

**THE CORPORATION OF THE TOWN OF EAST GWILLIMBURY
2020**

**HIGHWAY 404 EMPLOYMENT CORRIDOR
SECONDARY PLAN**

AMENDMENT NO. 1-2020
TO THE OFFICIAL PLAN FOR THE TOWN OF EAST GWILLIMBURY
AS ADOPTED BY THE COUNCIL OF THE TOWN OF EAST GWILLIMBURY ON JULY 28,
2020 AND APPROVED BY THE COUNCIL OF THE REGIONAL MUNICIPALITY OF YORK ON
NOVEMBER 19, 2020.

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**AMENDMENT NO. 1-2020 TO THE OFFICIAL PLAN FOR THE
TOWN OF EAST GWILLIMBURY**

CONTENTS OF THIS DOCUMENT

SECTION

PART I THE DOCUMENTATION

- 1.1. APPROVAL PAGE

PART II THE PREAMBLE

- 2.1. THE TITLE
- 2.2. COMPONENTS OF THIS AMENDMENT
- 2.3. PURPOSE OF THIS AMENDMENT
- 2.4. LOCATION OF THIS AMENDMENT
- 2.5. BASIS OF THIS AMENDMENT

PART III THE AMENDMENT

- 3.1. INTRODUCTION
- 3.2. DETAILS OF THE AMENDMENT - Official Plan Policy Additions
- 3.3. DETAILS OF THE AMENDMENT - Official Plan Schedule Modifications and Additions

PART 1 THE DOCUMENTATION

1.1 APPROVAL PAGE

This amendment shall be known as:

Official Plan Amendment No. 1-2020 to the Official Plan
for the Town of East Gwillimbury.

This amendment is hereby approved pursuant to Section 17 of the *Planning Act*,
R.S.O 1990, c. P.13 to come into force on December 11, 2020.

**AMENDMENT NO. 1-2020 TO THE OFFICIAL PLAN FOR
THE TOWN OF EAST GWILLIMBURY**

PART II: THE PREAMBLE

2.1 THE TITLE

This Amendment shall be known as:

**Highway 404 Employment Corridor Secondary Plan
Amendment No. 1-2020 to the Official Plan
for the Town of East Gwillimbury**

2.2 COMPONENTS OF THIS AMENDMENT

Only that part of this document entitled Part III: THE AMENDMENT, comprising text and attached Schedules 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, and 12 constitute Amendment No. 1-2020 to the Official Plan for the Town of East Gwillimbury.

PART I: THE CERTIFICATION, and PART II: THE PREAMBLE do not constitute part of this Amendment.

2.3 PURPOSE OF THIS AMENDMENT

The Town of East Gwillimbury Official Plan was adopted by Town Council on June 28, 2010 and approved by the Ontario Municipal Board. Schedule B of the Official Plan identifies Secondary Plan Study Area B-4.

The purpose of the addition of new text and Schedules B-4, B-4a and B-4b is to implement the policies of the Town of East Gwillimbury Official Plan by preparing a Secondary Plan and establishing urban land use designations to guide the future development of the Highway 404 Employment Corridor Secondary Plan area and to fully implement the policy regime of the Official Plans of the Town and York Region in this specific area of the Town.

The Amendment will:

- a) Provide policies in the form of text and schedules to ensure that Highway 404 Employment Corridor develops as a high quality employment area that provides for jobs and an assessment base for the Town of East Gwillimbury.

- b) Establish the future development pattern of the Highway 404 Employment Corridor and to articulate goals, policies and implementation mechanisms to ensure that the Employment Area develops as planned in a comprehensive and cohesive manner.
- c) Provide additional guidance for the preparation of Community Design Plans, Zoning By-laws, Urban Design Guidelines and other development control measures.
- e) Provide guidance for the development of the physical infrastructure of the Town, including the transportation system, storm water management, municipal water and sewer services and utilities.
- f) Provide guidance to preserve and enhance the unique attributes and characteristics of the Town through more specific and detailed planning policies, while providing for additional new development which is in keeping with the existing character of the Town.

2.4 LOCATION OF THIS AMENDMENT

The location of the lands affected by this Amendment generally comprises Parts of Lots 6, 7, 8, 9, and 10 in Concession 3, East of Yonge Street in the Town of East Gwillimbury. The Employment Area is bounded on the east by Woodbine Avenue, on the south by Green Lane, on the north by Mount Albert Road east of Highway 404 and the southern boundary of Lot 7 Concession 3 west side of Highway 404, to the west by Leslie Street south of Lot 7 Concession 3 and by Highway 404 north of that.

2.5 BASIS OF THIS AMENDMENT

The Town's Official Plan identifies the Highway 404 Employment Corridor as one of the employment oriented urban growth areas in the Town. With the completion of Highway 404 through East Gwillimbury, it is appropriate to plan for employment uses along this corridor. It is an objective of the East Gwillimbury Official Plan to ensure that there are sufficient lands available for the creation of diverse employment opportunities and increased tax assessment in the Town to maintain and enhance the economic vitality of the Town. The Highway 404 Employment Corridor Secondary Plan is an important step in ensuring that there are appropriate lands available for employment growth within the Town during the planning horizon and that the lands have the appropriate planning documents in place to support their development.

The Secondary Plan incorporates the recommendations of the studies that were undertaken as part of the study process addressing: municipal servicing, stormwater management, transportation, natural heritage evaluation, cultural heritage assessment, fiscal impact analysis, noise and urban design.

The study also included meetings throughout the study process with a Technical Advisory Committee which included staff from relevant Town and Regional departments and agencies, and with the study area landowners.

The Secondary Plan Study provided for a public consultation process that included public open houses, a virtual public open house, multiple discussions with various individuals as well as the statutory public meeting to provide information and obtain public feedback. The project website was also kept up to date throughout the project in order to communicate with stakeholders.

**THE FOLLOWING PART III AND SCHEDULES 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, and 12 CONSTITUTE
AMENDMENT NO. 1-2020 TO THE OFFICIAL PLAN FOR THE
TOWN OF EAST GWILLIMBURY**

PART III: THE AMENDMENT

1. INTRODUCTION

All of this part of the document entitled Part III: THE AMENDMENT consisting of the following text and Schedules 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, and 12 constitute Amendment No. 1-2020 to the Official Plan of the Town of East Gwillimbury.

2. DETAILS OF THE AMENDMENT

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

The Land Use Schedules to the Town's Official Plan are modified as follows:

- a) Schedule '1' to this Amendment: Addition of Schedule B-4 to the Town's Official Plan
- b) Schedule '2' to this Amendment: Addition of Schedule B-4a to the Town's Official Plan, and
- c) Schedule '3' to this Amendment: Addition of Schedule B-4b to the Town's Official Plan
- d) Schedule '4' to this Amendment: Modification to Schedule A of the Town's Official Plan
- e) Schedule '5' to this Amendment: Modification to Schedule A-1 of the Town's Official Plan
- f) Schedule '6' to this Amendment: Modification to Schedule B of the Town's Official Plan
- g) Schedule '7' to this Amendment: Modification to Schedule D of the Town's Official Plan
- h) Schedule '8' to this Amendment: Modification to Schedule D-1 of the Town's Official Plan
- i) Schedule '9' to this Amendment: Modification to Schedule E of the Town's Official Plan
- j) Schedule '10' to this Amendment: Modification to Schedule E-1 of the Town's Official Plan
- k) Schedule '11' to this Amendment: Modification to Schedule F of the Town's Official Plan
- l) Schedule '12' to this Amendment: Modification to Schedule F-1 of the Town's Official Plan

3. IMPLEMENTATION AND INTERPRETATION

This Amendment shall be implemented and interpreted in accordance with the relevant implementation and interpretation provisions set out in the Official Plan. In the event of any conflict between the provisions of this Amendment and the provisions of the Official Plan, the provisions of this Amendment shall govern.

4. AMENDMENTS TO THE OFFICIAL PLAN AREA AS FOLLOWS:

Table of Contents

11.	<i>HIGHWAY 404 EMPLOYMENT CORRIDOR SECONDARY PLAN</i>	6
11.1	PURPOSE, VISION AND GUIDING PRINCIPLES	6
11.1.1	Vision	6
11.1.2	Guiding Principles	7
11.2	LAND USE DESIGNATIONS AND POLICIES.....	8
11.2.2	Retail & Service Commercial Uses.....	10
11.2.3	Urban Design Policies	10
11.2.4	Sustainability	12
11.2.5	Employment Land Conversion	13
11.2.6	Density Target	14
11.2.7	Built Heritage.....	14
11.2.8	Cultural Heritage	15
11.2.9	Existing Uses.....	15
11.3	LAND USE DESIGNATIONS	15
11.3.1	Institutional	16
11.3.2	Prestige Employment	16
11.3.3	General Employment.....	18
11.3.4	Mixed Business Employment	20
11.3.5	Environmental Protection Area.....	22
11.4	NATURAL HERITAGE SYSTEM	23
11.5	TRANSPORTATION.....	25
11.6	WASTEWATER AND WATER SERVICES	28
11.7	STORMWATER	28
11.8	WELLHEAD PROTECTION AREAS, SIGNIFICANT GROUNDWATER RECHARGE AREAS AND HIGHLY VULNERABLE AQUIFERS	29
11.9	LAND USE COMPATIBILITY	30
11.9.1	Noise	30
11.9.2	Air Quality.....	31
11.9.3	Light	31
11.10	PHASING AND SEQUENCING	31
11.11	IMPLEMENTATION AND INTERPRETATION	32
11.11.1	Definitions	32

APPENDIX 1 33

11. HIGHWAY 404 EMPLOYMENT CORRIDOR SECONDARY PLAN

11.1 PURPOSE, VISION AND GUIDING PRINCIPLES

The purpose of the Highway 404 Employment Corridor Secondary Plan is to implement the policies of the Town of East Gwillimbury Official Plan by applying land use designations and adding policies as required to guide the future development of the Highway 404 Employment Corridor Secondary Plan area.

The policies of Official Plan section 8.2.1 - Secondary Plans are addressed and satisfied by this Secondary Plan and the detailed technical studies submitted in connection with its approval. The findings and recommendations of those studies, reports and plans will be used to guide decisions relating to the approval of infrastructure and development within the Employment Area to implement the Secondary Plan.

According to Official Plan policy 8.2.1.2, development of land in the Secondary Plan Area shall not occur until such time as this Secondary Plan and a Community Design Plan (if required) are adopted and/or approved by Council.

11.1.1 Vision

The Highway 404 Employment Corridor Secondary Plan Area will be a high quality, comprehensively planned employment area that supports a complete range of office and industrial uses as well as limited retail uses. It will diversify and enhance the Town's economic base, increase employment options to meet the needs of the Town as a growth municipality and improve the Town's vitality and resiliency. The area will take full advantage of its proximity to Highway 404 and will provide enhanced access and connections. It will create pleasant and comfortable streetscapes that encourage active transportation and support public transit. The area will be visually attractive as well as being sustainable, with enhancements at key focal points and gateways. Development will proceed on the basis of full municipal services and surface and ground water resources will be maintained and improved. Natural heritage resources will be protected and enhanced and cultural heritage resources will be retained and supported.

11.1.2 Guiding Principles

- a) Provide for significant employment growth on full municipal services to create a dynamic, accessible, and economically competitive employment area that can provide a broad range of job opportunities to support the Town's growing population, accommodate both large and small-scale employers, and expand the Town's assessment base.
- b) Provide for a variety of employment uses such as office, research facilities, information and communication technologies, manufacturing, processing, warehousing and logistics as well as limited retail and service uses that meet the needs of existing and future businesses to function in a supportive environment. The permitted uses will reinforce a diversified and more intensive economic base, protect the area from non-employment uses and contribute to the creation of a complete community.
- c) Create a safe, efficient and integrated transportation network that facilitates a range of mobility options, promotes active transportation and provides adequate public road access to all parcels. The transportation system will be based on a modified grid pattern that facilitates connections to the main transportation corridors while recognizing the constrained access points to Highway 404. It will enhance integration with the community and maximize connections to key markets and major areas of population. Work with York Region to design Green Lane East, Woodbine Avenue, Leslie Street and Mount Albert Road, and key intersections on those roads, to reflect their roles as gateways to the East Gwillimbury Urban Area.
- d) Secure the full urban infrastructure necessary to support the employment uses in advance of, or in conjunction with, new development. Ensure that water and wastewater servicing and ground water and surface water systems meet existing legislative and policy requirements and address *best management practices*. Pursue leading edge telecommunication services to attract knowledge-based industries.
- e) Preserve and enhance the unique attributes and character of the Town. Respect the existing low density residential, rural residential and recreational areas within and adjacent to the Secondary Plan Area and provide for appropriate design, setbacks and buffering to mitigate impacts from adjacent employment uses, while recognizing that the primary and long term use of the Secondary Plan Area is for employment.
- f) Establish an appropriate interface between new employment uses and adjacent existing agricultural areas to allow existing farming operations to continue to function effectively and efficiently.
- g) Establish urban design guidelines that provide specific direction on the creation of high quality development and an attractive, healthy public realm, particularly on major routes. Encourage prestige employment uses to locate at key locations. Work with the Ministry

of Transportation and abutting owners, to enhance exposure and landscaping along Highway 404.

- h) Encourage high quality built form, site design and landscape treatments with a strong visual identity in a sustainable environment. Ensure a consistent level of quality on both public and private lands with landmark features at key locations to create or strengthen focal points and gateways.
- i) Recognize important existing cultural heritage resources and retain the heritage attributes that express the resource's cultural heritage significance.
- j) Protect, enhance and where possible restore the natural heritage features and functions and connect them with the Town's natural heritage system and the Regional Greenlands System.
- k) Ensure that development occurs in an orderly and phased manner in order to address the cost-effective and timely supply of major capital projects including municipal services and transportation network upgrades as the area develops and to address on-going operational costs to ensure fiscal responsibility.
- l) Promote sustainable subdivision, site and building design and construction through the Town's Sustainable Development Evaluation System to reduce energy and water consumption, facilitate renewable energy, encourage alternative modes of transportation, protect and enhance the natural environment, protect air and water quality, and improve waste management.
- m) Address the Town's Community Energy Plan and ensure that the potential for a *District Energy System* and a Solar Strategy are addressed prior to development.

11.2 LAND USE DESIGNATIONS AND POLICIES

11.2.1 General Policies

- a) The applicable land use policies of Section 4 of the Official Plan, together with the additional policies in this section, shall apply to the lands in the Highway 404 Employment Corridor Secondary Plan Area, in accordance with the land use designations on Schedule "B-4 – Highway 404 Employment Area Land Use Plan".
- b) The proposed land use structure, natural heritage system, schematic transportation network and trails are identified on Schedule B-4 – Highway 404 Employment Area Land Use Plan, and Schedule B-4a – Highway 404 Employment Area Natural Heritage System

to the Secondary Plan. The location and approval for development of land uses and transportation infrastructure within the Employment Area shall be subject to the provisions of the Official Plan and the Secondary Plan.

- c) Schedule E of the Official Plan identifies a proposed system of arterial and collector roads, adjoining and internal to the Secondary Plan Area, and other proposed transportation infrastructure facilities and improvements relating to the transportation system serving the Secondary Plan Area. Schedule E-1 identifies a proposed Cycling Network and Schedule F identifies a proposed trail network, both of which have proposed facilities within the Secondary Plan Area.
- d) Minor changes to the land use structure set out on Schedule B-4 – Highway 404 Employment Area Land Use Plan may be permitted without an amendment to the Secondary Plan if the general intent of the Secondary Plan is maintained to the satisfaction of the Town. Similarly, minor changes to the transportation system shown on Schedule E may be permitted without an amendment to the Secondary Plan if the requirements for the transportation system are maintained to the satisfaction of the Town and York Region. Refinements or adjustments to the Natural Heritage System shown on Schedule B-4a and Environmental Protection Area designation shown on Schedule B-4 based on an approved Natural Heritage Evaluation, will not require an amendment to the Secondary Plan and the adjoining land use designation(s) shall be deemed to apply to the lands removed from the Environmental Protection Area designation.
- e) Notwithstanding any other policies of the Official Plan or Secondary Plan, government owned and/or operated public infrastructure, facilities and services such as, but not limited to, parks, stormwater management facilities, emergency response services (e.g. ambulance, fire, police) and pumping stations, and above or below ground utilities such as gas lines or telecommunications facilities may be located in any land use designation other than in the Core Areas and Supporting Areas designated on Schedule “B-4a Natural Heritage System”.
- f) In order to attract knowledge-based industries, the Town will work with service providers towards providing reliable broadband internet to the Secondary Plan area. Where feasible, utilities will be installed underground.
- g) Waste management will be addressed in accordance with Section 7.9 of the Official Plan.
- h) Public buildings and facilities will be designed to be accessible and should be located in proximity to pedestrian, cycling and transit systems. Accessibility measures and design features will be provided for all buildings in accordance with the Accessibility for Ontarians with Disabilities Act.

- i) All land within the Employment Area will be zoned to reflect the land uses designations within the Secondary Plan and appropriate development standards will be incorporated into the implementing zoning by-law. Higher development densities will be encouraged at appropriate gateway locations as identified in the Appendix A and within the Mixed Business Employment designation along Green Lane.

11.2.2 Retail & Service Commercial Uses

The lands within the Secondary Plan are designated by the Town for Employment Uses, and do not permit *major retail* uses and other retail and commercial non-*ancillary uses*. It is the intent of the Secondary Plan to permit a limited amount of *ancillary uses*, which include small scale retail and commercial uses that primarily serve the business functions on employment lands. Notwithstanding section 4.2.1.3 of the Official Plan, *ancillary uses* will not collectively exceed 15 per cent of this employment area.

11.2.3 Urban Design Policies

The Secondary Plan Area is intended to reflect its role as a major interface and entry from Highway 404 and to ensure that future development is sustainable and reflects high quality architectural and urban design standards. All development within the Secondary Plan Area will address the Urban and Public Realm Design objectives and policies in section 3.3 of the Official Plan, which are intended to ensure an attractive public realm, a comfortable and engaging environment, and a consistent level of quality on both public and private lands. The highest quality of development will occur along major roads and at key locations, particularly at the Green Lane and Highway 404, in order to promote a distinct visual presence and sense of arrival.

- a) Performance standards will be developed which will assist the Town in leading the development of a high quality, sustainable and integrated employment corridor. These standards should consider, among other things:
 - Open spaces including natural heritage features and open space areas;
 - The public realm including collector roads, local roads, multi-use trails, streetscape design elements, street trees and landscaping, and existing stormwater management ponds;
 - The private realm including site organization and design, and building design;
- b) Development applications within the Secondary Plan Area shall be reviewed in conjunction with the Highway 404 Employment Corridor Urban Design Guidelines to ensure the relevant standards are addressed and that development will support the corporate image envisaged for the Secondary Plan area. This will include addressing area specific design priorities for the precincts and gateways identified in the Urban Design

Guidelines. A map showing the location of precincts and gateways is provided in Appendix 1.

- c) Particular attention will be given to the design standards within key areas including the Town Gateway at Highway 404 and Green Lane as well as major and minor gateway locations at intersections along Green Lane East, Woodbine Avenue and Leslie Street with proposed major collector roads.
- d) The lands around the Highway 404/Green Lane interchange form a major entry to the Town. Lands designated Mixed Business Employment Area in the vicinity of the interchange of Green Lane and Highway 404 shall be required to provide a higher order of urban design. In particular:
 - i) development shall be designed with street related buildings, including a continuous frontage of buildings wherever feasible;
 - ii) parking should not be located between the building and the street, and surface parking should be located to the rear and sides of the building. The amount of lot frontage allocated for surface parking shall be restricted in the zoning by-law;
 - iii) Council may establish a maximum parking standard or a reduction in minimum parking standards if it can be shown that such is merited;
 - iv) buildings shall be designed to foster an urban character, with the scale and orientation contributing to the pedestrian orientation of the street. Buildings which exceed two storeys in height will be encouraged.
 - v) wherever possible, buildings shall be designed to facilitate convenient pedestrian access to and from transit;
 - vi) both York Region and the Town will endeavour to design the public realm to accommodate transit, pedestrians and alternative forms of transportation.
 - vii) Council will encourage the provision of cycling facilities through zoning and site plan approval.
- e) As identified in section 11.3, restrictions have been placed on the location of outside storage and parking. Site layouts will focus on building location, the relationship of the built form to the street, and pedestrian access. The use of high quality building materials will be encouraged.
- f) Lands interior to the Secondary Plan and those sites which are less visible to the general public will be subject to less stringent guidelines allowing for heavier industrial uses that are reliant on truck access. Zoning on these lands will implement the requirements of the Official Plan for outdoor storage within the General Employment designation.
- g) Design standards will emphasize pedestrian and cycling connections between the interior properties and the surrounding major streets, to reduce automobile commuting.

- h) The view of the Town from Highway 404 is one of the most significant in presenting an image of the community for both residents and visitors. A number of initiatives have already been taken to enhance this image. In order to maintain that image, the following policies apply to lands that abut Highway 404:
 - i) The Town will expect a high level of architectural design and finish on the facades of buildings that are visible from the highway;
 - ii) Properties that abut the highway must be designed to have two “faces”, one to the internal street network, and one to the highway;
 - iii) High quality, well maintained landscaping, will be required along all lot lines that abut the highway;
 - iv) There shall be no outdoor storage of materials or products between the highway right of way and the building;
 - v) Parking and loading facilities will be permitted between the highway right of way and the building, but these must be limited in nature, and screened from view of the highway; and
 - vi) Properties on the west side the highway must dedicate land for a multipurpose trail that links Mount Albert Road with the east-west collector street.

- i) Green Lane East, Highway 404 and Woodbine Avenue represent major access routes into and through the community. In addition, each of these roads has a significant role in the community:
 - i) Green Lane East provides major connections to the Urban Area and is the key interface between the Employment Area and the Urban Area to the west;
 - ii) Woodbine Avenue provides major connections to the residential and rural lands to the north; and,
 - iii) Highway 404 provides major connections to the Urban Area from the south and north.

As such, it is important for the community’s image, that these streets have an enhanced level of streetscape design including coordinated street furniture and landscaping.

11.2.4 Sustainability

- a) Thinking Green Development Standards (TGDS) were endorsed by Council in February 2012 and updated in May 2018 and address a variety of matters within the categories of protection and enhancement of the natural environment, conservation of energy and water, and designing for complete and connected communities. All new Draft Plan of Subdivision and Site Plan applications submitted to the Town, will be required to address the Town’s TGDS at the pre-consultation stage and as part of a complete application. In addition to the parameters in the TGDS, development will be encouraged to achieve water conservation above the Ontario Building Code requirements. Educational materials

should be developed and provided to owners, operators and employees on the sustainable features of their buildings and the employment area.

- b) 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. Section 7.7.1 of the Official Plan encourages energy efficient building design, encourages the establishment of district energy or an appropriate alternative within the Town's Urban Area, and promotes the development of renewable energy production facilities. As part of the Community Design Plan process established in Section 8.2.2 of the Official Plan, the creation of a Community Energy Plan, district energy plan or an appropriate alternative, and a solar design strategy that maximizes solar gains, and ensures that buildings are constructed in a manner that facilitates future solar installations, will be addressed prior to approval of implementing development planning approvals.
- c) Consideration and preparation for the impacts of a changing climate will be included in the review of development applications and infrastructure approvals, in order to maximize resiliency of ecosystems and communities, manage the risks associated with climate change and provide sustainable natural environmental services for future generations. Consideration and preparation should include, but are not limited to, climate change health impacts such as exposure to extreme heat, increase in vector-borne diseases, illness and injury from extreme rainfall events/flooding. The design and orientation of development should maximize energy efficiency and conservation, consider the mitigating effects of vegetation and *green infrastructure* and maintain existing trees, where feasible.
- d) Development within employment lands should include street patterns and building design and siting that allow for redevelopment and *intensification*.

11.2.5 Employment Land Conversion

The Town is committed to ensuring that an adequate supply of land for employment uses is provided in order to:

- Accommodate these forms of development;
 - Accommodate and protect employment growth;
 - Sustain the Town's economic base and competitive position; and,
 - Ensure an appropriate balance between population and employment growth.
- a) Notwithstanding section 3.2.1.4 of the Official Plan, the conversion of lands within the employment area to non-employment uses may be permitted only through a Regional municipal comprehensive review where it is demonstrated that:
 - i) there is a need for the conversion;

- ii) the lands are not required over the horizon of the Official Plan for the employment purposes for which they are designated;
 - iii) the Town will maintain sufficient employment lands to accommodate forecasted employment growth to the horizon of the Official Plan;
 - iv) the proposed uses would not adversely affect the overall viability of the employment area or the achievement of the minimum *intensification* and *density* targets in the Official Plan, as well as the other policies of the Official Plan; and
 - v) there are existing or planned infrastructure and public service facilities to accommodate the proposed uses.
- b) Notwithstanding policy 11.2.5 a), until the next Regional municipal comprehensive review, lands within existing employment areas may be converted to a designation that permits non-employment uses, provided the conversion would:
- i) satisfy the requirements of policy 11.2.5 i), ii) and v); and
 - ii) maintain a significant number of jobs on those lands through the establishment of development criteria.

11.2.6 Density Target

Notwithstanding Section 4.2.1.1 of the Official Plan, the *density* target across the entire Secondary Plan area will be an average of 45 jobs per hectare resulting in an employment target at full build out of 4,800 jobs.

In order to achieve this target, compact development within the Prestige Industrial and Mixed Business Employment Areas will be encouraged and all development will be designed to facilitate future *intensification*, where possible. It will also be important to ensure that critical linkages such as access to markets, service providers, and available labour pools are maintained.

11.2.7 Built Heritage

- a) It is an objective of the Town to conserve *significant heritage features* and to ensure that all new development and any *site alteration* conserves *significant heritage features*. They shall be maintained and integrated into new development, where appropriate and feasible.
- b) The property within the Secondary Plan Area located at 18391 Leslie Street is currently designated under Part IV of the Heritage Act. There are also properties within the Secondary Plan Area that are currently listed on the Town's Municipal Heritage Register.
- c) New development should achieve a compatible relationship with *heritage features* in their context (both those within and those adjacent to the Secondary Plan area) through

consideration of such matters as, but not limited to, building height, massing, scale, setbacks, stepbacks, roof line and profile and architectural character and expression.

- d) A Heritage Impact Assessment pursuant to the policies of Section 6.2 shall be required for any development proposal in the Secondary Plan Area that has the potential to impact a *heritage features* in or adjacent to the Secondary Plan Area.

11.2.8 Cultural Heritage

In accordance with Section 6.7, Archaeological Assessments will be carried out for all lands in the Secondary Plan Area proposed for development or redevelopment if they have not already been completed, and appropriate provincial approvals must be obtained for construction activities.

11.2.9 Existing Uses

There are a number of legally established *existing uses* located in the Secondary Plan Area. It is the intent of the Secondary Plan that over time, these *existing uses* will be replaced by uses contemplated in accordance with the land use designations and provisions of the Secondary Plan.

Notwithstanding any other provisions of the Official Plan, it is not intended that legally established and permitted *existing uses* should be required to cease until replaced by approved alternate uses.

11.3 LAND USE DESIGNATIONS

The Secondary Plan Area is located in close proximity to Highway 404 and is intended to form an economically competitive, high quality employment area. Industrial and business operations which can benefit from the area's good accessibility will be encouraged. The following identify the land use designations located within the Secondary Plan Area, as identified on Schedule B-4:

- i) Institutional;
 - ii) Prestige Employment;
 - iii) General Employment;
 - iv) Mixed Business Employment; and,
 - v) Environmental Protection Area.
-
- a) Development will be designed to reflect and enhance the prominent location of the area through the creation of well-designed and sustainable buildings, structures and landscaping in a visually attractive environment. All new development, including enlargements or replacements of existing facilities, will be subject to Site Plan Control and will reviewed in accordance with the Urban Design policies of the Secondary Plan, section 3.3 of the Official

Plan and the Highway 404 Employment Corridor Urban Design Guidelines approved by Council.

- b) Notwithstanding the provisions of Section 4.16.1 i) of the Official Plan, day care centres shall only be permitted in the Mixed Business Employment designation and only by way of site specific zoning in accordance with section 11.3.4 b) of the Secondary Plan.
- c) *Ancillary uses* may be permitted in the Prestige Employment designation but will be encouraged to locate within the Mixed Business Employment designation. Where *ancillary uses* are permitted in the Prestige Employment designation, they should be located in areas with good visibility from arterial roads and will be required to meet the provisions of 11.3.2 b).
- d) New residential uses are prohibited in all designations.
- e) That sensitive land uses such as schools, daycares and seniors' facilities not be located near significant known air emission sources such as controlled access provincial 400-series highway.

11.3.1 Institutional

The Institutional designation on Schedule B-4 recognizes the existing Sharon Burying Ground. The Sharon Burying Ground, also known as the Children of Peace Burying Ground, was established in 1820 and was designated an historical site in 1993.

- a) The Institutional designation recognizes this historically *significant* site to ensure its conservation, preservation and enhancement. Notwithstanding the provisions in Section 4.5.5 of the Official Plan, the only permitted use on these lands is *cemeteries* and the land will be zoned to permit this use. Development taking place in proximity to the cemetery shall be designed to respect the *existing use* and provide appropriate mitigation approaches through urban design guidance which addresses adjacent massing, setbacks, landscaping and buffers.

11.3.2 Prestige Employment

The Prestige Employment designation on Schedule B-4 provides for prestige employment uses that require good access and high visibility along major transportation routes. This designation applies to key sites adjacent to Green Lane East, Woodbine Avenue, Highway 404 and Mount Albert Road at important interfaces and entrances to the Employment Area.

- a) Permitted Uses
 - Offices;
 - Research and development uses;

- Light Industrial uses including Manufacturing and processing, assembling, packaging, repairing, fabricating, warehousing and distribution uses contained in wholly enclosed buildings;
- Hotels, conference and convention centres;
- *Accessory uses* such as sales outlets that are collectively no larger than ten percent (10%) of the total floor space of the primary employment uses to which they are incidental; and located on the same lot.

b) Secondary Uses Permitted by Site Specific Zoning

In addition to the permitted uses outlined in 11.3.2 a), the following uses may be permitted subject to a site specific zoning amendment and a planning justification to demonstrate that the use will not have a negative impact or place adverse restrictions on the permitted industrial uses.

- *Ancillary uses* in accordance with section 11.2.2;
- Commercial schools which provide instruction, training, or certification in a specific trade, service, or skill and which do not include public or private schools; and
- Notwithstanding policy 11.3 e), a major Health Care Facility, provided it is located west of Highway 404, the Land Use Compatibility policies of Section 11.9 are addressed, and subject to the provision of an air quality study, a noise study and a transportation study in addition to the planning justification.

Where *ancillary uses* are permitted, they will be subject to the following provisions:

- i) All individual *ancillary uses* will not exceed 600 sq m in total floor area within the Prestige Employment designation. The total *ancillary use* space on individual sites designated Prestige Employment will not exceed 2,500 sq m in total floor area.
 - ii) Full-service restaurants may be integrated into industrial malls and/or free-standing office buildings, 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.
 - iii) Take-out restaurants and convenience stores will be integrated into industrial malls, free-standing office buildings.
- c) Outdoor storage of goods and drive through facilities are not permitted in Prestige Employment.
- d) The maximum building height shall be 10 storeys, except for buildings adjacent to Leslie Street where the maximum building height shall be 6 storeys, and the maximum *Floor Space Index* shall be 1.5.

e) Site Design

Lands designated Prestige Employment on Schedule B4 shall be reviewed by the Town taking into consideration the Highway 404 Employment Corridor Urban Design Guidelines. In particular:

- i) development shall be designed with significant, high-profile buildings that utilize strong architectural design, building finishes and landscaping;
- ii) buildings with a height greater than three storeys will be encouraged at gateway locations;
- iii) development adjacent to Highway 404 will provide high quality buildings and enhanced landscaping in accordance with Section 11.2.3 h);
- iv) lands in this designation shall be developed with street related design including a continuous frontage of buildings wherever feasible, and 'front doors' facing the street;
- v) limited short-term parking may be located between the building and the street but the majority of surface parking and loading areas should be located to the rear and sides of the building and buffered and/or screened by landscaping. Structured parking is encouraged;
- vi) buildings shall be designed to foster an urban character, with the scale and orientation enhancing the pedestrian environment of the street and including the provision of pedestrian access; and,
- vii) careful consideration will be given to the design of impervious surfaces and other factors that impact on stormwater management. The use of Low Impact Development technologies will be addressed as identified in Section 7.4 of the Official Plan and Section 11.7 of the Secondary Plan.

11.3.3 General Employment

The General Employment designation on Schedule B4 provides locations for a broad range of employment land uses, including industrial, manufacturing, assembly, warehousing, distribution and logistics industrial uses. These areas will be internal to the Secondary Plan Area and will cater to lower *density* employment uses in mainly less visible locations.

a) Permitted Uses:

- Uses permitted in Prestige Employment under Section 11.3.2 a) except for hotels, conference and convention centres;
- Industrial uses such as assembling, manufacturing, fabricating, processing, warehousing, distribution, storage, repair activities, utilities, transportation, service trades and construction;
- Outdoor storage of goods, subject to the provisions of Section 4.2.2.2 of the Official Plan.

b) Uses Permitted by Site Specific Zoning

In addition to the permitted uses outlined in 11.3.3 a), the following uses may be permitted subject to a site specific zoning amendment and a planning justification to demonstrate that the use will not have a negative impact or place adverse restrictions on the permitted industrial uses and nearby existing sensitive land uses and that they can provide appropriate site design and landscaping:

- Auto body paint and repair;
- Commercial self-storage warehouses
- Cement batching and asphalt plants; and
- Truck terminals.

c) The following uses are prohibited: drive through facilities, fuel depots, waste management or composting facilities or similar uses which cannot easily be designed to maintain the high quality development required for the Secondary Plan Area.

d) The maximum building height shall be 4 storeys and the maximum *Floor Space Index* shall be 1.0

e) The retention of large development parcels within the General Employment designation will be encouraged in order to retain flexibility in the marketplace to respond to the needs of a variety of end users.

f) Site Design

Lands designated General Employment on Schedule B4 shall be reviewed by the Town taking into consideration the Highway 404 Employment Corridor Urban Design Guidelines. In particular:

- i) General Employment uses shall generally not be located at gateway locations;
- ii) development shall be designed with quality architectural design, building finishes and landscaping;
- iii) the lands in this designation shall be developed with an attractive, high quality facade adjacent to streets and public spaces;
- iv) the outdoor storage of goods and materials will be subject to the restrictions in Section 4.2.2.2 of the Official Plan addressing such matters as amount, height, location, and screening provisions.
- v) careful consideration will be given to the design of impervious surfaces and other factors that impact on stormwater management. The use of Low Impact Development technologies will be addressed as identified in Section 7.4 of the Official Plan and Section 11.7 of the Secondary Plan.

11.3.4 Mixed Business Employment

The purpose of the Mixed Business Employment designation is to provide services that are important to support the primary employment function of the Prestige and General Employment designations of the area such as business and professional offices, hotels, and limited commercial uses in easily accessible and central locations generally located at the periphery of the Secondary Plan Area. Development will be designed to reflect and enhance the visible location of the Mixed Business Employment lands through the creation of well-designed and sustainable buildings, structures and landscaping in a visually attractive environment. Development within this designation will comply with the policies of the Secondary Plan as well as meet the intent of the Highway 404 Employment Corridor Urban Design Guidelines.

a) Permitted Uses

- Offices;
- *Ancillary uses* in accordance with section 11.2.2;
- Hotels, conference and convention centres;
- Commercial schools;
- Automobile Service Stations, subject to Section 4.16.5 of the Official Plan;
- Automotive commercial uses including motor vehicle dealerships but excluding truck or tractor dealerships, motor vehicle wreckers, motor vehicle body shops, and motor vehicle repair garages that are not part of a motor vehicle dealership.

b) Uses Permitted by Site Specific Zoning

In addition to the permitted uses outlined in 11.3.4 a), the following uses may be permitted subject to a site specific zoning amendment and a planning justification to demonstrate that the use will not have a negative impact or place adverse restrictions on the permitted employment uses:

- Day care centres provided they are not located adjacent or in close proximity to Highway 404;
- Drive throughs facilities for permitted uses which meet the intent of the East Gwillimbury Parking Lot and Drive-Through Design Guidelines; and
- Notwithstanding policy 11.3 e), a major Health Care Facility, provided it is located west of Highway 404, the Land Use Compatibility policies of Section 11.9 are addressed, and subject to the provision of an air quality study, a noise study and a transportation study in addition to the planning justification.

c) The maximum building height shall be 12 storeys, except for buildings adjacent to Leslie Street where the maximum building height shall be 6 storeys, and the maximum *Floor Space Index* shall be 2.0.

d) Outdoor storage of goods in the Mixed Business Employment designation is not permitted.

- e) Development within the Mixed Business Employment designation is subject to the following:
- i) The 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 Green Lane and other public streets, 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.
 - ii) All individual *ancillary uses* will not exceed 600 sq m in total floor area within the Mixed Business Employment Area designation except for automotive dealerships which include full service and repair facilities. The total *ancillary use* space on individual sites designated Mixed Business Employment Area will not exceed 2,500 sq m in total floor area.
 - iii) Full-service restaurants may be integrated into industrial malls and/or free-standing office buildings, 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.
 - iv) Take-out restaurants and convenience stores will be integrated into industrial malls, free-standing office buildings or automobile service stations.
- f) Site Design
- Lands designated Mixed Business Employment on Schedule B4 shall be reviewed by the Town taking into consideration the Highway 404 Employment Corridor Urban Design Guidelines. In particular:
- i) development shall be designed with significant, high-profile buildings that utilize strong architectural design, building finishes and landscaping;
 - ii) buildings with a height greater than three storeys will be encouraged at gateway locations and along Green Lane;
 - iii) development will be designed to be transit supportive;
 - iv) lands in this designation shall be developed with street related design including a continuous frontage of buildings wherever feasible, and 'front doors' facing the street;
 - v) limited short-term parking may be located between the building and the street but the majority of surface parking and loading areas should be located to the rear and sides of the building and buffered and/or screened by landscaping. Structured parking is encouraged;
 - vi) buildings shall be designed to foster an urban character, with the scale and orientation enhancing the pedestrian environment of the street and including the provision of pedestrian access; and,
 - vii) careful consideration will be given to the design of impervious surfaces and other factors that impact on stormwater management. The use of Low Impact Development technologies will be addressed as identified in Section 7.4 of the Official Plan and Section 11.7 of the Secondary Plan.

11.3.5 Environmental Protection Area

The purpose of the Environmental Protection Area designation is to protect areas which have been identified as having environmental importance or contain natural hazards.

- a) The Environmental Protection Area designation as shown on Schedules B-4 is further defined through the Natural Heritage System, as shown on Schedule B-4a.
- b) All lands designated Environmental Protection Area will be appropriately zoned and may permit:
 - i) existing legally established uses, including agricultural uses;
 - ii) forest, wildlife and fisheries management;
 - iii) stewardship, conservation, restoration and remediation undertakings;
 - iv) non-intensive recreation uses by a public authority, such as pedestrian trails and nature viewing;
 - v) watershed management and flood and erosion control projects carried out or supervised by a public authority.
- c) Refinements, adjustments or the correction of mapping errors based on an approved Natural Heritage Evaluation (NHE) will not require an amendment to this Plan. The removal of small, isolated *wetland* and *woodland* units containing less than 0.5 ha may be considered as part of the development approval process where an approved Natural Heritage Evaluation demonstrates that they are not integral to the Natural Heritage System. If such units are approved for removal, adequate compensation shall be provided taking into consideration LSRCA's Ecological Offsetting Policy.
- d) Development and *site alteration* shall be prohibited in Core Areas and where a Natural Heritage Evaluation (NHE) indicates that development would have a net negative impact to Supporting Areas. Development and *site alteration* shall avoid Supporting Area features; however, if this is unavoidable, adequate compensation through restoration and/or enhancement shall be provided for the loss or impact to the Supporting Area features taking into consideration LSRCA's Ecological Offsetting Policy.
- e) Legally *existing uses* including buildings and structures within Environmental Protection Areas are permitted and may be replaced if destroyed by natural causes. Such structures and uses may be also expanded or enlarged subject to the submission of a Natural Heritage Evaluation (NHE) and Site Plan approval.

11.4 NATURAL HERITAGE SYSTEM

The Natural Heritage System will be protected as an essential component of the Town's land use structure, and development and land use changes will be required to have minimal negative impacts on the Natural Heritage System. The Natural Heritage System in the Secondary Plan Area is delineated on Schedule B-4a and connects with the Natural Heritage System within the Town as shown on Schedule D. The *connectivity* and linkages as well as the enhancements incorporated into the Natural Heritage System are important to support natural processes and provide corridors that allow species to move and adapt, thereby ensuring a healthy and resilient ecosystem that protects biodiversity for the long term. The provisions of Chapter 5 of the Official Plan apply to lands within the Secondary Plan Area.

- a) The Natural Heritage System within the Secondary Plan Area is composed of Core Areas and Supporting Areas as shown on Schedules B4-a. The Core Area and Supporting Areas within the Secondary Plan Area include *wetlands*, woodlots, intermittent streams, *wildlife habitat* and wildlife movement corridors that have been identified for protection and enhancement. The Core and Supporting Areas include *vegetation protection zones* and buffers which are included in the areas shown on Schedule B-4a. Core Areas, as identified on Schedules B-4a, represent critical components of the Town's Natural Heritage System. The maintenance and protection of these features is imperative to the health and the function of the Town, the watershed and ultimately Lake Simcoe. Supporting Area features, as identified on Schedules B-4a, are considered to be significant at the local level. It is the overall intent that these features be retained, but flexibility for development and *site alteration* may be contemplated based on the findings of a Natural Heritage Evaluation.
- b) Development or *site alteration* may only occur within 120 metres of a Core Area feature if it has been demonstrated through an approved Natural Heritage Evaluation (NHE) that there will be no net negative impacts on the natural features or their ecological functions. The NHE shall also determine the appropriate vegetation protective zones from the features.
- c) The specific boundaries and limits, including associated *vegetation protection zones* and buffers of the features within the NHS shall be confirmed through the preparation of a NHE during the development approval process. Additional Core Area and Supporting Area features may be mapped and identified, and the removal of small, isolated *wetland* and *woodland* units (less than 0.5 ha) that do not support the NHS may also be considered and/or boundaries may be refined through an approved NHE dealt with through a Planning Act application. As noted in Section 11.2.1 d), refinements or adjustments to the boundaries of the Natural Heritage System obtained through an approved NHE, will not require an amendment to the Official Plan or Secondary Plan.

- d) 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.
- e) 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 Core Area lands on Schedules B-4a.
- f) Where a Natural Heritage Evaluation (NHE) is required as part of the development approval process, it is to be completed in accordance with Section 5.5 and the Terms of Reference provided in Appendix 4 of the Official Plan and take into consideration the recommendations of the NHE prepared in support of the Secondary Plan. The site-specific NHE will address the identification and assessment of potential impacts to the existing onsite and adjacent natural heritage features and functions in regards to future development approvals in the Secondary Plan area. The site-specific NHE will also establish the limits of the feature, address the width of the *vegetation protection zone* for *key natural heritage features* and *key hydrologic features* which shall generally be 30 m and address the width of the buffer for features which are not *key natural heritage features* or *key hydrologic features* which shall generally be a minimum of 10 m. The NHE will address mitigation measures where avoidance is not possible and these may include such options as ecological offsetting, edge management plans, buffer plantings, and fencing.
- g) New infrastructure is intended to be located outside of the Natural Heritage System and its associated buffers to the extent possible and to minimize crossings in order to reduce impacts on the natural heritage features. The approach to be taken in addressing infrastructure locations will be to first avoid impacts if possible, and then minimize, mitigate and finally compensate for any resulting impacts. Crossings and alignments within or in close proximity to the Natural Heritage System will need to be assessed through a Natural Heritage Evaluation or Class Environmental Assessment to address negative impacts. *Best management practices* to facilitate fish and wildlife passage through crossings and appropriate buffers from alignments are to be addressed as part of the detailed design.
- h) The Endangered Species Act and its Regulations must be followed for all species listed as Endangered or Threatened in Ontario. The Ministry of Environment, Conservation and Parks (MECP) should be consulted with regards to any Endangered or Threatened species and the following matters addressed, where appropriate:
 - i) Prior to approval of implementing development applications for an area containing a Butternut tree, the landowner must review with the MECP the need for a Butternut Health Assessment for the butternut trees contained within the Secondary Plan area.
 - ii) Prior to the demolition of any structures, a Barn Swallow Nest Survey shall be conducted within and around all existing structures. Landowners whose lands contain

- Barn Swallow nests and/or foraging habitat must consult with the MECP to ascertain and secure authorization under the appropriate regulations for the demolition of any structures containing nests, as well as adjacent foraging habitat, if applicable, and replacement/compensation in an appropriate location as approved by the MECP.
- iii) Landowners whose lands contain Eastern Meadowlark nesting habitat will be required to consult with the MECP for the removal of its habitat. The requirement for compensatory habitat in an appropriate location must be addressed.
 - iv) Prior to the removal of barns, houses, or individual trees, they will be surveyed for Species at Risk bats in consultation with the MECP. Where tree removal is to occur within woodlots, the Town must be consulted with regards to the potential for bat maternity roost *Significant Wildlife Habitat*. Individual trees may be removed outside of the active bat season.
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- i) Areas within the NHS that are not currently in a natural state including *Vegetation Protection Zones*, buffers and linkage areas will be restored. All areas within the NHS should be planted with *natural self-sustaining vegetation* that is appropriate to conditions on the site.
 - j) Any hazard lands, including floodplains and erosion prone areas, will be addressed in accordance with the Hazard Land policies in Section 5.8 of the Official Plan.
 - k) Natural heritage features will enhance the ultimate development of the area and are addressed by the Urban Design policies and guidelines.

11.5 TRANSPORTATION

The Secondary Plan Area will provide an integrated, multi-modal transportation network that provides easy access to key transportation corridors as well as major population areas within the Town. The transportation system is based on the work undertaken through the Secondary Plan Study process as well as the Town's and York Region's Transportation Master Plans. It addresses future employment growth by developing a sustainable transportation system that balances the expansion of new roads with cycling and pedestrian opportunities and future transit services and will address the Town's and York Region's Pedestrian and Cycling Master Plans.

- a) The Secondary Plan provides for a hierarchy of roads as established in Section 7.2. The road system will provide for the safe and efficient movement of people and goods. The location and alignment of new collector roads and their intersections as shown on Schedule E and E-1 are conceptual, and subject to further study as may be required by the Town and/or York Region but are necessary to ensure appropriate overall functioning of a transportation system that can support development of the area. As noted in Section 11.2.1 d), minor revisions to a road alignment approved through the development review process will not require an amendment to the Secondary Plan.

- b) All roadway and driveway spacings will conform to standard roadway engineering practices and will be approved by the respective roadway jurisdiction. The road network will be designed to improve connections within the Secondary Plan Area for vehicles, transit and active transportation, provide opportunities to relieve pressure on key intersections, facilitate access to individual properties, and reduce driveway accesses onto arterial roads.
- c) Green Lane East is a regional road that is part of York Region's Frequent Transit Network, intended to support 15-minute transit service or better by 2031. Collector and local roads will complete the internal street system connecting Green Lane East, Leslie Street, Mount Albert Road and Woodbine Avenue
- d) An east-west collector road, north of Green Lane East, between Leslie Street and Woodbine Avenue which protects for a crossing of Highway 404 is intended to relieve congestion on Green Lane and to provide more direct active transportation or transit connections within the Secondary Plan Area which provides additional mobility choices to encourage sustainable travel. The exact location of the crossing will be determined at a future date and is expected to occur through an Environmental Assessment process.
- e) The road plan should provide for the protection of future road connections to adjacent lands to the north of the Secondary Plan Area between Leslie Street and Highway 404, as identified in the Town's Transportation Master Plan.
- f) The overall road plan should provide for the protection of rights-of-way as required by York Region for future road connection to adjacent lands as follows:
 - i) Up to 43.0 metres road allowance on Green Lane between Leslie Street and Highway 404;
 - ii) Up to 36.0 metres road allowance on Green Lane between Highway 404 and Woodbine Avenue;
 - iii) Up to 36.0 metres road allowance of Woodbine Avenue between Green Lane and Mount Albert Road;
 - iv) Up to 36.0 metres road allowance of Mount Albert Road between Highway 404 and Woodbine Avenue.
- g) Additional right-of-way lands may be required to accommodate right turn lanes at the proposed intersection of major collector roads onto Green Lane, Woodbine Avenue and Mount Albert Road. Day Lighting Triangles will be provided at the intersections of arterial roads with major collector roads within the Secondary Plan Area.
- h) The provision and location of local roads will be established through the Community Design Plan process or if permitted by the Town, through the Zoning By-law Amendment or Draft Plan of Subdivision approval process. The location of local roads will facilitate the

creation of parcel sizes consistent with the objectives of the Secondary Plan, and support the creation of regularly configured, easily developed lots.

- i) In addition to the requirements of Section 7.2.1.2, the Town will work with developers and businesses to develop and implement Transportation Demand Management measures including those in the York Region Mobility Plan Guidelines for Development Applications for the Secondary Plan Area. The aim will be to reduce motorized vehicular trips and promote the use of active transportation modes, car-sharing and/or carpooling, public transit, and travel during off-peak hours.
- j) All development within the Secondary Plan Area will be designed to promote transit supportive land use and should consider the York Region Transit-Oriented Development Guidelines, in order to facilitate its use when additional transit services are provided. Future transit stops should be designed to capture the majority of development within a 10-minute walk.
- k) Trails are proposed to be created within the Secondary Plan Area as shown on Schedule B-4. These trails may be developed in conjunction with proposed roads to facilitate active transportation. They will take into consideration the recommendations of the Town's Transportation Master Plan and Active Transportation and Trails Master Plan. Trails may be located along the edge of the Natural Heritage System where lands are being put into public ownership to allow public use and access and where they will not negatively impact ecologically sensitive areas. For all trails proposed within Natural Heritage System buffers and enhancement areas, trail siting should be located close to the development side of the buffer and outside of the Regulation limits of the LSRCA where possible to provide as much area as possible for naturalization plantings between the development and key natural heritage features. Trail locations should be supported by a Trail Impact Study, and LSRCA and adjacent landowners potentially affected by the trails will be consulted.
- l) Surface parking should be minimized in order to reduce large expanses of hard surfaces and to encourage the use of alternative means of transportation. Where surface parking is provided, it should be appropriately landscaped and screened from the street, with clearly defined pedestrian connections between the parking area and the building entrances.
- m) The potential for reduced parking standards that reflect the accessibility of the site via transit and active transportation will be addressed through the Zoning By-law. Preferential locations for carpooling, car-sharing spaces and bicycle storage will be addressed through the development approval process.
- n) As part of a development application, a Traffic Impact Study that is approved by the respective roadway jurisdiction may be required to demonstrate that adequate network capacity exists to accommodate the proposed development, the need for road and/or intersection improvements (such as traffic signals, turn lanes, access construction,

illumination etc.), the timing for such improvements and that the development is transit oriented which includes designated space for pedestrians and cyclists on-site that provide direct connections to the Town's transportation facilities.

11.6 WASTEWATER AND WATER SERVICES

Development is planned to proceed on the basis of full municipal water and wastewater services and it is the intent of Council to ensure that municipal water and wastewater services are available to service the Secondary Plan Area.

- a) A Servicing Plan was prepared in support of the Secondary Plan in accordance with the Town's and York Region's Water and Wastewater Master Plans and development will take into consideration its recommendations.
- b) Detailed engineering and servicing designs shall be undertaken as part of the Community Design Plan process or if permitted by the Town, through the Zoning By-law Amendment or Draft Plan of Subdivision approval process. The detailed engineering and servicing plans will also be required to address means to increase water conservation and efficiency. Development applications will be required to provide a servicing study in support of the application taking into consideration the phasing policies in Section 11.10. The servicing study for site plan applications will address restrictions on the use of potable water for outdoor watering.
- c) Notwithstanding Section 7.3.5.4 and 7.3.1.1. of the Official Plan, Council may, only in consultation with York Region, permit the early development of land on the basis of interim private servicing for permitted employment uses as well as community facilities within the Secondary Plan Area, 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 and in conformity with policy 7.3.5.11 of the Official Plan.

11.7 STORMWATER

Stormwater management will be required for all new development to ensure the health of the watershed and address the requirements of the Lake Simcoe Protection Plan.

- a) A Stormwater Management Plan shall be undertaken as part of the development approvals process that addresses the requirements of Section 7.4 of the Official Plan, the Town's Stormwater Management Master Plan, the Lake Simcoe Protection Plan and the recommendations contained in the Preliminary Stormwater Management Plan that was prepared in support of the Secondary Plan to minimize stormwater impacts. The Stormwater Management Plan will include:

- i) Control measures to minimize runoff volumes and 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;
 - ii) Water Quality practices that provide for the long-term removal of a minimum of 80% of total suspended solids on an average annual basis and the removal of 100% of phosphorus;
 - iii) Extended detention and erosion control measures in accordance with the requirements of LSRCA;
 - iv) Water quantity control measures based on Low Impact Development facilities that also maintain the water balance for *wetland* areas and watercourses; and
 - v) Plans to maintain and monitor stormwater management works on a periodic basis.
- b) There are two existing stormwater management ponds within the Secondary Plan Area but no new ones are planned.
- c) The planning, design and implementation of stormwater management plans, strategies and infrastructure shall, where applicable, prevent the accumulation of standing water so as not be conducive to mosquito larvae breeding.

11.8 WELLHEAD PROTECTION AREAS, SIGNIFICANT GROUNDWATER RECHARGE AREAS AND HIGHLY VULNERABLE AQUIFERS

In order to ensure the long term health of water systems, it is important to address the impacts of development on groundwater and surface water sources.

- a) Portions of the Secondary Plan Area are identified as being within *Significant Groundwater Recharge Areas* as shown on Schedule K and within Highly Vulnerable Aquifers as shown on Schedule L. Development should maintain pre-development recharge rates to the greatest extent possible by implementing *best management practices* such as LID (low impact development) techniques and addressing the requirement of Section 7.5 of the Official Plan.
- b) Northern portions of the Secondary Plan Area are identified as being within the Wellhead Protection Zone on Schedule G and all of the Secondary Plan Area is within the Wellhead Protection Quantity Area as shown on Schedule J. Where applicable, new development will address the *Wellhead Protection Area* policies found in Sections 7.5 and 7.6 of the Official Plan.

- c) The use of *best management practices* will be addressed during construction and post construction with respect to the handling and storage of chemicals (such as used oil, degreasers and salt) on site, and Risk Management Measures will be put in place with respect to chemical use and storage including spill kits, secondary containment, a spill response plan and training.
- d) Contractors who develop within the Secondary Plan Area should be certified by Smart About Salt, and the use of *best management practices*.
- e) The design and operation of parking lots should address Lake Simcoe Region Conservation Authority's Parking Lot Design Guidelines.

11.9 LAND USE COMPATIBILITY

- a) The Official Plan recognizes that residential and institutional uses are sensitive to noise, vibration, odour, dust or other emissions from industrial, transportation and utility sources. Wildlife may also be sensitive to these emissions. Where new facilities are proposed in proximity to existing sensitive land uses, or where a sensitive land use is proposed in proximity to an industrial use or Highway 404, the proponent will be required to undertake the necessary impact analysis and to implement, as a condition of approval, the appropriate abatement measures, in accordance with Ministry of Environment, Conservation and Parks (MECP) guidelines. The potential for impacts (Air and Noise) associated with new facilities will be addressed by provincial permitting and review tools.
- b) Sensitive land uses will be carefully planned and developed to avoid or if avoidance is not possible, minimize their impact and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, where any such uses are permitted by this Plan.

11.9.1 Noise

- a) Noise can be expected to vary within the Secondary Plan Area will occur from both stationary sources (the industrial and commercial land uses) and transportation sources including Highway 404. The objective is to minimize the impact of noise between sensitive land uses and employment uses.
- b) A Noise Impact Study will be required in accordance with Ministry of Environment, Conservation and Parks (MECP) guidelines to the satisfaction of the Town to address Environmental Protection Act requirements with respect to sensitive land uses. The Noise Impact Study will consider potential impacts and address mitigation measures through building design including sound insulating construction materials, setbacks and/or other measures such as acoustic barriers and berms. The Study will be provided early in the site

plan approval process to assist in determining the most efficient way to mitigate noise emissions. Changes such as building orientation and design measures that avoid queuing or traffic congestion can significantly affect noise impacts at nearby sensitive land uses and address applicable MECP noise criteria without the need for other costly or operationally restrictive mitigation measures.

11.9.2 Air Quality

- a) Air quality studies will be required in support of Class II and III industrial development or for sensitive land uses located in proximity to employment uses or Highway 404 in accordance with Ministry of Environment, Conservation and Parks guidelines. Odour may be caused by discharges from a variety of sources including stationary sources such as buildings, outdoor sources, or fugitive sources such as equipment leaks. As a result, odour assessment, and odour management plans and control measures that are specific to the facility that is being proposed should be required at the Site Plan application stage to avoid odour release and off-site effects. A Best Management Plan outlining procedures and practices to prevent nuisance effects and deposition of fugitive dust should be prepared in support of development applications.

11.9.3 Light

- a) In order to reduce light pollution and energy use, all development applications will be required to identify means to minimize and mitigate light intrusion onto adjacent properties and the Natural Heritage System, and should consider International Dark Sky guidelines.

11.10 PHASING AND SEQUENCING

The phasing and sequencing of development in the Secondary Plan Area shall occur in a logical order in order to ensure that major capital projects including municipal services and transportation network upgrades are provided in a cost-effective and timely manner as the area develops.

- a) Phasing and sequencing will generally occur as illustrated on Schedule B-4b Highway 404 Employment Corridor Phasing Plan and in accordance with the approved detailed Phasing Plan. In order to address market demand, minor modifications may be made to the Phasing Plan without the need for an amendment to the Secondary Plan provided the modifications are consistent with the principles that:
 - i) There is an efficient outward extension and utilization of municipal servicing infrastructure, generally from the southwest where connections to the existing water

- and sanitary service connections at Green Lane and Leslie Street can be made, followed by development towards the east and then north;
- ii) The initial phases of development will be based on a gravity fed servicing system; and
 - iii) The implementation of road improvements required to support development in the Secondary Plan Area will meet the requirements of the approved Town and York Region Transportation Master Plans and the Secondary Plan Transportation Study and be implemented through conditions to development approvals.
- b) Prior to the completion of the Community Design Plan process in accordance with 8.2.2 of the Official Plan and the commencement of the development in each phase the following will be required:
- i) an infrastructure staging plan will be approved;
 - ii) appropriate Development Charge By-laws updates have been adopted and are in full force and effect;
 - iii) all requirements of the Town and York Region are satisfied; and
 - iv) confirmation has been received from utility providers that appropriate services can be accommodated.
- c) Notwithstanding the phasing provisions, in no case will one owner or group of owners be permitted to unreasonably delay the normal progression of development contemplated by the Secondary Plan. In such circumstances, Council may revise the phasing, if it is determined by Council that such a proposal is in accordance with the general intent and purpose of the Secondary Plan, and there are no unacceptable impacts as determined by the Town or York Region.
- d) Landowners within the Secondary Plan may be required to enter into a private cost-sharing agreement amongst themselves to address the distribution of costs of development, for the provision of matters such as infrastructure facilities, including, where appropriate the lands required for such facilities.

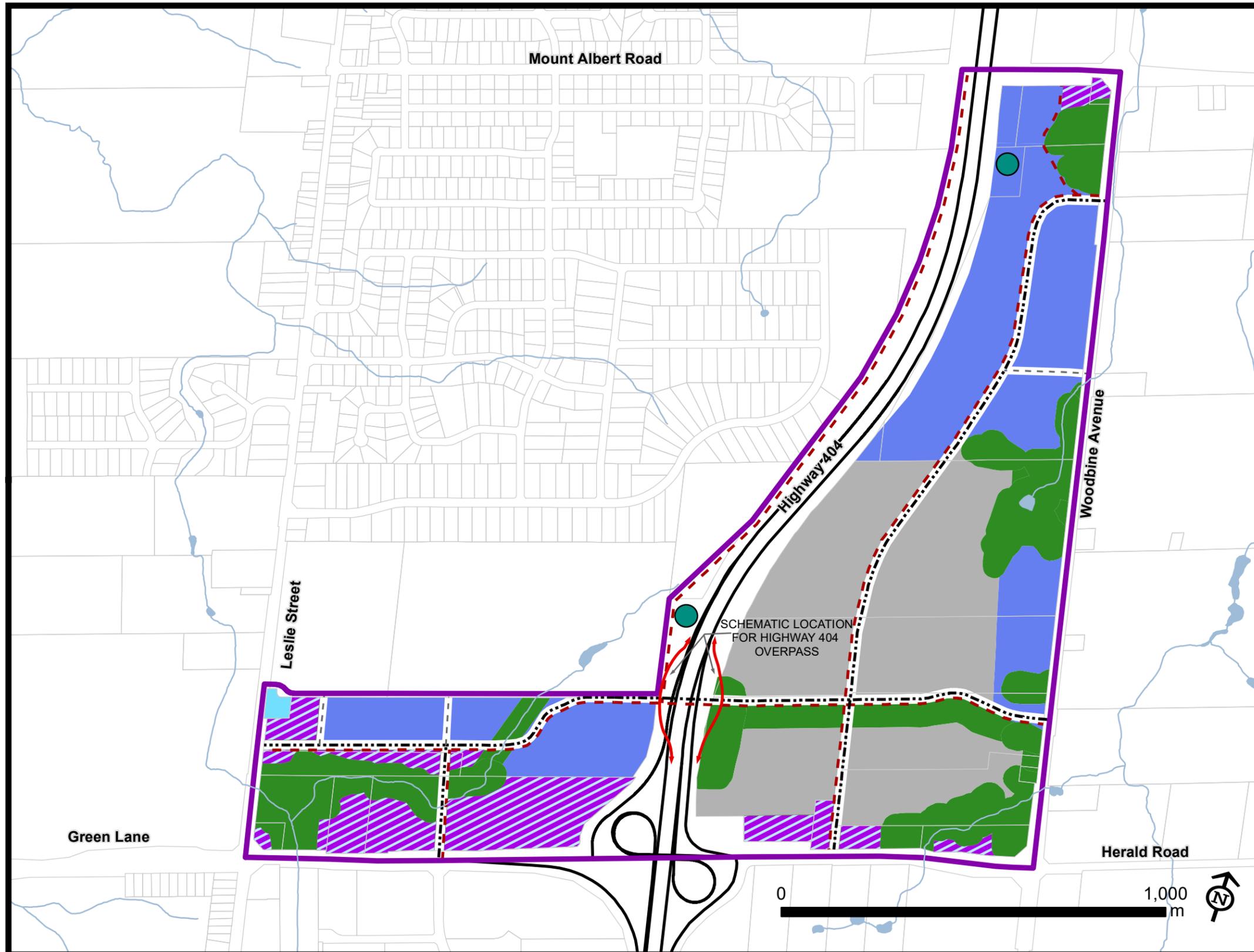
11.11 IMPLEMENTATION AND INTERPRETATION

The Secondary Plan will be implemented and interpreted in accordance with the provisions of Sections 8 and 9 of the Official Plan. In the event of any conflict between the provisions of this Secondary Plan and the provisions of the Official Plan, the provisions of this Secondary Plan shall govern.

11.11.1 Definitions

Green infrastructure: means natural and human-made elements that provide ecological and hydrological functions and processes. Green infrastructure can include components such as natural heritage features and systems, parklands, stormwater management systems, street trees, urban forests, natural channels, permeable surfaces, and green roofs.

SCHEDULE 1 – LAND USE SCHEDULE FOR THE HIGHWAY 404 EMPLOYMENT CORRIDOR SECONDARY PLAN OFFICIAL PLAN AMENDMENT NO. 1-2020 TO THE TOWN OF EAST GWILLIMBURY OFFICIAL PLAN



Official Plan

Schedule B-4

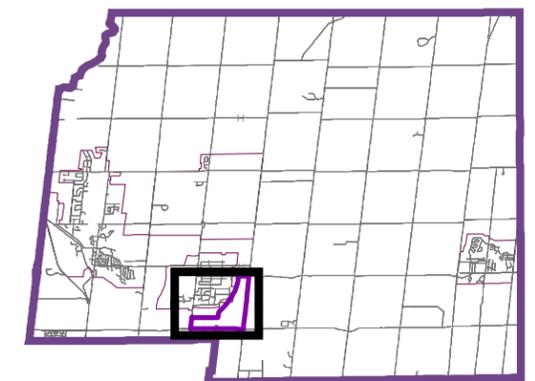
Highway 404 Employment Corridor Land Use Plan

- 404 Employment Area Secondary Plan
- Provincial Freeway Route
- Major Collector
- Minor Collector
- Proposed Trails
- Watercourse*
- Waterbody*
- Land Use**
- Prestige Employment
- Mixed Business Employment
- General Employment
- Institutional
- Environmental Protection Area
- Stormwater Management Facility
- Schematic Location for Overpass

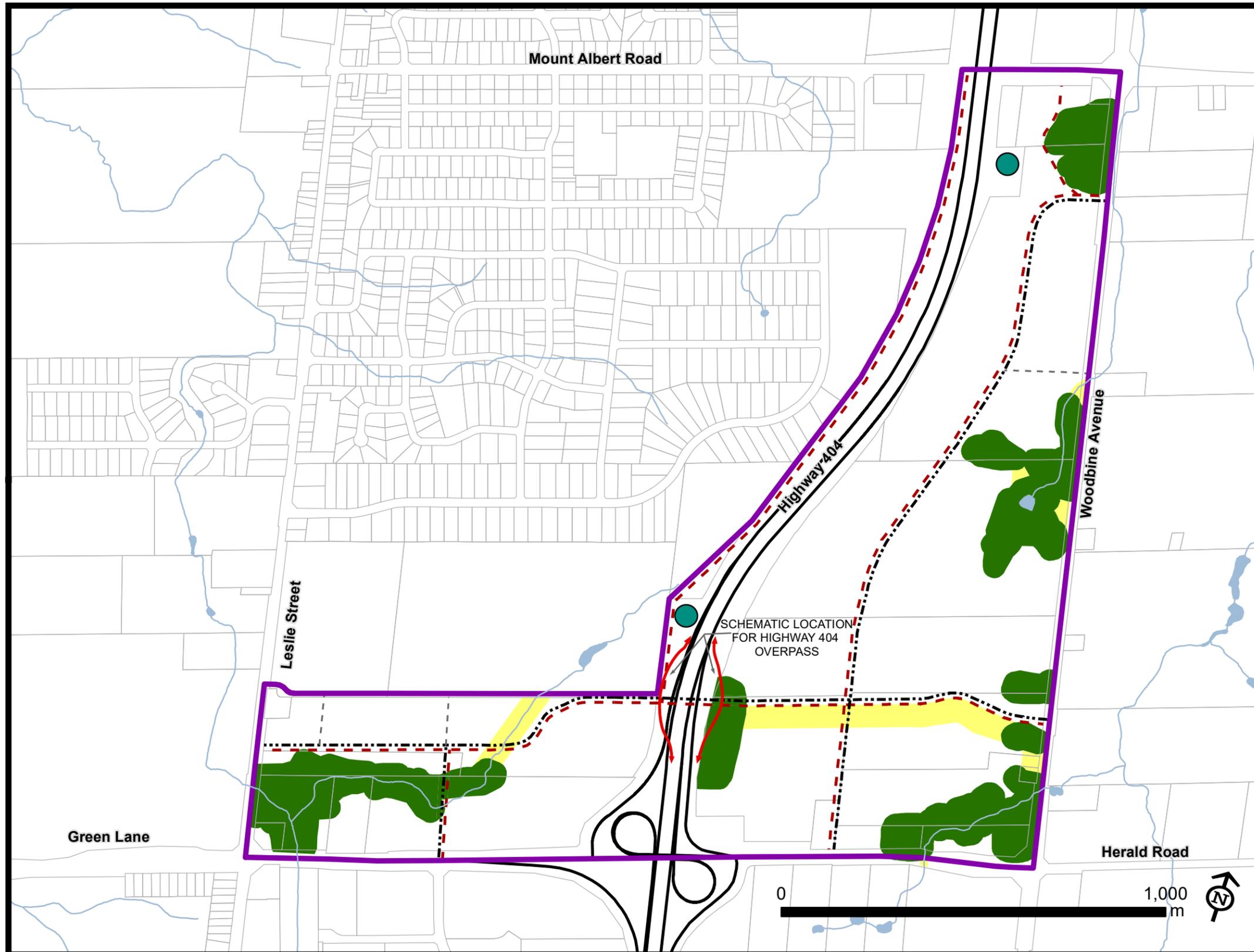
July 2020

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Town of East Gwillimbury Key Map



SCHEDULE 2 – NATURAL HERITAGE SYSTEM FOR THE HIGHWAY 404 EMPLOYMENT CORRIDOR SECONDARY PLAN OFFICIAL PLAN AMENDMENT NO. 1-2020 TO THE TOWN OF EAST GWILLIMBURY OFFICIAL PLAN



Official Plan Schedule B-4a Highway 404 Employment Corridor Natural Heritage System

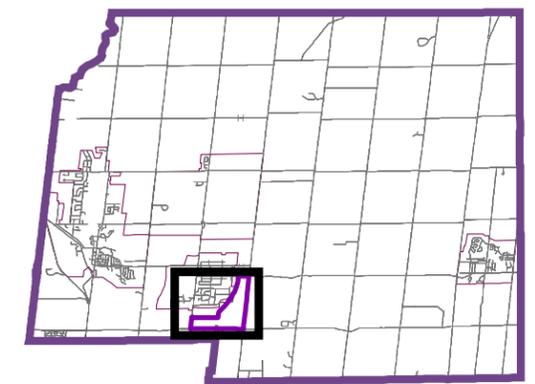
- 404 Employment Area Secondary Plan
- Provincial Freeway Route
- Major Collector
- Minor Collector
- Proposed Trails
- Watercourse*
- Waterbody*
- Land Use**
- Core Area
- Supporting Area
- Stormwater Management Facility
- ~ Schematic Location for Overpass

July 2020

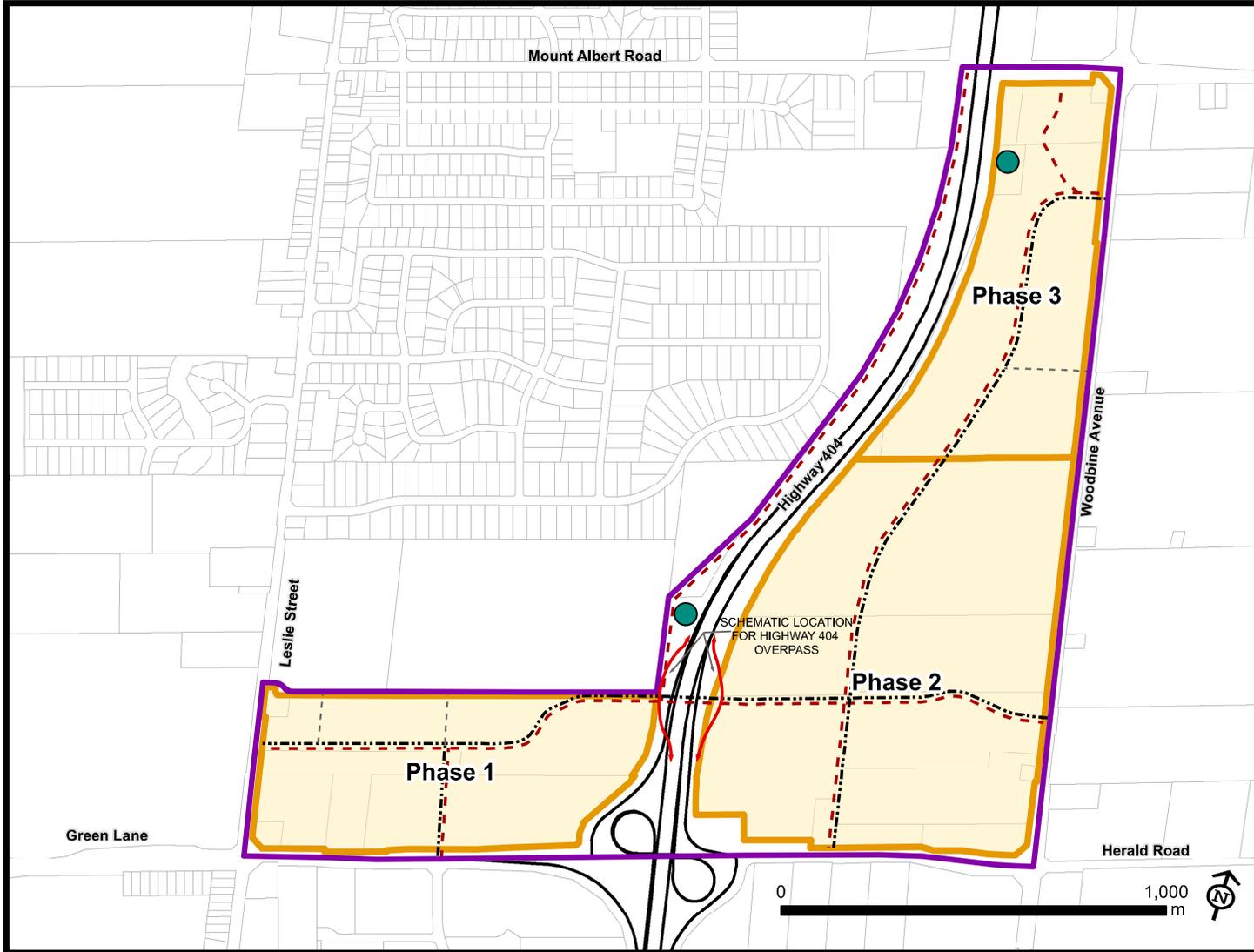
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Town of East Gwillimbury Key Map



SCHEDULE 3 – PHASING PLAN FOR THE HIGHWAY 404 EMPLOYMENT CORRIDOR SECONDARY PLAN OFFICIAL PLAN AMENDMENT NO. 1-2020 TO THE TOWN OF EAST GWILLIMBURY OFFICIAL PLAN



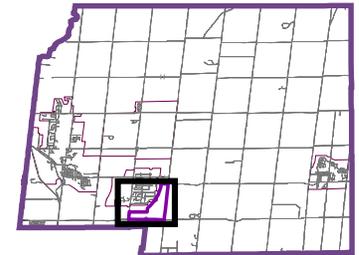
Official Plan Schedule B-4b Highway 404 Employment Corridor Phasing Plan

- Phasing
- 404 Employment Area Secondary Plan
- Major Collector
- Minor Collector
- Proposed Trails_June2020
- Provincial Freeway Route
- Stormwater Management Facility
- Schematic Location for Overpass

July 2020

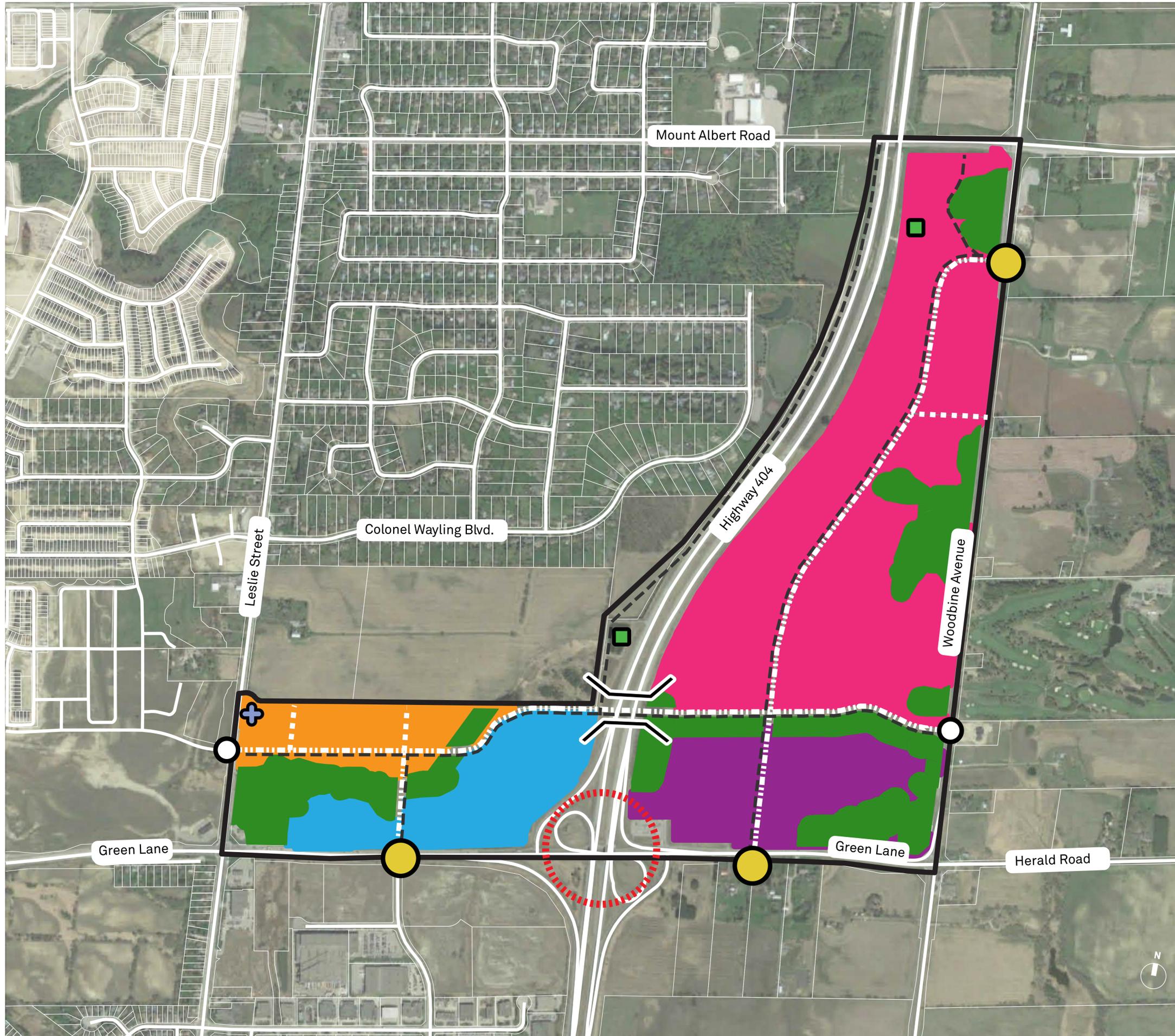
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Town of East Gwillimbury Key Map



APPENDIX 1

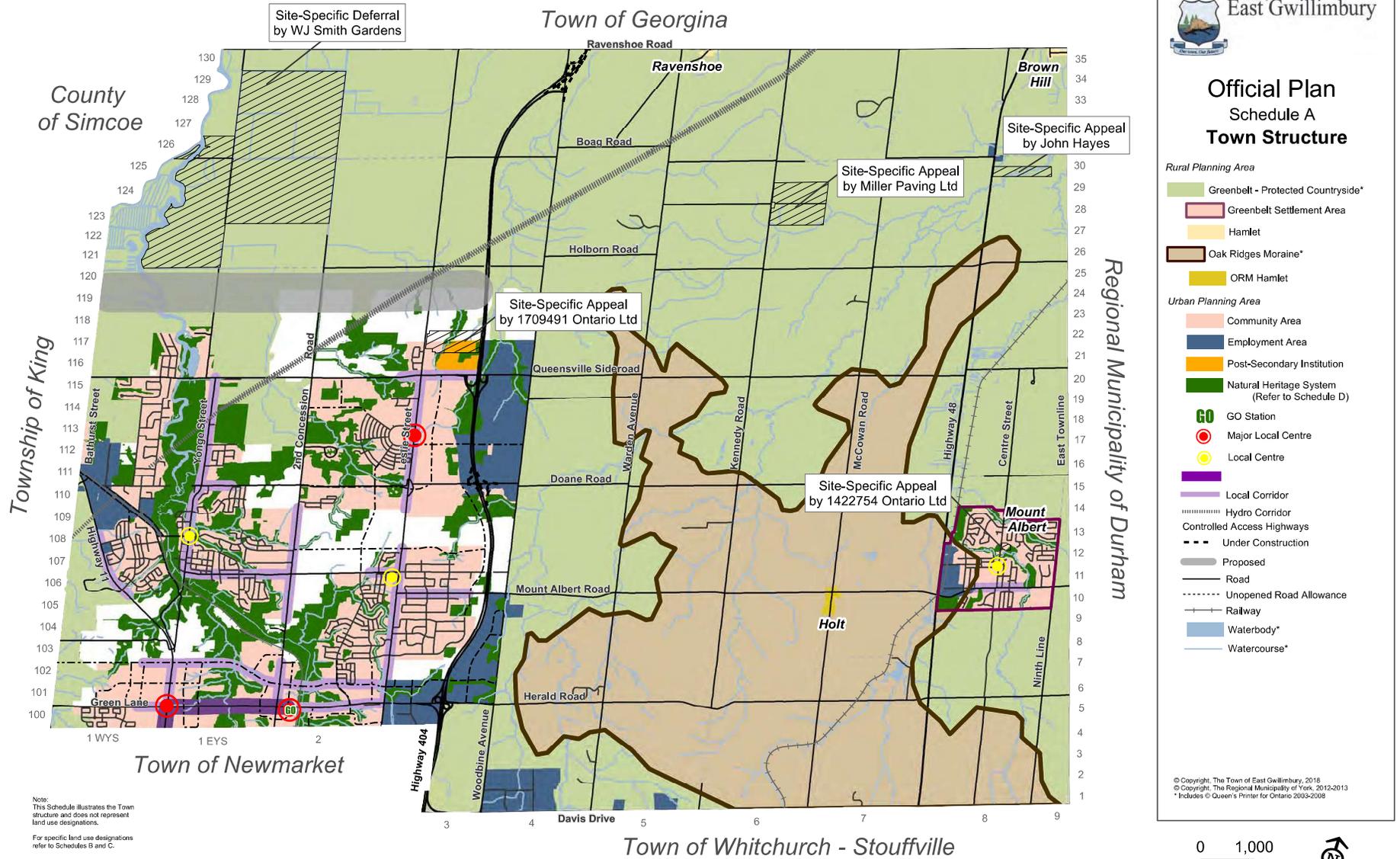
Highway 404 Employment Corridor Urban Design Guidelines Precinct Plan



-  404 Employment Area Secondary Plan Boundary
-  Stormwater Management Facility
-  Cultural Heritage
-  Environmental
-  404 Corridor Precinct
-  Woodbine Precinct
-  Green Lane Precinct
-  Leslie Street Precinct
-  Town Gateway
-  Major Gateway
-  Minor Gateway
-  Existing Road
-  Major Collector
-  Minor Collector
-  Proposed Trail
-  Overpass

**AMENDMENTS TO
OFFICIAL PLAN SCHEDULES**

SCHEDULE 4 - TOWN STRUCTURE OFFICIAL PLAN AMENDMENT NO. 1-2020 TO THE TOWN OF EAST GWILLIMBURY OFFICIAL PLAN

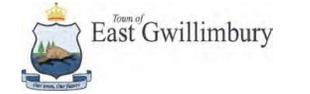
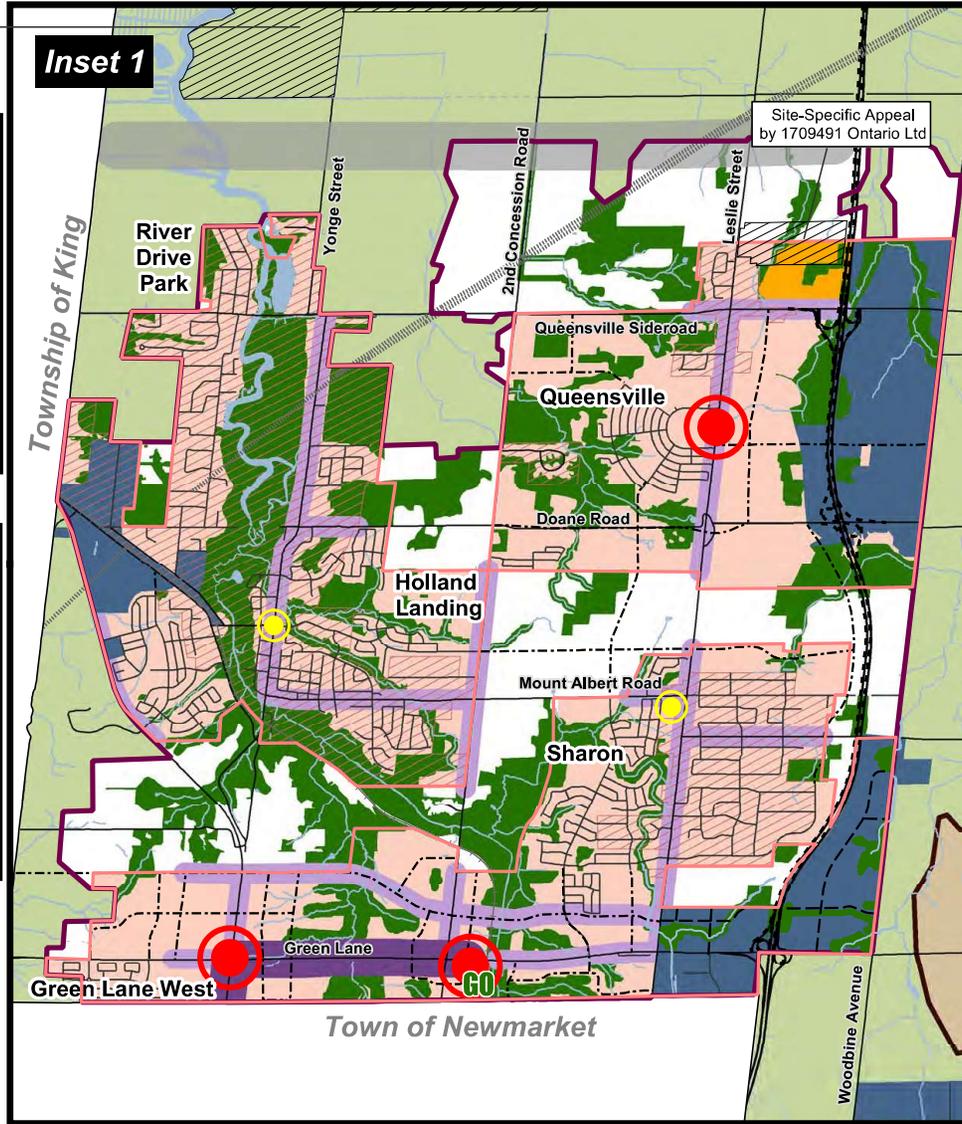
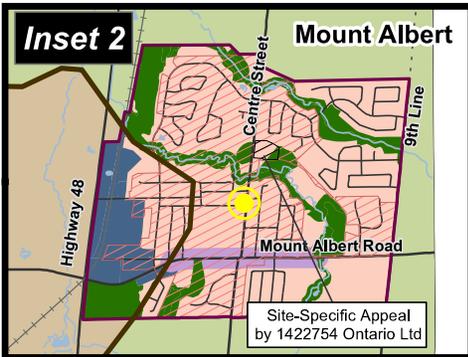
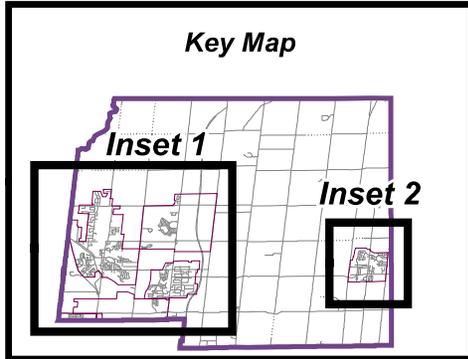


Note:
This Schedule illustrates the Town structure and does not represent land use designations.
For specific land use designations refer to Schedules B and C.

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SCHEDULE 5 - URBAN STRUCTURE OFFICIAL PLAN AMENDMENT NO. 1-2020 TO THE TOWN OF EAST GWILLIMBURY OFFICIAL PLAN

Site-Specific Deferral
by WJ Smith Gardens



Official Plan Schedule A-1 Urban Structure

- Rural Planning Area**
- Greenbelt - Protected Countryside*
 - Greenbelt Settlement Area
 - Oak Ridges Moraine*
- Urban Planning Area**
- Settlement Area Boundary
 - Community Area
 - Employment Area
 - Post-Secondary Institution
 - Built Boundary*
 - Natural Heritage System (Refer to Schedule D-1)
 - GO Station
 - Major Local Centre
 - Local Centre
 - Regional Corridor
 - Local Corridor
 - Hydro Corridor
 - Provincial Freeway Route (approved)
 - Proposed Provincial Freeway
 - Road
 - Proposed Collector Road
 - Unopened Road Allowance
 - Railway
 - Waterbody *
 - Watercourse*

Note:
This Schedule illustrates the
Urban Structure and does
not represent land use designations.

For specific land use designations
refer to Schedules B and C-1.

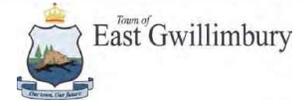


Note:
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SCHEDULE 6 - URBAN PLANNING AREA LAND USE PLAN

OFFICIAL PLAN AMENDMENT NO. 1-2020

TO THE TOWN OF EAST GWILLIMBURY OFFICIAL PLAN



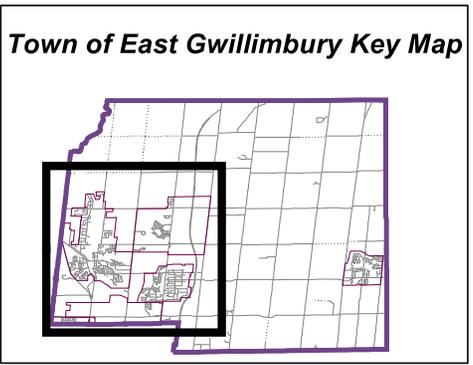
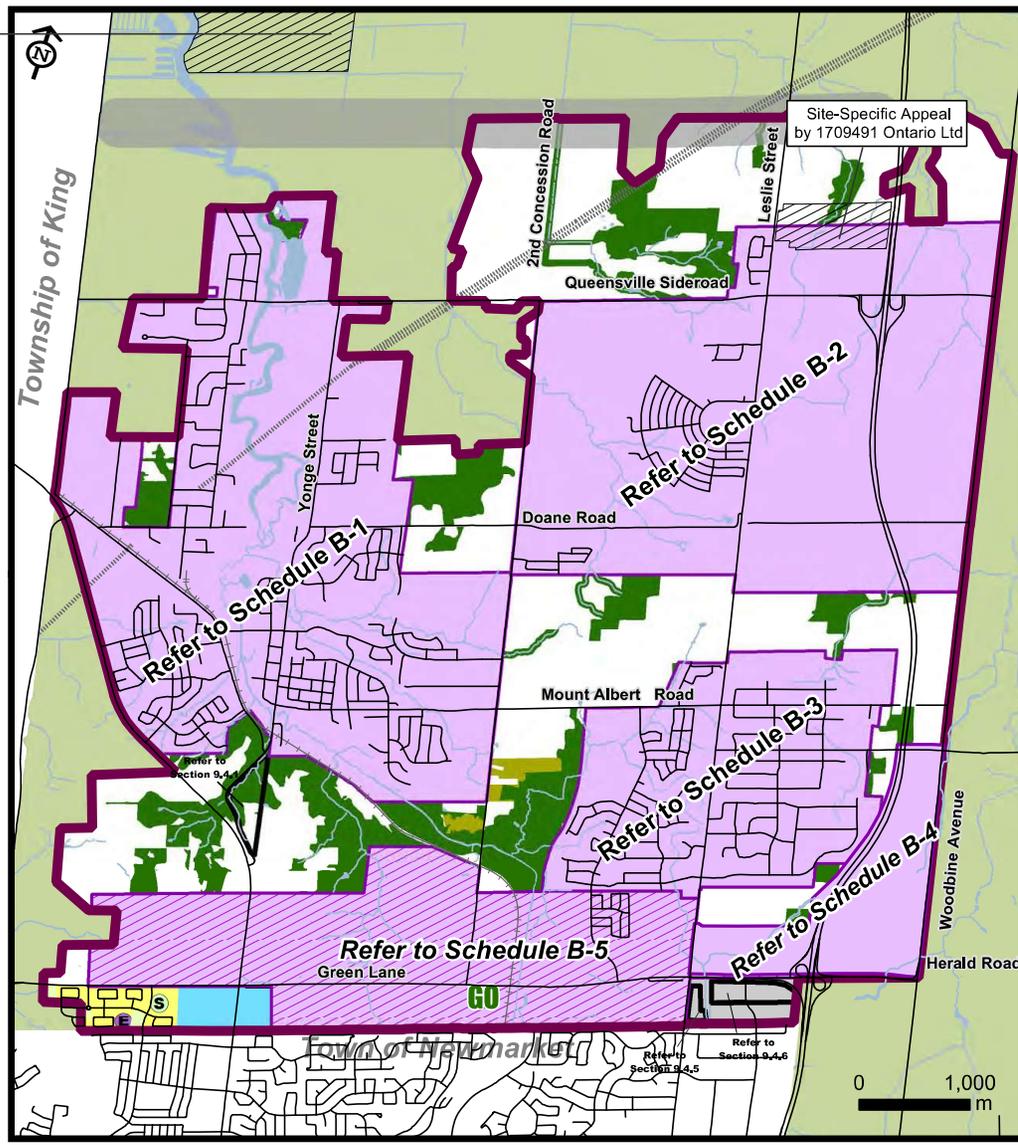
Official Plan Schedule B Urban Planning Area Land Use Plan

- Greenbelt Protected Countryside*
- Existing Secondary Plan Area
- New Secondary Plan Area
- General Employment
- Low Density Residential
- Estate Residential
- Commercial Mixed Use
- Residential Mixed Use
- Environmental Protection Area (Refer to Schedule D)
- Parks & Open Space
- Agricultural/Long Term Growth Area
- Special Provision Area (Refer to Section 9.4)
- GO Station
- Elementary School
- Proposed Secondary School
- Hydro Corridor
- Proposed Provincial Freeway
- Road
- Railway
- Waterbody*
- Watercourse*

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Site-Specific Deferral by WJ Smith Gardens

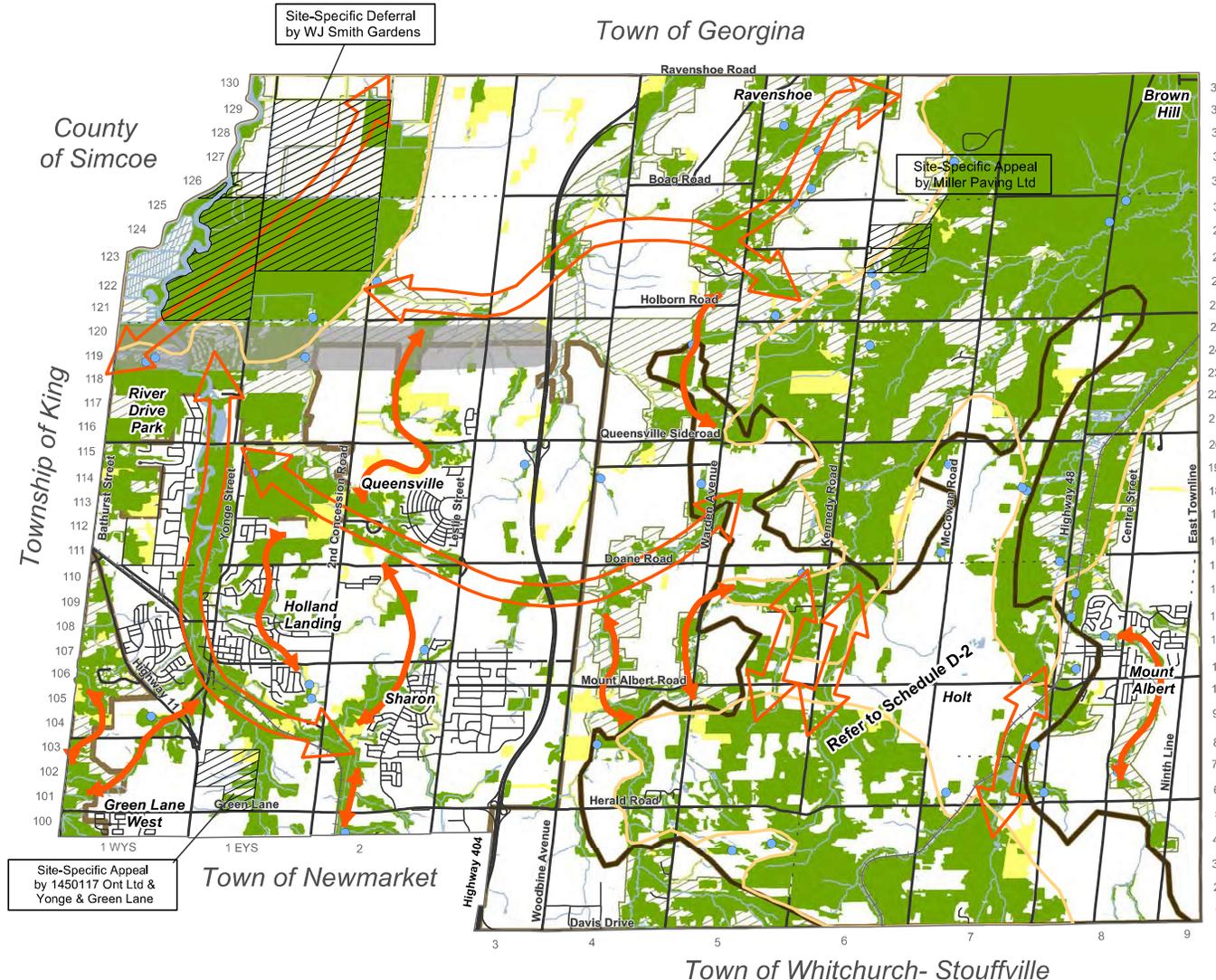
Site-Specific Appeal by 1709491 Ontario Ltd



SCHEDULE 7 - NATURAL HERITAGE SYSTEM

OFFICIAL PLAN AMENDMENT NO. 1-2020

TO THE TOWN OF EAST GWILLIMBURY OFFICIAL PLAN





Official Plan
Schedule D
NATURAL HERITAGE SYSTEM

-  Provincial Greenbelt Plan Area *
-  Greenbelt Natural Heritage System
-  Oak Ridges Moraine (ORM) Conservation Plan Area *

Town's Natural Heritage System

-  Core Areas
-  Supporting Areas
-  Restoration Area
-  Big Woods Policy Area
-  Proximity Linkages
-  Opportunities for Primary Environmental Corridors
-  Opportunities for Supporting Environmental Corridors
-  Provincial Freeway Route (approved)
-  Proposed Provincial Freeway
-  Road
-  Railway
-  Waterbody*
-  Watercourses*

Note: This Schedule forms part of the Official Plan and must be read and interpreted in conjunction with the text. Please refer to Section 5 for detailed policies related to this Schedule.
Refinements and/or modifications may be made to this Schedule based on updated information or an approved Natural Heritage Evaluation.
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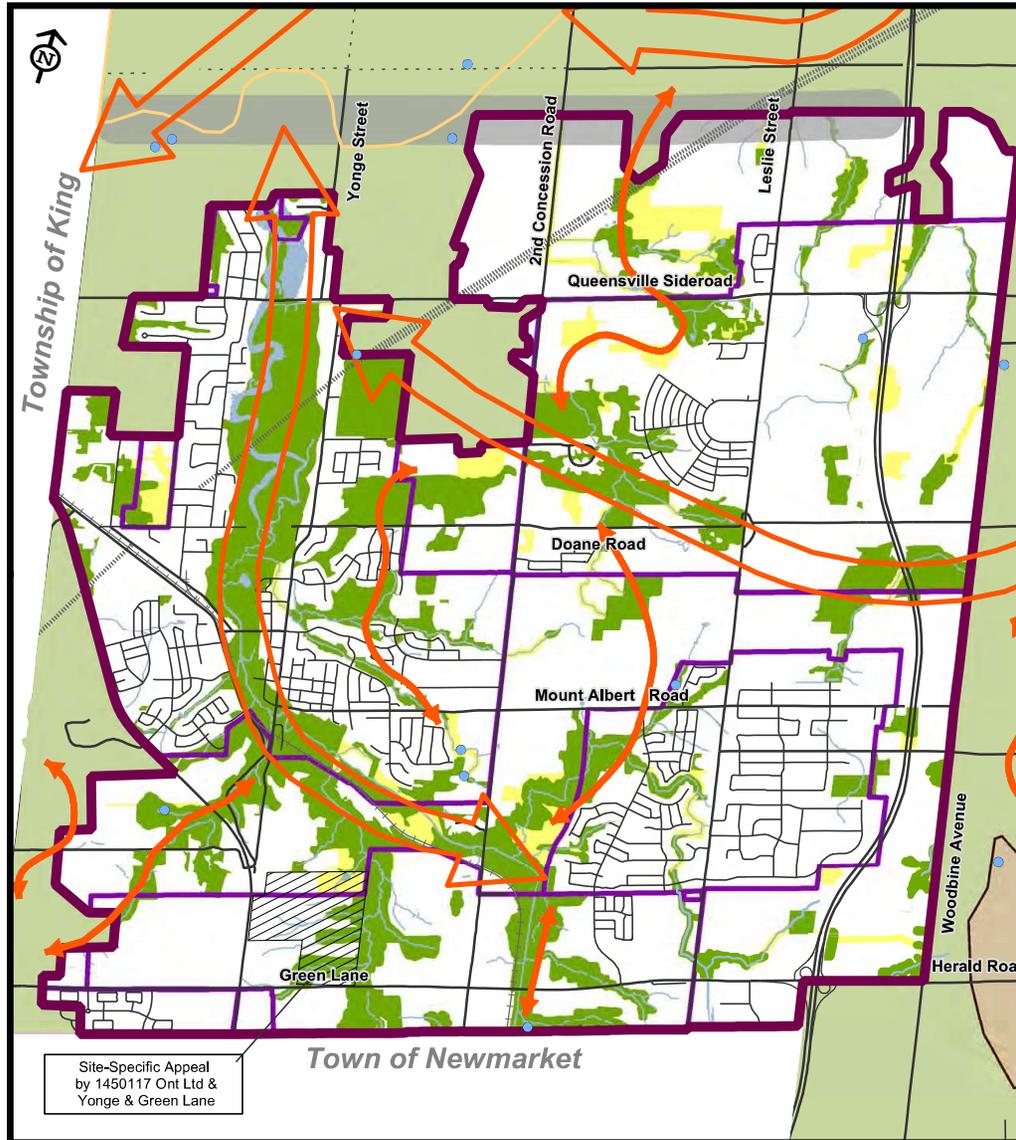
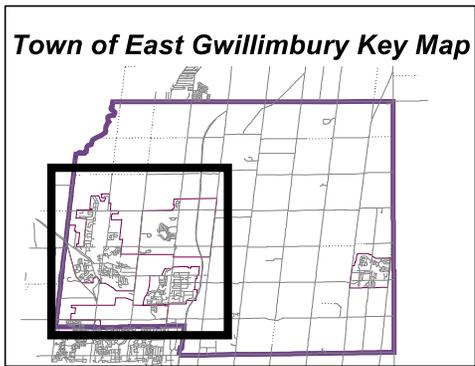
Regional Municipality of Durham



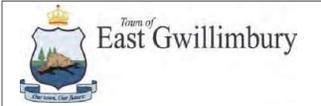
SCHEDULE 8 - NATURAL HERITAGE SYSTEM IN THE URBAN PLANNING AREA

OFFICIAL PLAN AMENDMENT NO. 1-2020

TO THE TOWN OF EAST GWILLIMBURY OFFICIAL PLAN



Site-Specific Appeal
by 1450117 Ont Ltd &
Yonge & Green Lane



Official Plan Schedule D-1 Natural Heritage System in the Urban Planning Area

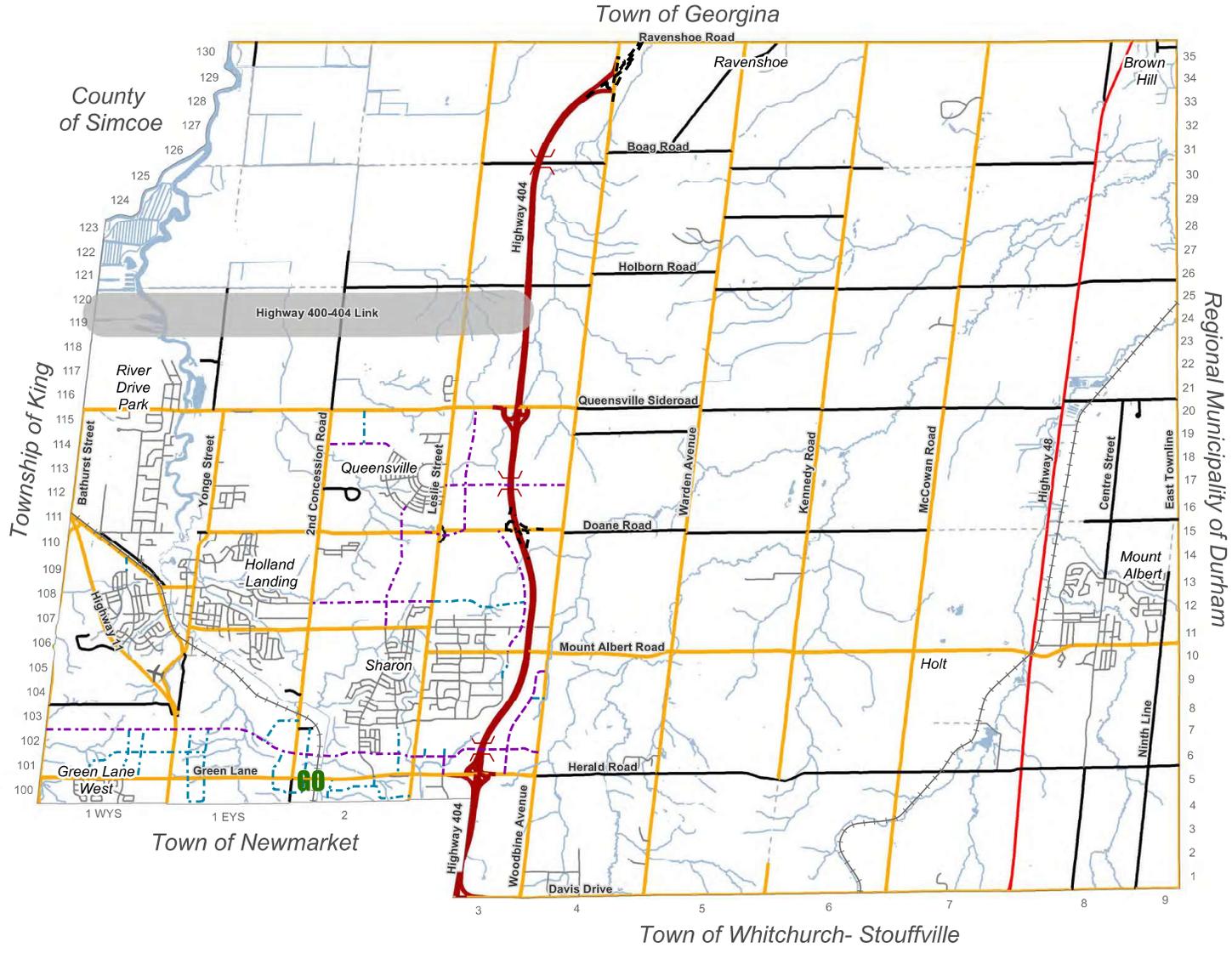
- Provincial Greenbelt Plan Area *
- Oak Ridges Moraine (ORM) Conservation Plan Area *
- Natural Heritage System**
- Core Areas
- Supporting Areas
- Restoration Area
- Big Woods Policy Area
- Proximity Linkages
- Opportunities for Primary Environmental Corridors
- Opportunities for Supporting Environmental Corridors
- Hydro Corridor
- Provincial Freeway
- Proposed Provincial Freeway
- Road
- Railway
- Waterbody*
- Watercourses*

Note: This Schedule forms part of the Official Plan and must be read and interpreted in conjunction with the text. Please refer to Section 5 for detailed policies related to this Schedule.

Refinements and/or modifications may be made to this Schedule based on updated information or an approved Natural Heritage Evaluation.

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SCHEDULE 9 - TRANSPORTATION NETWORK OFFICIAL PLAN AMENDMENT NO. 1-2020 TO THE TOWN OF EAST GWILLIMBURY OFFICIAL PLAN





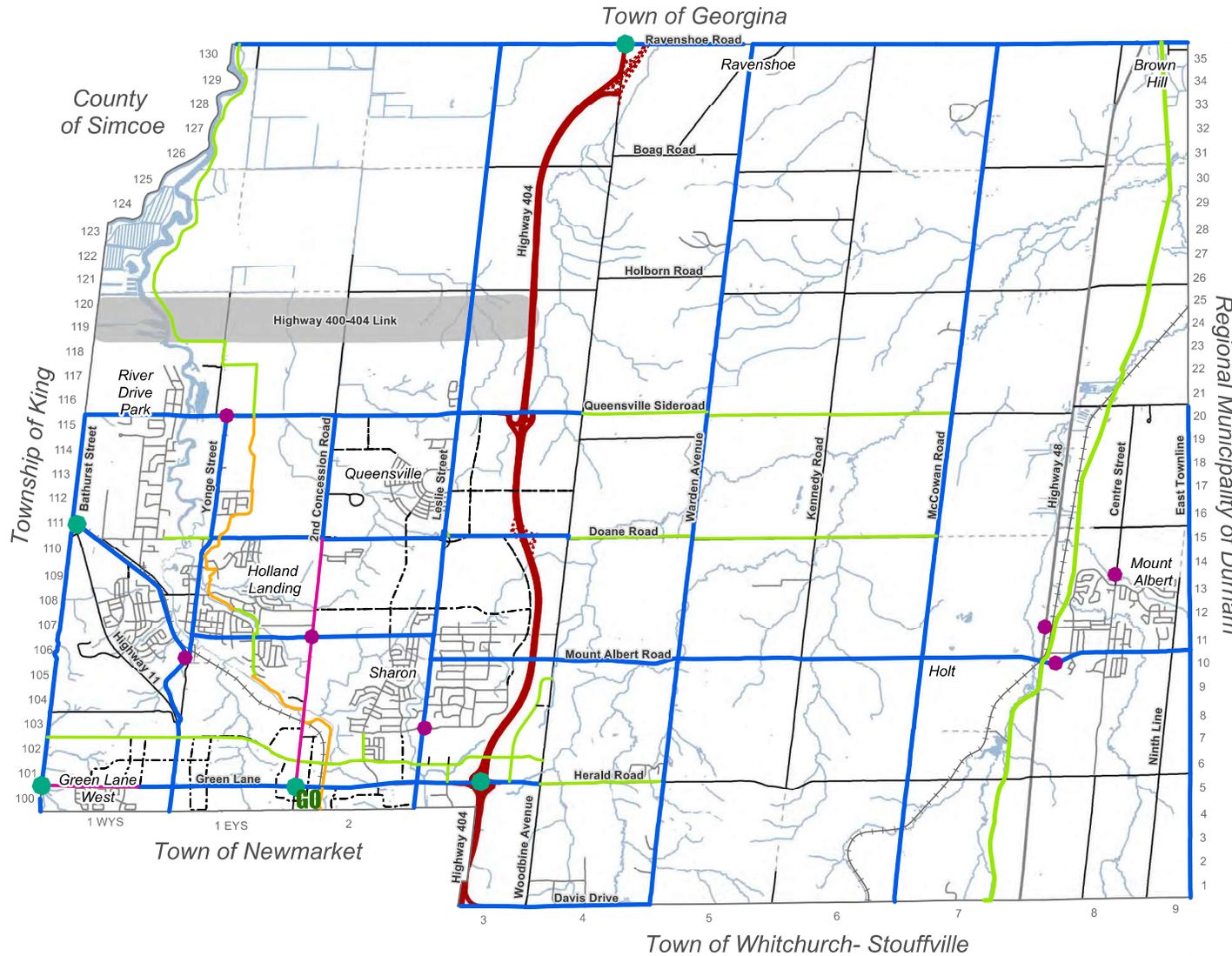
**Official Plan
Schedule E
TRANSPORTATION
NETWORK**

- Provincial Highways**
 - Provincial Highway
- Controlled Access Highways**
 - Existing
 - Under Construction
 - Proposed
- Regional Roads**
 - Regional Arterial
 - Proposed Regional Arterial*
- Town Roads**
 - Proposed Major Collector
 - Proposed Minor Collector
 - Major Collector
 - Minor Collector
 - Rural Road
 - Local Road
 - Unopened Road Allowance
- GO Station**
- Railway**
- Waterbody***
- Watercourse***
- Proposed Mid-block Collector Road Crossings**
- Hare Field**

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SCHEDULE 10 - CYCLING NETWORK OFFICIAL PLAN AMENDMENT NO. 1-2020 TO THE TOWN OF EAST GWILLIMBURY OFFICIAL PLAN





Official Plan
Schedule E-1
CYCLING NETWORK

Existing and Proposed Cycling Network

- Proposed Cycling Facilities on Regional Roads and Right of Ways*
- Proposed Cycling Facilities on Non-Regional Facilities*
- Existing Cycling Facilities on Regional Roads and Right of Ways*
- Existing Cycling Facilities on Non-Regional Facilities*

Provincial Highways

- Provincial Highway
- Controlled Access Highways
- Existing
- - - Proposed Approved Route
- - - Proposed

Town and Regional Roads

- - - Proposed Collector Road
- Road
- - - Unopened Road Allowance
- Town Gateway
- Community Gateway
- GO GO Station
- + + + Railway**
- Waterbody**
- Watercourse **

*Facilities include, but are not limited to: multi-use trails, bike lanes, paved shoulders, signed routes, and other amenities to be determined through co-ordination between the Region of York and the Town.

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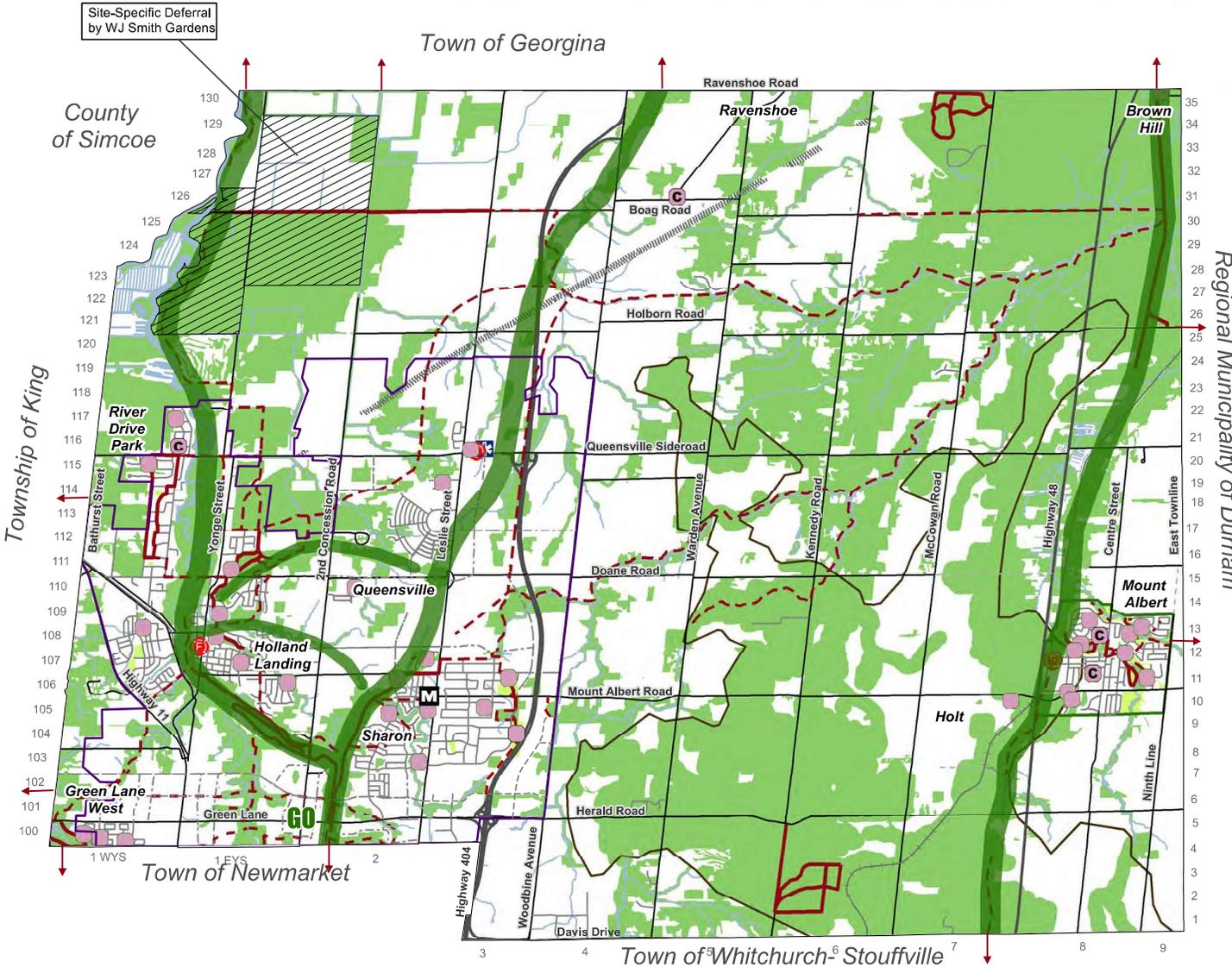
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SCHEDULE 11 - PARKS, TRAILS AND COMMUNITY FACILITIES

OFFICIAL PLAN AMENDMENT NO. 1-2020

TO THE TOWN OF EAST GWILLIMBURY OFFICIAL PLAN





**Official Plan
Schedule F
Parks, Trails and
Community Facilities**

- Greenbelt Settlement Area*
- Oak Ridges Moraine*
- Natural Heritage System
- Parks and Open Space
- Existing Park
- Park & Community Centre
- Municipal Office
- Fire Station
- EMS Station
- Existing Trail
- Proposed Trail
- External Trail Connection
- Community Trail Linkages (proposed)**
- Hydro Corridor
- Provincial Freeway Route
- Proposed Provincial Freeway
- Road
- Proposed Collector Roads
- Unopened Road Allowance
- Railway
- Waterbody*
- Watercourse*

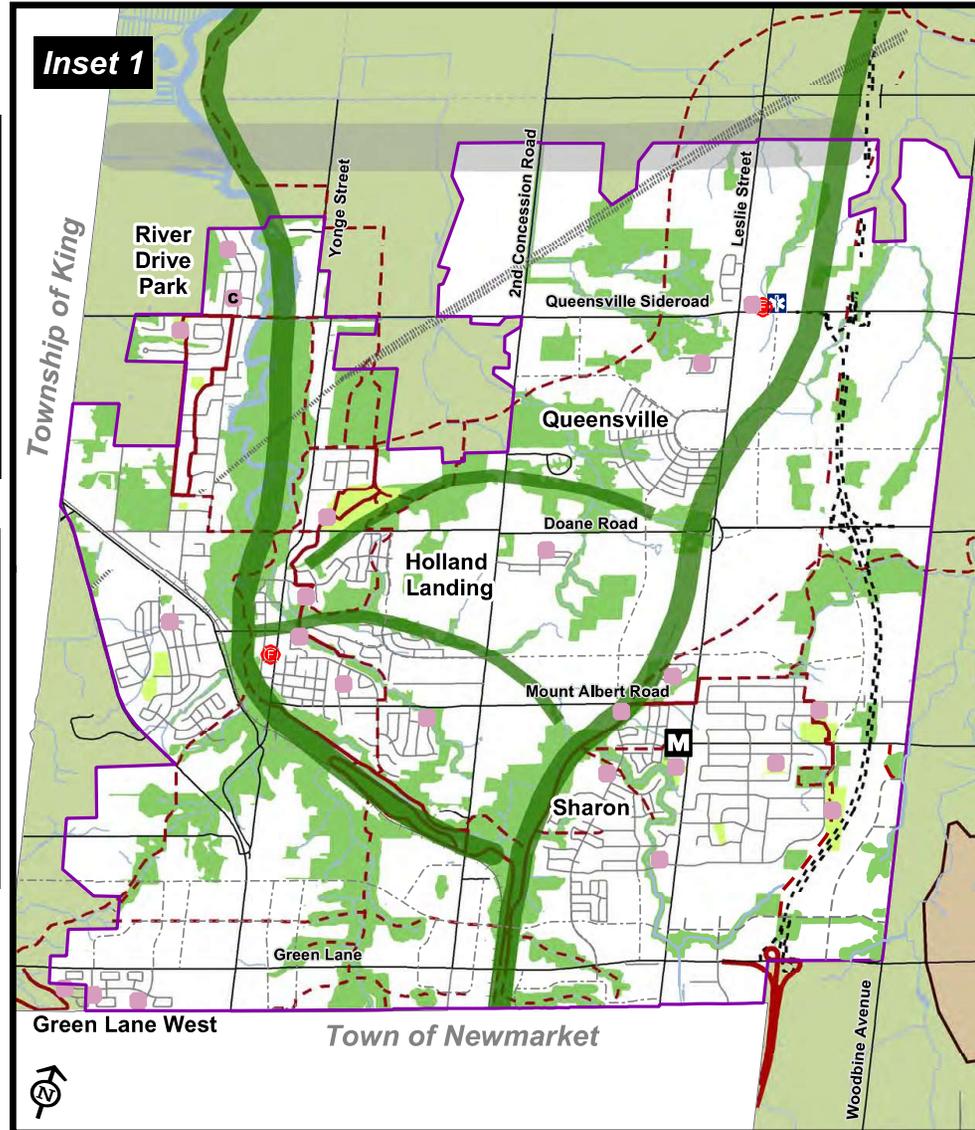
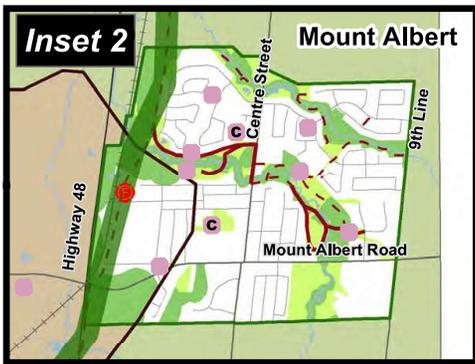
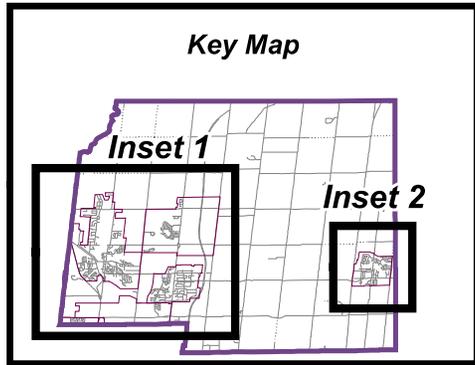
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** Schematic - Exact connections to be determined through further study



SCHEDULE 12 - PARKS, TRAILS AND COMMUNITY FACILITIES IN THE URBAN PLANNING AREA

OFFICIAL PLAN AMENDMENT NO. 1-2020

TO THE TOWN OF EAST GWILLIMBURY OFFICIAL PLAN





Town of East Gwillimbury

Official Plan
Schedule F-1
Parks, Trails and Community Facilities
in the
Urban Planning Area

- Greenbelt - Protected Countryside*
- Greenbelt Settlement Area
- Oak Ridges Moraine*

Urban Planning Area

- Natural Heritage System
- Parks and Open Space
- Existing Park
- C Park & Community Centre
- M Municipal Office
- F Fire Station
- E EMS Station
- Existing Trail System
- Proposed Trail System
- Community Trail Linkages (proposed)**
- Hydro Corridor
- Provincial Freeway Route (approved)
- Proposed Provincial Freeway
- Existing Road
- Proposed Collector Roads
- Unopened Road Allowance
- Railway
- Waterbody*
- Watercourse*

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