is a Regional Road under York Region's jurisdiction, and the Region is the approval authority for traffic operations and safety. The application was circulated to York Region, and all matters related to the Regional road have been reviewed and accepted as part of the circulation process.
3. Police currently enforcing a 50 km/h speed limit on Leslie. Two daycares located beside each other; speed limit should be lower in this area.	3. Town staff has forwarded the public request to York Region staff for consideration through their separate operational review process. York Region has since completed its assessment and determined that the existing speed limit on this section of Leslie Street is appropriate and does not warrant a reduction based on its Speed Limit Policy and a recent speed study. (Case No. 4416808).
4. Visibility issues caused by site topography.	4. Reviewed by York Region and Town`s Engineering Department and no concerns were identified. Further technical review will be conducted through the associated Site Plan Control application.
5a. Excess waste and noise;	5a. To address this concern, the Owner has arranged for private pick up for the existing and proposed centres
5b. increased traffic in the morning and afternoon. Approximately 40 cars bumper-	5b. Leslie Street is a Regional road, and York Region is the approval authority for matters related to traffic operations and safety. The

to-bumper, creating a safety concern.	submitted Traffic Study has been reviewed and accepted by York Region.
6. Concerns regarding 10 waste bins and how garbage will be collected; risk of garbage and pollution.	6. In response to this comment, the Owner has arranged for private pick up for the existing and proposed centres
7. Use functions as a large commercial enterprise rather than a daycare- Village core properties being owned by developers.	7. Comment is unclear. The proposed use is a small-scale daycare centre. Village core property ownership is outside the scope of this proposal.
8. York Region not having any representation	8. Leslie Street is a Regional Road under York Region's jurisdiction, and the Region is the approval authority for traffic operations and safety. The application and concerns raised at the public meeting regarding traffic and access have been circulated to York Region.
9. Need for additional signage. How it looks like	9. Centre signage has not been designed. Any proposed signage will be required to comply with the Town's Sign By-law 2025-052 and applicable permit requirements. No further action is required at this time.
10. Congestion due to drop-off and pick-ups.	10. Reviewed by the Town's Engineering Department and York Region. Study has been reviewed and accepted by York Region.
11. Not a safe solution; request for a 40 km/h speed zone by the Region.	11. Town staff has forwarded the public request to York Region staff for consideration through their separate operational review process. York Region has since completed its assessment and determined that the existing speed limit on this section of Leslie Street is appropriate and does not warrant a reduction based on its Speed Limit Policy and a recent speed study. (Case No. 4416808).
12. 10–12 garbage bins on site, three of which are open.	12. To address this concern, the Owner has spoken with staff and arranged for private pick up.

13. Employees parking on Jennifer Crescent for extended periods.	13. Centre owner has discussed this with his employees and confirms that employees are not parking on Jennifer Crescent.
Resident across Gwillimbury Hills Daycare 14. Raccoons getting into garbage.	 14. To address this concern, the Owner has spoken with staff and arranged for private pick up
15. Large amounts of garbage on site.	15. To address this concern, the Owner has arranged for private pick up.
16. Vehicles stopping on Leslie Street; with two daycares, more cars will be on the boulevard.	16. Leslie Street is a Regional Road under York Region's jurisdiction, and the Region is the approval authority for traffic operations and safety. The application was circulated to York Region, and all matters related to the Regional road have been reviewed and accepted as part of the circulation process.
17. Employees parking on the neighbour's boulevard.	17. To address this concern, the Owner has spoken with centre staff.
Resident direct south of the subject property 18. raccoons, and grass cutting concerns	 18. To address this concern, the Owner has arranged for private garbage pick up from GFL with a shared bin on the neighbouring property. In addition, the Owner has a contract for landscape maintenance and snow removal.
19. Numerous vehicles parked in front of kitchen window.	19. To address this concern, the Owner has spoken with staff and reminded parents to use the parking lot.
20. Risk associated with cars parking on the boulevard for drop off.	20. The boulevard is signed for no parking. Parents will be reminded to use the parking lot.
21. Hard getting out of the driveway.	21. Reviewed by York Region and Town`s Engineering Department and no concerns were

	identified. Further technical review will be conducted through the associated Site Plan Control application.
22. Traffic study did not consider the new development of approximately 800 units at Leslie and Farr.	22. The submission was reviewed and accepted by both the Town's Engineering Department and York Region.
23. Request to reconsider vehicle movement and internal circulation (loop).	23. This option was examined, but grade changes between the two properties prevent this design. No further action.
24. Cash-in-lieu of trees questioned; preference for more trees on site.	24. Trees have been proposed where feasible. Parks staff are reviewing the proposal related to tree planting and cash-in-lieu
25. Concerns about increased asphalt and reduced green space and related implications.	25. Hard surface has been minimized to the extent possible. The increase in hard surfacing has been considered in the SWM Report calculations.
26. Water drainage flowing from the subject property onto neighbouring property.	26. Water will drain to the infiltration trench. Excess water will drain to Leslie Street.
27. Concern regarding the visual impact of the acoustic fence.	27. Acoustic Fence has same design as a basic privacy fence but is double thickness. No visual change. No further action.
28. Concerns about the nature and scale of new signage and minimizing impacts.	28. Signage has not yet been designed but will be in accordance with Town requirements. No further action at this time.
29. Request to retain grassy areas.	29. 48% of site is soft landscape, refer to Site Plan.
30. Request for a higher fence to prevent children from entering neighbouring properties.	30. Children are directly supervised while in the playground. Privacy Fence is not climbable. No further action.

Resident across from the subject property 31. Concern about light and traffic	 31. To address this concern, the Owner has installed a timer on the floodlight at the Gwillimbury Hills daycare and has redirected the light to avoid light spill.
32. Safety concerns for residents given the number of businesses along Leslie Street.	32. Businesses on Leslie Street are permitted by Zoning and Official Plan.
33. Owner negligence regarding property maintenance, garbage management, and communication.	33. To address this concern, the Owner has arranged for private garbage pick up and has put a maintenance contract in place for lawn care and snow removal.
Council Comments 34. Speed mitigation required, including safety measures and streetscaping.	 34. The submission was reviewed and accepted by both the Town's Engineering Department and York Region.
35. Daycare is a permitted use, but additional control may be achieved through the Zoning By-law Amendment process.	35. Acknowledged
36. Supported the idea of a Community Safety Zone.	36. Town staff has forwarded the public request to York Region staff for consideration through their separate operational review process. York Region has since completed its assessment and determined that this section of Leslie Street does not meet the criteria for designation as a Community Safety Zone (Case No. 4416808).
37. Requested York Region implement a Community Safety Zone speed limit on Leslie Street.	37. York Region has since completed its assessment and determined that this section of Leslie Street does not meet the criteria for designation as a Community Safety Zone (Case No. 4416808).

38. Questioned when trees were cut; Frank advised an investigation is underway.	38. Acknowledged. Parks is presently investigating.
39. Requested confirmation that the traffic study consider the broader area, not just the subject property.	39. The submission was reviewed and accepted by both the Town's Engineering Department and York Region.

Development Services Memorandum

To: Council Information Package

Date: May 22, 2026

Subject: Economic Development Strategy Update

Origin: Development Services, Economic Development Branch

This memo has been prepared to provide an update on the Economic Development Strategy, which guides the Town's efforts to support economic growth, attract investment, strengthen the local business community, and enhance opportunities for residents and businesses.

Strategy Progress to Date

Significant progress has been made towards the objectives of the 2021-2026 Economic Development Strategy. A detailed report will be advancing shortly.

Reporting is being developed to provide Council and the community with more detailed actions, outcomes, and metrics relating to the current strategy, across all five of the themes identified within:

- Investment Readiness and Infrastructure
- Investment Attraction
- Business Retention and Expansion
- Entrepreneurship Development
- Enhanced Communications

Updated Economic Development Strategy

An update to the strategy is underway, with consultation occurring throughout 2026. The new strategy is planned for the second quarter of 2027.

Many actions identified in the current strategy have been operationalized and will continue to be implemented on an ongoing basis. The focus of the update is on the most impactful new and strategic actions, including how the community leverages large new industrial investments, and the hospital expansion announcement from Southlake Health.

Broad community consultation will be undertaken, including, but not limited to, the following parties:

- Mayor and Council
- Local businesses
- Residents
- Development community
- Business and community service providers
- EG Senior Management Team
- Economic Development Advisory Committee
- Development-focused Town branches

Consultations will occur on a 1:1 or group basis, depending on the audience, and take place both in-person and virtually.

Any additional parties wishing to consult directly can contact the Economic Development team to schedule a consultation.

Economic Development is working with the Town's Communications team to develop a comprehensive communications plan to support resident consultation.

A draft of the Economic Development Strategy will be circulated in the first quarter of 2027 for comment, and the new strategy is expected to be presented to Council for consideration in the second quarter of 2027.

Economic Growth

East Gwillimbury (EG)'s economy has experienced significant growth, and the Economic Development team continues to experience sizable demand for its services.

Over 8,400 net new jobs were added to the EG economy in the past decade, with over 18,200 jobs total as of June 2025. By comparison, York Region's 2022 Official Plan forecasted 16,500 local jobs in EG by 2031.

The Town is outperforming the projections which benefits residents not only from a quality-of-life perspective, offering the opportunity for residents to both live and work within EG, but also with respect to the tax base, by reducing and/or shifting some of the tax burden from residential to non-residential taxpayers.

Over 500 new businesses with 1 or more employees (aside from the business owner) have been added over the past decade – there are approximately 1,250 businesses with employees in EG as of 2025.

Approximately 1,400 additional jobs are currently in the development pipeline, using estimates based on square footage and type of use proposed per planning submissions, as well as information gathered from end users.

The Economic Development team has documented over 1,700 interactions with the business and development community since 2024.

Overall, the Town's Economic Development Branch continues to deliver strong results, supporting growth that exceeds projections while advancing priorities across the current strategy. The forthcoming strategy update will build on this foundation, focusing on targeted, high-impact initiatives to guide continued economic success through the next term of Council.

Joint Administration, Corporate Services, Development Services, and Engineering and Public Works Memorandum

To: Council Information Package

Date: June 5, 2026

Subject: Senate Report on Soil Health in Canada – Impacts and Considerations for East Gwillimbury

Origin: Office of the CAO
Corporate Services
Development Services
Engineering and Public Works

The purpose of this memorandum is to provide Council with information regarding the June 2024 report of the Standing Senate Committee on Agriculture and Forestry entitled "Critical Ground: Why Soil is Essential to Canada's Economic, Environmental, Human, and Social Health," in response to Council's direction through Resolution C2025-168.

This memorandum summarizes the report and subsequent actions following its publication, outlines the respective roles of different levels of government in protecting soil health and agricultural lands, and identifies potential considerations and impacts for the Town of East Gwillimbury ("the Town").

Background

On July 22, 2025, Council passed the following resolution:

> *BE IT RESOLVED THAT the correspondence from the Honourable R. Black, Senator, dated June 13, 2025, regarding soil health in Canada, be received; and*
>
> *THAT Council refer the correspondence to staff to obtain a copy of the report noted in the correspondence and placed on a future agenda, along with a memo from staff outlining impacts to the Town.*

The Senate Committee report referenced in the correspondence examines soil health across Canada, including:

- Soil degradation;
- Loss of agricultural lands;
- Soil contamination and erosion;
- Climate-related impacts;

- Sustainable agricultural practices; and,
- Policy approaches to soil conservation.

The report emphasizes that soil is a critical natural resource that supports food production, ecosystem health, biodiversity, carbon sequestration, and water management. The Committee concluded that soil degradation represents a growing environmental and economic concern that requires diligent action as a national policy priority.

The report includes 25 recommendations directed primarily towards the federal government, with an emphasis on the need for coordinated action across all levels of government. Since its release, the federal government issued a formal response to the recommendations and introduced Bill S-230, which authorizes the development of a national agricultural soil health strategy.

Government Roles in Soil Protection

Responsibility for soil conservation and agricultural land protection is shared across all levels of government.

The *federal government* plays a leadership role in setting national agricultural, environmental, and climate change policies and strategies, along with establishing research and funding programs, including data collection practices and financial incentives. While the federal government does not directly regulate land use planning within municipalities, federal policies and funding programs can significantly influence agricultural practices and conservation initiatives. The proposed national soil health strategy under Bill S-230 would seek to improve coordination, research, education, and long-term protection measures across the country.

In Ontario, the *provincial government* has authority over land use planning and agricultural land protection through legislation, provincial policy, and planning frameworks. The province has identified soil health as a provincial priority through its strategy, "New Horizons: Ontario's Agricultural Soil Health and Conservation Strategy," as well as its "Grow Ontario: A Provincial Agri-Food Strategy." These strategies, accompanied by provincial investments, are intended to support improvements in soil management, data and mapping, evaluation and monitoring, and knowledge and innovation.

As a *lower tier municipality*, the Town plays a role in soil health at the local level through land use planning, development review, infrastructure planning, beneficial reuse of excess soil, and environmental stewardship initiatives. The Town's Official Plan, Complete Communities Secondary Plan, Zoning By-law, and other policies and standards can influence soil quality and preservation, and long-term agricultural viability.

The Town's *Thinking Green!* Environmental Strategy includes initiatives that directly and indirectly protect soil health, including community cleanup events, circular economy initiatives, urban family food gardens, invasive species interventions, and pollinators protection. These are initiatives that are focused on educating the public on beneficial practices.

The Lake Simcoe Region Conservation Authority (LSRCA) has recognized the Town's Salt Management Strategy and winter operational plan for its efforts to reduce dependency on winter road sand and salt. This reduction and conservation effort has a direct impact in preventing both soil and watercourse salination and degradation from winter maintenance activities.

The newly adopted Site Alteration By-law was developed to align with the province's Excess Soil Regulation (O.Reg. 406/19), both of which require the consideration of the beneficial re-use of soil based on the soil quality and intended land use of the receiving site. For example, these requirements help ensure that valuable topsoil is reused appropriately rather than being treated as general fill and buried at the bottom of a fill site.

Potential Impacts and Considerations for the Town

While the Senate Committee report does not create new municipal obligations, it does reinforce the importance of local planning and infrastructure decisions in supporting long-term soil health and agricultural sustainability.

As growth management and development pressures continue, municipalities are increasingly required to balance housing, infrastructure, and economic development objectives with the protection of agricultural lands and environmental systems.

The report also highlights the connection between healthy soils and climate resilience. The Town's Climate Adaptation Plan, currently under development, includes several actions aimed at protecting food systems and increasing nature-based solutions. These and other related actions promote soil health directly and indirectly. Staff will bring this plan to Council in Q3 2026.

Soils play an important role in water absorption, flood mitigation, drought resistance, erosion prevention, and vegetation health. As the Town responds to the impacts of climate change and increasingly severe weather events, soil management practices will become a more significant consideration in infrastructure design, construction, and stormwater management.

Conclusion

The 2024 Senate Committee report identifies soil health as an emerging national issue with implications for food security, climate resilience, environmental sustainability, and long-term land use planning.

Although many recommendations are directed toward the federal and provincial governments, municipalities play an important role in implementing planning policies, managing growth, and supporting sustainable land management practices through policy, programs, and education.

Staff will continue to monitor emerging legislation, policy updates, and funding programs related to soil health and agricultural land conservation that are relevant to the Town.

Corporate Services Report CS2026-13

To: Committee of the Whole Council

Date: June 23, 2026

Subject: Vacant Building Registry By-law

Origin: Corporate Services, By-law Branch

Recommendations

1. That Corporate Services, By-law Enforcement Branch Report CS2026-13, dated June 23, 2026, entitled “Vacant Building Registry By-law” be received; and
2. That Council endorse a one-year pilot program to implement a permit system for vacant buildings as outlined in Corporate Services Report CS2026-13; and
3. That Council enact the Vacant Building Registration By-law in the form attached as Appendix 1 to Corporate Services Report CS2026-13; and
4. That Council enact the amendments to the Administrative Penalty System (APS) By-law in the form attached as Appendix 2 to Corporate Services Report CS2026-13; and
5. That Council approve the amendments to the Fees and Charges By-law 2015-078, as amended, to provide for cost recovery of the Vacant Building Registry By-law, as outlined in Appendix 3 to Corporate Services Report CS2026-13; and
6. That staff report back to Council regarding the outcome of the pilot program as outlined in CS2026-13.

Purpose

The purpose of this report is to provide Council with information on a comprehensive and consistent process for monitoring vacant buildings to protect them against deterioration. The proposed Vacant Building Registry By-law is also intended to discourage property owners from allowing buildings to remain vacant for extended periods and to mitigate the negative impacts that vacant properties can have on the community.

Background

On December 19, 2023, Council received a presentation entitled “Property Standards By-law” which reviewed the Town’s current tools and proposed options to manage vacant buildings. This included the introduction and enactment of a Vacant Building Registry By-law.

At the January 16, 2024, meeting, Council passed the following resolutions:

> BE IT RESOLVED THAT Development Services Presentation, dated December 19, 2023, entitled “Property Standards By-law,” be received; and
>
> THAT Council request that staff prepare a draft Vacant Building Registration By-law for Council consideration. (CWC2023-251)

Analysis

The authority to enact a Vacant Building Registry By-law is established under the Municipal Act, 2001, S.O. 2001, c. 25.

Current Enforcement Practice

Enforcement relating to vacant buildings is currently both proactive and reactive under the Town’s Property Standards and Property Maintenance By-laws. These by-laws help ensure that buildings are maintained, community aesthetics are preserved, and unauthorized access is addressed. However, while the current framework addresses some of the issues associated with vacant and derelict buildings, it does not adequately address matters such as regular property inspections by owners and the maintenance of sufficient insurance coverage.

Although the Property Standards By-law applies to buildings that have been vacant for more than 90 days, it only requires owners to shut off non-essential services and ensure that the buildings are kept secure. There is no requirement to register these buildings, and staff may remain unaware of a potential property standards issue until a complaint is received.

The recommended Vacant Building Registry By-law is intended to hold property owners accountable for the management of vacant properties and to mitigate the negative impacts these properties can have on the community, including property standards and maintenance issues, garbage accumulation, graffiti, vandalism, and unauthorized access. The proposed permit structure would also provide enforcement staff with better tools to identify issues early and respond more effectively.

By-law staff have identified approximately 41 vacant properties in East Gwillimbury; however, this figure is only an estimate based on properties currently known to staff.

Vacant properties found to be in non-compliance with the Town's Property Standards and Property Maintenance By-laws have frequently involved unauthorized entry, safety concerns, long grass and weeds, and waste accumulation, all of which can negatively affect surrounding property values and neighbourhood aesthetics. Over the past five years, the By-law Branch has received 98 complaints related to vacant properties, resulting in significant staff time for inspections, remedial action, and court proceedings to address non-compliance.

Total complaints

- Unauthorized entry/safety/trespass - 14
- Long/grass weeds – 30
- Waste - 26
- Property Standards, including graffiti – 26
- Fire - 2

Overview of the proposed by-law and permit structure

To improve the monitoring and protection of vacant buildings across the Town, staff recommend enacting a Vacant Building Registry By-law. The proposed by-law would apply to buildings that have been vacant for 90 days and would include the following requirements:

- Obtain and pay an annual permit fee of $850 to recover staff and resource costs;
- Pay a one-time administrative fee of $375 to register the vacant building;
- Provide updated contact information annually;
- Monitor their vacant buildings once every two weeks or more frequently if required by the Town, to ensure compliance with the Property Maintenance and Property Standards By-law;
- Provide primary and secondary contact information;
- Provide proof of insurance; and
- Submit reports with respect to the condition of the vacant building as required by the Town.

Any owner of a vacant building who fails to register with the Town, or who does not comply with the requirements of the Vacant Building Registry By-law, may be subject to applicable fees, penalties, or court proceedings.

Further considerations

The proposed by-law would:

- Discourage property owners from allowing buildings to remain vacant for extended periods;
- Help prevent demolition by neglect;
- Support cost recovery through annual registration fees for vacant building owners;
- Help prevent unauthorized entry into vacant buildings;
- Reduce the risk of fires at vacant buildings; and
- Promote a clean, safe, and well-maintained community streetscape.

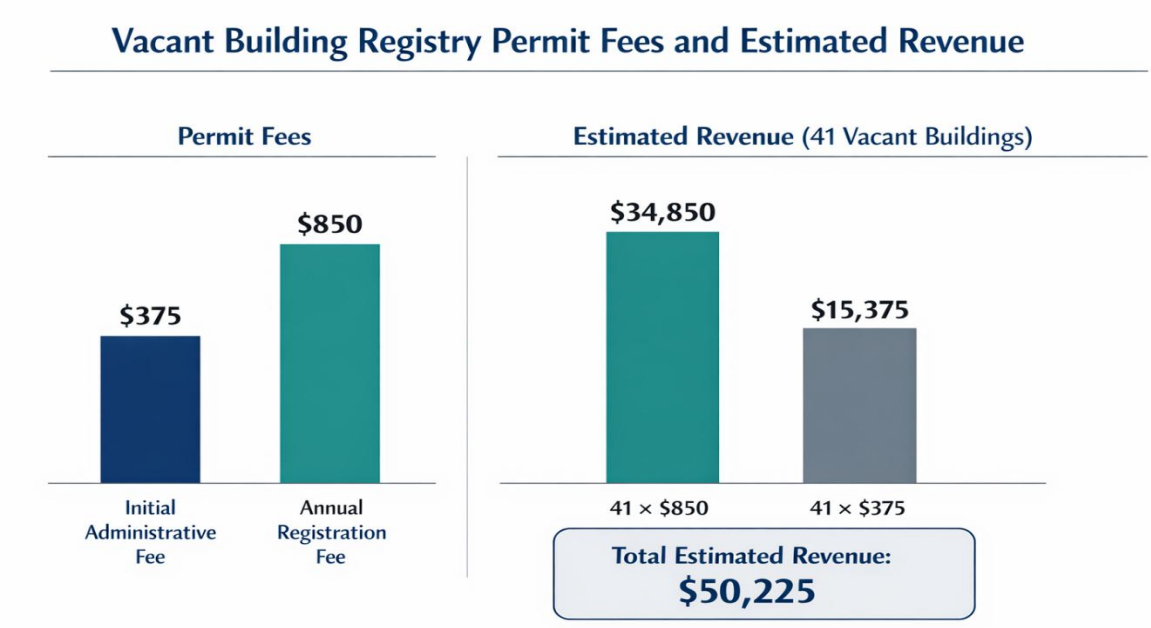
Exemption

Buildings that are unoccupied and subject to an active building permit for construction or redevelopment are already regulated and monitored by Building Inspectors and, accordingly, would be exempt from the Vacant Building Registry By-law. These buildings must continue to comply with the Ontario Building Code Act. In addition, a dwelling unit that is seasonally occupied by the owner and otherwise maintained throughout the year would also be exempt from the by-law.

Administrative Penalty System (APS)

Penalties under this by-law would be integrated into the Town's non-parking Administrative Penalty System (APS) which include tiered and escalating administrative penalties, authorized under section 434 of the Municipal Act, 2001, S.O. 2001, c. 25. For more routine matters, contraventions of the by-law could therefore be addressed through the issuance of a penalty notice directly to the party in contravention, rather than through proceedings under the Provincial Offences Act. Appeals would be heard locally by a Screening Officer, with a subsequent right of appeal to a Hearing Officer. This process is generally more efficient and less costly than proceeding through Provincial Court. A schedule of penalties for routine offences has been prepared and are attached to this report for Council's consideration.

Estimated Revenue:



Fees and Charges By-law

If Council enacts a Vacant Building Registry By-law, amendments to the Fees and Charges By-law would be required to implement the one-time administrative fee and annual permit fee. These proposed fees are within the range established by other municipalities with vacant building registry by-laws.

Benchmarking

In preparing this report, staff benchmarked municipalities that have implemented vacant building registry by-laws. The results are summarized in Table 1. These by-laws are intended to hold property owners accountable for the management of vacant properties and reduce community impacts, including property standards issues, lot maintenance concerns, and unauthorized access.

Overall, vacant building and land registry or permit systems typically require property owners to register vacant properties, pay an initial registration fee and an annual renewal fee, and conduct regular monitoring or inspection of the property. Many municipalities also use administrative penalties to address failures to register vacant properties.

Over the past several years, municipalities including Hamilton, Ottawa, Brantford, Aurora, Oshawa, Welland, Gravenhurst and St. Catharines have enacted vacant building registry by-laws to help identify vacant properties and enable ongoing monitoring to prevent further deterioration.

Table 1 – Vacant Building and Land Registry Benchmarking

Municipality	Registration Time Frame	Fees	Inspection Frequency	By-law and Year of enactment	Penalties
Hamilton	Ninety (90) days after becoming vacant or within thirty (30) days after notice from the City	$1,301 initial fee $961 annual inspection fee	Property condition to be monitored every two (2) weeks MLEO proactively inspect vacant buildings at least 4 times a year	(2017) Hamilton Vacant Building Registry Bylaw No. 17-127	Up to $10,000 on a first conviction Up to $25,000 on a subsequent conviction $200-$300 APS Penalties
Brantford	Sixty (60) consecutive days after becoming vacant	$270 registration fee $600 annual renewal fee	Inspected/ monitored at least once a month by a person or company familiar and qualified with matter pertaining to the by-law	(2016) Vacant Building Bylaw 4-2016	Up to $10,000 on a first conviction Up to $25,000 of a subsequent conviction
Aurora	Deemed vacant after 90 days	$175 -$200 registration fee $250-$300 renewal fees $110 inspection fees per hour $50 re-occupancy inspection fee	Owner must provide a report when requested	(2018) Vacant Building Registry By-law 6114-18	P.O.A Charges, up to $25,000 on first conviction

Municipality	Registration Time Frame	Fees	Inspection Frequency	By-law and Year of enactment	Penalties
Ottawa	After being unoccupied for one hundred and twenty (120) consecutive days	$1,523 annual permit fee $60 annual administrative fee	Property to be attended to at least once every fourteen (14) days by owner or agent	(2022) Vacant Property Bylaw 2022-197	$500 - $100,000 for each day
St. Catharines	After thirty (30) days of becoming vacant	$382.45 one-time administrative fee $874.15 annual registration fee	Property condition to be monitored every two (2) weeks Ongoing monitoring of the properties by by-law enforcement staff	(2022) Vacant Building By-law 2022-97	P.O.A. Charges Penalties established in the City's Non-Parking AMPS By-law
Welland	After thirty (30) days of becoming vacant	$350 registration fee $300 Building Dept review fee $282.00 By-law Dept Inspection Fee $570.50 Fire Dept Inspection Fee	Inspected/ monitored every two weeks by a person or company familiar and qualified with matter pertaining to the by-law, and every six (6) months by an Officer.	(2025) Vacant Building Registry Bylaw 2025-58	$400-$1200 AMPS, escalating fines

Municipality	Registration Time Frame	Fees	Inspection Frequency	By-law and Year of enactment	Penalties
		Total $1,576.67			
Gravenhurst	After 90 days after the commencement of vacancy	Initial registration $1000 Annual renewal: Year 1 $3000 Year 2 $5000	Maintain compliance with by-law, no requirement for owner to inspect	(2026) Vacant Building and Land Registry By-law	$2500 AMP fail to register $1500 AMP general provisions
Oshawa	After thirty (30) days, based on visual inspection appears to be vacant.	$250 registration fee	Property owner shall attend the vacant property at least every fourteen (14) days	(2024) Vacant Registry By-law 15-2024 as amended	$250 AMPS with tiered escalation of penalties up to $450 Up to $25,000

Financial Implications

It is anticipated that the proposed Vacant Building Registry By-law can be implemented on a full cost-recovery basis through the annual permit fee revenue of approximately $34,850. Any enforcement-related activities would be funded through the approved 2026 Corporate Services operating budget. If service demands increase significantly to support compliance monitoring, additional resource requirements may be necessary. Staff will monitor the program and report back on any staffing and/or resource impacts of the pilot program.

Need For Public Consultation

All agendas, reports and minutes related to the proposed by-law are made available to the public through the Town's website. Prior to implementation, a comprehensive communication plan, will be undertaken to inform and educate property owners regarding the proposed changes.

Alignment to Strategic Plan

Quality Programs and Services

The proposed by-law supports an innovative and sustainable community where there is pride of ownership and businesses thrive by ensuring that vacant buildings are well maintained and communities and business are not plagued with derelict buildings ensuring community safety and well-being.

Conclusion

The Vacant Building Registry By-law provides continued monitoring of vacant buildings to protect them against:

- Continued deterioration;
- Unwanted vandalism/graffiti;
- Unlawful entry/squatters;
- Heritage protection (help prevent demolition by neglect)
- Fire damage and fire related deaths; and
- Unkempt yards (accumulation of garbage and debris and uncut grass and weeds)

Staff recommend that a pilot program be initiated for one-year, commencing August 1, 2026. Should a pilot program be approved by Council, staff will report back to Council regarding the outcome of the pilot program and any further recommendations.

Appendices

Appendix 1 – Vacant Building Registry By-law

Appendix 2 – Administrative Penalty By-law Amendment

Appendix 3 - Amendments to Fees and Charges By-law 2025-078 as amended

Approval

Report Author:

Jennifer Nichols
Manager, By-law Enforcement Services
Corporate Services

This report was reviewed and recommended by:

Meeta Gandhi
General Manager
Corporate Services

This report was approved by:

Mark Valcic
Chief Administrative Officer

Appendix 1 – Vacant Building Registry By-law

Town of East Gwillimbury

The Corporation of the Town of East Gwillimbury

By-law 2026-XX

Being a By-law to Regulate Vacant Buildings within the Town of East Gwillimbury

Whereas Section 8 and 11 of the *Municipal Act, 2001*, S.O. 2001, c 25, as amended (the "**Municipal Act, 2001**") authorizes a local municipality to pass by-laws respecting the economic, social and environmental well-being of the municipality; the health, safety and well-being of persons, the protection of persons and property; and structures; and

Whereas Section 128 of the Municipal Act, 2001 authorizes the Town to prohibit and regulate matters that, in the opinion of Council, are or may become a public nuisance; and

Whereas Section 391 of the Municipal Act, 2001 authorizes municipalities to impose fees or charges on persons for services or activities provided by the municipality; and

Whereas the Municipal Act, 2001 further authorizes a municipality, to delegate its authority, to impose fees or charges on persons for services or activities provided or done by or on behalf of it, to provide for inspections, and to make Orders to discontinue activity or to do work; and

Whereas the Council of the Corporation of the Town of East Gwillimbury is of the opinion that vacant buildings that are not secured against unauthorized entry constitute public nuisances by attracting vandals and creating various fire and safety hazards; and

Whereas the Council of the Corporation of the Town of East Gwillimbury deems it desirable to regulate vacant buildings through a permit system.

Now therefore the Council of The Corporation of the Town of East Gwillimbury enacts as follows:

1.0 DEFINITIONS

1.1 In this By-law:

"Accessory Building" means a detached building or structure, the use of which is naturally and normally incidental to, subordinate to, or exclusively devoted to the main use or building, and located on the same lot;

"Administrative Penalty" means a monetary penalty as set out in the Town's Administrative Monetary Penalty System By-law 2023-062, as amended or any successor by-law, for a contravention of a designated by-law;

"Agent" means a Person who is authorized to act for another (the agent's principal) through employment, by contract or apparent authority;

"Applicant" means the applicant for registration of a Vacant Building, being an Owner or Person who is an authorized Agent for an Owner;

"Building"

a) A structure, temporary, or permanent, consisting of a wall, roof and floor or any combination thereof, or a structural system serving the function thereof, including all plumbing, works, fixtures and service systems appurtenant thereto: or
b) Designated structures in the Ontario Building Code; or
c) A tent as regulated by the Ontario Building Code;

"Building Code Act" means the *Building Code Act*, 1992, S.O. 1992, c.23, as amended, or successor thereof, and includes any regulations passed under it;

"Contact Notice" means a sign posted on a vacant Property in accordance with this by-law for the purpose of providing a contact telephone number to members of the public;

"Council" means the Council of the Town of East Gwillimbury;

"Fee" means the applicable fee set out in the Town's Fees and Charges By-law, as amended from time to time;

"Farm" means an agricultural, aquacultural, horticultural or silvicultural operation;

"Manager" means the Manager, By-law Enforcement Services, or their designate or successor;

"Officer" means a Person appointed by Council as a Municipal Law Enforcement Officer, or other individual duly appointed under applicable law to enforce Town by-laws;

"Order" means any Order issued by an Officer or Manager respecting the contravention of a by-law enacted by the Town of East Gwillimbury;

"Owner" includes, but is not limited to:

a) The registered owner of the Property on which the Building is situated;
b) The owner of a Building;
c) The person managing or receiving the rent for a Building, or the Property on which a Building is situated, or who would receive the rent if the Property or Building were let, whether on the person's own account or as an agent or trustee or receiver of any other person;
d) A vendor of a Building under an agreement for sale who has paid any municipal taxes on the Building after the effective date of the agreement;
e) The person receiving instalments of the purchase price if a Building were sold under an agreement for sale;
f) A lessee or occupant of the Property on which a Building is situated who, under the terms of a lease, is required to repair and maintain the Building;
g) An owner or occupant of the Property on which a Building is situated who, under the terms of a lease, is required to repair and maintain the Building; or
h) An Owner as defined by the *Condominium Act,* 1998, S.O. 1998, c. 19;

"Permit" means a valid permit issued by the Town for a Vacant Building under this By-law;

"Permit Holder" means the Owner of a Property that is the subject of a Permit;

"Person" includes an individual, association, firm, partnership, corporation, trust, organization, trustee, or Agent, and the heirs, executors or legal representatives of the Person, or any combination thereof, to whom the context can apply according to law;

"Property" means the land on which a Building is situated and includes the Building;

"Public Authority" means the Government of Canada, the Province of Ontario, the Town, The Regional Municipality of York, the Lake Simcoe Region Conservation Authority and the Toronto and Region Conservation Authority and includes any commission, committee, school board, department or agency of the aforementioned entities;

"Seasonal" means occupancy or operation of a Building on a non-year-round basis, including Building intended or designed for seasonal use and otherwise maintained in compliance with applicable statutes and Town by-laws;

"Secure" means to maintain a Building in a condition that reasonably prevents access to the interior of the Building, or to the exterior of the Building, if deemed unsafe by an Officer, and may include locking, infilling, sealing, or boarding of doors, windows or other openings in a wall or roof of a Building, the installation of security measures/devices, warning signage, and may also include demolition;

"Vacant Building" means any Building that is or appears to be vacant, partially vacant, or unoccupied, or that, by reason of its unfinished or dilapidated condition appears to be in a state such that there is little or no control over unauthorized entry.

2.0 GENERAL REQUIREMENTS

2.1 No Owner of a Vacant Building shall fail to obtain a permit under this By-law:

a) Once the Property becomes vacant; or
b) When ordered to obtain a Permit by the Officer or Manager.

2.2 A Building shall be presumed to be vacant if, based on the Officer's visual inspection of the exterior over a period of at least ninety (90) consecutive days:

a) It appears to be vacant, partially vacant, or unoccupied; or
b) By reason of its unfinished or dilapidated condition appears to be in a state such that there is little or no control over unauthorized entry.

2.3 Notwithstanding subsection 2.2, an Owner may rebut the presumption of vacancy by presenting evidence to the satisfaction of the Officer or Manager that the Building is in use.

2.4 No Owner of a Vacant Building shall fail to hold a Permit under this By-law for the period of vacancy.

2.5 For the purposes of Section 2.4, the period of vacancy shall commence on the day the Property becomes vacant and shall end:

a) On the date of issuance of an occupancy permit issued under the Ontario Building Code; or

b) On a date determined by the Manager, based on evidence that the Building is in use.

2.6 A Permit expires:

a) On the one-year anniversary date of the date on which it is issued if the Permit is not renewed before its expiry;
b) If the Permit is revoked under this By-law;
c) If the Vacant Building is sold or otherwise transferred to a new Owner;
d) When the Manager is satisfied, as set out in a written notice from the Manager to the Owner of the Vacant Building, that the Building is no longer vacant; or
e) When construction commences or resumes with a building permit issued under the Building Code Act.

2.7 No Person shall give or furnish false, incorrect and misleading information for the purposes of obtaining a Permit under this By-law.

2.8 The Manager may refuse an application for a Permit if, in their opinion, the application is incomplete or contains false or misleading information.

2.9 No Person shall publish or cause to be published any representation that they are the holder of a valid Permit if they do not hold a valid Permit under this By-law.

2.10 No Permit Holder shall fail to notify the Manager in writing of any change in any of the information provided with or contained in an application for a Permit within seven (7) days of the change.

2.11 No Permit Holder shall alter, erase or modify the Permit, or allow the alteration, erasing or modification of the Permit.

2.12 Every Permit Holder shall be governed by this By-law and comply with all other Town by-laws and provincial and federal statutes and regulations.

2.13 The Permit Holder shall notify the Manager in writing when the Property has been re-occupied and provide evidence satisfactory to the Manager.

2.14 The Permit Holder shall notify the Manager in writing if the Property is sold.

2.15 A Permit issued under this By-law is valid only for the Person and municipal address that is indicated on the Permit and is nontransferable.

2.16 Every Permit Holder shall comply with the By-law and with any conditions specified in the Permit.

2.17 The Manager shall issue to the Permit Holder a refund of fifty (50) percent of the permit Fee if the vacancy of the Property indicated on the Permit has ended within three (3) months of the date of issuance of the original or renewed Permit.

3.0 EXEMPTIONS

3.1 The following Buildings are exempt from this By-law:

a) A dwelling unit occupied by the Owner on a Seasonal basis but otherwise maintained throughout the year and kept compliant with all applicable statutes, regulations and Town by-laws, including the Property Standards and Property Maintenance By-law, as amended from time to time;
b) A detached Building or structure which is naturally and normally incidental, subordinate, and devoted to another Building located on the Property that is, or appears to be, occupied;
c) A building permit has been issued by the Town for the construction or demolition of the Building and construction or demolition work has been actively undertaken;
d) The Building is not a dwelling and is on a Property used as a Farm; or
e) A Building that is owned by a Public Authority.

3.2 Owners of a Vacant Building are temporarily exempt from the requirements of this By-law under the following conditions:

a) When a Building has become vacant due to the Owner being in care in a hospital, hospice, long-term care facility, assisted living residence or home for special care, and such Building was the Principal Residence of the Owner immediately prior to being in care for a maximum of one (1) year following the commencement of vacancy; or
b) When a Building has become vacant due to the death of the Owner, the Owner’s authorized representative shall be exempt for a maximum period of one (1) year following the commencement of vacancy.

3.3 The Manager may grant an exemption to apply for a Permit to an Owner where the Manager is satisfied that the granting of the exemption would maintain the general intent and purpose of this By-law.

3.4 The Manager may impose such conditions as the Manager determines are appropriate in relation to an exemption granted by the Manager pursuant to subsection 3.3

3.5 A decision of the Manager respecting an exemption pursuant to subsection 3.3 including any condition imposed pursuant to subsection 3.4 is final.

4.0 APPLICATION OF PERMIT

4.1 Every Applicant for a Permit shall provide the Manager with the following:

a) A completed application, on a prescribed form satisfactory to the Manager, including such information and documents as the Manager may require for the purposes of this By-law;
b) A certificate of liability insurance which confirms that the Applicant has in place at the time of application, liability insurance of not less than two million dollars per occurrence; and
c) Payment in full of all applicable Fees specified in the Fees and Charges By-law.

4.2 The Manager is authorized to receive and consider applications for Permits, to conduct all investigations necessary to ensure that a Permit is issued in accordance with this By-law, and to issue a Permit in accordance with this By-law.

4.3 The Manager may refuse to issue a Permit if the application requirements in subsection 4.1 have not been met.

4.4 The Manager may refuse to issue a Permit to any Person or Owner who has a record of any unpaid Fees or penalties with the Town including unpaid fines for convictions under the Provincial Offences Act, R.S.O. 1990, c. P.33.

5.0 CONDITIONS

5.1 The Manager is authorized at any time to impose conditions on a Permit, including but not limited to conditions related to the health, safety and well-being

of Persons, the protection of Persons or Property, and the control of noise or other nuisances.

5.2 A condition imposed under subsection 5.1 shall be indicated in writing to the Permit Holder on the Permit. Notwithstanding the foregoing, a letter from the Manager advising the Permit Holder of conditions on the Property shall form part of the Permit as if the conditions were listed on the Permit itself.

6.0 REVOCATION

6.1 In addition to any other penalty under this By-law, the Manager may at any time revoke without notice a Permit if:

a) The Permit was issued or renewed due to a technical or clerical error; or
b) The Permit Holder provided incorrect, false or misleading information to the Manager.

6.2 In the case of a revocation pursuant to subsection 6.1, the Manager shall immediately provide notice in writing of the revocation with reasons to the Permit Holder at the address provided in the Permit application.

7.0 RENEWAL OF PERMIT

7.1 Every application for renewal of a Permit under this By-law, shall be made in a prescribed form satisfactory to the Manager and shall include:

a) The completed application form;
d) Payment in full of all applicable Fees specified in the Fees and Charges By-law.
b) Updated certificate of liability insurance which confirms that the Applicant has in place at the time of application, liability insurance of not less than two million dollars per occurrence; and
c) Any other information required by the Manager.

7.2 The Permit Holder may renew a Permit prior to the expiry date by applying in the same manner as if it was an original application made under this By-law.

8.0 PERMIT HOLDER OBLIGATIONS

8.1 No Permit Holder shall fail to attend a Vacant Building at least once every fourteen (14) days, or as otherwise directed by the Manager, for the purposes of identifying and remediating any violations of Town by-laws on the Property.

8.2 No Permit Holder shall fail to maintain a log of activities required under subsection 8.1, including the date the Property was visited and any remedial action undertaken.

8.3 No Permit Holder shall fail to produce the log required under 8.2 to an Officer upon request.

8.4 No Permit Holder shall fail to maintain the municipal address of the Property of the Vacant Building, in a manner that is viewable to the public.

8.5 No Permit Holder shall fail to notify the Manager of any existing conditions on the Property which may pose a hazard to visitors, service or utility providers, first responders, or any other Person on the Vacant Property.

8.6 No Permit Holder shall fail to provide the notice required under subsection 8.5 to the Manager within twenty-four (24) hours after the Permit Holder becomes aware of the hazardous condition.

8.7 No Permit Holder shall fail to Secure any Vacant Building, Accessory Building, or any portion thereof, against unauthorized entry, to the satisfaction and sole discretion of the Officer.

9.0 CONTACT NOTICE

9.1 No Permit Holder of a Vacant Building shall fail to post a Contact Notice in the manner prescribed by the Manager.

9.2 Every Permit Holder shall ensure that the Contact Notice required under subsection 9.1 conforms to the specification and placement prescribed in the Permit.

9.3 Every Permit Holder shall ensure that the phone number listed on the Contact Notice is in service, up to date, and actively monitored.

9.4 The provisions of the Town’s Sign By-law 2025-052, as amended or any successor by-law, do not apply to any Contact Notice under this By-law.

10.0 ADMINISTRATION

10.1 The Manager is authorized to administer and enforce this By-law including but not limited to prescribing the format and content of any forms or other documents required under this By-law.

10.2 Registration and other Fees under this By-law shall be approved by Council from time to time and then included in the Town's Fees and Charges By-law.

10.3 Any cost incurred by the Town in exercising its authority to inspect a Property or building, vacant or otherwise, including but not limited to the cost of any examination, test, sample or photograph necessary for the purposes of the inspection, shall be paid by the Owner of the Property where the inspection takes place.

10.4 If an Officer is satisfied that a contravention of this By-law has occurred, they may make an Order requiring the Person who committed the contravention, or who caused or permitted the contravention or the Owner of the Property on which the contravention occurred to:

a) Discontinue the contravening activity;
b) Take immediate action to mitigate, remediate the impacts of the contravening activity, and restore the Property to its original condition; and
c) Obtain a Permit.

10.5 An Order under subsection 10.4 shall set out:

a) Reasonable particulars of the contravention adequate to identify the contravention and the location of the Property on which the contravention occurred;
b) The work to be completed; and
c) The date or dates by which there must be compliance with the Order.

10.6 An Order to discontinue contravening activity or undertake work made under subsection 10.4 may be served by the Town in any of the following ways, and is deemed effective:

a) Immediately, when delivered by personal service to the Person to whom it is addressed; or,
b) Immediately upon delivering it personally to an occupant at the last known address of the Person named on the Order, who appears to be at least 16 years of age; or

c) On the fifth (5^{th}) day after the date of mailing, if mailed by regular mail or registered mail to the Person named on the Order at his/her last known address; or
d) Immediately upon posting the Order in a conspicuous place on the Property where the contravention occurred; or
e) Immediately upon sending a copy by electronic mail (email) to the Person's last known electronic mail address.

10.7 No Person shall fail to comply with an Order.

10.8 Where a Person does not comply with the direction, an Order or a requirement under the By-law to do a matter or thing, the Manager, with such assistance by others as may be required, may carry out such direction, Order or requirement at the Person's expense.

10.9 The Town may recover the costs of doing a matter or thing by action or by adding the costs to the tax roll and collecting them in the same manner as property taxes.

11.0 OFFENCES AND FINES

11.1 A Person who contravenes any provision of this By-law is guilty of an offence and on conviction is liable to a fine as provided for in the *Provincial Offences Act*, R.S.O. 1990, c. P.33 (the "**Provincial Offences Act**").

11.2 Upon conviction, any fine imposed under this By-law may be collected under the authority of the Provincial Offences Act.

11.3 No Person shall hinder or obstruct, or attempt to hinder or obstruct, an Officer who is exercising a power or performing a duty under or in respect of this By-law.

11.4 For the purpose of this By-law, "multiple offences" means an offence in respect of two or more acts or omissions each of which separately constitutes an offence.

11.5 If there is a contravention of a provision of this By-law, and the contravention has not been remedied by the date set out in the penalty summons, the contravention of the provision shall be deemed to be continuing offence for each day that the contravention has not been remedied.

11.6 Every Person who is guilty of an offence under this By-law may be subject to a fine under the *Municipal Act* such that:

a) A minimum fine shall not exceed five hundred dollars ($500) and a maximum fine shall not exceed one hundred thousand dollars ($100,000);

b) In the case of a continuing offence, for each day or part of a day that the offence continues, a minimum fine shall not exceed five hundred dollars ($500) and a maximum fine shall not exceed ten thousand dollars ($10,000). However, the total of all the daily fines for the offence is not limited to one hundred thousand dollars ($100,000); and
c) In the case of a multiple offence, for each offence included in the multiple offence, a minimum fine shall not exceed five hundred dollars ($500) and a maximum fine shall not exceed ten thousand dollars ($10,000). However, the total of all fines for each included offence is not limited to one hundred thousand dollars ($100,000).

12.0 CONTINUATION, REPETITION PROHIBITED BY ORDER

12.1 The court in which the conviction has been entered, and any court of competent jurisdiction, thereafter, may make an order prohibiting the continuation or repetition of the offence by the Person convicted, and such order shall be in addition to any other penalty imposed on the Person.

13.0 ADMINISTRATIVE PENALTIES

13.1 Alternatively to laying a charge under the Provincial Offences Act for breach of any provision of this By-law, an Officer may issue an Administrative Penalty to the Person and/or Owner who has contravened this By-law.

13.2 The amount of the Administrative Penalty for a breach of a provision of this By-law, issued under this By-law, is fixed as set out in the Town's Administrative Penalty System By-law.

13.3 A Person and/or Owner who is issued an Administrative Penalty shall be subject to the procedures as set out in the Administrative Penalty System By-law.

13.4 An Administrative Penalty imposed on a Person pursuant to this By-law that is not paid within fifteen (15) days after the day it becomes due and payable, shall constitute a debt due to the Town and may be added to the Town's tax roll and collected in the same manner as Town taxes and/or collections.

14.0 ENFORCEMENT

14.1 The provisions of this By-law may be enforced by an Officer.

14.2 An Officer who has reasonable grounds to believe that a Person has contravened any provision of this By-law may require that Person to provide their identification to the Officer.

14.3 Every Person who is required by an Officer to provide identification under subsection 14.2 shall identify themselves to the Officer. For the purposes of

subsection 14.2, sufficient identification means providing their name, date of birth, and residential address, and, where applicable, the address of their business. Failure to provide sufficient identification shall constitute obstruction of the Officer as set out in subsection 11.3.

14.4 Prosecution under this By-law shall not preclude any other legal actions required to recover damages required to repair, replace or restore damaged real or personal property, as the case may be.

15.0 POWER OF ENTRY AND INSPECTION

15.1 An Officer may, at any reasonable time and upon producing identification, enter onto land to carry out an inspection for the purpose of determining compliance with this By-law.

15.2 An Officer may be accompanied by a Person under his or her direction.

16.0 VALIDITY AND SEVERABILITY

16.1 If this By-law is declared by a court of competent jurisdiction to be illegal or inoperative, in whole or in part, the balance of the By-law, or its application in other circumstances, shall not be affected and shall continue to be in full force and effect.

16.2 Where a provision of this By-law conflicts with a provision of any other by-law, statute or regulation in force, the provision that establishes the higher standard to protect the health, safety and welfare of the public shall be applicable.

17.0 SHORT TITLE

17.1 This By-law may be cited as the “Vacant Building Registry By-law”.

18.0 ENACTMENT

18.1 This By-law shall come into force and effect on the date of its enactment and passing by Council.

Enacted and passed this ___day of ___, 2026.

_____
Virginia Hackson, Mayor

_____
Tara Lajevardi, Municipal Clerk

Appendix 2 – Administrative Penalty By-law Amendments

The Corporation of the Town of East Gwillimbury

By-law Number 2026-XX

Being a by-law to amend the Administrative Penalty System By-law

Whereas on October 17th, 2023, the Municipal Council of The Corporation of the Town of East Gwillimbury ("**Council**") enacted By-law 2023-062 the Administrative Penalty System ("**APS**") By-law; and

Whereas subsection 434.1(1) of the Municipal Act 2001, S.O. 2001, c.25, as amended (the "Municipal Act") authorizes a municipality to require a person to pay an administrative penalty if the municipality is satisfied that the person has failed to comply with a by-law of the municipality passed under the Municipal Act;

Now therefore Council enacts as follows:

1. That the following by-law be added to Schedule A - Applicable By-laws
   By-law 2026-XX (Vacant Building Registry By-law; being a by-law to regulate vacant buildings within the Town of East Gwillimbury)

Vacant Building Registry By-law 2026-XX

Column 1 Item	Column 2 Designated Provisions	Column 3 Short Form Wording	Column 4 Early Payment Amount	Column 5 Administrative Penalty Amount	Column 6 Second Offence	Column 7 Third and Subsequent Offence
1	2.1	Fail to obtain Permit	$375.00	$500.00	$750.00	$1000.00
2	8.1	Fail to attend a Vacant Building at least once every fourteen (14) days	$187.50	$250.00	$375.00	$500.00
3	8.2	Fail to maintain a log	$187.50	$250.00	$375.00	$500.00
4	8.3	Fail to produce a log upon request	$187.50	$250.00	$375.00	$500.00
5	8.4	Fail to maintain municipal address viewable to public	$187.50	$250.00	$375.00	$500.00
6	8.5	Fail to notify Manager of existing conditions that pose hazard	$300.00	$400.00	$600.00	$800.00
7	8.7	Fail to secure any vacant building from unauthorized condition	$300.00	$400.00	$600.00	$800.00
8	9.1	Fail to post contact notice	$187.50	$250.00	$375.00	$500.00
9	10.7	Fail to comply with an Order	$375.00	$500.00	$750.00	$1000.00
10	11.3	Obstruct an Officer	$375.00	$500.00	$750.00	$1000.00

2. AND THAT this By-law shall come into force and take effect immediately after the final passing thereof.

ENACTED and PASSED this ___day of ___, 2026.

Virginia Hackson, Mayor

Tara Lajevardi, Municipal Clerk

Appendix 3 – Vacant Building Registry By-law

Town of East Gwillimbury
By-law Fees
Schedule J to By-law 2015-078, as amended

	Service Provided	Fee	Unit of Measure	HST Applicable
	Vacant Building Registry By-law			
81	Initial Administrative Fee	$375	Per Permit	No
82	Annual Registration Fee	$850	Per Permit	No

Corporate Services Report CS2026-14

To: Committee of the Whole Council

Date: June 23, 2026

Subject: Addressing Antisemitism

Origin: Corporate Services

Recommendations

1. That Corporate Services Report CS2026-14, dated June 23, 2026, entitled “Addressing Antisemitism,” be received; and
2. That, in addition to the existing initiatives identified in Table A, staff be directed to identify resources needed to support proposed deliverables in Table B through the 2027 budget process.

Purpose

This report summarizes the current work underway by the Town to address antisemitism through existing initiatives of EG’s 2024-2027 Indigeneity, Inclusion, Diversity, Equity, and Accessibility (IIDEA) Action Plan. It also proposes additional deliverables that relate to existing IIDEA initiatives.

Background

On April 21, 2026, a motion titled Combatting Antisemitism was discussed at an EG Council meeting. Several individuals provided deputations in support of the motion, including those speaking on behalf of the Centre for Israel and Jewish Affairs (CIJA), B'nai Brith Canada, and Jewish Families Connected. Deputations included personal stories of experiences of antisemitism.

In addition to the Combatting Antisemitism motion being passed, Council directed Town staff to submit a report to Council that outlines the way that antisemitism is being addressed through the 2024-2027 Indigeneity, Inclusion, Diversity, Equity, and Accessibility (IIDEA) Action Plan.

The Town's approach to addressing antisemitism is rooted in EG's 2024-2027 IIDEA Action Plan and the 2021 Equity, Diversity, and Inclusion (EDI) Framework, which identifies the pillars of education, engagement, and expression.

This report also presents nine proposed deliverables related to existing IIDEA initiatives.

Analysis

According to the 2021 Statistics Canada Census, at least 9.2% of EG residents practice minoritized religions/faiths, with 1.5% of residents identifying as Jewish. Taking into account these Town demographics as well as other factors, the IIDEA Action Plan names specific marginalized communities, the forms of oppression they face, and the anti-oppressive approaches that will be used to address, combat, and dismantle existing barriers. This includes addressing barriers faced by minoritized faith groups who face racism, xenophobia, Islamophobia, antisemitism, anti-Sikh discrimination, repression of Indigenous Spirituality, and other forms of oppression. The Action Plan describes how these forms of oppression will be addressed through anti-oppression approaches, including anti-racism, resisting xenophobia, and the inclusion of minoritized religions/faith groups.

EG's IIDEA Action Plan and Related Progress on Addressing Antisemitism

The following table (Table A) provides an update on IIDEA Action Plan initiatives that relate to addressing antisemitism, including details on related progress.

Table A: Existing Initiatives

Initiative Number and Title	Related Progress
1.04 Equitable Celebration and Recognition of IIDEA Dates of Significance through Communications and Events; and, 1.10 Increase Engagement on EG Social Media Posts Related to IIDEA	In 2025, the Town created and approved a revised comprehensive Communications IIDEA calendar. Related dates include Passover, Rosh Hashanah, Yom Kippur, and Chanukah. The Town's Communications branch has worked with the Accessibility, Indigeneity, and Equity Coordinator to create and share social media posts in recognition of these dates with the hashtag #InclusiveEG. Further, in 2024, the People and Belonging Accessibility, Indigeneity, and Equity Coordinator joined the Town's Employee Plus Team as a co-chair and deepened the equity lens applied to Employee Plus-led Staff Appreciation Events. As a result, Chanukah has been included in the holidays celebrated, with a Menorah, gelt, and other decorations being displayed in the atrium of the Town's Civic Centre.
1.06 Promote Respectful Behaviour in EG Buildings	Town staff determined locations within EG facilities where Ontario Human Rights Code (OHRC) posters will be posted alongside the Respect in Public Spaces Policy. Signs are being printed and will be posted in Q3 of 2026. Town staff will be trained on the meaning of OHRC posters and the Respect in Public Spaces Policy, including an understanding that creed (faith) is a prohibited ground of discrimination.
1.20 Create and Implement Comprehensive IIDEA Education Pathways (Internal and External)	In 2025, the Town held a 1.5-hour staff learning event led by the Friends of Simon Wiesenthal Center (FSWC) titled Antisemitism Then & Now. Following the session, antisemitism resources were shared with staff via email and on the Town's intranet, EG Connects.
1.23 Support the Anti-Hate Education Campaigns led by the Municipal Diversity and Inclusion Group (MDIG)	In 2024, the Town supported the promotion of York Region's #EndHateYR Campaign. The campaign provides education and awareness about hate-motivated crimes and incidents, the impact hate has on individuals and the community, and information on how community members can work together to eliminate hate and support those impacted. Promotion tactics included sharing boosted posts on Town social media, emailing the campaign to staff and Council, sharing a post on the Town's intranet EG Connects, and including the content in the Town's newsletter. A summary report of engagement metrics on related posts was shared with the York Region Municipal Inclusion and Diversity Group (MDIG) for analysis.

Initiative Number and Title	Related Progress
2.02 Leave Policy Regarding Faith-Based Observances	Town staff have drafted a policy that addresses leave requests related to faith-based observances. Next steps include finalizing the draft and seeking approval of senior management, training people managers, and adding content about the policy to new staff orientations. In addition, a resource providing the definition and observance practices for each of the faith-based dates of significance will be created and disseminated.
2.03 Designate a Room as a Prayer/Meditation/Low Sensory Room Within All Staffed EG Buildings	Staff are continuing to assess feasibility of potential spaces to be designated as a multi-faith Prayer/Meditation/Low Sensory Room within all staffed EG buildings.

Additional Related Actions

In addition to these Action Plan initiatives, the Town provided support to Rabbi Mendy Grossbaum of Chabad Newmarket and Rabbi Yossi Vorovitch of the Chabad Jewish Centre of Georgina to hold a public Chanukah event in 2023, 2024, and 2025. The events included a gelt drop supported by the Town's Fire and Emergency Service who provided an aerial fire truck to drop gold covered chocolate coins (gelt). The large menorah was a joint purchase between the Chabad and the Diversity and Inclusion Advisory Committee of Council.

Each Chanukah event has garnered more than 100 attendees and featured remarks from the Mayor and attendance of Council members.

In addition to work that the Town is doing to address antisemitism, the East Gwillimbury Public Library (EGPL) recently ran relevant programming and provided important resources. The EGPL partnered with Jewish Families Connected to hold Chanukah story time events. They also worked with Chabad Georgina to create take home activity kits for observing Passover.

Hate Crimes Across Canada and York Region

Statistics Canada reports that the number of police reported hate crimes in Canada rose by 32.3% between 2022 and 2023, even though some victims might not report a hate crime they experienced. Higher numbers of hate crimes targeting a religion (+67%; 1,284 incidents) or a sexual orientation (+69%; 860 incidents) accounted for most of the increase in 2023. Additionally, hate crimes targeting a race or an ethnicity were up 6% in 2023. Further, according to Statistics Canada, in 2024 most police-reported hate crimes

in Canada that targeted religion were directed at Jewish (70%) and Muslim (17%) populations.

Hate Crime Statistics Across York Region

York Regional Police (YRP) have reported an increase in hate incidents in recent years. In 2023, they reported that the most common motivational factors for hate crimes were race/ethnicity (46%) and religion (38%). Between 2022 and 2023, hate crimes motivated by religion and sexual orientation increased the most compared to other motivational factors. YRP's report also showed that the top three most targeted groups for police-reported hate crimes that targeted a race/ethnicity were Black (43%), East/South Asian (18%), and Arab/West Asian (11%), while the top two most targeted groups for police-reported hate crimes targeting a religion were Jewish (75%) and Muslim (22%).

Instances of Hate in East Gwillimbury

The Town is aware of instances of hate that have occurred in the Town and that have involved East Gwillimbury residents. Most recently in 2026, antisemitic graffiti was reported on a private property near Highway 48. Before being removed by Town staff, the graffiti was highly visible to those passing by. Further, in 2024, an East Gwillimbury resident was charged by YRP with one count of assault after spitting on and yelling racist words towards the founder of the Aurora Black Community Association. In 2020, YRP sought witnesses after anti-Black words were reported to be written in the snow on parked vehicles in the area of Highway 48 and Mount Albert Road. Staff have also shared that instances of hate speech have occurred in Town facilities.

Impacts of Hate

Hate promotes inequality and conflict:

- It sends a destructive message that people are unsafe in the community simply because of who they are.
- Whether directed at an individual or group, the long-standing effects of hate can leave entire communities feeling isolated and vulnerable.
- The widespread impact of hate also can lead to low confidence levels in police and result in an under-reporting of hate crimes.
- The reporting of hate crimes continues to be a challenge for many members of our community due to fear of victimization, retaliation, culture, language barriers and uncertainty with the justice system.

Hate has no place in East Gwillimbury, and it is important that hate crime statistics and related experiences be addressed. It is also imperative to identify and address systemic instances of oppression which uphold and enable interpersonal expressions of hatred

against minoritized faith-based groups, including antisemitism, Islamophobia, racism, xenophobia, and additional intersecting oppressions.

Resourcing Future Actions

The current geopolitical context and its local impacts, a spike in hate crimes, and an outcry from concerned residents have presented a need to increase education, engagement, and actions to address hate.

An analysis of IIDEA Action Plan initiatives and deliverables determined that some items should be expanded upon to further address antisemitism, other forms of religious-based exclusion and violence, and all types of hate crimes. Future actions related to Initiatives 1.04, 1.06, 1.20, 1.23, and 2.02 of the Plan can include a broadened scope for engaging residents on the topic of antisemitism. These actions would include the deliverables proposed in the following table (Table B).

Table B: Proposed Deliverables

Existing Initiative Number and Title	Proposed Deliverable(s)
1.04 Equitable Celebration and Recognition of IIDEA Dates of Significance through Communications and Events	• Expand upon the staff supports provided to run the annual Chanukah event in collaboration with local synagogues and/or Jewish residents.
1.06 Promote Respectful Behaviour in EG Buildings	• Develop, implement, and evaluate public workshops on the topic of human rights in relation to respectful behaviour in public spaces. • Develop educational content about respectful behaviour to be shared on various Town communications platforms. • Explore potential placemaking opportunities to promote a community of diversity, inclusion, and belonging including reviewing and applying for related grants to support related projects such as community artwork.

Existing Initiative Number and Title	Proposed Deliverable(s)
1.20 Create and Implement Comprehensive IIDEA Education Pathways (Internal and External); and 1.23 Support the Anti-Hate Education Campaigns led by the Municipal Diversity and Inclusion Group (MDIG)	• Organize training for relevant Town staff on identifying and responding to hate crimes. • Expand upon the scope of planned public workshops to include not only hate crimes, but also identifying systemic forms of antisemitism and discrimination and addressing other forms of religious exclusion and violence, xenophobia, and racism. • Translate the workshops into free asynchronous learning modules for residents. • Explore a collaboration with the EGPL to deepen diversity, inclusion, and belonging in the Town by organizing recurring speaker sessions on related topics and developing and implementing supports and resources for authors who are members of marginalized communities that have experienced a rise in hate crimes.
2.02 Leave Policy Regarding Faith-Based Observances	• Develop and implement a process to gather feedback from religious leaders on the draft resource being developed by the Town for staff which will provide the definition and observance practices of faith-based dates of significance.

Currently, the Town's People and Belonging Accessibility, Indigeneity, and Equity Coordinator is the sole staff who oversees two separate action plans and portfolios: the IIDEA Action Plan and the Multi-Year Accessibility Plan. As such, proper implementation of additional actions that address antisemitism and other forms of religious exclusion and hate will require additional resources.

Staff will identify possible resourcing to support expanded IIDEA Action Plan initiatives through the 2027 budget process. These additional resources will allow an expanded focus on public events and education on the topic of addressing antisemitism and other forms of religious exclusion and hatred, responding to hate crimes and systemic forms of discrimination, and celebrating Jewish heritage and culture.

Financial Implications

The Town will seek the required resources to implement additional recommended deliverables through the 2027 budget process.

Need For Public Consultation

The seven deputations delivered to Council on April 21, 2026 provided relevant insights to addressing antisemitism at the Town of East Gwillimbury. Further, the IIDEA Action Plan was developed through an equity-based community engagement approach.

Alignment to Strategic Plan

Quality Programs and Service

Culture of Municipal Excellence

This report aligns to EG's 2022-2026 Strategic Plan by relating to the following strategic priorities:

- Quality Programs and Service: Addressing antisemitism and other forms of religious exclusion and hatred is an approach that supports the creation of a safe and livable community.
- Culture of Municipal Excellence: Addressing antisemitism and other forms of religious exclusion and hatred is an approach that contributes to the Town being an accessible, welcoming community that embraces equity, diversity, and inclusion.

Conclusion

The Town's 2021 Equity, Diversity, and Inclusion (EDI) framework states that the Town will employ the three tools to build an inclusive community that celebrates diversity:

1. Education (increase awareness among staff and the community of various ethnocultural and community groups in EG.)
2. Engagement (identify community groups and staff with whom to collaborate and gather feedback from to develop initiatives, activities, events and policies.)
3. Expression (implementation of policy, programs, services and events.)

The nine proposed deliverables that support existing IIDEA Action Plan initiatives would employ these powerful tools. This approach responds to the growing need to address antisemitism and other forms of religious exclusion and hatred by helping to prevent and respond to hate crimes, addressing stereotypes and disinformation that are often underlying hate, and empowering all residents to contribute to a community where everyone feels a sense of belonging.

Appendices

None.

Approval

Report Author: Shannon Giannitsopoulou
People and Belonging Accessibility, Indigeneity, and Equity Coordinator
Corporate Services

This report was reviewed and recommended by:

Meeta Gandhi
General Manager,
Corporate Services

This report was approved by:

Mark Valcic
Chief Administrative Officer

Corporate Services Report CS2026-17

To: Committee of the Whole Council

Date: June 23, 2026

Subject: Sign By-law Amendment

Origin: Corporate Services; By-law Branch

Recommendations

1. That Corporate Services Report CS2026-17, dated June 23, 2026, entitled Sign By-law Amendment, be received; and
2. That Council approve and enact the proposed minor technical amendments to Sign By-law 2025-052 as outlined in Appendix 1 of Corporate Services Report CS2026-17.

Purpose

The purpose of this report is to update Council on the implementation and administration of Sign By-law 2025-052 since its enactment on October 7, 2025, and to seek approval for proposed minor technical amendments as outlined in Appendix 1.

Since the Sign By-law came into force, staff have monitored its application through permit processing, enforcement activity, and feedback. This operational experience has identified opportunities to clarify provisions, correct minor inconsistencies, and improve overall usability and interpretation of the Sign By-law. The proposed amendments are administrative and technical in nature and do not alter the original policy intent approved by Council.

Background

On October 7, 2025, Council enacted Sign By-law No. 2025-052, replacing the previous Sign By-law 1999-044 and its amendments. The Sign By-law modernized previous sign regulations and introduced new sign types, with the objective of improving clarity, enhancing community aesthetics, and ensuring signage remains safe and compatible with surrounding land uses.

The Sign By-law was developed following a review of existing regulations, consideration of best practices, and consultation with stakeholders, including members of the business community and sign industry representatives.

Analysis

Since the enactment of Sign By-law 2025-052, staff have been actively administering through permit review, inspections, and enforcement. Through this process, minor technical matters were identified that warrant clarification to improve interpretation, consistency, and administrative efficiency.

The proposed amendments, found on Appendix 1, primarily address housekeeping matters, including clarification of definitions, refinement of cross-references, and improved alignment between related provisions. These changes are intended to enhance usability for applicants, staff, and the public, and to reduce the need for interpretive discretion where clearer language can be provided.

Importantly, the proposed amendments do not introduce new policy direction, alter sign permissions, or modify established standards approved by Council. Rather, they strengthen the implementation of the existing regulatory framework and support continued fair and consistent application of the By-law.

The amendments represent sound administrative practice and will improve the overall effectiveness of Sign By-law moving forward.

Administration & Enforcement Overview (October 7, 2025 – May 4, 2026 (Approximately 7-Month Period):

Staff continue to administer permit applications, manage variance requests, respond to public inquiries, and conduct proactive enforcement activities related to illegal signage within the Town. Overall, the updated Sign By-law has improved oversight, consistency, permit administration, and enforcement of signage throughout the community while supporting clearer regulatory requirements and more efficient processing practices. The chart below provides an overview of permit activity, variance requests, enforcement statistics, and other operational data collected during this period.

Category	**Time period: October 7, 2025 to May 4, 2026**
Sign Permit Applications Received	39
Permits Approved	38
Permits Denied	1
Third Party Sign Permits	1 approved, 1 pending
Types of Signs Processed	31 mobile, 2 wall, 1 ground, 3 electronic billboards

Category	**Time period: October 7, 2025 to May 4, 2026**
Average Processing Time	5 business days (smaller applications); 10–15 business days (larger/complex applications)
Variance Requests Received	5 (4 Approved and 1 Denied)
Complaints Received	1 internal complaint
Estimated Public Inquiries	Approximately 15
Violations / Orders Issued	2
Enforcement Inspections Conducted	7
Illegal Signs Removed from Road Allowances	Approximately 300
Enforcement Charges Issued	3

Financial Implications

There are no financial impacts associated with this report beyond existing approved operating budgets. Permit and variance application fees generated $6,557 in revenue between January and April 2026. Ongoing enforcement activities, permit administration, and compliance monitoring continue to be managed within existing staffing resources and operational budgets.

Need For Public Consultation

No public consultation is required. Staff will continue to monitor feedback and operational impacts to identify opportunities for future education, process improvements, and potential Sign By-law refinements.

Alignment to Strategic Plan

Quality Programs and Service

The proposed amendments improve the clarity, consistency, and administration of the Sign By-law, supporting efficient and effective service delivery.

Environmental Stewardship

The Sign By-law regulates signage placement and design to help reduce visual clutter and contribute to a well-maintained public realm.

Culture of Municipal Excellence

The proposed amendments reflect continuous improvement of municipal regulations based on operational experience, ensuring clear, transparent, and consistent administration and enforcement.

Conclusion

Sign By-law 2025-052 was effectively implemented since its enactment and is functioning as intended. The proposed amendments are minor technical and administrative updates that improve clarity, consistency, and ease of administration without changing Council's original policy direction. Approval of the amendments will support the continued effective administration and enforcement of the Sign By-law.

Appendices

Appendix 1 – Sign By-law Amendment

Approval

Report Author:

Harinder Singh
Senior By-law Project Manager
By-law Enforcement Services

This report was reviewed and recommended by:

Meeta Gandhi
General Manager,
Corporate Services

This report was approved by:

Mark Valcic
Chief Administrative Officer

Appendix 1 – Sign By-law Amendment

Town of East Gwillimbury

The Corporation of the Town of East Gwillimbury

By-law 2026-XX

Being a By-law to amend the Sign By-law No. 2025-52

WHEREAS Section 11 of the *Municipal Act, 2001*, S.O. 2001, c.25, as amended, authorizes municipalities to pass by-laws respecting matters within the spheres of jurisdiction of the municipality;

Whereas on October 7th, 2025 Municipal Council of the Town of East Gwillimbury ("**Council**") enacted Sign By-law 2025-052 to regulate signs within the Town; and

Whereas Council deems it appropriate to amend the Sign By-law;

Now therefore the Municipal Council of the Corporation of the Town of East Gwillimbury Enacts as follows:

1. PART 2 – DEFINITIONS

1.1. The definition of "Billboard Sign" is deleted and replaced with the following definition:

"Billboard Sign" means a non-accessory sign displaying third party advertising and does not include an Electronic Billboard Sign.

1.2. Part 2 is amended by adding the following definition:

"Electronic Billboard Sign" means a Sign that displays advertising with images or copy that changes mechanically or electronically, including those that display information or images on an electronic screen, but does not include a Ground Sign as defined by this By-law.

1.3. The definition of "Electronic Sign" is deleted and replaced with the following:

"Electronic Sign**"** means a Sign that displays information or images on a digital or electronic screen except for limited-information electronic signs, including fuel price displays, time and temperature displays, drive-through menu boards, and service-based pricing boards.

1.4 Part 2 is further amended by adding the following definition of “Exterior Wall means the outside wall of a building forming part of the building envelope and exposed to the outdoors”

1.5. The definition of "Gas Station Sign" is deleted and replaced with the following:

"Gas Station Sign" means a Sign displaying the price of gasoline or diesel at a gasoline or diesel station.

1.6. The definition of "Ground Sign" is deleted and replaced with the following:

"Ground Sign" means a Sign directly supported by the ground without the aid of any other building or structure, other than the Sign structure, but does not include an Electronic Billboard.

2. PART 4 – PERMITS

2.1. Section 4.5 is deleted and replaced with the following:

Prior to the expiry of a Permit, the Permit Holder may apply in writing for an extension for an additional period of six (6) months, and the Town may, at its sole discretion, renew the Permit.

3. PART 9 – SIGNS PERMITTED FOR COMMERCIAL AND INDUSTRIAL ZONES

3.1. Section 9.5 is deleted and replaced with the following:

All Projecting Signs shall comply with the requirements set out in Section 7.8 of this By-law.

3.2. Opening paragraph of Section 9.8 is deleted and amended with the following:

”In addition to the Signs permitted by Part 5 of this By-law and subject to the provisions of Part 7, the following Signs shall also be permitted in association with service stations and gas bars:”

4. PART 17 – DEVELOPMENT SIGNS

4.1. The introductory paragraph of Part 17 is deleted and replaced with the following:

“Subject to the requirements in Parts 5 and 7, no Person shall Erect, display, or maintain, or allow the Erection, display, or maintenance of any Development Sign, except in accordance with the following:”

4.2. Section 17.1(c) is deleted and replaced with the following:

"c) the maximum Sign Area of such single-sided sign shall be 6.03 square metres (65 sq. ft.) and for a double-sided sign the maximum Sign Area shall be 11.98 square metres (130 sq. ft.). No part of the Sign shall be more than 7.5 metres (24 ft. 7 in.) above grade; and"

4.3. Section 17.1 is further amended by adding the following new subsection:

"d) Development Signs shall be removed when seventy-five (75%) of the lots in the subdivision have been occupied, except as may be provided by agreement with the Town."

5. PART 18 – BILLBOARD SIGNS

5.1. Section 18.1(a)(iv) is amended by replacing: "minimum of 600 metres from any other Billboard Sign" with "minimum of 300 metres from any other Billboard Sign."

5.2. Section 18.2 is amended by replacing: "Electronic Billboard Signs and Billboard Signs with Electronic Changing Copy shall:" with "Electronic Billboard Signs shall:"

5.3. Section 18.2(a) is deleted and replaced with the following:

"In addition to Parts 3 and 19, an Electronic Billboard Sign shall be accompanied by an Urban Design Impact Assessment, if requested by the Town's Planning Department, to evaluate the visual impact of a proposed Sign on the character of the context within which it is to be located."

5.4. Part 18 is further amended by adding the following subsection:

"(m) Be setback 100 metres from street intersections."

6. PART 19 – GENERAL PROVISIONS FOR ELECTRONIC SIGNS

6.1. Section 19.1(r)(i) is deleted and replaced with the following:

i. 100 metres for an Electronic Billboard Sign from a street intersection;

6.2 Section 19.1(r)(iv) is deleted and replaced with the following:

iv. 100 metres setback from: properties zoned, institutional, and designated heritage properties;

6.3. Section 19.1(r) is further amended by adding the following new subsections:

vi. 30 metres for Wall, Ground, or Projecting Signs from street intersections; and

vii. not be permitted within 250 metres from a building containing Residential dwelling units or lands Zoned Residential

7. That this By-law shall come into force and effect on the date of its passing and enactment.

Enacted and passed this ___day of ___, 2026.

Virginia Hackson, Mayor

Tara Lajevardi, Municipal Clerk

Joint Corporate Services and Development Services Memorandum

To: Council Information Package

Date: May 22, 2026

Subject: Thinking Green Development Standards update

Origin: Corporate Services, Environmental Initiatives Branch and Development Services, Planning Branch

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Purpose

This memo informs Council that, due to recent proposed provincial legislation affecting municipal authority over green development standards, staff will pause the program and its update until there is clearer direction on municipal authority.

Background

On June 5, 2025, Bill 17, Protect Ontario By Building Faster and Smarter Act, 2025 received Royal Assent. It provided clarification that sections 9, 10 and 11 of the Municipal Act, 2001 do not authorize a municipality to pass by-laws respecting the construction or demolition of buildings. In April 2026, the Province also introduced Bill 98, Building Homes and Improving Transportation Infrastructure Act, 2026 which proposes removing the requirement for municipalities to address climate mitigation and adaptation in their official plans. As a result, the municipal authority to require green performance standards beyond the OBC is now even less clear. The period to provide comments ended on April 30. As of May 13, 2026, Bill 98 is at the Third Reading stage.

Progress to Date

In January 2024, the Town retained Climate Action Partnership (CAP) to update the EG's Thinking Green Development Standards program. To date, CAP has developed draft tiered metrics and had led engagement with interested parties, including Council, staff, the community, the building industry, and other municipalities with green standards.

However, given the recent legislative changes, the program cannot proceed as originally planned. Staff are now exploring a shift to a voluntary approach to support sustainability goals while remaining in compliance with provincial legislation.

Staff will report back to Council in Q1 2027 with an updated approach.

Parks, Recreation and Culture Report PRC2026-05

To: Committee of the Whole Council

Date: June 23, 2026

Subject: East Gwillimbury's First Swim Team

Origin: Recreation Services

Recommendations

1. That Parks, Recreation and Culture Report PRC2026-05, dated June 23, 2026, entitled "East Gwillimbury's First Swim Team," be received; and
2. That Council approve the RFP Award to Matthew Sequeira of East Gwillimbury Elite.

Purpose

The purpose of this report is to provide Council with an update on the process undertaken to establish East Gwillimbury's first competitive swim team and approve the successful organization selected from a competitive RFP to operate the program at the Health and Active Living Plaza (HALP).

Background

Building Competitive Aquatic Opportunities in East Gwillimbury

With the opening of the HALP and EG's first municipal aquatic facility, staff identified an opportunity to support the development of competitive aquatic programming within the community. Establishing a swim team aligns with the vision of expanding recreation opportunities and creating pathways for participant growth beyond learn-to- swim programs.

Analysis

A Transparent and Fair Selection Process

To ensure a fair, transparent approach, staff released a request for proposal, a formal process for interested swim organizations. Applicants were asked to provide information regarding coaching qualifications, organizational experience, athlete development pathways, insurance requirements, governance structure and ability to deliver programming that aligns with the Town's values and operations requirements.

Four submissions were evaluated by staff using established criteria to ensure the selected organization could provide a high quality sustainable and inclusive competitive swimming program focused on East Gwillimbury's residents.

Evaluating the Best Fit for the Community

The introduction of a competitive swim team creates a local pathway for swimmers wishing to advance beyond instructional programs. Residents will now have access to competitive training opportunities within EG, reducing travel requirements and support athlete development close to home. The program also contributes to increased utilization of the aquatic facility.

Introducing East Gwillimbury's First Swim Team Organization

Following the evaluation process, East Gwillimbury Elite was selected as the successful swim club for East Gwillimbury.

About the Organization

Head Coach, Matthew Sequiera, a former competitive swimmer, will start recruiting and advertising for East Gwillimbury's first swim team to start swimming at the Health and Active Living Plaza in September. He currently runs a swim school with two locations running swimming lessons in Bradford and the New Tecumseth area on a seasonal basis and has plans to expand his program offerings to include competitive swimming.

Training Schedule and Program Launch

The swim team will begin operating at the HALP in September 2026.

Monday nights from 4:30-7:00pm

Tuesday mornings from 6:30am-7:30am

Thursday nights from 4:30 – 7:00pm

Sunday mornings from 8:00-9:00am

The organization will offer training opportunities for swimmers at various stages of development, providing a progressive pathway from introductory competitive swimming through advanced training levels.

East Gwillimbury Elite Swim Team will be recognized as a HALP Partner and will receive Affiliated Community Group status in accordance with the Town's Affiliated Community Group Policy. This designation does not provide exclusive use of the aquatic facility. Pool space will continue to be available for permit bookings by other local and neighbouring swim organizations, subject to facility availability and the Town's allocation and permitting processes.

In addition to the East Gwillimbury Elite Swim Team, we will also be working with other local swim teams to expand their current competitive swim programs with opportunities for weekly practices and hosting swim meets at the HALP.

Financial Implications

The selected swim team organization will be issued a facility permit, consistent with the Town's operational practices for community sport organizations utilizing municipal facilities. This approach ensures equitable access, standardized booking procedures, and consistent administration across all user groups.

As an affiliated community organization, the swim team will be charged in accordance with the approved rates established in the Town's Fees and Charges By-law. Permit fees will be applied based on the approved training schedule and facility usage requirements.

The estimated permit revenue for the Fall 2026 (September 2026-June 2027) season is **$33,000**. This revenue contributes to the ongoing operational costs and budget associated with the Health and Active Living Plaza while supporting the Town's objective of providing accessible recreational and sport development opportunities for residents.

There are no additional financial impacts associated with the selection of the swim team beyond the standard operating and facility costs already incorporated into the approved operating budget.

Need For Public Consultation

This report is being presented in public session. As an Affiliate Community Partner, East Gwillimbury Elite will be responsible for marketing, advertising and promotions of their programming. The Town will provide opportunities and support through the Health and Active Living Guide and event partnerships.

Alignment to Strategic Plan

Quality Programs and Service

Culture of Municipal Excellence

This initiative supports the Town's strategic priority of Quality Programs and Services by expanding aquatic recreation opportunities and creating a local pathway for competitive swimming. It also reflects a Culture of Municipal Excellence through the implementation of a transparent, equitable selection process and the responsible management of Town facilities and partnerships.

Conclusion

The recreation and aquatic branch staff will continue working with the selected organization to finalize operations and support the Affiliated Community Group with their program launch. All permits and requirements will follow the permitting policy already in place.

Appendices

None

Approval

Report Author:

Katie Wise-Loney
Aquatic and Fitness Supervisor
Parks, Recreation and Culture

This report was reviewed and recommended by:

Rhonda Wilson
Director of Recreation, Community Engagement and Events
Parks, Recreation and Culture

Aaron Karmazyn
General Manager
Parks, Recreation and Culture

This report was approved by:

Mark Valcic
Chief Administrative Officer

Engineering and Public Works, Parks Recreation and Culture Department Report EPW2026-014

To: Committee of the Whole Council

Date: June 23, 2026

Subject: Assumption of Mount Albert Village Phase 1 – 19T-13001

Origin: Engineering and Public Works and Parks, Recreation and Culture

Recommendations

1. **THAT** Joint Engineering and Public Works and Parks, Recreation and Culture Report EPW2026-014 dated June 23, 2026, regarding Assumption of Mount Albert Village Phase 1 – 19T-13001 be received and;

2. **THAT** Council enact a by-law to assume the public works and services within Plan of Subdivision 65M-4586.

Purpose

The purpose of this report is to assume the public works and services within Plan of Subdivision 65M-4586. The area proposed to be assumed is shown on Appendix 1.

Background

Mount Albert Village Phase 1 – 711371 Ontario Corp. & 769316 Ontario Ltd. Development (Mount Albert Village Phase 1), is a 174 lot fully serviced residential subdivision which commenced construction of servicing in 2017. The Subdivision Agreement required the Owner to construct the works and services as presented on the approved engineering drawings. The works and services to be Assumed by the Town include the roads, curbs, sidewalks, streetlights, signs, storm and sanitary sewers, stormwater management pond, sanitary sewage pumping station, watermains, neighbourhood park and boulevard trees.

Analysis

The final acceptance process, including completion of top course asphalt, curbs, and landscaping was completed in 2024. All works are now eligible for Assumption as the minimum 13-month maintenance period is complete for Mount Albert Village Phase 1.

As depicted in Appendix 1, the lands on the east of Cupples Farm Lane adjacent to the Mount Albert Village Phase 1 development will remain vacant subject to future availability of sanitary allocation. The developer is working with York Region to advance improvements to the Region's sewage treatment facility to realize more capacity to complete the subdivision through future phases. Services have been constructed within the municipal road allowances and are proposed to be assumed at a later date upon completion of Phase 2. These lands have been graded and fenced to prevent public access and illegal dumping, and staff have negotiated with the developer to retain security in the amount of $50,000 to ensure the developer carries out adequate maintenance of these vacant lands on a regular basis.

During final inspection, staff observed minor concrete spalling (surficial imperfections developing on the concrete finish having a weathered or eroded appearance) on portions of the curb and sidewalk. While these works are structurally sound, it is possible the areas that are currently spalling will require replacement before realizing the typical service life. As a result, staff are proposing to retain $50,000 in cash from the developer to cover the full cost of future replacement of the deficient curb and sidewalk.

In addition, PRC staff identified deficiencies with a small number of boulevard street trees. The developer has agreed to replace the affected trees; however, PRC staff, in coordination with the developer's landscape consultant, have retained $12,000 in securities to ensure successful establishment throughout the summer growing season. A follow-up inspection will be conducted in the fall to assess tree health prior to the release of the retained securities. PRC staff will also retain the required securities for the entry feature works, including planting and decorative fencing, which are proposed to be deferred and completed as part of Phase 2 due to construction phasing and timing constraints.

Additionally, PRC staff have negotiated with the developer to defer entry feature works at Mount Albert Road and Cupples Farm Lane to Phase 2 as the works are adjacent to future lots. Deferring these works to Phase 2 allows the entry feature to be constructed following Phase 2 home construction and eliminates the risk of potential damage during the Phase 2 home building program. Staff propose to retain $50,000 to ensure these works are completed in the future.

Pending Council approval, staff recommend that the assumption of the Mount Albert Village Phase 1 development become effective July 6, 2026, to provide administrative time to transition operational duties from the developer to the Town.

Financial Implications

The final assumption of Plans 65M-4586 will trigger the release of the majority of the security currently held by the Town as follows:

Security Description	**Amount**
Current Letter of Credit Mount Albert Village Phase 1	$1,821,438.79
EPW Security Retained for Maintenance of Vacant Block	($50,000.00)
EPW Security Retained for Concrete Deficiencies	($100,000.00)
PRC Security Retained for Tree Replacements	($12,000.00)
PRC Security Retained for Entry Feature Works	($93,000.00)
Total Security Release at Assumption	**$ 1,566,438.79**

The release of securities has been reviewed with the Finance Department and respective departments and there is no objection to proceeding with the noted reductions, subject to Council approval.

Although the Town has been performing some maintenance activities on a cost-recovery basis since the completion of the development, proceeding with assumption triggers the Town taking over all maintenance activities and associated costs related to the development.

Annual operating budgets related to EPW and PRC will be adjusted, and operations and maintenance costs associated with the assumption of the development will continue to be incorporated into all future budgets. The estimated impact to annual operating budgets is approximately $60,000 for EPW and $11,000 for PRC.

Need For Public Consultation

No public consultation is required for this report.

Alignment to Strategic Plan

Responsible Growth
Build Complete Communities

Throughout the development process, in alignment with the Strategic Plan, the Mount Albert Village Phase 1 development employed best efforts to ensure the development proceeded sustainably, with consideration for the existing community.

Infrastructure constructed within the Mount Albert Village Phase 1 development enhance and compliment the Town's core infrastructure network, and Town staff will ensure new assets are effectively maintained to deliver exceptional services to residents.

Achieving the milestone of Assumption is a significant accomplishment and indicates that the Mount Albert Village Phase 1 development has completed all works and services in accordance with town polices, standards and guidelines, including the Strategic Plan.

Conclusion

Plan of Subdivision 65M-4586 Mount Albert Village Phase 1 – 19T-13001 is now eligible for final assumption. All infrastructure as noted is proposed to be assumed by the Town for operation and maintenance.

Appendices

Appendix 1 – Map of Recommended Assumption Area

Approval

Report Author:

Krista Chaney, C.Tech.
Senior Municipal Inspector
EPW

This report was reviewed and recommended by:

Paul Mercer, C.Tech.
Development Manager
EPW

Kevin Brake, C.Tech.
Director of Engineering
EPW

Mike Molinari, P.Eng.
General Manager
EPW

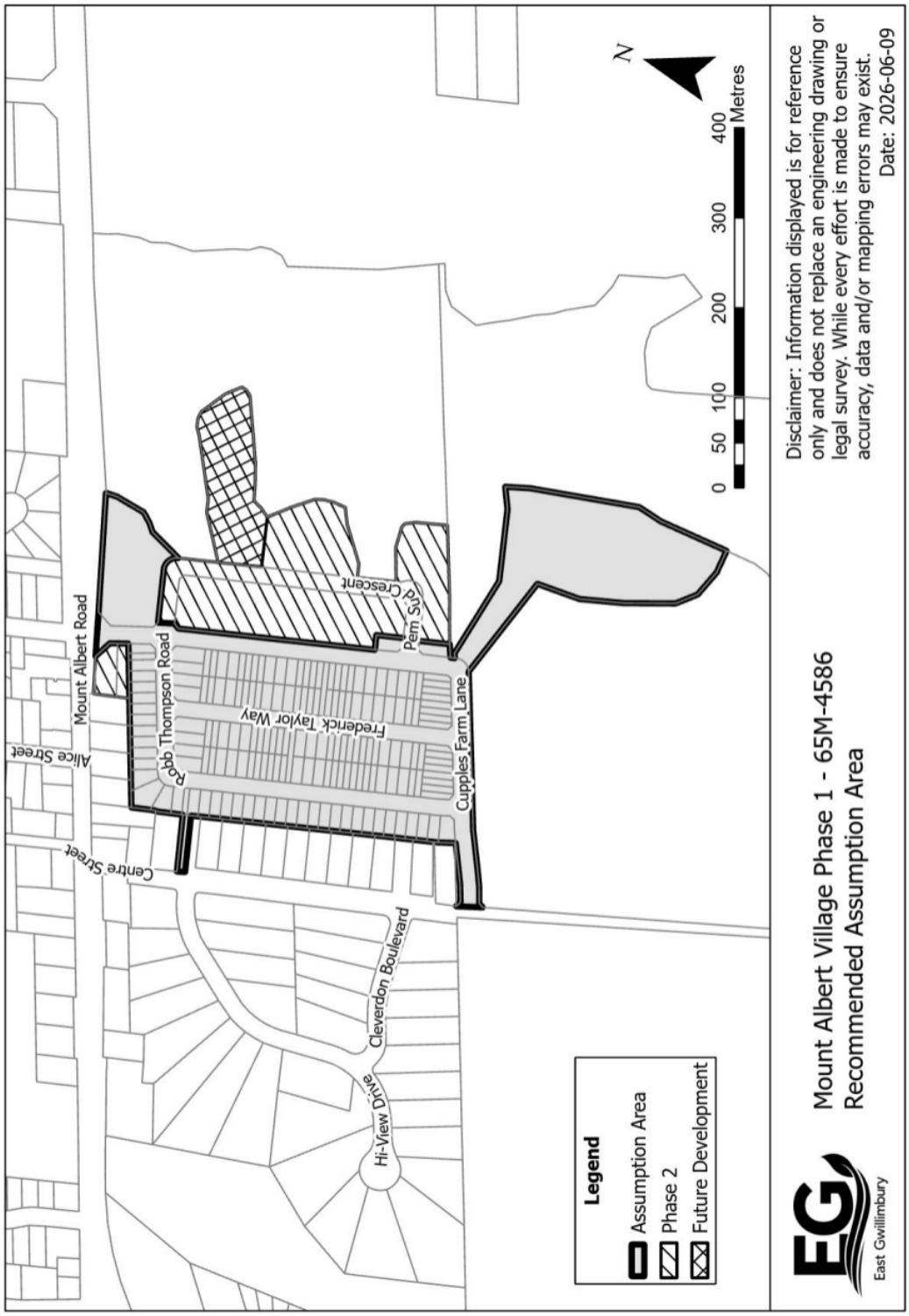
Aaron Karmazyn
General Manager
PRC

This report was approved by:

Mark Valcic
Chief Administrative Officer

APPENDIX 1

Map of Recommended Assumption Area



Town of East Gwillimbury

The Corporation of the Town of East Gwillimbury

By-law 202X-XX

Being a By-law to accept and assume public works and services within Plan of Subdivision 65M-4586, Subdivision 19T-13001, 711371 Ontario Corp. & 769316 Ontario Ltd. Development

Whereas the Corporation of the Town of East Gwillimbury and 711371 Ontario Corp. & 769316 Ontario Ltd. Development entered into a subdivision agreement dated June 7, 2017 and registered on title November 20, 2017 as Instrument Number YR2761481; and

Whereas the terms of that agreement have been completed to the satisfaction of the Corporation of the Town of East Gwillimbury; and

Whereas the Council of the Corporation of the Town of East Gwillimbury has, by resolution, agreed to assume all public works and services within Plan of Subdivision 65M-4586;

Now therefore the Municipal Council of The Corporation of the Town of East Gwillimbury enacts as follows:

1. That the works constructed and installed in accordance with the Subdivision Agreement for Registered Plan 65M-4586 are hereby accepted and assumed by the Corporation of the Town of East Gwillimbury.

Enacted and passed this ___day of ___, 202X.

_____

Virginia Hackson, Mayor

_____

Tara Lajevardi, Municipal Clerk

Engineering and Public Works Memorandum

To: Council Information Package

Date: June 5, 2026

Subject: Winter Maintenance Update, 2025-2026 Season

Origin: Engineering and Public Works

The purpose of this annual update is to provide Council with a summary of the winter road and sidewalk maintenance program delivered during the 2025–2026 season (November 2025 to April 2026), as well as program accomplishments, and to identify continuous improvement initiatives planned for the upcoming season.

BACKGROUND

The Town's winter maintenance program has evolved through ongoing continuous improvement and is designed to serve the community effectively and consistently, with public safety and efficiency as the top priorities. The program emphasizes best practice operations, reliable and efficient service delivery with responsible material management. The Town regularly reviews and adjusts its response to winter events as part of its service strategy, aligning with provincially recognized best practices and the requirements of O. Reg. 366/18: Minimum Maintenance Standards (MMS).

The last winter maintenance update to Council was on July 24, 2025.

ANALYSIS

The analysis of the 2025/26 winter season is separated into three sections including a summary of the winter season, updates on operational accomplishments, and the proposed new initiatives for the upcoming winter season.

Summary of this past winter season

Staff remain focused on the core winter season from November 15 to March 31. Resourcing for this essential core service is provided with the following staff resources:

- *11 road routes*: 6 town staff, 5 contracted (ROA Ltd.)
- *6 sidewalk routes:* 3 town staff, 3 contracted (Urban Life Solutions)
- *24/7 Patrolling:* 4 town staff (short term contracts)
    - 2 for morning shift
    - 2 for night shift

- *Administrative support:* 1 Supervisor, 1 Foreperson and 1 Fleet Coordinator/mechanic (vacant since October 2025)

While the Fleet Coordinator position was reclassified to allow for the recruitment of the Roads Manager, it continues to be critically important to sustaining operational continuity and supporting service delivery for both Public Works and PRC. This position will be an important Department staffing request in 2027.

The current resource complement for winter maintenance remains extremely lean to provide effective service delivery for both planned and reactive activities. Currently, all nine (9) operators are necessary for deployment for each winter event to cover the 6 road routes and 3 sidewalk routes. This minimalist complement does not allow for any staff absence (vacation, sick leave etc.) without directly impacting the operational plan. As a result, an additional Operator is necessary to ensure coverage and support for this critical operation. Further, following historical staff requests, as the growth of both the network of roads and sidewalks continues, this will trigger the need for additional operators in the future to maintain service levels.

Through effective operational oversight, staff maintained full route coverage and achieved compliance with the MMS. It remains essential that the Town continue to provide complete coverage of both the road and sidewalk networks, while adhering to MMS requirements and MTO hours-of-work restrictions.

To satisfy Provincial regulatory requirements, staff closely monitor weather forecasts, perform rigorous overnight and daily documented patrolling of both roads and sidewalks, complete proactive anti-icing treatments, actively clear accumulated snowfall and chemically treat ice on both roads and sidewalks. Additionally, accumulated snow from laneways, layby parking areas, school crosswalks and cul-de-sacs are regularly removed as required throughout the winter season.

The following table summarizes and compares the last five winter seasons, the number of events, road and sidewalk inventories and the material applied per lane km.

Winter Season	# of Deployments		Salt Applied (t)	Sand Applied (t)	Brine Applied (Litres)	Material per Event (t)	Material per/lane Km (t)	Road (Lane Km)	Sidewalk (km)
	Road	Sidewalk							
2020/21	51	44	2,100	200	64,000	45	5	459	110
2021/22	64	51	2,630	125	34,150	43	5	473	112
2022/23	54	41	3,140	630	32,100	70	6	480	126
2023/24	38	30	1,810	95	42,060	50	4	485	133
2024/25	48	39	3,640	600	38,100	88	8.7	487	144
5 Year Average	51	41	2664	330	42,082	59	5.7	NA	NA
2025/26	**60**	**51**	**4,190**	**682**	**8,000**	**81**	**9.9**	**489**	**145**

Note: Material per event is a performance indicator and is a rough indication of efficiency and event severity. Each winter event requires an appropriate and measured response including salt usage to adequately address the storm.

Total Snowfall in 2025/26 was nearly double the 5-year average.

This past winter season was very severe, which required deployment sixty (60) times over a season that lasted 139 days. The first event was on November 8, 2025, and the last on March 27, 2026. As noted in the table below, this past season was characterized by significant snowfall accumulation (345cm) almost double the 5-year average of 178cm. Additionally, medium to heavy snowfall events accounted for 23 percent of the total winter events, well above average which corresponds to high amount of material (salt and sand) applied (4,872 total tonnes or 9.9 tonne/lane Km).

Season	Winter Event Days	Total Snow (cm)	Avg Precipitation Per Event (cm)	Med or Heavy Snow Events
2020/21	51	163	3.2	6 (12%)
2021/22	64	210	3.3	7 (11%)
2022/23	54	147	2.7	6 (11%)
2023/24	38	116	3.1	3 (8%)
2024/25	48	252	5.3	9 (19%)
5 Year Average	**51**	**178**	**3.5**	**6 (12%)**
2025/26	60	345	5.6	14 (23%)

Note: Data source, Baldwin Airfield

As illustrated in the photographs (Appendix 1), this storm had significant impacts on both town clearing operations and the resident's ability to manage their driveways and windrows. Wide driveways, reduced boulevards, limited storage areas, rear laneways and sidewalks all presented unique challenges to manage the sustained volume of snow received with limited warm weather melting. The rear laneways, without adequate storage, are costly and time consuming to maintain in a heavy year and further approvals of this type of development should be avoided going forward. As a minimum standard, flankage lots or treatments with adequate snow storage should be made available on one side if further laneways are being contemplated going forward.

This season staff strategically deployed high volume snowblowers and loaders to aid with the removal of accumulated snow in rear laneways, layby parking areas and encroaching windrows around high congested areas including school zones.

Compliance with Minimum Maintenance Standards (MMS)

Staff note that service levels for all winter maintenance activities as required by the MMS were achieved throughout the 2025/26 winter season. This was accomplished through functional activities such as weather monitoring, patrolling, road and sidewalk condition monitoring, anti-icing, treatment (salting) of both roads and sidewalks, snow clearing/plowing and accumulated snow removal.

Significant Weather Event (SWE)

In response to a major freezing rain event on December 28, 2025, the Town declared a SWE which was in place until December 30. This was the only declaration by the Town throughout the season despite this being a very heavy year. This coincided with similar declarations in neighbouring municipalities in addition to an Environment Canada weather warning. During a declared SWE, roads and sidewalks are in a "state of repair" and the maximum hours of work outlined in the Employment Standards Act and Ministry of Transportation regulations do not apply thus permitting staff additional time to effectively treat and clear the Town's infrastructure for safe use by the public.

As authorized previously by Council, staff will continue to only issue SWE's in response to severe and sustained events which are likely to present atypical and severe winter travel conditions whereby extreme caution is warranted.

Operational Accomplishments

The following is a brief update on the new initiatives implemented during this past winter season.

Salt Shortage

The Town procures treated winter road salt from Compass Minerals through a Regional Cooperative contract (CRFT-2021-1). Due largely to heavy and sustained early fall (2025) winter events across the eastern seaboard, this past season has had extreme salt shortages as reported by local and national media. To provide material for winter operations, approximately 2,000 tonnes of salt is stockpiled pre-season at the Operations Centre and replenished as required throughout the season. Typically, this approach requires additional salt by mid-to-late January. However, this season this replenishment was required by December 18th, only one month into the winter season. Additionally, due to salt shortages, staff were able to cooperatively acquire approximately 100 tonnes of salt from the Region or York when stockpiles decreased to less than two townwide applications. The Town collaborates with our network of municipal partners to ensure that we all have the necessary material and assistance if required for winter maintenance.

To reduce the likelihood of a similar situation, the salt storage enclosure at the Operations Centre has been reconfigured to increase its salt storage capacity by 1,000 Tonnes.

Sidewalk Route Expansion

This past winter season involved the maintenance of 144km of sidewalks, reflective of an annualized increase of 11km. Given the sustained growth of the sidewalk network, an additional Town sidewalk route was implemented. This additional route reduced the time required to complete full route coverage and decreased the average route length from 29 to 24km.

Sidewalks continue to require a high degree of oversight and operational effort to ensure they remain in a state of good repair and suitable for pedestrian use. Through a combination of 3 staff routes and 3 contractor routes, sidewalks are cleared as efficiently as possible to ensure safe use. As noted, sidewalk units were deployed 39 times this season utilizing highly specialized equipment designed specifically for clearing sidewalks.

Damage to turf abutting the sidewalk continues to be a significant concern for residents. Although the downsized sidewalk units incorporate reduced width blades, there remain only six inches of clearance on either side of the sidewalk. This low tolerance, especially when the sidewalk is fully covered in snow, creates ongoing operational challenges as operators have difficulty knowing the exact location of the sidewalk edges. Although operators generally remain on the same route to increase their familiarity with infrastructure, some damage to abutting turf can occasionally occur. Early spring inspections and repairs are completed to address concerns and areas of inadvertent damage.

Windrow Removal Financial Assistance

The subsidized windrow removal program continues to be well received and effective at helping seniors and those with special needs get the snow clear services that best meets their individual needs and service requirements. By providing the $150 subsidy to qualifying individuals, the qualifying residents can hire the service provider of their choice.

The program, over the past three years, has grown from 19 properties to 44, still within the 50-participant limit for the program. This program is considered a best practice by our municipal partners.

Townwide Windrow Clearing

Typically following a severe winter event or season there is an increased demand for the introduction of a Town-wide windrow clearing program, such as that provided by the Cities of Richmond Hill, Vaughan, and part of Toronto. The introduction of a robust town-wide program such as this would require a significant change in the Town's delivery of winter maintenance and would essentially require a doubling resources, significant coordination, and logistical support. Other municipalities that have opted to provide this enhanced service have had to acquire a new fleet of windrow removal equipment and staff as this equipment typically follows behind the road plows. It is noteworthy that even if implemented, not all entrances would be cleared. Commercial entrances and driveways on Regional roadways or Provincial highways would be excluded as the abutting roads are not municipally maintained, creating inconsistent service delivery. Staff continue to not support the introduction of a townwide windrow clearing program.

Proposed New Initiatives for the 2026/27 Winter Season

Leveraging Technology

EPW and IT partnered to develop a winter Dashboard which went live November 2023. This is a great tool for staff to manage ongoing winter operations. This past season, the winter Dashboard was further deployed to Customer Service to provide live updates on active winter operations and more accurate information for residents at their initial point of contract. Further expansion of the Dashboard is envisioned in the future on a timed delayed or scaled back set up to the public.

All the town's winter maintenance equipment, including contracted units are fully integrated with vehicle location devices and sensors to collect data for risk management as well as to effectively monitor ongoing winter operations. This technology is inspected and calibrated regularly and continues to be a critical tool to assist staff with oversight of this large complex operation in a highly efficient and effective manner. Further advancements incorporating the use of dash cameras, weather and operational

monitoring are being reviewed for future enhancements to assist with the delivery and risk mitigation of this essential core service.

Enhanced Maintenance for Revitalized Areas / Layby Parking Areas

The revitalization projects underway in Mount Albert (Centre Street) and Holland Landing (Yonge Street) will require enhanced winter maintenance to provide the intended function of these renewed main street corridors. The updated streetscape layouts include layby parking areas and enlarged pedestrian facilities. Although the design was completed with consideration for winter maintenance and storage, there will be additional effort required to maintain these new public spaces. These areas will require enhanced monitoring during and after storm events, coordinated scheduling of removal activities (including loader/snow blowing and haulage support where required), and additional attention to prevent snow windrows from restricting accessibility and narrowing travel lanes. Staff will incorporate these revitalized areas into winter operational planning for the season to ensure service levels are maintained and community access is supported throughout the winter months.

NEED FOR PUBLIC CONSULTATION

No public consultation is required for this report.

FINANCIAL IMPLICATIONS

The road winter operational budget is based on an average winter using the Town and contracted resources to achieve the Town's service levels. The 2025/26 season was a severe season highlighted by significant snowfall. Additionally, to meet increased growth and lean resourcing a fifth contracted road plow was utilized. As shown below, this resulted in an increase in the use of resources to meet regulatory maintenance and suitable levels of service.

Materials*	2022/2023	2023/2024	2024/2025	2025/2026
Sand/Salt/Liquid Brine	$ 357,300	$ 251,000	$504,400	$670,000**
Contractors*				
Sidewalk and Roads	$ 504,200	$ 455,400	$569,300	$716,500

* Rounded to the nearest $100

** Includes $230,500 of salt purchased that remains unused in inventory for the next season.

A portion of the overall winter maintenance costs are offset by recoveries from the development community for unassumed developments not yet on maintenance. As developments proceed through their maintenance period and assumption, the recovery opportunity ceases, and winter operational costs become a town expenditure with added budgetary pressure. Staff will identify and provide for the costs associated with these reduced recoveries as part of the annual budget process.

The winter operations reserve is available to offset unanticipated winter maintenance costs that cannot be accommodated through savings in other areas of the budget. The annual costs and reserve balance for winter maintenance are monitored annually by staff as part of the year end process. Reserve contributions are determined using the operations surplus objectives to ensure sufficient funds are available when required. As the current winter maintenance reserve balance is equal to approximately one year's average operating costs, any unspent funds from winter maintenance are included in the overall surplus and allocated as part of the annual unaudited surplus allocation.

CONCLUSION

The effective and efficient delivery of the Town's winter maintenance program is a core essential service within EPW. As a critical component of the delivery of this essential service, staff continue to enhance and transform this program illustrating municipal leadership and best practices as we strive to exceed Provincial standards. Staff will continue to monitor and evaluate its winter maintenance service delivery to provide the Town with efficient and effective winter operations.

The 2025/2026 was a severe season that lasted 139 days, nine days longer than the previous winter. Additionally, there was more than 344 cm of total snowfall, representative of approximately a 94% increase over the 5-year snowfall average. Staff's response to this season incorporated timely deployments, snow removal, carefully monitoring material use and contractor direct supervision for both roads and sidewalk maintenance.

Appendix 1



Photo 1: Example of roadway encroachment resulting from limited property snow storage.



Photo 2:Rear Laneway Winter Impact



Photo 3: Rear Laneway Snow Blowing Operations