

APPENDIX "A"
Report No. 7 of the Planning Committee

THE REGIONAL MUNICIPALITY OF YORK

**REPORT NO. 7
OF THE REGIONAL
PLANNING COMMITTEE
MEETING HELD ON JUNE 14, 2000**

**For Consideration by
The Council of The Regional Municipality of York
on June 22, 2000**

PRESENT:

Chair: Regional Councillor F. Scarpitti

Members: Regional Councillor D. Barrow
Mayor J. Mortonson
Regional Councillor D. Wheeler
Regional Councillor T. Wong
Regional Chair B. Fisch, ex officio

Also Present: Regional Councillor R. Aselin

Staff Present: S. Cartwright, N. Garbe, P. May, D. Sinclair, J. Waller, A. Wells and
J. Williams

The Planning Committee began its meeting at 2.05 p.m. on June 14, 2000.

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**APPEAL BY CROSSMAR INVESTMENTS LIMITED AND
APPEAL BY DUKE OF RICHMOND DEVELOPMENTS INC.
OF TWO REQUESTS TO AMEND THE REGIONAL OFFICIAL PLAN
PLANNING REPORT NO. 1476OP**

The Planning Committee recommends the adoption of the recommendations contained in the following report, June 7, 2000, from the Acting Commissioner of Planning and Development Services, with the following revisions:

1. Add the following to Recommendation No. 1:

"subject to:

1. The Rouge North Management Plan;
2. The Provincial Policy Statement;
3. 1991 Interim Implementation Guidelines for the Provincial Interest on the Oak Ridges Moraine Area; and
4. The Provincial Oak Ridges Moraine Heritage System map which was submitted to the Ontario Municipal Board at the on-going hearing on these matters

being referred to staff for a supplementary report to Council on June 22, 2000."

2. The following deputations be received:
 - (i) Julia Ryan, Goodman, Philips and Vineberg, Toronto representing PMG Planning Consultants/Crossmar Investments Limited et al
(Supports staff recommendations)
 - (ii) Peter Van Loan, Fraser Milner Cosgrain, Toronto representing Duke of Richmond Developments Inc.
(Supports staff recommendations)
 - (iii) Glenn De Baeremaeker, Scarborough, Ont. representing 'Save the Rouge Valley System Inc.'
(Opposed, in principle, to direction of staff report)
3. The following communication dated June 14, 2000 and deputation be received:

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**Philip Stewart, Pound Stewart and Stein, Markham
representing F.D. Bayview Landings Inc.
(Supports staff recommendations)**

- 4. The following Communications dated June 14, 2000 be received:**
- (i) Louis I. Greenbaum, President,
Urban Land Management Inc., Thornhill, to the
Ontario Ministry of Natural Resources, Aurora, Ontario.
Development Manager for Duke of Richmond
Developments Inc.
(re. Part of Lots 56, 57, 58 and 59, Concession 1:
Open Space Corridor)**
 - (ii) HESSIE RIMON, President,
PMG Planning Consultants, Toronto, to the
Ontario Ministry of Natural Resources, Aurora, Ontario.
representing the Yonge Jefferson Group
(re. Draft Plan of Subdivision 19T(R)-99022:
Open Space Corridor)**

1. RECOMMENDATIONS

It is recommended that:

1. The Ontario Municipal Board be advised that the Regional Municipality of York supports the Regional Official Plan Amendment requests for Urban Area designation by Crossmar Investments Limited and by Duke of Richmond Developments Inc./Yonge-Jefferson Group, on condition that the implementing secondary plans continue to include the environmental policies of Amendment 138 to the Official Plan for the Town of Richmond Hill.
2. Regional staff be authorized to appear before the Ontario Municipal Board in support of the Regional position contained in this report.

2. PURPOSE

The purpose of this report is to:

- advise Planning Committee and Council of the details of these applications for amendment to the Regional Plan to expand the "Urban Area" in the Town of Richmond Hill and of the proposed secondary plan provisions for each of the subject properties;

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- review the requirements of the Regional Official Plan regarding urban expansions and identify the Regional issues involved in the Regional Plan amendment and secondary plan amendments;
- make recommendations to Planning Committee and Council regarding the Regional position on the two applications for the Ontario Municipal Board hearing which commenced on May 29, 2000.

The Ontario Municipal Board (OMB) commenced a hearing May 29, 2000 for three other urban expansion applications in the immediate area, Bond Lake (Yonge East) and Drynoch and Oak Ridges Farm Co-Tenancy, Thompson/Falconi (collectively Yonge West), which were the subject of earlier Planning Report No. 1473OP. Following the 12-weeks scheduled for the hearing it is expected the Board will adjourn to render an interim decision with respect to the official plan matters.

In order for the Ontario Municipal Board to deal with growth management, servicing, and transportation aspects of development in Richmond Hill in a comprehensive fashion, the applications which are the subject of this report were consolidated at the OMB with the Yonge East and Yonge West applications.

For these two applications, the landowners have indicated a decision will be sought from the OMB at a suitable point in the hearing on the Regional Urban Area designation issue only. Additional hearing time for details of the proposed secondary plans and the subdivision and zoning matters would then be scheduled in the future, if necessary.

Regional issues relating to subdivision applications will not be considered at this time but will be the subject of a further report to Planning Committee and Council if the Board approves the Regional amendments and local secondary plan amendments in whole or in part.

3. BACKGROUND

3.1 Overview

Key aspects of the Crossmar and Duke of Richmond applications are:

- expansion within a previously approved secondary plan (OPA 138);
- Town Council approved master environmental servicing plans and recent updates generally acceptable;
- part of OPA 138 previously approved as urban; remainder left rural pending additional servicing allocations;
- servicing capacity is provided for in the Region's Long Term Master Servicing Plans for water and wastewater;
- Jefferson Forest is identified and protected in OPA 138 /MESP;

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- valleylands associated with the headwaters of the Rouge River and German Mills Creek are identified and protected in OPA 138 /MESP;
- buffers and linkages are provided for in OPA 138 /MESP;
- no kettle lakes, internally drained areas, or wetlands;
- MESP shows approximately 50% of area as environmental/open space/park lands;
- no agency/party to the OMB hearing objects to these applications for urban expansion.

3.2 Applications before the Ontario Municipal Board

The following two requests for Regional Official Plan Amendments for urban expansion within an existing secondary plan have been appealed to the OMB:

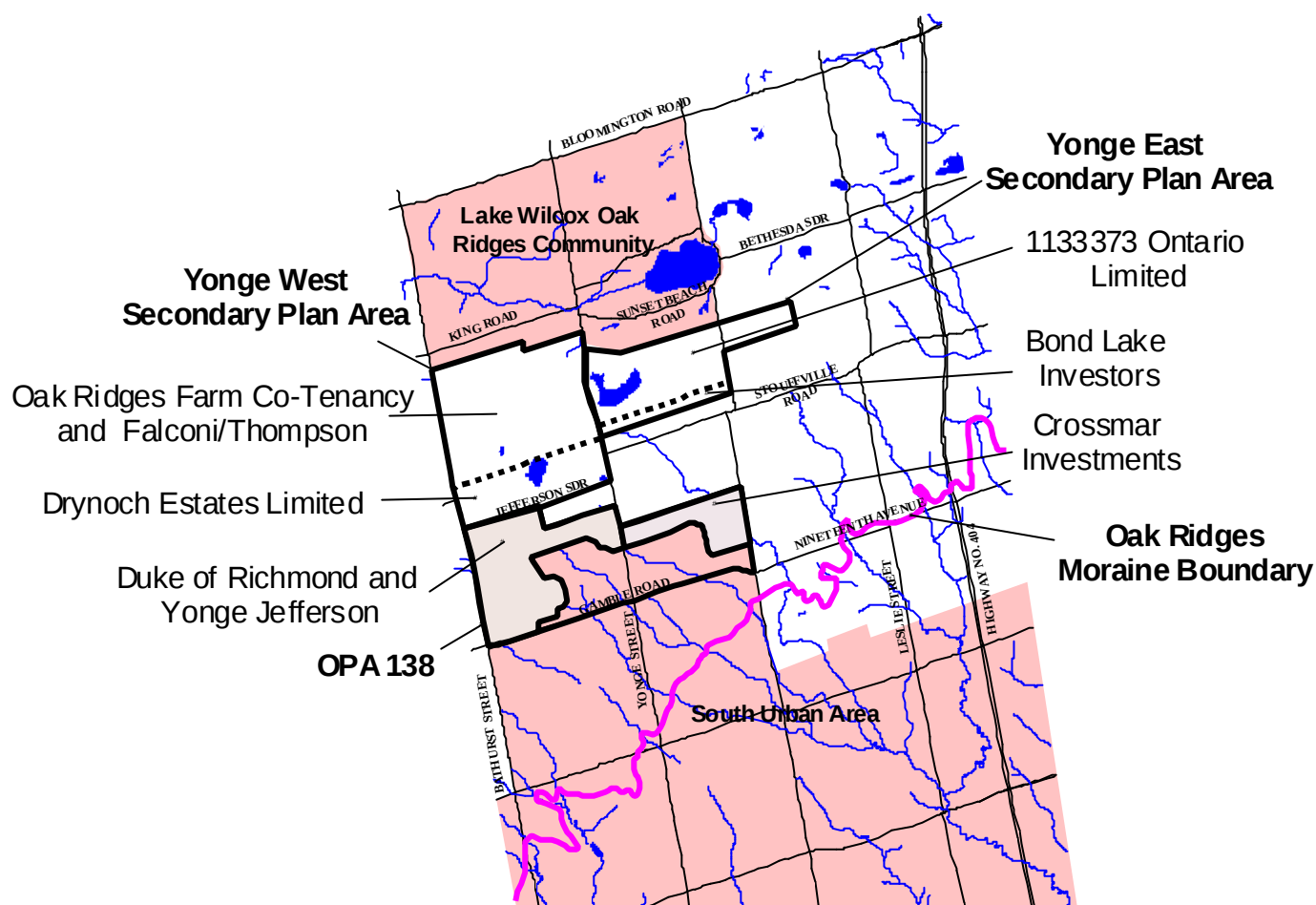
1. Crossmar Investments Limited (referred to as Crossmar in this report); and
2. Duke of Richmond Developments Inc. and Yonge-Jefferson Group (collectively referred to as Duke of Richmond in this report).

Over the past three years the Regional Municipality of York has received five privately initiated requests for amendment to the Regional Official Plan within the Yonge Street corridor in Richmond Hill. The five requests are shown on the map on the following page. All are seeking “Urban Area” designation on the individual sites and all have been appealed to the OMB because decisions were not issued by the Region within the statutory time limit. The Crossmar and Duke of Richmond lands are shown hatched in black on the map.

The two applications dealt with in this report, located east and west of Yonge Street respectively, are within Town of Richmond Hill Official Plan Amendment No. 138, an urban expansion that was approved on October 15, 1997, based on master environmental servicing plans (MESPs) approved at that time. At that time, only a limited amount of servicing capacity was then available in the area. As a result, the urban expansion area in OPA 138 has two components: an urban core, identified as the “Serviceable Area”, where there is a full set of policies to guide development of a community of approximately 5,500 persons, and a future urban area, presently retained in a “Rural” designation. In the “Rural” area, which is the subject of the Crossmar and Duke of Richmond applications, OPA 138 provides policies and designations related to environmentally significant lands and a major road pattern, which establishes a framework for urban development once servicing capacity is provided.

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When OPA 138 was approved only the urban "core" (the lands between the hatched area and the north side of Gamble Road/Nineteenth Avenue on the map below) was designated "Urban Area" in the Regional Official Plan. A Regional amendment to further extend the urban area within the balance of the OPA 138 lands (the area shown hatched on the map) is required before urban development of those lands can proceed. These two applications seek



that change. A local amendment to provide detailed development policies in a secondary plan format for the urban expansion area within OPA 138 is also required.

3.2.1 Crossmar Application

The Crossmar request for amendment to the York Region Official Plan (ROP) was complete on November 17, 1999. The Region did not hold the statutory Public Meeting or make a decision on this matter within the 45-day and 90-day time frames provided in the Planning Act, and the matter was appealed to the OMB by letter dated January 26, 2000.

The Regional Official Plan amendment application involves changes to Maps 5, 6 and 10 of the Regional Plan. The total area of the Crossmar proposed amendment is 76.7 hectares (190 acres). The Regional Official Plan amendment is general in nature. Detailed land use

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designations and policy framework are to be provided within a secondary plan amendment to the local official plan, but no draft document has yet been submitted. Technical details of the development (and the subdivision plan) are included in a Master Environmental Servicing Plan Update.

Details of the application and a reduced copy of the proposed subdivision plan are attached to this report (*see Attachment 1*).

The application was circulated to school boards, utility companies, the Town of Richmond Hill, and other agencies as required by regulations, and to various Regional departments. A reply has been received from the York Catholic District School Board noting that the Board does not require a separate school site within the Crossmar lands, and therefore has no objections to the further processing of the application (*see Attachment 9*). No response has been received from the York Region District School Board. The York Region District School Board has been made a participant to the hearing, and can comment in that venue.

3.2.2 Duke of Richmond Application

The Duke of Richmond request for amendment to the ROP was received on September 10, 1998, and appealed to the Ontario Municipal Board by letter dated October 28, 1999.

The Regional Official Plan amendment application involves changes to Maps 5, 6 and 10 of the Regional Plan. The total area of the Duke of Richmond amendment is 210 hectares (520 acres). The Regional Official Plan amendment is general in nature. Detailed land use designations and policy framework are provided within a draft secondary plan amendment to the local official plan, which has been prepared and submitted by the applicant. Technical details of the development (and the subdivision plans) are included in a Master Environmental Servicing Plan Update and a Planning Justification Report.

Details of the application and reduced copies of the proposed subdivision plans are attached to this report (*see Attachment 2*).

The application was circulated to school boards, utility companies, the Town of Richmond Hill, and other agencies as required by regulations, and to various Regional departments. No response has been received from either school board or other external agencies. Most are participants to the OMB hearing, and can comment in that venue.

3.3 Local Context

3.3.1 Local Municipal Context

Richmond Hill has historically been comprised of north and south urban areas, separated by a less developed rural area, including some areas of rural residential and large lot estate residential development on private services. The north urban area is comprised of the community of Lake Wilcox – Oak Ridges. The south urban area is comprised of the old Town of Richmond Hill and the urban area north along Yonge Street and east and west to the municipal boundaries.

The remaining non-urban lands in the Town (i.e. outside of the present north and south urban areas) are almost entirely located on the Oak Ridges Moraine.

The Crossmar lands include few major moraine features. A valley area crosses the eastern portion of the lands. The northern development limit of the lands will be defined by the edge of a forested area, within which is located the Summit Golf and Country Club. This is one of the contiguous blocks of the large Jefferson Forest, a candidate Environmentally Significant Area and a Regionally Significant Area of Natural and Scientific Interest.

The Duke of Richmond lands contain rolling topography and for the most part are undulating to gently sloping. The south portion of the site contains deeply incised valleys of the German Mills Creek and several headwater tributaries of the Rouge River. There is a woodlot near the north limit of the lands, and much of the valley areas is wooded.

To the north of the Crossmar and Duke of Richmond applications (on the Yonge West and Yonge East lands) are a number of wetlands and kettle lakes, which form part of the Provincially significant Philips-Bond-Thompson Wetland Complex. Immediately to the south of the two applications are lands designated urban with draft plans of subdivision approved on both sides of Yonge Street. Servicing and grading preparatory to registration of final plans is proceeding on the west side of Yonge Street, south of the Duke of Richmond lands.

3.3.2 Local Official Plan Context

Planning for growth in this area is provided by policies in Richmond Hill Amendment No. 138, the Jefferson Secondary Plan, approved by the Regional Municipality of York on October 15, 1997, and December 18, 1997.

In 1993, the Town of Richmond Hill commenced work on a growth management study to examine the need for further urban land as well as the capacity of the remaining undeveloped land in the Town for development, given the large areas of environmental significance. The initial component of this growth management study involved population projections. By 1994 when the Regional Official Plan was being prepared for adoption and approval, the population projections were still under discussion. It was for this reason that the 2021 population of the Town of 200,000 persons in Table 1 of the ROP was deferred. As well, Policy 5.2.13 indicates that “the Region work with the Town of Richmond Hill in the completion of the growth management study of the entire municipal area, taking into account the existing urban service areas boundaries and levels of development presently in the urban fringe area”.

The Region and the Town had been working toward fulfilment of this policy since 1994. In mid 1999, as a result of developer activity in the area between the north and south urban areas, and appeal of the applications in the Yonge Street corridor to the OMB, work on a comprehensive new official plan for the entire municipality was deferred in favour of an overarching official plan amendment which would provide a policy context within which these appeals could be evaluated consistent with the findings of the various studies

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undertaken by the Town and the Region. Proposed Official Plan Amendment 200 was the result of this work. The Town also made application for a concomitant amendment to the Region’s Official Plan to designate the balance of the Town as “Urban Area”. Regional staff began preparing such an amendment, proposed Regional OPA 20, and Regional Planning Committee held a statutory public meeting on January 19, 2000.

Policy 2.2.1.16.3 a) as set out in the draft OPA 200 document required Master Environment Servicing Plans as a prerequisite for development in the “Future Urban 2” designation. However, it was also proposed to recognize the unique status of the “Rural” lands within OPA 138 (i.e. the Crossmar and Duke of Richmond lands) with the following policy:

“2.2.1.16.4 m) The lands shown on Schedule 6 – Development Area and Planning Boundaries, and generally described as being situated north of Gamble Road and 19th Avenue, south of Jefferson Sideroad and the southerly boundary of the Summit Golf and Country Club between Yonge Street and Bayview Avenue, between Bathurst Street and Bayview Avenue within the Official Plan Amendment 138 Planning Area, are subject to Council approved Master Environmental Servicing Plans dated June, 1997 and October, 1997. Notwithstanding any policies and Schedules of this Plan, the Council approved Master Environmental Servicing Plans, and any subsequent updates, affecting these lands, shall be used as the basis for any future planning applications and future land use designations affecting these lands.”¹

Richmond Hill Council, at the public meeting held on February 23, 2000, deferred consideration of OPA 200 pending commitments from the Province regarding the acquisition and funding for the proposed 600 metre wide environmental corridor, from the Province and the Toronto and Region Conservation Authority (TRCA) regarding the additional region-wide studies they requested, and from the landowners regarding implementation of the Town’s Natural Corridor Study. At the same meeting, Richmond Hill Council asked that consideration of Regional OPA 20 be deferred.

On March 16, 2000, in the absence of these commitments, Richmond Hill Council adopted a resolution requesting the Province to implement a freeze on the development of lands on the Oak Ridges Moraine in areas currently outside secondary plan areas until a Policy is adopted under the Planning Act to protect the Moraine. The Crossmar and Duke of Richmond applications are within an existing secondary plan area, OPA 138, and are therefore not intended to be included in the development freeze requested by the Town.

¹ Page 24, Draft Amendment No. 200 to the Official Plan of the Richmond Hill Planning Area, dated February 18, 2000.

3.4 Regional Official Plan Context

The York Region Official Plan (ROP), a broad based strategic planning document, contains comprehensive policies dealing with the Natural Environment, Growth Management, Fiscal Responsibility, Servicing, and Transportation, among other subjects.

Policy 5.2.3 of the Regional Official Plan requires that any expansion of the urban areas must be consistent with the following criteria:

- a) Regional population and employment forecasts;
- b) the need for expansion relative to other lands available for development in the area municipality;
- c) the role of the new development lands identified in area municipal growth management strategies;
- d) the capability of the area municipality to provide growth within the urban area;
- e) an analysis of options for growth direction and sequencing with respect to environment, agriculture, and the implications on the availability of servicing including water, sewer, road and transit networks and human services;
- f) the protection of and integration with the Regional Greenlands System;
- g) the amendment is based on a concession block, approximately 400 hectares (1000 ac.); and
- h) the other policies of this Plan.

These policies and references to other ROP policies establish the tests which must be satisfied for urban expansion amendments to proceed.

4. ANALYSIS AND OPTIONS

The policies pertinent to evaluation of these applications, and research and other initiatives consulted in the review of the applications, are discussed in Attachment 3 to this report. Apart from local municipal and Regional Official Plan policies, there are a number of other relevant policy documents and studies including the Provincial Policy Statement (PPS) and the Oak Ridges Moraine Implementation Guidelines. This information is attached (*see Attachments 4 to 8*). Comments received on the Crossmar application (*see Attachments 9 to 11*) and Duke of Richmond application (*see Attachments 12 to 16*) are discussed in following sections of this report. This section of the report summarizes the applications and submitted information and discusses the extent to which they satisfy the tests of the Regional Official Plan with respect to urban expansions.

Table 1 and Table 2 following summarize Policy 5.2.3 compliance for the Crossmar and Duke of Richmond applications.

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Table 1 – Crossmar	
Urban Expansion Policy Criteria	ROP Compliance
5.2.3 To require an amendment to this Plan for any expansion of the urban areas identified on Map 5. Such amendments shall be adopted by Regional Council only if they are consistent with the following:	
a) regional population and employment forecasts;	Yes – study generally complies with ROP forecasts
b) the need for expansion relative to other lands available for development in the area municipality;	Yes – study generally complies with ROP forecasts
c) the role of the new development lands identified in area municipal growth management strategies;	Yes – assessed through the OPA 138 process
d) the capability of the area municipality to provide growth within the urban area;	Yes – study generally complies with ROP forecasts
e) an analysis of options for growth direction and sequencing with respect to environment, agriculture and the implications on the availability of servicing including water, sewer, road and transit networks and human services;	Not yet addressed – secondary plan must be prepared; phasing policies must be included. Yes to Transit and Water and Sewers with agreement that phasing policies will be included
f) the protection of and integration with the Regional Greenlands System;	Yes in view of the approved MESP and the recent update; present OPA 138 designations appear to satisfy Provincial Natural Heritage System
g) the amendment is large enough (i.e. a concession block) with clear and identifiable boundaries, such as concession roads, major natural features, rail or major utility corridors, to assess the creation of new communities at the regional level; and	Yes in that OPA 138 covers all undeveloped lands in the concession block between lands already designated urban and a major environmental feature; there are still some isolated parcels

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	with possible development potential in the remainder of the block
h) the other policies of this Plan	Yes in view of the approved MESP and the recent update

Table 2 – Duke of Richmond	
Urban Expansion Policy Criteria	ROP Compliance
5.2.3 To require an amendment to this Plan for any expansion of the urban areas identified on Map 5. Such amendments shall be adopted by Regional Council only if they are consistent with the following:	
a) regional population and employment forecasts;	Yes – study generally complies with ROP forecasts
b) the need for expansion relative to other lands available for development in the area municipality;	Yes – study generally complies with ROP forecasts
c) the role of the new development lands identified in area municipal growth management strategies;	Yes – assessed through the OPA 138 process
d) the capability of the area municipality to provide growth within the urban area;	Yes – study generally complies with ROP forecasts
e) an analysis of options for growth direction and sequencing with respect to environment, agriculture and the implications on the availability of servicing including water, sewer, road and transit networks and human services;	Not fully addressed in draft secondary plan – need specific phasing policies; Yes to Transit and Water and Sewers with agreement that phasing policies will be included
f) the protection of and integration with the Regional Greenlands System;	Yes in view of the approved MESP and the recent update; however, the Provincial Natural Heritage System may entail additional land area. Discussions underway between Province and landowner

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g)	the amendment is large enough (i.e. a concession block) with clear and identifiable boundaries, such as concession roads, major natural features, rail or major utility corridors, to assess the creation of new communities at the regional level; and	Yes in that OPA 138 includes all lands in the concession block not already designated urban
h)	the other policies of this Plan	Yes in view of the approved MESP and the recent update

4.1 Policies and Issues

4.1.1 Growth Management

Studies to satisfy the criteria contained in Policies 5.2.3 a) through d) have been prepared by the applicants and submitted to the OMB. These studies are generally consistent with Regional and Town projections. Further detail in regard to the Regional population forecasts is contained in Attachment 3 and Attachment 4. Providing an appropriate range and mix of housing, as required in Policy 4.3.10, will be addressed when secondary plan details are finalized.

4.1.1.1 Crossmar

No employment land component is proposed within the development proposed for the Crossmar lands. If this application and other applications in the Yonge Street corridor are approved, employment opportunities will need to be provided during the same time-frame elsewhere (likely in the Highway 404 corridor) in Richmond Hill in the interest of achieving an economically viable community, and to maintain a balanced assessment mix.

Policy 5.2.3 e) refers to phasing and sequencing policies. A draft secondary plan has not yet been submitted for these lands. Further discussions with the Town and applicants will be necessary to ensure this aspect is addressed in the secondary plan.

4.1.1.2 Duke of Richmond

With regard to employment, only a minimal employment land component is proposed within the development proposed for the Duke of Richmond lands, consisting of several convenience and automotive commercial uses. If this application and other applications in the Yonge Street corridor are approved, employment opportunities will need to be provided during the same time-frame elsewhere (likely in the Highway 404 corridor) in Richmond Hill in the interest of achieving an economically viable community, and to maintain a balanced assessment mix.

The proposed secondary plan document acknowledges the need for a phasing plan under the Financial Viability provisions, but does not set out specific details. In a letter dated May 29, 2000, the applicant’s planning consultants have suggested more detailed phasing policies (*see Attachment 12*). These must be reviewed with Town staff to determine if they fully address Policy 5.2.3 e) of the Regional Plan.

4.1.2 Water and Sewer Servicing

Regional infrastructure in this area includes a 1675 millimetre trunk sanitary sewer on Yonge Street, which presently drains all sewage from Newmarket, Aurora, and Oak Ridges. Water supply to this area is provided from the south by the City of Toronto. A trunk watermain is located on Bathurst Street, connecting to an in-ground storage and pumping facility at Bathurst Street and Jefferson Sideroad, and an elevated storage facility west of Yonge Street south of Bloomington Road.

Macro issues relating to the provision of water and sewer services have been agreed to by the applicants, the Town and the Region and have been entered in evidence at the OMB. The Duke of Richmond and Crossmar applications on their own do not significantly affect Regional facilities. However, should the Board approve the Regional Official Plan Amendment applications and ultimately the secondary plans, there may be issues identified relating to the phasing/timing of development, construction schedule for downstream infrastructure, and service connections and the potential for development charge agreements that must be resolved. Further detail with regard to the water and sewer servicing, including a list of additional or upgraded facilities needed, is contained in Attachment 3 and Attachment 5.

Eventually, water and sewage servicing capacity for the total population projected for the Town of Richmond Hill will be provided by the Region. In accordance with Policy 6.7.5 of the Regional Official Plan, sufficient capacity must be allocated for each specific development at the subdivision draft plan approval stage.

4.1.2.1 Crossmar

The Regional Transportation and Works Department Water and Wastewater Branch (*see Attachment 10*) advises the MESP proposes to service the subject lands through existing sewers located south of Nineteenth Avenue. One new connection is proposed to the York Durham Sewage System (YDSS) on Yonge Street. Any connection for this proposal must be co-ordinated with other developments in this area to minimize the number of new connections.

4.1.2.2 Duke of Richmond

The Regional Transportation and Works Department Water and Wastewater Branch (*see Attachment 13*) advises the MESP proposes to service the subject lands through sewers which have been approved for development in OPA 138 west of Yonge Street.

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4.1.3 Road and Transit Networks

Transportation studies submitted in support of all the urban expansion applications in this area generally satisfy the policies of the Regional Official Plan, and have been entered in evidence at the OMB.

Property for road widenings and reserves will be required at the subdivision stage. Comments regarding the Yonge Street Transitway apply to a small portion of the Crossmar lands that abut Yonge Street, as well as a more extensive portion of the Duke of Richmond lands. Should the Board find merit with these applications at the Regional Official Plan and secondary plan level, then the Region will proceed to finalize comments on these issues as they relate to the individual plans of subdivision.

Further detail in regard to the road and transit network is contained in Attachment 3.

4.1.3.1 Crossmar

The Regional Transportation and Works Department Transportation Planning and Approvals Branch has advised (*see Attachment 11*) that sufficient right-of-way for collector streets shall be provided for connections to Yonge Street and Nineteenth Avenue. That Branch also noted two intersections with Nineteenth Avenue, approximately 100 metres apart, had been shown in dashed lines. Only the westerly intersection will be permitted.

4.1.3.2 Duke of Richmond

The Regional Transportation and Works Department Transportation Planning and Approvals Branch has indicated no objections, noting that a proposed road connection to Bathurst Street approximately 700 metres north of Nineteenth Avenue should be provided for at collector road standards. Some other issues, relating to the storm water facility's impact on the Regional road and subdivision layout items, were identified. Those can be dealt with at the subdivision approval stage. Copies of the Branch's comments are attached (*see Attachments 14 and 15*).

4.1.4 Natural Environment

In preparation for the OMB hearing, the Region has partnered with the TRCA to obtain peer review assistance in the areas of terrestrial biology and hydrogeology, regarding the ability of the applicants' MESP (and necessary secondary plan) to satisfy the tests contained in Policy 5.2.3 f) dealing with protection and integration of the Regional Greenlands System, and through Policy 5.2.3 h), the other environmental policies of the Plan. Regional Council approved the arrangement for outside expertise on March 9, 2000.

4.1.4.1 Crossmar

The significant environmental features of the Crossmar lands were identified and shown on schedules to OPA 138. The limit of the Jefferson Forest has been identified and subject to the establishment of appropriate buffers adjacent to the forest, defines the extent of

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undevelopable lands. The remaining lands are not environmentally constrained, and are proposed to be developed in a manner consistent with approved development to the south. No natural feature or hydrogeological concerns were identified by the TRCA in the review of the MESP update; however the Province has advised the OMB that it wishes to retain the ability to request the applicants to undertake additional water resources studies, if necessary at the secondary plan stage, if necessary.

4.1.4.2 Duke of Richmond

The significant environmental features on the Duke of Richmond lands are generally confined to the valleylands associated with the Rouge River tributaries. These features have been identified and protected within OPA 138. The Duke of Richmond lands do not include kettle lakes, wetlands or internally draining areas, normally associated with the Oak Ridges Moraine. The MESP update and the proposed secondary plan document propose to include more lands within environmental protection areas than OPA 138 contemplates, except in so far as two small tributaries of the Rouge are concerned. The full extension of these tributaries has been omitted from the proposed secondary plan. The reasoning for this change and the acceptability of the change must be discussed with the Town and TRCA prior to finalization of the secondary plan.

As well, the Province and Duke of Richmond parties are presently engaged in discussions which may result in the establishment of additional linkages between the environmental features on the site, extending to the south and west boundaries of the site.

The Province has further advised that it will request the OMB to amend Map 4 – Regional Greenlands System of the ROP to show the ultimate linkage through the Duke of Richmond lands to the west. Staff are supportive of the establishment of the linkage on the Duke of Richmond lands, which is consistent with Policy 2.1.15 of the Plan, however, there may be implications of an amendment to Map 4 which require public notice and especially to potentially affected landowners who are not parties to the hearing before the Board.

The TRCA has advised (*see Attachment 16*) that staff originally supported OPA 138 subject to the undertaking of an MESP and supporting Environmental Impact Statement (EIS). The MESP was submitted and OPA 138 was approved. For the urban expansion area of OPA 138, an MESP update has been submitted and Authority staff have staked features in the field and reviewed the MESP update. The Authority advises that it does not object to the remaining lands being designated Urban area in the Regional Plan. However, prior to the Authority recommending the secondary plan for approval, it requests the opportunity to ensure that the MESP update and hydrogeological recommendations can be reflected through the secondary plan and implemented through subdivision design. Specific matters to be included in the environmental analysis are listed in Attachment 16.

5. FINANCIAL IMPLICATIONS

As indicated in Section 1.5.4 in Attachment 3 and in Attachment 8 of this report, no adverse effects are anticipated on the Regional tax rate if the Board approves these developments,

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provided the developments are phased as necessary to conform with the capital program and dates of construction of necessary capital works. Any extraordinary servicing or land acquisition requirements, or any significant change in the number of units approved, would necessitate further financial review.

6. LOCAL MUNICIPAL IMPACT

The recommendation of this report to support these applications is consistent with the Town's position, in that the recommendation recognizes that previous approval of Amendment No. 138 provided a framework of policies to permit future development of the subject lands. The Town was considering policies in draft Amendment No. 200 that would similarly acknowledge the previous approval of MESPs.

7. CONCLUSION

The Crossmar and Duke of Richmond applications are within Richmond Hill Amendment No. 138, the Jefferson Secondary Plan, approved on October 15, 1997. Only part of the OPA 138 lands were designated for urban development due to limited servicing capacity. The MESPs approved by Richmond Hill Council for both the Crossmar and Duke of Richmond lands clearly anticipated urban development of the balance of the OPA 138 lands.

Growth management, transportation and servicing studies prepared for the OMB hearing in support of the applications are generally consistent with the Regional Official Plan.

The updated MESPs and existing environmental policies in OPA 138 define and protect the Jefferson Forest, the headwater tributaries of the Rouge River and the German Mills Creek. Approximately 50% of area of the applications is shown set aside as environmental, open space, and park lands. The lands do not contain any kettle lakes, wetlands or internally drained areas. The proposed secondary plans and plans of subdivisions will identify and protect the important environmental features.

A secondary plan document which furthers the work completed and approvals already given in connection with OPA 138 is required for the Crossmar lands. Some modifications are required to the secondary plan document which has been prepared for the Duke of Richmond lands.

It is therefore recommended that Ontario Municipal Board be advised that the Regional Municipality of York supports the Regional Official Plan Amendment requests for Urban Area designations by Crossmar Investments Limited and by Duke of Richmond Developments Inc./Yonge-Jefferson Group, on the condition that the implementing secondary plans shall continue to include the environmental policies presently set out in Richmond Hill Official Plan Amendment No. 138, to ensure protection of the important environmental features. Regional staff should be authorized to appear before the Ontario Municipal Board in support of this position.

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This report has been reviewed by the Senior Management Group.

(A copy of the attachments referred to in the foregoing has been forwarded to each Member of Council with the June 14, 2000 Planning Committee agenda and a copy thereof is also on file in the Office of the Regional Clerk.)

(Mayor Black declared an interest in the foregoing Clause as it affects part of the Oak Ridges Moraine, due to the fact that her spouse is an environmental engineer on projects on the Oak Ridges Moraine, and did not take part in the consideration or discussion of, or vote on, this item at this meeting of Council held on June 22, 2000.)

2
DEFERRAL NO. 4 TO AMENDMENT NO. 90
(BALLANTRAE MUSSELMAN LAKE SECONDARY PLAN)
TOWN OF WHITCHURCH-STOUFFVILLE
PLANNING REPORT NO. 1478OP

The Planning Committee recommends the adoption of the recommendations contained in the following report, May 30, 2000, from the Acting Commissioner of Planning and Development Services:

1. RECOMMENDATIONS

It is recommended that Deferral No. 4 to Amendment No. 90 to the Whitchurch-Stouffville Official Plan be approved subject to the modifications set out in Schedule A attached to and forming part of this report.

2. PURPOSE

The purpose of this report is to provide a recommendation regarding the disposition of Deferral No. 4 to OPA 90 (Ballantrae Musselman Lake Secondary Plan).

Deferral No. 4 consists of 29.1 ha (72 acres) of land located on the north and south sides of Aurora Road, east of McCowan Road, adjacent to the western boundary of the community of Ballantrae. The Town is requesting the site be included within the boundaries of the Ballantrae Musselman Lake Secondary Plan (OPA 90) and designated "Natural Feature Conservation Area" and "Ballantrae Future Residential Area II" (see Figure A attached). These designations would recognize and protect the Regional Forest and facilitate development of approximately 30 to 44 detached residential lots.

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The proposed lots are to be serviced by the Ballantrae municipal water supply system and individual private sewage treatment facilities. All lots would have a minimum lot area of 0.5 ha (1.25 acres).

3. BACKGROUND

3.1 Site

The site consists of one 25 acre parcel located on the north side of Aurora Road, and 10 parcels totalling 47 acres located on the south side of Aurora Road. The northern parcel is currently being farmed.

Regional Forest abuts the northern parcel to the west and north. Lands located to the east are designated “Ballantrae Future Residential Area II” and contain rural residential dwellings.

There are 9 rural residential dwellings situated on the lands located south of Aurora Road. Two rural residential dwellings and Regional Forest abut the southern parcel to the south. Lands located to the east contain rural residential dwellings and Regional Forest.

The site is relatively flat. The southern parcel contains a mature deciduous forest, successional deciduous forest, shrub thickets, and conifer plantation.

3.2 History and Official Plan Designations

On April 6, 1997 the Region approved the Ballantrae Musselman Lake Secondary Plan (OPA 90), and at that time, deferred the subject lands pending submission of a planning rational justifying inclusion of the lands within the secondary plan, a servicing study identifying how the lands are to be serviced, and an environmental assessment.

In the summer of 1997, the planning firm Pound Stewart and Stein submitted a Planning Rational in support of the application. In January 1998, Gartner Lee was retained by the Town of Whitchurch-Stouffville and prepared a Preliminary Environmental Assessment in support of the application.

On August 22, 1998 the Ministry of Municipal Affairs and Housing approved Amendment No. 5 to the Regional Official Plan which amended the Regional Official Plan to show, conceptually, the Ballantrae area as a “Town and Village”.

On March 7, 2000 the Town of Whitchurch-Stouffville recommended the lifting of the deferral and the redesignation of the site, subject to modifications. The application is being processed under the Planning Act provisions that were in effect prior to Bill 160 being proclaimed (pre-March 28, 1995).

Portions of the site are located within the Regional Greenlands System. Map 3 of the Regional Official Plan identifies Regional Forest on both sides of Aurora Road located in close proximity to the site. The site is also located within the boundaries of the Oak Ridges Moraine.

3.3 SUMMARY OF CIRCULATION RESPONSES

The Regional Transportation Planning and Approvals branch has indicated that road improvements to Aurora Road, such as turning lanes and illumination of the future intersections, will be required at no cost to the Region. These requirements will be conditions at the plan of subdivision stage.

The Regional Water and Wastewater branch has indicated no objection to the amendment subject to the Town of Whitchurch-Stouffville allocating water supply to the development at the subdivision approval stage.

The Ministry of Municipal Affairs and Housing has indicated no objection to the proposal.

4. ANALYSIS

In 1998, when the Ministry of Municipal Affairs approved the “Towns and Villages” designation, the boundaries of the community of Ballantrae were shown conceptually in the Regional Official Plan; the community does not have fixed boundaries. The conceptual depiction of the “Towns and Villages” designation for the Ballantrae community allows for the inclusion of the site within the confines of the secondary plan provided its inclusion can be supported by a planning analysis, servicing study, and environmental assessment.

The requirements for submitting a planning justification, servicing analysis and environmental assessment have been satisfied by the submissions from Pound Stewart and Stein, and Gartner Lee.

The community of Ballantrae consists of a group of residential dwellings and small scale commercial uses centred at the intersection of Highway 48 and Aurora Road. The western boundary of the community is located approximately half way between Highway 48 and McCowan Road. Extending westward to McCowan Road from the current community boundary is a group of rural residential dwellings. These residents rely on the community of Ballantrae for local retail facilities and other institutional and community services, such as schools, churches, and community centre. The subject parcels contain an existing cluster of rural residential dwellings, and are a logical extension to the western edge of the community, based on their proximity and connection to the community.

McCowan Road and the Regional Forests that abut the subject lands act as fixed boundaries limiting and prohibiting any further residential expansion to the north, south and west.

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Given these abutting land uses, and the approved residential land use located to the east, the proposed residential development is considered to be infilling.

With regard to servicing, the preliminary hydrogeological assessment prepared by Gartner Lee concludes that the local soil and drainage conditions are favourable for the construction of on site sewage disposal systems. As stated in OPA 90, prior to draft plan approval a detailed hydrogeological study shall be prepared and approved by the Town to determine the minimum lot sizes and appropriate density. The policies of OPA 90 require that no lot shall be less than 0.5 ha (1.25 acres) in size; however, depending on the results of the studies the lot sizes may be greater. In order to determine appropriate lot sizes and density, a detailed site assessment will be required prior to draft plan approval.

With regard to the environment, the Environmental Assessment concludes that the mature deciduous forest located south of Aurora Road is the most significant biological feature on the site and any proposed development should be excluded from this area. In this regard the Town has proposed a number of modifications to OPA 90 that would ensure the protection and preservation of the woodlot. The Town is designating the woodlot as “Natural Feature Enhancement Area” on Schedule E to OPA 90 and adding a policy that states:

“Notwithstanding any other policies of this Plan to the contrary, any proposed development in Part of Lot 20, Concession 7 shall be designed to ensure the preservation of the mature deciduous woodlot. The mature deciduous woodlot may be incorporated into individual lots or privately owned common areas subject to restrictive zoning provisions and covenants on title which restrict development to the lands outside the main forest block.”

In addition to the above the Town is requesting policies to ensure the protection of a hedgerow on the southern property and to provide for a minimum 10 metre buffer between the Regional Forest and any proposed development for the property on the north side of Aurora Road. The modifications proposed by the Town require that a site specific Environmental Impact Study be completed by the proponent at the development application stage. These modifications are set out in Schedule A attached to this report. In addition to these modifications Regional staff are recommending that all development proceed by way of plan of subdivision and that the Environmental Impact study be submitted for development on both the north and south side of Aurora Road. The Environmental Impact Study shall be submitted prior to draft plan approval, and reviewed and approved by the Town and Region. These modifications are also set out in Schedule A attached.

The site is located within the boundaries of the Oak Ridges Moraine. Policies of the Regional Official Plan require that applications within the Moraine meet the intent of the Oak Ridges Moraine Guidelines (1991). Also, in accordance with policies of the Regional Official Plan, proponents are required to include measures to address a development’s impact on the natural environment. In this regard, the intent of the Oak Ridges Moraine

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Guidelines has been addressed by the Town’s Growth Management Study that directs moderate growth to the Ballantrae area, given the proposed development is infill, and the Preliminary Environmental Assessment that identifies the natural features that must be preserved.

Policies of the Ballantrae Musselman Lake Secondary Plan direct future growth to the Ballantrae community area and do not permit growth in the Musselman Lake area. The approval of Deferral No. 4, and the resulting population of 90 to 132 persons, is consistent with the policies of OPA 90 to direct growth to the Ballantrae area and not permit it in the Musselman Lake area.

5. FINANCIAL IMPLICATIONS

The proposed development will generate Regional Development Charge revenues at the plan of subdivision stage and increase assessment at the local level.

6. LOCAL MUNICIPAL IMPACT

The recommendations of this report are consistent with the recommendations of the Town of Whitchurch-Stouffville to include the site within the Ballantrae Musselman Lake Secondary Plan area.

The Town supports the modifications proposed by Regional staff.

7. CONCLUSION

The infill development proposed on the 72 acre site is located adjacent to the community of Ballantrae and forms a logical extension to the community. Proposed development within the area will be subject to a more detailed site specific Hydrogeological Study and an Environmental Impact Study to determine the appropriate size and number of lots at the plan of subdivision stage.

The proposed modifications set out in Schedule A should ensure the protection and preservation of the mature deciduous woodlot located on the south side of Aurora Road.

It is recommended that the lands subject to Deferral No. 4 be included within the Ballantrae Musselman Lake Secondary Plan (OPA 90) and designated “Natural Feature Conservation Area” and “Ballantrae Future Residential Area II” subject to the modifications set out in Schedule A attached to this report.

This report has been reviewed by the Senior Management Group.

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(A copy of the attachment referred to in the foregoing has been forwarded to each Member of Council with the June 14, 2000 Planning Committee agenda and a copy thereof is also on file in the Office of the Regional Clerk.)

(Mayor Black declared an interest in the foregoing Clause as it affects part of the Oak Ridges Moraine, due to the fact that her spouse is an environmental engineer on projects on the Oak Ridges Moraine, and did not take part in the consideration or discussion of, or vote on, this item at this meeting of Council held on June 22, 2000.)

3

ADOPTION OF PROPOSED AMENDMENT 18 TO THE REGIONAL OFFICIAL PLAN DEALING WITH ROAD RIGHT-OF-WAY IN THE HAMLET OF VICTORIA SQUARE IN THE TOWN OF MARKHAM

The Planning Committee recommends the adoption of the recommendations contained in the following report, April 20, 2000, from the Acting Commissioner of Planning and Development Services, with the following amendments:

1. That the following be added to Recommendation No. 1:

**“and that the following revisions be made to the document
*Amendment 18 of the Official Plan for the Region of York,
Part B – The Amendment:***

- (i) Item No. 1 be deleted; and**
- (ii) Item No. 2, Table 1, be amended as follows:**

Woodbine Avenue: From the southerly limit of the Hamlet of Victoria Square (±425m south of Elgin Mills Road) to the northerly limit of the Hamlet (±415m north of Elgin Mills Road).

Elgin Mills Road: From the westerly limit of the Hamlet (±245m west of Woodbine Avenue) to its intersection with Woodbine Avenue.”

2. The following deputation be received:

**Mr. Jim Robertson, Markham
representing Victoria Square Ratepayers' Association
(does not support staff recommendations)**

3. The following document be received:

**Page 9,
Town of Markham Planning and Development Committee Report
November 5, 1996
(in support of maintaining Woodbine Avenue and Elgin Mills Road
as two-lane roads)**

1. RECOMMENDATIONS

It is recommended that:

1. Regional Official Plan Amendment 18 attached to this report as Appendix 1 be adopted by by-law.
2. Regional staff be authorized to give the necessary notice to effect this decision.

2. PURPOSE

Regional Planning Committee at its meeting of January 19, 2000, held the required statutory public meeting in regard to this proposed Amendment. Committee directed staff to consider comments made at the public meeting, as well as comments received as part of the circulation, prior to a recommendation being made to Planning Committee and Council in regard to the disposition of this Amendment.

No objections have been received as a result of the circulation of the Amendment to public agencies. However, three letters have been received from the Victoria Square Ratepayers Association and Mr. J. Robertson. They are attached as Appendix 2, 3 and 8. The purpose of this report is to summarize the results of circulation of the proposed Amendment and make recommendations regarding the disposition of the Amendment.

3. BACKGROUND

The Town of Markham requested an Amendment to the Regional Official Plan to change the planned basic right-of-way for the sections of Woodbine Avenue and Elgin Mills Road in the Hamlet of Victoria Square. The intent of this reduction in right-of-way is to protect and maintain the existing character of the hamlet.

The Community of Victoria Square has been identified as a Hamlet in the Official Plan for the Town of Markham. It is the intent of the Official Plan that development within the hamlet should maintain the historic characteristics of the hamlet.

In this regard, road improvements have the capability to impact the maintenance of this character. As a result, the Town of Markham has, by Council resolution requested that Woodbine Avenue and Elgin Mills Road within the boundaries of the hamlet not be widened. The widening would adversely affect the character of the hamlet.

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3.1 Details of Requested Amendment

The proposed Amendment (Appendix 1) identifies the following changes to the Regional Official Plan.

- a) By the addition of the following as a second paragraph in Policy 6.1.12:
“In the Hamlet of Victoria Square, beyond the reduced right-of-way shown on Map 8 - Regional Road Network, there will be a right-of-way transitional zone, based on road operational and design requirements, north and south on Woodbine Avenue and west on Elgin Mills Road.”
- b) The schedule numbers refer to maps included in the Amendment.

Map 8 - Regional Road Network, is amended by reducing the planned basic right-of-way width for Woodbine Avenue from “up to 30 metres” to “up to 20 metres” and Elgin Mills Road from “up to 36 metres” to “up to 20 metres” within the Hamlet of Victoria Square as shown on the excerpt from Map 8 attached as Schedule 1.

4. ANALYSIS AND OPTIONS

4.1 Current Planning Initiatives

The Cathedral Community Secondary Plan (OPA 42 to the Official Plan of the Town of Markham) was approved in 1997 and provides for the development of a by-pass road (Markland Street) allowing traffic to be diverted from Woodbine Avenue, as an alternative to widening of the existing right-of-way through Victoria Square. It was intended that Markland Street have a dual function as the alternative route for traffic, which presently uses Woodbine Avenue through the hamlet, and as a key-structuring element within the Cathedral Community.

4.2 Issues to be Considered

Policy 6.2.7 in the York Region Official Plan provides for right-of-way widths to be varied in order to protect the character of existing heritage streetscapes. Policies in this section of the Plan also indicate that priority will be given to protecting existing heritage streetscapes, using techniques such as variable right-of-way, use of by-passes and innovative road cross section standards.

The existing right-of-way of Woodbine Avenue and Elgin Mills Road within the Hamlet of Victoria Square is sufficient to accommodate anticipated traffic needs at this time.

4.3 Circulation Comments

The proposed Amendment was circulated to the Ministry of Municipal Affairs and Housing, and to Regional Departments, the Toronto and Region Conservation Authority, school boards, and all area municipalities within the Region of York on December 17, 1999. Responses to the circulation were received from Town of Markham (Appendix 4) and the Town of Georgina (Appendix 5), both had no objections and the Town of Richmond Hill (Appendix 6). The Toronto and Region Conservation Authority and the Ministry of Municipal Affairs and Housing (Appendix 7) had no objection to the Amendment. The Town of Richmond Hill requested that any reduction in right-of-way be supported by appropriate traffic studies showing how the surrounding road network will support future increase in vehicular traffic and truck movements. Transportation studies done in support of the Cathedral Community Secondary Plan indicated that road widenings were not required on Woodbine Avenue and Elgin Mills Road through the old Hamlet. Detailed traffic studies will be required in the evaluation of future development proposals in the area i.e. Cathedral Community, Elgin Mills EA.

4.4 Public Notice Comments

As a result of the public notice for the Planning Committee meeting, the Region received three letters from the Victoria Square Ratepayer Association and Mr. J. Robertson of 10617 Woodbine Avenue. Their letters are attached as Appendix 2, 3 and 8 to this report.

The letter from the ratepayer association is generally supportive, however, they are concerned with the extent of the right-of-way to be incorporated into the Amendment. They are specifically concerned:

- That this amendment should apply to Elgin Mills Road east of Woodbine Avenue; and
- That the reduced right-of-way be extended to at least the proposed new Markland Road/bypass to the north and west of the hamlet and further extended a reasonable distance from the last residence on the south side of the hamlet.

As a result of this letter, staff met with representatives from the Victoria Square Ratepayers Association, Markham Staff and local politicians on March 6th to discuss the issues raised. The road network information for the Cathedral Community (within which Markland Street is located) is not yet at the design stage, although the Cathedral Community Secondary Plan is approved. When more detailed information is provided through detailed studies for the road ways, intersections and widenings on both Elgin Mills Road and Woodbine Avenue, Regional staff will further review the rights-of-way beyond the distances proposed by the Town. As a result of this meeting with the ratepayers and in view of the somewhat preliminary nature of the Cathedral Community Secondary Plan road detail, additional wording to Policy 6.1.12 of the Regional Plan was added to the proposed Amendment. The additional policy identifies a right-of-way transitional zone on both Woodbine Avenue and Elgin Mills Road West.

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It should be noted that Elgin Mills Road east of Woodbine Avenue is a local road and it is up to the Town to address this concern.

Mr Robertson comments are in regard to the following:

- The reduction of the road right-of-way of Elgin Mills Road extend from Markland Street in the west to where the road goes down hill on an incline to the east.
- The diversion of traffic at the north and south ends of Victoria Square be effective in putting traffic onto Markland Street.
- Intersection improvements at Woodbine Avenue and Elgin Mills Road provide sufficient advanced green during peak hours.
- Speed limit within the boundary of Victoria Square be reduced to 50 kph with double line no passing stripes.

In the opinion of Regional staff these are issues that would be addressed at the design and construction phases for Markland Street, as well as operational issues related to signalization. Mr. Robertson comments have been forwarded to Regional Transportation & Works Department for their considerations and no modification to the amendment is required in this regard.

5. FINANCIAL IMPLICATIONS

There is no financial impact for this Amendment.

6. LOCAL MUNICIPAL IMPACT

The reduction of the planned basic right-of-way width for Woodbine Avenue from “up to 30 metres” to “up to 20 metres” and Elgin Mills Road from “up to 36 metres” to “up to 20 metres” within the Hamlet of Victoria Square will not adversely impact the Town of Markham.

7. CONCLUSION

The reduction of the planned basic right-of-way width for Woodbine Avenue from “up to 30 metres” to “up to 20 metres” and Elgin Mills Road from “up to 36 metres” to “up to 20 metres” within the Hamlet of Victoria Square is appropriate.

A public meeting pursuant to the requirements of the Planning Act was held on January 19, 2000 and the Amendment circulated to area municipalities, interested parties and agencies for comment. No objections were raised by circulated agencies. Staff met with the Ratepayers Association to discuss their issues.

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It is recommended that Regional Official Plan Amendment 18, attached as Appendix 1, be adopted by by-law and notice of the decision be given in the appropriate form.

This report has been reviewed by the Senior Management Group.

(A copy of the attachment referred to in the foregoing has been forwarded to each Member of Council with the June 14, 2000 Planning Committee agenda and a copy thereof is also on file in the Office of the Regional Clerk.)

4

UPDATE – COMMITTEE PROCEEDINGS

The Planning Committee advises Council of the following matters having been considered by the Planning Committee with the corresponding action as noted:

PRESENTATIONS

1. Margaret Walton, Walton & Hunter, on the GTA Agricultural Economic Impact Study. Received.
2. Ron Christie, Chair of the Rouge Alliance and Gord Weedon, General Manager of the Rouge Alliance, made a presentation introducing the Rouge North Management Plan. Received.

As staff has been working closely with the Alliance, a report will be presented at the June 28, 2000 Planning Committee Meeting.

COMMUNICATIONS

3. Bob Panizza, Director of Corporate Services/Town Clerk, Town of Aurora, May 25, 2000, forwarding a recommendation adopted by Council on March 28, 2000, regarding Proposed Official Plan Amendment, 919179 Ontario Limited, 120, 124 Wellington Street East, Centre Street, former Baldwin Feed Mill lands. Received.
4. Receipt of Minutes of Senior Management Group Meeting regarding Planning Reports, held on April 18, 2000.

The Planning Committee adjourned at 4.17 p.m.

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Respectfully submitted,

**June 14, 2000
Newmarket, Ontario**

**F. Scarpitti
Chair**

(Report No. 7 of the Planning Committee which was adopted, without amendment, by Regional Council at its meeting on June 22, 2000.)