



# Town of Newmarket Council Information Package

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Date: April 9, 2020

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### **Information Reports**

The following Information Reports were distributed during this period:

- [INFO-2020-10: GIS Easement Mapping Project](#)
- [INFO-2020-11: Statement of Remuneration & Expenses](#)





March 24, 2020

The Corporation of the Town of Bracebridge  
1000 Taylor Court  
Bracebridge ON P1L 1R6

**Re: Support for Ban of Single-Use Disposable Wipes**

Please be advised the Council of the Municipality of Chatham-Kent at its regular meeting held on March 23, 2020 considered the aforementioned topic and subsequent to discussion, the following was resolved:

Moved by Councillor Latimer, Seconded by Councillor Finn

That Council send a letter of support with respect to the Town of Bracebridge's Council resolution to support the ban of single-use disposable wipes.

If you have any questions or comments, please contact Judy Smith at 519-360-1998 Ext # 3200.

Sincerely,

Judy Smith, CMO  
Director Municipal Governance  
Clerk /Freedom of Information Coordinator

C

Right Honourable Prime Minister of Canada;  
Honourable Premier of Ontario;  
Minister of the Environment, Conservation and Parks;  
Minister of Municipal Affairs and Housing;  
Association of Municipalities of Ontario (AMO);  
Local Members of Provincial Parliament;  
All Municipalities in Ontario.



March 24, 2020

Municipality of West Nipissing  
101-225, rue Holditch Street  
Sturgeon Falls, ON P2B 1T1

Re: Support for Legislative Changes in Bill 132

Please be advised the Council of the Municipality of Chatham-Kent at its regular meeting held on March 23, 2020 considered the aforementioned topic and subsequent to discussion, the following was resolved:

Moved by Councillor Latimer, Seconded by Councillor Finn

That Council send a letter of support respect to the Municipality of West Nipissing's Council resolution to support AMO's position on the Legislative Changes in Bill 132 with respect to the *Aggregate Resources Act* and the *Safe Drinking Water Act*.

If you have any questions or comments, please contact Judy Smith at 519-360-1998 Ext # 3200.

Sincerely,



Judy Smith, CMO  
Director Municipal Governance  
Clerk /Freedom of Information Coordinator







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Kingsville, Ontario N9Y 2Y9  
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kingsvilleworks@kingsville.ca

**SENT VIA EMAIL**

April 2, 2020

The Honourable Greg Rickford  
Minister of Energy, Northern Development and Mines  
10<sup>th</sup> Floor  
77 Grenville St.  
Toronto, ON M7A 1B3

Dear Minister Rickford:

**RE: KINGSVILLE COUNCIL REQUEST FOR ELECTRICITY BILLING RELIEF DURING COVID-19**

At its Regular Meeting held on March 23, 2020 Council of the Town of Kingsville passed the following Resolution:

**“Res. 256-2020** That Council support sending a letter to the Minister of Energy, Greg Rickford to provide hydro billing relief during the quarantine period as a result of the COVID-19 pandemic. And that this letter be sent to the Ontario Energy Board, the Premier, our local Member of Parliament T. Natyshak, and all Ontario Municipalities.”

**CARRIED**

The billing relief requested is in addition to the government’s recent suspension of time-of-use rates. Thank you for your consideration of Council’s request at the earliest possible time.

The Town would like to acknowledge and thank the Province for their work that effectively provided for the hydro rate relief on March 24, 2020 that our municipality and many others were seeking during these challenging times.

Yours very truly,

Sandra Kitchen  
Deputy Clerk/Council Services  
Corporate Services Department

cc: The Hon. Doug Ford, Premier of Ontario  
cc: Ontario Energy Board  
cc: Taras Natyshak, MPP  
cc: All Ontario Municipalities

premier@ontario.ca  
ConsumerRelations@oeb.ca  
tnatyshak-qp@ndp.on.ca



April 2, 2020

RE: Support for Ministers to allow for Electronic Delegations

Please be advised that the Council of the Municipality of Grey Highlands, at its meeting held March 4, 2020, passed the following resolution:

**2020-192**

**Moved by Dane Nielsen, Seconded by Cathy Little**

**That Council receive the resolution from the Township of Puslinch related to support of Electronic Delegations; and**

**That Grey Highlands sends a letter of support in principle with respect to the Township of Greater Madawaska's Council resolution calling for electronic delegations for small and rural municipalities as this Provincial Government has requested municipalities be respectful of taxpayers' money, and that the technology has improved to a state where this can and should be done; and**

**That this letter be circulated to all Ministers of the Provincial and Federal government and all Ontario Municipalities.  
CARRIED.**

As per the above resolution, please accept a copy of this correspondence for your information and consideration.

Sincerely,

*Jerri-Lynn Levitt*

Jerri-Lynn Levitt  
Deputy Clerk  
Council and Legislative Services  
Municipality of Grey Highlands



**Regional Council Decision - 2019 Integrated Management System Update Report for Water, Wastewater and Waste Management**

On April 2, 2020 Regional Council made the following decision:

1. The Regional Clerk circulate this report to the Clerks of the local municipalities and the Ontario Chief Drinking Water Inspector (Ministry of the Environment, Conservation and Parks) for information.

The original staff report is attached for your information.

Please contact David Szeptycki, Director, Strategy and Innovation at 1-877-464-9675 ext. 75723 if you have any questions with respect to this matter.

Regards,

**Christopher Raynor** | Regional Clerk, Regional Clerk's Office, Corporate Services

-----  
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Our Mission: **Working together to serve our thriving communities – today and tomorrow**



# The Regional Municipality of York

Committee of the Whole  
Environmental Services  
March 12, 2020

Report of the Commissioner of Environmental Services

## 2019 Integrated Management System Update Report for Water, Wastewater and Waste Management

### 1. Recommendation

The Regional Clerk circulate this report to the Clerks of the local municipalities and the Ontario Chief Drinking Water Inspector (Ministry of the Environment, Conservation and Parks) for information.

### 2. Summary

Providing information on the efficacy of Environmental Services' Integrated Management System supports Council in meeting statutory standard of care requirements under the *Safe Drinking Water Act, 2002* demonstrating operational due diligence.

Key points:

- Environmental Services' Integrated Management System is mature, well-established and provides a structured approach to risk mitigation and continual improvement
- Audits performed at water, wastewater and waste management facilities provide continued insight into delivery of our services and result in improved operational performance and regulatory due diligence
- Accomplishments achieved in 2019 through the Integrated Management System include successful third party audits resulting in zero non-conformities and successful transition to version two of the Provincial government's Drinking Water Quality Management Standard

### 3. Background

**Council has significant responsibilities to ensure safe drinking water under the *Safe Drinking Water Act, 2002***

Councillors have an important role to play in ensuring that York Region's drinking water systems provide safe, high-quality drinking water. Section 19 of the *Safe Drinking Water*

*Act, 2002* clarifies the legal responsibility held by people with decision-making authority over municipal drinking water systems by imposing a statutory standard of care. It requires Councillors to exercise a level of care, diligence and skill with regard to a municipal drinking water system that a reasonably prudent person would be expected to exercise. York Region Council fulfills this duty through an ongoing commitment to financial support for water systems and continual improvement. This requirement is further defined in the 2019 Drinking Water Summary Report (also on this agenda), which includes the Ministry of the Environment, Conservation and Parks inspection results.

Table 1 summarizes roles and responsibilities, as defined in the Integrated Management System. Council and the Chief Administrative Officer, identified as Corporate Top Management, are required to provide oversight to ensure suitability and effectiveness of the Integrated Management System.

**Table 1**  
**Roles and Responsibilities for Environmental Services’**  
**Integrated Management System (IMS)**

Who	Roles and Responsibilities for IMS
<b>Corporate Top Management</b> – Council – Chief Administrative Officer	– Exercise standard of care – Overall direction for Environmental Services’ IMS – Approval of resources and budget
<b>Operational Top Management</b> – Commissioner – Directors – Managers	– Strategic direction for Integrated Management System – High-level operational decision-making – Drinking Water Quality Management Standard representative
<b>Water, Wastewater and Waste Management Operations</b> – Water and Wastewater Operators – Waste Management Coordinators – Technical Support Staff – Integrated Management System Coordinators	– Front line operations – Water and wastewater quality sampling – Maintenance, inspections and asset management – Internal audits and regulatory reporting



## **Mature Integrated Management System assists Council with meeting standard of care**

Environmental Services' Integrated Management System provides a consistent framework for minimizing operational impacts on the environment and protecting residents by complying with applicable legal requirements. The Integrated Management System also provides a structured approach to continually improve program and service delivery.

Table 2 summarizes what standards are applied to service delivery in Environmental Services. York Region's adherence to International Organization for Standardization (ISO) standards is voluntary, while compliance with the Drinking Water Quality Management Standard is a legal requirement under the *Safe Drinking Water Act, 2002* and the Municipal Drinking Water Licensing Program.

**Table 2**  
**Integrated Management System Framework**

<b>Operations</b>	<b>Management Standard</b>	<b>Registered Since</b>
Wastewater	ISO 14001 Environmental Management Standard	2000
Water	ISO 9001 Quality Management Standard	2001
	Drinking Water Quality Management Standard	2009
Waste Management	ISO 14001 Environmental Management Standard	2010
	ISO 9001 Quality Management Standard	2018

The Integrated Management System assists Council by providing confidence that water, wastewater and waste management services are delivered in accordance with planned policies and procedures. Service delivery is confirmed through on-site audits, which mitigate operational risks, provide feedback for continual improvement and gauge operational resilience.

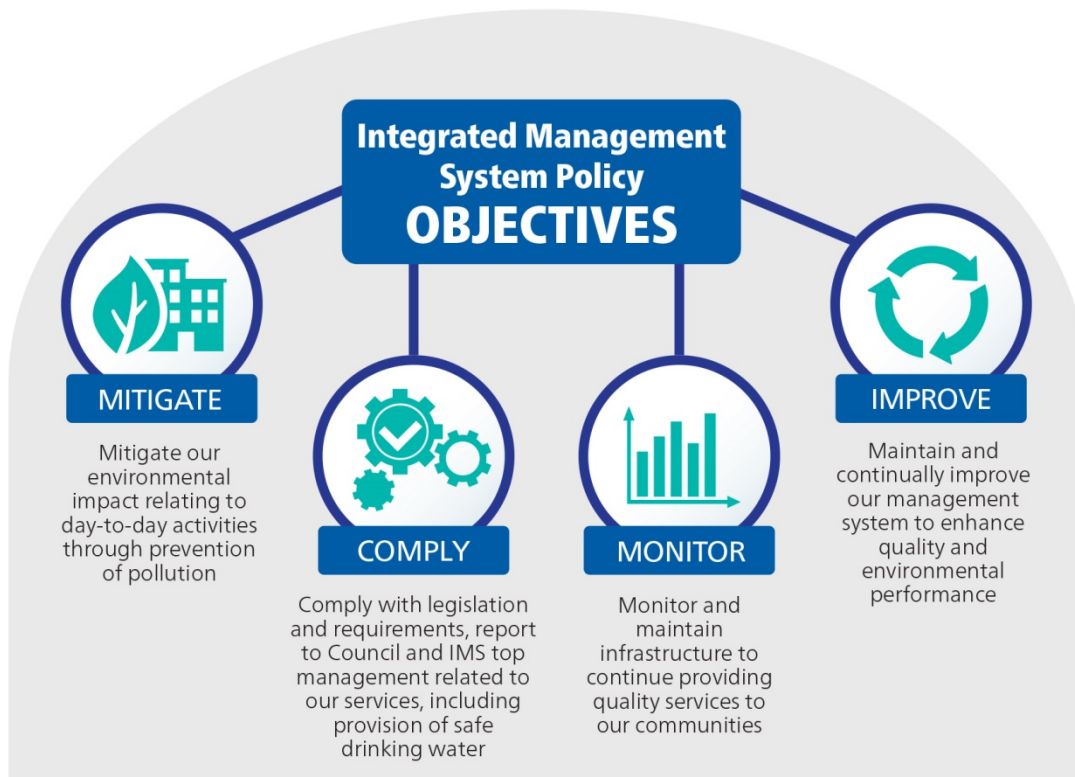
## **Integrated Management System is a framework to manage risk, protect public health and the environment**

The Integrated Management System Policy (Figure 1) is a requirement of our registration and provides the foundation for management system commitments. It sets the framework for water, wastewater and waste management quality and environmental objectives. It is displayed at all registered water, wastewater and waste management facilities.

## Figure 1 Integrated Management System Policy

Our innovative people provide water, wastewater and waste management services that protect public health and the environment to meet the needs of our thriving communities.

**We are committed to the following objectives:**



### **Auditing confirms system effectiveness by evaluating conformance with each management system standard**

An effective audit program is a critical component of the Integrated Management System. Audit programs monitor compliance with regulatory requirements, conformance with internal requirements and strengthens system performance by identifying continual improvement opportunities.

Facilities and programs are audited via three main types of audits:

- Internal proactive audits
  - Conducted annually by trained auditors within Environmental Services to confirm conformance to management system requirements, and to evaluate compliance with regulatory requirements
- International Organization for Standardization (ISO) external audits
  - Completed annually by a third party registration body to confirm conformance to ISO 9001 and ISO 14001

- Regulatory Drinking Water Quality Management Standard (DWQMS) audit
  - Completed annually by a third party registration body to confirm conformance to the Drinking Water Quality Management Standard, on behalf of Ministry of the Environment, Conservation and Parks

## 4. Analysis

### **Comprehensive audit program continues to evolve and confirms high level of compliance**

Environmental Services' audit program drives regulatory compliance and continual improvement in the Integrated Management System. Audits demonstrate system health and due diligence by ensuring that staff are continually challenging the status quo and looking for opportunities to strengthen delivery of programs and services. In 2019, Environmental Services conducted 71 internal proactive audits. Each year, audit findings identify internal business process improvements and system enhancements. Table 3 summarizes the number of audit findings by audit type, from 2017 to 2019.

**Table 3**  
**Number of Audit Findings for Water, Wastewater and Waste Management**

Audit Type	2017	2018	2019
Internal Proactive Audit	91	74	60
ISO External Audit	3	8	0
Regulatory DWQMS Audit	0	0	0

A decrease in number of audit findings demonstrates system maturity and successful implementation of continual improvement initiatives. Audit processes and data management practices continue to evolve, which allow us to refine how audits are conducted and what information is audited. This evolution has allowed us to leverage data and analytics to provide deeper insight into system-wide performance and mitigate system risks.

### **Audit findings highlight key priorities and continual improvement initiatives for 2020**

Our audits identified several continual improvement opportunities. A few opportunities include continuing to monitor and implement safety improvements at operating facilities, monitoring and verifying staff training requirements and improving timely documentation updates to reflect process improvements.

Findings also highlight key areas of focus for 2020, including verification of physical and cyber system security and confirmation of electronic access to documentation for field staff.

Environmental Services' Integrated Management System has provided a systematic approach to addressing audit findings for the past 20 years. This practice minimizes risk to the Region and ensures public safety.

### **Third party audits result in zero non-conformities and successful accreditation to new version of Drinking Water Quality Management Standard**

Third party audits are intended to confirm that the Integrated Management System is in line with requirements of the standards and has demonstrated an ability to sustain services compliant with applicable regulations, and Regional service level targets. In 2019, three external audits were conducted, which resulted in zero non-conformities. Results achieved and auditor feedback received during these audits indicates that the Integrated Management System is mature, systematically achieves requirements, and demonstrates strong leadership and engagement.

Integrated Management System changes were implemented to meet Ministry of the Environment, Conservation and Parks Drinking Water Quality Management Standard version two requirements, including risk assessment updates that include an assessment of climate change implications. In July 2019, an external review was conducted to verify conformance of water operations and program administration to the updated Drinking Water Quality Management Standard. This audit resulted in successful accreditation to the updated standard, with zero non-conformities identified. This outcome supports legal requirements under the *Safe Drinking Water Act, 2002* and the Municipal Drinking Water Licensing Program.

### **Operational Top Management confirms adequacy, suitability and effectiveness of the Integrated Management System**

Annual management review meetings are required by all three management standards. Operational Top Management uses this opportunity to assess efficacy of the Integrated Management System. The review focuses on system and regulatory performance, audit results, resources, operational risks and opportunities. A collaborative review is critical, and helps identify opportunities for continual improvement to improve efficiency and drive results. Through discussion at management review, priorities for the upcoming year are established. Operational Top Management met in Q1 2020 to review system performance for 2019 and confirm the adequacy, suitability and effectiveness of the Integrated Management System.

### **Continual improvement initiatives drive efficiencies in performance**

Environmental Services made several enhancements to systems and processes in 2019 to drive efficiencies in water, wastewater and waste management services and mitigate environmental risk. Some of these include:

- Delivered customized online training for operating staff to ensure awareness and understanding of emergency response procedures

- Conducted ongoing identification and review of service delivery risks and opportunities through monthly discussions to identify potential mitigation measures
- Improved analysis and trending of quarterly customer communications reporting and developed plan to track via Customer Relationship Management (CRM) system to streamline information gathering and provide spatial mapping opportunities
- Finalized Integrated Management System Policy Manual to address new requirements of updated Drinking Water Quality Management Standard

Together, these initiatives support efficiency, cost savings, risk mitigation and enhanced system performance, which help strengthen service delivery.

## 5. Financial

### **Integrated Management System helps mitigate risk, comply with regulatory requirements and support continual improvement**

Total annual program costs to operate the Integrated Management System are \$1.38 million, including staffing and external audit services, and were approved by Council through the 2020 budget process. 80% of program costs are funded from water and wastewater user rates, representing 0.2% of Environmental Services' rate budget. 20% of program costs are funded from the tax levy designated for waste management activities, representing 0.3% of Environmental Services' tax levy budget.

Investing in the Integrated Management System achieves risk management benefits, which assist in meeting obligations prescribed in the *Safe Drinking Water Act*. The management system provides a framework for staff to identify and mitigate risk, monitor and comply with regulatory requirements and continually improve processes used to deliver water, wastewater and waste management services.

## 6. Local Impact

### **Lessons learned are shared with provincial and municipal partners**

The Integrated Management System for Environmental Services provides benefits to local municipalities as it supports a systematic approach to mitigating risk and environmental impacts. It also helps improve service delivery by documenting customer and regulatory requirements in a shared service delivery model for water, wastewater and waste management operations. All local municipalities have a quality management system to meet requirements of the Drinking Water Quality Management Standard. Environmental Services staff meets regularly with municipal and provincial partners to address challenges, share best practices, evaluate operating procedures and develop common approaches for effective service delivery.

## 7. Conclusion

Providing information on performance and enhancements to the Integrated Management System supports Council in meeting standard of care requirements under the *Safe Drinking Water Act, 2002*. Rigorous and comprehensive evaluation performed through the management system, including internal and external audits demonstrates York Region's commitment to ongoing improvement of its programs and services. Successful external audits in 2019, resulting in zero non-conformities, confirm the Integrated Management System is well-established, mature and systematically reduces operational risk. Continual improvement initiatives support system efficiencies and accomplish improved risk mitigation. On an ongoing basis, management reviews and confirms adequacy and effectiveness of the Integrated Management System to strengthen the delivery of programs and services.

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For more information on this report, please contact David Szeptycki, Director, Strategy and Innovation at 1-877-464-9675 ext. 75723. Accessible formats or communication supports are available upon request.

Recommended by:

**Erin Mahoney, M. Eng.**  
Commissioner of Environmental Services

Approved for Submission:

**Bruce Macgregor**  
Chief Administrative Officer

February 27, 2020  
#10361451

## **Regional Council Decision - 2019 Drinking Water Systems Report**

On April 2, 2020 Regional Council made the following decision:

1. The Regional Clerk circulate this report to the Clerks of the local municipalities, City of Toronto, Regional Municipality of Peel, and the Ontario Chief Drinking Water Inspector (Ministry of the Environment, Conservation and Parks).

The original staff report is attached for your information.

Please contact David Szeptycki, Director of Strategy and Innovation, at 1-877-464-9675 ext. 75723, or Roy Huetl, Director of Operations, Maintenance and Monitoring, at 1-877-464-9675 ext. 75323 if you have any questions with respect to this matter.

Regards,

**Christopher Raynor** | Regional Clerk, Regional Clerk's Office, Corporate Services

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**Regional Council Decision - Community Benefits Charges – Proposed Regulatory Framework**

On April 2, 2020 Regional Council made the following decision:

1. The Regional Clerk circulate this report to the local municipalities, the Building Industry and Land Development Association – York Chapter (BILD) and the Ministry of Municipal Affairs and Housing (MMAH).

The original staff report is enclosed for your information.

Please contact Edward Hankins, Director, Treasury Office and Deputy Treasurer at 1-877-464-9675 ext. 71644 if you have any questions with respect to this matter.

Regards,

**Christopher Raynor** | Regional Clerk, Office of the Regional Clerk, Corporate Services

-----  
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Our Mission: **Working together to serve our thriving communities – today and tomorrow**



# The Regional Municipality of York

Committee of the Whole  
Finance and Administration  
March 12, 2020

Report of the Commissioner of Finance

## Community Benefits Charges – Proposed Regulatory Framework

### 1. Recommendations

The Regional Clerk circulate this report to the local municipalities, the Building Industry and Land Development Association – York Chapter (BILD) and the Ministry of Municipal Affairs and Housing (MMAH).

### 2. Summary

On February 28, 2020, the Province released additional regulatory guidance to underpin the new community benefits charges framework, as well as further guidance for development charge-eligible services. This report summarizes staff comments on the proposed regulatory guidance.

Key Points:

- Staff support the provincial regulatory proposals, which are positive and largely reflect previous submissions and recommendations
- The proposed changes may impact the local municipalities differently than the Region
- The Region will continue to work with the Province in the development of the regulatory framework underpinning Bill 108, *More Homes, More Choice Act, 2019* (“Bill 108”)

### 3. Background

#### **Bill 108 introduced changes to how municipalities fund growth-related community infrastructure**

Bill 108, the cornerstone of the Provincial Housing Supply Action Plan, was tabled on May 2, 2019 and received Royal Assent in early June. One change the Bill introduced was the new community benefits charge regime under the new section 37 of the *Planning Act*. This new tool is to be used to fund community infrastructure such as acquiring land for parks, affordable housing and building child care facilities.

Under the new funding regime, municipalities have flexibility in determining the methodology for the charge. However, to provide cost certainty to stakeholders, the community benefits charge will be capped at a prescribed percentage of the land value on the day before the date of the building permit issuance for a development (also known as the “valuation date”).

In terms of the process for passing a community benefits charges bylaw, the legislation is somewhat less prescriptive than the *Development Charges Act, 1997*. For example, municipalities are only required to give notice after the passing of a community benefits charge bylaw. While municipalities are required to consult on their Community Benefits Charges Strategy, it is at their discretion to determine the level of consultation.

Finally, changes to the *Planning Act*, through Bill 138, *Plan to Build Ontario Together Act, 2019* (“Bill 138”), has provided developers with a right to appeal a community benefits charges bylaw to the Local Planning Appeal Tribunal (LPAT) .

### **During the summer of 2019, the Province released proposed regulations for the changes to the *Development Charges Act, 1997* and the new community benefit charge regime**

On June 21, 2019, the Province released the proposed regulatory framework supporting changes to the Act (Environmental Registry of Ontario posting # 019-0184) and the community benefits charge regime under the *Planning Act* (Environmental Registry of Ontario posting #019-0183). Staff submitted [comments](#) under both postings, both of which were later approved by Council.

While these postings addressed a number of areas, further clarification was requested from the Province regarding the proposed community benefits charges regime, including:

- Whether the transition deadline of January 1, 2021 could be extended
- The prescribed percentage cap on the community benefits charge payable
- Services eligible for the charge
- Treatment of the cap in a two-tier jurisdiction
- Contents of the Community Benefits Charge Strategy and the requirements of the associated consultation

### **On February 28, 2020 the Province released further regulatory guidance for the community benefits charges regime and the *Development Charges Act, 1997***

On February 28, 2020, the Ministry of Municipal Affairs and Housing released [Environmental Registry of Ontario posting number 019-1406](#), entitled, “Proposed Regulatory Matters Pertaining to Community Benefits Authority under the *Planning Act*, the *Development Charges Act*, and the *Building Code Act*”. The Province has provided stakeholders with a 31 day commenting period for the proposals, ending on March 30, 2020.

Key areas covered in this posting include:

- Transition matters related to the community benefits charges regime
- Eligible services under the *Development Charges Act, 1997*
- Prescribed percentage cap for the community benefits charge and treatment of the charge in a two-tier jurisdiction
- Contents of the Community Benefits Charges Strategy
- Other administrative matters (e.g., guidance on the of notice of passage of a community benefits charges bylaw)

## 4. Analysis

### Staff support the proposed regulations as they are reflective of previous consultation and recommendations

The regulatory framework on the community benefits charges proposes additional guidance that largely reflects previous staff position and/or recommendations made through the previous commenting periods. Previous staff recommendations included:

- Extending the transition period from the previous proposal of January 1, 2021
- Reviewing the list of services eligible for development charge funding
- Clarifying that, in a two-tier jurisdiction, the community benefits charges for each tier are capped and levied independently to one another
- Clarifying that municipalities can determine the consultation required for the Community Benefits Charges Strategy

Table 1 summarizes the key changes being proposed.

**Table 1**  
**Summary of Key Proposed Changes/Guidance**

Area	Bill 108 or Previous Regulatory Framework	Changes/Guidance Being Proposed
Transition	January 1, 2021	Extended to, at minimum, second quarter of 2021*
Eligible services under the <i>Development Charges Act, 1997</i>	Public health and senior services (long term care) ineligible for development charges recovery	Public health and senior services (long term care) eligible for development charges recovery Neither would be subject to a 10% statutory deduction** and 10 year planning horizon

Area	Bill 108 or Previous Regulatory Framework	Changes/Guidance Being Proposed
Prescribed cap as a % of land value	No guidance provided	Caps applied separately based on municipal structure: <ul style="list-style-type: none"> <li>• Upper-tier municipalities: 5%***</li> <li>• Lower-tier municipalities: 10%</li> <li>• Single-tier municipalities: 15%</li> </ul>
Requirements of the Community Benefits Charge Strategy and of consultation	No guidance provided	<ul style="list-style-type: none"> <li>• Requirement for the Strategy are similar to those for a background study under the <i>Development Charges Act, 1997</i></li> <li>• Consultation determined by the municipality</li> </ul>
Administrative changes	No guidance provided	<ul style="list-style-type: none"> <li>• Guidance related to notice of passage of a community benefits charges bylaw and refunds upon successful appeal of a bylaw</li> <li>• Change to <i>Building Code</i> requiring payment prior to building permit issuance</li> </ul>

\*Note: Based on the indication that the specified date for municipalities to transition to the community benefits charges regime would be one year after the date the proposed community benefits charge regulation comes into force (after the commenting deadline closes on March 30, 2020)

\*\*Note: Other services that were made development charge eligible, but which the Region does not currently provide are public libraries, parks development (e.g., playgrounds, equipment and other park amenities) and recreation (e.g., community centres and arenas)

\*\*\*Note: Based on the proposed regulatory framework it would appear that, in a two-tier jurisdiction, the community benefits charges for each tier would be capped and levied independently to one another

### Since the tabling of Bill 108, the Province and the municipal sector have engaged in meaningful consultations

Since the tabling of Bill 108 staff have submitted comments and made recommendations to the Province through the Environmental Registry of Ontario during all consultation periods. The Region has also actively worked with its Provincial counterparts through the provincially established 'Bill 108 Technical Working Group'. Finally, Regional staff have also engaged in bi-monthly consultations with Provincial staff (beginning in May 2019) as well as consultation with Ministry staff.

As a result of these engagements, the Province has taken positive steps to address concerns from municipalities. These include:

- Removing commercial and industrial development as eligible for phased development charge payments through Bill 138;

- Not prescribing a cap on interest charges for frozen and phased development charges;
- Moving paramedic/ambulance services back to the list of development charge-eligible services (through the Standing Committee process); and
- Clarifying that the exemption for additional units comprising less than 1% of existing units applies to rental only.

### **Pending further regulatory change, staff work on a Community Benefits Charges Strategy and Bylaw is expected to proceed in 2020**

The commenting period for this regulatory proposal expires on March 30, 2020. Assuming the Province finalizes and enacts the regulation as proposed, and fully proclaims Bill 108 in a timely fashion, staff expect to begin work on a new Community Benefits Charge Strategy and Bylaw in the second quarter of 2020.

If possible, and in recognition of feedback from the Building Industry and Land Development Association – York Chapter (BILD), staff will endeavour to align these timelines with the Region's [2020 Development Charge Bylaw amendment](#).

### **Providing an update on the proposed regulatory framework aligns with Vision 2051**

Providing an update on the Province's proposed regulatory framework relating to community benefits charges, as well as staff efforts at consultation and engagement, aligns with the Vision 2051 Goal Area of 'Open and Responsive Government', including:

- Open government
- Service delivery through collaboration and partnerships
- Operational excellence

## **5. Financial**

### **The Province proposed a prescribed percentage cap of 5% of land value on the Regional community benefits charges**

The Province has proposed that the cap on the Region's community benefits charge be set at 5% of the value of the land on the day before the day of building permit issuance for the proposed development. As a result of the proposed changes, the only Regional services that remain under the community benefits charge framework will be court services and social housing. Currently these services account for approximately \$270 or 0.43% of the development charge rate for a single-family detached dwelling unit, and approximately 3 cents per square feet or 0.05% of the current retail development charge rate.

With the proposed 5% cap, the Region is likely to achieve revenue neutrality for those services recovered through this charge. There may be rare site-specific instances where the entirety of the Region's community benefits charge is not collected as a result of the 5% cap.

## **Removing the 10% statutory deduction from waste diversion, paramedics and public health could increase the development charge-recoverable share**

While, yet to be proclaimed, Bill 108 and the proposed regulatory framework would remove the 10% statutory discount for all services eligible for development charge recovery. This change would improve the growth-related cost recovery of waste diversion, paramedics/ambulance services, public health, and long-term care/senior service. Based on the 2017 Development Charge Background Study, just over \$7 million in growth-related projects were ineligible for development charge recovery as a result of the 10% statutory deduction being applied to these services.

## **6. Local Impact**

### **The proposed community benefit charges framework will likely impact local municipalities more significantly**

Under the proposed regulatory framework, community benefits charges are proposed to replace density bonusing (section 37 contributions), parkland dedication (if the basic parkland dedication provisions of the *Planning Act* are not used) and other development charge-ineligible services such as those for child-care facilities. Public libraries, parks development (e.g., playgrounds, equipment and other park amenities), and recreation (e.g., community centres and arenas) have moved back to the development charges framework.

The proposed cap on the charge for local municipalities is 10% of land value. This may prove to be restrictive and may not provide for revenue neutrality. This cap may have a direct impact on how local municipalities continue to grow and how they are to fund vital infrastructure required to accommodate that growth. Staff will continue to work with the local municipalities as the transition to this new regime occurs.

## **7. Conclusion**

### **Staff support the proposed regulatory framework underpinning the community benefits charges regime**

In [June of 2019](#) staff indicated a hope to work with the Province in order to develop a regulatory framework that struck an equitable balance between the needs of development industry and the concerns of municipalities. The largely positive proposals in the regulatory framework reflect that equitable balance.

Staff will continue to work with the Province as these regulations are finalized and will report back to Council should any subsequent proposals be deemed necessary.



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For more information on this report, please contact Edward Hankins, Director, Treasury Office and Deputy Treasurer at 1-877-464-9675 ext. 71644. Accessible formats or communication supports are available upon request.

Recommended by: **Laura Mirabella, FCPA, FCA**  
Commissioner of Finance and Regional Treasurer A

Approved for Submission: **Bruce Macgregor**  
Chief Administrative Officer

March 3, 2020  
10628661



## Regional Council Decision - Major Transit Station Areas

On April 2, 2020, Regional Council made the following decision:

1. Council endorse the identification of the 72 major transit station areas recommended by staff for the Regional Official Plan.
2. Additional major transit station areas be identified at the Gormley GO Station in the City of Richmond Hill and future transit stations along Jane Street in the City of Vaughan.
3. Council direct staff to continue with consultation on the boundaries and density targets for the 72 major transit station areas identified in the report, with the addition of the major transit station areas at the Gormley GO Station in the City of Richmond Hill and the future transit stations along Jane Street in the City of Vaughan and report back to Council.
4. The Regional Clerk forward this report and attachments to the Ministry of Municipal Affairs and Housing and the local municipalities.

The original staff report is attached for your information.

Please contact Paul Bottomley, Manager, Policy, Research, and Forecasting at 1-877-464-9675 ext. 71530 if you have any questions with respect to this matter.

Regards,

**Christopher Raynor** | Regional Clerk, Office of the Regional Clerk, Corporate Services

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Our Mission: **Working together to serve our thriving communities – today and tomorrow**



# The Regional Municipality of York

Committee of the Whole  
Planning and Economic Development  
March 12, 2020

Report of the Commissioner of Corporate Services and Chief Planner

## Major Transit Station Areas Update

### 1. Recommendations

1. Council endorse the identification of 72 major transit station areas recommended by staff for the Regional Official Plan
2. Council direct staff to continue with consultation on the boundaries and density targets for the 72 major transit station areas and report back to Council
3. The Regional Clerk forward this report and attachments to the Ministry of Municipal Affairs and Housing and the local municipalities

### 2. Summary

This report provides Council with an update on proposed major transit station areas (MTSAs), including ongoing refinements to boundary delineations and minimum density targets. It also provides an update on consultation as part of development of the Intensification Strategy for the Municipal Comprehensive Review (MCR).

#### Key Points:

- Regional staff are recommending that Council endorse 72 MTSAs shown in Attachment 2 to be identified in the Regional Official Plan, of which 57 are required stations being along Provincial Priority Transit Corridors identified in the Growth Plan and 15 are stations on Other Transit Corridors
- Regional staff have consulted extensively with internal and external stakeholders and based on feedback, continue to update the proposed MTSA delineations and minimum density targets presented in the Planning for Intensification Background Report in [April 2019](#)
- Beyond Provincial Priority Transit Corridors, staff have included MTSAs with existing or planned transit infrastructure in place in order to maximize the return on transit investments and to focus intensification in areas that are most needed
- Two MTSAs have been added since the [April 2019](#) Planning for Intensification Background Report: the Richmond Hill GO station and the Royal Orchard future subway station in Markham and Vaughan

- Upon completion of consultation, a final Major Transit Station Area report with detailed mapping of boundaries and density targets will be brought back to Council in Q3 2020

### 3. Background

#### **The Growth Plan requires York Region to delineate and set density targets for major transit station areas**

Under the Growth Plan, 2019 (Growth Plan), York Region, in consultation with local municipalities, is required to delineate boundaries and set minimum density targets for MTSAs located on Provincial Priority Transit Corridors. Priority Transit Corridors are identified in Schedule 5 of the Growth Plan and shown in Attachment 1. Provincial Priority Transit Corridors generally reflect existing transit corridors or planned and funded future transit corridors. In York Region, they generally consist of the portions of the Highway 7 and Yonge Street Corridors with funded Bus Rapid Transit, the Barrie GO rail line north to the Aurora GO station, the Stouffville GO line to Markham Centre and the three stations along the Spadina subway line located in York Region.

A major transit station area (MTSA) is defined in the Growth Plan as:

*The area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core. Major transit station areas generally are defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk.*

MTSAs on Provincial Priority Transit Corridors are mandatory and are to be planned for a minimum density target of:

- 200 residents and jobs combined per hectare for subway stations;
- 160 residents and jobs combined per hectare for light rail transit or bus rapid transit; and
- 150 residents and jobs combined per hectare for the GO Transit rail network.

There is no timing requirement in the Growth Plan for MTSAs to achieve these densities; they can be achieved after 2041.

MTSAs on Other Transit Corridors (see Attachment 1), if identified, also require boundary delineations and minimum density targets but are not subject to Growth Plan minimum density targets.

Section 16 of the *Planning Act* restricts official plan and zoning appeals for areas that are identified as Protected MTSAs at both the Regional and local municipal levels. Staff intend to propose all MTSAs as Protected MTSAs in order for them to receive protection from land use planning appeals. Local municipalities will be required to plan for MTSAs in conformity with Regional policies and the Growth Plan.

In [April 2019](#), Regional Council endorsed the Planning for Intensification Background Report which contains background analysis, proposing 70 major transit station area delineations and minimum density targets and 3 additional strategic growth areas.

### **Major transit station areas are part of a broader Intensification Strategy required by the Growth Plan**

The Growth Plan requires the Region develop an Intensification Strategy to demonstrate how the Region's intensification target will be achieved. York Region's Growth Plan minimum intensification target is 50%, meaning that at least 50% of the Region's annual residential development to 2041 is to occur within the delineated built-up area (see Attachment 1). MTSA's will form a key component of the Region's Intensification Strategy, providing locations along higher order transit corridors for higher density, mixed-use transit supportive development as well as higher density employment development within employment areas.

The intensification matrix (Figure 1) presented in the [April 2019](#) Planning for Intensification Background Report, sets out strategic locations for intensification within the Region. The matrix builds on the Region's intensification framework established by the Centres and Corridors Strategy developed in the 1994 Regional Official Plan and the York Region Official Plan 2010. Major transit station areas include a number of different intensification areas.

**Figure 1**  
**York Region Intensification Matrix**



Centres and Corridors are planned to achieve the most intensive and greatest mix of development in the Region, supported by over \$3.6 billion in transit infrastructure investment to date. Intensification in strategic areas provides important benefits including more efficient use of land and existing infrastructure, increased housing options, support for a range of transportation options, complete communities and fiscal benefits to the Region and local municipalities through aligning growth and infrastructure investment.

## 4. Analysis

### **Staff are recommending that 72 major transit station areas be identified in the Regional Official Plan**

The Region is recommending a total of 72 MTSA's for identification in the Regional Official Plan as shown in Attachment 2, of which 57 are required stations along Provincial Priority Transit Corridors identified in the Growth Plan and 15 are located on Other Transit Corridors. The majority of these stations are located in Markham, Newmarket, Richmond Hill and Vaughan. Ten of the stations are shared between adjacent York Region local municipalities and three stations are shared with the City of Toronto.

### **Two new major transit station areas on Other Transit Corridors have been added**

Based on feedback and input from local municipal staff, the 72 MTSA's include two new MTSA's since the [April 2019](#) Background Report. Draft boundary delineations and minimum density targets have been proposed for the two new MTSA's located at Richmond Hill GO Station shown in Attachment 3 and Royal Orchard subway station (future subway station) shown in Attachment 4.

### **Proposed Provincial legislation aims to expedite delivery of priority subway transit projects which will facilitate transit-oriented development communities in the Region**

The proposed Bill 171 Provincial legislation introduced on February 18, 2020, Building Transit Faster Act, if passed, aims to: "...expedite the delivery of the four priority transit projects for the Greater Toronto Area, by removing barriers and streamlining processes that may result in delays to the timely completion of these projects, while enhancing coordination and engagement with and being fair to public and private sector stakeholders:

1. The Ontario Line
2. The Scarborough Subway Extension
3. The Yonge North Subway Extension
4. The Eglinton Crosstown West Extension."

Up to five of the Region's proposed subway MTSA's (Steeles, Clark, Royal Orchard, Langstaff/Longbridge and Richmond Hill Centre) are located along the Yonge North Subway Extension alignment (see Attachment 2). If the legislation passes, this may mean that the Province plays a greater role in planning for these areas to ensure transit-oriented development.



## **Potential major transit station areas outside of the Provincial Priority Transit Corridors were considered**

GO transit, future bus rapid transit and subway corridors located outside of the Provincial Priority Transit Corridors were assessed and considered for their potential to be included as MTSA. These corridors are identified as Other Transit Corridors in Attachment 1.

A total of 15 stations on Other Transit Corridors have been proposed to be included in the Region's MTSA network. Recommended MTSA on Other Transit Corridors are generally located on a Regional corridor, have planned intensification potential, have some certainty for approved or committed funding for construction and/or have the potential to become a required MTSA through a future extension of the Province's Priority Transit Corridor.

Focusing growth and intensification in strategic locations with existing or planned transit infrastructure in place is key to maximizing return on transit investments. Including additional MTSA in transit corridors with less certainty on timing, location and/or funding could potentially compromise the intensification of areas where transit supportive development is most needed. Moreover, additional MTSA can be identified in the future, as appropriate, when the timing of the new higher order transit corridors becomes more certain. In the meantime, local municipalities can designate these future transit corridors in their official plans for higher density land uses.

## **Future major transit station areas and strategic growth areas can be added outside of a Regional Municipal Comprehensive Review**

Transit stations with uncertainty around funding for rapid transit such as those along Jane Street in Vaughan and Major Mackenzie Drive in Markham are not proposed as MTSA at this time. Additionally, potential or future GO Train Stations along the existing Barrie, Richmond Hill and Stouffville GO Transit Lines as well as the potential stations along the 407 Transitway and Peterborough GO Transit Line, without approved or committed funding, are not recommended as MTSA at this time. Furthermore, the Gormley GO Station in Richmond Hill is not being recommended as a MTSA since it is a rural settlement area within the Greenbelt with limited development potential to achieve typical MTSA densities. Attachment 5 provides more detail on Regional staff's response on suggestions for additional stations along Other Transit Corridors.

Through the consultation process and based on feedback received, Regional and local municipal staff are in agreement that the three strategic growth areas (Vaughan Mills Primary Centre and Carrville Local Centre in Vaughan and the Yonge Street portion of the Aurora Promenade) beyond MTSA contemplated in the [April 2019](#) Background Report do not need to be included in the Regional Official Plan. These areas may continue to remain designated as strategic growth or local intensification areas in local municipal official plans, if desired.

As per the Growth Plan, 2019, new MTSA and strategic growth areas can be added outside of a Regional Municipal Comprehensive Review on an as needed basis as transportation infrastructure expands and/or when the anticipated level of intensification for specific transit corridors or areas increases.

## **Consultation on the proposed Intensification Strategy is underway**

Regional staff consulted with internal and external stakeholders regarding MTSAs in York Region. The Update on Public Consultations for the Municipal Comprehensive Review report in [October 2019](#) provided an overview of the consultation methods used to inform and engage stakeholders on the Region's MTSAs. Since then, Regional staff attended additional consultation events to consult on the proposed MTSAs including:

- Mulock Station Area Secondary Plan Public Information Centre hosted by the Town of Newmarket;
- Yonge and Bernard Key Development Area (KDA) Open House hosted by the City of Richmond Hill; and
- Major Transit Station Areas Public Information Session hosted by the City of Vaughan.

Regional planning staff solicited comments from external agencies including Metrolinx, Toronto Transit Commission (TTC), Conservation Authorities (Toronto and Region Conservation Authority and Lake Simcoe Region Conservation Authority) and local school boards (York Region District School Board and York Catholic District School Board). Attachment 5 provides more detailed feedback on the high-level themes received from each stakeholder group.

## **The public is generally supportive of increased density, mixed-use development and transit-oriented development within and around major transit station areas**

From the consultation, residents and businesses are generally supportive of increased density, mixed-use development and transit-oriented development near major transit station areas. The public expressed support for increased transit capacity and increased options for active transportation within and around MTSAs. Residents also saw revitalization opportunities within certain MTSAs and the development of more walkable and environmentally friendly communities built with attractive urban form. Some concerns involved having densities that are too high at certain MTSAs, especially the impact on traffic congestion in the area and the need for additional community services. The Toronto Region Conservation Authority provided comments regarding the impact of flood plains and development potential. Metrolinx expressed support for including only existing or funded stations as MTSAs in the Region.

## **Feedback from local municipalities on boundary delineations and minimum density targets is important to refining major transit station areas**

Local municipal staff provided detailed feedback on boundary delineations and minimum density targets throughout the consultation process. Local municipal staff were generally supportive of the proposed methodology used to delineate MTSA boundaries and setting minimum density targets outlined in the [April 2019](#) Background Report. Site specific concerns and proposed adjustments to selected draft MTSA boundary delineations and density targets were expressed through the consultation process.

MTSA adjustments may include:

- Minor technical boundary adjustments to some MTSA as a result of comments received from internal and local municipal staff, and stakeholders
- Expanding selected MTSA to account for the policy update in the 2019 Growth Plan which generally defines MTSA as the area within an approximate 500 to 800 metre radius of a transit station, as opposed to 500 metres in the 2017 Growth Plan
- Depending on the context, selected school sites located on the periphery of MTSA boundaries will be excluded due to their location from the transit station
- Inclusion of single-detached properties within the MTSA boundary will be minimized to those located in direct or close proximity to the transit station
- Certain natural heritage system features along the edge of MTSA boundaries will continue to be included to create a continuous mapping boundary or to eliminate any holes or gaps with adjoining MTSA
- Reducing the minimum density targets for a number of proposed MTSA to provide local municipalities with more flexibility in achieving the minimum density target
- Not assigning a density target to a MTSA until lands are removed from the Parkway Belt West Lands designation which prohibits development

### **Planning for growth and development in major transit station areas will require municipalities to implement local intensification strategies and on-going monitoring**

The updated Regional Official Plan will set out policy directions for local municipalities to prepare intensification strategies and plans based on the Region's guiding principles, boundary delineations and minimum density targets established for MTSA. Once MTSA have been delineated in the Regional Official Plan, local municipalities will be required to update their official plans and secondary plans to be in conformity with the York Region MTSA policies. Local municipalities will have discretion to determine appropriate land uses, densities, building heights and other land use planning considerations to achieve the overall minimum density target for each MTSA that will be set out in the Regional Official Plan. MTSA will require on-going monitoring to ensure conformity with Regional policies and the Growth Plan.

### **Final major transit station area recommendations will be reported in Q3 2020**

Draft MTSA boundaries and density targets presented in the [April 2019](#) Background Report continue to be refined based on the comments and feedback received and will be finalized in the coming months. Detailed mapping illustrating the updated boundary delineations and density targets for each of the proposed MTSA will be presented in the final Major Transit Station Areas report in Q3 2020.

## 5. Financial

The MTSA work and consultation process has been undertaken within the existing staff complement and budget of the Planning and Economic Development Branch.

## 6. Local Impact

Local municipalities are key partners in the ongoing development of the Region's MTSA and Intensification Strategy. York Region staff has consulted extensively with local municipal staff in the preparation and refinement of the draft MTSA delineations and minimum density targets. Local municipal staff are also consulted through one-on-one meetings and regular meetings of the MCR Local Municipal Working Group.

## 7. Conclusion

This report, along with the attachments, provide an update on the major transit stations area work and consultation completed to date as part of the Regional MCR.

Seventy-two draft major transit stations are proposed to be identified in the Regional Official Plan, including 2 new MTSA (Richmond Hill GO Station and Royal Orchard Subway Station) in addition to those identified in the [April 2019](#) Planning for Intensification Background Report. Input and feedback will continue to be gathered from stakeholders through the on-going consultation process that will be finalized in the coming months to further refine and update the draft MTSA boundary delineations and proposed density targets.

Detailed mapping for each MTSA will be presented in the final Major Transit Station Area report in Q3 2020, which will include the proposed final MTSA boundary delineations and minimum density targets, policy direction for updating the Regional Official Plan based on the Growth Plan policies, as well as an implementation strategy for the Region and local municipalities.

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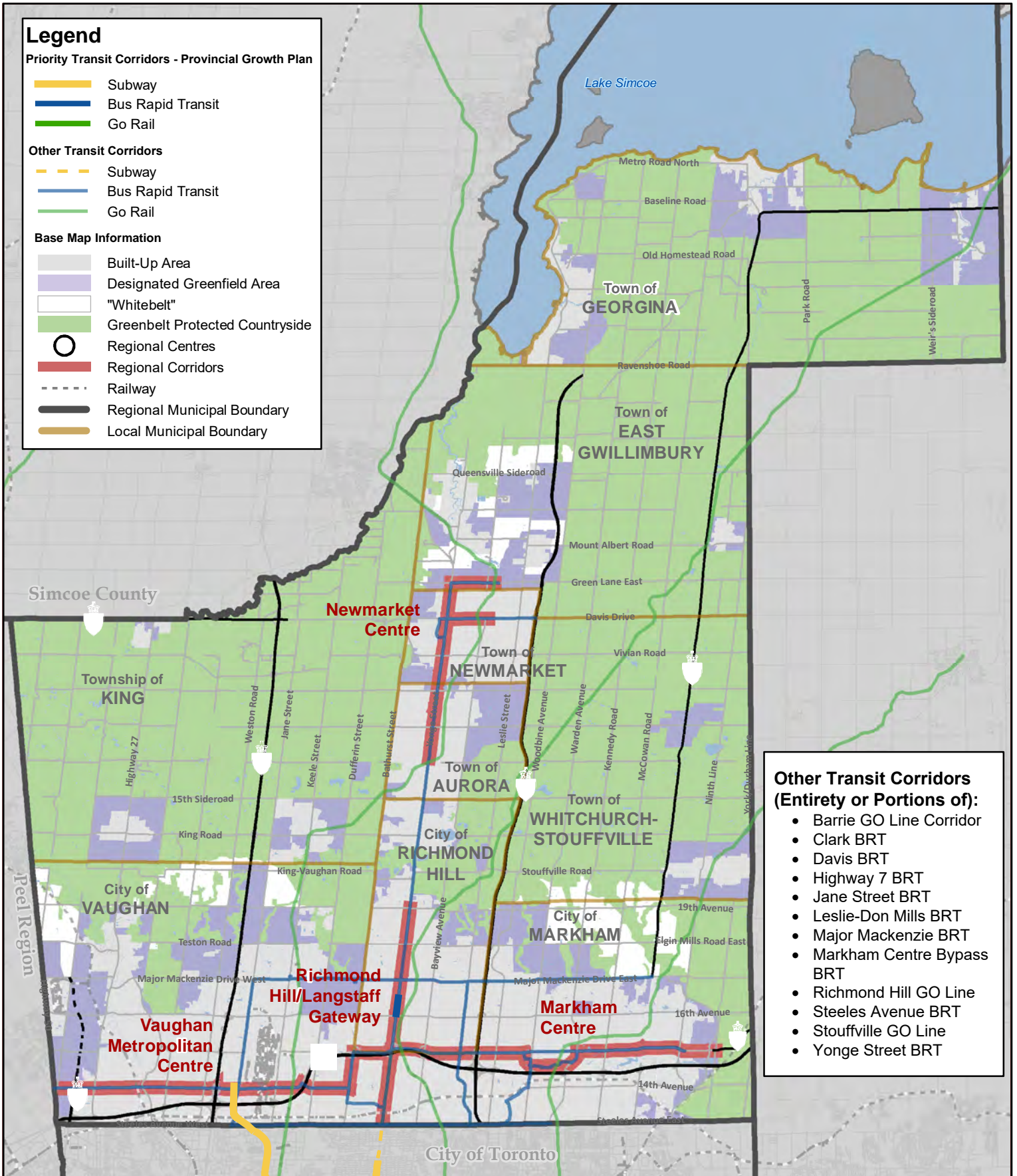
For more information on this report, please contact Paul Bottomley at 1-877-464-9675 ext. 71530. Accessible formats or communication supports are available upon request.

Recommended by: **Paul Freeman, MCIP, RPP**  
Chief Planner

**Dino Basso**  
Commissioner of Corporate Services

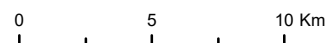
Approved for Submission: **Bruce Macgregor**  
Chief Administrative Officer

February 28, 2020  
Attachments (5)  
eDOCS#10519663



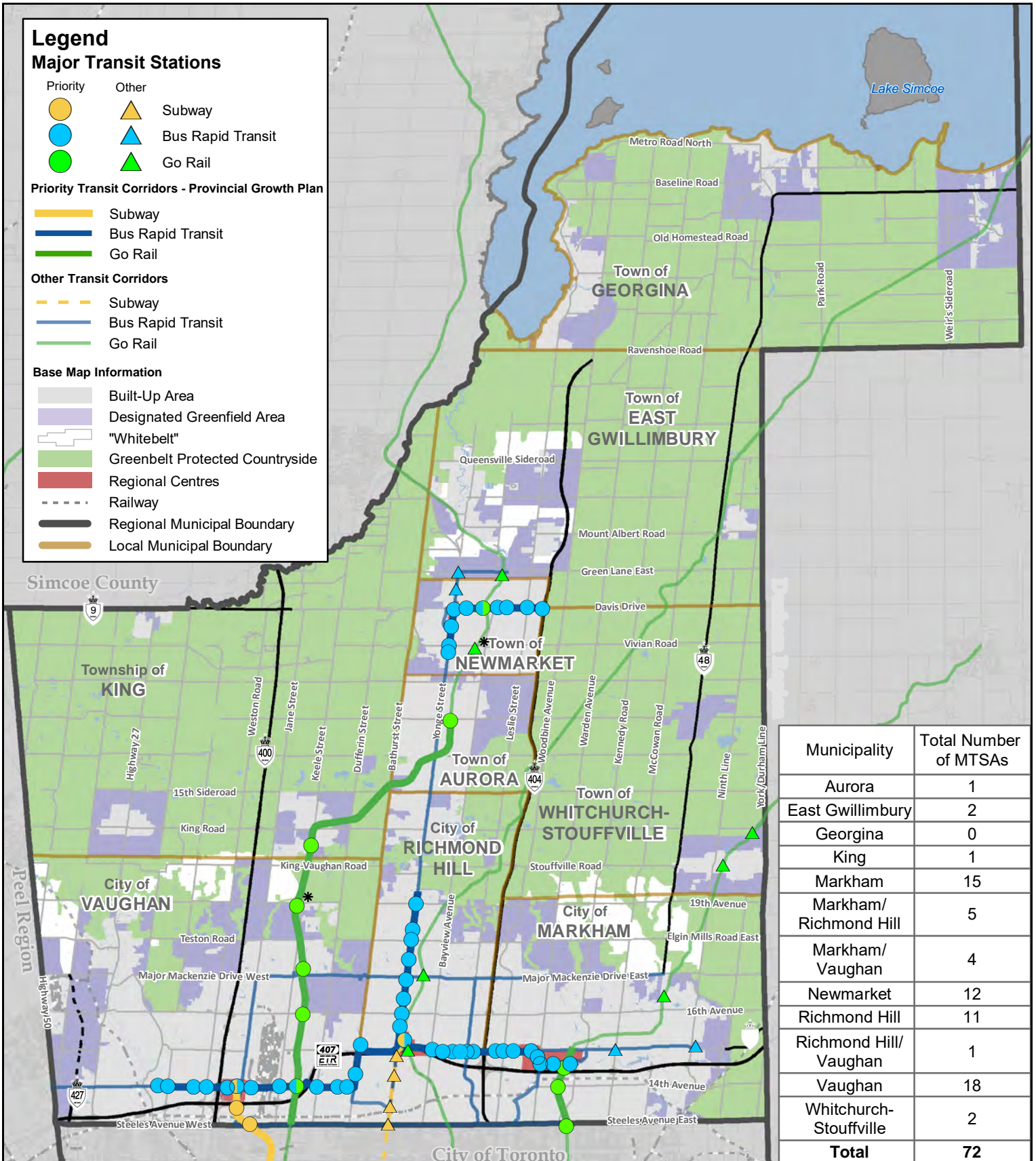
# York Region Priority Transit Corridors

March 2020

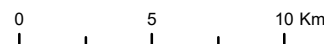


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### York Region Major Transit Stations March 2020



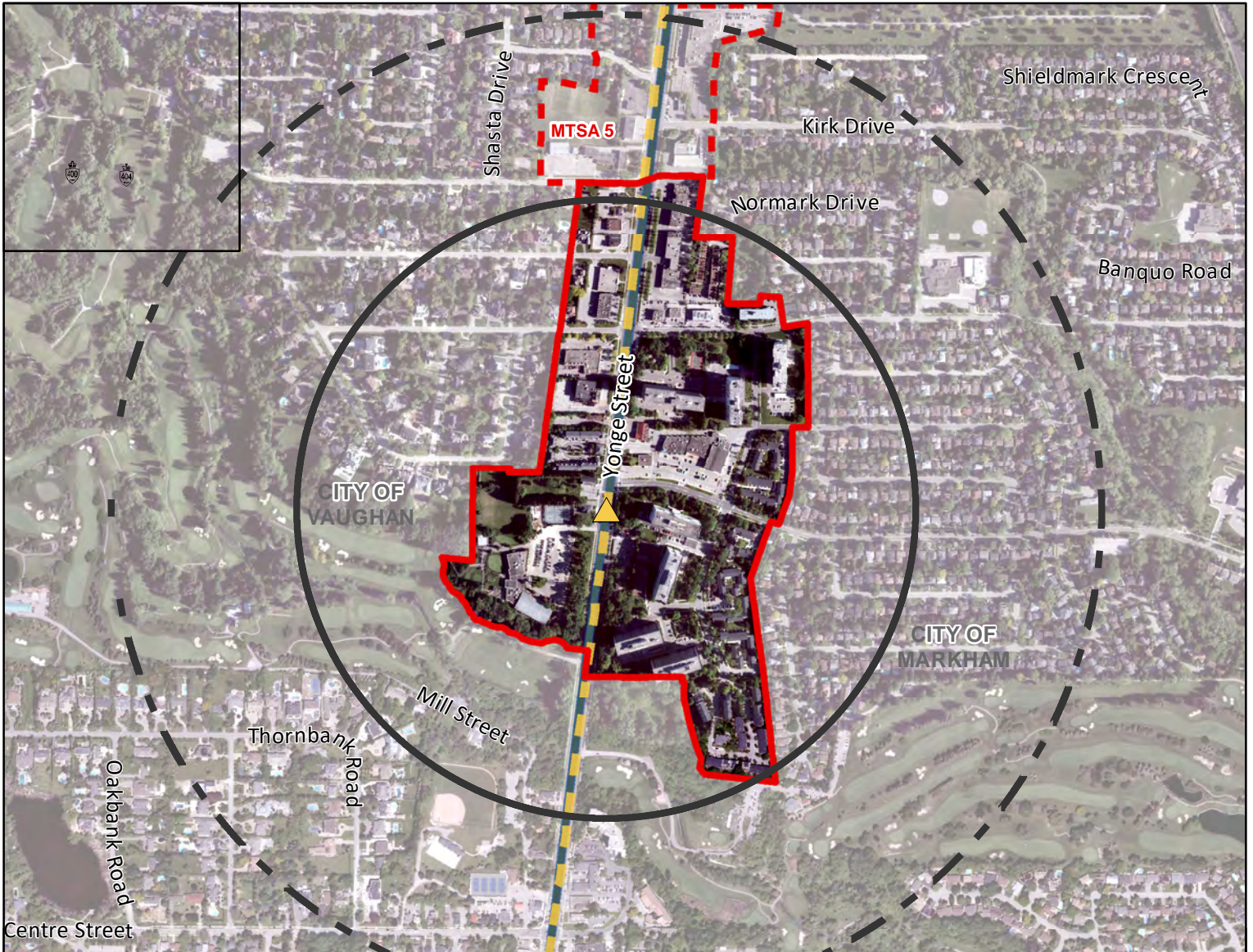
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\* Identification of this location as a MTSA is pending final approval from the Province for a GO Train Station at this location, it is included in the MCR at this time for further discussion.

# Royal Orchard Subway Station

On Yonge St., near Royal Orchard Blvd., Markham / Vaughan



### Legend

- ▲ Major Transit Station
- ▲ Other Subway Station
- 500m Radius
- 800m Radius
- Draft MTSA Boundary
- Adjacent Draft MTSA Boundary
- Other Transit Corridors**
- Subway
- BRT

### Base Map Information

- Local Municipal Boundary

### Royal Orchard Subway Gross Area:

32.43 ha

### Density (People & Jobs per Hectare) <sup>1</sup>

Category	Current	Target
MARKHAM	215	250
VAUGHAN	30	200

### Population/Job Split <sup>2</sup>

Category	Current	Target
MARKHAM	85% People, 15% Jobs	95% People, 5% Jobs
VAUGHAN	30% People, 70% Jobs	90% People, 10% Jobs

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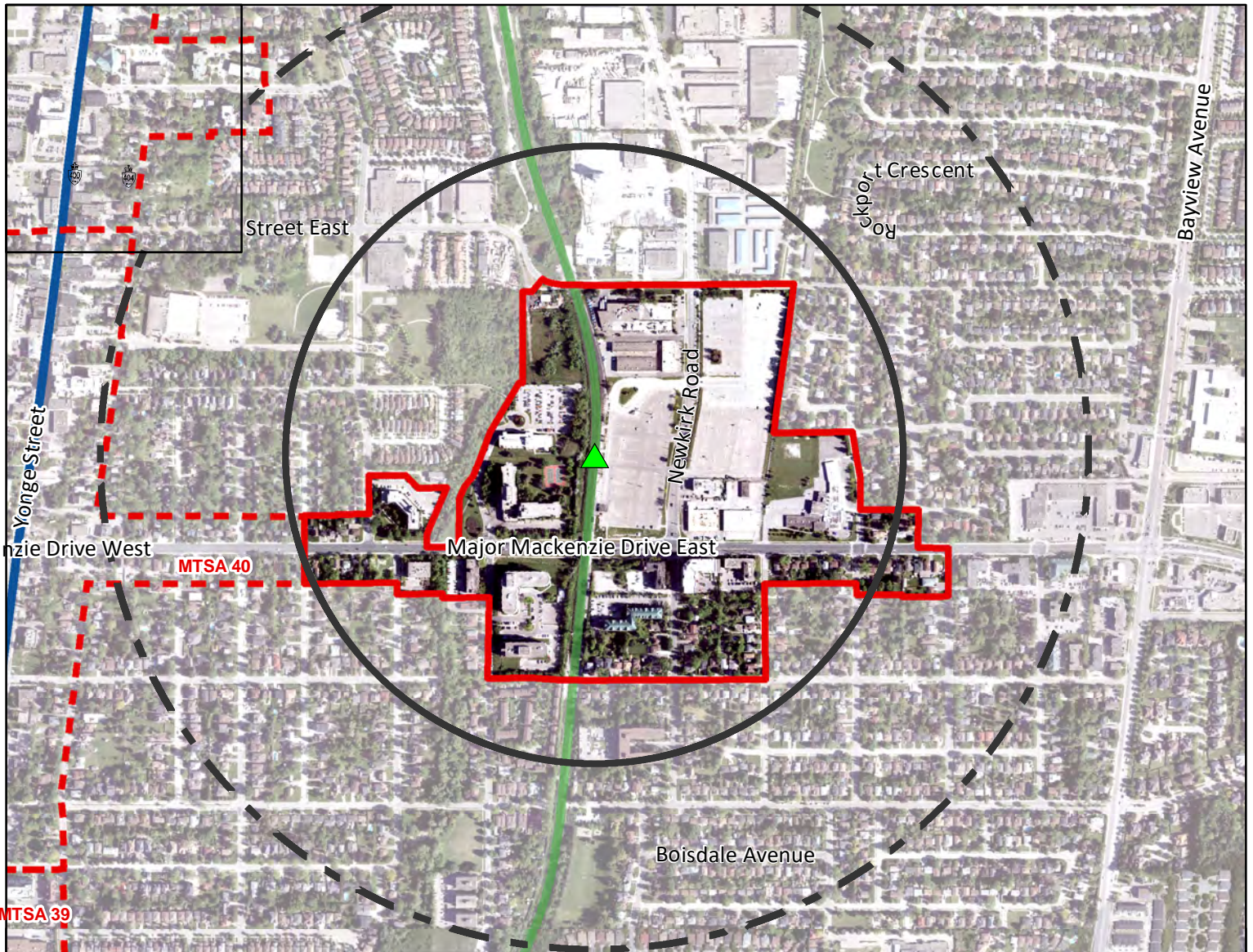
<sup>1</sup> Values are rounded to the nearest 5 People & Jobs per Hectare

<sup>2</sup> Values are rounded to the nearest 5%



# Richmond Hill GO Station

Near Newkirk Rd. and Major Mackenzie Dr. East, Richmond Hill

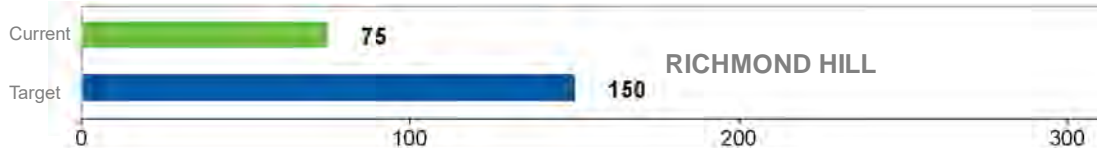


## Legend

- Major Transit Station** Other GO Rail Station
- Adjacent Draft MTSA Boundary
- 500m Radius
- Priority Transit Corridor** BRT
- 800m Radius
- Other Transit Corridor** GO Rail
- Draft MTSA Boundary

**Royal Orchard  
Subway  
Gross Area:**  
22.10 ha

### Density (People & Jobs per Hectare) <sup>1</sup>



### Population/Job Split <sup>2</sup>



0 100 200 m



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February 2020

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<sup>1</sup> Values are rounded to the nearest 5 People & Jobs per Hectare

<sup>2</sup> Values are rounded to the nearest 5%

**Summary of Feedback on Proposed Major Transit Station Areas from the  
Planning for Intensification Background Report ([April 2019](#))**

Stakeholder	Theme(s)	Regional Response(s)
<b>Local Municipalities</b>		
Town of Aurora	<ul style="list-style-type: none"> <li>Suggested minor boundary adjustments to Aurora GO Station MTSA</li> </ul>	<ul style="list-style-type: none"> <li>Modifications to the Aurora GO Station MTSA boundary were incorporated in one area; remaining suggestions to be reviewed</li> </ul>
Town of East Gwillimbury	<ul style="list-style-type: none"> <li>No further comments on draft boundary and density targets provided beyond discussions held as part of developing the draft MTSA boundaries and minimum density targets</li> </ul>	N/A
Township of King	<ul style="list-style-type: none"> <li>No further comments on draft boundary and density targets provided beyond discussions held as part of developing the draft MTSA boundaries and minimum density target</li> </ul>	N/A
Town of Newmarket	<ul style="list-style-type: none"> <li>Suggested MTSA boundary should align with the Mulock Station Area Secondary Plan</li> </ul>	<ul style="list-style-type: none"> <li>Comments received will be reviewed as the Mulock Station public consultation progresses</li> </ul>
City of Markham	<ul style="list-style-type: none"> <li>Comments regarding the inclusion of natural heritage systems and schools for MTSA</li> </ul>	<ul style="list-style-type: none"> <li>Natural heritage systems along the edge of MTSA are included to create a continuous boundary or to eliminate holes or gaps within the MTSA</li> <li>Schools are included due to the jobs that contribute to the density and the potential for redevelopment in the long term</li> </ul>

Stakeholder	Theme(s)	Regional Response(s)
	<ul style="list-style-type: none"> <li>• Suggested consistent density targets for MTSA's along Highway 7 BRT/Regional Centres</li> </ul>	<ul style="list-style-type: none"> <li>• Individual MTSA's have differing targets on the same corridor due to local context and a consistent density target will not be applied across all MTSA's located along the same corridor</li> </ul>
	<ul style="list-style-type: none"> <li>• Comments and suggestions for minor boundary adjustments for a number of MTSA's including:               <ul style="list-style-type: none"> <li>○ 14<sup>th</sup> Avenue GO Station</li> <li>○ Allstate Parkway BRT Station</li> <li>○ Cornell BRT Station</li> <li>○ Entreprise BRT Station</li> <li>○ Langstaff/Longbridge Subway Station</li> <li>○ McCowan BRT Station</li> <li>○ Milliken GO Station</li> <li>○ Montgomery BRT Station</li> <li>○ Mount Joy GO Station</li> <li>○ Post BRT Station</li> <li>○ Unionville GO Station</li> <li>○ Royal Orchard Subway Station</li> <li>○ Town Centre BRT Station</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Comments received and will be considered for the final MTSA report</li> </ul>
	<ul style="list-style-type: none"> <li>• Suggested the relocation of the 14<sup>th</sup> Avenue MTSA to Denison Street and Kennedy Road</li> </ul>	<ul style="list-style-type: none"> <li>• Identification of this location as a MTSA is pending final decision from Metrolinx</li> </ul>
City of Richmond Hill	<ul style="list-style-type: none"> <li>• Suggested boundary adjustments for some MTSA's including:               <ul style="list-style-type: none"> <li>○ Bathurst-Highway 7 BRT Station</li> <li>○ Bayview BRT Station</li> <li>○ Leslie-Highway 7 BRT Station</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Comments received and will require further analysis to be considered in the final MTSA report</li> </ul>

Stakeholder	Theme(s)	Regional Response(s)
	<ul style="list-style-type: none"> <li>• Suggested revising projected population to employment ratio for some MTSAs including:               <ul style="list-style-type: none"> <li>○ Crosby BRT Station</li> <li>○ East Beaver Creek BRT Station</li> <li>○ Elgin Mills BRT Station</li> <li>○ Leslie-Highway 7 BRT Station</li> <li>○ Weldrick BRT Station</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Comments received and will require further analysis to be considered in the final MTSA report</li> </ul>
	<ul style="list-style-type: none"> <li>• Suggested the inclusion of additional MTSAs including:               <ul style="list-style-type: none"> <li>○ Richmond Hill GO Station</li> <li>○ Gormley GO Station</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Richmond Hill GO MTSA has been added to the Region's MTSA network</li> <li>• Gormley GO station has not been added to the Region's MTSA network as it would not meet the Growth Plan minimum required density target and is located within the Greenbelt with limited development potential. It is the Region's approach to include additional MTSAs that have the potential to achieve Growth Plan minimum density targets, even though transit stations located beyond Provincial Transit Corridors are not subject to Growth Plan minimum density targets.</li> </ul>
City of Vaughan	<ul style="list-style-type: none"> <li>• Suggested lower density targets for some MTSAs including:               <ul style="list-style-type: none"> <li>○ Creditstone BRT Station</li> <li>○ Vaughan Metropolitan Centre Subway Station</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Comments received and will require further analysis to be considered in the final MTSA report</li> </ul>

Stakeholder	Theme(s)	Regional Response(s)
	<ul style="list-style-type: none"> <li>• Concerns with inclusion of low density residential dwellings within MTSA's that are rear lotted, natural heritage systems and schools for MTSA's including:               <ul style="list-style-type: none"> <li>○ Atkinson BRT Station</li> <li>○ Bathurst BRT Station</li> <li>○ Concord BRT Station</li> <li>○ Keele BRT Station</li> <li>○ Kirby GO Station</li> <li>○ Pine Valley BRT Station</li> <li>○ Rutherford GO Station</li> <li>○ Taiga BRT Station</li> <li>○ Wigwoss-Helen BRT Station</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Natural heritage areas along the edge of MTSA's are included to create a continuous boundary or to eliminate holes or gaps within the MTSA</li> <li>• Schools are included due to the jobs that contribute to the density</li> <li>• Single-detached houses that are part of subdivisions located in close proximity to the transit station will continue to be included in MTSA boundaries</li> </ul>
	<ul style="list-style-type: none"> <li>• Concerns regarding the proposed density target and location in the provincial Parkway Belt for the MTSA at:               <ul style="list-style-type: none"> <li>○ Highway 407 Subway Station</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Comments received and will require further analysis to be considered in the final MTSA report</li> </ul>
	<ul style="list-style-type: none"> <li>• Suggested additional MTSA's along the:               <ul style="list-style-type: none"> <li>○ Jane Street BRT Corridor</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Recommending MTSA's on Other Transit Corridors generally be located on a Regional corridor, have planned intensification potential, have some certainty for approved or committed funding for construction and/or have the potential to become a required MTSA through a future extension of the Province's Priority Transit Corridor.</li> <li>• These stations can be reassessed and considered at the next MCR or when there is more certainty around funding</li> </ul>

Stakeholder	Theme(s)	Regional Response(s)
		for these stations.
Town of Whitchurch-Stouffville	<ul style="list-style-type: none"> <li>• Provided draft Lincolnville MTSA boundary as a result of secondary plan process</li> </ul>	<ul style="list-style-type: none"> <li>• Draft Lincolnville boundary to be included in MTSA delineation</li> </ul>
<b>External Stakeholders</b>		
Metrolinx	<ul style="list-style-type: none"> <li>• Supported only existing or funded transit stations</li> </ul>	<ul style="list-style-type: none"> <li>• All existing and fully funded transit stations on Provincial Priority Transit Corridors were considered to be part of the Region's MTSA network</li> <li>• All five planned subway stations on the Yonge North Subway Extension corridors were included in the MTSA network</li> <li>• Recommending MTSA's on Other Transit Corridors generally be located on a Regional corridor, have planned intensification potential, have some certainty for approved or committed funding for construction and/or have the potential to become a required MTSA through a future extension of the Province's Priority Transit Corridor.</li> </ul>
York Region Rapid Transit Corporation (YRRTC)	<ul style="list-style-type: none"> <li>• Request the protection of unfunded rapid transit corridors in the Region through identifying MTSA's</li> <li>• Comments regarding the boundary considerations and additional MTSA's to be considered in the Region's MTSA network</li> <li>• Requested the Region's methodology guide</li> </ul>	<ul style="list-style-type: none"> <li>• Comments received and will require further analysis to be considered in the final MTSA report</li> </ul>

Stakeholder	Theme(s)	Regional Response(s)
	to delineating and setting density targets for MTSA's	
Toronto Region Conservation Authority (TRCA)	<ul style="list-style-type: none"> <li>Identified floodplain areas, restriction levels, and natural heritage system areas for a number of MTSA's</li> </ul>	<ul style="list-style-type: none"> <li>Information provided was incorporated into MTSA boundary delineations. Some NHS areas are included to create a contiguous boundary with adjoining MTSA's, eliminating any holes or gaps</li> </ul>
Lake Simcoe Region Conservation Authority (LSRCA)	<ul style="list-style-type: none"> <li>No comments received</li> </ul>	N/A
York Catholic and York District School Boards (joint response)	<ul style="list-style-type: none"> <li>Agree with the inclusion of existing and designated school sites within MTSA's where appropriate, but exclude them from the density calculations</li> </ul>	<ul style="list-style-type: none"> <li>All parcels within an MTSA are included in the density calculation for people, jobs or both; inclusion of schools is included due to the number of jobs that contributes to the density</li> </ul>
Public	<ul style="list-style-type: none"> <li>Recognized the importance of intensification to support transit and suggested areas for potential redevelopment</li> <li>Supported active transportation connections and increased opportunities for transportation options within and around MTSA's</li> <li>Comments regarding revitalization opportunities within certain MTSA's</li> <li>Comments regarding the desire for more walkable and environmentally friendly communities built with attractive urban form within and around MTSA's</li> </ul>	<ul style="list-style-type: none"> <li>Comments received and will be considered for the final MTSA report</li> </ul>

Stakeholder	Theme(s)	Regional Response(s)
	<ul style="list-style-type: none"> <li>• Support for different built forms and mixed-use development within MTSAs, and minimizing big-box developments</li> <li>• Suggestion of additional stations on Other Transit Corridors to be included as MTSAs</li> <li>• Minor adjustments to boundary and/or density targets</li> <li>• Concerns with increased traffic congestion and impact on community amenities</li> <li>• Comments regarding the current low level of transit use and infrequent service levels and concerns as to why additional infrastructure is needed</li> <li>• Comments received regarding the desire for additional community amenities such as parks and dog parks</li> <li>• Comments regarding transit infrastructure timing, especially of proposed GO stations</li> </ul>	
<b>Land Owners</b>		
Evans Planning Inc. on behalf of Ms. Asha Rani Batra	<ul style="list-style-type: none"> <li>• Inclusion of subject properties on the northwest corner of Highway 404 and Stouffville Road in potential Gormley GO Station MTSA</li> </ul>	<ul style="list-style-type: none"> <li>• Gormley GO station has not been added to the Region's MTSA network as it would not meet the Growth Plan minimum required density target and is located within the Greenbelt with limited development potential. It is the Region's approach to include additional MTSAs that have the potential to achieve Growth Plan minimum density targets, even though transit stations located beyond</li> </ul>



Stakeholder	Theme(s)	Regional Response(s)
		Provincial Transit Corridors are not subject to Growth Plan minimum density targets.
Gatzios Planning + Development Consultants Inc. on behalf of Enterprise Boulevard Inc.	<ul style="list-style-type: none"> <li>• Revise the area MTSAs so that two properties north and south of Enterprise Boulevard and east of Ravis Road be included in the Unionville GO Station MTSA boundary as opposed to the Enterprise BRT Station MTSA</li> <li>• Support higher density targets</li> </ul>	<ul style="list-style-type: none"> <li>• Subject properties are closer to the Enterprise BRT Station and continue to be within this MTSA</li> <li>• Proposed density targets for both MTSAs are above the Growth Plan minimum</li> <li>• Density targets are an average of densities of properties within the entire MTSA which allows site specific densities to be higher or lower than the target</li> </ul>
Gatzios Planning + Development Consultants Inc. on behalf of Greenpark Group	<ul style="list-style-type: none"> <li>• Supports delineation and density target of Royal Orchard BRT Station MTSA and the inclusion of 10 Royal Orchard Boulevard in this MTSA</li> </ul>	<ul style="list-style-type: none"> <li>• Agree with inclusion of the noted property</li> </ul>
Goldberg Group on behalf of Baif Developments Ltd.	<ul style="list-style-type: none"> <li>• Request higher density for Major Mackenzie BRT Station MTSA where subject properties are located</li> </ul>	<ul style="list-style-type: none"> <li>• Comments received and will require further analysis to be considered in the final MTSA report</li> </ul>
Goldberg Group on behalf of Acorn Development Corporation	<ul style="list-style-type: none"> <li>• Inclusion of subject property at northwest corner of Major Mackenzie Drive and Arnold Crescent in the Major Mackenzie BRT Station MTSA</li> </ul>	<ul style="list-style-type: none"> <li>• Comments received and will require further analysis to be considered in the final MTSA report</li> </ul>
Goldberg Group on behalf of Whitehorn Investments Ltd., 891566 Ontario Ltd., and	<ul style="list-style-type: none"> <li>• Inclusion of subject property adjacent South Hill Shopping Centre at the northeast corner Yonge Street and 16<sup>th</sup> Avenue and railway in</li> </ul>	<ul style="list-style-type: none"> <li>• Further investigation required to determine if subject property is within the municipality's Natural Heritage System designation</li> </ul>

Stakeholder	Theme(s)	Regional Response(s)
Ledbrow Investments Ltd.	the 16 <sup>th</sup> -Carrville BRT Station MTSA	
Humphries Planning on behalf of NSDM2 Corporation	<ul style="list-style-type: none"> <li>• Inclusion of 66 Roxborough Road in the Southlake BRT Station MTSA</li> </ul>	<ul style="list-style-type: none"> <li>• Comments received and will require further analysis to be considered in the final MTSA report</li> </ul>
LandLaw	<ul style="list-style-type: none"> <li>• Inclusion of 8100 Yonge Street, Vaughan into the Langstaff/Longbridge Subway Station MTSA</li> </ul>	<ul style="list-style-type: none"> <li>• Subject property included in the draft Royal Orchard Subway Station MTSA</li> </ul>
Malone Given Parsons Ltd. on behalf of the Stouffville Phase 3 East Landowners Group	<ul style="list-style-type: none"> <li>• Exclude the area west of the railway line on draft delineated Lincolnville GO Station MTSA</li> <li>• Concerned density target is too high in an area surrounded by rural lands</li> </ul>	<ul style="list-style-type: none"> <li>• Draft Lincolnville boundary excludes lands west of railway</li> <li>• The Growth Plan minimum density target is proposed for the Lincolnville GO Station MTSA</li> <li>• The Town's Land Use Study indicates that the proposed density target is achievable</li> </ul>
Malone Given Parsons Ltd. on behalf of the Portage Landowners Group	<ul style="list-style-type: none"> <li>• Inclusion of properties on Portage Parkway between Applewood Crescent and Jane Street in Vaughan in the Commerce BRT Station and Vaughan Metropolitan Centre Subway Station MTSA</li> </ul>	<ul style="list-style-type: none"> <li>• Comments received and will require further analysis to be considered in the final MTSA report</li> </ul>
MPLAN Inc.	<ul style="list-style-type: none"> <li>• Suggested the inclusion of additional MTSA's including: <ul style="list-style-type: none"> <li>○ Richmond Hill GO Station</li> <li>○ Gormley GO Station</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Richmond Hill GO MTSA has been added to the Region's MTSA network</li> <li>• Gormley GO station has not been added to the Region's MTSA network as it would not meet the Growth Plan</li> </ul>

Stakeholder	Theme(s)	Regional Response(s)
		<p>minimum required density target and is located within the Greenbelt with limited development potential. It is the Region's approach to include additional MTSA that have the potential to achieve Growth Plan minimum density targets, even though transit stations located beyond Provincial Transit Corridors are not subject to Growth Plan minimum density targets.</p>
MSH Plan	<ul style="list-style-type: none"> <li>Inclusion of subject property at southeast corner of Times Avenue and Highway 7 in an MTSA</li> </ul>	<ul style="list-style-type: none"> <li>Comments received and will require further analysis to be considered in the final MTSA report</li> </ul>
Paul Cooke	<ul style="list-style-type: none"> <li>Inclusion of 111 Metcalfe Street in Aurora GO Station MTSA</li> </ul>	<ul style="list-style-type: none"> <li>Received comments from Town staff regarding noted property</li> <li>Comments received and will require further analysis to be considered by Regional staff in the final MTSA report</li> </ul>
Remington Group Inc.	<ul style="list-style-type: none"> <li>Questions regarding the assumptions used to determine density and jobs for Warden BRT Station MTSA</li> </ul>	<ul style="list-style-type: none"> <li>Staff responded by email to explain population calculations, people per unit (PPU) assumptions, employment survey information, work at home assumptions, and job density assumptions</li> </ul>
Weston Consulting on behalf of 1529749 Ontario Ltd. Co.	<ul style="list-style-type: none"> <li>Supports delineation and density target of Disera/Promenade BRT Station MTSA and the inclusion of 7700 Bathurst Street in this MTSA</li> </ul>	<ul style="list-style-type: none"> <li>Agree with inclusion of the noted property</li> </ul>

<b>Stakeholder</b>	<b>Theme(s)</b>	<b>Regional Response(s)</b>
Weston Consulting on behalf of land owner	<ul style="list-style-type: none"><li>• Inclusion of 4850 Highway 7 and 79 Arrowhead Drive in the Wigwoss-Helen BRT Station MTSA</li></ul>	<ul style="list-style-type: none"><li>• Agree with inclusion of the 2 noted properties</li></ul>

## **Regional Council Decision - Planning for Employment and Employment Conversions**

On April 2, 2020 Regional Council made the following decision:

1. Staff be directed to hold a public information centre on the employment areas proposed for designation and staff recommendations on site specific employment area conversion requests as outlined in this report and report back to Council.
2. The Regional Clerk forward this report to the Minister of Municipal Affairs and Housing and the Clerks of the local municipalities.

The original staff report is enclosed for your information.

Please contact Paul Bottomley, Manager, Policy, Research, and Forecasting at 1-877-464-9675 ext. 71530 if you have any questions with respect to this matter.

Sincerely,

**Christopher Raynor** | Regional Clerk, Office of the Regional Clerk, Corporate Services

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1-877-464-9675 ext. 71300 | [christopher.raynor@york.ca](mailto:christopher.raynor@york.ca) | [york.ca](http://york.ca)

Our Mission: **Working together to serve our thriving communities – today and tomorrow**



# The Regional Municipality of York

Committee of the Whole  
Planning and Economic Development  
March 12, 2020

Report of the Commissioner of Corporate Services and Chief Planner

## Planning for Employment and Employment Conversions

### 1. Recommendations

1. Staff be directed to hold a public information centre on the employment areas proposed for designation and staff recommendations on site specific employment area conversion requests as outlined in this report and report back to Council.
2. The Regional Clerk forward this report to the Minister of Municipal Affairs and Housing and the Clerks of the local municipalities.

### 2. Summary

The Growth Plan for the Greater Golden Horseshoe (Growth Plan) and Provincial Policy Statement (PPS) require municipalities to plan for employment by ensuring land is available in appropriate locations to accommodate employment to 2041 and beyond. This includes a new requirement to designate employment areas in the Regional Official Plan and assess site specific requests for employment area conversion. This report proposes employment area mapping and sets out staff recommendations in response to 71 site specific requests for employment area conversion.

Key Points:

- Protection of strategically located employment areas contributes to the Region's long term prosperity and viability
- Staff worked collaboratively with local municipalities to complete a comprehensive assessment of the Region's employment areas, including evaluation of 71 site specific conversion requests
- 11,000 hectares of employment areas has been identified as appropriate for designation in the Regional Official Plan
- Employment area conversion requests are a direct input to the Region's land needs assessment to determine additional settlement area land needs to accommodate future growth

- The public information centre will provide the opportunity for the public and interested stakeholders to comment on the proposed employment area mapping

### 3. Background

#### **Provincial policies support protection of employment areas**

Provincial policies recognize that the preservation of employment areas is an important planning tool for securing the Region's economic future. The PPS recognizes the need to protect and preserve employment areas for current and future uses, especially in prime locations along 400-series highways and other major goods movement corridors. Stressing the importance of employment lands to the vitality of the Region, the PPS allows planning authorities to plan beyond a 20 year horizon for the long-term protection of employment areas, provided lands are not designated beyond the 20 year planning horizon (i.e. lands could be identified in the Regional Official Plan (ROP) for future employment uses).

The Growth Plan sets population and employment forecasts of 1.79 million people and 900,000 jobs in 2041 which are to be used as the basis for land use planning and managing growth in York Region. The Growth Plan supports achievement of complete communities including protection of employment areas and sets out new policies that protect employment areas critical to the local and provincial economy. Provincially Significant Employment Zones (PSEZ) are strategically located areas of high economic output that provide opportunities to improve coordination between land use planning, economic development, and infrastructure investments to support job creation over the longer-term. The Growth Plan identifies four zones within the Region which collectively cover a significant portion of the Region's employment land base in southern York Region.

#### **For the first time, the Province requires York Region to assess employment area conversion requests and designate employment areas in the Regional Official Plan**

New policy direction in the Growth Plan requires upper and single-tier municipalities to designate and set density targets for employment areas in the ROP and to assess requests for employment land conversion. These are new Regional responsibilities whereas previously, employment designations were only included in local municipal official plans. Following completion of the Region's current Municipal Comprehensive Review (MCR), the ROP will include an employment area designation.

An employment area conversion occurs when a site that is designated as employment area within an official plan is re-designated to accommodate non-employment uses such as residential or major retail. The Growth Plan states that conversion of employment areas (including areas located within PSEZ) to non-employment uses may only be permitted through an MCR based on criteria.



## Extensive research and background work has been undertaken to inform proposed employment area boundaries

Planning for employment is a key component of the MCR. Assessing employment areas and conversion requests through the MCR process allows for the comprehensive application of all policies in the Growth Plan. Regional staff provided Council with an update on the process of assessing employment areas and site specific conversion requests in October 2019.

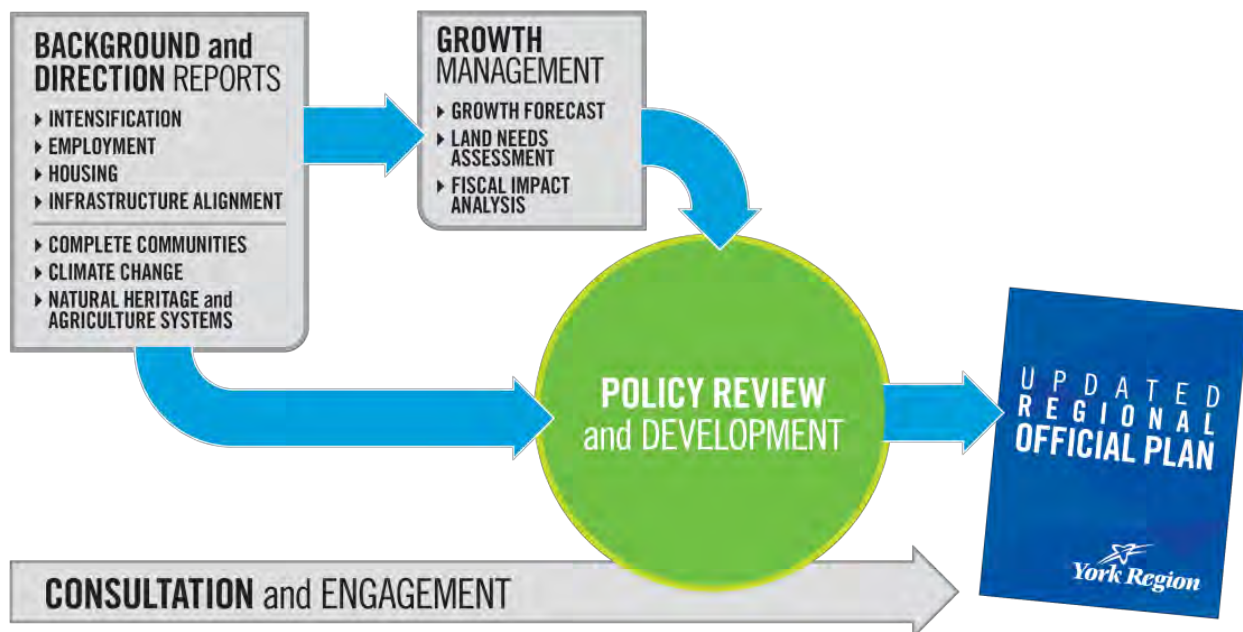
The following reports to Council and background work support planning for employment in the Region and were used to inform staff recommendations on the proposed employment area boundaries and site specific conversion requests found in this report:

- York Region 2017 employment land inventory report in [March 2018](#)
- 2018 Employment and Industry Report in [March 2019](#)
- Employment Area Conversion Criteria report in [March 2019](#)
- Planning for Employment Background Report including historical and future employment trends, Employment Area Profiles and the Hemson Consulting Future Employment Trends study in [May 2019](#)
- Employment Area Conversion Process Update report in [October 2019](#)

These background reports form part of a series of reports and studies summarized in Figure 1 associated with the Region's MCR.

**Figure 1**

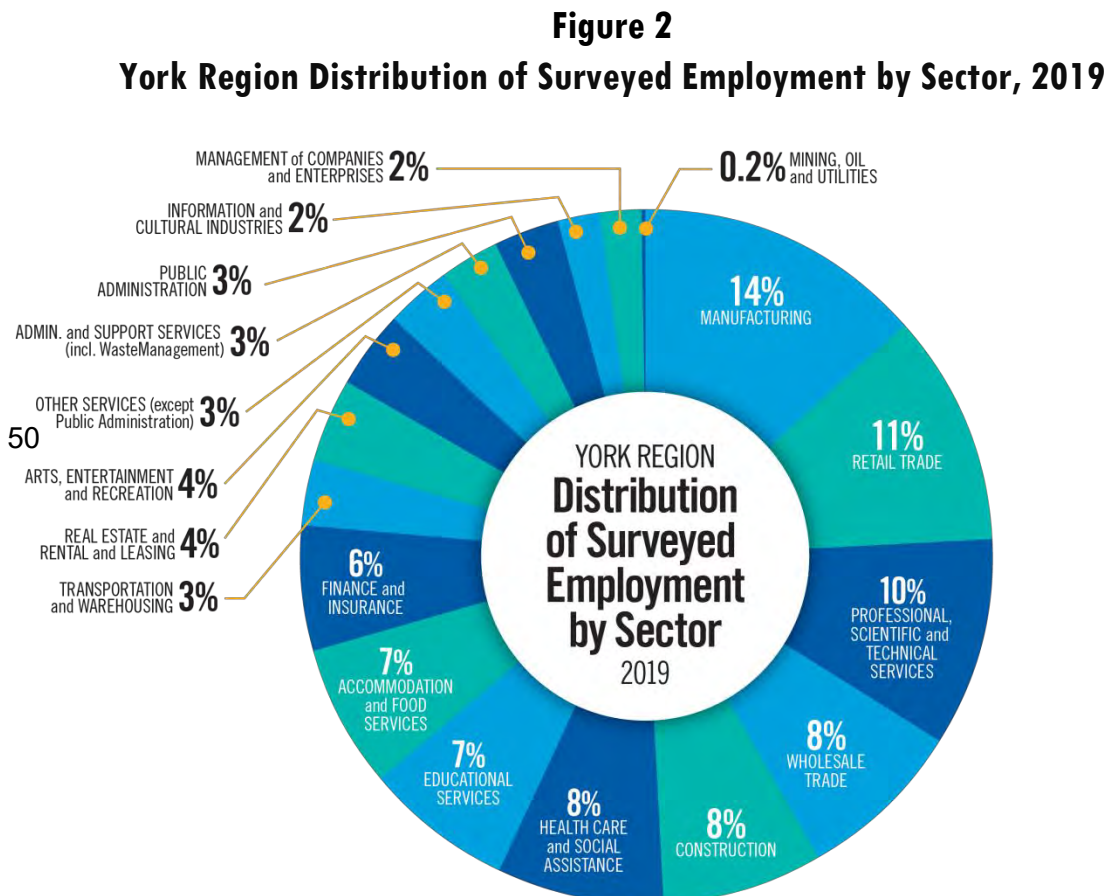
### Municipal Comprehensive Review Components



## Long term protection of employment areas is important to the Regional economy

York Region is committed to maintaining and enhancing the long term viability of employment lands and recognizes the strategic role they play in the Regional economy. ROP policies strive to ensure long term supply and effective planning of employment lands to deliver future jobs across the Region. Existing employment policies aim to protect employment areas over the long term by prohibiting conversions to non-employment uses, prohibiting major retail uses and limiting ancillary retail uses to 15% of the employment area defined in the local municipal official plan.

As of mid-year 2019, there was an estimated 654,650 jobs in York Region. Since 2001, York Region's employment has grown by over 269,000 jobs, representing a strong average annual growth rate of 3%. The Region contains one of the largest business hubs in the GTA and is home to a number of global companies across a range of key industries including information and communications technology (ICT), finance and business services, distribution and logistics and manufacturing. Employment areas contain over 50% of the Region's employment base and strengthen the Region's economic resilience by supporting a diverse range of businesses (see Figure 2). Continuing to preserve areas designated for employment will contribute to the Region's economic competitiveness and marketability. Employment areas accommodate high quality, good paying jobs, attract new businesses and allow for the expansion of existing operations.



Source: York Region Planning and Economic Development Branch, 2019 Employment Survey

## **Council endorsed conversion criteria in March 2019**

The Growth Plan contains conversion policies that must be considered when assessing conversion requests. Regional staff identified a need for additional criteria to assist with assessing the context of the Region's employment areas. York Region staff in partnership with local municipal staff developed criteria that expand on the Growth Plan criteria (Attachment 1). The criteria provided a comprehensive and equitable approach to assessing conversion requests and were approved by Council in March 2019. The criteria reflect the core principles of supply, viability, access, infrastructure and protection of Region-wide interests. These principles align with conversion policies in the Growth Plan and ROP and work together to support the Region's long term vision. The core principles are reflected in staff recommendations for site specific conversion requests and the proposed ROP employment area mapping.

## **4. Analysis**

### **Local municipal designations provided the basis for comprehensive assessment of Regional employment areas**

Regional staff, in partnership with local municipal staff, undertook a broad analysis and assessment of employment areas in the Region to identify areas appropriate for designation as employment in the ROP. York Region's 2017 employment land inventory, which is based on lands designated employment within local municipal official plans, was used as the basis of staff's assessment of employment areas. The assessment included a review of all lands within employment areas. While informed by the Council endorsed conversion criteria and assessment of site specific conversion requests, the following additional considerations resulted in further refinements to employment area boundaries:

- protecting core and strategic areas while considering areas that would be more appropriate for more permissive uses (both employment and non-employment)
- the context within the regional and local structure
- implications to the land budget and infrastructure
- emerging employment trends that influence the way we plan for future employment needs

### **The Region received 71 requests for employment area conversion through the Municipal Comprehensive Review**

Pressures to convert to non-employment uses persist across all municipalities in the Greater Golden Horseshoe, including York Region. Much of the pressure to convert employment areas to non-employment uses can be attributed to certain land uses, such as residential, retail and commercial, having higher market values and a tendency to be more profitable. Through the MCR, the Region has received a total of 71 requests for employment area conversions. Together, these requests cover approximately 669 hectares (1,653 acres) of

employment land, which is the equivalent of approximately one and a half concession blocks, and account for an estimated 6% of the Region's total 2017 employment area land base. Requests for conversion are within eight of the Region's nine local municipalities (see Table 1).

**Table 1**  
**Total Number of Conversion Requests**

<b>Municipality</b>	<b>Number of Conversions</b>	<b>Total Gross Area (Ha)</b>
Aurora	8	25
East Gwillimbury	0	0
Georgina	2	24
King	3	31
Markham	12	82
Newmarket	3	37
Richmond Hill	11	55
Vaughan	30	388
Whitchurch-Stouffville	2	29
<b>Total</b>	<b>71</b>	<b>669</b>

### **A comprehensive evaluation of site specific conversion requests was undertaken to inform employment area mapping**

Using the Regional Council endorsed conversion criteria, an internal team of planning and economic development staff undertook a comprehensive evaluation of each employment area conversion request. The criteria were used by staff to inform recommendations on whether a conversion request is appropriate and enhances policy objectives in the ROP, or if it will negatively impact the long term supply and/or viability of employment areas. Local municipal staff and local municipal Council input on conversion requests was considered through the comprehensive assessment. Regional staff undertook extensive consultation (see Attachment 2) through a series of individual meetings with land owners to discuss the initial site specific conversion evaluation and with adjacent landowners who were notified through a mail out.

## **Economic viability is an important consideration in the assessment of employment areas**

York Region's employment areas provide landowners and end users with a broad range of market choice with respect to site selection, size, and transportation access/exposure. These areas often provide the only viable option for businesses requiring separation from residential and other uses that are sensitive to noise, activity or odour. Preserving the economic viability of an employment area is a key principle of the York Region conversion criteria. Economic viability of an employment area will help secure its ability to operate successfully and sustain success over the long term. When assessing employment areas, including site specific conversion requests, factors including impacts to existing businesses operations, opportunities for future business investment, linkages between businesses and compatibility of land uses need to be considered.

Employment land conversions can impact remaining employment lands as they result in a permanent loss of employment land and opportunities for future employment land development. Between 2012 and 2016, approximately 240 hectares of land in employment areas were converted through local Official Plan Amendments. Conversion of lands puts pressures on remaining lands and in some instances restricts the operations of nearby employment uses thereby encouraging the conversion of additional nearby lands to non-employment uses. A number of the Region's conversion requests are likely a result of this precedent-setting pattern, whether it be from requests made in this MCR or results of past conversions. This can jeopardize the economic viability of remaining employment lands and result in the displacement of businesses to outside of the Region, disrupt economic synergies in the area, reduce the diversity of future employment opportunities, discourage future business attraction and potentially result in job loss.

## **Forecast demand for employment land in York Region is anticipated to remain strong**

The Region's preliminary employment forecast, developed using the May 2018 Land Need Assessment methodology, has been used to inform assessment of requests for employment area conversions. Based on current Growth Plan projections, the Region is forecast to grow by an estimated 245,350 jobs between 2019 and 2041 to reach its employment forecast of 900,000. Informed by extensive background analysis presented in [May 2019](#), including a report from Hemson Consulting predicting future employment trends, Figure 3 summarizes the preliminary employment demand forecast to 2041 by employment type. Definitions of different employment types and high level forecast considerations informing the distribution below can be found in Attachment 3.

**Figure 3****Preliminary employment forecast growth by type**

2016-2041 Employment Growth – 299,000 jobs			
Major Office Jobs	Employment Area Jobs	Population Related Jobs	Rural Area Jobs
77,000 jobs (26%)	108,000 jobs (36%)	111,000 jobs (37%)	3,000 jobs (1%)

The employment area category has a direct impact on the assessment of employment area conversions. Two of five mandatory Growth Plan criteria speak to a demand-supply analysis.

A demand-supply analysis in employment areas is also the fundamental determinant of whether an urban boundary expansion is required to accommodate employment growth to the planning horizon.

Employment area supply is determined based on the boundaries proposed for designation in Attachment 4 and informed by forecast density assumptions on vacant lands as well as an assumption for employment growth within existing built space found in Attachment 3. Compared to employment area demand of 108,000 jobs in Figure 3, it is estimated that the Region's employment areas have capacity for growth of approximately 113,000 jobs. This adequate supply provided the flexibility to support some conversion of employment area without having negative implications to the Region's employment area supply.

### **Employment conversions have a direct impact on the Region's ability to preserve a diverse supply of employment land and meet long-term employment needs**

Encouraged by the PPS, a supply that exceeds forecast demand is permitted and beneficial to the Region as it provides flexibility and locational choice in the competitive GTHA market for prospective businesses. Conversion of a large quantum of employment land beyond what is being recommended by staff would result in a deficit of employment land when compared to the estimated demand. When land previously designated for employment is converted to non-employment uses, the associated job potential no longer contributes to the employment land supply side of the analysis, making it more challenging for the Region to accommodate forecast employment land demand. Sites converted to non-employment uses, including sites proposed for mixed uses, are counted towards the supply of community land and may provide additional residential supply and/or contribute towards the supply of other employment types such as population-related or major office.

## **York Region has a supply of approximately 173,000 housing units that can accommodate residential growth**

The Region has a healthy supply of residential units with an estimated 172,800 units under application or within approved designated areas as of mid-2019 - over half (55%) of these are ground-related units (singles, semi-detached and rows). Additional residential supply through employment area conversions could result in the Region being over designated from a community land perspective, meaning that the existing urban boundary could accommodate growth beyond the 2041 planning horizon. Another important employment area conversion consideration is that residential developments have far more flexibility in where they can locate compared to employment area uses.

## **Conversion of employment lands can impact local municipal forecasts and increase demand on infrastructure**

Conversions to non-employment uses can impact the distribution of employment growth in the Region and a local municipality's ability to provide live-work opportunities for residents. Given that employment area conversions reduce a local municipality's supply of employment land for future job potential, Regional demand is likely to be distributed elsewhere. In a municipality that already has a limited supply of employment land, additional conversions may result in a significant reduction in the potential for future employment area employment growth. Additional information on the Region's employment land supply by local municipality and its relationship to preliminary estimates of local municipal demand can be found in Attachment 3.

Conversions can also place a greater burden on infrastructure. This occurs for three primary reasons:

- In the long term, conversion to residential uses may trigger the need to prematurely introduce new water and wastewater infrastructure to address higher flows than initially planned
- Employment area conversions to residential uses may result in water-wastewater servicing allocation needing to be re-distributed from other planned residential areas, resulting in competition for growth
- Traffic congestion will increase if large areas across the Region are converted in areas that may not have the roads and transit infrastructure to support increased residential development and introduce conflict with goods movement corridors which support employment activities that require truck and rail traffic

Where employment land conversions are supported in areas of water or wastewater constraints, development will be subject to timing of infrastructure approvals and completion, and confirmation of adequate services and allocation as confirmed by the local municipality. In some instances, infrastructure constraints have been a factor in conversions not being supported as introducing residential land uses will result in water or wastewater demand that exceeds the capacity of existing or planned infrastructure.

Permitting the conversion of employment lands to allow residential uses can result in a lack of necessary public service facilities such as recreation, schools, parks, and cultural services. Ensuring the provision of these services for residents contributes to the achievement of a complete community and provides for a high quality of life. By permitting residential uses in employment areas, residents do not have access to necessary community amenities which in turn can result in additional conversion pressures to the surrounding employment lands.

### **Comprehensive assessment informed employment areas to be designated in the Regional Official Plan**

The employment areas proposed to be mapped in the ROP currently support or have the potential to support the Region's diverse economic base and contribute to key economic clusters in the Region and the GGH. Staff have identified 11,000 hectares of land appropriate for designation as employment in the ROP. These areas are already designated as employment within local municipal official plans and have been captured previously within the Region's employment land inventory.

Of the 71 requests for conversions, 51 are proposed to remain designated as employment in the ROP. These requests are part of viable, strategically located employment areas that contribute to the Regional and Local Municipal economic base and competitiveness and do not satisfy the Council endorsed conversion criteria.

The 51 requests proposed to be designated as employment are generally geographically concentrated along or in proximity to existing or planned 400 series highway and lands surrounding the CP intermodal facility and CN MacMillan yard or fall within employment areas that are recently designated and largely vacant. As these lands are integral to supporting the long term viability of a Provincial goods movement network and long term employment needs, Regional staff propose to map and designate these employment areas in the ROP and are not supportive of conversions within these areas.

Attachment 4 provides mapping of employment areas proposed to be included in the ROP and is reflective of the results of the broader employment area analysis including conversion requests. Attachment 5 provides a summary assessment for each site specific employment area conversion request outlining the primary reasons for including or excluding each site from the employment area mapping.

### **Twenty of the 71 requests for site specific conversion are supported and are not proposed to be mapped as employment in the Regional Official Plan**

A number of conversion requests include concept plans that propose mixed uses including medium to high density residential, rental housing and/or senior residences. Through the application of the conversion criteria and broader employment area assessment, 20 of the 71 site specific conversion requests are supported by staff and not proposed to be mapped as employment in the ROP as they are in a location that is appropriate for these types of uses. These areas are appropriate for non-employment uses as determined through application of criteria or in recognition of the surrounding context that has changed since the lands were originally designated as employment. These areas support the development of transit-supportive, mixed-use communities.



Comprehensive assessment resulted in some areas not subject to conversion requests also being recommended for removal from an employment area. This includes lands with small and isolated parcels, lands within the Greenbelt plan identified as legal non-conforming uses and minor rounding out/boundary clean-ups.

### **Some employment areas are more appropriately designated by local municipalities and not in the Regional Official Plan**

Through the local official plan conformity exercise, local municipalities will be required to maintain and protect employment areas identified in the ROP. Lands not designated employment in the ROP will be at the discretion of the local municipality. Many of the supported 20 conversion requests are proposing a mix of medium to high density uses, however the requests were assessed on the merits of the lands being designated as employment in the ROP and not on the basis of the proposed uses. A local municipality has the ability to maintain an existing employment designation for lands currently designated as employment in their local official plan or to change the designation to permit non-employment uses if not designated employment in the ROP, including the lands of the supported 20 conversion requests. The new ROP will propose a policy framework which will encourage lands identified as employment at the local municipal level, but not at the Regional scale, to continue to be mapped and protected for employment uses in local official plans. These lands (if identified as employment at the local municipal level) will continue to be considered in the Regional employment land inventory.

### **Extensive collaboration with local municipalities was undertaken to determine proposed employment area mapping**

Local municipalities are an important part of planning for employment as the unique context of each municipality should be considered when determining where to plan for employment. Regional staff and local municipal staff worked together extensively to assess existing employment areas and site-specific conversion requests through a series of workshops, one on one meetings, meetings with landowners and MCR working group meetings (see Attachment 2). Local municipal Council positions on employment area planning including site specific conversion requests have been received from a number of municipalities and were considered through the development of Regional staff recommendations. Regional staff worked closely with local municipal partners to align on recommendations for site specific conversion requests where possible. Regional staff recommendations on proposed employment area mapping including the assessment of site specific conversion requests are reflective of Region wide interests and maintain Regional employment area planning objectives.

### **Public and stakeholder consultation provides input to employment planning decisions**

Regional staff hosted landowner meetings between July 2019 and January 2020. These meetings provided Regional and local municipal staff with the opportunity to discuss staff's preliminary evaluation of their site. It also allowed landowners to present additional information for staff to consider when finalizing recommendations. Landowners whose final recommendations differed from the preliminary recommendation have been notified.

Properties within 120 metres of each conversion request were notified through a mail out about the conversion request. The notices provided residents and landowners with the opportunity to identify issues of concern and/or express views on the employment area conversion. Comments were received from residents and business owners, including large employers, who identified issues of concern and expressed views on the employment area conversion. Many enquiries were interested in learning more of the employment area conversion process and the MCR, and some about how to submit a request to convert their own property from employment to non-employment uses. There were also comments regarding concerns with traffic congestion and compatibility issues with locating sensitive land uses such as residential in proximity to existing businesses.

## **Regional staff to host planning for employment public information centre in Q2 2020**

Regional staff recommend hosting a Planning for Employment public information centre in Q2 2020 to engage with the public on the proposed employment area mapping. This session will allow interested parties an opportunity to review the proposed employment area mapping and to discuss recommendations on site specific employment conversion requests. Feedback gathered from the session will be used for the purposes of potential further refinement of employment area mapping. Information on the PIC will be shared on the Region's MCR webpage and members of the Region's MCR distribution list will be extended an invitation to attend the drop-in session. Staff will include a summary of comments received at the PIC in a report back to Council in Q2 2020 seeking direction on employment area designations including conversion requests.

## **5. Financial**

Employment areas play a central role in the Region's economy. The availability of a wide range of employment land is integral to the fiscal health of a community and can directly affect economic development and diversification of the assessment base. Employment growth also has the potential to generate spinoff economic benefits. If not assessed carefully and comprehensively, the conversion of employment land can result in the displacement of businesses outside of the Region and in turn negatively impact the Region's diverse economic base.

## **6. Local Impact**

Local municipalities are key partners in the ongoing preservation, enhancement and planning of employment areas. Extensive consultation with local municipal staff and consideration for local municipal council decisions was used to inform recommendations on site specific conversion requests and the proposed employment area mapping in the ROP. As staff continue to work through the MCR, York Region will continue to engage with local municipal staff on updating the Region's population and employment forecast and developing an employment policy framework for the ROP.

## 7. Conclusion

Employment areas are strategic and vital to the Regional economy and act as major drivers of economic activity in the Region. Demand for jobs in employment areas is expected to remain strong in the future. Maintaining an adequate supply of employment lands will be important for all types of industry to provide flexibility for employers in high quality locations over the long term. A comprehensive assessment of employment areas, including the evaluation of site specific conversion requests, identified a number of areas that contribute to the Region's economic vitality and should be protected for the long term.

Local municipalities, through their official plan conformity exercise, will be required to designate and protect areas designated as employment in the ROP. Over the coming months, Regional staff will continue to work with local municipalities and other stakeholders in developing the employment policy framework that continues to protect strategic employment areas for traditional uses while identifying employment areas with increased flexibility. This work is anticipated to be presented in Q2 of 2020 and any refinements to employment area mapping as a result of this work will be reflected in the updated draft ROP.

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For more information on this report, please contact Paul Bottomley, Manager, Policy, Research, and Forecasting at 1-877-464-9675 ext. 71530. Accessible formats or communication supports are available upon request.

Recommended by: **Paul Freeman, MCIP, RPP**  
Chief Planner

**Dino Basso**  
Commissioner of Corporate Services

Approved for Submission: **Bruce Macgregor**  
Chief Administrative Officer

February 28, 2020  
Attachments (5)  
#10510187

## **York Region Employment Area Conversion Criteria**

Employment Area conversion requests have been assessed using criteria. The provincial Growth Plan employment area conversion criteria have been incorporated into the Region's criteria as listed below. Table 1 provides more detailed information of each criteria and their importance in being considered when evaluating a conversion request.

The conversion of lands within employment areas to non-employment uses may be permitted only through a Municipal Comprehensive Review where it is demonstrated that:

### **Growth Plan Criteria**

1. The lands are not required over the horizon of the Growth Plan for the employment purposes for which they are designated (Growth Plan 2.2.5.9 b).
2. The Region and local municipality will maintain sufficient employment lands to accommodate forecasted employment growth, including sufficient employment land employment growth, to the horizon of the Growth Plan (modified Growth Plan 2.2.5.9.c).
3. Non-employment uses would not adversely affect the overall viability of the employment area or the achievement of the minimum intensification and density targets and other policies in the Growth Plan (modified Growth Plan 2.2.5.9 d).
4. There are existing or planned infrastructure and public service facilities to accommodate the non-employment uses (e.g. sewage, water, energy, transportation) (modified Growth Plan 2.2.5.9 e).
5. There is a need for the conversion (Growth Plan 2.2.5.9 a).

### **York Region Criteria**

6. The following employment areas will not be considered for conversion as they have not yet had the opportunity to develop due to servicing constraints or have recently been brought into the urban boundary to accommodate employment land employment growth to 2031: Keswick Business Park, Queensville, Highway 404 - East Gwillimbury (ROPA 1), ROPA 3 - Markham, and Highway 400 North, Vaughan (ROPA 52).
7. The conversion will not be considered if the entire perimeter of the site is surrounded by lands designated for employment uses.

8. Conversion of the site would not compromise the Region's and/or local municipality's supply of large sized employment area sites (i.e. 10 ha or greater) which allow for a range uses including but not limited to land extensive uses such as manufacturing, warehousing, distribution and logistics.
9. The conversion will not destabilize or adversely affect current or future viability and/or identity of the employment area with regards to:
  - a) Hindering the operation or expansion of existing or future businesses
  - b) Maintaining lands abutting or in proximity to the conversion site for employment purposes over the long term
  - c) Attracting a broad range of employment opportunities and maintaining clusters of business and economic activities
  - d) Providing appropriate buffering of employment uses from non-employment uses.
10. The conversion to a non-employment use is compatible with the surrounding uses such as existing employment uses, residential or other sensitive land uses and will mitigate existing and/or potential land use conflicts.
11. The site offers limited development potential for employment land uses due to factors including size, configuration, access and physical conditions.
12. The proposed site is not adjacent to 400-series highways, or is not located in proximity to existing or planned highways and interchanges, intermodal facilities, airports and does not have access to rail corridors
13. The proposed conversion to a non-employment use does not compromise any other planning policy objectives of the Region or local municipality.
14. Cross-jurisdictional issues have been addressed.

**Table 1: York Region Employment Area Conversion Criteria Descriptions**

Theme Area	Criteria	Description
<b>Supply</b>	1. The lands are not required over the horizon of the Growth Plan for the employment purposes for which they are designated ( <i>GP 2.2.5.9 b</i> ).	<ul style="list-style-type: none"> <li>• Intended to ensure an appropriate amount of land designated as employment to accommodate the employment forecast over the planning horizon.</li> </ul>
<b>Supply</b>	2. The Region <i>and local municipality</i> will maintain sufficient employment lands to accommodate forecasted employment growth, <i>including sufficient employment land employment growth</i> , to the horizon of the Growth Plan ( <i>modified GP 2.2.5.9.c</i> ).	<ul style="list-style-type: none"> <li>• Intended to ensure that both York Region and the local municipal land needs assessments will be considered when evaluating conversion requests.</li> <li>• Additionally, the words “sufficient employment land employment growth” were added to identify that protecting ELE jobs is a Regional priority as employment lands are home to the majority of the Region’s jobs.</li> </ul>
<b>Viability</b>	3. Non-employment uses would not adversely affect the overall viability of the employment area or the achievement of the minimum intensification and density targets and other policies in the Growth Plan ( <i>modified GP 2.2.5.9 d</i> ).	<ul style="list-style-type: none"> <li>• Intended to ensure that the viability of the employment area is maintained and that density (Designated Greenfield Area, Employment Area) and intensification (Urban Growth Centres, Strategic Growth Areas, and Major Transit Station Areas) targets can be met.</li> </ul>
<b>Infrastructure</b>	4. There are existing or planned infrastructure and public service facilities to accommodate the non-employment uses ( <i>e.g. sewage, water, energy, transportation</i> ) ( <i>modified GP 2.2.5.9 e</i> ).	<ul style="list-style-type: none"> <li>• When evaluating conversions consider if the existing or planned infrastructure and public service facilities are available to support the non-employment uses.</li> </ul>

Theme Area	Criteria	Description
<b>Region Wide</b>	5. There is a need for the conversion (GP 2.2.5.9 a).	<ul style="list-style-type: none"> <li>• Need can generally be defined by considering land supply and the urban structure. When applying this criteria, the following questions should be asked:</li> <li>• Is there not enough land to accommodate the development objectives elsewhere?</li> <li>• Are there specific characteristics of the proposed site that would result in a non-employment use being better integrated with the regional or local urban structure or better support Regional and local planning objectives?</li> </ul>
<b>Supply</b>	6. The following employment areas will not be considered for conversion as they have not yet had the opportunity to develop due to servicing constraints or have recently been brought into the urban boundary to accommodate employment land employment growth to 2031: Keswick Business Park, Queensville, Highway 404 (ROPA 1), ROPA 3, and Highway 400 North (ROPA 52).	<ul style="list-style-type: none"> <li>• Due to the nature, character, and potential success of these employment areas, time to develop should be given prior to considering these areas for conversion.</li> <li>• Queensville: Secondary Plan was approved for this employment area in 1998. Water/wastewater servicing is not available to this area and is contingent on the Upper York Sewage Solution – currently scheduled for 2026.</li> <li>• ROPA 1: Brought into the urban boundary through YROP-2010. Minimal opportunity for development exists in this employment area as full build out is contingent on the Upper York Sewage Solution – currently scheduled for 2026.</li> <li>• ROPA 3: Brought into the urban boundary through the YROP-2010. Additional infrastructure is required to support the full buildout of this employment area.</li> <li>• ROPA 52: Brought into the urban area through YROP-2010. The Northeast Vaughan sewer upgrade (currently scheduled for 2028) is required to support the full buildout of this area.</li> <li>• Keswick Business Park: Secondary Plan for this employment area was approved in 2004. Despite having regional servicing available, the area has no local water/ waste water servicing.</li> </ul>



Theme Area	Criteria	Description
<b>Viability</b>	7. The conversion will not be considered if the entire perimeter of the site is surrounded by lands designated for employment uses.	<ul style="list-style-type: none"> <li>• An important component of employment area viability is location. If a site proposed for conversion creates a “hole” in the employment area, the employment area becomes disconnected. If a site becomes disconnected, it has the potential to impact a larger area than just the site being converted as well as sites immediately adjacent.</li> <li>• This can also impact market attractiveness and limit choice of different sized sites for new businesses or existing business expansions in the surrounding area. It can also open the door to future land use compatibility issues depending on the type of non-employment use permitted on those converted lands.</li> </ul>
<b>Supply</b>	8. Conversion of the site would not compromise the Region’s and/or local municipality’s supply of large sized employment area sites (i.e. 10 ha or greater) which allow a range uses including but not limited to land extensive uses such as manufacturing, warehousing, distribution and logistics.	<ul style="list-style-type: none"> <li>• Protecting a diverse range, size and mix of employment areas ensures a competitive economic environment as stated in policy 2.2.5.1b of the Growth Plan. The Region has been experiencing substantial growth in many land extensive sectors such as manufacturing, warehousing, distribution and logistics, a trend that is likely to continue with automation and artificial intelligence. Preserving these sites for prospective employers is important.</li> <li>• What is the size of the proposed site?</li> <li>• Does the site have the potential to accommodate land extensive uses?</li> </ul>
<b>Viability</b>	9. The conversion will not destabilize or adversely affect current or future viability and/or identity of the employment area with regards to: <ul style="list-style-type: none"> <li>a) Hindering the operation or expansion of existing or future businesses</li> <li>b) Maintaining lands abutting or in proximity to the conversion site for employment purposes over the long term</li> </ul>	<ul style="list-style-type: none"> <li>• Intended to determine if the proposed conversion will impact the current or future viability of the employment area.</li> <li>• There are many factors that can be used to measure the impact a conversion may have on the success of an employment area.</li> <li>• This criteria is supportive of Growth Plan policies 2.2.5.1a and 2.2.5.7c</li> </ul>

Theme Area	Criteria	Description
	<p>c) Attracting a broad range of employment opportunities and maintaining clusters of business and economic activities</p> <p>d) Providing appropriate buffering of employment uses from non-employment uses.</p>	
<b>Viability</b>	10. The conversion to a non-employment use is compatible with the surrounding uses such as existing employment uses, residential or other sensitive land uses and will mitigate existing and/or potential land use conflicts	<ul style="list-style-type: none"> <li>• The land uses adjacent to a conversion site must be considered when evaluating the conversion request.</li> <li>• Will the conversion potentially enhance the character and condition of that proposed site? And will it be compatible with existing and future uses in the area?</li> </ul>
<b>Viability</b>	11. The site offers limited development potential for employment land uses due to factors including size, configuration, access and physical conditions	<ul style="list-style-type: none"> <li>• Employment areas are not equal in their attributes and desirability. Existing functional attributes of an employment area such as size, configuration, access and physical conditions are an indication of the area's current and long-term viability.</li> </ul>
<b>Access</b>	12. The proposed site is not adjacent to 400-series highways, is not located in proximity to existing or planned highways and interchanges, intermodal facilities, airports and does not have access to rail corridors	<ul style="list-style-type: none"> <li>• This criteria supports the Growth Plan and Regional Official Plan policies around preserving employment areas located near major goods movement corridors to support employment activities that require heavy truck and rail traffic (OP policy 4.3.6, GP policy 2.2.5.1.b, 2.2.5.8). Additionally, these sites offer highway frontage, which is a desirable feature for attracting new investment to the Region (Goal 5 of the Economic Development Action Plan)</li> </ul>
<b>Region Wide</b>	13. The proposed conversion to a non-employment use does not compromise any other planning policy objectives of the Region or local municipality.	<ul style="list-style-type: none"> <li>• When evaluating conversion requests, all Regional and Local planning objectives must be met. In the event that a particular conversion request does not meet one of the planning objectives of the Official Plan, but does meet the criteria, a rationale as to why the conversion is not recommended will be considered under this criterion.</li> </ul>

Theme Area	Criteria	Description
<b>Region Wide</b>	14. Cross-jurisdictional issues have been addressed	<ul style="list-style-type: none"> <li>• Intended to ensure that potential conflicts / shared access/servicing with neighbouring upper- and single-tier municipalities (Peel, Toronto, Durham, Simcoe) as well as local municipalities are considered and addressed when evaluating a conversion request</li> </ul>

## Summary of Consultation with Local Municipalities on Proposed Employment Area Mapping and Site Specific Conversion Requests

**Table 1**  
**York Region Planning for Employment Workshops with Local Municipal Staff**

Date	Meeting
October 17, 2018	Local Municipal Working Group Meeting - Conversion Criteria Workshop
May 31, 2019 November 6, 2019	Local Municipal Working Group Meeting – Employment Area Designation Workshops

**Table 2**  
**Employment Area Conversion Landowner Meetings with Local Municipal  
Planning Staff**

Date	Meeting
July 29, 2019 September 16, 2019	City of Markham Employment Area Conversion Landowner Meetings
August 8 and 9, 2019 November 4, 2019 January 15, 2020	City of Vaughan Employment Area Conversion Landowner Meetings
August 27, 2019	Town of Whitchurch-Stouffville Employment Area Conversion Landowner Meetings
September 5, 2019 November 1, 2019 January 22, 2020	City of Richmond Hill Employment Area Conversion Landowner Meetings
September 9, 2019	Town of Aurora Employment Area Conversion Landowner Meetings
September, 10 2019 January 22, 2020	Town of Newmarket Employment Area Conversion Landowner Meetings
September 13, 2019 November 1, 2019	Township of King Employment Area Conversion Landowner Meetings
September 23, 2019	Town of East Gwillimbury Employment Area Conversion Landowner Meetings
September 25, 2019	Town of Georgina Employment Area Conversion Landowner Meetings

**Table 3**  
**One on One Meetings with Local Municipal Planning Staff regarding Employment Area Boundaries and Site Specific Conversion Requests**

<b>Date</b>	<b>Meeting</b>
November 13, 2019	1 on 1 Meeting with City of Richmond Hill
November 19, 2019	1 on 1 Meeting with Township of King
November 19, 2019	1 on 1 Meeting with City of Markham
November 20, 2019	1 on 1 Meeting with Town of Newmarket
November 22, 2019	1 on 1 Meeting with Town of Aurora
November 22, 2019	1 on 1 Meeting with Town of Whitchurch-Stouffville
November 25, 2019	1 on 1 Meeting with Town of Georgina
November 26, 2019	1 on 1 Meeting with Town of East Gwillimbury
November 13, 2019 November 29, 2019 December 13, 2019	1 on 1 Meeting with City of Vaughan

## **York Region Employment Forecast Definition & Key Inputs and Assumptions**

### **Employment Type Definitions**

The May 2018 Provincial Land Needs Assessment methodology<sup>1</sup> requires employment growth to be distributed by four main employment types:

1. Major office: Employment occurring in free standing buildings of 20,000 square feet or larger (excluding city or town halls, hospitals or school board offices and other local serving office uses)
2. Employment area: Refers to employment within York Region's proposed designated employment areas (Attachment 4) and business parks, excluding major office employment, and includes activities such as manufacturing, research and development, warehousing and ancillary retail, office, and service uses.
3. Population-related: Employment within existing settlement areas and outside of employment areas serving the local population such as retail, services, education, municipal government, institutions, and community services. This type of employment tends to increase with population growth and also includes home-based businesses.
4. Rural: Jobs dispersed outside existing settlement areas as well as home-based jobs in rural areas.

### **Employment Forecast Distribution by Type**

The draft distribution of employment growth by type is informed by a number of different factors - many of which are outlined in detail in the Region's Planning for Employment Background Report in [May 2019](#). Factors included both high level considerations such as historical market shares and shares of GTHA employment growth by type, as well as bottom-up estimates of employment growth by sector based on varying degrees of economic shifts and levels of automation. The allocation of growth assumed in the land needs assessment and shown in Figure A below reflects a blend of a multitude of these factors.

The Region is forecast to grow by an estimated 299, 000 jobs between 2016 and 2041.

1. The draft employment forecast was prepared using the May 2018 Land Needs Assessment Methodology. The Province is in the process of reviewing this document and the results presented above are subject to change once the new methodology has been finalized.

**Figure A****York Region preliminary employment forecast growth by type**

2016-2041 Employment Growth – 299,000 jobs			
Major Office Jobs	Employment Area Jobs	Population Related Jobs	Rural Area Jobs
77,000 jobs (26%)	108,000 jobs (36%)	111,000 jobs (37%)	3,000 jobs (1%)

At a high level, key assumptions are as follows:

- A rising share of total employment in major office as a result of the continued shift to service and knowledge-based jobs. This has been tempered to reflect recent trends of significant shares of major office growth in Toronto and a growing number of office activities within non-office buildings (e.g. office space within industrial buildings). Major office employment is expected to pick up towards the end of the forecast period in line with the planned Yonge subway extension and evolving BRT and GO rail networks.
- A relatively steady ratio of population-related employment to population balancing assumptions for higher growth in sectors such as health care and education with slower growth in the retail sector as a result of e-Commerce.
- A continued strong demand for employment land. Despite an anticipated declining share of job growth tied to lower demand for goods-producing sectors such as manufacturing, demand for land is expected to remain strong as a result of a more diverse mix of employment uses in employment areas as well as expected rapid growth in warehouse and distribution centres, at low employment densities, as a result of e-Commerce.
- A declining share of employment in rural areas

**Employment Demand – Supply Analysis**

A demand-supply analysis in employment areas is the fundamental determinant of whether an urban boundary expansion is required to accommodate employment growth to the planning horizon. Employment land needs are determined by comparing the forecast employment area demand with the capacity to accommodate job growth within existing designated employment areas. Employment area supply is generated based on the employment area boundaries presented in Attachment 4 and is informed by the following considerations:

- Quantum of existing vacant employment land and projected densities on these lands. Forecast densities range significantly across the Region as they are a function of

geographic location, approved secondary plans, and existing employment in each area. For example, forecast densities as high as 85 jobs/Ha were assumed in employment areas within the 404/407 technology cluster while densities of only 20 jobs/Ha were estimated in West Vaughan in anticipation of low density and land extensive warehouse and distribution centres.

- A requirement of the 2019 Growth Plan, employment area supply includes an assumption to reflect job growth that occurs without absorption of new land. York Region staff have generated a conservative estimate of 10% of employment area employment growth occurring through existing built space, compared to over 50% observed over the past five years. Additional intensification potential has also been assumed through new development on existing built parcels (e.g. building expansions).

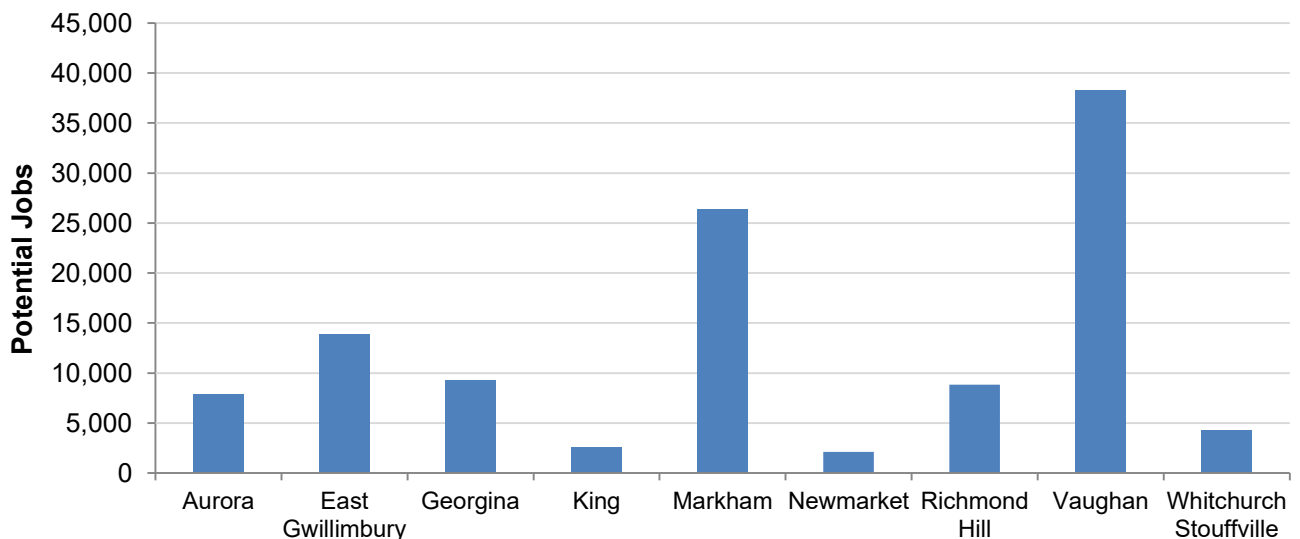
Compared to employment area demand of 108,000, it is estimated that the Region's employment areas have capacity for growth of approximately 113,000 jobs.

### **Employment Supply by Local Municipality**

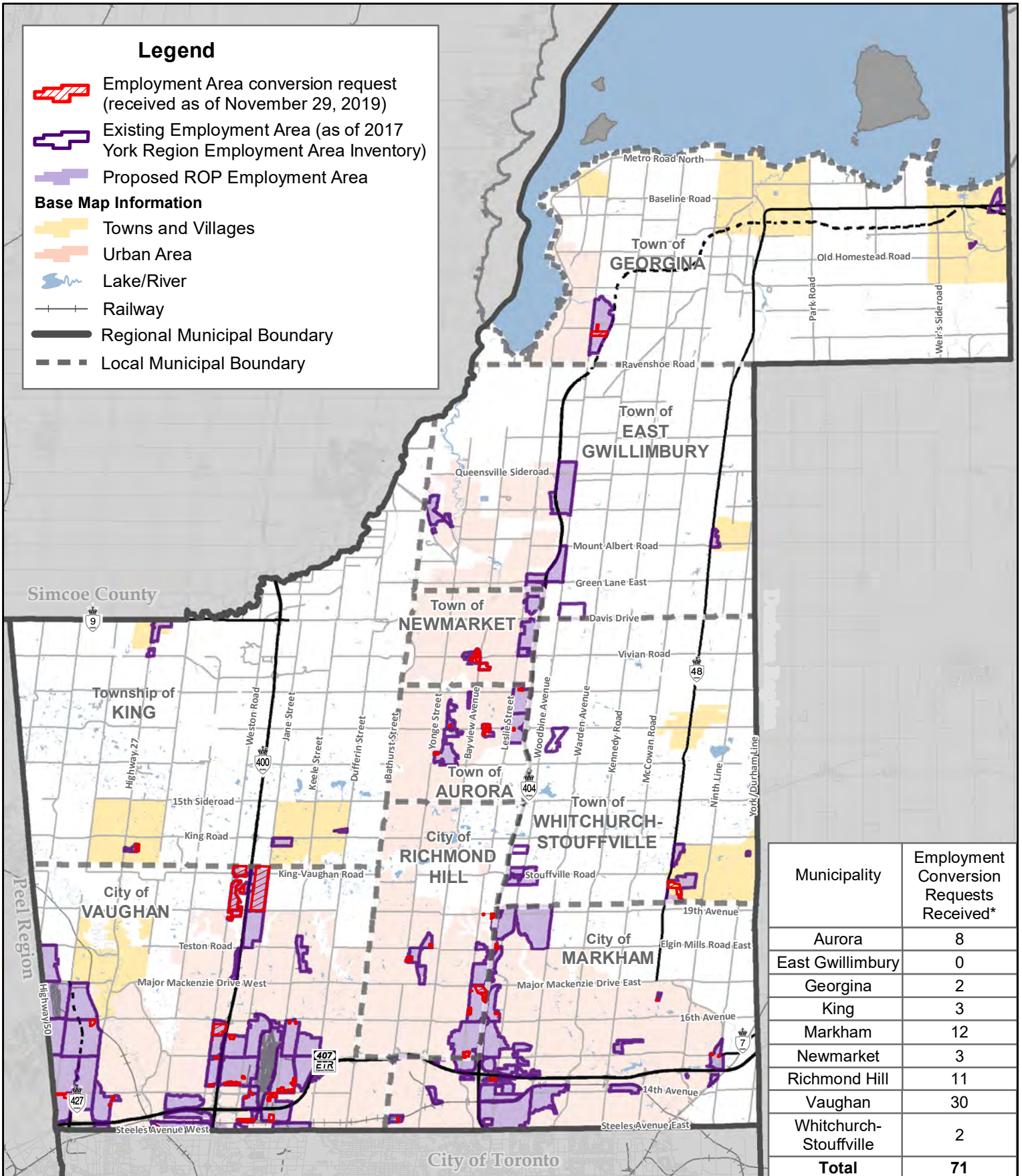
Figure B provides the estimated job potential in York Region's proposed designated employment areas by local municipality that was used as input to the draft forecast. These figures reflect the boundaries in Attachment 4 and therefore reflect staff recommendations on employment area conversions.

**Figure B**

### **York Region employment area job potential by local municipality (2016)**





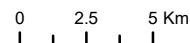


Municipality	Employment Conversion Requests Received*
Aurora	8
East Gwillimbury	0
Georgina	2
King	3
Markham	12
Newmarket	3
Richmond Hill	11
Vaughan	30
Whitchurch-Stouffville	2
<b>Total</b>	<b>71</b>

# Proposed ROP Employment Area Mapping and Conversion Requests

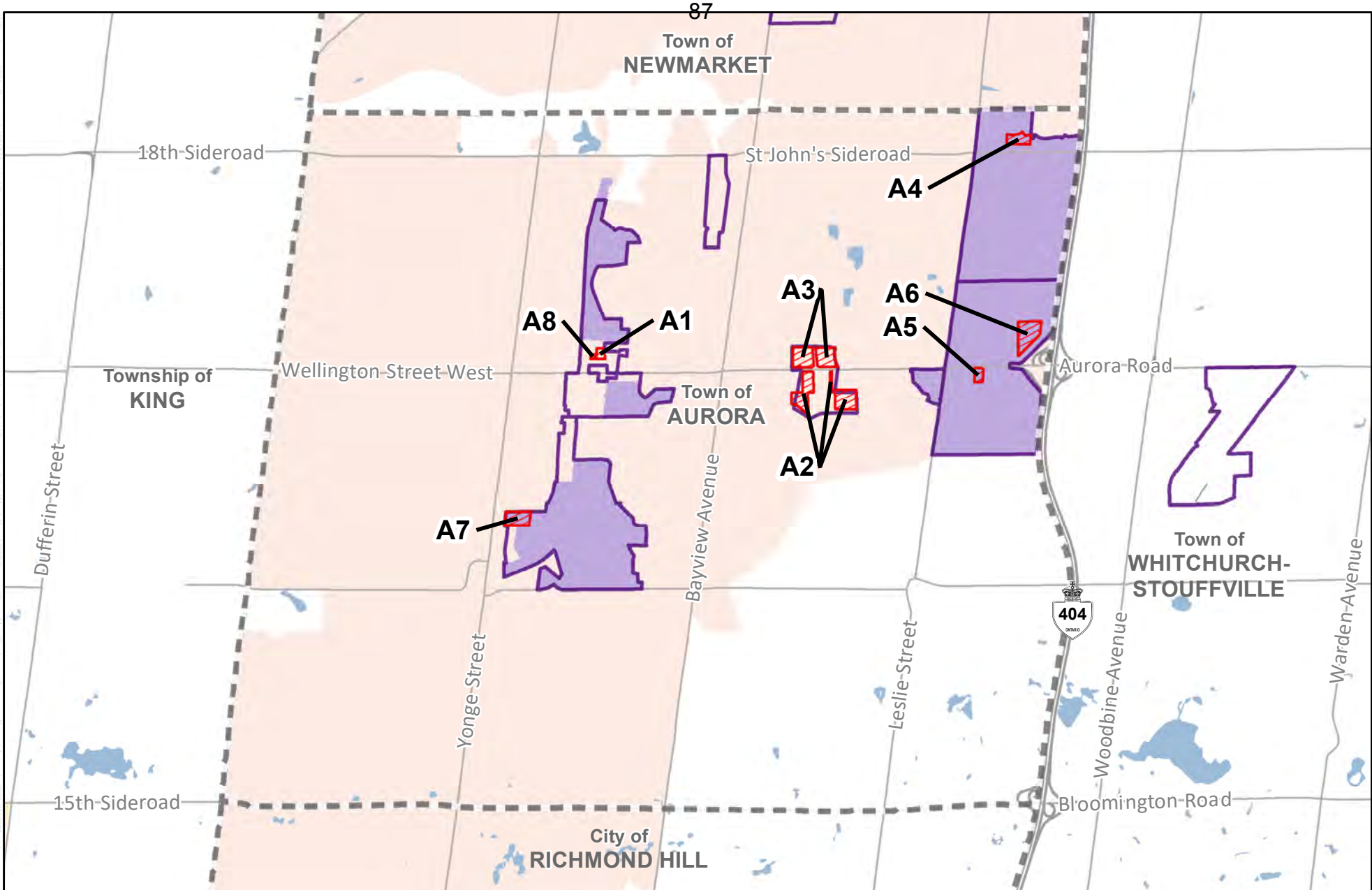
March 2020

(\*Recieved as of November 29, 2019)



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March 2020

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## Town of Aurora Proposed ROP Employment Area Mapping and Conversion Requests

March 2020

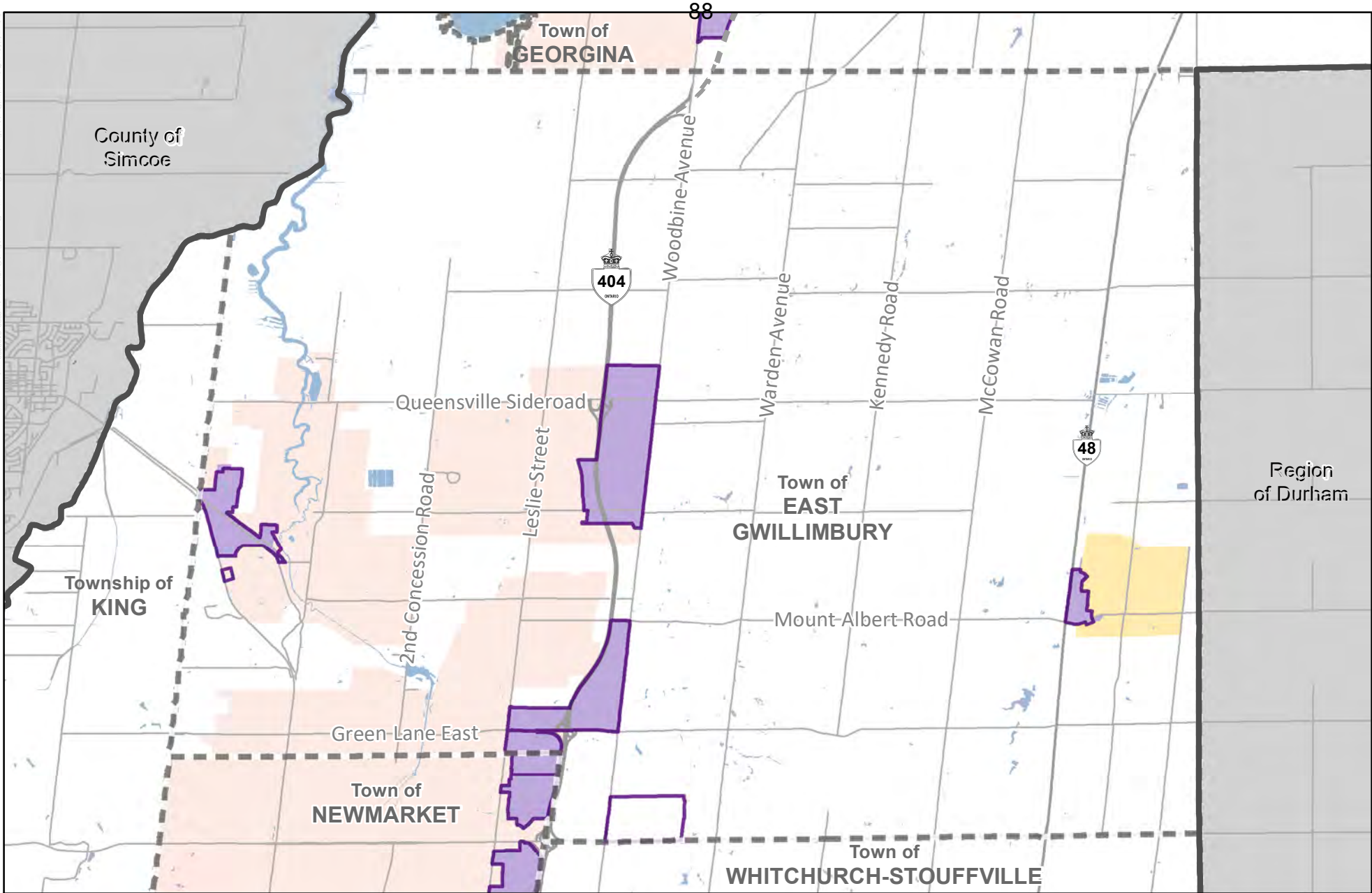


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- Employment Area conversion request (received as of November 29, 2019)
- Existing Employment Area (as of 2017 York Region Employment Area Inventory)
- Proposed ROP Employment Area
- Towns and Villages
- Urban Area
- Lake/River
- Railway
- Regional Municipal Boundary
- Local Municipal Boundary












**Town of East Gwillimbury Proposed ROP  
Employment Area Mapping and Conversion  
Requests  
March 2020**

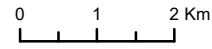


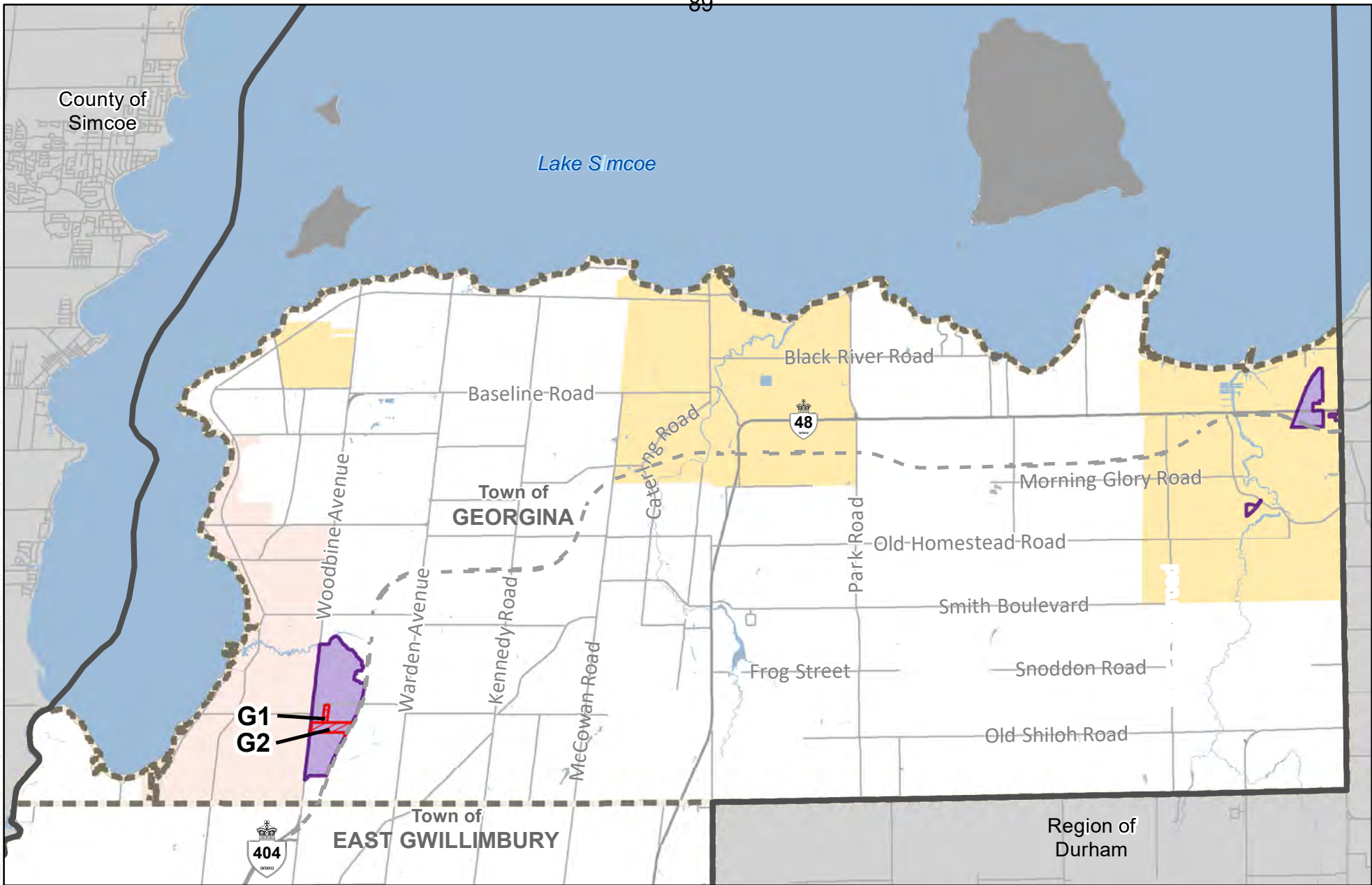
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-  Employment Area conversion request (received as of November 29, 2019)
-  Existing Employment Area (as of 2017 York Region Employment Area Inventory)
-  Proposed ROP Employment Area
-  Towns and Villages
-  Urban Area
-  Lake River
-  Railway
-  Regional Municipal Boundary
-  Local Municipal Boundary














## Town of Georgina Proposed ROP Employment Area Mapping and Conversion Requests

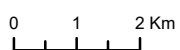
March 2020

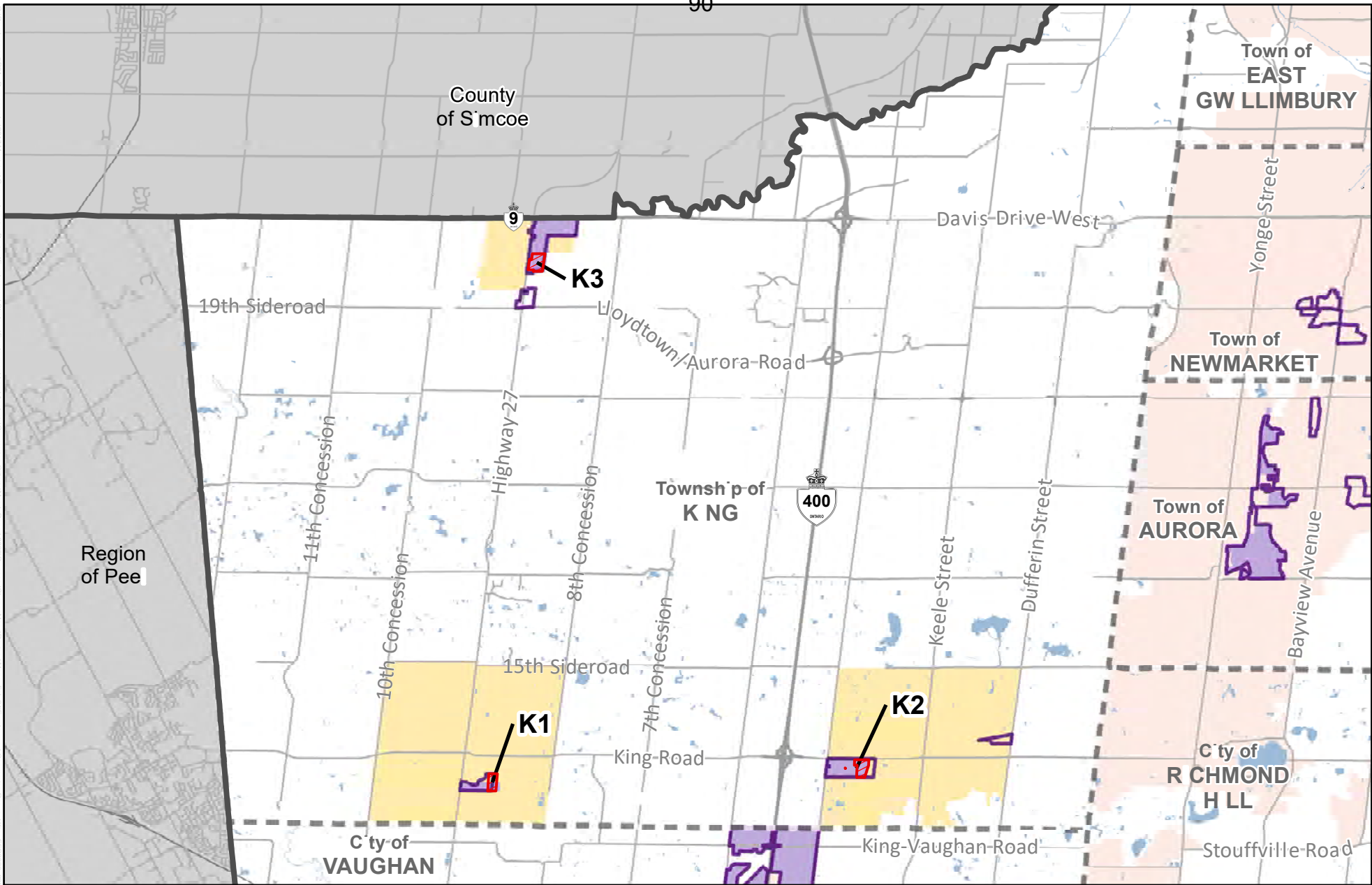
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February 2020

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-  Employment Area conversion request (received as of November 29, 2019)
-  Existing Employment Area (as of 2017 York Region Employment Area Inventory)
-  Proposed ROP Employment Area
-  Towns and Villages
-  Urban Area
-  Lake River
-  Railway
-  Regional Municipal Boundary
-  Local Municipal Boundary





## Township of King Proposed ROP Employment Area Mapping and Conversion Requests

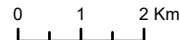
March 2020












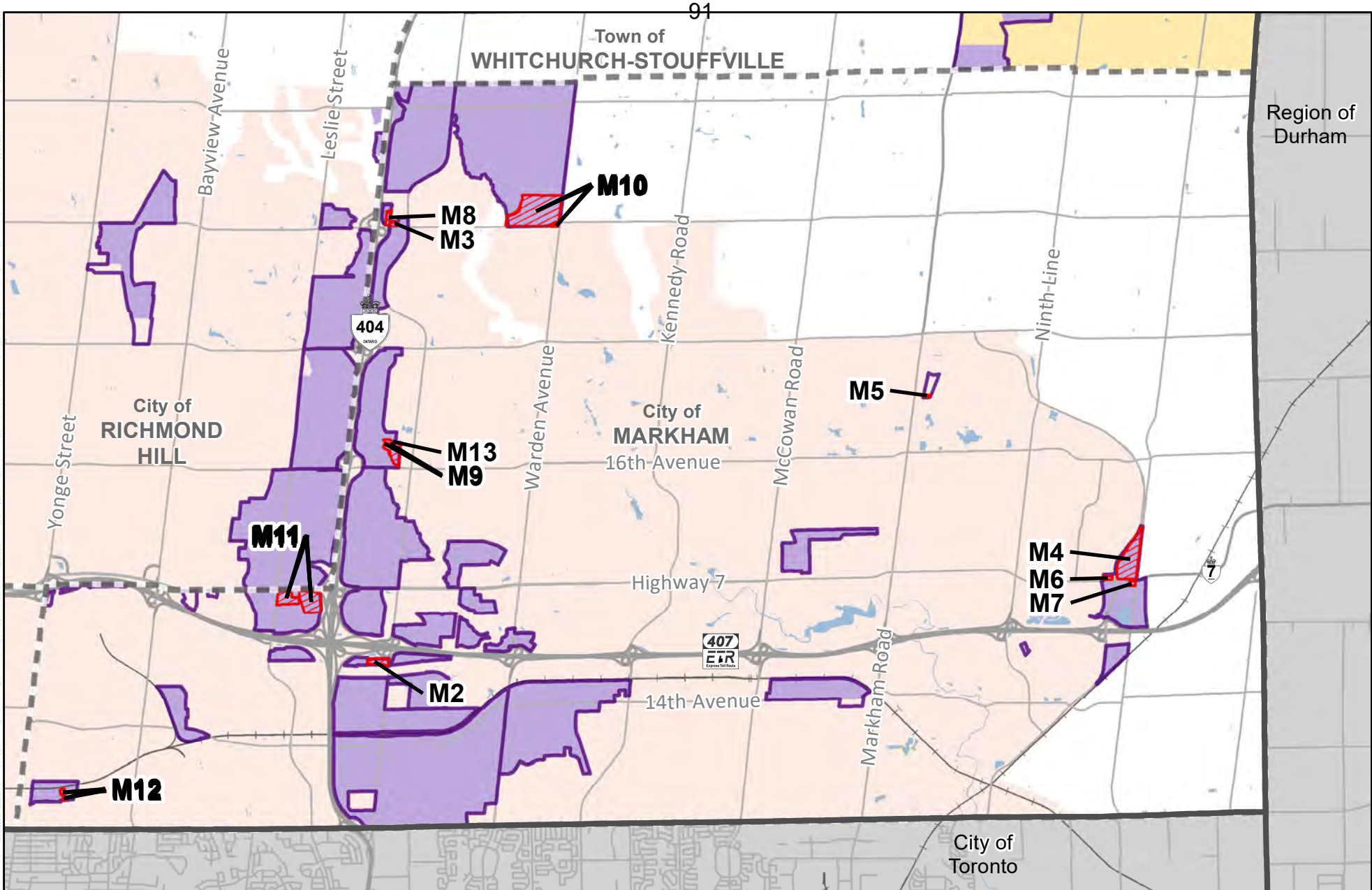
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-  Local Municipal Boundary



### City of Markham Proposed ROP Employment Area Mapping and Conversion Requests

March 2020

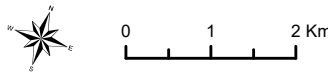


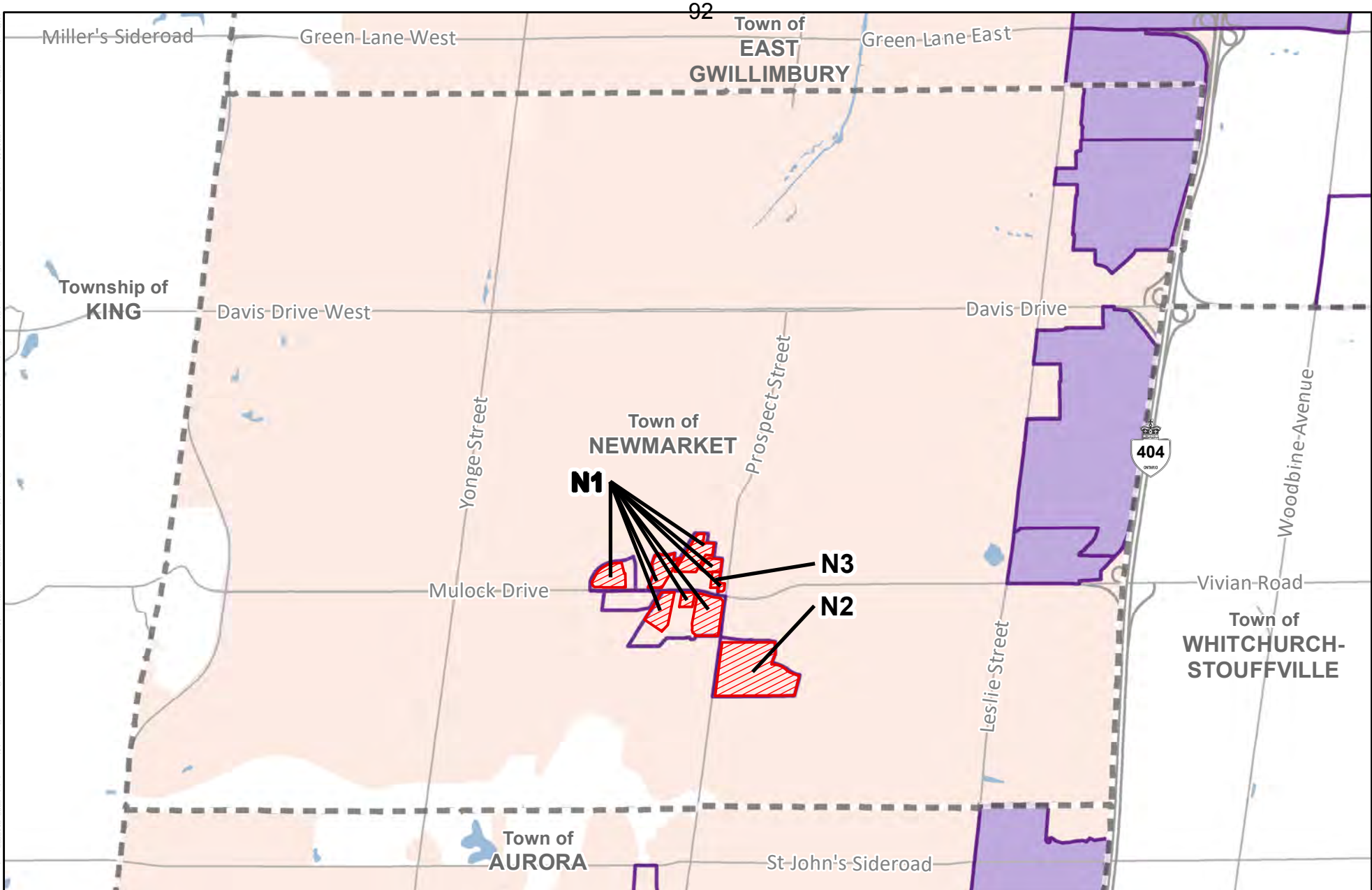
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- Towns and Villages
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- Lake/River
- Railway
- Regional Municipal Boundary
- Local Municipal Boundary





## Town of Newmarket Proposed ROP Employment Area Mapping and Conversion Requests March 2020



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February 2020

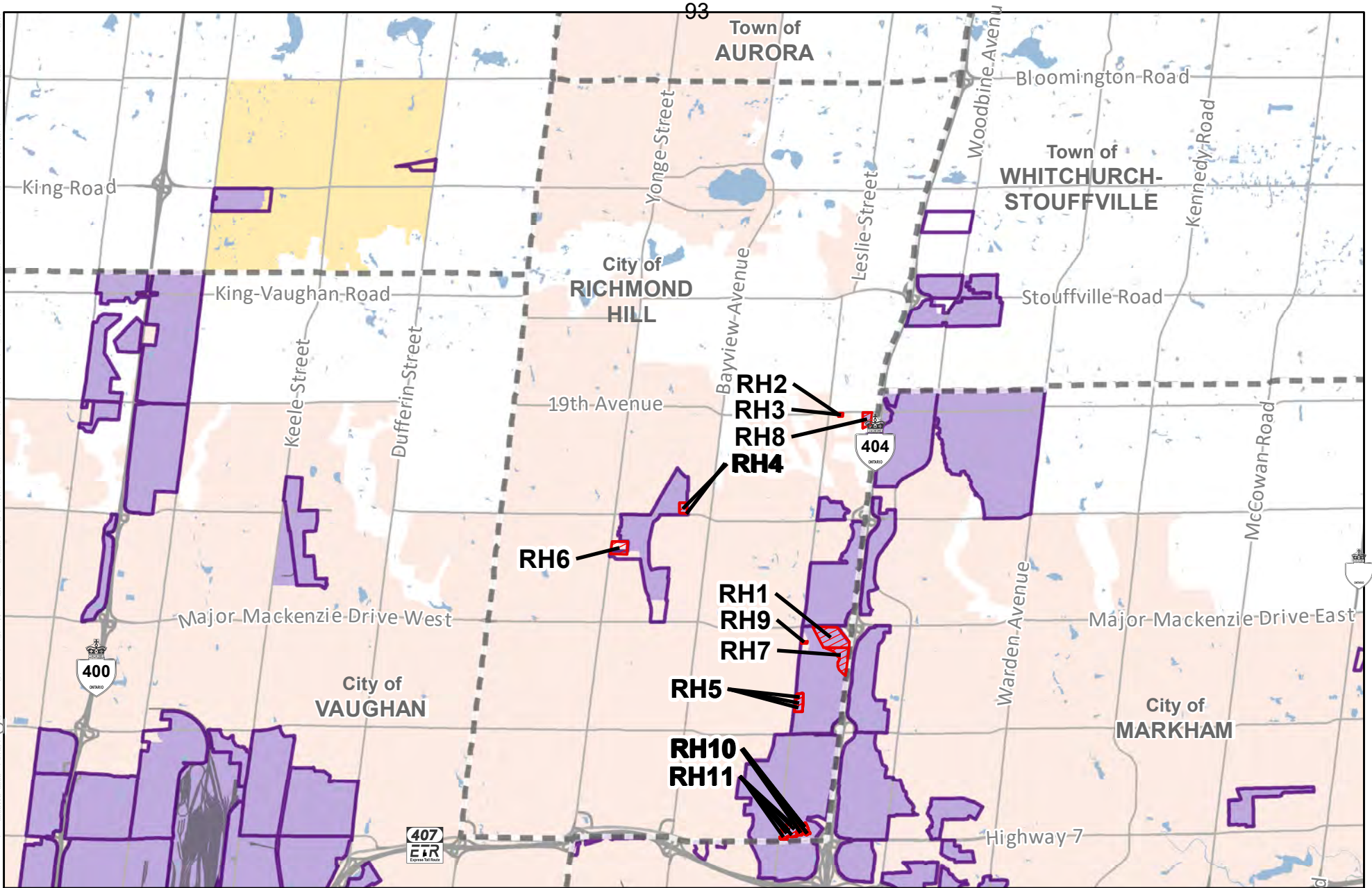
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- Towns and Villages
- Urban Area
- Lake/River
- Railway
- Regional Municipal Boundary
- Local Municipal Boundary



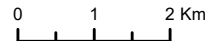
**Town of Richmond Hill Proposed ROP  
Employment Area Mapping and Conversion  
Requests  
March 2020**



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Planning and Economic Development  
February 2020

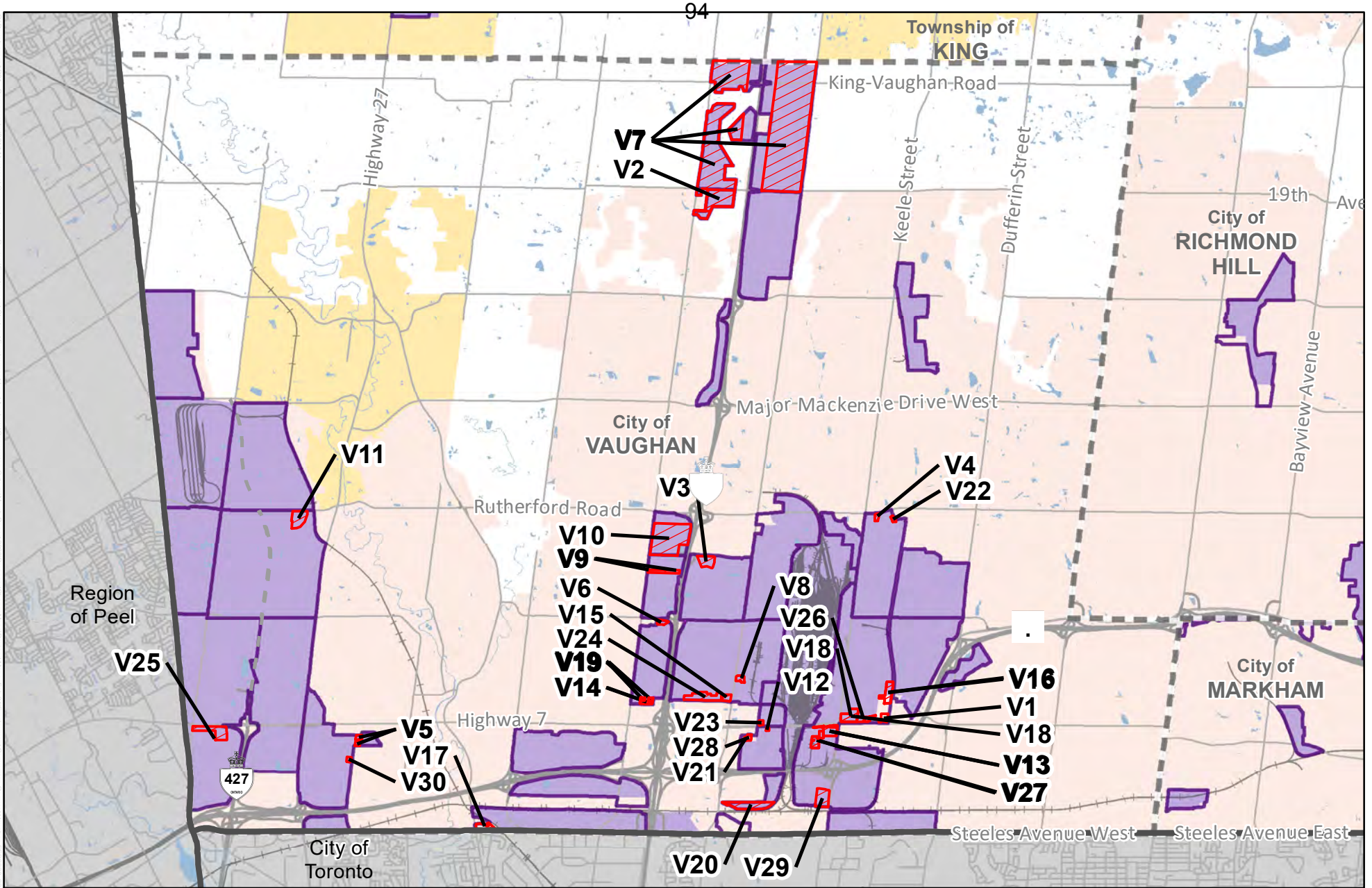
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- Employment Area conversion request (received as of November 29, 2019)
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- Urban Area
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## City of Vaughan Proposed ROP Employment Area Mapping and Conversion Requests

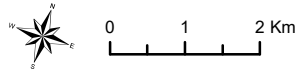
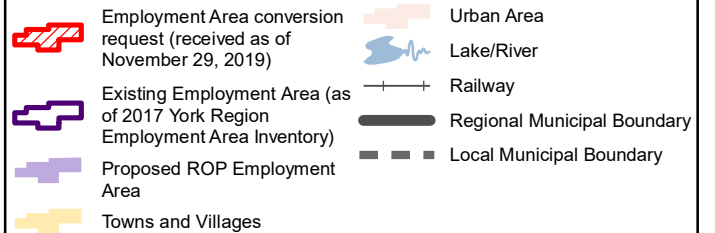
March 2020

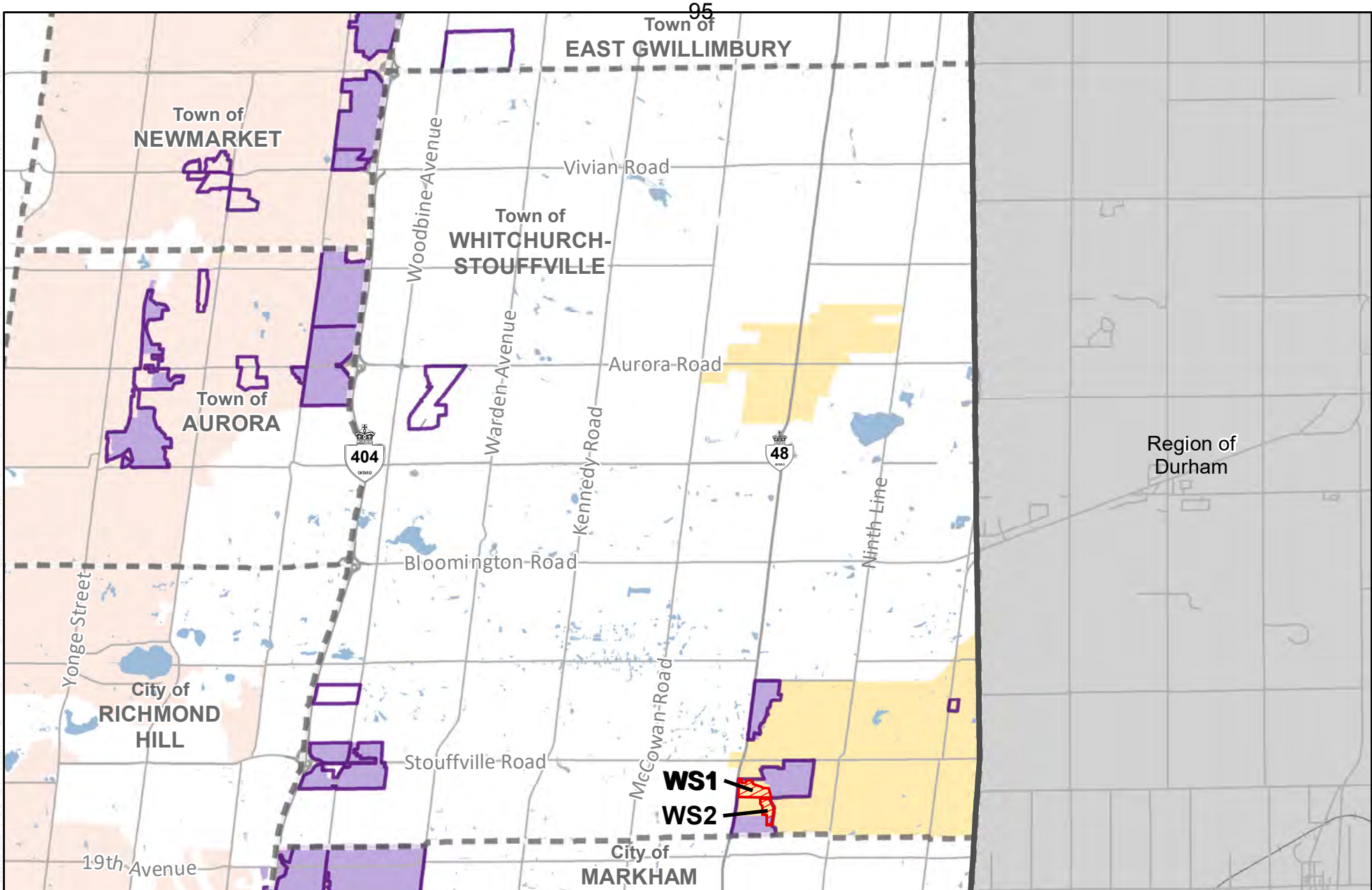


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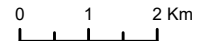
**Town of Whitchurch-Stouffville Proposed ROP  
Employment Area Mapping and Conversion  
Requests  
March 2020**



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February 2020

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- Employment Area conversion request (received as of November 29, 2019)
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- Towns and Villages
- Urban Area
- Lake/River
- Railway
- Regional Municipal Boundary
- Local Municipal Boundary

York Region Site Specific Employment Area Conversion Assessment Summary

Request#: A1		Town of Aurora	
Address	180 & 182 Centre Crescent		
Site Area	0.73 ha		
Employment Area	Industrial Parkway North		
Applicant	Matt Bagnali, Larkin Plus		
Owner	Victoria Bachlowa		
Nature of Request	A request to re-designate subject lands from employment and light industrial uses to residential use.		
Summary of Assessment	<ul style="list-style-type: none"> <li>- Conversion to non-employment uses is reflective of the evolving local urban structure, will likely have minimal impact on adjacent employment uses and results in a more logical employment area boundary.</li> <li>- Conversion to permit non-employment uses recognizes that the surrounding context has changed since the lands were originally designated as employment.</li> <li>- Site is not integral to support employment land employment growth to 2041.</li> </ul>		
Local Municipal Council Position	No position at this time.		
<p><b>Recommendation:</b> Area not identified as employment in the Regional Official Plan. Designation at the discretion of the Local Municipality.</p>			

Request#: A2		Town of Aurora	
Address	377 Magna Drive		
Site Area	7.96 ha		
Employment Area	Magna		
Applicant	MGP Malone Given Parsons		
Owner	Stronach Group		
Nature of Request	A request to re-designate lands from Business Park employment use to Mixed Use, Medium – High Density Residential, and Community Commercial uses.		
Summary of Assessment	<ul style="list-style-type: none"> <li>- Conversion to non-employment uses is reflective of the evolving local urban structure, will likely have minimal impact on adjacent employment uses and results in a more logical employment area boundary.</li> <li>- Conversion to permit non-employment uses recognizes that the surrounding context has changed since the lands were originally designated as employment.</li> <li>- Site is not integral to support employment land employment growth to 2041.</li> </ul>		
Local Municipal Council Position	No position at this time.		
<p><b>Recommendation:</b> Area not identified as employment in the Regional Official Plan. Designation at the discretion of the Local Municipality.</p>			

Request#: A3		Town of Aurora
Address	20 & 25 Mavrinac Boulevard	
Site Area	6.90 ha	
Employment Area	Magna	
Applicant	MGP Malone Given Parsons	
Owner	TFP Aurora Development Limited	
Nature of Request	A request to re-designate lands from Business Park employment use to Residential uses.	
Summary of Assessment	<ul style="list-style-type: none"> <li>- Conversion to non-employment uses is reflective of the evolving local urban structure, will likely have minimal impact on adjacent employment uses and results in a more logical employment area boundary.</li> <li>- Conversion to permit non-employment uses recognizes that the surrounding context has changed since the lands were originally designated as employment.</li> <li>- Site is not integral to support employment land employment growth to 2041.</li> </ul>	
Local Municipal Council Position	No position at this time.	
<p><b>Recommendation:</b> Area not identified as employment in the Regional Official Plan. Designation at the discretion of the Local Municipality.</p>		

Request#: A4		Town of Aurora	
Address	1588 St. John's Sideroad		
Site Area	1.05 ha		
Employment Area	Aurora 2C		
Applicant	Humphries Planning		
Owner	2352107 Ontario Inc.		
Nature of Request	A request to permit the development of an education and sports complex on Block 5. This use is not permitted through local municipal Business Park designation.		
Summary of Assessment	<ul style="list-style-type: none"> <li>- Site is part of a larger contiguous employment area, and the introduction of non-employment uses has the potential to destabilize the employment area and/or negatively impact viability of existing or future surrounding employment uses by putting pressure for future conversions in the adjacent parcels.</li> <li>- Site is in proximity to Highway 404, contributing to the Region's and local municipality's economic development potential and supporting goods movement. Converting this site is contrary to Regional and Provincial planning objectives.</li> <li>- The proposed use on these lands is considered an employment use elsewhere in the Town of Aurora Official Plan. On this basis, the proposed use could be accommodated with a local designation change.</li> </ul>		
Local Municipal Council	No position at this time.		
<p><b>Recommendation:</b> Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.</p>			

Request#: A5		Town of Aurora	
Address	Southwest Corner of Wellington/First Commerce		
Site Area	0.81 ha		
Employment Area	Wellington/404		
Applicant	MHBC Planning		
Owner	1623 Wellington Street Developments Limited		
Nature of Request	A request to re-designate subject lands from Business Park employment use to mixed-use including retail and residential uses.		
Summary of Assessment	<ul style="list-style-type: none"> <li>- Site is part of a larger contiguous employment area, and the introduction of non-employment uses has the potential to destabilize the employment area and/or negatively impact viability of existing or future surrounding employment uses by putting pressure for future conversions in the adjacent parcels.</li> <li>- Site is in proximity to Highway 404, contributing to the Region's and local municipality's economic development potential and supporting goods movement. Converting this site is contrary to Regional and Provincial planning objectives.</li> </ul>		
Local Municipal Council Position	No position at this time.		
<p><b>Recommendation:</b> Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.</p>			

Request#: A6		Town of Aurora	
Address	Northwest corner of Highway 404 and Wellington Street East		
Site Area	4.35 ha		
Employment Area	Wellington/404		
Applicant	MHBC Planning		
Owner	Whitwell Developments Limited, Calloway REIT (Aurora North) Inc., and SmartREIT (Aurora North II) Inc.		
Nature of Request	A request to re-designate subject lands from Business Park employment use to mixed-use.		
Summary of Assessment	<ul style="list-style-type: none"> <li>- Site is part of a larger contiguous employment area, and the introduction of non-employment uses has the potential to destabilize the employment area and/or negatively impact viability of existing or future surrounding employment uses by putting pressure for future conversions in the adjacent parcels.</li> <li>- Site has visibility from and/or is adjacent to, Highway 404, contributing to the Region's and local municipality's economic development potential and supporting goods movement. Converting this site is contrary to Regional and Provincial planning objectives.</li> </ul>		
Local Municipal Council Position	No position at this time.		
<p><b>Recommendation:</b> Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.</p>			



Request#: A7		Town of Aurora	
Address	240 Edward Street		
Site Area	3.1 ha		
Employment Area	Industrial Parkway South		
Applicant	Michael Smith Planning Consultants; Development Coordinators Ltd.		
Owner	M6 Developments Inc.		
Nature of Request	A request to re-designate subject lands to a designation that permits the proposal for the redevelopment of the existing building and two new buildings; a 6-storey, 352 bed long-term care facility and a 6-storey retirement home facility		
Summary of Assessment	<ul style="list-style-type: none"> <li>- Site is part of a larger contiguous employment area, and the introduction of non-employment uses has the potential to destabilize the employment area and/or negatively impact viability of existing or future surrounding employment uses by putting pressure for future conversions in the adjacent parcels.</li> <li>- Permitting non-employment uses could potentially introduce compatibility issues with surrounding employment uses</li> </ul>		
Local Municipal Council Position	No position at this time.		
<p><b>Recommendation:</b> Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.</p>			

Request#: A8		Town of Aurora	
Address	181 Centre Crescent		
Site Area	0.19 ha		
Employment Area	Industrial Parkway North		
Applicant	David Tomlinson		
Owner	David Tomlinson		
Nature of Request	A request to re-designate the subject lands from employment to non-employment uses.		
Summary of Assessment	<ul style="list-style-type: none"> <li>- Conversion to non-employment uses is reflective of the evolving local urban structure, will likely have minimal impact on adjacent employment uses and results in a more logical employment area boundary.</li> <li>- Conversion to permit non-employment uses recognizes that the surrounding context has changed since the lands were originally designated as employment.</li> <li>- Site is not integral to support employment land employment growth to 2041.</li> </ul>		
Local Municipal Council Position	No position at this time.		
<p><b>Recommendation:</b> Area not identified as employment in the Regional Official Plan. Designation at the discretion of the Local Municipality.</p>			
<p>as employment in the Regional Official Plan.</p>			

<b>Request#: G1</b>		<b>Town of Georgina</b>	
Address	2400 Glenwoods Avenue		
Site Area	4.05 ha		
Employment Area	Keswick Business Park		
Applicant	GSP Group		
Owner	Foch Motor Sports International		
Nature of Request	A request to re-designate lands to permit mixed-use residential, commercial/retail and office uses.		
Summary of Assessment	- The site is within the Keswick Business Park, which due to the nature, character, and potential for future success of this employment area, should not be considered for conversion during the current MCR.		
Local Municipal Council Position	Not Supported.		
<p><b>Recommendation:</b> Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.</p>			

<b>Request#: G2</b>		<b>Town of Georgina</b>	
Address	PT LTS 3 & 4 CON 4		
Site Area	19.77 ha		
Employment Area	Keswick		
Applicant	Lennard Commercial Realty		
Owner	Agnes Mark, Linda Bashford, Katherina Volk, Joe Boehm, Nick Boehm		
Nature of Request	A request to re-designate lands to permit residential and/or retail uses.		
Summary of Assessment	<p>- The site is within the Keswick Business Park, which due to the nature, character, and potential for future success of this employment area, should not be considered for conversion during the current MCR.</p>		
Local Municipal Council Position	Not Supported.		
<p><b>Recommendation:</b> Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.</p>			

Request#: K1		Township of King	
Address	12805 Highway 27		
Site Area	8.33 ha		
Employment Area	Nobleton		
Applicant	Evans Planning		
Owner	Neil, Ross, Scott and Lawrie Boynton		
Nature of Request	A request to reconfigure employment area on the subject lands		
Summary of Assessment	<p>- In consultation with the Township and the Region, the land owner has proposed revising the Nobleton employment area boundary to better support development objectives. The Region is supportive of the Nobleton employment area boundary being revised, as shown in Attachment 3, to create a more logical planning boundary. The proposed revised boundary results in a negligible loss in employment area.</p>		
Local Municipal Council Position	Supportive of the reconfiguration of employment area.		
<p><b>Recommendation:</b> Not recommended for conversion to non-employment uses Designate as employment in the Regional Official Plan to reflect the revised employment area boundary</p>			

Request#: K2		Township of King	
Address	2955 King Road		
Site Area	9.95 ha		
Employment Area	King City		
Applicant	MGP Malone Given Parsons		
Owner	King Hill Inc.		
Nature of Request	A request to re-designate a portion of the lands from prestige employment area to mixed and residential uses.		
Summary of Assessment	<ul style="list-style-type: none"> <li>- Site is in proximity to Highway 400, contributing to its economic development potential and supporting goods movement. Converting this site is contrary to Regional and Provincial planning objectives.</li> <li>- Existing water-wastewater infrastructure capacity is limited in King City. Conversion of employment lands to non-employment uses would be premature at this time as additional residential uses cannot be accommodated with existing infrastructure.</li> </ul>		
Local Municipal Council Position	Generally supportive of the request subject to comments and conditions outlined in the Township of King December 2, 2019 Committee of the Whole report.		
<p><b>Recommendation:</b> Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.</p>			

Request#: K3		Township of King	
Address	17125 Highway 27		
Site Area	12.31 ha		
Employment Area	Schomberg		
Applicant	Daraban Holdings Limited		
Owner	James and Harry Durbano		
Nature of Request	A request to re-designate employment lands to allow a seniors' healthcare centre.		
Summary of Assessment	<ul style="list-style-type: none"> <li>- Lands are part of a larger contiguous employment area, and the introduction of non-employment uses has the potential to destabilize the employment area and/or negatively impact viability of existing or future surrounding employment uses by putting pressure for future conversions in the adjacent parcels.</li> <li>- Site is a large-sized employment area (12.3Ha) and should be protected over the long term to support a diverse range, size, and mix of employment opportunities.</li> </ul>		
Local Municipal Council Position	Not Supported.		
<p><b>Recommendation:</b> Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.</p>			

Request#: M2		City of Markham
Address	8050 Woodbine Avenue	
Site Area	3.30 ha	
Employment Area	Rodick	
Applicant	Gowling WLG (Canada) LLP	
Owner	Belfield Investments Inc.	
Nature of Request	A request seeking a site-specific policy, which will add a residential use provision while maintaining our as-of-right employment uses, in order to achieve the redevelopment of the Property into a high density mixed-use site appropriate of an urban Major Transportation Station Area (“MTSA”).	
Summary of Assessment	<ul style="list-style-type: none"> <li>- The introduction of non-employment uses has the potential to destabilize the employment area and prompt additional conversions of surrounding lands which will negatively impact the viability of the employment area.</li> <li>- Site has visibility from and/or is adjacent to, Highways 407 and 404, contributing to the Region’s and local municipality’s economic development potential and supporting goods movement. Converting this site is contrary to Regional and Provincial planning objectives.</li> </ul>	
Local Municipal Council Position	Not supported however the potential for mixed use should be evaluated through a future planning study within a larger area context	
<p><b>Recommendation:</b> Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.</p>		



Request#: M3		City of Markham
Address	2718 & 2730 Elgin Mills Road	
Site Area	1.00 ha	
Employment Area	Cathedral	
Applicant	Sandra Wiles	
Owner	1628740 Ontario Inc.	
Nature of Request	A request to re-designate lands from “Service Employment” use to “Low Rise Residential”.	
Summary of Assessment	<p>- Site has visibility from and/or is adjacent to, Highway 404, contributing to the Region’s and local municipality’s economic development potential and supporting goods movement. Converting this site is contrary to Regional and Provincial planning objectives.</p> <p>- Analysis to date indicates that direct access to Elgin Mills Road is not permitted, due to the location of the Highway 404 northbound on-ramp system relative to the subject lands. The site can be accessed through lands to the north.</p> <p>- The introduction of non-employment uses has the potential to destabilize the employment area and prompt additional conversions of surrounding lands</p>	
Local Municipal Council Position	Request supported subject to York Region confirming that no access to the employment lands along Highway 404 immediately to the west (i.e., Markham Woodmills) is possible from Elgin Mills Rd through the subject lands	
<p><b>Recommendation:</b> Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.</p>		

Request#: M4		City of Markham
Address	7386 & 7482 Hwy 7 East 8600 & 8636 & 8662/ 8724 Reesor Rd.	
Site Area	17.90 ha	
Employment Area	Cornell	
Applicant	Bousfields Inc.	
Owner	2432194 & 2536871 Ontario Inc. Cornell Rouge Development Corporation and Varlese Brothers Limited	
Nature of Request	A request to convert employment land to support mixed-use development comprising medium and high density residential, retail, office commercial and a hotel.	
Summary of Assessment	<p>- Site is in proximity to Highway 407, contributing to the Region's and local municipality's economic development potential and supporting goods movement. Converting this site is contrary to Regional and Provincial planning objectives.</p> <p>-Site is part of a larger contiguous employment area, and the introduction of non-employment uses has the potential to destabilize the employment area and/or negatively impact viability of existing or future surrounding employment uses by putting pressure for future conversions in the adjacent parcels.</p> <p>- The site is 17.9 ha and is considered a large-sized employment area site and should be protected over the long term to support a diverse range, size, and mix of employment opportunities.</p>	
Local Municipal Council Position	Consideration of the request for conversion be postponed and evaluated through secondary plan studies	
<p><b>Recommendation:</b> Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.</p>		

Request#: M5		City of Markham	
Address	77 Anderson Avenue		
Site Area	0.45 ha		
Employment Area	Mount Joy		
Applicant	Humphries Planning		
Owner	Meadow Park Investments Inc.		
Nature of Request	A request to re-designate subject lands from Service Employment to Mixed Use High Rise.		
Summary of Assessment	<ul style="list-style-type: none"> <li>- A non-employment use is appropriate, has minimal impact on adjacent employment uses, and is compatible with the surrounding context.</li> <li>- Site's role as employment land is not of Regional significance and is more appropriately designated at the local level.</li> <li>- Site is not integral to support employment land employment growth to 2041.</li> </ul>		
Local Municipal Council Position	Consideration of the request for conversion be postponed and evaluated through secondary plan studies		
<p><b>Recommendation:</b> Area not identified as employment in the Regional Official Plan. Designation at the discretion of the Local Municipality.</p>			

Request#: M6		City of Markham
Address	Part of Lot 11, Concession 9	
Site Area	0.95 ha	
Employment Area	Cornell	
Applicant	KLM Planning Partners	
Owner	Primont Homes and Cornell Rouge Development Corp.	
Nature of Request	A request to re-designate lands from employment use to permit residential use, in addition to retail, office, and employment uses already permitted within the "Business Park Area - Avenue 7 Corridor" designation of the Cornell Secondary Plan (2008).	
Summary of Assessment	<ul style="list-style-type: none"> <li>- Conversion to non-employment uses is reflective of the evolving local urban structure, will likely have minimal impact on adjacent employment uses and results in a more logical employment area boundary.</li> <li>- Site is not integral to support employment land employment growth to 2041.</li> </ul>	
Local Municipal Council Position	Support Request.	
<p><b>Recommendation:</b> Area not identified as employment in the Regional Official Plan. Designation at the discretion of the Local Municipality.</p>		

Request#: M7		City of Markham	
Address	7845 Highway 7		
Site Area	0.75 ha		
Employment Area	Cornell		
Applicant	Planning and Development Services		
Owner	Norfinch Construction		
Nature of Request	A request to re-designate lands from Business Park Employment to Mixed-Use Mid Rise.		
Summary of Assessment	<ul style="list-style-type: none"> <li>- Site is in proximity to Highway 407, contributing to the Region's and local municipality's economic development potential and supporting goods movement. Converting this site is contrary to Regional and Provincial planning objectives.</li> <li>- Site is part of a larger contiguous employment area, and the introduction of non-employment uses has the potential to destabilize the employment area and/or negatively impact viability of existing or future surrounding employment uses by putting pressure for future conversions in the adjacent parcels.</li> </ul>		
Local Municipal Council Position	Consideration of the request for conversion be postponed and evaluated through secondary plan studies		
<p><b>Recommendation:</b> Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.</p>			

Request#: M8		City of Markham	
Address	Northeast Corner of Elgin Mills/ Highway 404	<p> <span style="color: red;">■</span> Employment Area Conversion Request  <span style="color: purple;">■</span> Existing Employment Area (as of 2017 York Region Employment Area Inventory)  <span style="color: lightpurple;">■</span> Proposed ROP Employment Area         </p>	
Site Area	1.67 ha		
Employment Area	Cathedral		
Applicant	MHBC Planning		
Owner	Markham Woodmills Developments Inc.		
Nature of Request	A request to re-designate lands from employment uses to mixed-use.		
Summary of Assessment	<ul style="list-style-type: none"> <li>- Site has visibility from and/or is adjacent to, Highway 404, contributing to the Region's and local municipality's economic development potential and supporting goods movement. Converting this site is contrary to Regional and Provincial planning objectives.</li> <li>- The introduction of non-employment uses has the potential to destabilize the employment area and prompt additional conversions of surrounding lands which will negatively impact the viability of the employment area.</li> </ul>		
Local Municipal Council Position	Request not supported however staff be directed to work with the landowner to identify a broader range of potential non-residential uses for the subject lands		
<p><b>Recommendation:</b> Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.</p>			

Request#: M9		City of Markham	
Address	2920 16th Avenue		
Site Area	5.93 ha		
Employment Area	Cachet		
Applicant	MGP Malone Given Parsons		
Owner	Condor Properties Ltd.		
Nature of Request	A request to re-designate lands from employment to mixed-use.		
Summary of Assessment	<p>- Site is in proximity to Highway 404, contributing to the Region's and local municipality's economic development potential and supporting goods movement. Converting this site is contrary to Regional and Provincial planning objectives.</p> <p>- Site is part of a larger contiguous employment area, and the introduction of non-employment uses has the potential to destabilize the employment area and/or negatively impact viability of existing or future surrounding employment uses by putting pressure for future conversions in the adjacent parcels.</p>		
Local Municipal Council Position	Request supported subject to the respective landowners entering into an agreement with the City of Markham for submissions of Official Plan and Zoning By-law amendment applications contemplating the provision of affordable purpose-built rental and seniors housing as well as retention of employment uses, prior to ultimate consideration of the conversion requests by York Region Council.		
<b>Recommendation:</b> Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.			

Request#: M10		City of Markham
Address	10900 Warden Avenue & 3450 Elgin Mills Road	
Site Area	29.16 ha	
Employment Area	ROPA 3	
Applicant	MGP Malone Given Parsons	
Owner	Wu's Landmark Group Inc. and First Elgin Mills Developments Inc.	
Nature of Request	A request to re-designate lands from employment to mixed-use.	
Summary of Assessment	- The site is within the ROPA 3 employment area, which due to the nature, character, and potential for future success of this employment area, should not be considered for conversion during the current MCR.	
Local Municipal Council Position	Consideration of the request for conversion be postponed and evaluated through secondary plan studies	
<b>Recommendation:</b> Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.		



Request#: M11		City of Markham
Address	South side of Highway 7 and Leslie Street	
Site Area	18.50 ha	
Employment Area	Commerce Valley/ Leitchcroft	
Applicant	Bousfields Inc.	
Owner	Wemat	
Nature of Request	A request to re-designate lands from employment to mixed-use.	
Summary of Assessment	<p>- Site has visibility from and/or is adjacent to, Highways 404 and 407, contributing to the Region's and local municipality's economic development potential and supporting goods movement. Converting this site is contrary to Regional and Provincial planning objectives.</p> <p>- The site is 18.5 ha and is considered a large-sized employment area site and should be protected over the long term to support a diverse range, size, and mix of employment opportunities.</p> <p>- Site is part of a larger contiguous employment area, and the introduction of non-employment uses has the potential to destabilize the employment area and/or negatively impact viability of existing or future surrounding employment uses by putting pressure for future conversions in the adjacent parcels.</p>	
Local Municipal Council Position	Conversion request postponed to allow for the submission of an appropriate revised development concept plan prior to ultimate consideration of the conversion request by York Region Council	
<p><b>Recommendation:</b> Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.</p>		

Request#: M12		City of Markham
Address	108-110, 112-118 and 111-113 Doncaster Avenue	
Site Area	0.95 ha	
Employment Area	Thornhill	
Applicant	W.E. Oughtred & Associates Inc.	
Owner	Unknown	
Nature of Request	A request to re-designate lands from employment to medium density residential uses such as townhomes or stacked townhomes.	
Summary of Assessment	- The introduction of non-employment uses has the potential to destabilize the employment area and prompt additional conversions of surrounding lands which will negatively impact the viability of the employment area.	
Local Municipal Council Position	Request not supported	
<p><b>Recommendation:</b> Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.</p>		

Request#: M13		City of Markham	
Address	136 Markland Street		
Site Area	1.10 ha		
Employment Area	Cachet		
Applicant	Bousfields Inc.		
Owner	King Square Ltd.		
Nature of Request	A request to re-designate lands from employment to mixed-use including residential uses.		
Summary of Assessment	<ul style="list-style-type: none"> <li>- Site is in proximity to Highway 404, contributing to the Region's and local municipality's economic development potential and supporting goods movement. Converting this site is contrary to Regional and Provincial planning objectives.</li> <li>- Site is part of a larger contiguous employment area, and the introduction of non-employment uses has the potential to destabilize the employment area and/or negatively impact viability of existing or future surrounding employment uses by putting pressure for future conversions in the adjacent parcels.</li> </ul>		
Local Municipal Council Position	Request supported subject to the respective landowners entering into an agreement with the City of Markham for submissions of Official Plan and Zoning By-law amendment applications contemplating the provision of affordable purpose-built rental and seniors housing as well as retention of employment uses, prior to ultimate consideration of the conversion requests by York Region Council.		
<b>Recommendation:</b> Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.			

Request#: N1		Town of Newmarket
Address	301 & 395 Mulock Drive, 421 Cane Parkway, 450 & 505 Kent Drive, 460 Oak Street, 489 & 510 Penrose Street, 559, 569, 589, 590 & 611 Steven Court, 16630, 16650 & 16700 Bayview Avenue	
Site Area	18.30 ha	
Employment Area	Mulock Southeast and Mulock North	
Applicant	Town of Newmarket	
Owner	Town of Newmarket	
Nature of Request	The Town of Newmarket has initiated the Mulock GO Station Area Secondary Plan, with plans for converting existing employment areas to allow for mixed-uses, including retail and residential uses.	
Summary of Assessment	<ul style="list-style-type: none"> <li>- Conversion to non-employment uses is reflective of the changing nature of employment / evolving urban structure.</li> <li>- Conversion to non-employment uses supports the local municipal planning objectives of the evolving urban structure</li> <li>- Site is not integral to support employment land employment growth to 2041.</li> </ul>	
Local Municipal Council Position	Support request.	
<p><b>Recommendation:</b> Area not identified as employment in the Regional Official Plan. Designation at the discretion of the Local Municipality.</p>		

Request#: N2		Town of Newmarket
Address	520, 521, 550 and 630 Newpark Boulevard	
Site Area	17.97 ha	
Employment Area	Bayview South	
Applicant	Weston Consulting	
Owner	521 and 630 Newpark GP Ltd.	
Nature of Request	A request to re-designate a portion of the lands from "Business Park - Mixed Employment" to "Mixed-Use Residential/ Retail/ Office", "Mixed-Use Retail/ Residential", and "Emerging Residential".	
Summary of Assessment	<ul style="list-style-type: none"> <li>- Conversion to permit non-employment uses recognizes that the surrounding context has changed since the lands were originally designated as employment</li> <li>- Site is not integral to support employment land employment growth to 2041.</li> </ul>	
Local Municipal Council Position	Support request.	
<p><b>Recommendation:</b> Area not identified as employment in the Regional Official Plan. Designation at the discretion of the Local Municipality.</p>		

Request#: N3		Town of Newmarket	
Address	507 Mulock Drive	<p> <span style="color: red;">■</span> Employment Area Conversion Request  <span style="color: purple;">■</span> Existing Employment Area (as of 2017 York Region Employment Area Inventory)  <span style="color: blue;">■</span> Proposed ROP Employment Area         </p>	
Site Area	0.70 ha		
Employment Area	Mulock North		
Applicant	Weston Consulting		
Owner	Ganni Kinno Developments Inc.		
Nature of Request	A request to re-designate the lands from employment to a mix of uses including residential, retail and office uses.		
Summary of Assessment	<ul style="list-style-type: none"> <li>- Conversion to non-employment uses is reflective of the changing nature of employment / evolving urban structure.</li> <li>- Conversion to non-employment uses supports the local municipal planning objectives of the evolving urban structure proposed</li> <li>- Site is not integral to support employment land employment growth to 2041.</li> </ul>		
Local Municipal Council Position	No position at this time.		
<p><b>Recommendation:</b> Area not identified as employment in the Regional Official Plan. Designation at the discretion of the Local Municipality.</p>			

Request#: RH1		City of Richmond Hill	
Address	1577 Major Mackenzie Drive East		
Site Area	17.60 ha		
Employment Area	Headford		
Applicant	Dorsky + Yue International, UrbanMetrics		
Owner	Rice Commercial Group, 'Mackenzie Commons'		
Nature of Request	A request to re-designate employment lands to mixed-use to facilitate the development of high-density residential and commercial uses on site.		
Summary of Assessment	<ul style="list-style-type: none"> <li>- Site is in proximity to Highway 404, contributing to the Region's and local municipality's economic development potential and supporting goods movement. Converting this site is contrary to Regional and Provincial planning objectives.</li> <li>- The site is 17.6 ha and is considered a large-sized employment area site and should be protected over the long term to support a diverse range, size, and mix of employment opportunities.</li> <li>- Site is part of a larger contiguous employment area, and the introduction of non-employment uses has the potential to destabilize the employment area and/or negatively impact viability of existing or future surrounding employment uses by putting pressure for future conversions in the adjacent parcels.</li> </ul>		
Local Municipal Council Position	Support request.		
<p><b>Recommendation:</b> Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.</p>			

Request#: RH2		City of Richmond Hill
Address	1521 19th Avenue	
Site Area	0.13 ha	
Employment Area	North Leslie	
Applicant	Humphries Planning Group Inc.	
Owner	Cedartrail Developments Inc.	
Nature of Request	A request to re-designate lands from employment to residential use.	
Summary of Assessment	<ul style="list-style-type: none"> <li>- Conversion to permit non-employment uses recognizes that the surrounding context has changed since the lands were originally designated as employment.</li> <li>- Site is not integral to support employment land employment growth to 2041.</li> </ul>	
Local Municipal Council Position	Support request.	
<p><b>Recommendation:</b> Area not identified as employment in the Regional Official Plan. Designation at the discretion of the Local Municipality.</p>		



Request#: RH3		City of Richmond Hill	
Address	1585 19th Avenue		
Site Area	0.37 ha		
Employment Area	North Leslie		
Applicant	Humphries Planning Group Inc.		
Owner	Congio Enterprises Inc.		
Nature of Request	A request to re-designate lands from employment to residential use.		
Summary of Assessment	<ul style="list-style-type: none"> <li>- Conversion to permit non-employment uses recognizes that the surrounding context has changed since the lands were originally designated as employment.</li> <li>- Site is not integral to support employment land employment growth to 2041.</li> </ul>		
Local Municipal Council Position	Support request.		
<p><b>Recommendation:</b> Area not identified as employment in the Regional Official Plan. Designation at the discretion of the Local Municipality.</p>			

Request#: RH4		City of Richmond Hill	
Address	93 Edward Avenue & 500 Elgin Mills Road East		
Site Area	2.68 ha		
Employment Area	Newkirk		
Applicant	Humphries Planning Group Inc.		
Owner	Toronto Montessori Schools, 1355314 Ontario Inc.		
Nature of Request	A request to re-designate subject lands to permit the expansion of the existing private school facility with outdoor recreation area/sports field		
Summary of Assessment	<ul style="list-style-type: none"> <li>- Site is part of a larger contiguous employment area, and the introduction of non-employment uses has the potential to destabilize the employment area and/or negatively impact viability of existing or future surrounding employment uses by putting pressure for future conversions in the adjacent parcels.</li> <li>- Site should be maintained as employment however further discussions are required to explore opportunities to accommodate the proposed request</li> </ul>		
Local Municipal Council Position	Conversion request not supported however the proposed use expansion is supported and recommends staff to work with the applicant to facilitate the applicant's request through the best available means.		
<b>Recommendation:</b> Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.			

Request#: RH5		City of Richmond Hill	
Address	Blocks 2 and 3, 65M4080		
Site Area	2.50 ha		
Employment Area	Headford		
Applicant	Groundswell Urban Planners Inc.		
Owner	Orlando Corporation		
Nature of Request	A request to re-designate employment lands to permit automotive centres/dealerships on site. This use is not permitted through the local employment area designation.		
Summary of Assessment	<ul style="list-style-type: none"> <li>- Site is part of a larger contiguous employment area, and the introduction of non-employment uses has the potential to destabilize the employment area and/or negatively impact viability of existing or future surrounding employment uses by putting pressure for future conversions in the adjacent parcels.</li> <li>- Site is in proximity to highway 404, contributing to the Region's and local municipality's economic development potential and supporting goods movement. Converting this site is contrary to Regional and Provincial planning objectives.</li> <li>- Site should be maintained as employment but lands may offer the potential for more permissive employment uses to be assessed through the development of the Region's employment policy framework.</li> </ul>		
Local Municipal Council Position	Conversion request not supported however the proposed use is supported and recommends staff to work with the applicant to facilitate the applicant's request through the best available means.		
<b>Recommendation:</b> Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.			

Request#: RH6		City of Richmond Hill
Address	10481 Yonge Street & 10537 Yonge Street	
Site Area	7.07 ha	
Employment Area	Newkirk	
Applicant	Evans Planning Inc.	
Owner	1835942 Ontario Inc.	
Nature of Request	A request to re-designate lands from employment to mixed-use or high density residential uses.	
Summary of Assessment	<ul style="list-style-type: none"> <li>- Conversion to non-employment uses is reflective of the evolving local urban structure, will likely have minimal impact on adjacent employment uses and results in a more logical employment area boundary.</li> <li>- Conversion to permit non-employment uses recognizes that the surrounding context has changed since the lands were originally designated as employment.</li> <li>- Site is not integral to support employment land employment growth to 2041.</li> </ul>	
Local Municipal Council Position	Support request.	
<p><b>Recommendation:</b> Area not identified as employment in the Regional Official Plan. Designation at the discretion of the Local Municipality.</p>		

Request#: RH7		City of Richmond Hill
Address	West of Hwy 404, south of Major Mackenzie Drive	<p>Staples Avenue Vogell Road Hwy 404 Hillmount Road</p> <p>City of Richmond Hill City of Markham</p> <p>0 50 100 m</p> <p>Employment Area Conversion Request Existing Employment Area (as of 2017) York Region Employment Area Inventory Proposed ROP Employment Area</p>
Site Area	9.42 ha	
Employment Area	Headford	
Applicant	Bousfields Inc.	
Owner	Baif Developments Ltd.	
Nature of Request	A request to re-designate employment lands to mixed-use to facilitate the development of high-density residential and commercial uses including office, retail/service commercial and hotels	
Summary of Assessment	<ul style="list-style-type: none"> <li>- Site is in proximity to Highway 404, contributing to the Region's and local municipality's economic development potential and supporting goods movement. Converting this site is contrary to Regional and Provincial planning objectives.</li> <li>- Site is part of a larger contiguous employment area, and the introduction of non-employment uses has the potential to destabilize the employment area and/or negatively impact viability of existing or future surrounding employment uses by putting pressure for future conversions in the adjacent parcels.</li> </ul>	
Local Municipal Council Position	Not supported.	
<p><b>Recommendation:</b> Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.</p>		

Request#: RH8		City of Richmond Hill	
Address	1751 19th Ave		
Site Area	4.00 ha		
Employment Area	North Leslie		
Applicant	Evans Planning		
Owner	Upper City Corporation		
Nature of Request	A request to re-designate employment lands to non-employment uses.		
Summary of Assessment	<p>- Site has visibility from and/or is adjacent to, Highway 404, contributing to the Region's and local municipality's economic development potential and supporting goods movement. Converting this site is contrary to Regional and Provincial planning objectives.</p>		
Local Municipal Council Position	Not supported.		
<p><b>Recommendation:</b> Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.</p>			

Request#: RH9		City of Richmond Hill	
Address	9893 Leslie Street		
Site Area	0.48 ha		
Employment Area	Headford		
Applicant	Urban Growth Inc.		
Owner	Carefirst Seniors and Community Services Association		
Nature of Request	A request to re-designate employment lands to a campus of care including integrated care facilities such as a primary care family practice centre, pharmacy, elderly person centre, office space, and 96 bed long-term care centre.		
Summary of Assessment	<ul style="list-style-type: none"> <li>- A non-employment use is appropriate, has minimal impact on adjacent employment uses, and is compatible with the surrounding context.</li> <li>- Conversion provides an appropriate transition between the employment area and the adjacent non-employment uses.</li> </ul>		
Local Municipal Council Position	Support request.		
<p><b>Recommendation:</b> Area not identified as employment in the Regional Official Plan. Request approved by Regional Council on February 27, 2020. Designation at the discretion of the Local Municipality.</p>			

Request#: RH10		City of Richmond Hill
Address	100 & 115 – 140 York Boulevard	
Site Area	2.66 ha	
Employment Area	Beaver Creek	
Applicant	Urban Strategies Inc.	
Owner	Crestpoint Real Estate (YYC) Inc.	
Nature of Request	A request to re-designate employment lands to mixed-use including residential.	
Summary of Assessment	<p>- Site is in proximity to Highways 407 and 404, contributing to the Region's and local municipality's economic development potential and supporting goods movement. Converting this site is contrary to Regional and Provincial planning objectives.</p> <p>- Site is part of a larger contiguous employment area, and the introduction of non-employment uses has the potential to destabilize the employment area and/or negatively impact viability of existing or future surrounding employment uses by putting pressure for future conversions in the adjacent parcels.</p>	
Local Municipal Council Position	Support request.	
<p><b>Recommendation:</b> Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.</p>		



Request#: RH11		City of Richmond Hill
Address	Northeast Corner of Highway 7 and Leslie Street	
Site Area	7.59 ha	
Employment Area	East Beaver Creek	
Applicant	MGP Malone Given Parsons	
Owner	Parkway Hotels and Convention Centre Inc.	
Nature of Request	A request to re-designate the subject lands from employment to non-employment uses to recognize the current non-employment permissions in the City of Richmond Hill's Official Plan and the existing mixed use function of the lands.	
Summary of Assessment	<ul style="list-style-type: none"> <li>- Site is in proximity to Highways 407 and 404, contributing to the Region's and local municipality's economic development potential and supporting goods movement. Converting this site is contrary to Regional and Provincial planning objectives.</li> <li>- Site is part of a larger contiguous employment area, and the introduction of non-employment uses beyond the existing permissions of the site specific policy has the potential to destabilize the employment area and/or negatively impact viability of existing or future surrounding employment uses by putting pressure for future conversions in the adjacent parcels.</li> </ul>	
Local Municipal Council Position	Support request.	
<p><b>Recommendation:</b> Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.</p>		

Request#: V1		City of Vaughan	
Address	1950 and 1970 Highway 7		
Site Area	2.13 ha		
Employment Area	Keele		
Applicant	Brookvalley Project Management Inc.		
Owner	Various landholdings in Concord GO Center Secondary Plan area		
Nature of Request	A request to re-designate lands from "Employment Commercial Mixed-Use" to "Mixed-Use Commercial/Residential".		
Summary of Assessment	- Conversion to non-employment uses supports the local municipal planning objectives of the evolving urban structure proposed through the Concord GO Secondary Plan.		
Local Municipal Council Position	No position at this time.		
<p><b>Recommendation:</b> Area not identified as employment in the Regional Official Plan. Designation at the discretion of the Local Municipality.</p>			

Request#: V2		City of Vaughan	
Address	11421 Weston Road		
Site Area	18.3 ha		
Employment Area	Highway 400 North (Teston West) (ROPA 52)		
Applicant	Humphries Planning Group Inc.		
Owner	Western Point Builders Inc.		
Nature of Request	A request to re-designate lands to allow mixed-use (including residential use) beyond employment uses permitted by the City of Vaughan OPA 637.		
Summary of Assessment	- The site is part of the Vaughan's 400 North Employment Area (also known as ROPA 52) which has not had sufficient time to develop as an employment area. Lands are within areas not considered for conversion.		
Local Municipal Council Position	No position at this time.		
<b>Recommendation:</b> Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.			

Request#: V3		City of Vaughan
Address	233 Four Valley Drive & 1040-1080 Edgeley Boulevard, Vaughan	
Site Area	5.9 ha	
Employment Area	Vaughan 400 North	
Applicant	Weston Consulting	
Owner	Unknown	
Nature of Request	A request to re-designate employment land to support mixed-use development on site	
Summary of Assessment	<p>- Lands are part of a larger contiguous employment area, and the introduction of non-employment uses has the potential to negatively impact viability of existing or future surrounding employment uses in the employment area by putting pressure for future conversions in the adjacent parcels.</p> <p>- Site has visibility from, and is adjacent to the Highway 400 goods movement corridor contributing to its economic development potential and supporting goods movement. Converting this site would set precedent for the conversion of other sites located along the 400 series highway and is contrary to Regional and Provincial planning objectives.</p>	
Local Municipal Council Position	No position at this time.	
<p><b>Recommendation:</b> Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.</p>		

Request#: V4		City of Vaughan
Address	11, 27 and 37 Jacob Keefer Parkway	
Site Area	1.01 ha	
Employment Area	Tutor West	
Applicant	Humphries Planning Group Inc.	
Owner	Robvit Developments Inc.	
Nature of Request	A request to permit residential and/or commercial mixed use on the subject lands currently designated as “Employment Commercial Mixed-use” in the 2010 Vaughan Official Plan.	
Summary of Assessment	<p>- Site is part of a larger contiguous employment area, and the introduction of non-employment uses has the potential to destabilize the employment area and/or negatively impact viability of existing or future surrounding employment uses by putting pressure for future conversions in the adjacent parcels.</p> <p>- Site should be maintained as employment but lands may offer the potential for more permissive employment uses to be assessed through the development of the Region’s employment policy framework.</p>	
Local Municipal Council Position	No position at this time.	
<p><b>Recommendation:</b> Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.</p>		

Request#: V5		City of Vaughan
Address	7625 Martin Grove Road & 211 Woodstream Boulevard	
Site Area	1.84 ha	
Employment Area	West Woodbridge	
Applicant	KLM Planning Partners Inc.	
Owner	716051 Ontario Limited & 1214420 Ontario Limited	
Nature of Request	A request to re-designate lands from employment to mid-rise mixed-use.	
Summary of Assessment	<p>- Site is part of a larger contiguous employment area, and the introduction of non-employment uses has the potential to destabilize the employment area and/or negatively impact viability of existing or future surrounding employment uses by putting pressure for future conversions in the adjacent parcels.</p> <p>- Site should be maintained as employment but lands may offer the potential for more permissive employment uses to be assessed through the development of the Region's employment policy framework</p>	
Local Municipal Council Position	No position at this time.	
<p><b>Recommendation:</b> Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.</p>		

Request#: V6		City of Vaughan	
Address	661 & 681 Chrislea Road		
Site Area	1.63 ha		
Employment Area	Weston 400		
Applicant	Weston Consulting		
Owner	Battcorp Holdings (Vaughan) Ltd. (Battista)		
Nature of Request	A request to re-designate the subject lands from employment to residential uses.		
Summary of Assessment	<ul style="list-style-type: none"> <li>- Lands are part of a larger contiguous employment area, and the introduction of non-employment uses has the potential to negatively impact viability of existing or future surrounding employment uses in the employment area by putting pressure for future conversions in the adjacent parcels.</li> <li>- Site has visibility from, and is adjacent to the Highway 400 goods movement corridor contributing to its economic development potential and supporting goods movement. Converting this site would set precedent for the conversion of other sites located along the 400 series highway and is contrary to Regional and Provincial planning objectives.</li> </ul>		
Local Municipal Council Position	No position at this time		
<p><b>Recommendation:</b> Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.</p>			

Request#: V7		City of Vaughan	
Address	Block 34W and 35, Lots 26 through 35, Concession 5 and Lot 1 King Concession 5		
Site Area	235.0 ha		
Employment Area	Highway 400 North (ROPA 52)		
Applicant	Humphries Planning Group		
Owner	Vaughan 400 North Landowners Group Inc.		
Nature of Request	A request to re-designate the subject lands from employment to residential uses.		
Summary of Assessment	<p>- The site is part of the Vaughan's 400 North Employment Area (also known as ROPA 52) which has not had sufficient time to develop as an employment area. Lands are within areas not considered for conversion.</p>		
Local Municipal Council Position	No position at this time.		
<p><b>Recommendation:</b> Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.</p>			



Request#: V8		City of Vaughan
Address	8083 Jane Street	
Site Area	1.76 ha	
Employment Area	Vaughan 400	
Applicant	DLA Piper	
Owner	Chris Barnett	
Nature of Request	A request to re-designate lands from Prestige and General Employment to mixed-use.	
Summary of Assessment	<p>- Entire perimeter of the site is surrounded by lands designated for employment uses. The introduction of a non-employment use would destabilize and/or impact the existing and/or future viability of the employment area.</p>	
Local Municipal Council Position	No position at this time.	
<p><b>Recommendation:</b> Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.</p>		

Request#: V9		City of Vaughan	
Address	8821 Weston Road		
Site Area	3.66 ha		
Employment Area	Weston 400 North		
Applicant	Weston Consulting		
Owner	Designscape Enterprises Ltd.		
Nature of Request	A request to re-designate subject lands from Prestige Employment to Employment Commercial – Mixed use.		
Summary of Assessment	<ul style="list-style-type: none"> <li>- Lands are part of a larger contiguous employment area, and the introduction of non-employment uses has the potential to negatively impact viability of existing or future surrounding employment uses in the employment area by putting pressure for future conversions in the adjacent parcels.</li> <li>- Site has visibility from, and is adjacent to the Highway 400 goods movement corridor contributing to its economic development potential and supporting goods movement. Converting this site would set precedent for the conversion of other sites located along the 400 series highway and is contrary to Regional and Provincial planning objectives.</li> <li>- The proposed use on these lands is considered an employment use elsewhere in the City of Vaughan Official Plan. On this basis, proposed use could be accommodated with a local designation change.</li> </ul>		
Local Municipal Council Position	No position at this time.		
<p><b>Recommendation:</b> Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.</p>			

Request#: V10		City of Vaughan	
Address	Part of Lot 14 and 15, Concession 5		
Site Area	39.20 ha		
Employment Area	Vaughan Mills Centre		
Applicant	Miele Developments		
Owner	Vaughan Mills Mixed Use Centre Landowners Group		
Nature of Request	A request to re-designate the subject lands from employment to residential/mixed-use.		
Summary of Assessment	<ul style="list-style-type: none"> <li>- Lands are part of a larger contiguous employment area, and the introduction of non-employment uses has the potential to negatively impact viability of existing or future surrounding employment uses in the employment area by putting pressure for future conversions in the adjacent parcels.</li> <li>- Site has visibility from, and is adjacent to the Highway 400 goods movement corridor contributing to its economic development potential and supporting goods movement. Converting this site would set precedent for the conversion of other sites located along the 400 series highway and is contrary to Regional and Provincial planning objectives.</li> <li>- The site is 39 ha and is considered a large-sized employment area site and should be protected over the long term to support a diverse range, size, and mix of employment opportunities.</li> </ul>		
Local Municipal Council Position	No position at this time.		
<p><b>Recommendation:</b> Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.</p>			

Request#: V11		City of Vaughan	
Address	6241 Rutherford Road		
Site Area	8.18 ha		
Employment Area	West Vaughan – Huntington East		
Applicant	Weston Consulting		
Owner	Di Poce Management Limited		
Nature of Request	A request to convert employment lands from the current Prestige Employment designation to commercial/recreational mixed land use.		
Summary of Assessment	<ul style="list-style-type: none"> <li>- Entire perimeter of the site is surrounded by lands designated for employment uses. The introduction of a non-employment use would destabilize and/or impact the existing and/or future viability of the employment area</li> <li>- Site is part of a larger contiguous employment area, and the introduction of non-employment uses has the potential to destabilize the employment area and/or negatively impact viability of existing or future surrounding employment uses by putting pressure for future conversions in the adjacent parcels.</li> <li>- Site should be maintained as employment but lands may offer the potential for more permissive employment uses to be assessed through the development of the Region's employment policy framework.</li> </ul>		
Local Municipal Council Position	No position at this time.		
<p><b>Recommendation:</b> Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.</p>			

Request#: V12		City of Vaughan	
Address	2739 Highway 7		
Site Area	0.34 ha		
Employment Area	Jane South		
Applicant	Humphries Planning		
Owner	2276771 Ontario Inc.		
Nature of Request	A request to convert employment lands to residential uses.		
Summary of Assessment	<ul style="list-style-type: none"> <li>- The site is in close proximity to the CN MacMillan yard and is surrounded by traditional employment uses. Permitting non-employment uses could potentially introduce compatibility issues with surrounding employment uses. Sites in this area should be retained as employment as they require separation from sensitive uses including residential that are sensitive to noise, activity and/or odour.</li> <li>- There are sufficient designated lands to support non-employment uses in close proximity to the subject site.</li> <li>- Site should be maintained as employment but lands may offer the potential for more permissive employment uses to be assessed through the development of the Region's employment policy framework.</li> </ul>		
Local Municipal Council Position	No position at this time.		
<p><b>Recommendation:</b> Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.</p>			

Request#: V13		City of Vaughan	
Address	2267 Highway 7 & 7700 Keele Street		
Site Area	5.50 ha		
Employment Area	Keele		
Applicant	KLM Planning		
Owner	Seven Keele Ltd/ 7700 Keele St. Ltd		
Nature of Request	A request to re-designate the subject lands to a residential/ mixed-use.		
Summary of Assessment	<ul style="list-style-type: none"> <li>- The site is in close proximity to the CN MacMillan yard and is surrounded by traditional employment uses. Permitting non-employment uses could potentially introduce compatibility issues with surrounding employment uses. Sites in this area should be retained as employment as they require separation from sensitive uses including residential that are sensitive to noise, activity and/or odour.</li> <li>- There are sufficient designated lands to support non-employment uses in close proximity to the subject site.</li> <li>- Site should be maintained as employment but lands may offer the potential for more permissive employment uses to be assessed through the development of the Region's employment policy framework.</li> </ul>		
Local Municipal Council Position	No position at this time.		
<p><b>Recommendation:</b> Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.</p>			

Request#: V14		City of Vaughan	
Address	156 Chrislea Road & 15 Jevlan Drive		
Site Area	1.49 ha		
Employment Area	Weston 400		
Applicant	Land Solutions Ontario		
Owner	FDF Investments/Playcor Holdings		
Nature of Request	A request to allow greater flexibility in the permitted uses including more retail and service commercial type uses.		
Summary of Assessment	<ul style="list-style-type: none"> <li>- Lands are part of a larger contiguous employment area, and the introduction of non-employment uses has the potential to disconnect the employment area and/or negatively impact viability of existing or future surrounding employment uses by putting pressure for future conversions in the adjacent parcels.</li> <li>- Lands should be retained as employment as they provide an appropriate transition between the employment area and the adjacent non-employment uses and may offer the potential for more permissive employment uses to be assessed through the development of the Region's employment policy framework.</li> <li>- Site is in proximity to Highway 400, contributing to its economic development potential and supporting goods movement. Converting this site is contrary to Regional and Provincial planning objectives.</li> </ul>		
Local Municipal Council Position	No position at this time.		
<p><b>Recommendation:</b> Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.</p>			

Request#: V15		City of Vaughan
Address	201 Millway Avenue	
Site Area	1.92 ha	
Employment Area	Vaughan 400	
Applicant	Weston Consulting	
Owner	York Region Condominium Corporation 945	
Nature of Request	A request to re-designate lands from Prestige Employment to a mixed-use designation.	
Summary of Assessment	<ul style="list-style-type: none"> <li>- Lands are part of a larger contiguous employment area and non-employment uses would destabilize and/or adversely affect the overall viability of existing and/or future employment uses in the employment area</li> <li>- The conversion would impact a currently logical employment boundary.</li> <li>- Lands should be retained as employment as they provide an appropriate transition between the employment area and the adjacent non-employment uses and may offer the potential for more permissive employment uses to be assessed through the development of the Region's employment policy framework.</li> </ul>	
Local Municipal Council Position	No position at this time.	
<p><b>Recommendation:</b> Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.</p>		



Request#: V16		City of Vaughan	
Address	163 & 175 Bowes Road		
Site Area	5.91 ha		
Employment Area	Keele		
Applicant	Weston Consulting		
Owner	Unknown		
Nature of Request	A request to re-designate lands from employment to a mixed-use.		
Summary of Assessment	<ul style="list-style-type: none"> <li>- Conversion to non-employment uses supports the local municipal planning objectives of the evolving urban structure proposed through the Concord GO Secondary Plan</li> <li>- The lands north of Oster Lane to be designated as employment in the Regional Official Plan. Lands south of Oster Lane to be designated at the discretion of the Local Municipality.</li> </ul>		
Local Municipal Council Position	No position at this time.		
<p><b>Recommendation:</b> A portion of the area recommended for conversion to non-employment uses. Designate remainder as employment in the Regional Official Plan.</p>			

Request#: V17		City of Vaughan	
Address	4600 Steeles Ave West		
Site Area	3.00 ha		
Employment Area	Steeles West		
Applicant	MHBC Planning		
Owner	Ricbru Investments Inc.		
Nature of Request	A request to re-designate "Employment Commercial Mixed Use" lands to facilitate mixed use development on site.		
Summary of Assessment	- Conversion to non-employment uses is reflective of the evolving local urban structure, will likely have minimal impact on adjacent employment uses and results in a more logical employment area boundary.		
Local Municipal Council Position	No position at this time.		
<p><b>Recommendation:</b> Area not identified as employment in the Regional Official Plan. Designation at the discretion of the Local Municipality.</p>			

<b>Request#: V18</b>		<b>City of Vaughan</b>
Address	7777 Keele St and 2160-2180 Highway 7	
Site Area	6.20 ha	
Employment Area	Keele	
Applicant	MHBC Planning	
Owner	Steele Valley Developments Limited and Bonneville Homes Limited.	
Nature of Request	A request to re-designate "Employment Commercial Mixed Use" lands to facilitate mixed use development on site.	
Summary of Assessment	<ul style="list-style-type: none"> <li>- The site is in close proximity to the CN MacMillan yard and is surrounded by traditional employment uses. Permitting non-employment uses could potentially introduce compatibility issues with surrounding employment uses. Sites in this area should be retained as employment as they require separation from sensitive uses including residential that are sensitive to noise, activity and/or odour.</li> <li>- There are sufficient designated lands to support non-employment uses in close proximity to the subject site.</li> <li>- Site should be maintained as employment but lands may offer the potential for more permissive employment uses to be assessed through the development of the Region's employment policy framework.</li> </ul>	
Local Municipal Council Position	No position at this time.	
<p><b>Recommendation:</b> Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.</p>		

Request#: V19		City of Vaughan
Address	31 Jevlan Drive and 172 Chrislea Road	
Site Area	1.03 ha	
Employment Area	Weston 400	
Applicant	Weston Consulting	
Owner	Luana Colalillo	
Nature of Request	A request to broaden land permission to allow for a greater range of development opportunities on the subject lands, including residential uses.	
Summary of Assessment	<p>- Lands are part of a larger contiguous employment area, and the introduction of non-employment uses has the potential to disconnect the employment area and/or negatively impact viability of existing or future surrounding employment uses by putting pressure for future conversions in the adjacent parcels.</p> <p>- Lands should be retained as employment as they provide an appropriate transition between the employment area and the adjacent non-employment uses and may offer the potential for more permissive employment uses to be assessed through the development of the Region's employment policy framework.</p> <p>- Site is in proximity to Highway 400, contributing to its economic development potential and supporting goods movement. Converting this site is contrary to Regional and Provincial planning objectives.</p>	
Local Municipal Council Position	No position at this time.	
<p><b>Recommendation:</b> Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.</p>		

Request#: V20		City of Vaughan	
Address	7171 Jane Street		
Site Area	9.93 ha		
Employment Area	Beechwood		
Applicant	Stellarbridge Management Inc.		
Owner	Stellarbridge, ARG Group of Companies		
Nature of Request	Request that lands be re-designated from their current employment designation to a mixed-use designation permitting higher density residential and commercial uses.		
Summary of Assessment	<p>- The site is 9.93ha and is considered a large-sized employment area site and should be protected over the long term to support a diverse range, size, and mix of employment opportunities.</p> <p>- Site is in proximity to Highway 407, contributing to the Region's and local municipality's economic development potential and supporting goods movement. Converting this site is contrary to Regional and Provincial planning objectives.</p>		
Local Municipal Council Position	No position at this time.		
<p><b>Recommendation:</b> Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.</p>			

Request#: V21		City of Vaughan	
Address	140 Doughton Road		
Site Area	0.31 ha		
Employment Area	Jane South		
Applicant	Weston Consulting		
Owner	Omer Investments Inc.		
Nature of Request	Request that the subject property be converted from the General Employment designation to the Station Precinct designation and the subject property be incorporated within the Vaughan Metropolitan Centre Secondary Plan boundary as part of the ongoing Municipal Comprehensive Review.		
Summary of Assessment	- Conversion to non-employment uses is reflective of the evolving local urban structure, will likely have minimal impact on adjacent employment uses and results in a more logical employment area boundary.		
Local Municipal Council Position	No position at this time.		
<p><b>Recommendation:</b> Area not identified as employment in the Regional Official Plan. Designation at the discretion of the Local Municipality.</p>			

Request#: V22		City of Vaughan
Address	676, 696 Westburne Drive	
Site Area	1.02 ha	
Employment Area	Tudor West	
Applicant	KLM Planning Partners Inc.	
Owner	Arcovit Holdings Inc.	
Nature of Request	Allow for the re-designation of subject lands to allow for a mixed use high density residential development.	
Summary of Assessment	<p>- Site is part of a larger contiguous employment area, and the introduction of non-employment uses has the potential to destabilize the employment area and/or negatively impact viability of existing or future surrounding employment uses by putting pressure for future conversions in the adjacent parcels.</p>	
Local Municipal Council Position	No position at this time.	
<p><b>Recommendation:</b> Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.</p>		

Request#: V23		City of Vaughan	
Address	2780 Highway 7		
Site Area	0.75 ha		
Employment Area	Vaughan 400		
Applicant	Evans Planning Inc.		
Owner	2780 Highway 7 Investments		
Nature of Request	<p>A request to allow for the conversion of these lands from only employment generating purposes to also permit residential uses and the associated population to support transit infrastructure investment and so fulfill the intensification and complete community objectives of the Province, Region and City.</p>		
Summary of Assessment	<ul style="list-style-type: none"> <li>- The site is in close proximity to the CN MacMillan yard and is surrounded by traditional employment uses. Permitting non-employment uses could potentially introduce compatibility issues with surrounding employment uses. Sites in this area should be retained as employment as they require separation from sensitive uses including residential that are sensitive to noise, activity and/or odour</li> <li>- There are sufficient designated lands to support non-employment uses in close proximity to the subject site.</li> <li>- Site should be maintained as employment but lands may offer the potential for more permissive employment uses to be assessed through the development of the Region's employment policy framework.</li> </ul>		
Local Municipal Council Position	No position at this time.		
<p><b>Recommendation:</b> Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.</p>			



Request#: V24		City of Vaughan
Address	705 Applewood Cres, 200/225/207 Edgeley Blvd, 10/11/27/38 Buttermill Ave, 190/212 Millway Ave	
Site Area	7.54 ha	
Employment Area	Vaughan 400	
Applicant	Malone Given Parsons Ltd.	
Owner	Portage Landowners Group	
Nature of Request	A request to convert the employment lands to non-employment uses to recognize its location as a transitional area from the VMC.	
Summary of Assessment	<ul style="list-style-type: none"> <li>- Site is part of a larger contiguous employment area, and the introduction of non-employment uses has the potential to destabilize the employment area and/or negatively impact viability of existing or future surrounding employment uses by putting pressure for future conversions in the adjacent parcels.</li> <li>- Lands should be retained as employment as they provide an appropriate transition between the employment area and the adjacent non-employment uses and may offer the potential for more permissive employment uses to be assessed through the development of the Region's employment policy framework.</li> <li>- The conversion would impact a currently logical employment boundary.</li> </ul>	
Local Municipal Council Position	No position at this time.	
<p><b>Recommendation:</b> Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.</p>		

Request#: V25		City of Vaughan	
Address	Part of Lots 4 and 5, Concession 9		
Site Area	7.32 ha		
Employment Area	Highway 427 West		
Applicant	KLM Planning Partners Inc.		
Owner	1406979 Ontario Inc. (affiliate of the ZZEN Group)		
Nature of Request	Lands are currently designated Employment Commercial Mixed Use. Proposing to retain some employment area, and convert remainder to high density residential including eleven 35-storey residential towers.		
Summary of Assessment	<ul style="list-style-type: none"> <li>- Site has visibility from and/or is adjacent to Highway 427, contributing to the Region's and local municipality's economic development potential and supporting goods movement. Converting this site is contrary to Regional and Provincial planning objectives.</li> <li>- Site is part of a larger contiguous employment area, and the introduction of non-employment uses has the potential to destabilize the employment area and/or negatively impact viability of existing or future surrounding employment uses by putting pressure for future conversions in the adjacent parcels.</li> </ul>		
Local Municipal Council Position	No position at this time.		
<p><b>Recommendation:</b> Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.</p>			

Request#: V26		City of Vaughan
Address	2104 Highway 7	
Site Area	2.4 ha	
Employment Area	Keele	
Applicant	Weston Consulting	
Owner	York Region Condominium Corporation 549 ("YRCC 549")	
Nature of Request	A request to re-designate the subject lands to a mixed-use.	
Summary of Assessment	<ul style="list-style-type: none"> <li>- The site is in close proximity to the CN MacMillan yard and is surrounded by traditional employment uses. Permitting non-employment uses could potentially introduce compatibility issues with surrounding employment uses. Sites in this area should be retained as employment as they require separation from sensitive uses including residential that are sensitive to noise, activity and/or odour.</li> <li>- There are sufficient designated lands to support non-employment uses in close proximity to the subject site.</li> <li>- Site should be maintained as employment but lands may offer the potential for more permissive employment uses to be assessed through the development of the Region's employment policy framework.</li> </ul>	
Local Municipal Council Position	No position at this time.	
<p><b>Recommendation:</b> Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.</p>		

Request#: V27		City of Vaughan	
Address	80, 82 & 220 Doney Crescent		
Site Area	4.16 ha		
Employment Area	Keele		
Applicant	Brookvalley Project Management Inc., Frank Filippo		
Owner	Doney 80 Corp and Doney Hill Holdings Inc		
Nature of Request	A request to re-designate the subject lands to residential/mixed use. To be considered along with conversion request V13.		
Summary of Assessment	<ul style="list-style-type: none"> <li>- Entire perimeter of the site is surrounded by lands designated for employment uses. The introduction of a non-employment use would destabilize and/or impact the existing and/or future viability of the employment area.</li> <li>- The site is in close proximity to the CN MacMillan yard and is surrounded by traditional employment uses. Permitting non-employment uses could potentially introduce compatibility issues with surrounding employment uses. Sites in this area should be retained as employment as they require separation from sensitive uses including residential that are sensitive to noise, activity and/or odour.</li> <li>- There are sufficient designated lands to support non-employment uses in close proximity to the subject site.</li> </ul>		
Local Municipal Council Position	No position at this time.		
<p><b>Recommendation:</b> Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.</p>			

Request#: V28		City of Vaughan	
Address	130 Doughton Road		
Site Area	0.82 ha		
Employment Area	Jane South		
Applicant	KLM Planning Partners Inc.		
Owner	130 Doughton Road Investments Inc.		
Nature of Request	To re-designate from employment uses to a 'Station Precinct' designation to permit residential and major retail uses.		
Summary of Assessment	- Conversion to non-employment uses is reflective of the evolving local urban structure, will likely have minimal impact on adjacent employment uses and results in a more logical employment area boundary.		
Local Municipal Council Position	No position at this time.		
<p><b>Recommendation:</b> Area not identified as employment in the Regional Official Plan. Designation at the discretion of the Local Municipality.</p>			

Request#: V29		City of Vaughan
Address	7250 Keele Street	
Site Area	8.54 ha	
Employment Area	Keele	
Applicant	Weston Consulting	
Owner	York Region Standard Condominium Corporation No. 1311	
Nature of Request	A request to permit greater retail permission on the property.	
Summary of Assessment	<ul style="list-style-type: none"> <li>- Site is part of a larger contiguous employment area, and the introduction of non-employment uses has the potential to destabilize the employment area and/or negatively impact viability of existing or future surrounding employment uses by putting pressure for future conversions in the adjacent parcels.</li> <li>- Site is in proximity to Highway 407, contributing to the Region's and local municipality's economic development potential and supporting goods movement. Converting this site is contrary to Regional and Provincial planning objectives.</li> <li>- Site should be maintained as employment however further discussions are required to explore opportunities to accommodate the proposed request</li> </ul>	
Local Municipal Council Position	No position at this time.	
<p><b>Recommendation:</b> Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.</p>		

Request#: V30		City of Vaughan	
Address	20 Roysun Road		
Site Area	0.8 ha		
Employment Area	West Woodbridge		
Applicant	Weston Consulting		
Owner	Co-Mart Holdings Limited		
Nature of Request	Proposes intensification of the site with a broader range and mix of uses including office, commercial and residential uses.		
Summary of Assessment	<p>- Site is part of a larger contiguous employment area, and the introduction of non-employment uses has the potential to destabilize the employment area and/or negatively impact viability of existing or future surrounding employment uses by putting pressure for future conversions in the adjacent parcels.</p> <p>- Site should be maintained as employment but lands may offer the potential for more permissive employment uses to be assessed through the development of the Region's employment policy framework.</p>		
Local Municipal Council Position	No position at this time.		
<p><b>Recommendation:</b> Not recommended for conversion to non-employment uses. Designate as employment in the Regional Official Plan.</p>			

Request#: WS1		Town of Whitchurch-Stouffville	
Address	12049 Highway 48		
Site Area	18.20 ha		
Employment Area	Stouffville South		
Applicant	Corebridge Development Corp		
Owner	Zhawd Corporation		
Nature of Request	A request to re-designate the subject lands to allow for mixed use residential and commercial development.		
Summary of Assessment	- Site's role as employment land is not of Regional significance and is more appropriately designated at the local level.		
Local Municipal Council Position	Support request and direct staff to require approximately 400 square feet of non-residential space to be built for the approval of each dwelling unit proposed within this area		
<p><b>Recommendation:</b> Area not identified as employment in the Regional Official Plan. Designation at the discretion of the Local Municipality.</p>			



Request#: WS2		Town of Whitchurch-Stouffville	
Address	300 Rougeview Avenue		
Site Area	11.0 ha		
Employment Area	Stouffville South		
Applicant	MHBC Planning		
Owner	SmartCenters		
Nature of Request	<p>Proposal to allow for a mixed use district and innovation hub which accommodates a mix of office, industrial, retail, residential and park space.</p>		
Summary of Assessment	<ul style="list-style-type: none"> <li>- Site's role as employment land is not of Regional significance and is more appropriately designated at the local level</li> <li>- The lands north of Sam's Way to be designated at the discretion of the Local Municipality. Lands south of Sam's Way to be designated as employment in the Regional Official Plan.</li> </ul>		
Local Municipal Council Position	<p>Support request and direct staff to require approximately 400 square feet of non-residential space to be built for the approval of each dwelling unit proposed within this area</p>		
<p><b>Recommendation:</b> A portion of the area recommended for conversion to non-employment uses. Designate remainder as employment in the Regional Official Plan.</p>			



**Regional Council Decision - The Missing Link**

On April 2, 2020 Regional Council received the communication presented by Mayor Scarpitti from Phil Verster, President and Chief Executive Officer, Metrolinx to Bonnie Crombie, Mayor, City of Mississauga dated December 18, 2019 and adopted the following recommendation:

1. The Regional Clerk forward this communication to the local municipalities

Regards,

**Christopher Raynor** | Regional Clerk, Regional Clerk's Office, Corporate Services

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Our Mission: **Working together to serve our thriving communities – today and tomorrow**





*Office of the President & Chief Executive Officer*

Phil Verster

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(416) 202-5908

December 18, 2019

Mayor Bonnie Crombie  
Office of the Mayor  
City of Mississauga  
300 City Centre Drive  
Mississauga, ON  
L5B 3C1

Dear Mayor Crombie,

I am writing today to share some progress on a file that I know is of great interest to your office and to the residents of Mississauga. I am pleased to share that on November 22, the Metrolinx Board of Directors unanimously approved updates to both the Kitchener and Niagara Expansion business cases, formally adopting a new approach to increasing GO services on freight-owned corridors. As you will appreciate, this new approach is also a positive step forward for the Milton line, which runs on a fully CP-owned corridor.

Metrolinx is grateful for the ongoing support of the City of Mississauga as we work to deliver on our commitment to expand GO services and transform transit in the Greater Golden Horseshoe. To be clear, though we did not sponsor or endorse the approach outlined in the proposed *"Feasibility Study and Business Case of Constructing the "Missing Link" - Strategic Investment for Growth and Innovation in Canada's Continental Gateway"*, we do share your vision (and the vision of your partners in that report, Toronto, Milton and Cambridge) for a regionally-integrated rapid transit network in the Western GTA.

The freight network is vital to our economy in the same way that moving passengers and connecting communities is vital to the development of our towns and cities. The "Missing Link" proposal would have required a significant shift in operations for both CN and CP, as well as a significant infrastructure investment. In the past, Metrolinx may not have sufficiently valued what we can achieve by working in partnership with CN and CP, rather than building our way to enhanced transit at great financial cost, and at great cost to our communities. The CN *Freight Bypass*, the diversion we were pursuing to separate freight and passenger rail between Bramalea and Georgetown on the Kitchener corridor, was initially costed at \$2 Billion. That cost increased exponentially as the project was further developed, spiraling above \$3.78B - for less than half of the Missing Link route.

We are having equally positive conversations with CP and I am optimistic that we will have good news to share on the path forward to improved two-way service on the Milton corridor. Our new approach, working in a positive and collaborative way with CN, is already yielding results. As you know, in the last 18 months we doubled service on the Kitchener line, adding new and popular off peak and evening options through Toronto, Brampton, Mississauga, Halton Hills, Guelph and Kitchener. We have moved service to Niagara from seasonal to all year weekend service, and added new early morning weekday options. More is still to come, and all of this has been achieved before building any new infrastructure; it is based solely on an improved relationship with our rail partner on those corridors, CN. I am excited to share that this approach will benefit Mississauga even further in the future.

I hope this provides you with clarity on the progress we have made to date and next steps for our customers, present and future, on the Milton line. Senior Metrolinx staff with expertise in this area would be more than happy to meet and brief you in more detail, and to answer any questions you may have, at your convenience. With our rail and municipal partners, we are delivering on the promise of a more connected region. It's happening.

Sincerely,



**Phil Verster**  
President and CEO

cc. Mayor Frank Scarpitti  
Mayor Gordon Krantz

## **Regional Council Decision - ventureLAB 2019 Results**

On April 2, 2020, Regional Council made the following decision:

1. The Regional Clerk circulate this report to the Ministry of Economic Development, Job Creation and Trade, ventureLAB and the local municipalities.

The original staff report is enclosed for your information.

Please contact Jonathan Wheatle, Director, Economic Strategy at 1-877-464-9675 ext. 71503 if you have any questions with respect to this matter.

Regards,

**Christopher Raynor** | Regional Clerk, Office of the Regional Clerk, Corporate Services

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# The Regional Municipality of York

Committee of the Whole  
Planning and Economic Development  
March 12, 2020

Report of the Commissioner of Corporate Services and Chief Planner

## ventureLAB 2019 Results

### 1. Recommendations

The Regional Clerk circulate this report to the Ministry of Economic Development, Job Creation and Trade, ventureLAB and the local municipalities.

### 2. Summary

This report provides Council with an update on ventureLAB's activities and results from 2019.

Key Points:

- In 2019, ventureLAB, York Region's provincially recognized Regional Innovation Centre, supported \$8.95 million in economic impact, generated job growth, and was awarded \$6.7 million in government funding for new programming
- Funding included \$5 Million for the Hardware Catalyst Initiative – Canada's first hardware and silicon-focused lab and incubator
- A new \$100,000 Entrepreneurship and Innovation fund was created in the 2019 Regional budget that is administered by ventureLAB. Over 60 funding applications have been received and \$20,000 was disbursed in 2019
- ventureLAB's funding partners, including the Region, have increased funding to facilitate growth and expand services to entrepreneurs

### 3. Background

#### **ventureLAB is York Region's provincially recognized Regional Innovation Centre**

ventureLAB is a not-for-profit organization that is part of a collaborative provincial innovation and entrepreneurship network called the Ontario Network of Entrepreneurs. The network includes 17 Regional Innovation Centres and 47 Small Business Enterprise Centres. Four of the Small Business Enterprise Centres are located within York Region in Markham, Richmond Hill, Newmarket and Vaughan.

This network of organizations across Ontario was designed to help entrepreneurs, businesses and researchers commercialize ideas. Regional Innovation Centres like ventureLAB provide a suite of programs and services spanning the full commercialization continuum from idea to market. A list of the 17 Regional Innovation Centres is in Attachment 1.

ventureLAB's mandate extends across all nine municipalities in York Region, as well as Simcoe County and Muskoka District. This report addresses ventureLAB's activities as they pertain to York Region.

## **York Region has provided funding to ventureLAB to deliver business innovation and commercialization programming since 2011**

York Region is a founding member of ventureLAB and holds a seat on the Board of Directors. York Region has provided annual funding to ventureLAB since 2011, when it was founded. Other funders include the provincial and federal governments, the City of Markham, City of Vaughan, York University, Seneca College, Saint Elizabeth Health and several private firms.

ventureLAB is mandated as part of the provincial network to advise and develop talented entrepreneurs to build world-class growth companies in Ontario. ventureLAB develops and delivers support programs and services that target technology-based entrepreneurs starting and growing global enterprises.

## **4. Analysis**

### **In 2019, ventureLAB continued to demonstrate value to the Region's economy through program results**

ventureLAB operates the IBM Innovation Space-Markham Convergence Centre, a 50,000 square foot innovation hub that is home to over 40 tech companies, innovation partners and over 300 jobs. Since 2011, ventureLAB has helped 2,000 businesses create over 3,500 jobs in the region, and supported York Region based companies to raise more than \$58 Million in private and public investment, which includes \$8.95 million in 2019. Last year, ventureLAB engaged 122 York Region based companies through one-on-one advisory services.

Highlights of ventureLAB's programming include:

- **Hardware Catalyst initiative:** ventureLAB received \$5 Million in federal funding, for the Hardware Catalyst initiative (HCI) as Canada's first hardware and silicon-focused lab and incubator. The first cohort of companies is expected to start in early 2020. This project is funded in part by the Government of Canada through the Federal Economic Development Agency for Southern Ontario.
- **Tech Undivided:** ventureLAB received a \$1.7 million investment from the federal government through the Federal Economic Development Agency for Southern Ontario, as part of the Women Entrepreneurship Strategy. This new initiative aims to

bridge gender and diversity gaps in the technology sector to support women in tech; female founders, women working in technical roles, and women leaders in tech companies.

- **Made in York Region – The Future of Tech:** On November 7, 2019 ventureLAB hosted the second annual event at the IBM Innovation Space-Markham Convergence Centre, showcasing 32 exhibitors, and attracted 370 attendees. This event included an ecosystem bus tour with stops at Mircom (Vaughan), Compugen (Richmond Hill) and ventureLAB (Markham) with 43 bus tour participants.
- **Innovation Portal:** In partnership with Economic Strategy, and other regional innovation partners, ventureLAB launched a new digital hub for innovation and entrepreneurial resources. [Yrinnovation.ca](http://Yrinnovation.ca) allows users to find jobs, learn about events, read stories on business leaders and get exciting news from across the Region.
- **Accelerated Growth Program:** 14 companies were accepted into ventureLAB’s program that provides free desk space in the innovation hub, a dedicated advisor to help define company milestones and growth plan, as well as access to educational programs, clinics and consulting services.

### **ventureLAB directly and positively impacted businesses from across York Region**

In 2019 ventureLAB registered 194 new clients with 60 from York Region-based companies. ventureLAB worked on building its profile with activities in targeted York Region municipalities throughout the year, which resulted in an upward movement in client leads from Newmarket, Richmond Hill and Vaughan. ventureLAB’s client uptake in the region came from 6 municipalities in 2019, compared to 5 municipalities in 2018. A breakdown of registered clients per municipality is shown in Table 1 below.

**Table 1**  
**New Registered Clients by York Region Municipalities in 2019**

<b>Municipality</b>	<b>2019</b>
Aurora	3
East Gwillimbury	0
Georgina	0
King	0
Markham	21
Newmarket	7
Richmond Hill	15
Vaughan	13
Whitchurch-Stouffville	1
<b>Total:</b>	<b>60</b>

Some of the local success stories from ventureLAB's 2019 client engagements include:

- **Caribou** is an Aurora based company that has a platform for matching caregivers who have idle time with patients who are in need of homecare services. Caribou enrolled in the Accelerated Growth Program at ventureLAB where they've received advisory services, help with investor pitch refinement and introductions to the Government of Ontario. In 2019, ventureLAB helped the company revise their business model, helping them raise over \$1 million in private funding and expand their team by 30%.
- **EndBoss Inc.**, is a Markham based game developer that focuses on leveraging the best of digital and real-life experiences. In 2019 they joined ventureLAB's Pre-Accelerator Support Program and became a tenant in the IBM-MCC Innovation Space. They've recently hired a new staff member, and plan to take their business even further in 2020.
- **Intelligence** is located in Richmond Hill and is an award-winning Artificial Intelligence Platform that discovers insights from external unstructured data sources for revenue generation and risk mitigation. They are currently a part of Pre-Accelerator Support Program, accessing ventureLAB's mentoring services, and business educational services.

### **The Entrepreneurship and Innovation fund will help build York Region's Innovation Network**

The Entrepreneurship and Innovation fund is an annual commitment of \$100,000, from the Economic Strategy budget to ventureLAB to drive innovation and entrepreneurship throughout York Region by supporting promising early stage start-ups, accelerators, incubators and community partners. The Region works with ventureLAB, as the program administrator to distribute funds each year to three groups:

- **Stream 1: Community Partners:** focusing on qualified community partners with up to \$10,000 in funding for activities or initiatives that promote, support or enhance entrepreneurship or innovation in York Region.
- **Stream 2: Small Businesses and Entrepreneurs:** provides qualified small businesses or entrepreneurs up to \$15,000 for activities or initiatives related to key business or market development projects.
- **Stream 3: Annual Pitch Competition:** targeted at start up and early stage companies looking for seed funding.

Applications for 2019 launched in November and ventureLAB received 15 applications for Stream 1 and 50 for Stream 2. In addition, 2019 funding was disbursed to one organization through the Community Partners stream and a York Region-based company received \$10,000 under the Pitch Competition stream. It is anticipated the remaining first year of

funding will be distributed by spring 2020, the next call for applications is anticipated to be released by summer 2020.

## 5. Financial

To support ventureLAB's growth needs and expand services, the Regions approved 2019 included Core Funding of \$150,000 and Entrepreneurship and Innovation Funding of \$100,000 that carries forward into 2020. The new Entrepreneurship and Innovation Fund will be administered by ventureLAB for distribution to promising start-ups, incubators, and accelerators in York Region. Currently, Regional funding accounts for 6% of ventureLAB's total public revenue which includes both core funding and program grants in 2019.

## 6. Local Impact

ventureLAB serves as an innovation and commercialization hub for companies in York Region across all nine local municipalities. ventureLAB delivers services with municipalities and activities to directly promote economic success and growth of enterprises looking to commercialize products and services. These services compliment overall network development which includes the four Small Business Enterprise Centres as well as innovation hubs and business accelerators across the Region. Local communities looking for provincial support for innovation services and initiatives work through ventureLAB to access programs. The City of Markham provides funding to ventureLAB as a founding member of the organization with a seat on the Board of Directors, and the City of Vaughan also became a funding partner in 2019.

## 7. Conclusion

Regional Innovation Centres across the province, including ventureLAB, continue to support development and delivery of many support programs and services that target technology based entrepreneurs seeking to start or grow a business. ventureLAB is a key delivery partner with the Region and will play a critical role with innovation initiatives that will help drive Regional economic growth and job creation.

The progress of ventureLAB's results and impact of programs through the Entrepreneurship and Innovation Fund will be reported as part of the annual update to Council.

---

For more information on this report, please contact Jonathan Wheatle, Director, Economic Strategy at 1-877-464-9675 ext. 71503. Accessible formats or communication supports are available upon request.

Recommended by: **Paul Freeman, MCIP, RPP**

Chief Planner

**Dino Basso**

Commissioner of Corporate Services

Approved for Submission:

**Bruce Macgregor**

Chief Administrative Officer

February 28, 2020

Attachments (1)

#10372846

**ATTACHMENT 1****List of 17 Regional Innovation Centres across Ontario**

Name	Location (City/Region)
Communitech	Waterloo
HalTech Innovation Centre	Halton
Innovation Initiatives Ontario North (IION)	North Bay
Innovate Niagara	Niagara
Innovation Factory	Hamilton
Innovation Guelph	Guelph
Invest Ottawa	Ottawa
Launch Lab	Kingston
MaRS	Toronto
Northern Centre for Advanced Technology (NORCAT)	Sudbury
Northwestern Ontario Innovation Centre	Thunder Bay
RIC Centre	Mississauga
Sault Ste. Marie Innovation Centre	Sault Ste. Marie
Spark Centre	Durham
TechAlliance of Southwestern Ontario	London
ventureLAB	York Region
We-Tech Alliance	Windsor





**Regional Council Decision - Water and Wastewater Master Plan Update Project Plan and Progress**

On April 2, 2020 Regional Council made the following decision:

1. The Regional Clerk circulate this report to the Clerks of the local municipalities, conservation authorities (Toronto and Region and Lake Simcoe Region Conservation Authorities) and the Director of the Central Region Office, Ministry of the Environment, Conservation and Parks.

The original staff report is attached for your information.

Please contact Wendy Kemp, Acting Director, Infrastructure Asset Management at 1-877-464-9675 ext. 75141 if you have any questions with respect to this matter.

Regards,

**Christopher Raynor** | Regional Clerk, Regional Clerk's Office, Corporate Services

---

The Regional Municipality of York | 17250 Yonge Street | Newmarket, ON L3Y 6Z1  
O: 1-877-464-9675 ext. 71300 | [christopher.raynor@york.ca](mailto:christopher.raynor@york.ca) | [www.york.ca](http://www.york.ca)

Our Mission: **Working together to serve our thriving communities – today and tomorrow**



# The Regional Municipality of York

Committee of the Whole  
Environmental Services  
March 12, 2020

Report of the Commissioner of Environmental Services

## Water and Wastewater Master Plan Update Project Plan and Progress

### 1. Recommendation

The Regional Clerk circulate this report to the Clerks of the local municipalities, conservation authorities (Toronto and Region and Lake Simcoe Region Conservation Authorities) and the Director of the Central Region Office, Ministry of the Environment, Conservation and Parks.

### 2. Summary

This report provides information on the project plan and current progress of the Water and Wastewater Master Plan Update (Master Plan Update).

Key Points:

- The Water and Wastewater Master Plan is a long term servicing plan that identifies infrastructure and programs required to support projected growth as envisioned in the Regional Official Plan
- The Master Plan Update is being advanced in coordination with the Municipal Comprehensive Review currently in progress
- The Master Plan Update commenced in Q3 2019 and is expected to be completed in 2021
- The first of three rounds of public engagement were successfully completed in October and November 2019 with a total of 878 online and in-person participants

### 3. Background

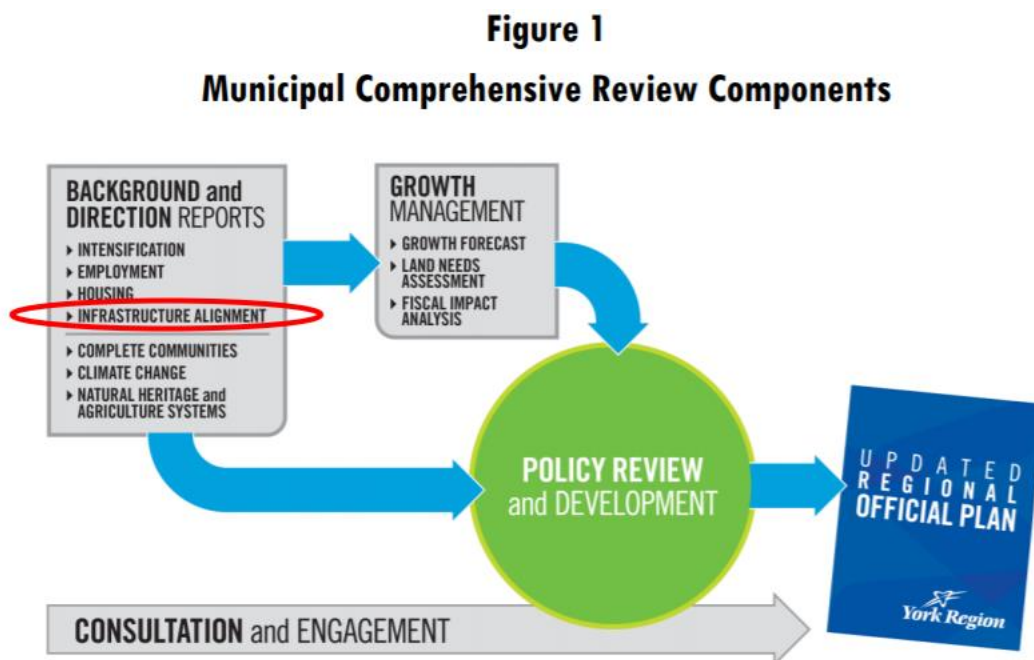
#### **The Water and Wastewater Master Plan Update outlines critical infrastructure to support growth as envisioned in the Regional Official Plan**

Master Plans develop the policy and strategy framework for water and wastewater servicing and serve as blueprints for future capital projects to support growth. The master planning process fulfills Phases 1 and 2 of the Municipal Class Environmental Assessment (MCEA) in identifying the need and justification for recommended projects and programs. The process includes consultations with the public and key stakeholders to receive feedback that will help

shape the Master Plan Update. The Region has undertaken regular updates to the Master Plan for over two decades to ensure that long-term strategies reflect evolving needs. The most recent update, [completed and endorsed by Council in 2016](#), recommended water and wastewater capital infrastructure projects totaling \$3.1 billion up to 2041 (in 2016 dollars). The Master Plan is now being recalibrated to reflect changes since 2016 including provincial policies, the Region's Strategic Plan and Fiscal Strategy, as well as the ongoing Municipal Comprehensive Review. This new work will review the infrastructure strategy recommended in the 2016 Master Plan and will identify any updates needed as a result of changes that have occurred over the last four years.

### **The Master Plan Update is carried out in conjunction with the Region's Municipal Comprehensive Review**

The Master Plan Update will identify the preferred servicing solution and associated infrastructure needs to support projected growth as set out in the Provincial Growth Plan and Regional Official Plan. This will occur in conjunction with the Region's Municipal Comprehensive Review as illustrated in Figure 1. Staged infrastructure needs will be identified in five-year intervals to the year 2041.



As part of the Master Plan Update process, capital and life cycle costs of water and wastewater infrastructure required to support growth contemplated through the Municipal Comprehensive Review will be identified. This work will inform a fiscal impact analysis to assess cost implications of future growth.

### **The Master Plan provides input to the next Development Charges Bylaw Update**

With completion of the Master Plan Update expected in mid-year 2021, updated water and wastewater infrastructure costs supporting the Region's future growth will be developed. This

will inform the Development Charge Background Study as part of the Development Charge Bylaw Update process, expected to occur in 2022. The infrastructure strategy identified through the Master Plan Update is also an input to the upcoming Water/Wastewater User Rate Study (Water and Wastewater Financial Sustainability Plan).

## 4. Analysis

### **Master Plan Update will build on findings and principles of the 2016 Master Plan**

Since the 1990s, the Region has prepared Master Plans approximately every five years. Similar to previous Master Plans, the main purpose of the Master Plan Update is to achieve two key objectives:

- Develop a cost-effective, resilient water and wastewater infrastructure plan to service future growth to 2041 and beyond
- Develop an integrated, long-term strategy to provide sustainable water and wastewater services

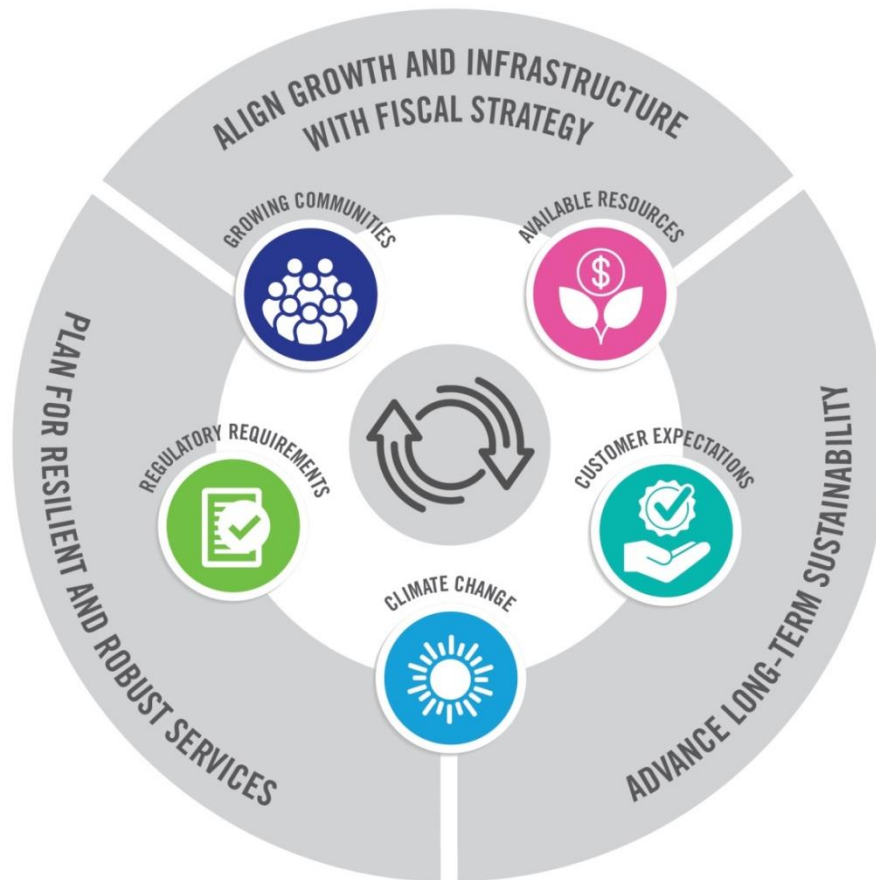
Building on the servicing strategy set out in the previous Master Plan, the Master Plan Update will review and recalibrate the cost, need and timing of projects. It will also continue to apply the three guiding principles for infrastructure planning as outlined in the 2016 Plan, as listed below:

- Integration – Take a coordinated, holistic approach to water resource and growth management
- Innovation – Practice and explore new concepts and ideas to promote cost efficiency and environmental sustainability
- Infra-stretching – Maximize the useful life and capacity of built infrastructure to defer and/or minimize capital investment

These guiding principles will be used in developing and evaluating servicing alternatives and recommendations in the Master Plan Update.

### **Moving beyond the last Master Plan Update, this update will integrate several key considerations to shape the updated servicing strategy**

Since the 2016 Master Plan, the Region's circumstances and needs have continued to evolve, including continued growth, increased pressures on available resources, changing customer expectations, climate change impacts and updated regulatory requirements. To adapt to these changing needs, the Master Plan Update will integrate key considerations to inform and guide development of the servicing strategy, as illustrated in Figure 2 and further described below.

**Figure 2****Master Plan Update Reflects Changing Needs**Align Growth and Infrastructure Needs with Fiscal Strategy

To create fiscal room for the next generation of infrastructure projects, the Master Plan will work in collaboration with the Municipal Comprehensive Review to develop population projections that align growth within existing and planned infrastructure projects.

Advance Long-Term Sustainability

Since 2016, key sustainability initiatives have been updated or are planned to be updated, including the Energy Conservation and Demand Management Plan (updated in 2019), Long Term Water Conservation Strategy and Inflow and Infiltration Reduction Strategy (both planned to be updated in 2021). Updates to these initiatives will be integrated in the long-term servicing strategy to support responsible resource management, sustainable service delivery and maximized use of existing infrastructure through demand management.

Plan for Resilient and Robust Water and Wastewater Services

Resilient communities and robust services are key priorities set out by the province in the Growth Plan and asset management regulation for municipal infrastructure, which include planning for climate change. Master planning provides an opportunity to integrate:

- new infrastructure to support growth
- asset renewal needs informed by condition assessments
- considerations for infrastructure resilience to manage the impact of climate change in alignment with the York Region Climate Change Action Plan (also on this Council's agenda)

Underpinning and influencing all of these evolving needs are changes in regulatory requirements that affect servicing. Staff recognize the importance of remaining adaptive to regulatory changes. Potential changes in the near- to medium-term include provincial policy changes that affect population and employment forecasts and updates to drinking water quality guidelines as science advances. The Master Plan Update will ensure that infrastructure planning remains responsive to ongoing regulatory changes by continuing to work closely with regulators.

### **Master Plan Update is targeted for completion mid-year 2021**

The Master Plan Update is scheduled for completion in Q2/Q3 2021. Major recommendations for new infrastructure will be finalized in Q1 2021 for timely input to the Development Charge Bylaw Update process. Key project milestones including public consultations and planned reports to Council are shown in Table 1.

**Table 1**  
**Key Milestones of the Master Plan Update**

<b>Timing</b>	<b>Milestone</b>	<b>Status</b>
2019	Notice of Study Commencement	Complete
	Open House 1 – Introduction to the Master Plan	Complete
2020	Council Report on Project Plan and Progress	Complete
	Assess Current Servicing Needs and Changes since previous Master Plan Update	In progress
	Open House 2 – Alternative Servicing Strategies	Planned Q4
2021	Council Report on Progress	Planned Q1
	Open House 3 – Recommended Solution	Planned Q1
	Council Endorsement of Master Plan and Notice of Study Completion	Planned Q2/Q3

## **First round of Master Plan Public Open Houses successfully completed in Q4 2019 with 878 online and in-person participants**

In October and November 2019, York Region hosted the first of three rounds of Public Open Houses for the Master Plan Update. This first round of Public Open Houses introduced the project and provided information about the planned process for the Master Plan Update.

Staff from the Planning and Economic Development branch of Corporate Services that are involved in the Regional Official Plan Review and local municipalities participated in the events. This provided attendees a more fulsome understanding of the two-tier system in place to deliver safe and reliable servicing from infrastructure and community planning to eventual construction and operation. Open House events were well received and provided an opportunity for residents to learn about and engage with staff on the Master Plan project.

Open Houses were hosted in three locations across the Region and attendance at the open houses included a broad representation of residents, landowners, development industry representatives, and other stakeholders. To extend the reach of the project's engagement, an interactive Online Open House was created and advertised on [York.ca](http://York.ca) as an alternative means for residents and stakeholders to participate.

A total of 165 people from across York Region attended the events in-person, and the [online Open House](#) was viewed 713 times. Participants were generally supportive of the Master Plan Update process.

Feedback collected indicated:

- Participants appreciated the opportunity to learn about York Region's water and wastewater services, including sources of water supply, where wastewater goes and how it is treated
- Long-term sustainability of water and wastewater servicing, and responsible resource management for future generations is a priority for residents
- Strong interest in future infrastructure details including location, timing and implications to potential developments

Feedback received will inform the next phases of the Master Plan Update.

## **5. Financial**

Costs to prepare the Master Plan Update are included in the Environmental Services approved 2020 budget. The Master Plan will be carried out in conjunction with the Municipal Comprehensive Review (Official Plan Review and Update). A fiscal impact analysis will be carried out as part of the process to plan for growth and the associated preferred servicing alternative.



It is expected that the long-term infrastructure plan for the preferred servicing strategy will be finalized in Q2 2021. This will provide input to the background study required for the next Development Charge Bylaw Update planned to be completed in 2022.

## **6. Local Impact**

A key input to the Master Plan is the growth management exercise undertaken through the Municipal Comprehensive Review, which integrates Local Official Plans and Secondary Plans. These projections balance growth-related needs across the Region through an iterative and collaborative process. In consultation with local municipalities, the Master Plan Update will detail a sustainable, reliable servicing strategy to support growth as envisioned in the Regional Official Plan Update. This servicing strategy will form the basis for updating the Region's future capital works program, and in turn, the capacity assignment program to support growth in the nine local municipalities.

Involvement of each local municipality throughout the course of the Water and Wastewater Master Plan Update is key to achieving successful outcomes with our shared water and wastewater systems (see Attachment 1). Coordination of the Region's Master Plan with local municipalities' master plans will support more integrated planning of Regional and local capital works and programs.

The Region's servicing partners, Region of Durham, Region of Peel and City of Toronto, have been informed of the project and will be engaged as it progresses.

## **7. Conclusion**

The Master Plan Update supports the Region's Municipal Comprehensive Review process to update the Region's Official Plan in alignment with the provincial growth target for York Region and provides input to the planned Development Charge Bylaw Update in 2022. The Master Plan Update will follow the principles of integration, infra-stretching and innovation to guide its decision-making process. Completion of the York Region Water and Wastewater Master Plan Update is expected in Q2/Q3 2021.

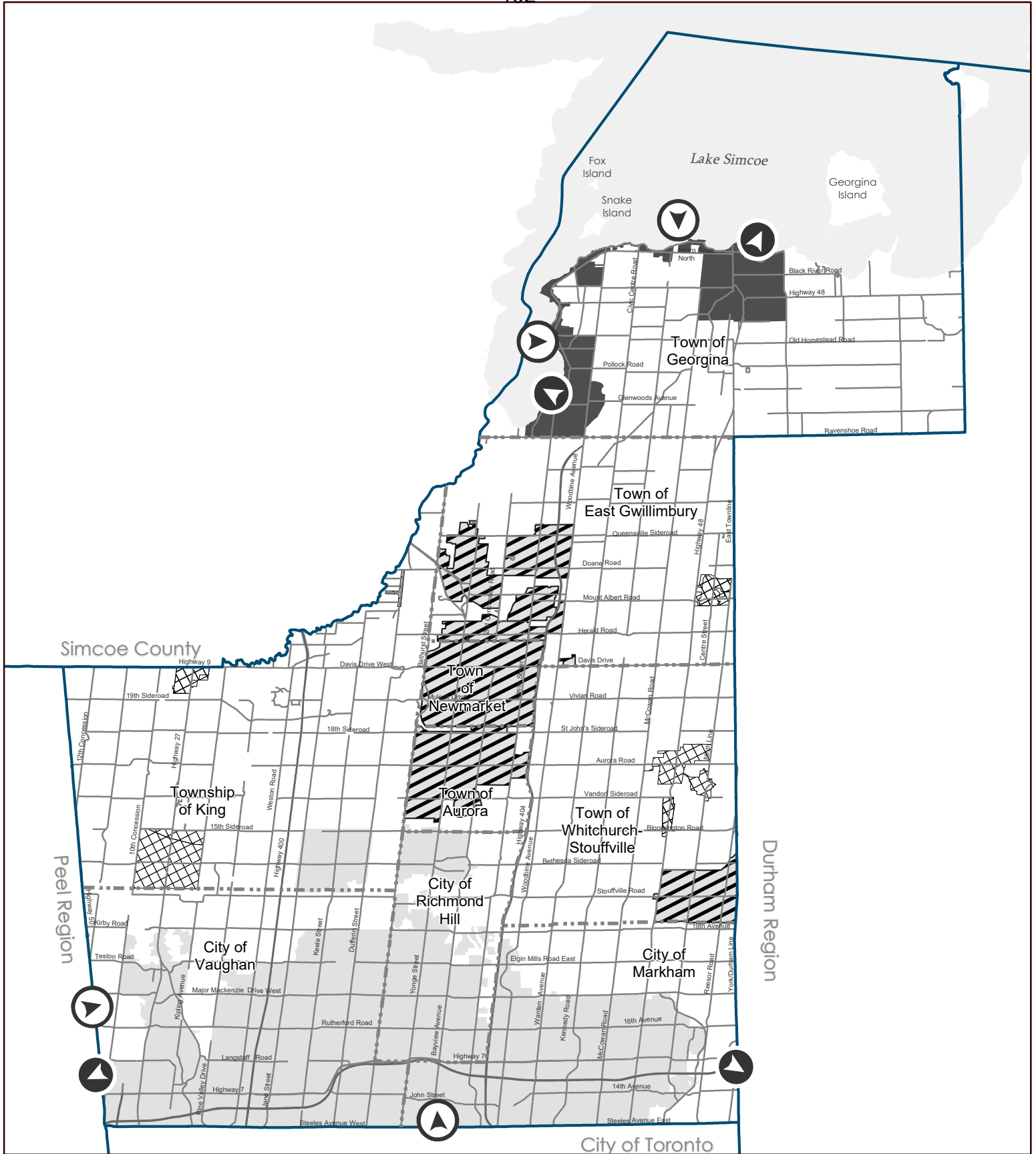
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For more information on this report, please contact Wendy Kemp, Acting Director, Infrastructure Asset Management at 1-877-464-9675 ext. 75141. Accessible formats or communication supports are available upon request.

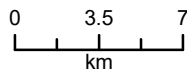
Recommended by: **Erin Mahoney, M. Eng.**  
Commissioner of Environmental Services

Approved for Submission: **Bruce Macgregor**  
Chief Administrative Officer

February 27, 2020  
Attachments (1)  
#10381470



**Overview of System Water Sources and Wastewater Flows**  
**Water and Wastewater Master Plan Update**  
**Project Plan and Progress**  
 March 12, 2020



Produced by:  
 The Regional Municipality of York  
 IAM Branch, Environmental Services Department  
 February 2020  
 Data: Queen's Printer for Ontario 2003-2020

- Lake Ontario
- Lake Ontario and Groundwater
- Lake Simcoe
- Groundwater
- Drinking Water Source
- Transfer of Treated Wastewater



**From:** [Stakeholder.Relations](#)  
**To:** [Stakeholder.Relations](#)  
**Subject:** RE: Metrolinx Announces Further Temporary Service Changes - Schedules Available Online  
**Date:** April 8, 2020 1:56:21 PM  
**Attachments:** [image001.png](#)

---

Hello,

Following up from our email to you last week informing you of further service reductions, Metrolinx has made several minor adjustments to provide customers with additional options.

### **Richmond Hill Line**

- To accommodate health care workers who have an 8 AM shift, we are adding one bus running from Gormley GO (06:35) to Union Station (07:40). This bus will not stop at Old Cummer GO or Oriole GO.

### **Kitchener Line**

- Bus running express from Bramalea GO (17:37) to the Kitchener Bus Terminal (18:34) and Kitchener GO (18:42).
- Bus running all stops from Mount Pleasant GO (17:50) up to the University of Guelph (19:10).

As a reminder, **starting today**, all GO train lines will continue to operate – with reduced frequency. GO bus service will also be adjusted. Revised GO schedules are available here: <https://www.gotransit.com/en/trip-planning/seeschedules/full-schedules>.

We are continuing to monitor service very closely and adjusting service to get essential workers to their shifts in hospitals, shelters, food service, nursing home, etc. so they can get to where we need them most – on the frontlines.

We ask our customers to please watch and refer to [gotransit.com](http://gotransit.com) and [upexpress.com](http://upexpress.com) for the latest updates, and their line specific Twitter accounts as well.

Warm regards,  
Stakeholder Relations Office

### **Stakeholder Relations Office Communications Division**

97 Front Street West, 4<sup>th</sup> Floor | Toronto, ON | M5J 1E6  
[stakeholder.relations@metrolinx.com](mailto:stakeholder.relations@metrolinx.com)




---

**From:** Stakeholder.Relations  
**Sent:** April-03-20  
**To:** Stakeholder.Relations  
**Subject:** Metrolinx Announces Further Temporary Service Changes - Schedules Available Online

Hello,

At Metrolinx, the health and safety of our staff and customers is of critical concern. In continued support of provincial action in protecting Ontarians from COVID-19, Metrolinx took the unprecedented step of reducing GO Transit and UP Express services.

**Starting April 8**, all GO train lines will continue to operate – with reduced frequency. GO bus service will also be adjusted. Revised GO schedules are available here:

- Train Routes: [gotransit.com/trainschedulechanges](https://www.gotransit.com/trainschedulechanges)
- Bus Routes: [gotransit.com/busschedulechanges](https://www.gotransit.com/busschedulechanges)

Rail service will run every 60-90 minutes at times of day each line generally has service. Bus service will also be reduced and adjusted to align with train service. UP Express will continue to operate every 30 minutes.

All trains on our branch lines will be reduced to six coaches in order to make better use of our resources while ridership is low. Please adjust where you wait on the platform depending on your station.

Our key consideration is ensuring our services can continue and our employees and customers are safe. By reducing our service, we are able to rotate our employees on our vehicles and stations.

The reduced services are in line with significant reduction in ridership due to the direction of Public Health to self-isolate. We're seeing passenger reductions in the 90% range, and we continue to monitor the numbers closely.

Our customers will still get the same safe experience, our Transit Safety and customer service teams will continue to be available to help customers get where they need to go. Our teams will also maintain the increased level of cleaning on our vehicles and stations.

We are continuing to monitor service very closely and adjusting service to get essential workers to their shifts in hospitals, shelters, food service, nursing home, etc. so they can get to where we need them most – on the frontlines.

We ask our customers to please watch and refer to [gotransit.com](https://www.gotransit.com) and [upexpress.com](https://www.upexpress.com) for the latest updates, and their line specific Twitter accounts as well.

Warm regards,  
Stakeholder Relations Office

**Stakeholder Relations Office**  
**Communications Division**

97 Front Street West, 4<sup>th</sup> Floor | Toronto, ON | M5J 1E6  
[stakeholder.relations@metrolinx.com](mailto:stakeholder.relations@metrolinx.com)



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## **Letter to PM - Financial Aid Plan**

Good morning,

Council of the Town of Midland at its Regular Meeting of Council on April 1, 2020, passed the following Recommendation by Council Resolution 2020-88:

**“That Council confirms its support of letter dated March 23, 2020 from the Town of Midland's Mayor and Chief Administrative Officer (Interim) urging the Prime Minister of Canada to direct the payment of federal funds to municipalities to waive property taxes for the Year 2020 to alleviate the suffering from COVID-19 Pandemic; and**

**That a copy of the letter be forwarded to Simcoe North MP Bruce Stanton, the Association of Municipalities of Ontario and all Ontario municipalities for their support.”**

I have attached a copy of the letter dated March 23, 2020 to The Prime Minister, for your reference.

Thank you.

Karen Desroches, DPA  
Municipal Clerk  
Town of Midland  
575 Dominion Avenue  
Midland, ON L4R 1R2  
(705) 526-4275, ext.2208





**March 23, 2020**

By Fax to: 613.941.6900 & Twitter @CanadianPM, @JustinTrudeau

The Right Honourable Justin Trudeau  
Prime Minister of Canada  
Langevin Block,  
Ottawa, Ontario, K1A 0A2

Dear Prime Minister:

**Re: Direct Payment of Federal Funds to Municipalities to Waive Property Taxes for the Year 2020 - Financial help to alleviate the suffering from COVID-19 Pandemic**

---

It is trite to repeat the human and financial toll of the COVID-19 Pandemic. Similarly, the commitment of the federal, provincial and municipal governments toward alleviating the suffering of Canadians does not require repeating.

We, at the Town of Midland, in the Province of Ontario, are proposing what we believe to be a simple but effective solution to facilitate the delivery of our common and shared commitment to the financial and psychological well-being of all Canadians.

**Proposal:**

**1. Residential Properties (primary residence only)**

- a. Waive 100% of the 2020 property taxes for all residential properties currently assessed at or below \$ 500,000.00 by each governing provincial property assessment body; and
- b. Waive 50% of the 2020 property taxes for all residential properties currently assessed below \$ 1,000,000.00; and
- c. Waive 25% of the 2020 property taxes for all residential properties currently assessed above \$1,000,000.00.

**2. Industrial, Commercial and Farm Properties**

- a. Waive 100% of the 2020 property taxes for all; industrial, commercial and farm properties currently assessed at under \$ 10,000,000.00; and
- b. Waive 50% of the property taxes for the year 2020 for all industrial, commercial and farm properties currently assessed between \$10,000,000.00 and \$ 50,000,000.00; and
- c. Waive 25% of the property taxes for the year 2020 for all industrial, commercial and farm properties assessed above \$50,000,000.00.

### 3. Federal Transfer Payment to Canadian Municipalities

- a. In lieu of the annual municipal property taxes, the Federal Government transfers funds to municipalities across Canada, as a one-time grant.

#### Advantages of the Proposal:

1. Quick and timely relief;
2. Direct relief to all Canadian homeowners and the business community;
3. Directly protects Canadians who although may be solvent, are unable to easily meet the financial pressures beyond their personal capacity due to COVID-19;
4. No additional resources required to assess individual need and delivery of the relief;
5. Negligible overhead costs for the disbursement of the relief. In fact, it may cut-down on some of the work for municipal staff; and
6. The financial stimulus received from the federal government will come into circulation immediately and will stay in the community.

There are a multitude of other direct and indirect financial and non-financial benefits that will result from the implementation of this proposal. The biggest non-financial impact is that Canadians will see an immediate financial relief respecting the pressures to make their property tax payments and be better positioned to address other essential needs. In turn, removing this added stress will provide some relief to the already strained financial and health systems.

As you are aware, Canadians are entering this time of crisis with a very high amount of house-hold debt and a great deal of financial fragility. Taking this simple step should alleviate some of those pressures. At the same time, it will keep your municipal governments, and school boards primed for continued productivity and forward momentum to address the fallout from COVID-19.

Thanking you in anticipation of a favourable response.

Sincerely,

**The Corporation of the Town of Midland**



Stewart Strathearn,  
Mayor  
[ssrathearn@midland.ca](mailto:ssrathearn@midland.ca)



Amanpreet Singh Sidhu,  
Chief Administrative Officer  
[asidhu@midland.ca](mailto:asidhu@midland.ca)

- c: Town of Midland Council  
Association of Municipalities of Ontario  
Province of Ontario



**Kiran Saini**  
Deputy Town Clerk  
Town of Newmarket  
395 Mulock Drive  
P.O. Box 328 Station Main  
Newmarket, ON L3Y 4X7  
Email: ksaini@newmarket.ca  
Tel: 905-953-5300 ext. 2203  
Fax: 905-953-5100

April 2, 2020

Sent to: [REDACTED]

Dear Michelle DeFacendis:

**RE: Proclamation Request - May - Food Allergy Awareness Month**

---

I am writing to advise that your proclamation request has been approved in accordance with the Council-approved [Proclamation, Lighting Request and Community Flag Raising Policy](#), and the Town of Newmarket will proclaim the month of May as Food Allergy Awareness Month. Your proclamation request will be advertised on the Town's section in the Newmarket Era newspaper, communicated on the Town's Twitter account, in the Town page, and on the Town's website on the Proclamation and Lighting Request page.

In addition, the Riverwalk Commons and Fred A. Lundy Bridge located on Water Street will be illuminated in teal on May 27<sup>th</sup> to recognize Food Allergy Awareness Month. Please note that the lighting will occur from sunset until 11:00 PM.

If you have any questions regarding the above, please feel free to contact the undersigned.

Yours sincerely,

A handwritten signature in black ink that reads "Kiran Saini".

Kiran Saini  
Deputy Town Clerk  
KS:jg





**Kiran Saini**  
Deputy Town Clerk  
Town of Newmarket  
395 Mulock Drive  
P.O. Box 328 Station Main  
Newmarket, ON L3Y 4X7  
Email: ksaini@newmarket.ca  
Tel: 905-953-5300 ext. 2203  
Fax: 905-953-5100

April 2, 2020

Sent [REDACTED]

Dear Lee Simpson:

**RE: Proclamation Request - June - National Deafblind Awareness Month**

---

I am writing to advise that your proclamation request has been approved in accordance with the Council-approved [Proclamation, Lighting Request and Community Flag Raising Policy](#), and the Town of Newmarket will proclaim June as National Deafblind Awareness Month. Your proclamation request will be advertised on the Town's section in the Newmarket Era newspaper, communicated on the Town's Twitter account, in the Town page, and on the Town's website on the Proclamation and Lighting Request page.

In addition, the Riverwalk Commons and Fred A. Lundy Bridge located on Water Street will be illuminated in blue on June 1<sup>st</sup> to recognize National Deafblind Awareness Month. Please note that the lighting will occur from sunset until 11:00 PM.

If you have any questions regarding the above, please feel free to contact the undersigned.

Yours sincerely,

A handwritten signature in black ink that reads "Kiran Saini".

Kiran Saini  
Deputy Town Clerk  
KS:jg







## **June is National DeafBlind Awareness Month**

On December 21, 2000, the Ontario Legislature officially proclaimed the month of June in each year as Deaf-Blind Awareness Month, to recognize that "Deafblindness is a unique disability that incorporates the sensory loss of both sight and hearing" and was created to help "recognize that increased public awareness of this disability is crucial to increase opportunities for those who live with it."

More recently, the Canadian Senate passed a motion on May 28, 2015 also recognizing June as Deafblind Awareness Month across Canada. This motion helps "to promote public awareness of deafblind issues and to recognize the contribution of Canadians who are deafblind."

June is also the birth month of Helen Keller, an internationally recognized person who lived with deafblindness.

Join us in celebrating National Deafblind Awareness Month in communities across Ontario by attending an event near you. A list of events occurring nationally can be found at [www.deafblindnetworkontario.com](http://www.deafblindnetworkontario.com).

Founded in 1992, Canadian Helen Keller Centre is a non-profit organization providing affordable housing, training, intervenor services, and community services to persons who are deafblind.

To learn more, visit [www.chk.org](http://www.chk.org).



**DEAFBLIND AWARENESS MONTH**  
Make a *wave* from coast to coast

**MOIS DE LA SENSIBILISATION À LA SURDICÉCITÉ**  
Créez une *vague* d'un océan à l'autre





**Kiran Saini**  
Deputy Town Clerk  
Town of Newmarket  
395 Mulock Drive  
P.O. Box 328 Station Main  
Newmarket, ON L3Y 4X7  
Email: ksaini@newmarket.ca  
Tel: 905-953-5300 ext. 2203  
Fax: 905-953-5100

April 2, 2020

Sent to: [REDACTED]

Dear Carol Derksen:

**RE: Proclamation Request - June - Hereditary Hemorrhagic Telangiectasia Awareness Month**

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I am writing to advise that your proclamation request has been approved in accordance with the Council-approved [Proclamation, Lighting Request and Community Flag Raising Policy](#), and the Town of Newmarket will proclaim June as Hereditary Hemorrhagic Telangiectasia Awareness Month. Your proclamation request will be advertised on the Town's section in the Newmarket Era newspaper, communicated on the Town's Twitter account, in the Town page, and on the Town's website on the Proclamation and Lighting Request page.

In addition, the Riverwalk Commons and Fred A. Lundy Bridge located on Water Street will be illuminated in blue on June 23<sup>rd</sup> to recognize Hereditary Hemorrhagic Telangiectasia Awareness Month. Please note that the lighting will occur from sunset until 11:00 PM.

If you have any questions regarding the above, please feel free to contact the undersigned.

Yours sincerely,

A handwritten signature in black ink that reads "Kiran Saini".

Kiran Saini  
Deputy Town Clerk  
KS:jg





# HHT Canada THH

The Town of Newmarket

To whom it may concern,

HHT (Hereditary Hemorrhagic Telangiectasia) is a rare, inherited genetic disorder affecting 1 in 5000 children and adults worldwide and can cause chronic bleeding, stroke, heart failure and other life-threatening complications from blood vessel malformations. HHT Canada THH is a non-profit organization with goals to spread awareness of HHT to patients and the community through education and support.

The month of June is recognized as HHT awareness month with June 23 being Global HHT recognition day. Many buildings and bridges are lit with the red and blue colors that represent HHT internationally.

In June of 2019 the following Canadian landmarks were lit for HHT in the month of June.

- Vancouver Sails
- Edmonton High Level Bridge
- Calgary Tower
- CN Tower
- Niagara Falls

We hope to have more landmarks lit this year and would appreciate any recognition the town of Newmarket could offer. Specifically we were hoping to have the Riverwalk Commons and the Fred A. Lundy Bridge lit red and blue. We would post this event to our social media accounts:

**Website-** [hhtcanada.com](http://hhtcanada.com), **Twitter -** @hhtcanada, and to our **Facebook page** HHT Canada THH.

Please do not hesitate to ask for any more information

Best regards,

Carol Derksen  
Vice Chair HHT Canada THH

Anthony Cannavici  
President

Carol Derksen  
Vice chair

Si-Cheng Dai  
Secretary

Lorna Vokey  
Treasurer

Frannie Allison  
Board Member

Dr. Marie Faughnan  
Medical Advisor

Physical Address Location  
27 Poplar Crescent  
Aurora, ON  
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