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**OFFICIAL PLAN AMENDMENT NO. 122 (SHARON COMMUNITY PLAN),
TOWN OF EAST GWILLIMBURY**

The Planning and Economic Development Committee recommends:

- 1. The following deputations and communications be received:**
 - (a) Michael J. McQuaid, Q.C. WeirFoulds LLP, dated December 15, 2004 and January 27, 2005, on behalf of South Sharon Developers Group, owners of land immediately south of the proposed Sharon Community.**
 - (b) R.Craig Doran, Leslie Street Community Group, dated January 26, 2005 and deputation by Andrew Boyd, providing a handout to the Committee regarding the objective and concerns of the Leslie Street Community Group.**
 - (c) Hessie Rimon, President, PMG Planning Consultants, dated February 1, 2005, on behalf of Pagerman Holdings, owners of land within the amendment area.**
 - (d) Diana Santo, Senior Planning Director, Marshall Macklin Monaghan, February 2, 2005, representing Doovan Properties.**
 - (e) Mayor Young, Town of East Gwillimbury, February 1, 2005, requesting a policy modification to Official Plan Amendment No. 122.**
- 2. The recommendations contained in the following report January 24, 2005, from the Commissioner of Planning and Development Services be adopted; and**
- 3. Staff be directed to make appropriate modifications to Official Plan Amendment No. 122 in keeping with Mayor Young's communication.**

1. RECOMMENDATIONS

It is recommended that:

- 1. Regional Official Plan Amendment No. 47 be adopted and that the Commissioner of Planning and Development Services be authorized to give appropriate notice.**
- 2. The Commissioner of Planning and Development Services be authorized to give notice of modification and approval of Official Plan Amendment No. 122 to the Official Plan of the Town of East Gwillimbury, subject to the 28 modifications set out in *Attachment 2*.**

3. The Commissioner of Planning and Development Services and Commissioner of Transportation and Works prepare a future report for Planning and Economic Development Committee on the timing of the provision of Regional servicing to Sharon and the timing of the preparation of a Servicing Master Plan for the extension of the YDSS to East Gwillimbury. The report will include short and long term requirements for water and sewer infrastructure, and the impact of the timing of this infrastructure on the phasing of development for the communities of Sharon, Holland Landing, and Queensville.

2. PURPOSE

The purpose of this report is to recommend adoption of Regional Official Plan Amendment No. 47 and approval of the Town of East Gwillimbury's Official Plan Amendment No. 122 (OPA 122) the Sharon Community Plan, subject to the modifications set out in *Attachment 2*.

3. BACKGROUND

3.1 History

The Sharon Community Plan sets out policies for the management of growth and development in the community of Sharon over a 20-year planning horizon. OPA 122 is a 5-year review of the approved Sharon Secondary Plan, Official Plan Amendment No. 55 (OPA 55). Approved by Order of the Ontario Municipal Board on March 4, 1993, OPA 55 introduced a separate land use schedule and specific policies for the community of Sharon into the Town's parent Official Plan.

In January 2000, in consideration of the proposed extension of the York Durham Sewer System (YDSS) to the communities of Holland Landing and Queensville and its future location at the western limits of Sharon, the Town determined that it was timely to undertake a 5-year review of the Sharon Community Plan. The review exercise involved a process of extensive public consultation, a visioning workshop, public open houses and an analysis of urban land needs through a town-wide Growth Management Review and Update (GMR). The GMR report concluded that the land supply was sufficient to accommodate the projected residential and non-residential growth demands and that there is no need to expand Sharon's community boundary at this time.

On June 29, 2000 the Town of East Gwillimbury held a statutory public meeting to gather public input on the Community Plan revision. Processing of the Community Plan was put on hold pending the completion of an Environmental Assessment (EA) on the Sharon By-pass that was being undertaken by the Region at the time. On September 18, 2003, at the request of the Town of East Gwillimbury, the Region suspended the EA so that other traffic alternatives could be investigated in the Woodbine/Leslie/2nd Concession corridors. The Community Plan Review process was then reinitiated and a second public

meeting held by the Town on June 8, 2004. On July 12, 2004, the Town adopted OPA 122.

3.2 Location

The lands included within the OPA comprise those within the existing community of Sharon and a new north-south collector road connecting Green Lane East and Doane Road, which extends beyond the limits of the Sharon Plan area. Generally, the community is located midway between Green Lane East and Doane Road, bounded on the east by the future Highway 404 extension and on the west by a former rail line and a tributary of the East Holland River. The boundaries of the Community Plan are shown on Schedule A of the Community Plan and included as *Attachment 1* to this report.

3.3 Area Characteristics

The community of Sharon has a population of approximately 2,733 persons and 438 jobs with a projected population reaching 9,200 persons with 983 jobs by 2026. The community is characterised by primarily low-density forms of residential development on private services with a historical commercial core centred on Leslie Street. There are opportunities for residential intensification in the undeveloped areas west of Leslie Street. It is the intent of the Community Plan that future development in Sharon will be on full municipal services through an extension of the YDSS. The land uses to the south, east and north of Sharon are rural and agricultural.

3.4 Description of Official Plan Amendment

The purpose of OPA 122 is to delete and replace the existing Sharon Community Plan (OPA 55) and introduce land use policies that are in keeping with the policies of the parent Official Plan (OPA 95) and other Provincial and Regional planning initiatives that have been introduced since the original Community Plan was approved. The purpose of OPA 122 is fourfold:

- 1) To delete the existing Sharon Community Plan and replace it with a new plan.
- 2) To amend the policies of the parent Official Plan which relate to Sharon to reflect the new directions of the revised Community Plan.
- 3) To reflect the future extension of the YDSS to the community and the provision of full municipal services for new growth.
- 4) To amend Schedule C, Transportation Plan and the policies of Section 8.3 of OPA 95 to reflect future transportation requirements in the vicinity of Sharon.

These components are discussed further in the paragraphs below.

Specifically, the significant changes to the Secondary Plan include:

- A confirmation of the community's urban boundary.
- Provision for the preservation and enhancement of the unique attributes of the community including the heritage characteristics of the central core area and the established, stable residential neighbourhoods of east Sharon, through the introduction of policy and urban design concepts (appended to the Community Plan).
- The introduction of new land use policies with a view to encouraging more compact forms of residential development in west Sharon on full municipal services.

- The introduction of policy with respect to environmental preservation and enhancement and opportunities for residents to access the natural areas of the Community through the introduction of a trail system.

Design principles and policies are articulated throughout the Community Plan when referring to opportunities for development and redevelopment. A set of urban design concepts is attached as Appendix A to the Community Plan. While not part of OPA 122, the concepts provide clarity to the Town's objectives with respect to encouraging appropriate and sensitive development and redevelopment projects in the heritage core area in particular.

3.4.1 Regional Official Plan Amendment

Subsection 6.7.4 of the Regional Official Plan (ROP) requires that a Regional Official Plan Amendment be prepared to permit an expansion of sewer and water services beyond the defined Urban Area on Map 5. Regional Official Plan Amendment No. 47 (ROPA 47) is necessary to:

- Satisfy the requirements of the ROP governing extensions of the YDSS.
- Implement the Sharon Community Plan, with new growth to be based on full municipal services through an extension of the YDSS.
- Amend the Maps of the ROP to reflect the refined community boundaries of Sharon as shown in OPA 122.

A statutory public meeting on a ROPA addressing the above items was held on September 20, 2000.

4. ANALYSIS AND OPTIONS

The Sharon Community Plan Review provided an opportunity to revisit the land use and policies for new development in Sharon in light of the emerging Provincial and Regional policies and the future extension of the YDSS to Queensville and Holland Landing. The land use patterns and policies of the Community Plan have gone through extensive public and agency consultation and, with the Region's modifications listed in *Attachment 2*, represents good planning.

While the current Community Plan, OPA 55, permits new development on private sewage services, OPA 122 provides for new development to proceed on full municipal services. OPA 122 provides:

- A level of planning approval certainty that allows landowners to make financial arrangements for their respective developments.
- Secondary plan policies and designations for Sharon, the last community identified in the East Gwillimbury's GMR that is to accommodate new growth.
- Sets out planning, servicing and transportation requirements necessary prior to development occurring.

4.1 The Land Uses and Policies for Sharon

The key aspects of the plan are:

- A requirement that all new development in west Sharon be on full municipal servicing with a connection to an extension of the YDSS.
- New development and intensification on full municipal services are encouraged where appropriate.
- Natural features are protected and enhanced through policies related to Natural Heritage Feature designations.
- Reinforcement of East Gwillimbury's GMR as it maintains Sharon's defined community boundary.
- A community-first approach to land use.

4.2 Regional Official Plan

The ROP must be amended prior to approving OPA 122. The approval of ROPA 47 is required to permit the proposed servicing of the Sharon Community Plan area by the extension of the YDSS. The purpose of ROPA 47 is to:

- Implement the Sharon Community Plan on the basis of full municipal water and sanitary sewer services.
- Define the limits of the "Towns and Villages" designation on Map 5 of the ROP as those of the Community Plan.
- Delete any lands within boundaries of the Community Plan from the "Agricultural Policy Area" designation on Map 6 of the ROP.
- Delete the proposed Regional Arterial Road shown in the West Sharon Area on Map 9 as it is not longer an option being pursued by the Region or Town.
- Amend Map 10 of the ROP to reflect the refined limits of the "Towns and Villages" designation of Sharon.

The changes to the Sharon Community Plan proposed by OPA 122, as modified, conform and are consistent with the goals and objectives of the ROP as amended by ROPA 47.

4.3 Regional Issues

Staff identified the following Regional objectives for inclusion in the Sharon Community Plan review process:

- Capacity and improvements to north-south transportation infrastructure in and around Sharon.
- Servicing lands approved for development in west Sharon through an extension of the YDSS.
- Providing for the extension of sewer service to east Sharon, when needed.
- Introducing a broader range of housing opportunities in Sharon.
- Providing for future Development Charge Credit Agreements between the Region and landowners as a means to pay for the delivery of sewer infrastructure to Sharon in consideration with servicing for the YDSS extension to Queensville and Holland Landing.
- An assessment of how the servicing requirements for Sharon fit into the servicing requirements for the communities of Queensville and Holland Landing.

- The need for a co-ordinated approach for the delivery of community facilities and road, water, sewer, and transit infrastructure to the communities of Sharon, Holland Landing, and Queensville and how the infrastructure requirements for these three communities fit within the broader infrastructure service delivery issues impacting York Region.

4.4 Provincial Initiatives

The Provincial Government has introduced two growth management initiatives that will have an impact on the Region. The Province is now gathering public input on the draft Greenbelt Plan and Places to Grow documents. The finalization of the Provincial documents will likely necessitate an amendment to the ROP for compliance. Regional staff will have to revisit the Region-wide population and employment forecasts, and infrastructure demands in light of the new legislation. Consideration must be given to the impact of the additional population and employment the Province has forecast for York Region and the intensification targets proposed in the Places to Grow document, and how these revised forecasts and targets will impact the servicing infrastructure “downstream” from Sharon.

The Sharon Community Plan is outside the proposed Greenbelt Plan area and the settlement area boundaries are unchanged from those of the approved Community Plan (OPA 55). Growth in Sharon, Queensville and Holland Landing on full municipal services is consistent with the draft Provincial growth plans and, as modified, OPA 122 is consistent with the Provincial initiatives.

Given the significant area that is excluded from the Greenbelt Plan that encompasses Sharon, Holland Landing and Queensville, there will be a need to ensure that servicing infrastructure can accommodate the projected long term growth for this area. Regional staff need to determine the ultimate servicing infrastructure needs for lands in East Gwillimbury that are excluded from the Greenbelt Plan and are likely to develop sometime in the future. A long term infrastructure servicing strategy is needed to ensure complete communities can develop and small residential pockets or isolated plans of subdivision are not the result of a lack of ultimate servicing capacity.

4.5 Transportation and Servicing

The Town of East Gwillimbury initiated a review of the Sharon Community Plan in January 2000. During the review process, background studies identified that new transportation infrastructure is needed in the Sharon area to accommodate the projected population and employment growth. The community of Sharon, together with Holland Landing and Queensville, are collectively to be serviced by the extension of the YDSS from its current northern limits. The growth in these three communities, which has been anticipated by the Region’s and Town’s Official Plans and the GMR, collectively require significant transportation and servicing improvements.

4.5.1 North-South Road Capacity

The north-south traffic in the Woodbine Avenue, Leslie Street and 2nd Concession corridors is currently operating at or near service capacity. The anticipated traffic

demands related to development approvals in west Sharon will exceed the service capacities of those roads in some locations. When Highway 404 was extended to Green Lane, a significant amount of north-south road capacity was provided for development in southern East Gwillimbury. The further extension of Highway 404 to Queensville Sideroad, or a point further north, would provide additional traffic capacity for this area but it is not specifically required to provide for the future demands in Sharon.

In 2000, the Town of East Gwillimbury requested that the Region undertake a Municipal Class Environmental Assessment (Class EA) to address the need for the north-south road improvements in the vicinity of the Sharon and Queensville communities based on the current and future levels of development. In response to the Town's request, the Region initiated the Class EA Study by commissioning an engineering consulting firm.

The initial assessment identified the following two alternatives for further detailed evaluation:

- Alternative 1 – Sharon By-pass.
- Alternative 2 – a combination of improvements to Second Concession Road, a continuous north-south mid-block collector road from Doane Road to Green Lane between Leslie Street and Second Concession through west Sharon, and a third lane on Leslie Street within Sharon.

In December 2001, East Gwillimbury Council passed a resolution endorsing Alternative 2 (*see Attachment 5*). On September 18, 2003, Regional Council adopted a staff recommendation to suspend work on the Class EA. Regional staff's recommendation was based on the understanding that staff would continue to work with the Towns of East Gwillimbury and Newmarket to prepare a satisfactory transportation solution for the area that does not involve the Sharon By-pass.

The preparation of a Master Servicing Plan, and the required transportation facilities component, ensures that the transportation improvements to the local and Regional road network needed to support specified population thresholds will be coordinated with new development. Minor modifications related to transit-supportive development and bicycle paths are recommended to add consistency within the Community Plan and between the Plan and the ROP (*see Attachment 2*).

Regional staff are also recommending a modification to OPA 122 that requires the completion of a transportation study that determines:

- Transportation improvements required to accommodate the planned growth.
- The timing of the required transportation improvements.
- A phasing plan based on the transportation improvements.

OPA 122 and the Sharon Community Plan are consistent with the roads portion of the Region's 10-year Capital Plan.

4.5.2 Leslie Street

Leslie Street is a Regional Road in Sharon. The ROP limits the width of Leslie Street to 26 metres within the heritage core area. The full right-of-way has not been acquired on one or both sides in this area and may be precluded by established development. The additional right-of-way may not be necessary for road construction but may be required for grading side slopes and underground utilities. The right-of-way at the intersection Leslie Street and Colonel Wayling Boulevard and to the south is planned to be up to 36 metres wide.

Subsections 7.2.1 and 8.5(viii) of the Community Plan require that new development be considered in light of, among other things, the availability of transportation capacity on the existing road network (in particular, on Leslie Street). The processing of development applications can be deferred or held in abeyance until appropriate service levels in those corridors can be provided. The estimated costs associated with road improvements to Leslie Street and 2nd Concession are set out in the Fiscal Impact Analysis appended to this report as *Attachment 3*.

4.5.3 Mid-Block Collector Road

A continuous north-south mid-block collector road through west Sharon from Doane Road to Green Lane East has been introduced into the Community Plan and the Transportation Plan of OPA 95. This new road forms part of Alternative 2 as discussed in Section 4.4.1 above, and will provide required additional north-south traffic capacity for Sharon, Queensville and areas north. The collector road is necessary to accommodate new development in west Sharon.

Regional staff are recommending a modification to require that a traffic study be prepared prior to any new development in Sharon to determine appropriate phasing that considers the timing of road improvements needed to support development in west Sharon.

4.6 Water Servicing

4.6.1 Regional Context

York Region is currently serviced by two water filtration plants, eight groundwater based systems and an integrated system with the City of Toronto. These systems are generally referred to as the Georgina water system, the satellite systems, and the combined York Water System and Yonge Street Aquifer System.

The Sharon community is serviced by the Yonge Street Aquifer System that is part of an integrated groundwater based system currently servicing the communities of Holland Landing and Queensville and augmenting water supply in the adjacent municipalities of Newmarket and Aurora. Lake Ontario based water supply was introduced into the Aurora system in 2002 to augment the groundwater supply in the Yonge Street Aquifer System. The combined York Water System and Yonge Street Aquifer System service a total of 16 pressure districts that include servicing to the municipalities of Vaughan, Markham, and Richmond Hill.

The Lake Ontario based supply to the York Water System is currently provided through twelve metered connection points along the Regional boundary between York Region and the City of Toronto. The Region of Peel will also be providing additional water supply from a single connection point through Vaughan. The Peel water supply will begin to flow in 2005 with periodic increases continuing to the 2031 planning horizon. Historic supply constraints associated with downstream infrastructure capacity in the York Water System and groundwater limitations in the Yonge Street Aquifer will continue to limit available supply until 2009 when Lake Ontario supplies begin to increase relative to current growth demand rates.

4.6.2 Water Servicing Strategy

Future water supply for the East Gwillimbury communities of Holland Landing, Queensville, and Sharon will be derived through a reduction of ground water transfer from the Sharon Queensville well system into the Newmarket system. This will be achieved by continued increases in water supply to the Yonge Street Aquifer system from the Lake Ontario based York Water Supply System.

This supply will be provided to the Aurora Central Zone through the North Maple Pumping Station (PD 6) which is directly supplied from the new Peel feedermain terminating in the North Maple Reservoir.

Infrastructure required to accomplish this regional supply strategy include:

- The Peel water supply
- The Aurora/ Newmarket feedermain and pumping capacity from the North Maple Pumping Station

4.6.3 Local Servicing Considerations

Although Sharon, Queensville and Holland Landing each currently have individual well supplies, the system must be considered integral both within the context of East Gwillimbury and its relationship to the Yonge Street Aquifer system. Based on the proposed servicing strategy, the local servicing issue is the need to provide adequate storage capacity to meet future demands.

This additional storage capacity will be provided by a new 6.6 ML elevated tank to be located in Queensville. This storage facility will be required to service both the projected growth in Queensville and Sharon. Since this storage facility will be required primarily to service growth, it is expected that timing will be determined by development needs. The current timing for this storage facility is 2006.

A second 6.6 ML storage tank to service both Queensville and Sharon would be required in approximately 2014 and would also replace the existing Sharon elevated tank which is to be decommissioned at that time. In order to minimize the need for multiple storage facilities, it would be beneficial to investigate options for providing a combined storage facility if this is feasible in the larger servicing scheme.

The Sharon Community Plan projects a community population of 9,200 by the year 2026. This is approximately 2,500 persons more than that anticipated by the 2004 Long Term Water Supply Master Plan. A preliminary review indicates that the current water system Master Plan is valid and there is no need to advance the above infrastructure to accommodate the additional growth rate. However, the Region will be revisiting the planning projections in 2005 and the timing of the above infrastructure improvements will be re-examined in detail at that time.

4.7 Wastewater Servicing

4.7.1 Regional Context

York Region is currently serviced by a combination of Sewage Treatment Plants, lagoon systems and the York Durham Sewerage System, which is an integrated wastewater collection and treatment system.

The Region currently only undertakes Master Planning activities for the YDSS with the most recent update having been completed in 2002. The current system comprises a series of pumping stations and transmission mains servicing Newmarket, Aurora, Richmond Hill, Vaughan and Markham and terminating at the Duffins Creek Wastewater Treatment Plant in Pickering. There is also the inclusion of a Peel diversion from the Humber Pumping Station which will start in 2005 and continue to provide incremental capacity increases into the future.

The Master Plan concludes that the existing YDSS has reached design capacity in some areas and that service area extensions and growth projection requirements will result in the need to ultimately double the capacity of the YDSS. The Master Plan also identifies a number of priority projects to alleviate capacity constraints within the existing YDSS which include:

- Newmarket Pumping Station upgrades.
- 19th Avenue/lower Leslie and 16th Avenue sewers to address capacity constraints in Richmond Hill and Markham.
- Southeast collector twinning.

These constraints have been further exacerbated through unexpected delays in delivery of infrastructure caused by increased environmental concerns and more stringent regulatory requirements. Of particular concern has been a recent requirement of the Minister of the Environment to review all wastewater projects in the context of the Environmental Assessment process to ensure issues resulting from water taking activities on the 16th Avenue sewer construction are adequately mitigated for other future projects. The Minister's letter of October 1, 2004 identified additional environmental assessment requirements for nine regional projects. The requirements vary from increased alternative analysis on complete EA's to requirements for completing individual environmental assessments.

In the short term, this has affected such projects as the 19th Avenue and Lower Leslie interceptor and the proposed servicing plan for the Holland Landing and Queensville

communities. In the longer term, and coupled with other legislative requirements resulting from the proposed Greenbelt Legislation, the Oak Ridges Moraine Protection Act and the Places to Grow document, future projects may experience further delays. This could impact such projects as the North Leslie Trunk Sewer system, which is required to service communities north of Richmond Hill.

4.7.2 Wastewater Servicing Strategy

Provisions for servicing the Sharon community were not included in the Master Plan since this community did not have planning status at the time of the Master Plan update. However, a YDSS extension to service the Holland Landing and Queensville communities was contemplated based on recommended routing and system capacity improvements identified in a Class Environmental Assessment completed in 2000 and amended in 2002.

As noted previously, the YDSS is reaching its design capacity and will require twinning. Projects such as the 16th Avenue sewer are examples of this twinning of system capacity. The longer term plan for the twinning of the Yonge Street section is the completion of the North Leslie Trunk Sewer system (consisting of the Upper Leslie Street Trunk and the North Newmarket Trunk sewers and associated pumping stations) which would provide additional capacity to Aurora, Newmarket and East Gwillimbury.

One of the reasons for requiring this increased capacity is to address the impacts of inflow and infiltration entering the north end of the system which is adversely affecting downstream communities. One of the opportunities identified in the Master Plan to address this issue was to construct flow equalization tanks at both the Newmarket and Aurora Pumping station. The benefit of these tanks is to address current peak flow concerns as well as accommodate some future growth and delay the requirement for the North Leslie Trunk Sewer system. However, unexpected delays in the completion of 16th Avenue and the 19th Avenue sewers has resulted in increased urgency to complete these equalizations tanks to mitigate downstream surcharging risks in Richmond Hill.

For a servicing strategy for East Gwillimbury, it has become essential that, in addition to the completion of the two equalizations tanks, both the 16th and the 19th Avenue sewers and potentially the South East Collector will need to be in place before substantial capacity becomes available. It is noted that these constraints are also affecting Newmarket, Aurora and North Richmond Hill.

4.7.3 Local Servicing Considerations

The Community Plan requires that all lands west of Leslie Street to be serviced with a municipal sanitary sewer system. The proposed population west of Leslie Street is approximately 6,500.

Subject to the results of a Class EA, sewage service for Sharon can be provided by constructing a connecting sewer to the proposed YDSS extension to Queensville and Holland Landing. The Class EA for the YDSS extension was completed in 2000, with an

addendum filed in 2002 to address the Town of Newmarket concerns with the Newmarket equalization tank. The Sharon service area was not included in the Holland Landing and Queensville Class EA and consideration for extending service to Sharon has to be addressed through an addendum to the existing Class EA.

Extension of the YDSS to service the Holland Landing and Queensville areas, and the construction of the Newmarket and Aurora equalization tanks were included in the Region's 10-year Capital Plan.

A developers' group has requested advancing the YDSS extension into Holland Landing and Queensville, and intend to finance the project under a proposed Development Charge Credit Agreement with the Region. Principles of the proposed Agreement were endorsed by Council in June 2003. The work is tentatively scheduled for completion in 2008. In considering the context of the Sharon Community Plan, it is appropriate that the servicing requirements for Sharon are provided with the servicing scheme currently identified for Holland Landing and Queensville.

Assignment of additional sewage servicing capacity for the Sharon community will need to be reviewed in conjunction with Holland Landing and Queensville and will also require an increase in the downstream capacity of the YDSS, which will be made available by the following infrastructure:

- Lower Leslie Street Trunk and 19th Avenue Interceptor (scheduled for 2006)
- 16th Avenue Trunk Sewer Phase 2 (scheduled for 2008)
- Southeast Collector (scheduled for 2008)
- Newmarket equalization tank (scheduled for 2006)
- Aurora equalization tank (scheduled for 2007)

While a limited amount of growth can occur in these communities once the YDSS extension, the Newmarket equalization tank and the 16th and 19th Avenue sewers have been completed, the completion of the North Leslie Street Trunk Sewer system, anticipated to be required between 2016 and 2021, is needed to accommodate the projected long-term growth of East Gwillimbury. Considering the Ministry's requirement to undertaking a full environmental assessment for this project, there will be a need to review alternate servicing options.

A further report should be prepared on the timing of the provision of Regional servicing to Sharon and the timing of the preparation of a Servicing Master Plan for the extension of the YDSS to East Gwillimbury.

4.8 Modifications

The proposed modifications to OPA 122 are shown in *Attachment 2*. Many of the modifications that are being recommended refer to and reinforce the policies of the Region's Official Plan, clarify the Region's interest in specific areas or reflect requests of the Town.

4.8.1 Range of Housing Opportunities

Regional initiatives (e.g. Centres and Corridors) as well as current and emerging Provincial policies (e.g. Places to Grow) encourage more compact, transit-supportive, walkable communities and a range of housing opportunities. The proposed land use policies of the Sharon Community Plan permit low density residential development throughout the Plan area with opportunities for optional increased densities in specified locations through the use of an overlay designation that permits Medium Density Residential forms. This is not consistent with the Regional and Provincial initiatives.

The Phase V report of the Town's recently completed and adopted GMR concludes that there is insufficient designated lands in East Gwillimbury to accommodate the forecasted medium- and high-density housing units. In consideration of the findings of the GMR report and Regional and Provincial policies, and in keeping with Region-wide practices, Regional staff are recommending modifications that broaden the range of housing opportunities in the community. The Town expressed objection over the modification to remove the single detached housing form from the Medium Density Residential designation. Notwithstanding the objection, Regional staff are recommending the modification as it will provide greater direction and certainty with respect to the opportunities in west Sharon for a more compact urban form in appropriate locations. With the recommended modifications, the community building criteria of the ROP are addressed by OPA 122.

4.8.2 Servicing Undeveloped Lands Approved for Development

OPA 122 contains policies requiring new development in west Sharon to be fully-serviced by connections to municipal water and sewer services. Regional staff are recommending a modification to introduce a policy to clarify that all new development in west-Sharon, including that in approved draft plans of subdivision, be required to be on full municipal services. This is consistent with the ROP and the Region's approach towards new growth elsewhere on full services.

The existing developed community in east Sharon is to remain on private sewage services for the time being. Regional staff recommended a site-specific policy for the undeveloped lands on the east side of Leslie Street, in the northeast portion of the community (Plan 19T-20002) known as the Brouwer lands. These lands are draft plan approved and are the only undeveloped lands in Sharon draft approved on private sewer services. The proposed policy wording advocated by Regional staff was to require that these lands be developed on full municipal servicing in the event that the draft approval expires prior to registration. This would have allowed servicing to be extended into east Sharon to facilitate a connection to existing privately serviced areas in east Sharon. The Town was not supportive of this modification, suggesting that this would introduce higher density provisions relative to the adjacent existing developed areas and that this outcome could be achieved through a 5-year review of the Community Plan in 2010. Since the policies of the Community Plan do not preclude the future introduction of municipal sewer services to east Sharon and the extension of municipal services to the existing community is a local responsibility, the modification was not pursued.

4.8.3 Development Charge Credit Agreements

With the YDSS being extended to fully service new development in west Sharon, Regional staff recommend that the requirement of land owners in Sharon to enter into Development Charge Credit Agreements with the Region be included as a modification to the Community Plan. The Agreement can address all costs for sewer, water and Regional road infrastructure improvements and provide the opportunity to advance the provision of critical infrastructure in Sharon to help meet the market needs and demands of new growth in the community.

5. FINANCIAL IMPLICATIONS

A summary fiscal impact review of the Sharon Secondary Plan area indicates that the proposed development within the plan will not adversely impact the Regional tax rate (tax levy). It should be noted that buildout of the employment lands in the Town of East Gwillimbury is important to ensure the area has a balanced residential/non-residential assessment mix. Buildout of these employment lands is dependent upon the extension of Highway 404 to service northern York Region.

The Regional Transportation and Works Department, has identified several capital projects that are required in the vicinity of Sharon Secondary Plan area. These include construction of several road widenings in the area at an estimated cost of, \$4.5 million, and are currently planned to be required in 2013. There are no additional road improvements required to the year 2026 to service traffic demand in the Sharon Secondary Plan and other areas of the community. It should also be noted that traffic related to this proposed secondary plan area is not the sole contributor to the future need for these major transportation improvements. The development proposed within the Sharon Secondary Plan area should generate road development charge revenues of approximately \$8.3 million.

Transit improvements included in the Region's current long term capital program for the Sharon Secondary Plan area include the extension of the local bus service at an estimated cost of \$300,000. The proposed development should generate transit development charge revenues of approximately \$2.9 million.

Subject to the availability of the Peel water supply, additional water supply to service the Town of East Gwillimbury buildout, including this secondary plan, will be available upon completion of the Queensville elevated tank scheduled in 2006, a new 6.6ML storage tank in 2014 and decommissioning of Sharon elevated tank 2014 at an estimated cost of \$6.5 million. Water servicing capacity for the Sharon Secondary Plan, is dependent on allocation of capacity from the Town of East Gwillimbury. The proposed development should generate water development charge revenues of approximately \$7.0 million.

Subject to completion of works to alleviate constraints in the downstream capacity of the YDSS, additional capacity to service the development in East Gwillimbury, including

this proposed development will be available upon completion of the proposed YDSS extension to Queensville at an estimated cost of \$17.5 million. Regional Council has endorsed principles of a prepaid development charge credit agreement for the Developer Group within Holland Landing and Queensville to advance the construction timing of the above-noted YDSS extension. The estimated cost of the YDSS extension to Queensville does not include the oversizing required to include the Sharon Community. An addendum to the Class EA for extending service to Sharon is required to determine the above. The infrastructure mentioned will not only provide wastewater capacity to the Sharon community it will also provide wastewater capacity to the Holland Landing and Queensville communities. The Town of East Gwillimbury is responsible for allocating servicing capacity to this development area.

The proposed development should generate wastewater development charge revenues of approximately \$7.0 million and the proposed Holland Landing and Queensville communities should also generate wastewater development charges to ensure that the capital costs mentioned above are sufficiently funded by development charges.

A full fiscal impact analysis is attached to this report as *Attachment 3*.

6. LOCAL MUNICIPAL IMPACT

The Town of East Gwillimbury adopted OPA 122 on July 12, 2004 and their GMR report on August 9, 2004. Regional staff have met with Town staff on several occasions to discuss the recommended modifications to the policies of the Community Plan. The recommendations of this report are consistent with the Town's position with the exceptions noted in Section 4.6 above.

The required Regional transportation improvements are set out in the Fiscal Impact Analysis in *Attachment 3*. Meetings between Regional staff and Town of East Gwillimbury and Town of Newmarket staff to discuss Regional transportation and circulation issues in and between the northern municipalities have not identified any further opportunities for Regional transportation improvements to date. Regional staff will work closely with the local municipalities during the preparation of the transportation study required as a component of the Master Servicing Plan and continue to meet with a view to devising and considering appropriate transportation options.

The Regional Commissioner of Transportation and Works has recently forwarded a letter to the Town of Newmarket that provides detail on road and transit improvements completed or planned by the Region of York to address transportation issues in and around Newmarket and consultation initiatives with respect to north-south Regional transportation routes through Newmarket and the Town of East Gwillimbury.

7. CONCLUSION

Approval of Town of East Gwillimbury's OPA 122 will facilitate the approval of a new secondary plan for the community of Sharon. The Plan was prepared on the basis of extensive public input and a detailed analysis of urban land needs, a visioning workshop, public open houses and an analysis of urban land needs through a town-wide Growth Management Review and Update.

The lands are designated "Towns and Villages" by the Regional Official Plan. OPA 122 and the Sharon Community Plan are consistent with the intent of this designation.

Based on the Region's current population and employment projections for the Town and on the Town's Growth Management Review and Update, there is no need to expand the boundary of the Sharon community at this time. With a view to promoting more compact and balanced communities throughout the Region, modifications have been recommended by Regional staff to increase densities in the areas west of Leslie Street.

OPA 122 advances the Town's and Region's growth management approach to direct growth and redevelopment to designated settlement areas. The Community Plan with the proposed modifications is consistent with the Provincial Policy Statement and the Regional Official Plan and represents good planning. It is therefore recommended that OPA 122 be modified and approved.

Prior to any development occurring within the community of Sharon, a subsequent report must be prepared and submitted to Regional Council that identifies the timing of the required Regional servicing infrastructure and the development phasing for the communities of Sharon, Queensville and Holland Landing.

The Senior Management Group has reviewed this report.

(The attachments referred to in this clause are attached to this report.)