THE CORPORATION OF THE TOWN OF GEORGINA

COUNCIL AGENDA

Wednesday, May 11, 2016
7:00 PM

1. CALL TO ORDER - MOMENT OF MEDITATION

2. ROLL CALL

3. COMMUNITY ANNOUNCEMENTS

4. INTRODUCTION OF ADDENDUM ITEM(S)

5. APPROVAL OF AGENDA

6. DECLARATIONS OF PECUNIARY INTEREST AND GENERAL NATURE THEREOF

7. ADOPTION OF MINUTES *None.*

8. SPEAKERS

9. DELEGATIONS/PETITIONS

   (1) Catherine Cook, Executive Director of the Georgina Food Pantry, providing information with regard to the role the proposed Link Community Garden will play in addressing food insecurity in the Sutton area.

10. PRESENTATIONS

   (1) Wayne Thomas, Exhale Entertainment/Canada Sports Foundation, presenting the First Annual Georgina Car and Bike Show and seeking community support.

11. PUBLIC MEETINGS

***IF MORE THAN ONE PUBLIC MEETING IS SCHEDULED FOR THE SAME TIME, THEY WILL BE DEALT WITH IN THE ORDER THAT THEY APPEAR ON THE AGENDA OR AS COUNCIL MAY DETERMINE.**

(1) STATUTORY MEETING(S) UNDER THE PLANNING ACT OR MEETINGS PERTAINING TO THE CONTINUATION OF PLANNING MATTERS, Section 11(1), (Interested Parties Notified)

Pages 2-70 **(7:30 p.m.)**

(A) Applications to Approve Draft Plan of Subdivision and Zoning By-law Amendment
GLENWOODS GATEWAY INVESTMENTS INC.
23675/23965 Woodbine Avenue and 2596 Glenwoods Avenue
AGENT: MALONE GIVEN PARSONS LTD, c/o Matthew Cory

Report No. DS-2016-0038

Recommendation(s):

1. That Council receive Report DS-2016-0038 prepared by the Planning Division dated May 11, 2016 respecting applications for Draft Plan of Subdivision and Zoning By-law amendment approval, submitted by Glenwoods Gateway Investments Inc. for lands described as Part Lots 6, 7 and 8 Concession 4 (NG), and municipally addressed 23675/23965 Woodbine Avenue and 2596 Glenwoods Avenue, Keswick.

2. That Council approve the application for Draft Plan of Subdivision (19T-13G02) submitted by Glenwoods Gateway Investments Inc., in relation to the proposed plan prepared by Malone Given Parsons Ltd., Project No. 14-2268, dated October 9, 2013 (Revision date March 7, 2016), included as Attachment '5' to Report DS-2016-0038.

3. That Council approve the Conditions of Draft Plan of Subdivision approval, included as Attachment '6' to Report DS-2016-0038.

4. That Council adopt a By-law to amend Zoning By-law No. 500 and that the By-law contain the site-specific provisions as outlined in Section 5 of Report DS-2016-0038.

5. That pursuant to Section 34 (17) of the Planning Act, R.S.O. 1990, C.P.13, as amended, in the event that minor revisions are necessary respecting the proposed amending Zoning By-law, further notice shall not be required.

(Advisement: Power Point Presentation by the Agent to be provided in conjunction with report)

(2) STATUTORY MEETING(S) UNDER OTHER LEGISLATION *None.*

(3) OTHER PUBLIC MEETINGS *None.*

12. REPORTS

(1) ADOPTION OF REPORTS NOT REQUIRING SEPARATE DISCUSSION

(2) REPORTS REQUIRING SEPARATE DISCUSSION

Report from the Development Services Department:

Pages 71-77

(A) Dedication and Assumption of a Portion of Dovedale Drive
Reference Plan of Survey 65R-29401
Assumption of a Portion of Roselm Avenue
Block 116, Registered Plan 65M-3270
Piles Development (Keswick) Corporation

Report No. DS-2016-0039

Recommendation(s):

1. That Council receive Report DS-2016-0039 prepared by the Development Services Department dated May 11, 2016 respecting the dedication and assumption of a portion of Dovedale Drive on Reference Plan of Survey 65R-29401, and the assumption of a portion of Roselm Avenue over Block 116 on Registered Plan 65M-3270.

2. That a by-law be passed dedicating Parts 1 to 19 inclusive on Reference Plan of Survey 65R-29401 as public highway and forming part of Dovedale Drive.

3. That Schedule "A" to By-law 94-60 (PWO-2) be further amended to assume a portion of Dovedale Drive on Reference Plan of Survey 65R-29401 and a portion of Roselm Avenue over Block 116 on Registered Plan 65M-3270 respectively.

Report from the Operations and Infrastructure Department:

Pages 78-149

(B) Unassumed Road Study Update – Re: Udora

Report No. OID-2016-0023

Recommendation(s):

1. That Council receive Report No. OID-2016-0023 prepared by the Operations and Infrastructure Department dated May 11, 2016, entitled Unassumed Road Study Update

2. That Council support staff's recommendation to conduct a public meeting regarding unassumed roads in Udora.

3. That Council support the agenda proposed by staff within this report.

Reports from the Administrative Services Department:

Pages 150-157

(C) 2016 Property Tax Rates

Report No. DAS-2016-0027

Recommendation(s):

1. That Council receive Report No. DAS-2016-0027 prepared by the Administrative Services Department dated May 11, 2016 respecting 2016 Tax Rates.

2. That Council approve the 2016 tax rates for the Town of Georgina as detail in Attachment #1, highlighted in yellow.

3. That Council adopt By-Law No. 2016-0039 (TA-1) to establish the 2016 tax rates for the Town of Georgina.

Pages 158-162

(D) N6 Contract with BFL Canada Risk and Insurance Services Inc.

Report No. DAS-2016-0028

Recommendation(s):

1. That Council receive Report No. DAS-2016-0028 from the Administrative Services Department with respect to a N6 co-operative agreement for the provision of insurance services;

2. That Council waive the Purchasing By-Law (No. 2004-0120) requirement to obtain a competitive bid as insurance services are not exempt under the By-law;

3. That Council authorize a three (3) year contract from January 1, 2017 to December 31, 2019, with BFL Canada Risk and Insurance Services Inc. for the provision of Town Insurance and Risk Management Services.

Pages 163-175

(E) Municipal Elections Modernization Act, 2016 (Bill 181)

Report No. DAS-2016-0029

Recommendation(s):

1. That Council receive Report No. DAS-2016-0029, prepared by the Administrative Services Department dated May 11, 2016, respecting *Municipal Elections Modernization Act, 2016* (Bill 181) and the proposed amendments to the *Municipal Elections Act, 1996*, for information purposes.

Report from the Recreation and Culture Department:

Pages 176-186

(F) Community Garden at The Link

Report No. RC-2016-0015

Recommendation(s):

1. That Council receive Report No. RC-2016-0015 prepared by the Recreation and Culture Department dated May 11, 2016 regarding the Community Garden at The Link.

2. That Council approve the Community Garden design (Attachment 1) and authorize staff to work with The Link tenants to complete the garden.

13. DISPOSITIONS/PROCLAMATIONS, GENERAL INFORMATION ITEMS AND COMMITTEE OF ADJUSTMENT

(1) Dispositions/Proclamations

Pages 187-188

(A) Charles Bondy, 52 Bethel Sdrd, requesting a temporary exemption from the parking by-law to permit parking on Bethel Sdrd during a wedding on June 11th from 12:00 noon to 5:00pm.

Pages 189-190

(B) Karyn Stone, Manager of Economic Development and Tourism, outlining the approval of Economic Development and Community Improvement Grant applications.

Pages 191-194

(C) Brenda Brunt, Director of Corporation Services/Clerk, Municipality of South Dundas, requesting endorsement of its position for the government of Ontario to reconsider the suspension of and integration of the Rural Economic Development Program (RED) into the Jobs and Prosperity Fund.

Page 195

(D) Pat Gooderham, The Royal Canadian Legion, requesting permission to hold its annual D-Day Parade and Service on Sunday, June 5th and to temporarily close Black River Road from the Peter Gzowski Library to Briar Hill Cemetery from approximately 1:30 to 2:00 p.m.

Pages 196-201

(E) Region of York concerning the Jurisdiction of the Ontario Municipal Board.

Page 202

(F) Paul Connors, Connors Music, requesting temporary street closures from 10:00am on Saturday, June 25th during the annual Music in the Streets event, in addition to an exemption from the noise by-law from 10:00am to 9:00pm.

Pages 203-204

(G) Message from the Minister of Labour advising that Bill 163, 'the Supporting Ontario's First Responders Act, 2016' has passed third reading and received Royal Assent on April 6th.

Pages 205-206

(H) Tony and Sharon Tallon requesting the temporary closure of Centro Court to accommodate a 50th Anniversary Street Party on July 1st or 2nd, from 4:00pm to 7:00pm.

Page 207

(I) Sarah Brislin, Committee Services Coordinator on behalf of the Georgina Equity and Diversity Advisory Committee, requesting Council's approval for the Committee's participation in the Music in the Streets Festival.

Pages 208-209

(2) General Information Items

(3) Committee of Adjustment Planning Matters

(A) Under Review

Pages 210-211

(B) Recommendations

(C) Decisions

14. MOTIONS/NOTICES OF MOTION

15. REGIONAL BUSINESS

(1) Verbal Update from the Mayor and the Regional Councillor

16. OTHER BUSINESS

17. BY-LAWS

(1) By-law Number 2016-0037 (PL-5), being a by-law to amend Zoning Bylaw 500, Glenwoods Gateway Investments Inc., 23675/23965 Woodbine Avenue and 2596 Glenwoods Avenue.

(Advisement: Refer to Report No. DS-2016-0038, Item No. 11(1)(A) of this agenda. To be circulated under separate cover)

Page 212

(2) By-law Number 2016-0038 (COU-1) being a by-law to appoint a member of the Georgina Accessibility Advisory Committee; Jocelyn Hunt.

Pages 213-216

(3) By-law Number 2916-0039 (TA-1), being a by-law to set tax rates for the year 2016.

(Advisement: Refer to Report No. DAS-2016-0027, Item No. 12(2)(C) of this agenda)

Page 217

(4) By-law Number 2016-0040 (PWO-2), being a by-law to amend By-law No. 94-60 (PWO-2) and assume certain roads as public highway in the Town of Georgina; Dovedale Drive

(Advisement: Refer to Report No. DS-2016-0039, Item No. 12(2)(A) of this agenda)

Page 218

(5) By-law Number 2016-0041 (PWO-2), being a by-law to dedicate certain lands as public highway and forming part of Dovedale Drive.

(Advisement: Refer to Report No. DS-2016-0039, Item No. 12(2)(A) of this agenda)

18. CLOSED SESSION

(1) Motion to move into closed session of Council

(A) **CLOSED SESSION MINUTES**

(2) Motion to reconvene into open session of Council and report on matters discussed in closed session.

19. CONFIRMING BY-LAW

Pages 219-222

(1) By-law No. 2016-0040 (COU-2), a by-law to confirm the proceedings of Council on May 11, 2016.

20. MOTION TO ADJOURN

From: Wayne Thomas
Sent: Tuesday, January 26, 2016 9:24 PM
To: Karen Palmer
Cc: Carolyn Lance; Karyn Stone; Jodi Pridham
Subject: Re: Event in Georgina

Hi Karen,

I think there has been some miscommunication on our part so I thought I would send a follow up email with more information and where we are in the process.

The Georgina Bike and Car Show is going to be on July 9th at the sutton Fair grounds. Our website is http://georgina.sportsbikecarshow.com. This event is being planned as one day event free to the public. The purpose of this event is to show case both Motorcycles and classical cars. The reason we decided to do this in Georgina was because of the big Motorcycle community Georgina and surrounding areas have. When we looked at doing the event out there we thought it would be a great idea to host the event as a family event buy opening it up to vendors and bring in other elements to the event like a family fun zone, live entertainment show casing local artists. Having done our research we found that Georgina is not just a beautiful place but really has a lot to offer and we are very excited about this.

This is the reason we are more than excited to work with the township and this is why we wanted to go before council to share what we are doing and seek support were possible. There are many elements to the event and if we can share the vision with as many people as possible we really do believe that this event will grow and bring many people to your town.

Please let me know if you would like more information but at this time we have booked the grounds and we have started our marketing and advertising campaign.

I look forward to hearing from you as well as working with you all.

Wayne Thomas
Director of Operations

THE CORPORATION OF THE TOWN OF GEORGINA

REPORT DS-2016-0038

FOR THE CONSIDERATION OF
COUNCIL
MAY 11, 2016

SUBJECT: APPLICATION FOR DRAFT PLAN OF SUBDIVISION AND ZONING BY-LAW AMENDMENT APPROVAL
23675/23965 WOODBINE AVENUE AND 2596 GLENWOODS AVENUE
APPLICANT: GLENWOODS GATEWAY INVESTMENTS INC.

1. RECOMMENDATIONS:

1. **That Council receive Report DS-2016-0038 prepared by the Planning Division dated May 11, 2016 respecting applications for Draft Plan of Subdivision and Zoning By-law amendment approval, submitted by Glenwoods Gateway Investments Inc. for lands described as Part Lots 6, 7 and 8 Concession 4 (NG), and municipally addressed 23675/23965 Woodbine Avenue and 2596 Glenwoods Avenue, Keswick.**

2. **That Council approve the application for Draft Plan of Subdivision (19T-13G02) submitted by Glenwoods Gateway Investments Inc., in relation to the proposed plan prepared by Malone Given Parsons Ltd., Project No. 14-2268, dated October 9, 2013 (Revision date March 7, 2016), included as Attachment '5' to Report DS-2016-0038.**

3. **That Council approve the Conditions of Draft Plan of Subdivision approval, included as Attachment '6' to Report DS-2016-0038.**

4. **That Council adopt a By-law to amend Zoning By-law No. 500 and that the By-law contain the site-specific provisions as outlined in Section 5 of Report DS-2016-0038.**

5. **That pursuant to Section 34 (17) of the Planning Act, R.S.O. 1990, C.P.13, as amended, in the event that minor revisions are necessary respecting the proposed amending Zoning By-law, further notice shall not be required.**

2. PURPOSE:

The purpose of this report is to present staff's review and recommendations on the application for Draft Plan of Subdivision approval submitted by Glenwoods Gateway Investments Inc. regarding a proposed Plan of Subdivision on lands generally located east of Woodbine Avenue and north of Glenwoods Avenue,

within the Keswick Business Park Secondary Plan (KBPSP). The report also presents staff's recommendations with respect to the passing of the Zoning By-law Amendment for the subject land.

3. BACKGROUND:

APPLICANT:	Glenwoods Gateway Investments Inc. c/o John Gallucci
AGENT:	Malone Given Parsons Ltd. c/o Matthew Cory
FILE NUMBERS:	01.136 (19T-13G02) - Subdivision Application 03.1070 - Zoning By-law Amendment Application

PROPERTY DESCRIPTION (refer to Attachments '1' and '2')

The applicant owns 148.6 hectares of land located north of Glenwoods Avenue and east of Woodbine Avenue in Keswick, 113.87 ha of which is within the proposed Draft Plan of Subdivision. The area of the landholding within the proposed Draft Plan of Subdivision is herein referred to as the Subject Land.

The Subject Land is currently being farmed, and all of the previous buildings and structures associated with the agricultural operations have been removed. The lands identified on the proposed Draft Plan of Subdivision as 'Other Lands Owned by Applicant' will be retained by the Landowner.

DRAFT PLAN OF SUBDIVISION

The applications for Plan of Subdivision and Zoning By-law Amendment were submitted in October 2013 and a Statutory Public Meeting was held on February 12, 2014. Revised Draft Plans were submitted in December 2014 and in June 2015 (refer to Attachment '3' for the previous version of the Draft Plan). A second Public Meeting was held on August 12, 2015. A copy of the Public Meeting minutes and the Council resolution associated with same is included as Attachment '4'. At the second Public Meeting, Council approved the application for Zoning By-law Amendment and directed staff to work with the applicant to finalize the amending By-law. Council also approved the application for Draft Plan of Subdivision, in principle, and directed staff to continue to work with the applicant, York Region and Ministry of Transportation (MTO) to finalize the Draft Plan, and Conditions of Draft Plan Approval, prior to final Council approval.

A third revised Draft Plan was submitted on March 8, 2016 (refer to Attachment '5'). The changes to the Draft Plan include the following:

Original Proposal (Oct 2013)	**Revised Draft Plan #1 (Dec 2014)**	**Revised Draft Plan #2 (June 2015)**	**Revised Draft Plan #3 (March 2016)**
Ten (10) industrial blocks (84.6 ha)	Eleven (11) industrial blocks (88.39 ha)	Twelve (12) industrial blocks (88.39 ha)	Fourteen (14) industrial blocks (89.40 ha)
Two (2) stormwater management facilities (5.25 ha)	Two (2) stormwater management facilities (5.25 ha)	No Change	No Change
A Pumping Station (0.07 ha)	A Pumping Station (0.07 ha)	No Change	No Change
A Greenlands Block (9 ha)	An expanded Greenlands Block (9.42 ha)	No Change	No Change
0.3 m Reserves (0.01m ha)	0.3 m Reserves (0.01m ha)	No Change	No Change
Road Widenings (0.41 ha)	Road Widenings (0.40 ha)	No Change	No Change
Regional Intersection Right-of-way (0.18 ha)	Regional Intersection Right-of-way (0.18 ha)	No Change	No Change
26 m ROW (1,153 m)	26 m ROW (1,096 m)	No Change	No Change
23 m ROW (2,803 m)	23 m ROW (3,131 m)	No Change	Deletion of the southern portion of Street 'B' resulting in 2,623 m of 23 m ROW
Concept for a Full Highway 404 Interchange at Glenwoods Avenue	Concept for a Partial Highway 404 Interchange at Glenwoods Avenue	No Change	Plan revised to accommodate for a full Highway 404 Interchange at Glenwoods Avenue
	6 m Access connecting to Greenlands and other lands owned by applicant (0.09 ha)	No Change	No Change
	3m multi-use trail (MUT) connecting to Greenlands and other lands owned by applicant (0.04 ha)	No Change	No Change
			Addition of a 9m servicing easement from Street 'C' to Block 14
Total Area: 109.2 ha	Total Area: 113.87 ha *(Total area increased due to refinement of the eastern boundary of the draft plan area)*	Total Area: 113.87 ha	Total Area: 113.87 ha

The 3rd revised Draft Plan of Subdivision further refined the Block structure directly surrounding the future Highway 404 interchange at Glenwoods Avenue by creating two more blocks for industrial development, one of which (Block '14') will be subject to a Holding (H) provision to freeze development on same. The

Holding (H) zone applied to Block 14 will protect the lands needed for the future interchange. However, should a determination be made by the Town, in consultation with York Region and the MTO, that an interchange will not be implemented at this location, the amending by-law allows the Town to then remove the Holding (H) zone from the Block. Should the Holding (H) zone be removed, the property would then be permitted to be developed for industrial purposes pursuant to the Business Park zoning applied thereto.

The Draft Plan also includes the removal of Street 'B' south of Street 'C' to eliminate the potential of negative effects and unsafe conditions that the intersection of Street 'B' and Glenwoods Avenue may have on the future Highway 404 interchange, as discussed later in this report. A water and sanitary servicing easement connection Block '14' with Street 'C' has also been included.

CONDITIONS OF DRAFT PLAN APPROVAL

The proposed Conditions of Draft Plan approval requested by the Town departments and external agencies have been consolidated and are attached as Attachment '6' hereto. Each of the Town departments and external agencies who requested conditions of approval will be required to provide written clearance of their respective conditions to the Development Services Department prior to the Town's issuance of final approval of the Draft Plan of Subdivision and registration of same at the Land Registry Office.

ZONING BY-LAW AMENDMENT

As indicated, Council approved the application for Zoning By-law Amendment at the second Public Meeting. A revised amending by-law has been prepared to address various zoning standards and provisions for the proposed development. Staff recommend that Council pass the amending by-law, which is included in tonight's Council agenda.

4. PUBLIC CONSULTATION AND NOTICE REQUIREMENTS:

PUBLIC CIRCULATION:

Pursuant to the provisions of the *Planning Act*, R.S.O. 1990, a Notice of Continuation of Public Meeting was circulated to all prescribed external agencies and internal Town departments on March 15, 2016. This Notice was also circulated to all individuals on record as "Interested Parties" from the first and second Public Meetings. The Notice was also posted in the Georgina Advocate in the March 24, 2016 issue and on the Planning Division webpage on the Town of Georgina's website.

As of the preparation of this report, no comments have been received from the public in response to the Notices.

TOWN DEPARTMENT AND EXTERNAL AGENCY COMMENTS:

All of the external agencies and internal Town departments were circulated the original Draft Plan. With the exception of MTO, all agencies and departments have previously indicated no objection to the proposals, in some cases subject to Conditions of Draft Plan Approval. These comments were incorporated into Report PB-2015-0050.

Revised Draft Plan #3 was re-circulated to all prescribed external agencies and Town departments and staff have received the following supplemental comments:

Administrative Services Department:

- Municipal Law Enforcement: No new comment received. Previously Indicated No Objection.
- Tax Division: No new comment received. Previously indicated no objection.

Building Division:

- No new comment received. Previously indicated no objection.

Economic Development:

- No new comment received. Previously indicated no objection.

Fire and Emergency Services Department:

- No new comment received. Previously indicated no objection.

Development Engineering - Operations and Engineering Department:

- No Objection, subject to Conditions of Draft Plan Approval.

Parks and Facilities - Operations and Engineering Department:

- No new comment received. Previously indicated no objection.

Recreation and Culture Department:

- No new comment received. Previously indicated no objection, subject to Conditions of Draft Plan Approval.

Hydro One:

- Reiterated Comment of no objection (refer to Attachment '7').

Ministry of Transportation (MTO):

- No objection, subject to Conditions of Draft Plan Approval (refer to Attachment '8').

York Region:

- No Objection, subject to revised Conditions of Draft Plan Approval (refer to Attachment '9').

York Catholic District School Board:

- No new comment received. Previously indicated no objection.

York Region District School Board:

- No new comment received. Previously Indicated No Objection.

Rogers Cable:

- Reiterated comment of no objection (refer to Attachment '10').

Canada Post Corporation:

- No new comment received. Previously indicated no objection.

Lake Simcoe Region Conservation Authority (LSRCA):

- No new comment received. Previously indicated no objection, subject to Conditions of Draft Plan Approval.

Enbridge:

- Reiterated Comment of no objection (refer to Attachment '11').

Ministry of Tourism and Culture:

- No new comment received. Previously indicated no objection.

Bell Canada:

- No new comment received. Previously indicated no objection.

5. ANALYSIS:

Several matters relating to the review of the Draft Plan which required further discussion and study were outlined in Report PB-2015-0050. Staff are satisfied that these matter have been appropriately addresses, or will be addressed as a Condition of Draft Plan approval, as discussed below.

TRANSPORTATION – HIGHWAY 404 INTERCHANGE

As directed in the KBPSP, the revised Draft Plan accommodates the EA approved route of the Highway 404 extension, which will be situated directly east of the Draft Plan. As per KBPSP policy, the Draft Plan also accommodates a potential future Highway 404 interchange at a re-aligned Glenwoods Avenue. As discussed in Report PB-2015-0050, the previous Draft Plan included a concept for a partial highway interchange. Town, MTO and York Region staff are of the opinion that it is appropriate to plan for a full moves interchange at this time and as such, the Draft Plan has been revised to accommodate for a full moves

Highway 404 interchange, as opposed to a partial interchange as previously shown.

As discussed, through work completed by the applicant's transportation consultant, Block '14' has been determined to be the amount of land needed to accommodate a full moves interchange and associated on/off ramps. Block '14' will be subject to a Holding provision in the amending zoning by-law to restrict development on same. If, in the future, it is determined that a highway 404 interchange at Glenwoods Avenue is not required, the applicant can request that Council remove the Holding provision on the Block and development on the Block, in accordance with the zoning by-law, could then proceed.

As discussed in Report PB-2015-0050, The MTO had expressed concern regarding the previous Draft Plan with respect to the intersection of Street 'B' and Glenwoods Avenue, and whether same was within the merging area of the proposed Highway 404 interchange on/off ramp. Based on further analysis conducted by the applicant's transportation consultant, Street 'B' south of Street 'C' has been eliminated. The revised analysis does not anticipate traffic flow and/or capacity issues as a result of this revision.

DRAFT PLAN APPROVAL LAPSING PROVISION

Pursuant to Section 51(32) of the *Planning Act*, the Town may impose a lapsing provision to the approval of the Draft Plan. The lapsing timeframe is typically three (3) years from the date of issuance of Draft Plan Approval, during which the applicant must receive approval for registration of the Draft Plan, or apply for an extension to the approval of the Draft Plan.

The applicant has requested that approval for the subject Draft Plan be granted for a term of ten (10) years, on the basis that timelines for clearance of the Conditions of Draft Plan approval, and subsequent registration of the Draft Plan, are unknown at this point. Staff have no objection to this request, and have included a lapsing provision of ten years from the date of Draft Plan approval in the attached Conditions of Draft Plan approval.

ZONING BY-LAW

The land within the Draft Plan is currently zoned Rural (RU) on Map 1 of Schedule 'A' to Zoning By-law No. 500. New zone categories, in conformity with the KBPSP, are required for the business park. Staff have continued to work with the applicant's agent to finalize the permitted uses and provisions for the new categories.

The following is a description of the proposed By-law zoning categories:

Business Park 1 (BP-1)

As shown on Schedule 'L1' – Land Use and Transportation (refer to Attachment '12'), the Business Park 1 designation is situated around the most prominent location of the Business Park, which is the proposed Highway 404 interchange at Glenwoods Avenue. In that regard, within the BP-1 designation, government and business offices, hotels and convention centres, research and development facilities and institutional uses are permitted.

The York Region Official Plan (YROP) contains policies respecting Employment Lands (refer to Attachment '13'). The YROP employment land policies are intended to protect lands for employment uses only, and ensure that these lands are only permitted for employment generating uses. The YROP employment policies permit a limited amount of ancillary uses on employment lands and are clearly subordinate to the employment uses. The policies also direct that ancillary retail be capped at 15% of the area of the employment lands.

The KBPSP further directs that in BP-1 designated areas, ancillary retail/service uses, and ancillary restaurant uses are only permitted when internally integrated as part of a hotel, convention centre, business or professional office building, or institutional building.

In this regard, pursuant to the YROP and KBPSP policies regarding ancillary uses, the proposed amending Zoning By-law permits a limited amount of ancillary retail store uses and ancillary restaurant uses in the BP-1 zone, but they must be internally integrated as a component of the building(s) containing the main use of a hotel, convention centre, business or professional office building, or institutional use. Therefore, the ancillary use is not permitted as a separate stand-alone use, nor is the ancillary use permitted within a separate detached building or structure. Furthermore, the ancillary use shall not exceed a combined total area of 15% of the area of the lot of block upon which it is located.

Also pursuant to the Secondary Plan policies, open storage is prohibited in any lands zoned BP-1.

Business Park 2 (BP-2)

Similar to Business Park 1, the Business Park 2 designated lands are located in prominent locations within the Draft Plan along Woodbine Avenue and Glenwoods Avenue. The uses permitted in the BP-2 zone are similar to those permitted in the BP-1 zone, with the exception of institutional uses, which, pursuant to the KBSP, are not permitted in the BP-2 zone.

With respect to ancillary uses with the BP-2 zone, ancillary retail store uses or ancillary restaurant uses must be internally integrated as a component of a hotel or convention centre (i.e. same provision as the PB-1 zone). However, ancillary retail store use or ancillary restaurant uses in association with a business or professional office use/buildings, may be internally integrated within said building, or may be permitted as a separate detached building on the same lot or block containing the business or professional office use/building where the office use is the main use on the lot or block upon which it is located.

With respect to the maximum size of the ancillary use, it shall not exceed a combined total area of 30% of the area of the lot or block upon which it is located (i.e. compared to 15% maximum set for the BP-1 zone).

Also pursuant to the Secondary Plan policies, open storage is prohibited on any lands zoned BP-2.

Business Park 2 – Gateway (BP-2G)

The amending Zoning By-law provides for an additional zone that is accommodated for in the KBPSP Urban Design Guidelines, which is Business Park 2 – Gateway. This zone is proposed for the locations shown as "Gateway" areas on Schedule 'L1' of the KBPSP. Business Park 2 and Business Park 2 – Gateway differ in terms of minimum height provisions for landmark buildings. Landmark buildings, being those located at key intersections with high visibility, where the Business Park streets intersect with Woodbine Avenue, must have a minimum height of 2 storeys or 6 metres. Further, they require a higher level of architectural design standard in the BP-2G areas, as provided for in the KBPSP Urban Design Guidelines. The higher architectural detail standards will be implemented during the Site Plan approval stage.

With respect to ancillary uses within the BP-2 zone, ancillary retail store uses or ancillary restaurant uses must be internally integrated as a component of a hotel or convention centre (i.e. same provision as the BP-1 and BP-2 zones). However, ancillary retail store use or ancillary restaurant uses in association with a business or professional office use/buildings, may be internally integrated within said building, or may be permitted as a separate detached building on the same lot or block containing the business or professional office use/building where the office use is the main use on the lot or block upon which it is located.

With respect to the maximum size of the ancillary use, similar to the BP-2 zone, the ancillary use shall not exceed a combined total area of 30% of the area of the lot or block upon which it is located.

The applicant has submitted a chart that provides a summary of the land areas within the Draft Plan, as well as a calculation for ancillary/accessory retail associated with each zone (refer to Attachment '14'). As shown in the

attachment, allowing 30% ancillary retail in the BP-2 and BP-2G zones still results in less than 15% of the total land area in the business park dedicated to ancillary retail. It should be noted that the chart assumes that each ancillary retail use will reach the maximum area percentage permitted on every lot, which is unlikely given the realities of development on a lot by lot basis and the unique characteristics and requirements of each development proposal.

Also pursuant to the Secondary Plan policies, open storage is prohibited on any lands zoned BP-2(G).

Business Park 3 (BP-3)

Industrial uses that require open storage and/or involve outside activities involving such uses, will only be permitted within the BP-3 zones, which as shown on Schedule 'L1", are to be located internally, to be appropriately screened from view and directed away from Woodbine Avenue, Glenwoods Avenue, the future Highway 404 extension and the identified Gateway sites.

With respect to ancillary uses within the BP-3 zone, an ancillary retail sales show room as well as an ancillary office component are both permitted for any of the permitted non-residential uses. However, the ancillary use must be an integral component to the permitted non-residential use, and must also be contained within the same building (i.e. no separate stand-alone buildings containing the retails sales show room or the office use). Furthermore, the ancillary retail sales show room or ancillary office component uses must be directly related to the primary permitted non-residential use and existing on the same lot.

Pursuant to the KBSP, the permitted ancillary retail sales show room, or ancillary office component uses are limited to 25% of the Gross Floor Area of the building in which it is located.

A permitted use in the BP-3 zone is a marihuana production facility. In staff's research of other municipal zoning by-law provisions associated with a legal marihuana production facility, it has been determined that the majority incorporate specific provisions (i.e. loading zone, setbacks, parking) for this use. Staff are of the understanding that some of these provisions may be dictated through the associated legislative requirements for the use. In that regard, at a later date it may be appropriate to incorporate more specific provisions with respect to marihuana production facilities as a general zoning amendment, once staff determine if more specific standards for same are appropriate. The general zoning provisions for the BP-3 zone will continue to apply to a marihuana production facility until more research can be completed.

Also pursuant to the Secondary Plan policies, open storage is permitted as an accessory use in conjunction with a permitted use in existence on any lands

zoned BP-3. However, open storage associated with a marihuana production facility is prohibited.

Open Space (OS)

The Greenlands area on the east side of the Draft Plan will be Town-owned and zoned Open Space (OS).

6. FINANCIAL/BUDGETARY IMPACT:

There are no financial concerns or budgetary impacts on the Town as a result of this report.

7. CONCLUSION:

The proposed Draft Plan of Subdivision complies with Provincial, Regional and Town land use planning policies included within the Keswick Business Park Secondary Plan, is appropriate for the subject lands, and represents good land use planning.

In consideration of the above, staff recommend that Council approve the application for Draft Plan of Subdivision and adopt the recommendations as outlined in Section 1.

Prepared by:

Maryann Hunt, M.Sc.Pl
Planner

Reviewed by:

Velvet L. Ross, MCIP, RPP
Manager of Planning

Recommended by:

Harold W. Lenters, M.Sc.Pl, MCIP, RPP
Director of Development Services

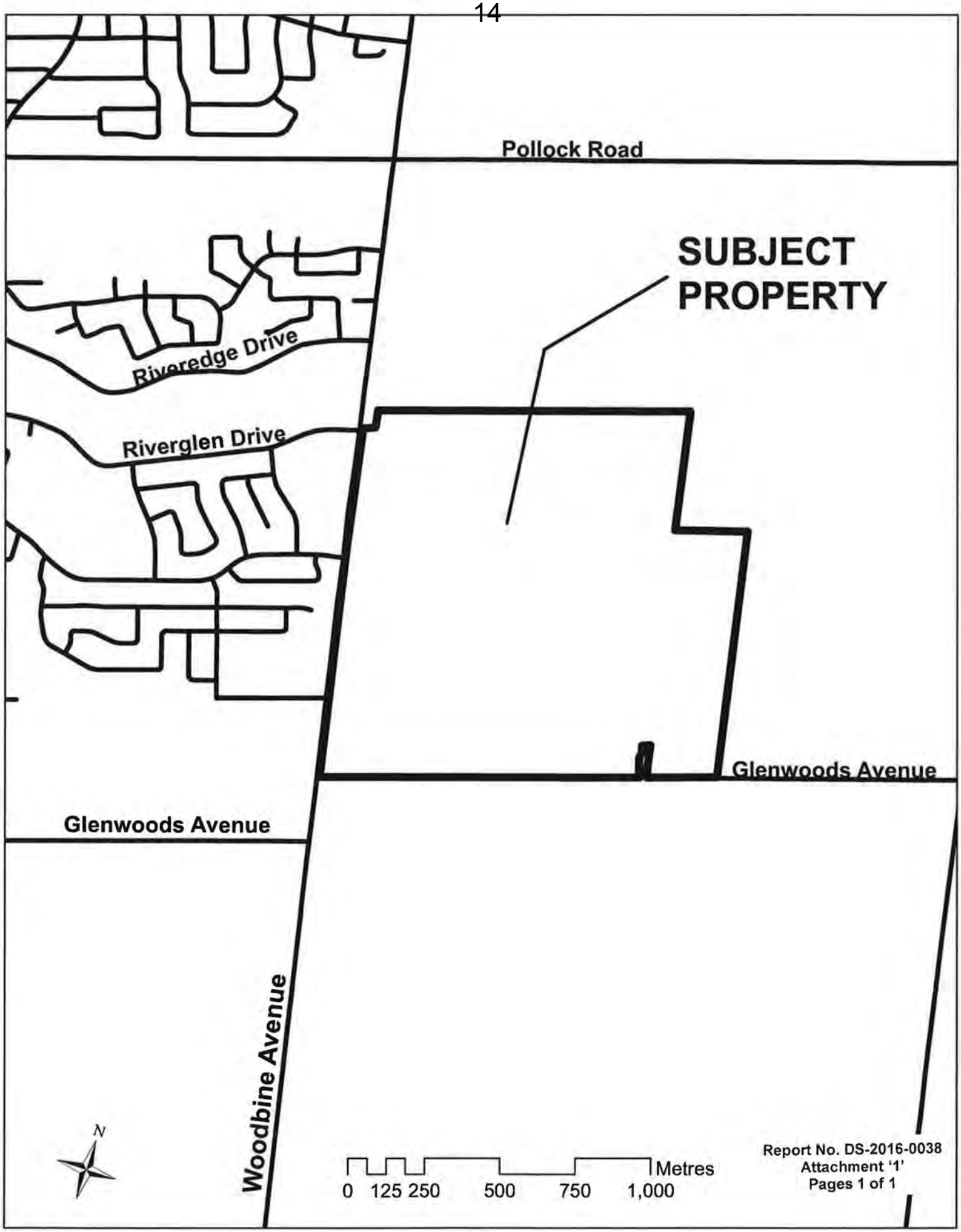
Approved by:

Winanne Grant, B.A. AMCT, CEMC
Chief Administrative Officer

29 April 2016

Attachment 1 *Context Map*
Attachment 2 *Key Map*
Attachment 3 *Aerial of Draft Plan Lands*
Attachment 4 *Surrounding Uses*
Attachment 5 *Original Draft Plan of Subdivision 19T-13G02*

Attachment 6	*Council Meeting Minutes (2014-02-12)*
Attachment 7	*Revised Draft Plan of Subdivision 19T-13G02 (December 2014)*
Attachment 8	*Status of Draft Plan – Comments Received*
Attachment 9	*Revised Draft Plan of Subdivision 19T-13G02 (June 2015)*
Attachment 10 - 30	*Public, Town and External Agency Comments*
Attachment 31	*York Region Employment Lands Policies*
Attachment 32	*KBPSP Schedule L1 and L2*
Attachment 33	*Multi-Use Trail/Sidewalk Plan*
Attachment 34	*York Region Transit Transportation Plan*
Attachment 35	*Draft Plan KBPSP Land Designations*
Attachment 36	*Draft Zoning By-law Amendment*
Attachment 37	*Highly Vulnerable Aquifer (HVA) Lands*
Attachment 38	*Conditions of Draft Plan of Subdivision Approval 19T-13G02*


Pollock Road
SUBJECT PROPERTY
Riveredge Drive
Riverglen Drive
Glenwoods Avenue
Glenwoods Avenue
Woodbine Avenue
N
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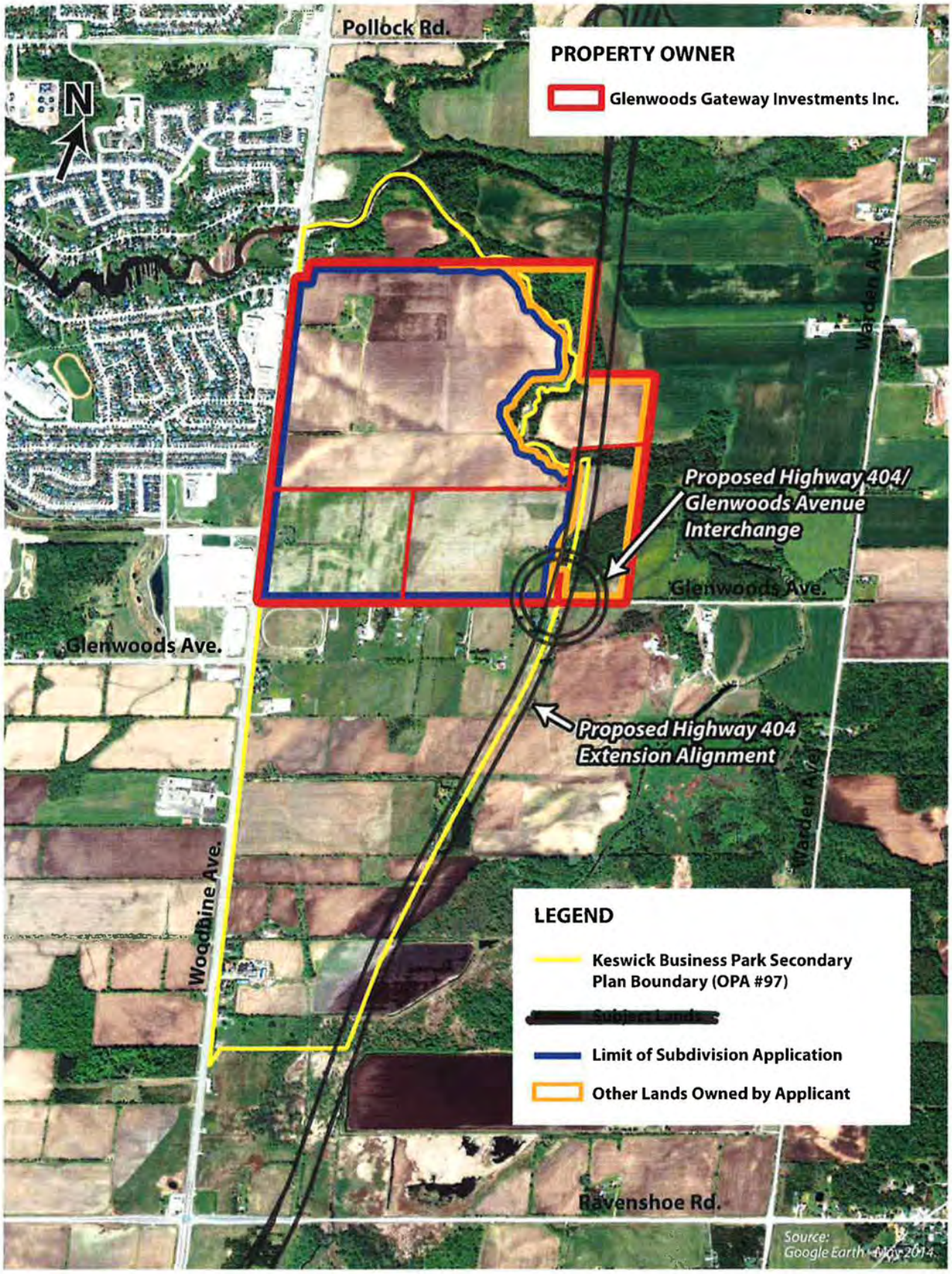
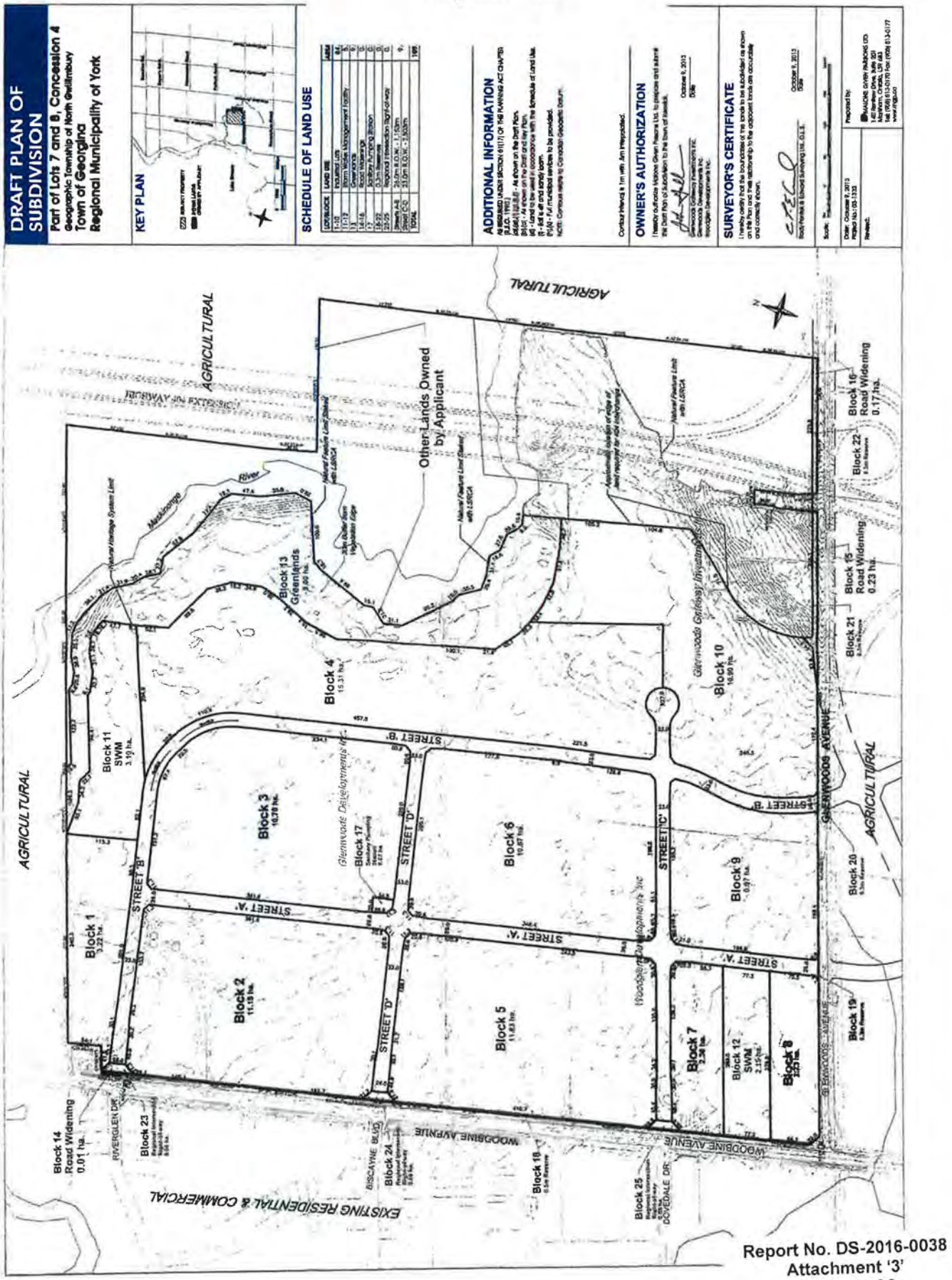
Metres
Report No. DS-2016-0038
Attachment '1'
Pages 1 of 1



Report No. DS-2016-0038
Attachment '2'
Pages 1 of 1

October 2013
Original Plan

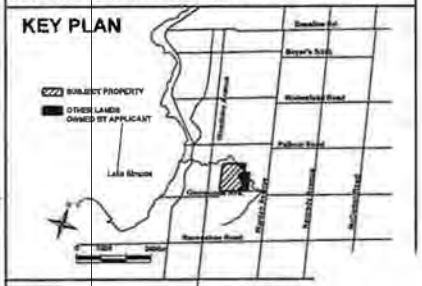


Report No. DS-2016-0038
Attachment '3'
Pages 1 of 3

DRAFT PLAN OF SUBDIVISION 19T-13G02

Part of Lots 7 & 8, Conc. 4, 23965 Woodbine Ave., Part of W ½ Lot 6, Conc. 4 (NG) Part 1, Reference Plan 65R-13672, 23675 Woodbine Ave., Part W ½ Part E ½ Lot 6 & Part Lot 7, Conc. 4 (NG) 2596 Glenwoods Ave.
Geographic Township of North Gwillimbury
TOWN OF GEORGINA
REGIONAL MUNICIPALITY OF YORK

KEY PLAN



SCHEDULE OF LAND USE

LOT/BLOCK	LAND USE
1-11	Industrial Lots
12-13	Storm Water Management Facility
14	Greenlands
15-17	Road Widenings
18	Sanitary Pumping Station
19-24	0.3m Reserves
25-27	Regional Intersection Right-of-way
28	6.0m Access to Greenlands/Other La
29	3.0m Multi Use Trail
Streets A	26.0m R.O.W. - 1.096m
Street B-D	23.0m R.O.W. - 3.131m
TOTAL	

ADDITIONAL INFORMATION

AS REQUIRED UNDER SECTION 51(17) OF THE PLANNING CHAPTER P.13 (R.S.O. 1990.)
(a),(b),(e),(f),(g),(j),(l) - As shown on the Draft Plan.
(c) - As shown on the Draft and Key Plan.
(d) - Land to be used in accordance with the Schedule of Land I
(i) - Soil is silt and sandy loam
(h),(k) - Full municipal services to be provided.
NOTE: Contours relate to Canadian Geodetic Datum.
Contour interval is 1m with .5m interpolated.

OWNER'S AUTHORIZATION

I hereby authorize Malone Given Parsons Ltd. to prepare and submit this Draft Plan of Subdivision to the Town of Keswick.

See Original — October 9, 2013
Glenwoods Gateway Investments Inc.
Glenwoods Developments Inc.
Woodglen Developments Inc.
Date

SURVEYOR'S CERTIFICATE

I hereby certify that the boundaries of the lands to be subdivided as shown on this Plan and their relationship to the adjacent lands are accurately and correctly shown.

See Original — October 9, 2013
Rady-Pentek & Edward Surveying Ltd., O.L.S. — Date

Scale = 1:2500

Date: October 9, 2013
Project No.: 14-2058

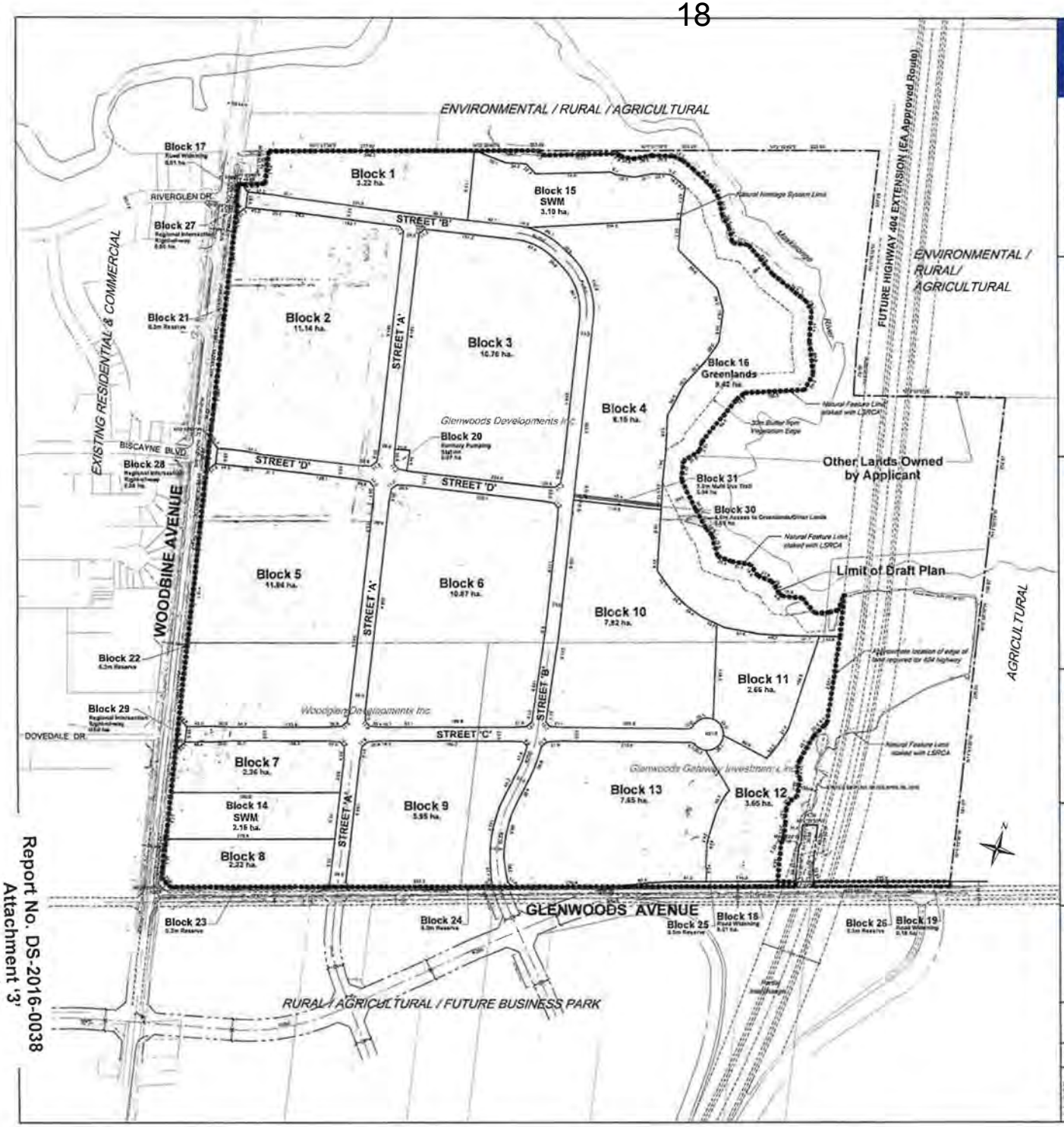
Revisions

Date	Revision	Initial
Dec. 2014	Revisions to Town & Public Agency Comments	DM

Prepared by:
MALONE GIVEN PARSONS LTD.
140 Renfrew Drive, Suite 201
Markham, Ontario, L3R 6B3
Tel: (905) 513-0170 Fax: (905) 513-0177
www.mgp.ca

December 2014
Revised Plan # 1

Report No. DS-2016-0038
Attachment '3'
Pages 2 of 3



DRAFT PLAN OF SUBDIVISION 19T-13G02

Part of Lots 7 & 8, Conc. 4, 23965 Woodbine Ave., Part of W ½ Lot 6, Conc. 4 (NG) Part 1, Reference Plan 65R-13672, 23675 Woodbine Ave., Part W ½ Part E ½ Lot 6 & Part Lot 7, Conc. 4 (NG)
2596 Glenwoods Ave.
Geographic Township of North Gwillimbury
TOWN OF GEORGINA
REGIONAL MUNICIPALITY OF YORK

KEY PLAN

SCHEDULE OF LAND USE

LOT/BLOCK	LAND USE	AR
1-13	Industrial Lots	8
14-15	Storm Water Management Facility	
16	Greenlands	
17-19	Road Widenings	
20	Sanitary Pumping Station	
21-26	0.3m Reserves	
27-29	Regional Intersection Right-of-way	
30	6.0m Access to Greenlands/Other Lands	
31	3.0m Multi Use Trail	
Streets A	26.0m R.O.W. - 1,096m	1
Street B-D	23.0m R.O.W. - 3,131m	
TOTAL		1

ADDITIONAL INFORMATION

AS REQUIRED UNDER SECTION 51(17) OF THE PLANNING ACT CHAPTER P.13 (R.S.O. 1990.)
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OWNER'S AUTHORIZATION

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See Original — October 9, 2013
Glenwoods Gateway Investments Inc. — Date
Glenwoods Developments Inc.
Woodglen Developments Inc.

SURVEYOR'S CERTIFICATE

I hereby certify that the boundaries of the lands to be subdivided as shown on this Plan and their relationship to the adjacent lands are accurately and correctly shown.

See Original — October 9, 2013
Rady-Pentek & Edward Surveying Ltd., O.L.S. — Date

Scale = 1:2500

Date: October 9, 2013
Project No.: 14-2268

Revisions

Prepared by:
MALONE GIVEN PARSONS LTD.
140 Renfrew Drive, Suite 201
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Tel: (905) 513-0170 Fax: (905) 513-0177
www.mgp.ca

June 2015
Revised Plan # 2

Report No. DS-2016-0038
Attachment '3'
Pages 3 of 3

If preferred, staff suggested they would look at other municipalities and their solution and provide Council with an in-depth report that offered different options to consider. Council noted the new school year and winter months are coming and concerns for safety needed to be considered. By-law Enforcement staff concurred that the enforcement standards should remain until a decision is reached. Council asked staff if there was a way to gently enforce and staff advised Council that the current procedure is gracious and offers plenty of time for a first or second contravention.

Addressing concerns of vexatious and fictitious complaints, staff explained that the standard practice with respect to the complaint process is reactive for most types of complaints. Additionally, unless there is a serious safety concern, personal information is required and complaints are not received anonymously. If there is a belief that there is a pattern of illegitimate complaints, at the discretion of the By-Law Enforcement Manager, By-law may decide not to respond to continued complaints.

Moved by Councillor Neeson, Seconded by Councillor Sebo.

RESOLUTION NO. C-2015-0589

1. That the speakers delegation and petition made by Dave Ostertag in favour of amendments to Zoning By-law No. 500, respecting boat/trailer/leisure vehicle outdoor storage in a residential area, be received for information.

2. That Council direct staff to provide a report back with a preliminary report in October.

Carried.

10. PRESENTATIONS - *None.*

11. PUBLIC MEETINGS

(1) STATUTORY MEETING(S) UNDER THE PLANNING ACT OR MEETINGS PERTAINING TO THE CONTINUATION OF PLANNING MATTERS (Interested parties notified)

(A) Applications to approve Revised Draft Plan of Subdivision and Zoning Amendment
GLENWOODS GATEWAY INVESTMENTS INC.
23675 / 23965 Woodbine Avenue and 2596 Glenwoods Avenue
AGENT: Malone Given Parsons Ltd. c/o John Galluci

Report No. PB-2015-0050

Mayor Quirk reminded the audience of the rules of procedure with respect to the format of public meeting

Matthew Cory (agent from Malone Given Parsons) provided a presentation to Council on respecting Applications to approve Revised Draft Plan of Subdivision and Zoning Amendment. The presentation was a follow up to the public meeting held on February 12 2014. **Mr. Cory** advised that he has reviewed and is satisfied with the recommendations discussed with **Harold Lenters**, Director of Planning, and **Maryann Hunt,** Planner.

The application is for draft plan of subdivision west of the Maskinonge River. The presentation highlighted some of the challenges and identified areas of the application that were indeterminate at this phase. The applicant requested that the application be approved in principal and to allow staff to continue to provide direction. At this phase the applicant cannot legally advertise business spaces and it is difficult to anticipate who will be attracted. Making it difficult for the applicant to draft a business plan. The Applicant further requested relief from the Official Plan requiring sidewalks on each side of the road.

Mr. Cory requested that Council consider the remaining adjacent lands, owned by the applicant, that are not included in the application. A new access point will be required to facilitate continued farming practice on these lands. **Mr. Cory** asked Council to consider cost sharing and the fact that there are also regional costs and a host of other issues, and that the project will be beneficial to the town. The request was specifically for development charge credits or anything of that nature to offset the costs. Furthermore, that any application for the business park in the future be subject to cost sharing.

Maryann Hunt followed the presentation with comments relating to the application from the Planning Department. She advised that staff have continued to work with the Applicant and are satisfied that they meet the policies and the development is appropriate for the lands. **Ms. Hunt** noted that staff have not received any comments from the public and there have been no objections from internal departments or external agencies. Once finalized a subsequent report will be brought to Council. In summary, the application contributes to the goal of positioning Georgina as an economic center.

Mayor Quirk made 3 further calls for any members of public present wishing to address Council regarding the matter. No members of the public requested to speak.

Council discussed with **Mr. Cory** and staff the specifications of the application and advised that the new access point will be gated and closed so as not to allow access to the weir.

Mr. Cory clarified that the request for development charge credits is more targeted toward the Region. **Harold Lenters** advised that the MTO did not want to show an interchange at this point and that the province is not in support of partial interchange. In terms of making access functional and practical it makes sense to have an

interchange. Province has agreed to allow the interchange, with the condition that the town has to build and pay for it.

Harold Lenters stated that there is a standard for sidewalks to be on both sides of the road at the local and regional level to promote active modes of transport. Council was referred to the hybrid solution on page 114 of the agenda. With respect to a multi-use trail system, **Mr. Lenters** advised if this plan is approved that the Applicant was expected to prepare an on and off road plan. Under the secondary plan the developer is not required to construct through the green block.

Harold Lenters outlined the next steps. Further work with respect to transportation, the design of the interchange, and the exact block and area to be protected would be required, but for the most part the application will remain what it is.

Staff expect to report back to Council in fall with a final revised draft plan, noting draft plan approval allows the developer to begin marketing. Written notice will be provided to all interested parties, but statutory notice is not required.

Mr. Cory advised he could not give specific timeline with respect to completion, but that the developer was motivated to move as quickly as possible.

Moved by Regional Councillor Wheeler, Seconded Councillor Fellini

RESOLUTION NO. C-2015-0590

1. That Council receive Report PB-2015-0050 prepared by the Planning Division dated August 12, 2015 respecting revised applications for Draft Plan of Subdivision and Zoning By-law amendment approval, submitted by Glenwoods Gateway Investments Inc. for lands described as Part Lots 6, 7 and 8 Concession 4 (NG), and municipally addressed 23675/23965 Woodbine Avenue and 2596 Glenwoods Avenue, Keswick.

2. Council approve, in principle, the application for Draft Plan of Subdivision (19T-13G02) submitted by Glenwoods Gateway investments Inc., in relation to the proposed plan prepared by Malone Given Parsons Ltd., Project No. 14-2268, dated June 3,2015, included as Attachment'9' to Report PB-2015-0050.

3. That staff finalize the Draft Plan and conditions of Draft Plan approval for Council's review and approval prior to the formal issuance of Draft Plan of Subdivision approval.

4. That Council approve the Zoning By-law Amendment application submitted by Glenwoods Gateway investments Inc. to rezone lands described as Part Lots 6, 7 and 8 Concession 4 (NG), in order to implement the proposed Plan of Subdivision.

5. That staff finalize the proposed amending Zoning By-law for Council's review and approval, which contains the site specific provisions, as described in report PB-2015-0050.

6. That pursuant to Section 34(f)(7) of the *Planning Act, R.S.O. 1990, C.P. 13*, as amended, in the event that minor revisions are necessary respecting the proposed amending Zoning By-law, further notice shall not be required.

7. That the Clerk forward a copy of Report PB-2015-0050 and Council's resolution thereon to Karen Whitney, Director of Community Planning and Development Services of York Region and Mike Walters, Chief Administrative Officer of the Lake Simcoe Region Conservation Authority (LSRCA).

8. That a minimum of 2 weeks written notice be given to all registered interested parties for all subsequent meetings regarding these applications

Carried.

Moved by Councillor Sebo, Seconded by Councillor Neeson

RESOLUTION NO. C-2015-0591

That Council break at 9:30 pm for a 10 minute recess.

Carried.

(2) STATUTORY MEETING(S) UNDER OTHER LEGISLATION *None.*

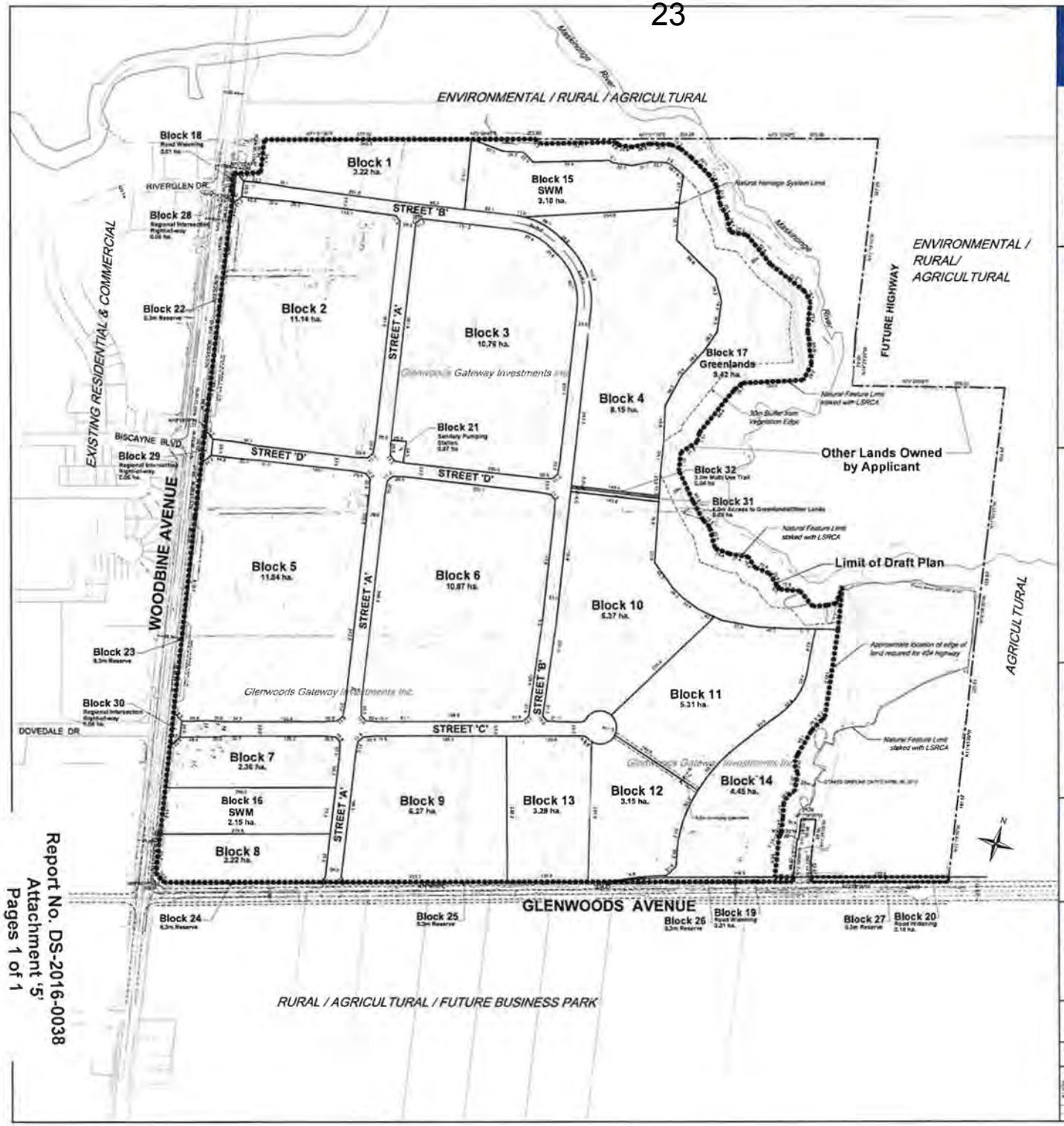
(3) OTHER PUBLIC MEETINGS

(A) Application to the Town's Outdoor Solid-Fuel Combustion Appliance (OSFCA) By-law 2015-0044 (REG-1)
CHRISTOPHER COLBOURNE
Part Lot 25, Concession 6, 25644 Lake Ridge Road

Report No. PB-2015-0052

Mayor Quirk reminded the audience of the rules of procedure with respect to the format of public meeting.

Adrian Cammaert, Senior Planner - Policy, presented the application for the outdoor solid-fuel combustion appliance advising that staff are of the opinion that neighboring areas are not adversely effected. Staff verified there have been no complaints or dark smoke.



DRAFT PLAN OF SUBDIVISION 19T-13G02

Part of Lots 7 & 8, Conc. 4, 23965 Woodbine Ave., Part of W ½ Lot 6, Conc. 4 (NG) Part 1, Reference Plan 65R-13672, 23675 Woodbine Ave., Part W ½ Part E ½ Lot 6 & Part Lot 7, Conc. 4 (NG) 2596 Glenwoods Ave.
Geographic Township of North Gwillimbury
TOWN OF GEORGINA
REGIONAL MUNICIPALITY OF YORK

KEY PLAN

SCHEDULE OF LAND USE

LOT/BLOCK	LAND USE
1-14	Industrial Lots
15-16	Storm Water Management Facility
17	Greenlands
19-20	Road Widenings
21	Sanitary Pumping Station
22-27	0.3m Reserves
28-30	Regional Intersection Right-of-way
31	6.0m Access to Greenlands/Other L
32	3.0m Multi Use Trail
Streets A	26.0m R.O.W. - 1.096m
Street B-D	23.0m R.O.W. - 2.623m
TOTAL	

ADDITIONAL INFORMATION

AS REQUIRED UNDER SECTION 51(17) OF THE PLANNING CHAPTER P.13 (R.S.O. 1990.)
(a),(b),(e),(f),(g),(j),(l) - As shown on the Draft Plan.
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NOTE: Contours relate to Canadian Geodetic Datum
Contour interval is 1m with .5m interpolated.

OWNER'S AUTHORIZATION

I hereby authorize Malone Given Parsons Ltd. to prepare and submit this Draft Plan of Subdivision to the Town of Keswick.

See Original — October 9, 2013
Glenwoods Gateway Investments Inc — Date

SURVEYOR'S CERTIFICATE

I hereby certify that the boundaries of the lands to be subdivided as shown on this Plan and their relationship to the adjacent lands are accurately and correctly shown.

See Original — October 9, 2013
Rady-Pentek & Edward Surveying Ltd., O.L.S. — Date

Scale = 1:2500

Date: October 9, 2013
Project No.: 14-2268

Revisions

Prepared by:
MALONE GIVEN PARSONS LTD
140 Renfrew Drive, Suite 201
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www.mgp.ca

March 2016
Revised Plan # 3

Report No. DS-2016-0038
Attachment '5'
Pages 1 of 1

DRAFT PLAN OF SUBDVISION 19T-13G02

THE FOLLOWING CONDITIONS OF APPROVAL SHALL BE SATISFIED PRIOR TO THE RELEASE FOR REGISTRATION OF PLAN OF SUBDIVISION 19T-13G02:

1. Approval shall relate to Draft Plan of Subdivision, comprising Part East 1/2 Lot 6 Concession 4 (NG); Part West 1/2 Lot 6 Concession 4 (NG); Part West 1/2 Lot 6 Concession 4 (NG); Part Lots 7 and 8 Concession 4 (NG), dated October 9, 2013 (revision date March 7, 2016), prepared by Malone Given Parsons Ltd., Project No. – 14-2268.

Corporation of the Town of Georgina ("Town"):

2. The Owner shall enter into a Subdivision Agreement with the Town and agree to satisfy all Conditions, financial and otherwise, of the Town prior to final approval. The Town shall confirm that the Subdivision Agreement will be registered by the Town against the lands to which it applies; pursuant to the *Planning Act*.

3. The lands within this draft plan of subdivision shall be appropriately zoned by a zoning by-law that has come into force and effect in accordance with the provisions of the *Planning Act*.

4. Prior to final approval, the Owner shall agree that the following lands will be conveyed to the Town for purposes as deemed necessary by the Town, free of all cost and encumbrance, to the satisfaction of the Town solicitor:

   - 6 metre by 6 metre daylight triangles at the intersection of all Town roads;
   - All roads within the proposed plan;
   - Block 18, Block 19 and Block 20 for road widening purposes;
   - Block 15 and Block 16 for stormwater management purposes;
   - Block 21 for the sanitary sewage pumping station;
   - Block 17 for passive recreation and conservation purposes;
   - All 0.3 metre reserves abutting Town road allowances internal and external to the plan;
   - 3 metre blocks parallel in width to the hypotenuse of the daylighting triangles at the intersection of Woodbine Avenue with Street "B", "C" and "D" and at the intersection of Glenwoods Avenue with Street "A" for gateway features;
   - Block 31 for access purposes to the other lands owned by the applicant; and,
   - Block 32 for pedestrian access purposes to Block 17.

5. The Owner shall agree in the Subdivision Agreement to design and construct the Gateway Features on the lands described in Condition 4 above, to the satisfaction of the Town.

6. Prior to release for registration of the draft plan, the Owner shall enter into a Keswick Business Park Landowner's Group Cost Sharing Agreement(s) to ensure

the provision of community and common facilities. A certificate confirming completion of such agreement(s) shall be provided to the Town by the Landowner's Group Trustee to the satisfaction of the Director of Development Services and the Town Solicitor.

7. The road allowances included within this draft plan of subdivision shall be named to the satisfaction of the Town and York Region.

8. Public highways, including permanent and any temporary turning circles, expanded bulbs, daylighting triangles and 0.3 metre reserves as may be required and approved between phases of the draft plan shall be designed, laid out and constructed by the Owner, all to the satisfaction of the Director of Development Services for the Town.

9. The Owner shall agree in the Subdivision Agreement to convey to the Town any easements internal and external to the lands, as may be required for watermain, storm and sanitary sewer purposes, stormwater management or Town utility purposes, free of all cost and encumbrance.

10. The Owner shall submit complete and detailed engineering drawings and accompanying reports all designed and prepared in accordance with the Town's Development Design Criteria, as amended, in effect at the time development occurs for review by the Director of Operations and Infrastructure Department for the Town and agree in the Subdivision Agreement to construct all works, including, but not limited to, the water distribution system, booster pumping stations, sanitary and storm sewer systems, sewage pumping stations, stormwater management facilities, lot grading and drainage, roads, sidewalks and multi-use trails, save and except that portion of the trail within Block 17, all at the Owner's cost and all to the satisfaction of the Director of Development Services for the Town.

11. The Owner agrees that the Town, in cooperation with York Region, undertook the construction of watermain connections across Woodbine Avenue to the benefit of the Owner and the Town, and the Owner further agrees to pay for the construction of said watermains upon invoicing for same by the Town, prior to final approval.

12. The Owner agrees that the Town, in cooperation with the Owner and with York Region, facilitated the urbanization of the east side of Woodbine Avenue fronting the subject lands, which included the installation of streetlights. The Owner further agrees that certain costs related to the installation of the streetlights are to be reimbursed to the Town in a manner to be negotiated and detailed in the Subdivision Agreement as may be required, all to the satisfaction of the Director of Development Services.

13. The Owner shall submit a detailed Stormwater Management Report satisfying the requirements of the Town's Development Design Criteria, as amended, including the incorporation of Low Impact Development technology in the design and recommendations, in effect at the time development occurs and in compliance with

the requirements and guidelines of the Lake Simcoe Region Conservation Authority (LSRCA) all to the satisfaction of the Director of Development Services.

14. The Owner shall submit a detailed Traffic Management Plan satisfying the requirements of the Town's Development Design Criteria, as amended, in effect at the time development occurs and the Keswick Business Park Secondary Plan for the review of the Director of Development Services for the Town and further, shall agree in the Subdivision Agreement to carry out, or cause to be carried out the measures, signage, line painting and/or requirements shown on the reviewed plan all at the expense of the Owner.

15. The Owner agrees to submit with the detailed engineering drawings and prior to any grading or stripping of topsoil, a complete and detailed erosion and sediment control plan including a Soil Management Plan together with topsoil storage details such as the location, size, side slopes, stabilization methods and time period, for approval by the Director of Development Services for the Town and the LSRCA. The Owner further agrees to install, inspect and maintain these erosion and sedimentation controls until all of the blocks are graded, stabilized and certified by the Owner's engineer, qualified for such work, all to the satisfaction of the Director of Development Services for the Town.

16. The Owner shall agree in the Subdivision Agreement to carry out, or cause to be carried out, the preparation of the plans, the recommendations and measures contained within or on those plans as may be approved in Condition 15 above and all in accordance with the Lake Simcoe Protection Plan and Lake Simcoe Protection Act.

17. The Owner shall prepare and submit a detailed Fence Plan showing all required fencing on the subject lands including but not limited to construction, privacy, acoustical, environmental protection and security fencing. The Plan should set out the appropriate timing for the erection of any such fencing shown on the Plan based on any approved phasing and the development of individual blocks. The Owner further agrees to maintain such fencing until assumption of the subdivision by the Town, all to the satisfaction of the Director of Development Services for the Town.

18. The Owner shall submit a report prepared by a qualified professional outlining the results of detailed site specific geotechnical and hydrogeological subsurface explorations, respecting the installation of municipal services on the subject lands as well as the construction of buildings, all to the satisfaction of the Director of Development Services for the Town.

19. The Owner shall agree in the Subdivision Agreement to carry out, or cause to be carried out, the recommendations and measures contained within the report as may be approved in Condition 18 above.

20. The Owner shall submit an Open Space Management Plan (OSMP) prepared by a qualified professional, for review and approval by the Town, York Region and

LSRCA. The OSMP shall address the long term preservation, restoration and enhancement of the ecological features, including edge management, and buffer planting in Blocks 15, 16, and 17.

21. The Owner shall submit a Trail System Plan (TSP) prepared by a qualified professional, for review and approval by the Town in consultation with York Region and LSRCA. The TSP shall identify the location and design of the trails system including all multi-use trails and sidewalks on both sides of the roads (with the exception of the south side of Street C in Blocks 9, 12 and 13 and the east side of Street B in Block 10 and in Blocks 15, 16, 17 and 32). The TSP is to include maintenance policies/procedures to help maintain a high quality trail system.

22. The Owner shall agree in the Subdivision Agreement and otherwise to carry out the recommendations and measurements contained within the approved Open Space Management Plan and Trails System Plan identified in Condition 20 and Condition 21 to construct the proposed trail system which includes all sidewalks and multi-use trails on both sides of the roads (with the exception of the south side of Street C in Blocks 9, 12 and 13 and the east side of Street B in Block 10 and in Blocks 15, 16, 17 and 32) all at the Owner's expense. The design and construction of the sidewalks and multi-use trails shall be in accordance with the Town's Development Design Criteria, as amended, and the Trails and Active Transportation Master Plan, in effect at the time development occurs, the Accessibility for Ontarians with Disabilities Act (AODA), in consultation with the Director of Recreation and Culture for the Town and all to the satisfaction of the Director of Development Services for the Town. Construction of the trails and sidewalks shall occur in accordance with the Phasing Plans in Condition 23 below, with the exception that the sidewalks and multi-use trails along Street D and Block 32 which are to be completed in the first phase.

23. The Owner shall agree in the Subdivision Agreement to prepare and submit a Phasing Plan, to the satisfaction of the Town.

24. The Owner shall agree in the Subdivision Agreement to prepare and deposit a reference plan of survey laying out and establishing the access path to the agricultural lands outside the draft plan across Block 17 and to enter into an easement agreement with the Town respecting the use and maintenance of the access path through Block 17. The easement shall be deemed to expire upon the sale of the agricultural lands outside the draft plan to a third party.

25. The Owner further agrees to design the access path through Block 17 incorporating Low Impact Development (LID) technology and to construct the access path all to the satisfaction of the Director of Development Services and the Director of Recreation and Culture for the Town. The design shall incorporate appropriate fencing to restrict access of agricultural equipment onto Block 17 beyond the access path and shall incorporate methods to prevent mud tracking onto municipal roads.

26. Prior to final approval and any grading or stripping of topsoil, the Town requires the Owner to submit, in accordance with the requirements of the *Environmental Protection Act and O. Reg. 153/04 Record of Site Condition Part XV.1* of the Act (as amended), a Phase 1 Environmental Site Assessment (ESA) prepared and signed by a qualified professional, of the Owner's lands included in this plan. Based on the findings and results of the ESA, the Town may require further study, investigation, assessment and delineation to determine whether any remedial or other action is required together with a Phase 2 ESA report and/or Phase 3 report if so recommended. The ESA and any subsequent environmental reports or other documentation prepared in respect of the environmental condition of the lands must contain wording to the effect that the Town shall be entitled to rely on such reports or documentation in their entirety, and such reports or documentation shall be satisfactory to the Director of Development Services for the Town.

27. The Owner shall agree in the Subdivision Agreement to carry out, or cause to be carried out, the recommendations, measures and remedial action identified within the reports as may be received in Condition 26 above.

28. The Owner shall submit a Record of Site Condition for all lands, including any lands external to the plan, that are to be conveyed to the Town and to provide proof to the Town that the Record of Site Condition has been acknowledged by the Ontario Ministry of the Environment and Climate Change.

29. The Owner shall agree in the Subdivision Agreement that the placement of fill or other imported material on any lands subject to this approval shall only be imported and placed in accordance with the requirements of By-law 2011-0044 (REG-1) being a by-law to prohibit or regulate the removal of topsoil, the placing of fill material and the alteration of grade of land, as amended. Notwithstanding that pursuant to the by-law an exemption may be granted to the requirement for a permit, the placement of fill shall be governed by the requirements and minimum quality standards of the by-law.

30. The Owner shall prepare and submit a Well Monitoring Plan for review and approval by the Town, and shall agree in the Subdivision Agreement to undertake a well monitoring program, of an extent and duration to the satisfaction of the Town, to assess the impact, if any, on off-site well water quality and quantity, of the development of the subject lands. Prior to registration of the Subdivision Agreement, the Owner shall post security in the form of a Letter of Credit in the amount to be determined by the Town in consultation with the Owner, to secure the carrying out of such a program and to secure and compensate for any remedial work that may be required to any off-site wells in the event of any adverse impacts from the development of the subject lands.

31. The Owner shall agree in the Subdivision Agreement that prior to the assumption of the public works related to this approval, the Owner shall provide certification satisfactory to the Director of Development Services for the Town, that no

contaminant, pollutant, waste of any nature, hazardous substance, toxic substance, dangerous good, or other substance or material defined or regulated under applicable environmental laws is present at, on, in or under all lands conveyed to the Town (including soils, substrata, surface water and groundwater, as applicable): (i) at a level or concentration that exceeds the *Environmental Protection Act* O. *Reg. 153/04* full depth generic site condition standards applicable to the intended use that such lands will be put to by the Town at the time of assumption or any other remediation standards published or administered by governmental authorities applicable to the intended land use; and (ii) in such manner, condition or emanating from such lands in such a way, that would result in liability under applicable environmental laws. The ESA, any subsequent environmental reports or other documentation, remediation and the Owner's certification shall be at no cost to the Town.

32. The Owner shall submit a Tree Inventory and Preservation Plan together with a detailed Master Landscaping and Tree Planting Plan prepared by a qualified professional for review and approval by the Town, and agree in the Subdivision Agreement to carry out or cause to be carried out the recommendations, measures, planting and landscaping, contained and required within these Plans.

33. The Owner shall satisfy all provisions of the Regional Forest Conservation By-law and the Town's Development Design Criteria, as amended, respecting the preservation and protection of trees and vegetation. Where trees will be lost to development, the Owner shall agree to compensate the Town first through additional planting in tree compensation areas identified within the approved Master Landscaping and Tree Planting Plan, and thereafter, through financial contribution in lieu thereof, all to the satisfaction of the Director of Development Services for the Town.

34. The Owner shall agree in the Subdivision Agreement not to remove trees or hedgerows without the written approval of the Director of Development Services for the Town.

35. The Owner shall agree in the Subdivision Agreement to pay the required cash-in-lieu of parkland at the building permit stage as per the Town's Parkland Dedication By-law 2001-0020 (PUT-1) as may be amended and/or repealed and replaced.

36. The Owner shall agree in the Subdivision Agreement that no building permits will be applied for or issued until the Town is satisfied that adequate road access, municipal water supply, sanitary sewers, and storm drainage facilities are available to service the proposed development, all in accordance with Zoning By-law No. 500, as amended.

37. The Owner shall prepare and submit a composite utility distribution plan in consultation with all affected utilities and/or agencies, together with the detailed engineering design drawings, all to the satisfaction of the Director of Development Services for the Town.

38. The Owner shall agree in the Subdivision Agreement that arrangements, as may be necessary, shall be made to the satisfaction of the Director of Development Services for the Town for the relocation of any utilities required by the development of the lands or by reason of conveyance of certain lands to the Town and that same shall be undertaken at the expense of the Owner.

39. The Owner shall agree to permit any licensed telephone or telecommunications service provider to locate its plant within the proposed subdivision prior to the plan registration. The Owner shall ensure that any such service provider will be permitted to install its plant so as to permit connection to each block within the subdivision as and when each block is developed.

40. The Owner shall submit a Communication Implementation Plan that demonstrates how communication technology will be designed and implemented and demonstrate that the conduit and wiring meets or exceeds the minimum industry standard to allow for the provision of Broadband, all to the satisfaction of the Director of Development Services for the Town.

41. Final approval for registration may be issued in phases provided that:

- Phasing is proposed in an orderly progression;
- The infrastructure required, including but not limited to, roads, watermains, sanitary and storm sewers, stormwater management facilities, pumping stations, sidewalks, multi-use trials and tree planting, for draft plan of subdivision 19T-13G02 proceeds in an orderly manner and is completed to the satisfaction of the Director of Development Services for the Town;
- Adequate municipal water supply and sanitary sewage servicing capacity is available;
- Clearances shall be required for each phase proposed for registration by the Owner and may be related to lands not located within the phase sought to be registered; and,
- Compliance of the above are completed to the satisfaction of the Director of Development Services for the Town.

<u>York Region:</u>

42. The road allowances included within the draft plan of subdivision shall be named to the satisfaction of the Town of Georgina and York Region.

43. York Region shall confirm that adequate water supply capacity is available and has been allocated by the Town of Georgina for the development proposed within this draft plan of subdivision or any phase thereof. Registration of the plan of subdivision shall occur in phases based on the availability of water supply servicing allocation.

44. The Owner shall agree in the Subdivision Agreement that the Owner shall save harmless the Town of Georgina and York Region from any claim or action as a result of water service not being available when anticipated.

45. The engineering drawing showing the layout of the watermains and sewers shall be submitted to the Infrastructure Asset Management Branch for review.

46. The Owner shall agree in the Subdivision Agreement that any direct connection to a York Region water or wastewater system requires Regional approval prior to construction. Engineering drawings showing details of the connection shall be submitted to the Infrastructure Asset Management Branch for approval.

47. The Owner shall agree in the Subdivision Agreement to include the following Notice in the Agreements of Purchase and Sale regarding proposed future uses on Blocks 1, 2, 3, 4, 11, 12, 14, 17, 31 and 32 located within an identified Area of High Aquifer Vulnerability:

"The owner acknowledges and agrees that should an application for major development within Highly Vulnerable Aquifers be proposed on the subject block for the manufacturing, handling and/or storage of bulk fuel or chemicals (as prescribed under the Clean Water Act), a Contaminant Management Plan must be prepared to the satisfaction of the Region prior to Site Plan Approval. The CMP shall be prepared by a qualified professional, to the satisfaction of Regional Environmental Services staff in the Water Resources group."

48. Prior to final approval, the Owner shall agree to provide direct walking and cycling connections to boundary roadways and adjacent developments to promote the usage of non-auto travel modes. York Region and the Town of Georgina will not assume any financial responsibility for implementing the provision of the pedestrian and cycling connections and facilities.

49. Prior to final approval, the Owner shall agree that upon the realignment of Glenwoods Avenue, the following requirements will be met to the satisfaction of the Region:

- The existing alignment of Glenwoods Avenue east of Street 'A' through to the realigned Glenwoods Avenue shall be closed to vehicular traffic, as per Town requirements.
- The existing full moves intersection at the northerly leg of Glenwoods Avenue and Woodbine Avenue shall be restricted to right-in/right-out operation.

50. Prior to final approval, the Owner shall have prepared, by a qualified professional transportation consultant, a functional transportation report/plan outlining the required Regional road improvements for this subdivision. The report/plan, submitted to the Region's Development Engineering Section for review and approval, shall explain all transportation issues and shall recommend mitigative measures for these issues.

51. The Owner shall agree in the subdivision agreement, in wording satisfactory to the Region's Development Engineering Section to implement the recommendations of the functional transportation report/plan as approved by the Region's Development Engineering Section.

52. Prior to final approval and concurrent with the submission of the subdivision servicing application (MOE) to the area municipality, the Owner shall provide a set of engineering drawings, for any works to be constructed on or adjacent to the York Region road, to the Region's Development Engineering Section, Attention: Manager, Development Engineering, that includes the following drawings:

    a) Plan and Profile for the York Region road and intersections;
    b) Grading and Servicing;
    c) Intersection/Road Improvements, including the recommendations of the
    d) Traffic Report;
    e) Construction Access Design;
    f) Utility and underground services Location Plans;
    g) Signalization and Illumination Designs;
    h) Line Painting;
    i) Traffic Control/Management Plans;
    j) Erosion and Siltation Control Plans;
    k) Landscaping Plans, including tree preservation, relocation and removals;
    l) Requirements of York Region Transit/Viva

53. Prior to final approval, the Owner shall submit a detailed Development Charge Credit Application to York Region, if applicable, to claim any works proposed within the York Region Right-of-Way. Only those works located in their ultimate location based on the next planning upgrade for this Right-of-Way will be considered eligible for credit, and any work done prior to submission without prior approval will not be eligible for credit.

54. Prior to final approval, the Owner shall provide drawings for the proposed servicing of the site to be reviewed by the Region's Engineering Department Section of the area municipality. Three (3) sets of engineering drawings (stamped and signed by a professional engineer), and MOE forms together with any supporting information shall be submitted to Development Engineering, Attention: Mrs. Eva Pulnicki, P.Eng.

55. Prior to final approval, the location and design of the construction access for the subdivision work shall be completed to the satisfaction of the Region's Development Engineering Section and illustrated on the Engineering Drawings.

56. Prior to final approval, the Owner shall demonstrate, to the satisfaction of the Region's Development Engineering Section, that all existing driveways along the Regional road frontage of this subdivision will be removed as part of the subdivision work, at no cost to York Region.

57. Prior to final approval, the Owner shall demonstrate, to the satisfaction of the Region's Development Engineering Section that elevations along the streetline shall be 0.3 metres above the centreline elevations of the York Region roadway, unless otherwise specified by the Region's Development Engineering Section.

58. Prior to final approval, the Owner shall provide a copy of the subdivision agreement to the Region's Development Engineering Section, outlining all requirements of Development Engineering.

59. Prior to final approval, the Owner shall submit drawings depicting the following to the satisfaction of York Region staff:

    a) All existing woody vegetation within the York Region road right of way,
    b) Tree protection measures to be implemented on and off the York Region road right of way to protect right of way vegetation to be preserved,
    c) Any woody vegetation within the York Region road right of way that is proposed to be removed or relocated. However, it is to be noted that tree removal within York Region road right's of way shall be avoided to the extent possible/practical. Financial or other compensation may be sought based on the value of trees proposed for removal,
    d) A planting plan for all new and relocated vegetation to be planted within the York Region road right of way, based on the following general guideline:
    "Tree planting shall be undertaken in accordance with York Region standards as articulated in Streetscaping Policy and using species from the York Region Street Tree Planting List. These documents may be obtained from the Forestry Section. If any landscaping or features other than tree planting (e.g. flower beds, shrubs) are proposed in the York Region right-of-way by the Owner or the area municipality for aesthetic purposes they must be approved by Development Engineering and shall be maintained by the area municipality with the exception of the usual grass maintenance. For landscape features not maintained to York Region's satisfaction, the area municipality will be responsible for the cost of maintenance or removal undertaken by the Region."

60. Prior to final approval, the Owner shall agree that the following lands will be conveyed to York Region for public highway purposes, free of all costs and encumbrances, to the satisfaction of York Region Solicitor:

    a) a widening across the full frontage of the site where it abuts Woodbine Avenue of sufficient width to provide a minimum of 18.0 metres from the centreline of construction of Woodbine Avenue, and
    b) a 15.0 metre by 15.0 metre daylight triangle at the northeast and southeast corners of Woodbine Avenue and Street 'B', Street 'D' and Street 'C', and
    c) a 15.0 metre by 15.0 metre daylight triangle at the northeast corner of Woodbine Avenue and Glenwoods Avenue, and
    d) a 0.3 metre reserve across the full frontage of the site, except at the approved access location, adjacent to the above noted widening, where it abuts

Woodbine Avenue Street 'B', Street 'D' and Street 'C' and adjacent to the above noted widening, and

e) an additional 2.0 metre widening, 40.0 metres in length, together with a 60.0 metre taper for the purpose of a northbound right turn lanes at the intersection of Woodbine Avenue and Street 'B', Street 'C', and Street 'D'.

61. Prior to final approval, the Owner shall provide a solicitor's certificate of title in a form satisfactory to York Region Solicitor, at no cost to York Region with respect to the conveyance of the above noted lands to York Region.

62. The Region requires the Owner to submit, in general accordance with the requirements of the Environmental Protection Act and O. Reg. 153/04 Records of Site Condition Part XV.1 of the Act (as amended) ("O. Reg. 153/04"), a Phase I environmental site assessment ("Phase I ESA") of the Owner's lands that are the subject of the application, including the lands to be conveyed to the Region (the "Conveyance Lands"). The Phase I ESA cannot be more than 2 years old as of the actual date title to the Conveyance Lands is transferred to the Region. If the Phase I ESA is linked to different phases of development and there will be multiple conveyances of lands, the Phase I ESA prepared in respect of a specific conveyance and phase of development cannot be more than two years old as of the actual date of transfer of title to the Region. If a Phase I ESA is or would be more than two years old as of the actual date of transfer of title to the Region, the Phase I ESA will need to be either updated or a new Phase I ESA obtained by the Owner in accordance with the requirements of this section. The Region, at its discretion, may require further study, investigation, assessment and delineation to determine whether any remedial or other action is required regardless of the findings or conclusions of the Phase I ESA. Any Phase II environmental site assessment required by or submitted to the Region must be prepared in general accordance with the requirements of O. Reg. 153/04 (as noted above). Reliance on the Phase I ESA and any subsequent environmental reports or other documentation prepared in respect of the environmental condition of the lands must be provided to the Region and: (i) will be addressed to "The Regional Municipality of York"; (ii) contain wording to the effect that the Region is entitled to rely on such reports or documentation in their entirety; and (iii) the terms and conditions of the reliance extended (including any wording seeking to limit liability) must be satisfactory to the Region.

The Owner shall also provide the Region's Development Engineering Section with a certified written statement from the Owner or the Owner's authorized representative that no contaminant, pollutant, waste of any nature, hazardous substance, toxic substance, dangerous goods, or other substance or material defined or regulated under applicable environmental laws is present at, on, in or under lands to be conveyed to the Region (including soils, substrata, surface water and groundwater, as applicable): (i) at the time of conveyance, at a level or concentration that exceeds the Environmental Protection Act O. Reg. 153/04 (as amended) full depth generic site condition standards applicable to the intended use of such lands by the Region or any other remediation standards published or administered by governmental authorities

applicable to the intended land use; and (ii) in such a manner, condition or state, or is emanating or migrating from such lands in a way, that would contravene applicable environmental laws.

The preparation and delivery of the Phase I ESA, any subsequent environmental reports, other documentation, reliance and the Owner's certified written statement shall be provided at no cost to the Region.

63. The Owner shall agree in the subdivision agreement, in wording satisfactory to the Region's Development Engineering Section, to be responsible to decommission any existing wells on the owner's lands in accordance with all applicable provincial legislation and guidelines and to the satisfaction of the area municipality.

64. The Owner shall agree, prior to the development approval of Blocks 1, 2, 5, 7, 8 and 16 that accesses to the above Blocks shall be via local streets and no direct access shall be permitted to Woodbine Avenue.

65. Prior to final approval, the Owner shall demonstrate, to the satisfaction of the Region's Development Engineering Section that Street 'B', Street 'D', and Street 'C' shall be designed to intersect Woodbine Avenue at a right angle, or on a common tangent and aligned with Riverglen Drive, Biscayne Blvd. and Dovedale Drive respectively.

66. Prior to final approval, the Owner shall demonstrate, to the satisfaction of the Region's Development Engineering Section, that the throat width of Streets 'B', 'C', and 'D' shall be designed to accommodate the approved recommendations of the Functional Transportation Report.

67. No intersection or access shall be permitted on Streets 'B', Street 'D', and Street 'C' up to 60.0 metres of the widened limit of Woodbine Avenue.

68. Prior to final approval, the intersection of Woodbine Avenue Streets 'B', Street 'D', and Street 'C' shall be designed to the satisfaction of the Region's Development Engineering Section with any interim or permanent intersection works including turning lanes, profile adjustments, illumination and/or signalization as deemed necessary by the Region's Development Engineering Section.

69. Prior to final approval, the Owner shall demonstrate, to the satisfaction of the Region's Development Engineering Section, that all local underground services will be installed within the area of the development lands and not within York Region's road allowance. If a buffer or easement is needed to accommodate the local services adjacent to York Region's right-of-way, then the Owner shall provide a satisfactory buffer or easement to the Area Municipality, at no cost to the Region.

70. The Owner shall agree in the subdivision agreement, in wording satisfactory to the Region's Development Engineering Section that the Owner will be responsible for determining the location of all utility plants within York Region right-of-way and for the

cost of relocating, replacing, repairing and restoring any appurtenances damaged during construction of the proposed site works. The Owner must review, or ensure that any consultants retained by the Owner, review, at an early stage, the applicable authority's minimum vertical clearances for aerial cable systems and their minimum spacing and cover requirements. The Owner shall be entirely responsible for making any adjustments or relocations, if necessary, prior to the commencement of any construction.

71. Prior to final approval, the Owner shall satisfy the Regional Municipality of York Transportation Services Department that the services to be installed within or in conjunction with the Plan will provide for sidewalks on both sides of the roadways listed below, unless only one side of the street lies within the limits of the subject lands. The sidewalks shall meet the local municipality's standards, and be provided by the Owner along the subject lands' frontage onto roadways that have transit services.

Existing YRT/Viva transit services operate on the following roadways in the vicinity of the subject lands:

- Woodbine Avenue

Future YRT/Viva transit services are planned for the following roadway or sections of:

- Glenwoods Avenue
- Street 'A'
- Street 'B'
- Street 'C'

72. Prior to final approval, the Owner shall satisfy the Regional Municipality of York Transportation Services Department and the area municipality that the services to be installed by the Owner within or in conjunction with the Plan will provide a concrete pedestrian access connection from the internal roadways to the Regional roadway as follows:

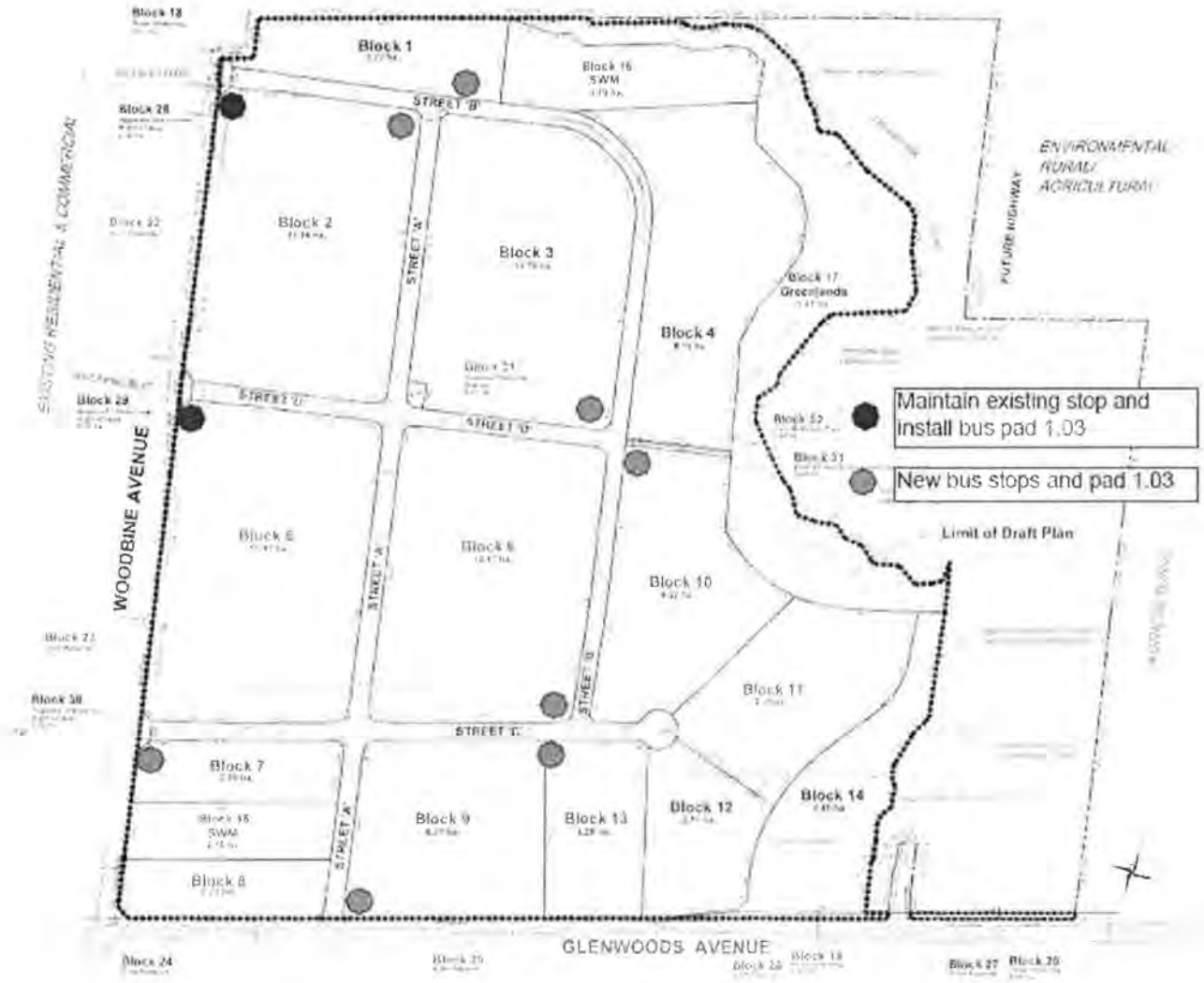
- From "Street B" to "Woodbine Avenue"
- From "Street A" to "Glenwoods Avenue"
- From "Street D" to "Woodbine Avenue"
- From "Street C" to "Woodbine Avenue"

The concrete pedestrian access connection shall meet the local municipality's standards for sidewalks and shall be owned and maintained by the area municipality.

73. The Owner shall satisfy the Regional Municipality of York Transportation Services Department that the services to be installed within or in conjunction with the Plan will provide passenger standing areas/shelter pads identified below and shall be installed to the satisfaction of the local municipality and York Region Transit. The Region confirms that all such passenger standing areas/shelter pads shall be owned and maintained by the Region and that the local municipality shall have no responsibility for those, notwithstanding that they may be included in the subdivision agreement.

Subject to approval by YRT/Viva, passenger standing areas and shelter pads shall be provided at the following locations:

ON Street	AT Street	Location	Standard	Traffic Signal Request
Glenwoods Avenue	Street A	NE Corner	YRT-1.03	
Street B	Street C	SW Corner	YRT-1.03	
Street B	Street C	NW Corner	YRT-1.03	
Street B	Street D	SE Corner	YRT-1.03	
Street B	Street D	NW Corner	YRT-1.03	
Street B	Street A	SW Corner	YRT-1.03	
Street B	Street A	NE Corner	YRT-1.03	
Woodbine Avenue	Street C	SE Corner	YRT-1.03	
Woodbine Avenue	Street D	SE Corner (maintain current bus stop and upgrade pad)	YRT-1.03	
Woodbine Avenue	Street B	SE Corner (maintain current bus stop and upgrade pad)	YRT-1.03	



The passenger standing areas/shelter pads shall be provided at no cost to York Region and shall be provided concurrently with construction of necessary sidewalks. The Owner may apply for a development charge credit, in accordance with the York Region - Road Works development charge credit guideline for passenger standing areas and shelter pads.

Landscaping should not interfere with the bus stops, passenger standing areas, shelters or corner sightlines. Bus stops located in front of the employment areas shall be incorporated into the landscape design.

The bus stop locations determined during the design phase are subject to change. Prior to construction of the passenger standing areas/shelter pads, the Owner/consultant shall confirm with YRT/Viva the final bus stop locations/requirements. The Owner/consultant is to contact YRT/Viva Facilities Supervisor (tel. 905-762-2111) to confirm final details.

74. "Street A", "Street B", and "Street C" shall be designed to accommodate transit vehicles to the satisfaction of the area municipality and York Region Transit. The minimum pavement width for transit vehicles is 3.5 m. The minimum curb radius for transit vehicles is 15 m. These standards are according to the Canadian Transit Handbook and the Ontario Urban Transit Association.

75. The Owner shall agree in the Subdivision Agreement to advise all potential purchasers of the existing and future introduction of transit services in this development as identified in Condition 73. This includes current and potential transit routes, bus stops and shelter locations. This shall be achieved through distribution of information/marketing materials (YRT/Viva route maps, Future Plan maps & providing YRT/Viva website contact information) at sales offices and appropriate notification clauses in purchase agreements. The YRT/Viva route maps and the Future Plan maps are available from YRT/Viva upon request.

76. The Owner shall satisfy the Regional Municipality of York Transportation Services Department that the services to be installed within or in conjunction with the Plan will include illumination in accordance with the local municipality's design standards along all streets which have or will have transit services, sidewalks, pedestrian access, and bus stop locations.

77. Prior to final approval, the Owner shall provide a copy of the Subdivision Agreement to the Regional Corporate Services Department, outlining all requirements of the Regional Corporate Services Department.

78. The Owner shall enter into agreement with York Region, agreeing to satisfy all conditions, financial and otherwise, of the Regional Corporation; Regional Development Charges are payable prior to final approval in accordance with By-law # 2012-36.

Lake Simcoe Conservation Authority (LSRCA):

79. That prior to final plan approval and any major site alteration, the following shall be prepared to the satisfaction of the Town and the Lake Simcoe Region Conservation Authority (LSRCA):

    a) A detailed Stormwater Management Report in conformity with the designated stormwater management policies of the Lake Simcoe Protection Plan (LSPP) (DP-4.8 – 4.11) and the LSRCA Technical Guidelines for Stormwater Management Plan;
    b) A detailed Erosion/Sedimentation Control Plan;
    c) A detailed Grading and Drainage Plan;
    d) An updated Water Balance as per Designated Policy 4.8 of the LSPP;
    e) A Phosphorous Budget in accordance with Designated Policy 4.8 of the LSPP;

f) A detailed geotechnical analysis for the proposed Stormwater Management Pond;
g) A detailed Landscaping Plan for the Stormwater Management Pond; and,
h) A detailed Rainscaping Report demonstrating the means to maximize the use of Low Impact Development (LID) measures consistent with Policy 1.6.6.7. of the Provincial Policy Statement (2014).

80. That prior to final plan approval, the Owner shall prepare an Erosion Hazard Analysis for the Maskinonge River to the satisfaction of the Town and the LSRCA demonstrating that Block 15 will be located outside of the erosion hazard.

81. That prior to final plan approval, the Owner shall provide a detailed Hydrogeological Report to the satisfaction of the Town and the LSRCA.

82. That prior to final plan approval, a detailed Landscape Enhancement/ Restoration Plan be prepared to the satisfaction of the Town and the LSRCA for the Natural Heritage block (Block 17), including the 30m buffer and Stormwater Management Pond outlet.

83. That prior to final plan approval, a Tree Preservation and Protection Plan be prepared to the satisfaction of the Town and the LSRCA.

84. That the Owner shall agree in the Subdivision Agreement to carry out or cause to be carried out the recommendations and requirements contained within the plans, reports, and studies as approved by the LSRCA, including the implementation of the required LID measures.

85. That the Owner shall agree in the Subdivision Agreement to retain a qualified professional to certify in writing that the works were constructed in accordance with the plans, reports, and studies as approved by the LSRCA.

86. That the Owner shall agree in the Subdivision Agreement that prior to any major site alteration or grading, proper erosion and sediment control measures must be put in place in accordance with the approved Erosion and Sedimentation Control Plan and Grading Plan.

87. That the Owner shall agree in the Subdivision Agreement that prior to the creation of any impervious surface such as roads and buildings, stormwater management facilities must be put in place in accordance with the approved plans.

88. That the Owner shall agree in the Subdivision Agreement to monitor, inspect and maintain the stormwater management works on a periodic basis in accordance with 4.10 & 4.11 – DP of the LSPP.

89. That the Owner shall agree in the Subdivision Agreement to ensure the following measures are implemented in accordance with 4.20-DP of the Lake Simcoe Protection Plan:

    a) Keep the removal of vegetation, grading and soil compaction to the minimum necessary to carry out development activity;
    b) Removal of vegetation shall not occur more than 30 days prior to grading and construction;
    c) Put in place structures to control and convey run-off;
    d) Minimize sediment that is eroded offsite during construction;
    e) Seed exposed soils once construction is complete and seasonal conditions permit; and,
    f) Ensure erosion and sediment controls are implemented effectively.

90. That the Owner shall agree in the Subdivision Agreement that detailed Stormwater Management Plans prepared as part of future site plan approval applications for Blocks 2, 3, 5, 6, 10, 11, 12 and 13 shall implement Best Management Practices, including containment and mitigation of risk associated with hazardous substances, in relation to the on-site Highly Vulnerable Aquifer.

91. That the Owner shall agree in the Subdivision Agreement that all fill placed as part of the proposed works meet the definition of 'inert fill' as defined by the Ontario Ministry of the Environment (MOE).

92. That the Owner shall agree in the Subdivision Agreement to grant any easements required for stormwater management purposes to the Town.

93. That prior to final plan approval, the Owner shall pay all the required development fees to the Conservation Authority in accordance with the LSRCA's Fees Policy under the Conservation Authorities Act.

94. That prior to final plan approval, the Owner shall obtain a permit from the LSRCA for any development within an area subject to Ontario Regulation 179/06 under the Conservation Authorities Act.

Ministry of Transportation (MTO):

95. Prior to final approval, the owner shall submit to the Ministry of Transportation for review and approval a copy of Stormwater Management Plan, Site Grading and Servicing Plan, addressing the intended treatment of the calculated runoff.

96. Prior to final approval, the Owner shall submit a detailed Traffic Impact Study to the Ministry of Transportation for review and approval.

Enbridge:

97. The Owner shall agree in the Subdivision Agreement that the Owner is responsible for preparing a composite utility plan that allows for the safe installation of all utilities, including required separation between utilities.

98. The Owner shall agree in the Subdivision Agreement that streets are to be constructed in accordance with composite utility plans previously submitted and approved by all utilities.

Clearance:

99. That the Town of Georgina shall advise in writing that Conditions 1 to 41 and 97 to 98 inclusive have been satisfied.

100. That the Region of York Regional Corporate Services Department, Community Planning and Development Services Branch shall advise in writing that Conditions 42 to 78 inclusive, have been satisfied.

101. That the Lake Simcoe Region Conservation Authority shall advise the Town of Georgina in writing that Conditions 79 to 94 inclusive, have been satisfied.

102. That the Ministry of Transportation shall advise the Town of Georgina in writing that Conditions 95 to 96 inclusive, have been satisfied.

ISSUED at the TOWN OF GEORGINA on the **DATE** day of **2016**.

_____

Harold W. Lenters, M.Sc.Pl, MCIP, RPP
Director of Development Services

NOTE: PURSUANT TO THE PLANNING ACT, R.S.O., 1990, AS AMENDED, APPROVAL OF THIS PLAN OF SUBDIVISION SHALL LAPSE IF FINAL APPROVAL FOR REGISTRATION HAS NOT BEEN GIVEN BY **DAY, MONTH, 2026**, UNLESS APPROVAL HAS BEEN SOONER WITHDRAWN OR THE TOWN OF GEORGINA HAS EXTENDED THE DURATION OF THE APPROVAL.

Maryann Hunt

From: Michelle.Tien@HydroOne.com
Sent: April-07-16 2:44 PM
To: Maryann Hunt
Subject: Town of Georgina (23965, 23675 Woodbine Ave and 2596 Glenwoods Ave) File no 01.136

Draft Plan of Subdivision No. 01.136

We have reviewed the documents concerning the above noted Draft Plan of Subdivision Application and have no comments or concerns at this time.

Our preliminary review considers issues affecting Hydro One's 'High Voltage Facilities and Corridor Lands' only.

For proposals affecting 'Low Voltage Distribution Facilities' the Owner/Applicant should consult their local area Distribution Supplier.
Where Hydro One is the local supplier the Owner/Applicant must contact the Hydro subdivision group. subdivision@Hydroone.com or call 1-866-272-3330.

If you have any questions please call me at the number below.

Thank you.

Dennis De Rango
Specialized Services Team Lead
LandUsePlanning@HydroOne.com
905-946-6237

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Maryann Hunt

From: Mikolajczak, Margaret (MTO) <Margaret.Mikolajczak@ontario.ca>
Sent: April-01-16 5:01 PM
To: Maryann Hunt
Subject: RE: 19T-13G02 - Glenwoods Gateway Inc. (Keswick Business Park) plan of subdivision traffic study, Revised Draft Plan of Subdivision, March 17, 2016 submission

Hi Maryann, I have reviewed the Revised Draft Plan of Subdivision submitted to MTO on March 17, 2016 and would like to let you know that Ministry letter/comments provided in my **January 13, 2014 letter** addressed to Barbara Mugabe, **still apply**, I do not have any other comments.

The attached Traffic Impact Study will be reviewed by Ministry Traffic Office and comments will be provided.

Thank you

Margaret Mikolajczak, C.E.T.
Senior Project Manager
Ministry of Transportation
Corridor Management Section
159 Sir William Hearst Avenue, 7th Floor
Downsview, Ontario M3M 0B7

Phone: 416-235-4269
Fax: 416-265-4267

From: Maryann Hunt [mailto:mhunt@georgina.ca]
Sent: February 24, 2016 12:11 PM
To: Mikolajczak, Margaret (MTO)
Subject: 19T-13G02 - Glenwoods Gateway Inc. (Keswick Business Park) plan of subdivision traffic study

Hi Margaret,

As you're aware, the applicant for the industrial plan of subdivision in Keswick (19T-13G02 – Glenwoods Gateway Inc. c/o Matthew Cory at Malone Givens Parsons) has been working with the Town and York Region to finalize the logistics of the planned Highway 404 interchange at Glenwoods and how it relates to the proposed draft plan.

Matthew Cory has advised that the revised Traffic Study is ready and he would like to know how many printed copies we need. Can you advise? Digital copies of the report will also be circulated.

Thanks,

Maryann Hunt, M.Sc.Pl.
Planner | Planning & Building Dept. | Town of Georgina
T: 905-476-4301 ext 2275
905-722-6516
705-437-2210
E: **mhunt@georgina.ca**
www.georgina.ca/living-here/planning-and-development

Ministry of Transportation

Ministère des Transports

Ontario

Telephone No: (905) 704-2913
Fax No: (905) 704-2007

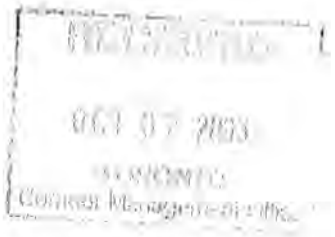
Provincial and Environmental Planning Office
Corridor Policy Unit
2nd Floor, 301 St. Paul Street
St. Catharines, Ontario
L2R 7R4

Date: October 1, 2003

File: 02.138(b)(1)

Town of Georgina
Planning and Building Department
26557 Civic Centre, R.R. 2
Keswick, Ontario
L4P 3G1

Attention: Harold Lenters



Dear Sir:

RE: Proposed Amendments to the Town of Georgina
Official Plan
Keswick Secondary Plan (August 1, 2003)
Highway 404 Extension

We have completed our review of the secondary plan and offer the following comments for your information.

As you are aware, the Highway 404 Extension route planning study and environmental assessment was approved by the MOE in August 2002. The approved EA report for the Highway 404 provides an interchange at Woodbine Avenue and Pollack Road to serve the Keswick area. The approved EA report also shows that Glenwoods Avenue would be closed at the Highway 404 Extension.

Need and Justification for the Proposed Glenwoods Avenue Interchange

The need and justification for the proposed Glenwoods Avenue interchange is questionable. The responsibility for establishing the need and justification for this interchange rests with the municipality as well as any resulting EA study for the proposed Glenwoods Avenue interchange. This work however must meet MTO ea and engineering standard requirements. MTO would also have approval authority related to the proposed Glenwoods Avenue interchange including environmental obligations.

Traffic Operational Concerns on the Highway 404 Extension

The main concern of the MTO is the operational problems associated with the proposed Glenwoods Avenue Interchange.

The spacing between the interchange at Woodbine Avenue, Glenwoods Avenue and Pollock Road may cause operational problems. The approved EA plans for the Highway 404 extension results in the following interchange spacing:

* Woodbine Avenue to Glenwoods Avenue: 3,160 metres
* Glenwoods Avenue to Pollock Road: 2,070 metres

For new rural freeways, the spacing for arterial interchanges on freeways should be between 2km (minimum) and 8km (maximum). The Glenwoods Avenue interchange results in interchange spacing at the minimum end of the scale.

A detailed traffic operational analysis of the Highway 404 Extension traffic operations between these three interchanges will have to be undertaken to determine the traffic operations between interchanges and the required interchange types. This will confirm whether the proposed Glenwoods Avenue interchange can be provided in a safe location.

Financial Responsibity for the Proposed Glenwoods Avenue Interchange

The proposed Glenwoods Avenue interchange is a direct result of the development plans associated with the Keswick Secondary Plan. As such, the Town and/or the Region will be financially responsible for the construction of this interchange.

Our Ministry's approved EA show Glenwood Avenue as a closed road at the Highway 404 Extension. As such, the municipality would be responsible for the costs of any bridge crossing of the Highway 404 extension and all interchange ramps.

Yours truly,

Heather Doyle
Senior Planner
Land Development Review

c.c. Central Region
John Klowak

Ministry of Transportation
Corridor Management Section
Central Region
7th Floor, Bldg. D
1201 Wilson Avenue
Downsview, ON M3M 1J8
Tel (416) 235- 4269
Fax (416) 235-4267

Ministère des Transports
Section de la gestion des couloirs routiers
Région du Centre
7e étage, édifice D
1201 avenue Wilson
Downsview ON M3M1J8
Tél: 416 235-4269
Téléc: 416 235-4267

Ontario

Town of Georgina
26557 Civic Centre Road,
Keswick, Ontario
L4P 3G1

January 13, 2014

Files:
Zoning 03.1070
SUB 01.136

Attention: **Barbara Mugabe**,

RE: Hwy 404 Ext. Glenwoods Development Inc. Zoning By-Law Amendment and Draft Plan of Subdivision. Lot 6, 7 and 8, Con 4 (NG) (Keswick Business Park. Town of Georgina.

We have completed the review of subject applications and have following comments:

Zoning By-Law Amendment:

We have no objection to the proposed Zoning By Law Amendment.

Draft Plan of Subdivision:

It was noted that part of the subdivision land is within the future Highway 404 right of way.
In the previous correspondence between the Town and the Ministry, the Town has communicated the need for a new interchange at Hwy 404 and Glenwood Avenue as it was indicated in the Official Plan and Keswick Secondary Plan in August 2003. Ministry has got some concerns with it. For details, please refer to MTO letter dated October 1, 2003 addressed to Harold Lenters of the Town of Georgina. Copy of the letter can be forwarded to you upon request. Please note that Ministry did not agree to the new interchange proposal yet. MTO comments from October 1, 2003 letter, still apply and must be addressed.

Please let me know if the Town still see the need for the future new interchange at Glenwood Avenue and if the land for it is going to be protected under this Draft Plan of Subdivision. If yes then the proposed Street "B" intersection to Glenwood Ave. must be removed from the plan because it would interfere with the future W/S on ramp to Hwy 404.

Since the proposed subdivision is within Hwy 404 permit control, the following applies:

This Ministry requires that any new buildings/structures (including internal roads) above and below ground (including detention ponds) be setback a minimum distance of 14 m from the

Highway 404 property line. The owner must be made aware that Ministry permits are required for all buildings located within 46m from Highway 404 property line and the radius of 396m from the centrepoint of the future Highway 404 right of way and Greenwoods Avenue, prior to any construction being undertaken. Permits must be obtained from our office. Applications are also available on our web site at: www.mto.gov.on.ca/english/engineering/management/corridor

As a Conditions of Draft Plan Approval, we will require the following:

1. Prior to final approval, the owner shall submit to the Ministry of Transportation for review and approval a copy of Stormwater Management Plan, Site Grading and Servicing Plan, addressing the intended treatment of the calculated runoff.

2. Prior to final approval, the owner shell submit to the Ministry of Transportation for review and approval a copy of a detailed Traffic Impact Study. Traffic Report should include all traffic data used for the High Street Development located South from Burke Street and East of High Street.

3. Once the above conditions are addressed to the Ministry satisfaction, the Clearance Letter will be issued to the Town and then the owner can apply for Ministry permits.

Please forward a copy of this letter to the owner/proponent.

If you have any questions or require further clarification, please contact me at the number listed above at your earliest convenience

Sincerely,

Margaret Mikolajczak, CET
Senior Project Manager

cc. Chris Singh

Velvet Ross

From: Mikolajczak, Margaret (MTO) <Margaret.Mikolajczak@ontario.ca>
Sent: January-30-15 3:25 PM
To: Velvet Ross
Cc: Iannacito, Phil (MTO)
Subject: Hwy 404 North of Glenwoods Developments Inc.-January 13, 2015 submission
Attachments: Message from "ONP3F00752612"; Hwy404GlenwoodAveSubdiviin Georgina.doc

Hi Velvet, we have completed the review of your January 13, 2015 submission for Glenwood Development Inc. and have ollowing comments:

As per the attached MTO letters, we did not agree to the new full or partial interchange proposal yet. Ministry comments in the October 1, 2003 letter, still apply and must be addressed.

We have received the Stormwater Drainage Report and once reviewed, I will provide comments. We have not received a Traffic Impact Study yet.

Margaret Mikolajczak, CET
Senior Project Manager
Corridor Management Section
7th Floor, Building "D"
1201 Wilson Avenue
Ministry of Transportation
Engineering Office, Central Region
Downsview, Ontario M3M 1J8

Phone: 416-235-4269
Fax: 416-265-4267

Velvet Ross

From: Mikolajczak, Margaret (MTO) <Margaret.Mikolajczak@ontario.ca>
Sent: February-13-15 1:17 PM
To: Velvet Ross
Cc: Kandiah, Nanda (MTO); Dzbik, Les (MTO)
Subject: Hwy 404/Glenwoods Avenue

Hi Velvet, we have reviewed your January 12, 2015 submission and have following comments:

Ministry letter from October 1, 2003 and January 13, 2014 still apply. Please note that Ministry did not plan any partial or full interchange at Glenwood Avenue therefore the proposed partial interchange (from the Ministry perspective), is not acceptable. The submitted Draft Plan of Subdivision 19T-13G02 has to be revised as such that partial interchange is removed from the plan.

At this time MTO has no plans to extend Highway 404 to the north of the current terminus at Woodbine Ave./Ravenshoe Road until 2031. So it is unlikely that the Hwy 404 extension will be constructed north of Ravenshoe Road before the proposed development is completed. In spite of the above, if the Town still see the need for the future full interchange at Glenwood Avenue and want to protect the land for it, it would entirely up to the Town to do so. Please let me know what is your intension because if that is the case, then proposed Street "B" intersection to Glenwood Ave. must be removed from the plan as it would interfere with the future W/S on ramp to Hwy 404.

Ministry Drainage Section is reviewing Stormwater Management Report, once I have the comments, I will forward them to you. Regarding submitted TIS, for the reasons listed above, we will not provide traffic comments at this time.

Margaret Mikolajczak, CET
Senior Project Manager
Corridor Management Section
7th Floor, Building "D"
1201 Wilson Avenue
Ministry of Transportation
Engineering Office, Central Region
Downsview, Ontario M3M 1J8

Phone: 416-235-4269
Fax: 416-265-4267

York Region

Corporate Services
File No.: 19T-13G02

April 7, 2016

Mr. Harold Lenters
Director of Planning and Building
Town of Georgina
R.R. #2, 26557 Civic Centre Road
Keswick, ON L4P 3G1

Attention: Maryann Hunt, Planner

Re: Regional Conditions
Draft Plan of Subdivision 19T-13G02 (REVISION #2)
Part of Lots 6, 7 & 8, Concession 4 (NG)
23965 & 23675 Woodbine Avenue and 2596 Glenwoods Avenue
(Glenwoods Gateway Investments Inc., Keswick Business Park)
Town of Georgina

This letter constitutes York Region's comments and conditions on this most recent revised draft plan of subdivion application (Revision #2). Therefore, the previous letter we issued dated June 30, 2015 is supercercded by this letter.

York Region completed its review of the above noted draft plan of subdivision (Revision #2) prepared by Malone Given Parsons Ltd., Project No. 14-2268, last revised March, 2016. The proposed development is located on the north side of Glenwoods Avenue and east of Woodbine Avenue, in the Town of Georgina. The revised draft plan of subdivision consists of 14 industrial lots and blocks for stormwater management, greenlands, road widenings, a sanitary pumping station, 0.3m reserves, Regional intersection Right-of-Way, a trail and roads, within a 113.87 ha site.

Water Resources
Water Resources staff have identified that the subject development is partially located within a Highly Vulnerable Aquifer. Additional technical comments from the Regional Environmental Services Department, Water Resources branch are attached hereto.

Infrastructure Management & Project Management Office
Transportation Planning has reviewed the Final Report of the Development Traffic Impact Study by Poulos & Chung (February 2016). Specifically, we note that Section 11.3 (Highway 404 Corridor and Local Road Network) recommends the protection of a partial interchange at Glenwoods Avenue and Highway 404. It is the intention of the Region and the Ministry of Transportation to protect for a full interchange at this location. However, this does not preclude the phased construction of a partial interchange to and from the south, with ramps to and from the north to be

constructed at a future time. The phasing of the interchange would be reviewed as a component of a future Environmental Assessment.

Sanitary Sewage and Water Supply

This development is within the Keswick Wastewater Service Area and will be serviced from the Keswick Water Pressure District.

It is our understanding that this development has water and wastewater servicing allocation from the Town of Georgina. The Town of Georgina assigned servicing allocation to the subject development on December 15, 2008 and was further confirmed by Town staff on May 28, 2015.

It is also our understanding that the proposed internal wastewater pump station forcemain will connect to the existing stubs from chamber 7A on the Region's 600mm diameter twin forcemains on Woodbine Avenue. The proposed watermains within the site will be connecting to the existing municipal system in Keswick.

The Owner is advised that the direct connection of new development to a Regional water and/or wastewater system is discouraged. It is the Region's mandate to service new development through the local municipal system. Should this not be feasible, a direct connection to a Regional water or wastewater system requires Regional approval prior to construction. Engineering drawings showing details of the connection(s) shall be submitted to the Infrastructure Asset Management Branch for review and approval.

Summary

York Region has no objection to approval of the draft plan of subdivision at this time, subject to the attached Schedule of Conditions. We request a copy of the notice of decision, draft approved plan, and the conditions of draft approval should the plan be approved.

Should you have any questions regarding the above or the attached conditions please contact Jason Ezer, Senior Planner, at extension 71533 or through electronic mail at jason.ezer@york.ca.

Yours truly,

Duncan MacAskill, MCIP, RPP
Manager, Development Planning

JE/

Attachments (2) Schedule of Conditions
Water Resources Office Memo – April 5, 2016

Schedule of Conditions
19T-13G02 – Revision #2
Part of Lots 6, 7 & 8, Concession 4 (NG)
23965 & 23675 Woodbine Avenue and 2596 Glenwoods Avenue
(Glenwoods Gateway Investments Inc., Keswick Business Park)
Town of Georgina

Re: Malone Given Parsons Ltd., Project No. 14-2268, Last Revised March, 2016

1. The road allowances included within the draft plan of subdivision shall be named to the satisfaction of the Town of Georgina and York Region.

2. York Region shall confirm that adequate water supply capacity is available and has been allocated by the Town of Georgina for the development proposed within this draft plan of subdivision or any phase thereof. Registration of the plan of subdivision shall occur in phases based on the availability of water supply servicing allocation.

3. The Owner shall agree in the Subdivision Agreement that the Owner shall save harmless the Town of Georgina and York Region from any claim or action as a result of water service not being available when anticipated.

4. The engineering drawing showing the layout of the watermains and sewers shall be submitted to the Infrastructure Asset Management Branch for review.

5. The Owner shall agree in the Subdivision Agreement that any direct connection to a York Region water or wastewater system requires Regional approval prior to construction. Engineering drawings showing details of the connection shall be submitted to the Infrastructure Asset Management Branch for approval.

6. The Owner shall agree in the Subdivision Agreement to include the following Notice in the Agreements of Purchase and Sale regarding proposed future uses on Blocks 1, 2, 3, 4, 11, 12, 14, 17, 31 and 32 located within an identified Area of High Aquifer Vulnerability:

   "The owner acknowledges and agrees that should an application for major development within Highly Vulnerable Aquifers be proposed on the subject block for the manufacturing, handling and/or storage of bulk fuel or chemicals (as prescribed under the *Clean Water Act*), a Contaminant Management Plan must be prepared to the satisfaction of the Region prior to Site Plan Approval. The CMP shall be prepared by a qualified professional, to the satisfaction of Regional Environmental Services staff in the Water Resources group."

7. Prior to final approval, the Owner shall agree to provide direct walking and cycling connections to boundary roadways and adjacent developments to promote the usage of non-auto travel modes. York Region and the Town of Georgina will not assume any financial responsibility for implementing the provision of the pedestrian and cycling connections and facilities.

8. Prior to final approval, the Owner shall agree that upon the realignment of Glenwoods Avenue, the following requirements will be met to the satisfaction of the Region:
   - The existing alignment of Glenwoods Avenue east of Street 'A' through to the realigned Glenwoods Avenue shall be closed to vehicular traffic, as per Town requirements.
   - The existing full moves intersection at the northerly leg of Glenwoods Avenue and Woodbine Avenue shall be restricted to right-in/right-out operation.

9. Prior to final approval, the Owner shall have prepared, by a qualified professional transportation consultant, a functional transportation report/plan outlining the required Regional road improvements for this subdivision. The report/plan, submitted to Development Engineering for review and approval, shall explain all transportation issues and shall recommend mitigative measures for these issues.

10. The Owner shall agree in the subdivision agreement, in wording satisfactory to Development Engineering to implement the recommendations of the functional transportation report/plan as approved by Development Engineering.

11. Prior to final approval and concurrent with the submission of the subdivision servicing application (MOE) to the area municipality, the Owner shall provide a set of engineering drawings, for any works to be constructed on or adjacent to the York Region road, to Development Engineering, Attention: Manager, Development Engineering, that includes the following drawings:
    a) Plan and Profile for the York Region road and intersections;
    b) Grading and Servicing;
    c) Intersection/Road Improvements, including the recommendations of the Traffic Report;
    d) Construction Access Design;
    e) Utility and underground services Location Plans;
    f) Signalization and Illumination Designs;
    g) Line Painting;
    h) Traffic Control/Management Plans;
    i) Erosion and Siltation Control Plans;
    j) Landscaping Plans, including tree preservation, relocation and removals;
    k) Requirements of York Region Transit/Viva

12. Prior to final approval, the Owner shall submit a detailed Development Charge Credit Application to York Region, if applicable, to claim any works proposed within the York Region Right-of-Way. Only those works located in their ultimate location based on the next planning upgrade for this Right-of-Way will be considered eligible for credit, and any work done prior to submission without prior approval will not be eligible for credit.

13. Prior to final approval, the Owner shall provide drawings for the proposed servicing of the site to be reviewed by the Engineering Department of the area municipality. Three (3) sets of engineering drawings (stamped and signed by a professional engineer), and MOE forms

together with any supporting information shall be submitted to Development Engineering, Attention: Mrs. Eva Pulnicki, P.Eng.

14. Prior to final approval, the location and design of the construction access for the subdivision work shall be completed to the satisfaction of Development Engineering and illustrated on the Engineering Drawings.

15. Prior to final approval, the Owner shall demonstrate, to the satisfaction of Development Engineering, that all existing driveways along the Regional road frontage of this subdivision will be removed as part of the subdivision work, at no cost to York Region.

16. Prior to final approval, the Owner shall demonstrate, to the satisfaction of Development Engineering that elevations along the streetline shall be 0.3 metres above the centreline elevations of the York Region roadway, unless otherwise specified by Development Engineering.

17. Prior to final approval, the Owner shall provide a copy of the subdivision agreement to Development Engineering, outlining all requirements of Development Engineering.

18. Prior to final approval, the Owner shall submit drawings depicting the following to the satisfaction of York Region staff:

    a) All existing woody vegetation within the York Region road right of way,
    b) Tree protection measures to be implemented on and off the York Region road right of way to protect right of way vegetation to be preserved,
    c) Any woody vegetation within the York Region road right of way that is proposed to be removed or relocated. However, it is to be noted that tree removal within York Region road right's of way shall be avoided to the extent possible/practical. Financial or other compensation may be sought based on the value of trees proposed for removal.
    d) A planting plan for all new and relocated vegetation to be planted within the York Region road right of way, based on the following general guideline:
    e) Tree planting shall be undertaken in accordance with York Region standards as articulated in Streetscaping Policy and using species from the York Region Street Tree Planting List. These documents may be obtained from the Forestry Section. If any landscaping or features other than tree planting (e.g. flower beds, shrubs) are proposed in the York Region right-of-way by the Owner or the area municipality for aesthetic purposes they must be approved by Development Engineering and shall be maintained by the area municipality with the exception of the usual grass maintenance,
    For landscape features not maintained to York Region's satisfaction, the area municipality will be responsible for the cost of maintenance or removal undertaken by the Region.

19. Prior to final approval, the Owner shall agree that the following lands will be conveyed to York Region for public highway purposes, free of all costs and encumbrances, to the satisfaction of York Region Solicitor:

a) a widening across the full frontage of the site where it abuts Woodbine Avenue of sufficient width to provide a minimum of 18.0 metres from the centreline of construction of Woodbine Avenue, and

b) a 15.0 metre by 15.0 metre daylight triangle at the northeast and southeast corners of Woodbine Avenue and Street 'B', Street 'D' and Street 'C', and

c) a 15.0 metre by 15.0 metre daylight triangle at the northeast corner of Woodbine Avenue and Glenwoods Avenue, and

d) a 0.3 metre reserve across the full frontage of the site, except at the approved access location, adjacent to the above noted widening, where it abuts Woodbine Avenue Street 'B', Street 'D' and Street 'C' and adjacent to the above noted widening, and

e) an additional 2.0 metre widening, 40.0 metres in length, together with a 60.0 metre taper for the purpose of a northbound right turn lanes at the intersection of Woodbine Avenue and Street 'B', Street 'C', and Street 'D'.

20. Prior to final approval, the Owner shall provide a solicitor's certificate of title in a form satisfactory to York Region Solicitor, at no cost to York Region with respect to the conveyance of the above noted lands to York Region.

21. The Region requires the Owner to submit, in general accordance with the requirements of the Environmental Protection Act and O. Reg. 153/04 Records of Site Condition Part XV.1 of the Act (as amended) ("O. Reg. 153/04"), a Phase I environmental site assessment ("Phase I ESA") of the Owner's lands that are the subject of the application, including the lands to be conveyed to the Region (the "Conveyance Lands"). The Phase I ESA cannot be more than 2 years old as of the actual date title to the Conveyance Lands is transferred to the Region. If the Phase I ESA is linked to different phases of development and there will be multiple conveyances of lands, the Phase I ESA prepared in respect of a specific conveyance and phase of development cannot be more than two years old as of the actual date of transfer of title to the Region. If a Phase I ESA is or would be more than two years old as of the actual date of transfer of title to the Region, the Phase I ESA will need to be either updated or a new Phase I ESA obtained by the Owner in accordance with the requirements of this section. The Region, at its discretion, may require further study, investigation, assessment and delineation to determine whether any remedial or other action is required regardless of the findings or conclusions of the Phase I ESA. Any Phase II environmental site assessment required by or submitted to the Region must be prepared in general accordance with the requirements of O. Reg. 153/04 (as noted above). Reliance on the Phase I ESA and any subsequent environmental reports or other documentation prepared in respect of the environmental condition of the lands must be provided to the Region and: (i) will be addressed to "The Regional Municipality of York"; (ii) contain wording to the effect that the Region is entitled to rely on such reports or documentation in their entirety; and (iii) the terms and conditions of the reliance extended (including any wording seeking to limit liability) must be satisfactory to the Region.

The Owner shall also provide the Region's Development Engineering with a certified written statement from the Owner or the Owner's authorized representative that no contaminant, pollutant, waste of any nature, hazardous substance, toxic substance, dangerous goods, or other substance or material defined or regulated under applicable environmental laws is present at, on, in or under lands to be conveyed to the Region (including soils, substrata, surface water and groundwater, as applicable): (i) at the time of conveyance, at a level or concentration that exceeds the Environmental Protection Act O. Reg. 153/04 (as amended) full depth generic site condition standards applicable to the intended use of such lands by the Region or any other remediation standards published or administered by governmental authorities applicable to the intended land use; and (ii) in such a manner, condition or state, or is emanating or migrating from such lands in a way, that would contravene applicable environmental laws.

The preparation and delivery of the Phase I ESA, any subsequent environmental reports, other documentation, reliance and the Owner's certified written statement shall be provided at no cost to the Region.

22. The Owner shall agree in the subdivision agreement, in wording satisfactory to Development Engineering, to be responsible to decommission any existing wells on the owner's lands in accordance with all applicable provincial legislation and guidelines and to the satisfaction of the area municipality.

23. The Owner shall agree, prior to the development approval of Blocks 1, 2, 5, 7, 16 and 8 that accesses to the above Blocks shall be via local streets and no direct access shall be permitted to Woodbine Avenue.

24. Prior to final approval, the Owner shall demonstrate, to the satisfaction of Development Engineering that Street 'B', Street 'D', and Street 'C' shall be designed to intersect Woodbine Avenue at a right angle, or on a common tangent and aligned with Riverglen Drive, Biscayne Blvd. and Dovedale Drive respectively.

25. Prior to final approval, the Owner shall demonstrate, to the satisfaction of Development Engineering, that the throat width of Streets 'B', 'C', and 'D' shall be designed to accommodate the approved recommendations of the Functional Transportation Report.

26. No intersection or access shall be permitted on Streets 'B', Street 'D', and Street 'C' up to 60.0 metres of the widened limit of Woodbine Avenue.

27. Prior to final approval, the intersection of Woodbine Avenue Streets 'B', Street 'D', and Street 'C' shall be designed to the satisfaction of Development Engineering with any interim or permanent intersection works including turning lanes, profile adjustments, illumination and/or signalization as deemed necessary by Development Engineering.

28. Prior to final approval, the Owner shall demonstrate, to the satisfaction of Development Engineering, that all local underground services will be installed within the area of the development lands and not within York Region's road allowance. If a buffer or easement is

needed to accommodate the local services adjacent to York Region's right-of-way, then the Owner shall provide a satisfactory buffer or easement to the Area Municipality, at no cost to the Region.

29. The Owner shall agree in the subdivision agreement, in wording satisfactory to Development Engineering that the Owner will be responsible for determining the location of all utility plants within York Region right-of-way and for the cost of relocating, replacing, repairing and restoring any appurtenances damaged during construction of the proposed site works. The Owner must review, or ensure that any consultants retained by the Owner, review, at an early stage, the applicable authority's minimum vertical clearances for aerial cable systems and their minimum spacing and cover requirements. The Owner shall be entirely responsible for making any adjustments or relocations, if necessary, prior to the commencement of any construction.

30. Prior to final approval, the Owner shall satisfy the Regional Municipality of York Transportation Services Department that the services to be installed within or in conjunction with the Plan will provide for sidewalks on both sides of the roadways listed below, unless only one side of the street lies within the limits of the subject lands. The sidewalks shall meet the local municipality's standards, and be provided by the Owner along the subject lands' frontage onto roadways that have transit services.

    Existing YRT/Viva transit services operate on the following roadways in the vicinity of the subject lands:

    - Woodbine Avenue

    Future YRT/Viva transit services are planned for the following roadway or sections of:

    - Glenwoods Avenue
    - Street 'A'
    - Street 'B'
    - Street 'C'

31. Prior to final approval, the Owner shall satisfy the Regional Municipality of York Transportation Services Department and the area municipality that the services to be installed by the Owner within or in conjunction with the Plan will provide a concrete pedestrian access connection from the internal roadways to the Regional roadway as follows:

    - From "Street B" to "Woodbine Avenue"
    - From "Street A" to "Glenwoods Avenue"
    - From "Street D" to "Woodbine Avenue"
    - From "Street C" to "Woodbine Avenue"

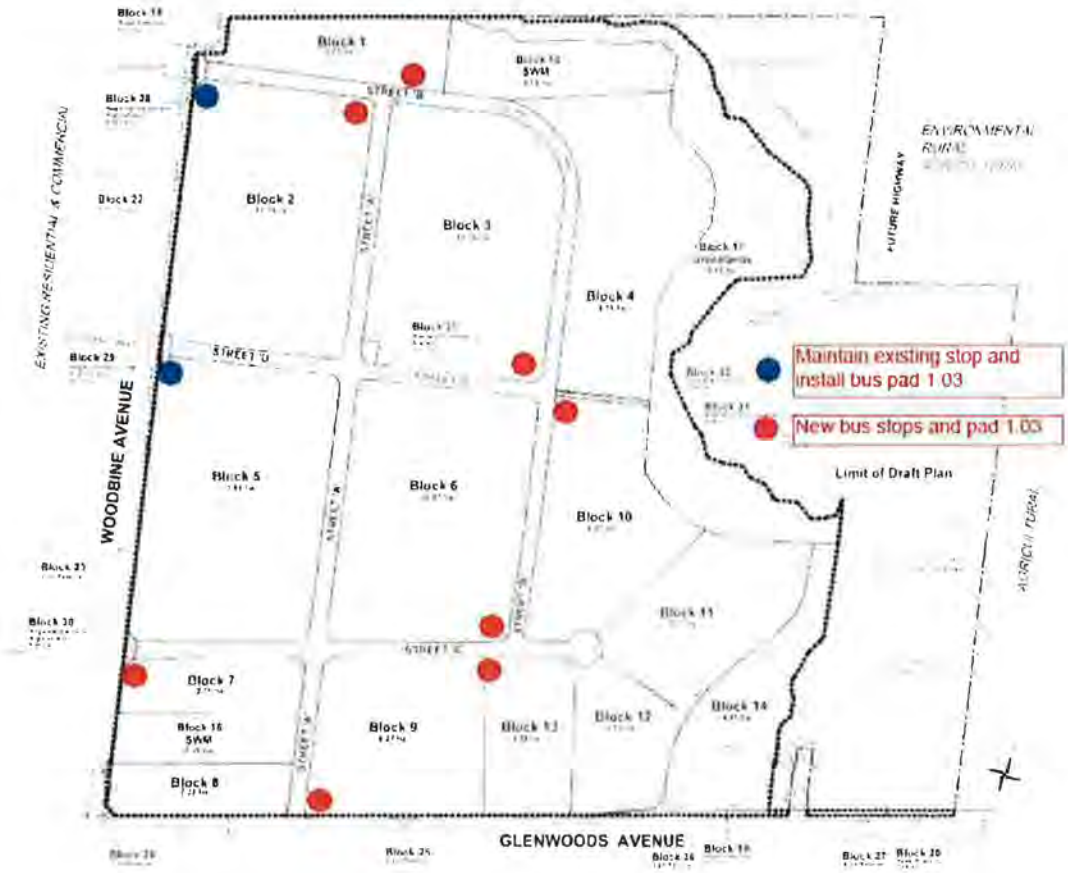
    The concrete pedestrian access connection shall meet the local municipality's standards for sidewalks and shall be owned and maintained by the area municipality.

32. The Owner shall satisfy the Regional Municipality of York Transportation Services Department that the services to be installed within or in conjunction with the Plan will

provide passenger standing areas/shelter pads identified below and shall be installed to the satisfaction of the local municipality and York Region Transit. The Region confirms that all such passenger standing areas/shelter pads shall be owned and maintained by the Region and that the local municipality shall have no responsibility for those, notwithstanding that they may be included in the subdivision agreement.

Subject to approval by YRT/Viva, passenger standing areas and shelter pads shall be provided at the following locations:

ON Street	AT Street	Location	Standard	Traffic Signal Request
Glenwoods Avenue	Street A	NE Corner	YRT-1.03	
Street B	Street C	SW Corner	YRT-1.03	
Street B	Street C	NW Corner	YRT-1.03	
Street B	Street D	SE Corner	YRT-1.03	
Street B	Street D	NW Corner	YRT-1.03	
Street B	Street A	SW Corner	YRT-1.03	
Street B	Street A	NE Corner	YRT-1.03	
Woodbine Avenue	Street C	SE Corner	YRT-1.03	
Woodbine Avenue	Street D	SE Corner (maintain current bus stop and upgrade pad)	YRT-1.03	
Woodbine Avenue	Street B	SE Corner (maintain current bus stop and upgrade pad)	YRT-1.03	



The passenger standing areas/shelter pads shall be provided at no cost to York Region and shall be provided concurrently with construction of necessary sidewalks. The Owner may apply for a development charge credit, in accordance with the York Region - Road Works development charge credit guideline for passenger standing areas and shelter pads.

Landscaping should not interfere with the bus stops, passenger standing areas, shelters or corner sightlines. Bus stops located in front of the employment areas shall be incorporated into the landscape design.

The bus stop locations determined during the design phase are subject to change. Prior to construction of the passenger standing areas/shelter pads, the Owner/consultant shall confirm with YRT/Viva the final bus stop locations/requirements. The Owner/consultant is to contact YRT/Viva Facilities Supervisor (tel. 905-762-2111) to confirm final details.

33. "Street A", "Street B", and "Street C" shall be designed to accommodate transit vehicles to the satisfaction of the area municipality and York Region Transit. The minimum pavement width for transit vehicles is 3.5 m. The minimum curb radius for transit vehicles is 15 m. These standards are according to the Canadian Transit Handbook and the Ontario Urban Transit Association.

34. The Owner shall agree in the Subdivision Agreement to advise all potential purchasers of the existing and future introduction of transit services in this development as identified in condition 30. This includes current and potential transit routes, bus stops and shelter locations. This shall be achieved through distribution of information/marketing materials (YRT/Viva route maps, Future Plan maps & providing YRT/Viva website contact information) at sales offices and appropriate notification clauses in purchase agreements. The YRT/Viva route maps and the Future Plan maps are available from YRT/Viva upon request.

35. The Owner shall satisfy the Regional Municipality of York Transportation Services Department that the services to be installed within or in conjunction with the Plan will include illumination in accordance with the local municipality's design standards along all streets which have or will have transit services, sidewalks, pedestrian access, and bus stop locations.

36. Prior to final approval, the Owner shall provide a copy of the Subdivision Agreement to the Regional Corporate Services Department, outlining all requirements of the Regional Corporate Services Department.

37. The Owner shall enter into agreement with York Region, agreeing to satisfy all conditions, financial and otherwise, of the Regional Corporation; Regional Development Charges are payable prior to final approval in accordance with By-law # 2012-36.

38. The Regional Corporate Services Department shall advise that Conditions 1 to 37 inclusive, have been satisfied.

York Region

Environmental Services
Environmental Promotion and Protection

MEMORANDUM

TO: Jason Ezer, Planner, Community Planning and Development Services

FROM: Angelika Masotti, Program Coordinator, Water Resources

DATE: April 5, 2016

RE: Updated comments on **Revised Plan of Subdivision**
(Related Files: 19T-13G02)
23965 & 23675 Woodbine Avenue, and 2596 Glenwoods Avenue
(Glenwoods Gateway Investments, Keswick Business Park)
Town of Georgina

The following memo provides updated comments from York Region's Water Resources group on the above noted application. Based on our understanding of the document listed below, the application for the draft plan of subdivision is for the development of an industrial subdivision. The following documentation, related to the subject lands was provided to the Water Resources Group for review:

- Draft Plan of Subdivision 19T-13G02, Project No. 14-2268Prepared by Malone Given Parsons Ltd. Originally dated October 9, 2013, amended March 7, 2016.

Water Resources staff has reviewed the documentation listed above and offers the following comments:

Review of Development for the Subject Property within a Wellhead Protection Area (WHPA)

The proposed development is not located within a Wellhead Protection Area.

Review of Development for the Subject Property within a Highly Vulnerable Aquifer (HVA)

As shown in figure one the site has HVA's located on it. Policy 2.3.10 and 2.3.11 of the Regional Official Plan - 2010 (refer to ROPA No. 5, 2013) state:

2.3.10 An application for *major development* within *highly vulnerable aquifers* (as shown on Map 14) involving the manufacturing, handling and/or storage of bulk fuel or chemicals (activities

prescribed under the Clean Water Act), shall be accompanied by a *Contaminant Management Plan*, as deemed necessary by the local municipality.
2.3.11 That in *wellhead protection areas*, *intake protection zones*, *significant groundwater recharge areas* and *highly vulnerable aquifers* best management practices are encouraged for all development proposals that involve:
a. manufacturing, handling, and/or storage of organic solvents and dense non-aqueous phase liquid (DNAPLS); and

b. application, storage, and/or handling of road salt on private roadways, parking lots, and pedestrian walkways while recognizing that maintaining public safety is paramount.

Recommendations/Conclusions:

Subdivision Condition

1. The Owner shall agree in the Subdivision Agreement to include the following Notice in the Agreements of Purchase and Sale regarding proposed future uses on Blocks 1, 2, 3, 4, 11, 12, 14, 17, 31 and 32 located within an identified Area of High Aquifer Vulnerability:

   "The owner acknowledges and agrees that should an application for major development within Highly Vulnerable Aquifers be proposed on the subject block for the manufacturing, handling and/or storage of bulk fuel or chemicals (as prescribed under the Clean Water Act), a Contaminant Management Plan must be prepared to the satisfaction of the Region prior to Site Plan Approval. The CMP shall be prepared by a qualified professional, to the satisfaction of Regional Environmental Services staff in the Water Resources group."

Please advise the proponent that Low Impact Development (LID) measures are encouraged to be applied to the site. As per York Region Official Plan policy 2.3.37, developments should maximize infiltration through integrated treatment approach techniques to minimize stormwater volume and contaminant loads. This should include, but not be limited to, techniques such as rainwater harvesting, phosphorus reduction, constructed wetlands, bioretention swales, green roofs, permeable surfaces, clean water collection systems, and the preservation and enhancement of native vegetation cover. The use of the following resource is encouraged: *Low Impact Development Stormwater Management Planning and Design Guide* and is available using the following link: http://www.creditvalleyca.ca/wp-content/uploads/2012/02/lid-swm-guide-intro.pdf

If you have any questions or comments, please contact Angelika Masotti, Water Resources Program Coordinator at 905-830-4444 extension 75128.

AM/am

ROGERS

244 Newkirk Rd.
Richmond Hill, ON
L4C 3S5

April 4, 2016

Town of Georgina
26557 Civic Centre Rd
Keswick, Ontario
L4P 3G1

Attention: **Maryann Hunt**

Re:
File No.: **01.136 & 03.1070**
Applicant: **Glenwoods Gateway Investments Inc.**
Location: **E/S Woodbine Ave, N/S Glenwoods Ave**
Plan#: **105-450, 105-305 & 104-990**

Thank you for your letter. Rogers Cable appreciates the opportunity to review and comment on future development within the Town of Georgina.

We have reviewed the proposed area and do not have any comments or concerns at this time.

Should you have any questions or require further information, please do not hesitate to contact me at 905-780-7018.

Sincerely,

Lily Apa

Lily Apa
Planning Coordinator
lily.apa@rci.rogers.com

Enbridge Gas Distribution
500 Consumers Road
North York, Ontario M2J 1P8
Canada

March 17, 2016

Maryann Hunt
Planner
Town of Georgina
Planning Department
26557 Civic Centre Rd RR 2
Keswick, ON L4P 3G1

Dear Maryann Hunt,

Re: Draft Plan of Subdivision – Revised
Glenwoods Gateway Investments Inc.
23965 & 23675 Woodbine Avenue and 2596 Glenwoods Avenue
Town of Georgina
File No.: 01-136, 03-170

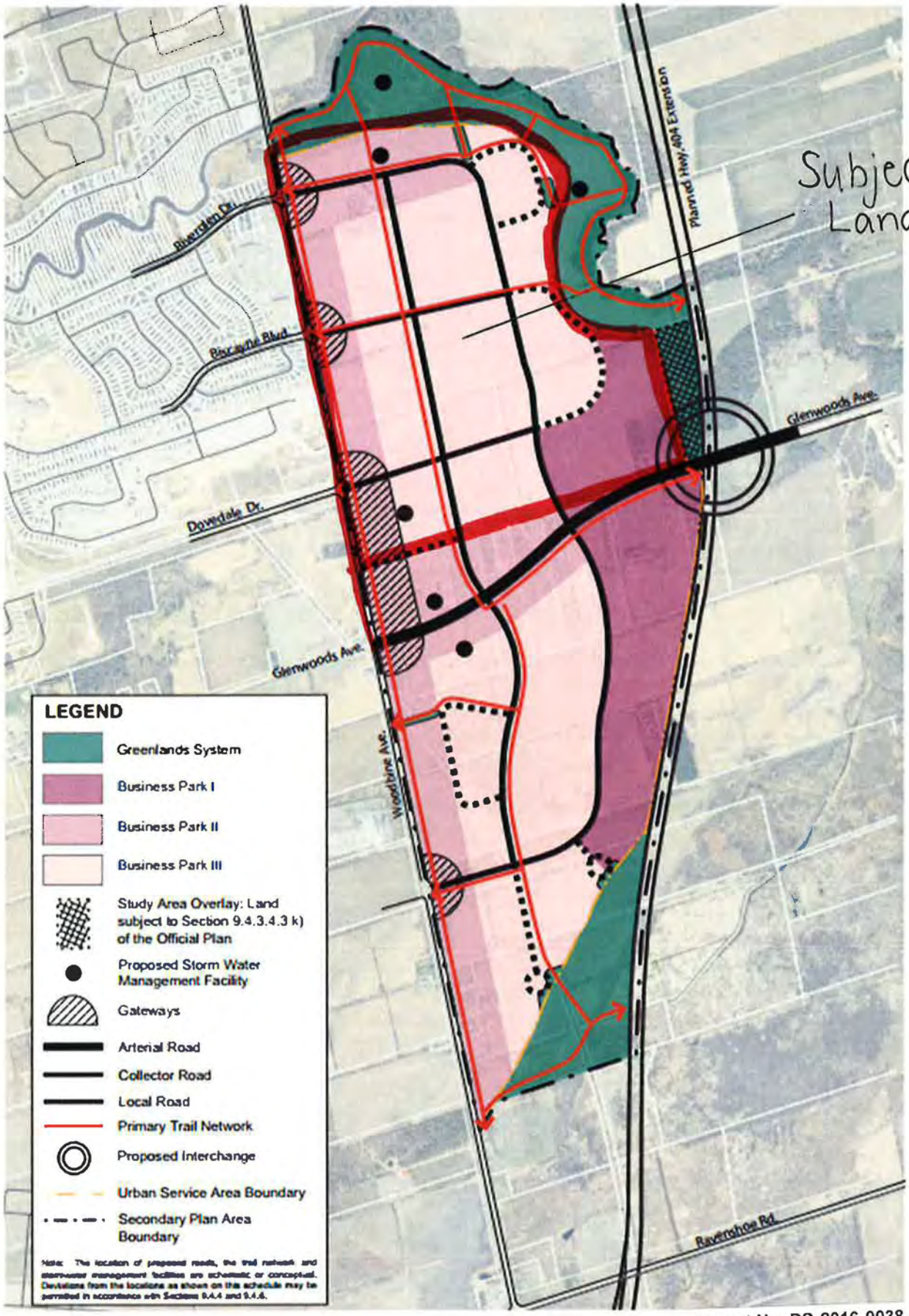
Enbridge Gas Distribution has no changes to the previously identified conditions for this revised application(s).

Sincerely,

Allison Sadler
Municipal Planning Advisor
Distribution Planning & Records

ENBRIDGE GAS DISTRIBUTION
TEL: 416-495-5763
500 Consumers Rd, North York, ON, M2J 1P8
enbridgegas.com
Integrity. Safety. Respect.

AS/jh



KESWICK BUSINESS PARK - SECONDARY PLAN
Schedule 'L1' - Land Use + Transportation

Report No. DS-2016-0038
Attachment '12'
Pages 1 of 1

Subject to area/site specific appeal. See Appendices 2A & 2B

4.2.4. To require a mixed-use pedestrian environment in Regional Centres and Corridors that promotes transit use and enhances these areas as destinations for business, entertainment and recreation.

5. That government, educational, institutional, *major office*, cultural, entertainment and other commercial uses be located and designed to support the Regional Centres and Corridors structure of this Plan.

6. To work with local municipalities to ensure that Regional Centres and Corridors include a significant amount of mixed-use, pedestrian-oriented, and street-related uses including retail.

7. To ensure the efficient movement of goods and services in Regional Centres and Corridors through effective planning, urban design and infrastructure planning.

4.3 Planning for Employment Lands

York Region is committed to maintaining and enhancing the long term viability of employment lands. Employment lands are major drivers of economic activity, and contain over 50% of the Region's employment. These lands are forecasted to continue to play a significant role in the Region's economy, primarily accommodating industrial and business uses. The ongoing viability of these lands is contingent upon long term protection, effective planning and design, and a shift towards increasingly sustainable and innovative industrial processes.

Objective

To ensure the long term supply and effective planning and design of employment lands.

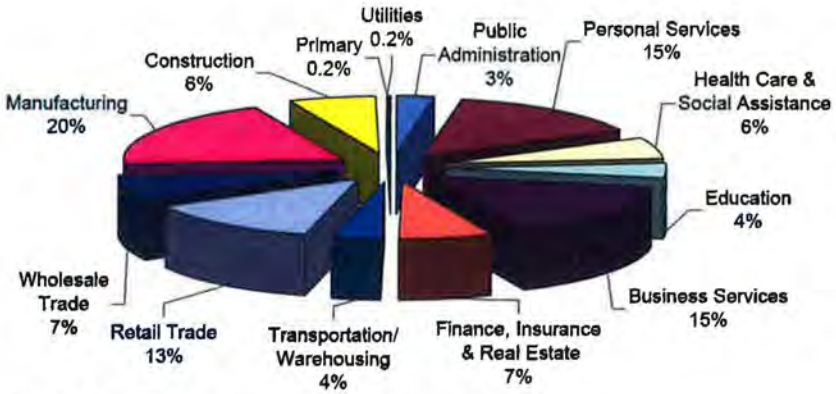
It is the policy of Council:

Subject to area/site specific appeal. See Appendices 2A & 2B

1. That the employment forecasts in Table 1 of this Plan be used as the basis for planning for employment lands.

2. That a sufficient supply of employment lands based on the applicable *municipal comprehensive review* will be maintained to accommodate the employment growth forecasts in Table 1 of this Plan.

York Region Employment by Industry, 2008



York Region Employment Survey, 2008

3. To recognize that employment lands are strategic and vital to the Regional economy and are major drivers of economic activity in the Region.

4. To require local municipalities to designate and protect employment lands in local municipal official plans.

5. To protect, maintain and enhance the long term viability of all employment lands designated in local municipal official plans for employment land uses.

Report No. DS-2016-0038
Attachment '13'
Pages 1 of 3

LEGEND

Region-wide appeal | Area/site-specific appeal | Approved, Board Order pending | In force & effect

Subject to area/site specific appeal. See Appendices 2A & 2B

4.3.6. To protect strategic employment lands, including lands identified in Figure 2. These lands are identified based on their proximity to existing or planned 400-series highways and shall be designated for employment land uses in local municipal official plans.

7. To require local municipalities to give priority to the strategic employment lands identified in Figure 2 when considering additional employment land designations.

8. That the conversion of employment lands to non-employment land uses is not permitted. For the purposes of this policy:

   a. employment lands are lands that are designated for employment uses including land designated as industrial and business park in local official plans; and,

   b. uses not permitted on employment lands include residential, *major retail* and other retail and commercial non *ancillary uses*.

9. That notwithstanding policies 4.3.6, 4.3.8, 4.3.13 and 4.4.6 of this Plan, the conversion of employment lands to non-employment land uses may only be considered, at the time of a *municipal comprehensive review* in accordance with the applicable policies and population/employment forecasts of the Region.

10. To require local municipalities to include employment land conversion policies within local official plans and secondary plans that are consistent with the employment land conversion policies of the Province and the Region.

11. To allow a limited amount of *ancillary uses* on employment lands, provided that the proposed uses are intended to primarily service businesses in the employment lands and that *ancillary uses* collectively do not exceed 15% of an employment area as defined in the local official plan.

12. To require local municipalities, through local official plan policies, to determine the location, amount and size of *ancillary uses* on employment lands that is commensurate with the planned function, size and scale of the overall employment land area.

13. That local municipalities include official plan and secondary plan policies and zoning provisions to allow only employment and *ancillary uses* on Local Corridors and other major streets within employment lands.

14. That local municipalities, in consultation with York Region, prepare comprehensive secondary plans for new employment lands that are consistent with the applicable policies in Sections 5.2 and 5.6 of this Plan.

15. That employment land development be designed to be both walkable and transit accessible where possible.

16. That development on fully serviced employment lands be compact and achieve a region-wide average minimum density of 40 jobs per hectare in the *developable area*. This target is expected to be higher for lands adjacent to centres and corridors.

LEGEND

Region-wide appeal | Area/site-specific appeal | Approved, Board Order pending | In force & effect

Subject to area/site specific appeal. See Appendices 2A & 2B

4.3.17. To work with local municipalities to provide a diverse mix of lot sizes on employment lands.

18. To require flexible and adaptable employment lands that include street patterns and building design and siting that allow for redevelopment and *intensification*.

19. To work with local municipalities to review and monitor opportunities for employment land *intensification*.

20. To require local municipalities to conduct 5-year reviews of employment lands to accommodate employment *intensification*.

21. To encourage employment *intensification* and higher density employment uses in Regional Centres and Corridors, in support of the policies in Section 5.4 of this Plan.

22. That industries on private services be limited to existing approved sites.

23. That the employment land designation policies and transportation corridor policies in ROPA 52 continue to apply to these lands.

4.4 Planning for Retail

Retail trade is an essential component of a healthy economy. York Region is home to significant retail uses that are continually evolving. The Region, in partnership with local municipalities, is committed to providing an appropriate amount of retail activities in suitable locations. Local retail areas are key components of mixed-use communities and should incorporate effective urban design to ensure the integration of retail uses within the community. Well-designed and strategically located retail allows residents, workers and visitors to purchase goods and services locally by walking, cycling or taking public transit. Shopping locally reduces travel times and congestion, and supports the Region's economy.

Retail facilities should be designed and located to serve the needs of the community and support the Region's urban structure.

Objective

To ensure retail is well-designed and appropriately integrated into communities in a manner that encourages walking, cycling, and transit.

It is the policy of Council:

York Region's historical mainstreets include:

- Aurora Mainstreet
- King City Mainstreet
- Jackson's Point Mainstreet
- Kleinburg Mainstreet
- Langstaff Mainstreet
- Markham Mainstreet
- Markham Unionville Mainstreet
- Mount Albert Mainstreet
- Newmarket Mainstreet
- Old Richmond Hill Mainstreet
- Pefferlaw Mainstreet
- Sharon Mainstreet
- Stouffville Mainstreet
- Sutton Mainstreet
- Thornhill Mainstreet
- Woodbridge Mainstreet

Subject to area/site specific appeal. See Appendices 2A & 2B

1. To require that retail be designed to be walkable, transit-supportive, and integrated into communities and pedestrian and cycling networks, with high-quality urban design.

2. To work with local municipalities to improve urban design in new retail developments and to identify opportunities for the *intensification* and revitalization of existing retail.

3. To work with local municipalities to identify and protect the historical mainstreets in the Region.

4. To direct a significant amount of mixed-uses, including street-related retail, to Regional Centres and Corridors.

LEGEND

Region-wide appeal | Area/site-specific appeal | Approved, B effect

Ancillary Retail Associated with Business Park Zones

	A	B	C	D	E
1		**GGI Draft Plan of Subdivision and Zoning (November 30, 2015) Land Area Summary**			
2			**BP Land Areas per Zone**	**Coverage % of Ancillary/Accessory**	**Potential Area of Ancillary/Accessory Retail**
3		**BP-1**	8.46	15%	1.27
4		**BP-2**	10.00	30%	3.00
5		**BP-3**	57.84	10%	5.78
6		**BP-2G**	8.65	30%	2.60
7		**Total**	84.95	14.89%	12.65
8				15%	12.74
9		**Surplus**			0.09
10					
11		Prepared by Malone Given Parsons Ltd.			

Report No. DS-2016-0038
Attachment '14'
Pages 1 of 1

THE CORPORATION OF THE TOWN OF GEORGINA

REPORT NO. DS-2016-0039

FOR THE CONSIDERATION OF COUNCIL
May 11, 2016

SUBJECT: DEDICATION AND ASSUMPTION OF A PORTION OF DOVEDALE DRIVE
REFERENCE PLAN OF SURVEY 65R-29401
ASSUMPTION OF A PORTION OF ROSELM AVENUE
BLOCK 116, REGISTERED PLAN 65M-3270
PILES DEVELOPMENT (KESWICK) CORPORATION

---

1. RECOMMENDATION:

1. **That Council receive Report DS-2016-0039 prepared by the Development Services Department dated May 11, 2016 respecting the dedication and assumption of a portion of Dovedale Drive on Reference Plan of Survey 65R-29401, and the assumption of a portion of Roselm Avenue over Block 116 on Registered Plan 65M-3270.**

2. **That a by-law be passed dedicating Parts 1 to 19 inclusive on Reference Plan of Survey 65R-29401 as public highway and forming part of Dovedale Drive.**

3. **That Schedule "A" to By-law 94-60 (PWO-2) be further amended to assume a portion of Dovedale Drive on Reference Plan of Survey 65R-29401 and a portion of Roselm Avenue over Block 116 on Registered Plan 65M-3270 respectively.**

2. PURPOSE:

The purpose of this report is to recommend the adoption of a by-law to dedicate certain lands as public highway and to assume same as Dovedale Drive and to assume a portion of Roselm Avenue over Block 116 on Registered Plan 65M-3270.

The location plan is provided as Attachment 1.

.../2

3. BACKGROUND:

On January 14, 2010 the Town of Georgina entered into a Consent Agreement with Piles Development (Keswick) Corporation, respecting the development of the commercial lands to the south of Dovedale Drive. As a condition of the Consent Agreement the developer was required to construct a portion of Dovedale Drive on Reference Plan of Survey 65R-29401, and a portion of Roselm Avenue over Block 116 on Registered Plan 65M-3270, to facilitate access to the development.

It has been determined that the dedication of Parts 1 to19 inclusive on Reference Plan of Survey 65R-29401 as public highway and forming part of Dovedale Drive is required at this time. The land is owned by the Town and intended to form part of the ultimate road allowance. This is a housekeeping matter and in the Town's best interests respecting the development of the abutting lands.

All public works have now been completed to this Division's satisfaction.

4. ANALYSIS:

Dovedale Drive and a portion of Roselm Avenue built by this developer have been constructed as a condition of the Consent Agreement and are now generally acceptable for assumption purposes. Complete inspections by municipal Engineering and Operations staff were undertaken in 2015 regarding assumption. Due to the size of the reference plan, it has not been included in this report. A portion of Registered Plan 65M-3270 showing Roselm Avenue is attached hereto as Attachment 2.

5. FINANCIAL AND BUDGETARY IMPACT:

The development of any road has the financial impact expected of additional municipal infrastructure to maintain. Initially these are the responsibility of the developer, but ultimately become the responsibility of the Operations and Infrastructure Department to carry out all appropriate maintenance. It is expected that this maintenance cost will now be captured in future budget requirements. The Town has benefitted from the revenue generated through the development review and building permit processes and ongoing tax generation.

.../3

6. PUBLIC CONSULTATION AND NOTICE REQUIREMENT:

No public consultation is specifically required for the purpose of this report.

7. CONCLUSION:

It is respectfully submitted that it is appropriate to assume a portion of Dovedale Drive on Reference Plan of Survey 65R-29401 and assume a portion of Roselm Avenue over Block 116 on Registered Plan 65M-3270 to facilitate municipal infrastructure maintenance operations.

Prepared by:

Darren Dunphy, C.E.T., rcji
Development Engineering Technologist

Reviewed by:

Michael E. Baskerville, C.E.T., CMM.
Manager of Development Engineering

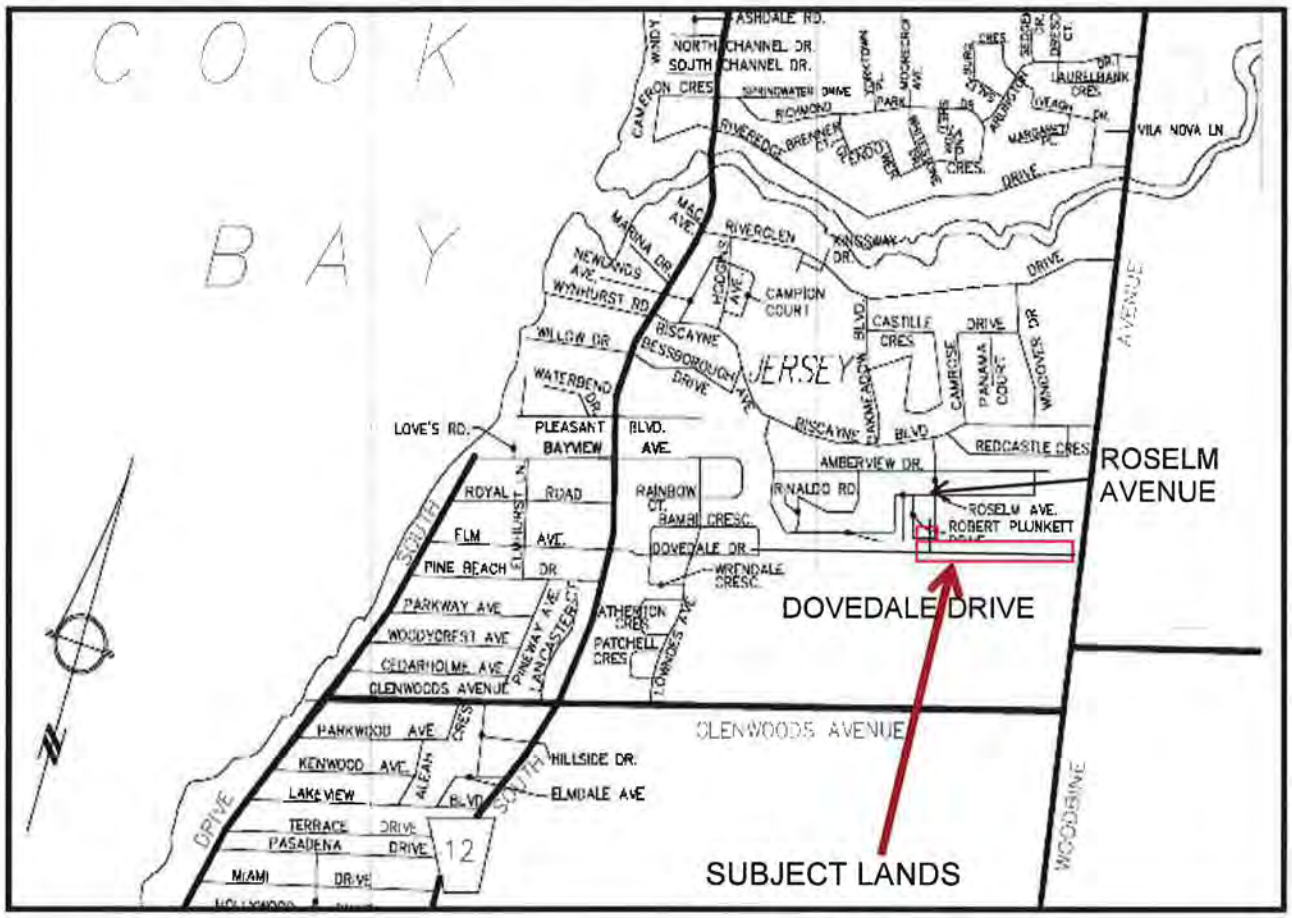
Recommended by:

Harold Lenters, M.Sc.Pl., MCIP, RPP
Director of Development Services

Approved by:

Winanne Grant, B.A., AMCT, CEMC
Chief Administrative Officer

Attachment 1 – Location Plan
Attachment 2 – Roselm Avenue



Report DS-2016-0039
Attachment 1
Location Plan

Roselm Avenue

Report DS-2016-0039
Attachment 2
Roselm Avenue

THE CORPORATION OF THE TOWN OF GEORGINA
IN THE
REGIONAL MUNICIPALITY OF YORK

BY-LAW NUMBER 2016- ( )

BEING A BY-LAW TO DEDICATE CERTAIN LANDS AS PUBLIC HIGHWAY AND FORMING PART OF DOVEDALE DRIVE

WHEREAS it is deemed advisable to dedicate certain lands as public highway:

BE IT THEREFORE ENACTED BY THE COUNCIL OF THE TOWN OF GEORGINA:

THOSE CERTAIN LANDS situated in the Town of Georgina, in the Regional Municipality of York (geographic Township of North Gwillimbury), being identified as Parts 1 to 19 inclusive on Reference Plan of Survey 65R-29401, are hereby dedicated as public highway and forming part of Dovedale Drive.

READ AND ENACTED this 11th day of May 2016.

_____
Margaret Quirk, Mayor

_____
John Espinosa, Town Clerk

THE CORPORATION OF THE TOWN OF GEORGINA
IN THE
REGIONAL MUNICIPALITY OF YORK

BY-LAW NUMBER 2016- ( )

BEING A BY-LAW TO AMEND BY-LAW NO. 94-60 (PWO-2) AND ASSUME CERTAIN ROADS AS PUBLIC HIGHWAY IN THE TOWN OF GEORGINA

WHEREAS the Council of the Town of Georgina deems it necessary to assume the following portion of road as a public highway:

ROAD NEEDS STUDY	ROAD NAME	REGISTERED PLAN	FROM	TO	LENGTH KM
Dovedale Drive					
--	Dovedale Drive	65R-29401	Roselm Avenue	Woodbine Avenue	0.36
--	Roselm Avenue	Block 116 65M-3270	Robert Plunkett	Dovedale Drive	0.04

BE IT THEREFORE ENACTED BY THE COUNCIL OF THE TOWN OF GEORGINA THAT Schedule "A" to By-law 94-60 (PWO-2) as amended is hereby deleted and Schedule "A" hereto is substituted in its place.

READ AND ENACTED this 11th day of May 2016.

Margaret Quirk, Mayor

John Espinosa, Town Clerk

THE CORPORATION OF THE TOWN OF GEORGINA

REPORT NO. OID-2016-0023

FOR THE CONSIDERATION OF COUNCIL
May 11, 2016

SUBJECT: UNASSUMED ROAD STUDY UPDATE – Re: UDORA

1. RECOMMENDATION:

1. **THAT COUNCIL RECEIVE REPORT NO. OID-2016-0023 PREPARED BY THE OPERATIONS AND INFRASTRUCTURE DEPARTMENT DATED MAY 11, 2016, ENTITLED UNASSUMED ROAD STUDY UPDATE**

2. **THAT COUNCIL SUPPORT STAFF'S RECOMMENDATION TO CONDUCT A PUBLIC MEETING REGARDING UNASSUMED ROADS IN UDORA.**

3. **THAT COUNCIL SUPPORT THE AGENDA PROPOSED BY STAFF WITHIN THIS REPORT.**

2. PURPOSE:

The purpose of this report is to provide Council a status update of progress to date regarding the in-house work of staff regarding the Town's Unassumed Roads Study as it relates to the hamlet of Udora. Staff are seeking Council approval to conduct a public meeting in Udora. Staff are further seeking endorsement and clarification of the proposed Agenda and scope of work, going forward.

3. BACKGROUND:

Our last update for Council occurred on December 16, 2015 (Attachment No. 1). Within this report were various definitions relevant to this Unassumed Road Study. As outlined in the December report, staff have focused our attention on the roads within the hamlet of Udora.

Definition of an Unassumed Road

A publicly accessible road allowance which is frequently travelled and services a number of properties, but which has not been established as a public highway prior to January 1, 2003, or by by-law. The Municipality is not required to maintain an unassumed road.

4. ANALYSIS:

Road Allowances Generally

Prior to January 1, 2003, a road allowance could be assumed by a municipality (i.e. make it a public highway) by passing a by-law or by the actions of the municipality. If the municipality passed a by-law to assume the road allowance or if the municipality spent public money or performed "statute labour" on a road allowance the road allowance was, at law, assumed by the municipality. Therefore, absent of an agreement to the contrary, as existed with respect to the roads within the Hamlet of Udora and as is discussed in greater detail below, if a municipality spent money or a road allowance, the municipality had, by that act, assumed the road allowance.

Given the state of the law prior to January 1, 2003, it is often a question of fact to determine whether a road allowance has been assumed by a municipality. If it is found that money was spent on road allowance (or if statute labour was provided) prior to January 1, 2003, the road allowance will be found to have been assumed by the municipality. Therefore, if a municipality passed a by-law, spent money or provided statute labour on a road allowance prior to January 1, 2003, the road allowance will continue to be found to have been assumed by the municipality unless the municipality has passed a by-law closing the road allowance.

As of January 1, 2003, the law in Ontario changed. As of January 1, 2003 a municipality can only assume a road allowance if the municipality passes a by-law to assume the road. If post January 1, 2003, the municipality spends money on a road allowance to maintain the road (or provides statute labour), such an act does not result in the road allowance being assumed by the municipality.

Closely following the issue of the assumption of road allowances is the issue of the requirement to maintain the road allowance if it has been assumed. There is a statutory requirement to maintain an assumed road allowance in accordance with imposed minimum standards imposed by the Province. The Province has established minimum maintenance standards that are applicable to all municipalities in the Province, with the exception of the City of Toronto which is subject to its own legislation.

The minimum maintenance standards applicable to assumed road allowances is based upon the volume of traffic that a road experiences on a daily basis and the speed limit of the road. Roads are classified as ranging from Class 1 to Class 6. Class 6 roads are roads that have between 0-49 average annual daily traffic which is, obviously, a small number of traffic trips. Class 6 roads, which also generally have lower speed limits, are not subject to minimum maintenance standards. Classes 1 to 5 are subject to minimum maintenance standards with Class 1 roads having the highest standards imposed and Class 5 roads having the lowest standards imposed. For example, a Class 1 road must have snow removed every 4 hours when the accumulation is greater than 2.5 cm. In

contrast a Class 5 road must have snow removed within 24 hours when the accumulation has reached more than 10cm. Class 1 roads are roads that have the highest rate of traffic and generally have speed limits higher than 70 km/h..

Obviously, the assumption of a road allowance places responsibilities upon a municipality to maintain the road allowance. It also subjects the municipality to potential liability as a result of any personal or property damage that may occur if the municipality has not meet the minimum maintenance standards as established by the Province.

Hamlet of Udora

The roads within the Hamlet of Udora are an exception to the normal situation regarding road allowances. Udora was established by way of a plan of subdivision and was, therefore, subject to the unique terms within the subdivision agreement. The subdivision agreement applicable to Udora states that:

The owner agrees to maintain all of the roads dedicated as public highways on the proposed plan of subdivision. In the event the Owner applies to the Corporation for the assumption by the Corporation of the repair and maintenance of any of the said road or roads, the Corporation shall only assume any such road or roads after the same has been approved by the Engineer of the Department of Highways for Ontario as being up to the standard required by the said department to qualify for the customary subsidy therefore. Notwithstanding anything in this clause, the Corporation may agree with the Owner to repair and maintain any road or roads in the proposed plan of subdivision and charge the cost of such repair and maintenance to the Owner in the same manner as provided for in the Local Improvement Act.

As can be seen from the above term, the burden of maintaining the roads within the subdivision was placed upon the owners of the subdivision when it was created. Further, the agreement states that if the municipality repairs or maintains the roads the roads will only be assumed by the municipality if same have been approved by the Engineer of the Department of Highways of Ontario. Further, the agreement states that the municipality will charge for the cost of maintaining or repairing the roads. There is no record of the Engineer of the Department of Highways of Ontario having ever been asked to make any determination concerning the standards of the roads within Udora.

The above term as set out in the subdivision agreement, and the absence of a determination regarding the standards of the roads by the Engineer of the Department of Ontario, creates an exception to the law as it was prior to January 1, 2003. Therefore, even though the municipality has spent public funds and provided statute labour to maintain the roads in Udora, the subdivision agreement states that the roads are not to be assumed by the municipality. Given this, the municipality has, arguably, not assumed the roads in Udora and it is the owners in the area who purchased the lots in the subdivision that are responsible for the costs of maintaining the roads. It should also be

noted that the roads, as they have not been assumed, are not subject to the minimum maintenance standards as discussed above.

The issue to be addressed by Council is whether to now assume the roads within the Hamlet of Udora. In order to make an informed decision, staff conducted a traffic study to determine the volume of traffic upon the roads within Udora because this will have an impact on the classification of the roads and the minimum maintenance standards that would be applicable to each road.

Results of these counts can be found in the following table.

Street	**AADT**
Viru Avenue	74
Manniku Road	130
Estonian Road	121
Kalevi Road	142
Polva Promenade (Block M)	48*

Issues to Consider in relation to Assumption of Roads

It should be noted that the above traffic counts could be subject to question given the character of the Hamlet of Udora. Some questions could be raised as to whether the traffic counts are accurate as this was a 'one-time' traffic count. For example, it may be that the traffic increases in the summer months. If the municipality is seriously considering assuming the roads within Udora, it is recommended that at least one additional traffic count be conducted during the summer months to make certain that the correct minimum maintenance standards are being applied based upon the actual traffic volume.

Another issue that exists is the impact that assuming the road allowance could have upon the residents in terms of their property taxes and the quality of their roads. If the roads are assumed, the lots would be fronting onto a public highway. This would potentially increase the value of the lots and result in a corresponding increase in property taxes. In addition, if the roads are assumed, the municipality would be statutorily required to maintain the roads at the standard required by the Province. This may result in the character of the roads changing with paving of the road and the size of the shoulder of some roads changing. It would also result in patrols occurring by municipal staff to inspect the quality of the roads.

Proposed Direction / Compromise

The Town of Georgina, like all other Municipalities, is faced with a large infrastructure deficit. In short, more infrastructure work is needed than the money available. For the purposes of this report we have concentrated solely on our unassumed roads within Udora. The legal opinion provided by our solicitors, as set out in detail above, is that we have not assumed the roads in Udora due to the unique wording contained the subdivision agreement. Our traffic studies, which were conducted to determine what we should do, tell us that these unassumed roads are functioning, for the most part, as Class 5 roads. The subdivision agreements state that the residents or association will pay for maintenance and repair of the roads. It is logical to assume that the current level of service the Town provides comes from the tax levy, which is collected throughout Georgina. To continue to provide the existing level of service, no additional funds would be needed.

Public Meeting

Agenda / Scope

1. Background disclosing all relevant documents
2. Referendum type survey – Formal Level of Service (LOS)
    - Reconstruct roads to Assumable Standard? – Local Improvement – YES/NO
    - Treat entrance roads as Class 5 roads, but do not assume (within current operating budget)? – YES/NO
        - Surface treatment, minor drainage improvement
        - Install and maintain relevant signage
        - Trim/cut trees such that proper site distances exist
        - Grade and maintain other gravel roads such that 12 month access exists for Fire, EMS and waste collection
        - Inspect monthly for deficiencies, repair similar based on Class 5 road timelines
3. Leave all roads 'as is' and work with Association on appropriate signage from a Risk/Due diligence perspective to protect the Town? - YES / NO
   Other issues – allow residents to bring up other topics for discussion and report back to Council with minutes of meeting and recommendations at next Unassumed Roads update.

5. FINANCIAL AND BUDGETARY IMPACT:

Staff are proposing no increase to the existing budget to deal with unassumed roads in Udora. Staff are proposing a Local Improvement should the residents wish to have the roads reconstructed to an assumable standard. Another option with zero budget impact

is to formalize the current level of service provided which can be done using existing operating funds.

6. PUBLIC CONSULTATION AND NOTICE REQUIREMENTS:

Staff are proposing a public meeting in Udora. We will contact the local Association and coordinate the meeting date and time.

7. CONCLUSION

The subject of unassumed roads is a complex matter and updating the Town's Unassumed Road Study is a multi-step process. To apprise Council of progress to date this update report has been provided. The next report can be expected after the proposed public meeting.

Prepared by:

Bob Fortier C.E.T. CRS
Capital Projects Manager

Recommended by:

Dan Pisani P. Eng
Director of Operations and Engineering

Approved by:

Winanne Grant, B.A., AMCT, CEMC
Chief Administrative Officer

Attachment 1 – Report OED-2015-0053

THE CORPORATION OF THE TOWN OF GEORGINA

REPORT NO. OED-2015-0053

FOR THE CONSIDERATION OF COUNCIL
December 16, 2015

SUBJECT: UNASSUMED ROAD STUDY UPDATE

1. RECOMMENDATION:

1. **THAT COUNCIL RECEIVE REPORT NO. OED-2015-0053 PREPARED BY THE OPERATIONS AND ENGINEERING DEPARTMENT DATED DECEMBER 16, 2015 ENTITLED UNASSUMED ROAD STUDY UPDATE.**

2. **THAT COUNCIL FORMALLY ASSUME LOVES ROAD IN KESWICK AND THAT SUCH ROAD BE ADDED TO THE ASSUMED ROADS INVENTORY. FURTHER, THAT THE MAYOR AND CLERK SIGN THE BY-LAW TO ASSUME LOVES ROAD.**

2. PURPOSE:

The purpose of this report is to provide Council a status update of progress to date regarding the update of the Town's Unassumed Roads Study and to recommend formal assumption of Loves Road.

3. BACKGROUND:

DEFINITIONS:

For the purpose of this report, the following definitions are used:

UNASSUMED ROAD

A publicly accessible road allowance which is frequently travelled and services a number of properties, but which has not been established as a public highway prior to January 1, 2003, or by By-Law. The Municipality is not required to fully maintain an unassumed road.

UNOPENED ROAD

A road allowance which is not kept open year round by the Municipality. The Municipality is under no obligation to maintain such road. The road allowance may be comprised of lands still covered in trees or natural watercourses and may remain in its natural state. Some unopened roads are plowed by private owners as specified in an owner's deed (or by other agreement). Although unopened roads may be in such a condition as to permit usage of the unopened road or access to properties by using the unopened road during part of the year, the Municipality does not keep the roads open during the winter months or grade the roads to make them passable.

PRIVATE DRIVEWAY OR PRIVATE LANEWAY

This type of road is travelled but has not been established as a public highway. To distinguish between these private driveways and unassumed roads, the process is quite subjective but for the purposes stated above, an unassumed road is one that is kept open year round by the Municipality.

MUNICIPAL ACT REFERENCES:

Due to the nature of this report, the Municipal Act was researched and the following sections appear relevant for this topic:

BY-LAW NECESSARY 31 (2)

After January 1, 2003, land may only become a highway by virtue of a by-law establishing the highway and not by the activities of the municipality or any other person in relation to the land, including the spending of public money. 2001, c. 25, s.31 (2):2006, c. 32, Sched. A, s. 31 (3).

CERTAIN HIGHWAYS NOT AFFECTED 31 (3)

Subsection (2) does not apply to highways described in paragraph 3, 4 and 5 of Section 26. 2001, c. 25, s.31 (3). Section 26 states that the following are highways unless they are closed:

1) All highways that existed on December 31, 2002.
2) All highways established by by-law of a municipality on or after January 1, 2003.
3) All highways transferred to a municipality under the *Public Transportation and Highway Improvement Act*
4) All road allowances made by the Crown surveyors that are located in municipalities.
5) All road allowances, highways, streets and lanes shown on a registered plan of subdivision. 2001, c. 25, s. 26.

MAINTENANCE 44 (1)

The municipality that has jurisdiction over a highway or bridge shall keep it in a state of repair that is reasonable in the circumstances, including the character and location of the highway or bridge. 2001, c. 25, s. 44 (1)

LIABILITY 44 (2)

A municipality that defaults in complying with subsection (1) is, subject to the Negligence Act, liable for all damages any person sustains because of the default. 2001, c. 25, s. 44 (2).

DEFENCE 44 (3)

Despite subsection (2), a municipality is not liable for failing to keep a highway or bridge in a reasonable state of repair if,

(a) It did not know and could not reasonably have been expected to have known about the state of repair of the highway or bridge;
(b) It took reasonable steps to prevent the default from arising; or
(c) At the time the cause of action arose, minimum standards established under subsection (4) applied to the highway or bridge and to the alleged default and those standards have been met. 2001, c. 25, s. 44 (3)

REGULATIONS 44 (4)

The Minister of Transportation may make regulations establishing minimum standards of repair for highways and bridges or any class of them. 2001, c. 25, s 44 (4). Regulation 239/02 Minimum Maintenance Standards for Municipal Highways, classifies every highway or part of a highway based on speed limits applicable to it and average annual daily two-way traffic (AADT) on it. The AADT can be counted or estimated.

FORMER STUDIES AND REPORTS:

Staff provided studies to Council in 1982 and again in 1993. Both of these studies are referenced in Report No. PB-2013-0057 and can be read in that report along with other pertinent materials including the schedules to those Reports (Attachment 1).

4. ANALYSIS:

Classifications/Methodology

The methodology used in the 1982 Unassumed Road Study and again updated in 1993 is not relevant in 2015. When Minimum Maintenance Standards (MMS) were created in 2002, there was a clause that stated "This Regulation does not apply to Class 6 Highways". Staff have treated our unassumed roads as Class 6 Highways. As per the

MMS, unassumed roads only fall within Class 6 if they have low Average Annual Daily Traffic (AADT) of 0-49 vehicles. If they have higher AADT; then they may be a Class of Road which requires maintenance. As further update to the Study, determination of AADT will be endeavoured.

Additionally, the level of service (LOS) for unassumed roads was established but not formally adopted by Council (nor documented) and varies slightly for different roads. For example, some unassumed roads are plowed by private owners while some roads are plowed by Town staff and equipment. Some owners have maintenance responsibilities spelled out in their deeds which may have been established to allow occupancy or to obtain a building permit. Future reports will address the topic of level of service.

Inventory of Unassumed Roads

Staff have reviewed the past documents and have determined that the current inventory of unassumed roads includes 48 segments. In 2015 all 48 road segments were researched, inspected and investigated. For the purposes of this report and future assumption strategy, the roads have been divided into two separate groupings, a) being unassumed roads within Udora Registered Plans 544 and 588, and b) being the balance of unassumed roads within the Town. This information can be found in Attachments 2 and 3.

a) Unassumed Roads Within Udora Registered Plans 544 and 588.

For background on these roads please refer to Attachment 3. Please note that these roads will be included as a subject of a subsequent report to Council.

b) Unassumed Roads within the Balance of the Town (Outside of Plans 544 and 588)

Of the road segments identified in Attachment 2, staff would like to draw attention to 2 segments:

1. James Street (Port Bolster)

To be addressed in subsequent report.

2. Loves Road

Loves Road is located off Bayview Avenue, west of The Queensway. This road was serviced with water and sewer and paved along with Bayview Rd. in the 1980's. Loves Road is municipally maintained and treated as an assumed road allowance. Formalization of such is required.

5. FINANCIAL AND BUDGETARY IMPACT:

To be addressed in subsequent report to Council.

6. PUBLIC CONSULTATION AND NOTICE REQUIREMENTS:

Not applicable at this time.

7. CONCLUSION

The subject of unassumed roads is a complex matter and updating the Town's Unassumed Road Study is a multi-step process. To apprise Council of progress to date this update report has been provided. The next report can be expected in Q1 2016.

Prepared by:

Bob Fortier C.E.T. CRS
Capital Projects Manager

Recommended by:

Dan Pisani P. Eng
Director of Operations and Engineering

Approved by:

Winanne Grant, B.A., AMCT, CEMC
Chief Administrative Officer

Attachment 1 – Report PB-2013-0057
Attachment 2 – All Unassumed Roads Outside of Udora
Attachment 3 – Unassumed Roads in Udora

THE CORPORATION OF THE TOWN OF GEORGINA

CONFIDENTIAL
REPORT NO. PB-2013-0057

FOR THE CONSIDERATION OF
THE COMMITTEE OF THE WHOLE IN CAUCUS
JUNE 17, 2013

SUBJECT: PROPOSED INTERIM CONTROL BY-LAW TO RESTRICT DEVELOPMENT OF VACANT LOTS ZONED SITE SPECIFIC RESIDENTIAL 'R-1' AND 'R-2' LOCATED ON UNASSUMED ROADS WITHIN PLAN 544 AND PLAN 588 IN UDORA

1. RECOMMENDATIONS:

A. THAT REPORT PB-2013-0057 PREPARED BY THE PLANNING DIVISION, DATED JUNE 17, 2013 RESPECTING A PROPOSED INTERIM CONTROL BY-LAW TO RESTRICT DEVELOPMENT OF VACANT LOTS ZONED SITE-SPECIFIC RESIDENTIAL 'R-1' AND 'R-2' AND LOCATED ON UNASSUMED ROADS WITHIN PLAN 544 AND PLAN 588 IN UDORA , BE RECEIVED.

B. THAT AN INTERIM CONTROL BY-LAW NOT BE PASSED WITH RESPECT TO THE VACANT LOTS WITHIN PLAN 544 AND PLAN 588, FRONTING ON UNASSUMED ROADS WITHIN UDORA.

C. THAT THE APPROPRIATE STUDY OF THE TOWN OWNED UNASSUMED ROADS LOCATED WITHIN PLAN 544 AND PLAN 588 IN UDORA BE UNDERTAKEN BY THE OPERATIONS AND ENGINEERING DEPARTMENT, AND THAT STAFF REPORT BACK TO COUNCIL WITH THE TERMS OF REFERENCE OF SAID STUDY FOR REVIEW AND APPROVAL.

2. INTRODUCTION:

On January 7, 2013 the Committee of the Whole (the "Committee") considered Report No. PB-2013-0001 respecting a Deeming By-law application for a lot fronting on Nurme Avenue in Udora, being an unassumed road.

The purpose of the Deeming application was to enable the owner of the subject property to receive a building permit for a seasonal dwelling which was proposed to be constructed across two (2) separately conveyable lots. As indicated in comments received from the Town's On-Site Sewage Systems Inspector, the deeming of both lots together was required in order to provide the minimum 30 metre clearance from existing shallow dug wells on adjacent properties. As

indicated in the meeting minutes attached as Schedule '1', Council approved the subject application.

During their consideration of the Deeming application, concerns were raised by the Committee with respect to the appropriateness of permitting future development on the unassumed roads in this area, in light of on-going resident concerns regarding the quality of the roads and the need for road improvements or upgrades. To this end, the Planning Division was requested to prepare a report on the appropriateness or need to pass an Interim Control By-law for the site-specific Residential 'R-1' and 'R-2' zoned properties in Udora in the short term. Following this, the Committee directed Staff to undertake a broader analysis of all other unassumed roads in the Town of Georgina in the long term.

The following report will address the Committee's immediate request for Staffs' assessment on the need for an Interim Control By-law for the above noted properties in the Udora area.

3. BACKGROUND:

3.1 – Location of Subject Lands

The lands that would be considered in a potential Interim Control By-law would include those lots in Udora within Plan 544 and Plan 588 which are zoned site-specific Residential 'R-1' and 'R-2', which front on an open and unassumed road, and are vacant. Schedules '2' and '3' indicate the location of the 'R-1' and 'R-2' zoned lots which are located within the area bordered by Old Shiloh Road to the north, Victoria Road to the east, Ravenshoe Road to the south, and Weir's Sideroad to the west.

In summary, there are 18 unassumed roads in the area having a combined total distance of approximately 4.6 km (refer to Schedule '2'). Attached as Schedule '4' are photographs from a site visit conducted on Tuesday March 12, 2013 showing the condition of a number of these unassumed roads.

Schedule '5' illustrates the areas zoned Residential 'R-1' and 'R-2' and also provides references to Schedules illustrating more detailed information on assessment mapping, which identifies all of the developed and existing vacant lots on the unassumed roads.

Referencing Schedules '6' through '10', the areas zoned 'R-1' and 'R-2' contain a total of 211 existing lots. Of these 211 lots, 162 lots front on an open unassumed Town road. Of these 162 lots, 141 of them have already been developed for seasonal dwelling purposes and 2 were identified as having various accessory structures with no main dwelling. These lots with accessory structures were included in the vacant lot calculation as they would be permitted to receive building permits for seasonal dwellings, subject to compliance with the Zoning

By-law and LSRCA requirements. This leaves a total of only 21 vacant lots, which would be subject to the potential Interim Control By-law.

3.2 – History of Plan 544 and Plan 588

Plan 544 and Plan 588 located in the Hamlet of Udora, were deposited into the Land Registry Office in 1961 and 1970, respectively. All of the roads within both Plans have always been unassumed Town roads, with the exception of Minonen Road in Plan 588 which is assumed.

In the original subdivision agreement for Plan 544 between the Estonian Summer Homes Association (the Association) and the Municipal Corporation of the Township of Georgina, an Indenture was registered with respect to the roads, buildings and public lands (refer to Schedule '11'). Pursuant to Clause 2 therein, the Association agreed to maintain all of the roads dedicated as public highways on the proposed plan of subdivision. As also noted in Clause 2, the Township may agree with the Association to repair and maintain any road or roads in the plan of subdivision and charge the cost of such repair and maintenance to the Association.

In light of the above, although past and current practice would indicate otherwise, it was not intended that the Town would carry the responsibility to repair and/or maintain the roads within Plan 544 and Plan 588, and more importantly cover the cost of same. Staff also believe this was the intention respecting Plan 588, however a similar indenture could not be located in Town files.

A review of the services provided by the Town for these roads is provided below.

3.3 – Services provided by the Town within Plan 544 and Plan 588

In recent discussion with the previous Town Engineer, Mr. R.T. Magloughlen, he advised that initially as an act of good faith and notwithstanding the Associations' responsibility to repair and/or maintain the roads within Plan 544, the Town provided five (5) free loads of gravel a year to repair and maintain these roads. He further advised that over the years, this amount of gravel, as well as the extent of other services provided (i.e. garbage collection) gradually increased as a result of resident requests, with no reimbursement sought by the Town.

It appears that the cumulative effect of development and greater year round occupancy of "seasonal dwellings" has caused greater wear and tear on these unassumed roads within both Plans. This, in turn, has increased the need for more regular maintenance of same.

Today, all of the unassumed roads within Plan 544 and Plan 588 are graded by the Town, usually on a request basis, covered with calcium for dust control and plowed in the winter to ensure emergency service vehicles can access them. Furthermore, the Town conducts regular garbage collection on these streets.

With respect to unassumed, unopened and private roads, current Town policy dictates that it is the responsibility of any property owner to upgrade same to an acceptable standard, prior to a single family dwelling being established on a vacant lot. However, this was not always the case. In 1982, the previous Town Engineer brought forth Report TE-82-22 for Council's consideration respecting an Unassumed Roads Study (refer to Schedule '12'). The Study was adopted by Council and the resulting road works were undertaken by the Town shortly thereafter (refer to Schedule '13').

3.4 – Previous Unassumed Roads Study (1982)

As referenced above, the Town previously utilized an Unassumed Roads Study (Study) which evaluated all unassumed roads within the Town (refer to Schedule '12'). The purpose of the Study was to identify all unassumed roads where residents wanted improvements to be made, determine the estimated cost to bring these roads up to standard, and develop a formula to determine a priority for the logical upgrading of the roads based on relative need. The road improvements resulting from the recommendations of the Study were carried out between 1982 and approximately the early 2000's.

The Study defined an unassumed road as a road which is kept open year round by the Municipality, is frequently travelled and services a number of properties, but which has not been established as a public highway. From this definition of an unassumed road, the Study subdivided 71 unassumed roads into four (4) Groupings. Of the four Groups, the Study specifically focused on Group 1 roads. In total there were forty (40) roads categorized as Group 1.

Group 1 roads were classified as unassumed roads where the original subdivideder or person who laid out the road is either unknown, deceased or has left the subdivision for such a length of time that the residents look to the Municipality as the owner of the road and expect improvements to be made on the basis that they are paying taxes and have a right to a road with as high a standard as any other road in the Municipality.

The Study evaluated a host of criteria to determine the cost required to bring these roads up to standard as well as a formula used to yield a priority number to determine the sequence of roads to be upgraded.

At the time the Study was conducted, the unassumed roads in Udora within Plan 544 and Plan 588 were not classified as Group 1 roads because the residents were content with the condition of the roads and did not expect or request significant improvements to be made. In this respect, the roads within Plan 544 and Plan 588 were classified as Group 3 roads. Group 3 roads were defined as unassumed roads which the residents consider to be private roads and the Associations support the keeping of the roads privately. With the exception of infrequent gravelling, the Association was content with the roads as they are, as long as they are considered to be private.

The 18 roads within Plan 544 and Plan 588 are identified on Schedule '12', page 13 as "Harju & Nurme" and "Estonian". According to the Study, Harju & Nurme have a total length of 1,400 ft. (426.72 m) while the remaining 16 roads grouped into the category of Estonian have a total length of 13,653 ft. (4,161.43 m), for a combined total of 4,588.15 m or 4.59 km.

In 1993, Report TE-93-47, attached as Schedule '14', updated Council on the status of the unassumed road construction program. The report states that since the program began in 1982, 17 of the original 40 Group 1 roads have been completed and have or will be assumed shortly. The report also provided an updated priority list of 22 roads, which was approved by Council.

Although there may be a lack of clarity in the information found, it would appear to Planning Staff that based on the information to date from the Operations Division, there are 45 roads yet to be assumed within the Town. Of these 45 unassumed roads, 18 are within Plan 544 & Plan 588 totaling 4.6 km in length. However, based on previous information from the Department of Operations and Engineering, only 4.2 km of the 4.6 km will need to be assumed because the remaining 0.4 km are unopened road allowances which have not been constructed.

Notwithstanding the above, as mentioned in Section 3.3 of this report, over the years, expectations and requests from the residents for increased maintenance of these unassumed roads in Plan 544 and Plan 588 has gradually increased to a point where it appears that a new Unassumed Roads Need Study may be warranted to assess the situation at hand.

3.5 – Legal Access Obtained Via Easement Agreements

Plan 544 & Plan 588 both contain roads which have not been opened or which have not been constructed in accordance with the Deposited Plans. This in turn has created issues with respect to providing legal access to some lots in order to permit them to be developed for residential purposes.

Specifically within Plan 588, parts of Polva Promenade have been constructed on private property and not in the dedicated road allowance. As a result, legal access to two properties, 79 and 83 Polva Promenade, is obtained via registered Easement Agreements with the Town over a parcel identified as Block F (refer to Schedule '15'). Within these Easement Agreements, it is clearly stated that the owners at their own cost and expense, will maintain, plough and service, and repair and make good any damage or injury to the Easement Lands. In consideration of the above, given the contractual obligations of the benefiting parties with respect to the maintenance and repair of Block F, Staff are of the opinion that Block F, and other anomaly situations similar to this, fall outside of the Study purview and shall not be considered in same.

4. TOWN SOLICITOR COMMENTS:

In consideration of the history regarding Plan 544 & Plan 588, the applicable clauses contained within the subdivision agreement between the Town and the Estonian Summer Homes Association, and the past and current practice by the Town respecting the condition and care of the roads, Staff sought the opinion of the Town Solicitor respecting the legal responsibilities of the Town. In this regard, attached hereto as Schedule '16', is a copy of an email received from Michael Bigioni, dated June 5, 2013, for the Committee of the Whole's consideration.

5. DISCUSSION:

Given the unique situation with the unassumed roads in Plan 544 and Plan 588 in Udora, and based on the comments of the Town Solicitor, Staff are of the opinion that it would be appropriate to conduct a Study similar to the one conducted in the early 1980's, however modified to specifically address the unassumed roads in question. The Study would potentially look at these unassumed roads in terms of the future maintenance, repair and/or upgrade, and examine what the various options might be in terms of covering the costs for same.

The question which remains is whether there is a need to pass an Interim Control By-law to restrict any further development while this Study is being conducted? Staff's evaluation of same is provided below.

5.1 – Section 38 of the Planning Act respecting Interim Control By-laws

Section 38 of the Planning Act allows Council to pass an Interim Control By-law where Council has directed a review or study to be undertaken with respect to land use planning policies in any defined area or areas. This By-law may be in effect for a period which shall not exceed one year from the date of passing, and would restrict the use of lands, buildings or structures within the defined area or areas, except for such purposes as are set out in the By-law. Council may, if necessary, extend the period of time that the Interim Control By-law is in effect, provided the time period does not exceed two (2) years from the date of passing.

Staff note that there is no requirement under the provisions of the Planning Act to provide notice or hold a public meeting prior to the passing of the Interim Control By-law, however, the Clerk shall provide notice of a By-law passed under Section 38 within thirty (30) days of passing, and any person or public body to whom a notice of a By-law was given, may file an appeal with the Ontario Municipal Board within sixty (60) days of the passing of the By-law.

5.2 – Town of Georgina Official Plan

In accordance with Schedule 'A' to the Town of Georgina Official Plan, and as illustrated in Schedule '17', notwithstanding the lots located on the north side of

Nurme Avenue, which are designated Environmental Protection Area (EPA) 3 and Rural, the lots which would be subject to the Interim Control By-law are designated Hamlet. Policies for the Hamlet designation permit single detached dwellings and residential development as limited infilling and minor extensions to the existing development.

5.3 – Zoning By-law No. 500

Pursuant to Section 5.13 of the By-law respecting frontage on a road or street, no person shall erect any building or structure in any zone unless the lot upon which such building or structure is to be erected fronts upon a public street (i.e. an assumed public highway, but does not include a lane), except for in particular situations provided (refer to Schedule '18').

Since at least May 9, 1977 when the Township of the Corporation of Georgina passed its first comprehensive zoning by-law, Zoning By-law No. 911, there have been zoning provisions in place to permit development (i.e. seasonal dwellings) on the unassumed roads within Plan 544 and Plan 588. These permissions were originally provided in the site-specific Seasonal Residential 'SR-1' and 'SR-2' zones. These zones were later amended on December 12, 1977 to the current site-specific Residential 'R-1' and 'R-2' zones. Between the provisions contained in the previous Zoning By-law, Zoning By-law No. 911, and the current Zoning By-law, Zoning By-law No. 500, respecting the 'R-1' and 'R-2' zones, minor changes have been made with respect to the language and definitions in the By-laws; however the intent to permit development on unassumed roads, and the respective rights to do so, have continued.

In accordance with the site-specific provisions contained in Section 10.5.1 the By-law respecting 'R-1' and 'R-2' zoned properties, notwithstanding the requirements of Section 5.13, a seasonal dwelling may be erected on a lot fronting on an access street on the land which is designated 'R-1' and 'R-2' (refer to Schedule '19').

Pursuant to Section 2.67, a seasonal dwelling means *a single family dwelling constructed in accordance with Section 9.36 of the Ontario Building Code (OBC) Act, to be used as a secondary place of residence on a seasonal basis only.* Given Zoning By-law No. 500 does not define "secondary place of residence" or "seasonal", it makes it very difficult to enforce this criteria in terms of restricting full-time or year round occupancy. In this regard, the Municipal By-law Division has advised that there has been only one formal complaint respecting a seasonal dwelling being lived in year-round. This complaint was quashed before any action could be taken by the Municipal By-laws Division due to a lack of evidence and ability to enforce the 'seasonal' or 'secondary place of residence' requirements of the Zoning By-law.

Section 9.36 of the OBC entitled "Cottages", applies to a building of seasonal occupancy used or intended to be used as seasonal recreation buildings. Within

Section 9.36 of the OBC, cottages are permitted certain exclusions which buildings of residential occupancy are required to adhere to (refer to Section '20').

While Section 9.36 of the OBC permits exclusions respecting the construction of the dwelling, there is nothing in the OBC or Zoning By-law which prohibits a land owner from building a home that meets the standards of a year-round occupancy dwelling.

5.4 – Proposed Interim Control By-law

As noted earlier, there are currently 21 vacant lots remaining within Plan 544 and Plan 588 which front on open unassumed roads. Over the last two years there has only been one building permit issued for a seasonal dwelling; that being the proposed seasonal dwelling referred to in Section 2 of this report. In light of the above, Staff do not anticipate a significant number of building permit applications for seasonal dwellings within the timeframe which the Interim Control By-law could potentially be in effect (up to 2 years). Additionally, as illustrated in Schedules '7' through '11', the existing vacant lots within both Plans are dispersed amongst the existing residential development. Even if a number of these lots are developed, it would seem reasonable to suggest that the added impact on the roads would be relatively minimal.

Furthermore, it is very likely that one or more of the affected landowners would appeal the By-law to the Ontario Municipal Board, as they have had long-standing approvals in place to permit the construction of a seasonal dwelling on their properties. In this respect, Staff are of the opinion that it may be difficult to defend the imposition of an Interim Control By-law given the history of these two Plans and the fact that the Town has zoning standards which have permitted development within Plan 544 and Plan 588, since at least the passing of Zoning By-law No. 911 in 1977.

6. CONCLUSION:

In consideration of the above, it is recommended that a Study similar to the Unassumed Roads Study of 1982, as referenced above in Section 3.4 of this report, be undertaken with respect to the unassumed roads within Plan 544 and Plan 588. It is also Staff's opinion that the passing of an Interim Control By-law in order to conduct the Study is not warranted.

The Director of Operations and Engineering has reviewed this report and concurs with the need to undertake a Study of the unassumed roads in Plan 544 and Plan 588. In this regard, Staff will prepare and present a Terms of Reference for the Study for review and approval by Council in a future report.

Submitted by:

Tolek A. Makarewicz, BURPl
Junior Planner

Reviewed by:

Velvet L. Ross, MCIP, RPP.
Manager of Planning

Recommended by:

Harold W. Lenters, M.Sc.Pl, MCIP, RPP.
Director of Planning and Building

Approved:

Winanne Grant, B.A. AMCT, CEMC
Chief Administrative Officer

11 June 2013

THE CORPORATION OF THE TOWN OF GEORGINA

COMMITTEE OF THE WHOLE MINUTES

Monday, January 7, 2013
(9:05 a.m.)

Staff in attendance:

Winanne Grant, Chief Administrative Officer
Rebecca Mathewson, Director of Administrative Services and Treasurer
Harold Lenters, Director of Planning and Building
Steve Richardson, Director of Emergency Services and Fire Chief
Dan Pisani, Director of Operations and Engineering
Tolek Makarewicz, Junior Planner
Darlene Carson, Deputy Treasurer
Robert Fortier, Operations Manager
Carolyn Lance, Council Services Coordinator

1. MOMENT OF MEDITATION:

A moment of meditation was observed.

2. ROLL CALL:

The Chief Administrative Officer gave the roll call and the following Committee Members were present:

Mayor Grossi
Councillor Craig
Councillor Hackenbrook
Councillor Szollosy
Regional Councillor Wheeler
Councillor Davison
Councillor Smockum

3. COMMUNITY SERVICE ANNOUNCEMENTS:

The Committee Members were made aware of a number of community events taking place.

Congratulations were extended to all ROC staff for the successful use of the ROC facility over the Christmas Break.

SCHEDULE '1'
Pg. 1 of 4

17. COMMITTEE RECOMMENDATIONS AND STAFF REPORTS:

17.1 Report from the Administrative Services Department:

17.1.1 Audit Plan for the 2012 Fiscal Year

Report No. DAS-2013-0001

Moved by Regional Councillor Wheeler

Seconded by Councillor Craig

RESOLUTION NO. CW-2013-0006

1. THAT COUNCIL RECEIVE REPORT DAS-2013-0001 DATED JANUARY 7TH, 2013 REGARDING THE AUDIT PLAN FOR THE 2012 FISCAL YEAR.

2. THAT COUNCIL ADOPT THE AUDIT PLAN FOR THE 2012 FISCAL YEAR AS PREPARED BY BDO CANADA LLP CHARTERED ACCOUNTANTS IN CONSULTATION WITH TOWN STAFF, AND DESCRIBED IN THE ATTACHED CORRESPONDENCE FROM BDO CANADA LLP DATED DECEMBER 6TH, 2012.

Carried.....

17.2 Report from the Planning Department:

17.2.1 Application for Deeming By-law Approval
Shearer Homes Inc. c/o David Shearer
Lot 145 and Part Lot 146, Registered Plan 544
n/s Nurme Avenue, Udora

Report No. PB-2013-0001

Moved by Councillor Szollosy

Seconded by Regional Councillor Wheeler

That the Rules of Procedure be waived to permit David Shearer to address Council members at this time.

Carried.

17. COMMITTEE RECOMMENDATIONS AND STAFF REPORTS cont'd:

Mr. Shearer stated that he has built upon eight properties in this area fronting on an unassumed road. He is always specify when he sells the homes that it is zoned 'Seasonal Residential' and that the Town does grade the unassumed road when time permits but that it is not done on a regular basis. The facts that the properties are zoned 'Seasonal Residential', on an unassumed road and are not to be lived in year-round are also included in the sale paperwork. He noted that he could not afford to bring the roads up to Town standards himself.

Moved by Councillor Smockum

Seconded by Regional Councillor Wheeler

RESOLUTION NO. CW-2013-0007

A. THAT REPORT PB-2013-0001 PREPARED BY THE PLANNING DIVISION DATED DECEMBER 20, 2012 RESPECTING AN APPLICATION FOR DEEMING BY-LAW BE RECEIVED.

B. THAT COUNCIL APPROVE THE APPLICATION SUBMITTED BY DAVID SHEARER TO DEEM LOT 145, REGISTERED PLAN 544 NOT TO BE A LOT ON A REGISTERED PLAN OF SUBDIVISION FOR THE PURPOSES OF SECTION 50(3) AND IN ACCORDANCE WITH SECTION 50(4) OF THE PLANNING ACT, R.S.O. 1990.

C. THAT THE DEEMING BY-LAW ATTACHED AS SCHEDULE '13' BE PASSED.

D. THAT A RESTRICTIVE COVENANT BE REGISTERED ON TITLE TO THE SUBJECT LOT TO RAISE AWARENESS OF THE FACT THAT THE LOT FRONTS ON AN UNASSUMED ROAD, AND THE RELATED ISSUES THERETO.

Carried.....

Moved by Councillor Smockum

Seconded by Regional Councillor Wheeler

RESOLUTION NO. CW-2013-0008

THAT THE DEPUTATION MADE BY DAVID SHEARER ADVISING COUNCIL THAT HE INFORMS PURCHASERS IN WRITING THAT HIS PROPERTIES FRONT ON AN UNASSUMED ROAD AND THAT THEY ARE ZONED AS SEASONAL DWELLINGS, BE RECEIVED.

Carried.....

Pg. 3 of 4

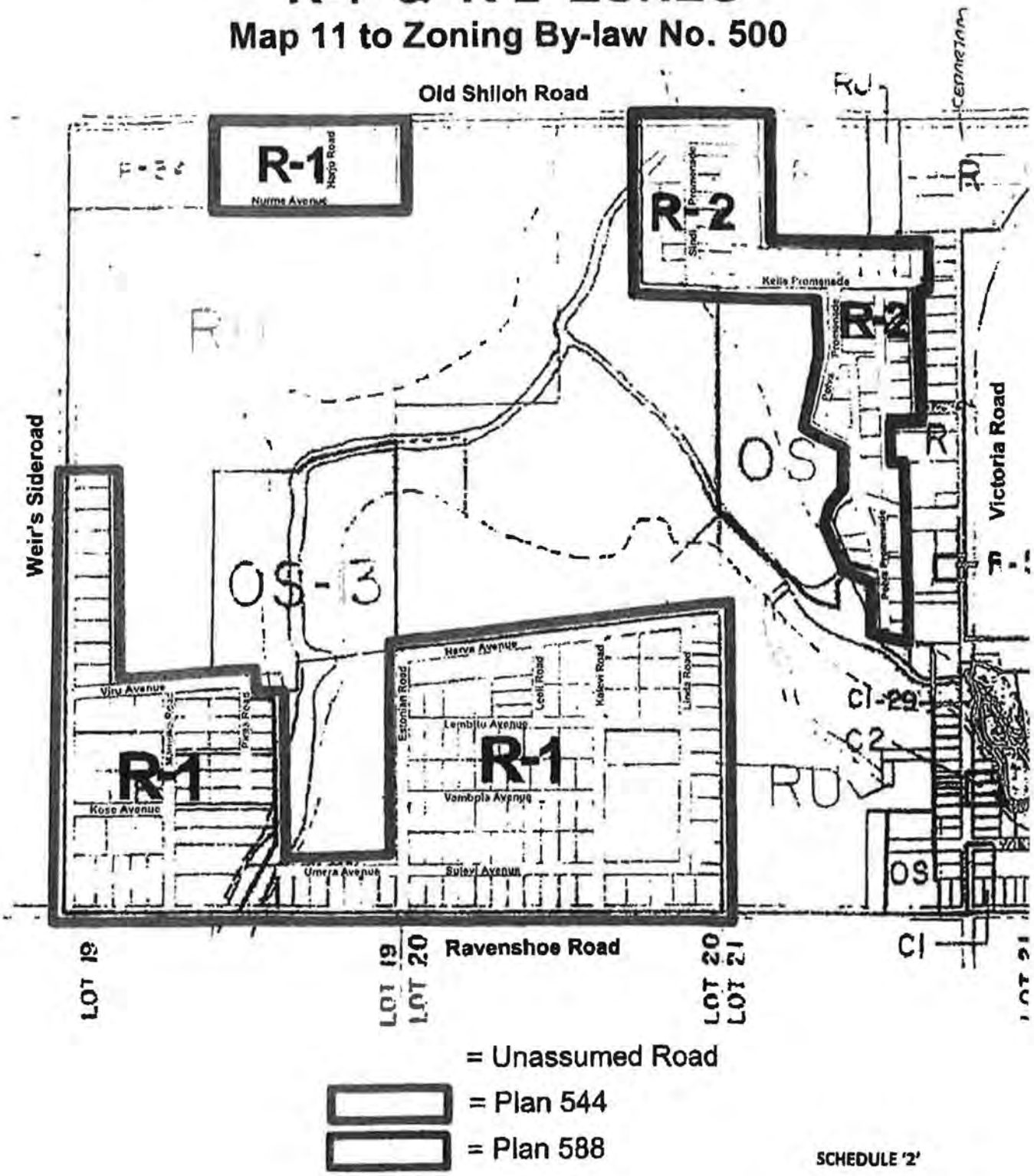
17. COMMITTEE RECOMMENDATIONS AND STAFF REPORTS cont'd:

The Director of Planning and Building was requested to create an Interim Control By-law specific to the Nurme Avenue, Udora area in the short term, and to create an Interim Control By-law for the Town of Georgina as a whole in the long term.

The Director of Operations and Engineering was requested to install signage at all areas where unassumed roads are present to make new and existing residents aware that their properties front on an unassumed road; signage to indicate wording such as 'Unassumed Road, Use At Own Risk'.

SITE-SPECIFIC RESIDENTIAL 'R-1' & 'R-2' ZONES

Map 11 to Zoning By-law No. 500

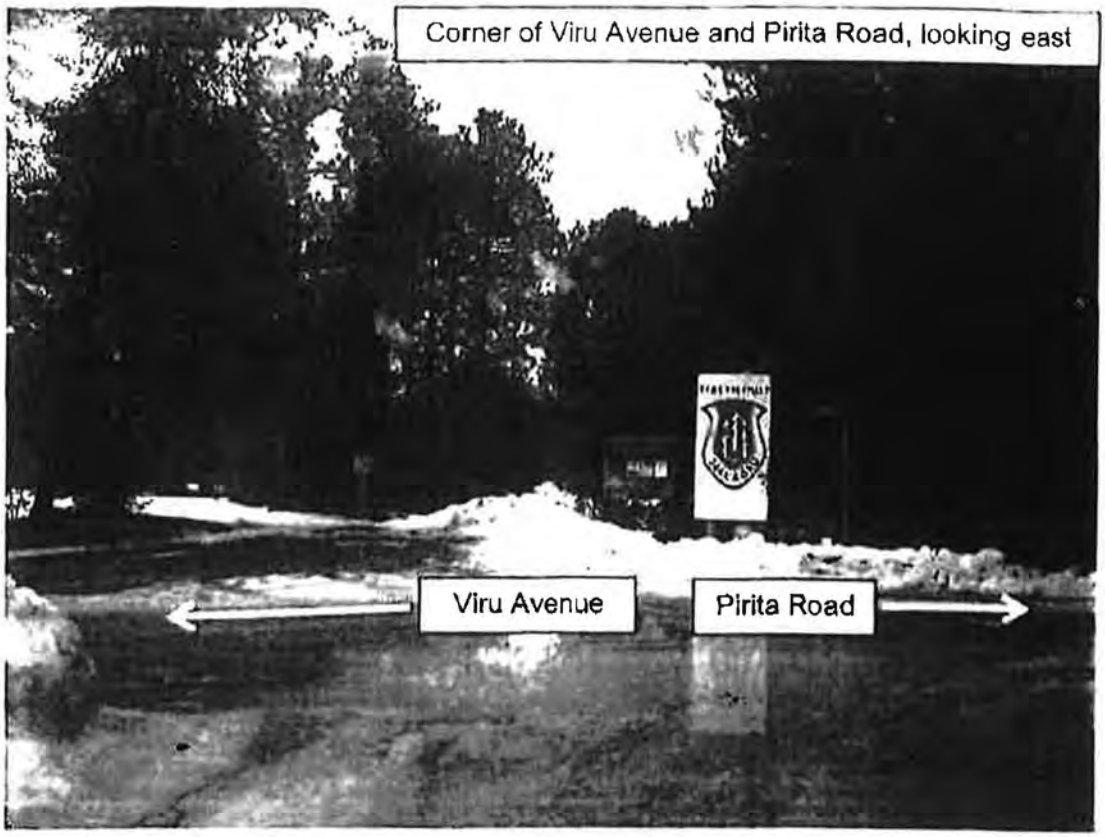


SCHEDULE '2'

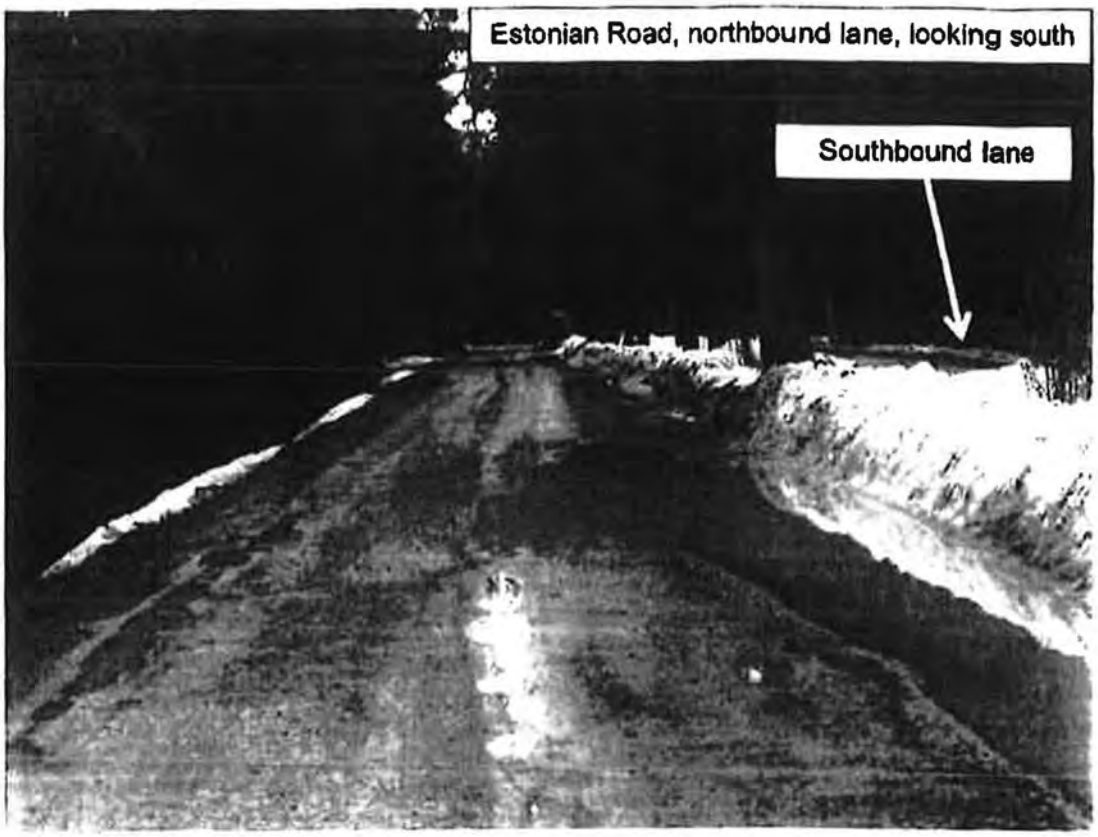
SITE-SPECIFIC RESIDENTIAL 'R-1' & 'R-2' ZONES

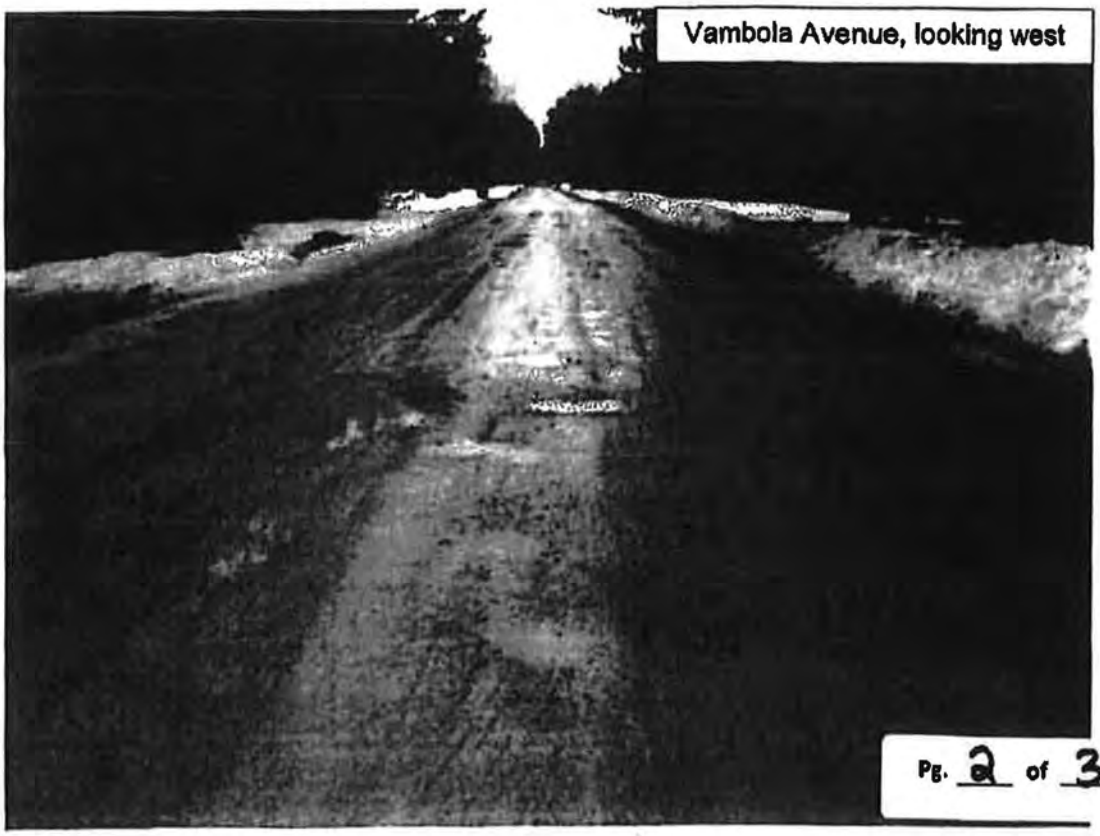
Aerial Photograph

SCHEDULE '3'

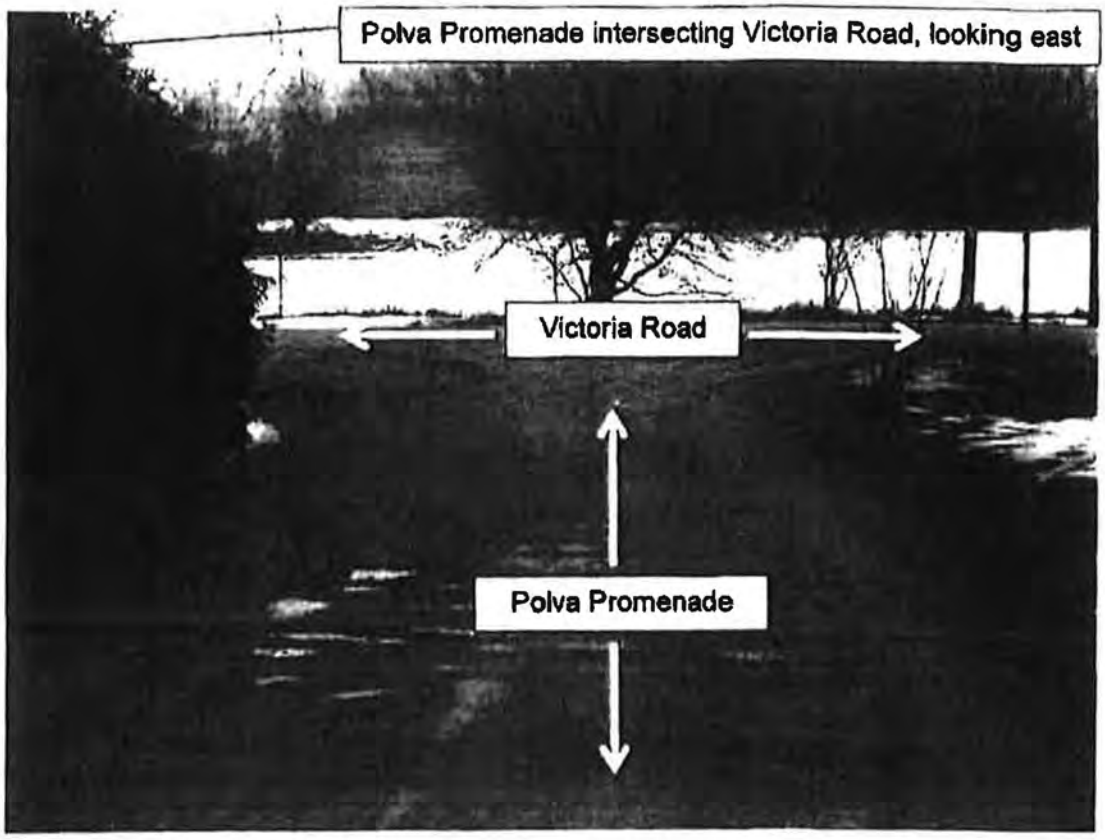


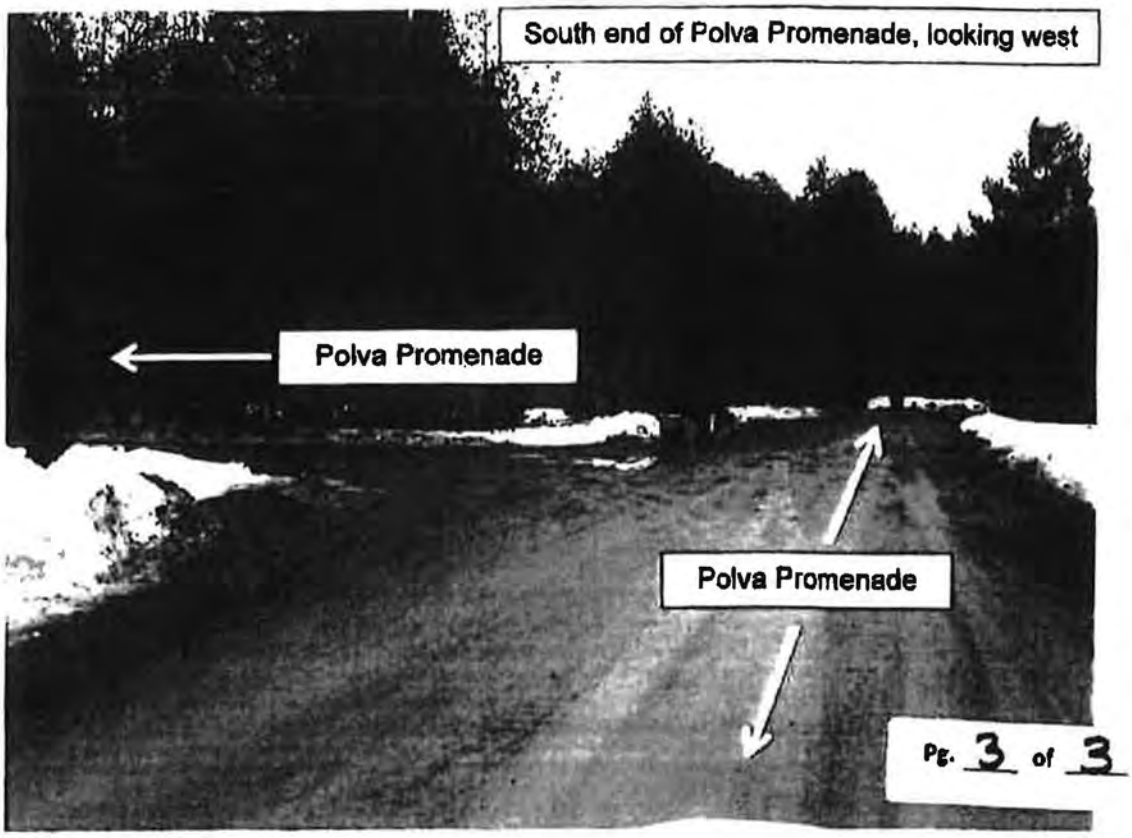
SCHEDULE '4'
Pg. 1 of 3


Estonian Road, northbound lane, looking south
Southbound lane


Vambola Avenue, looking west

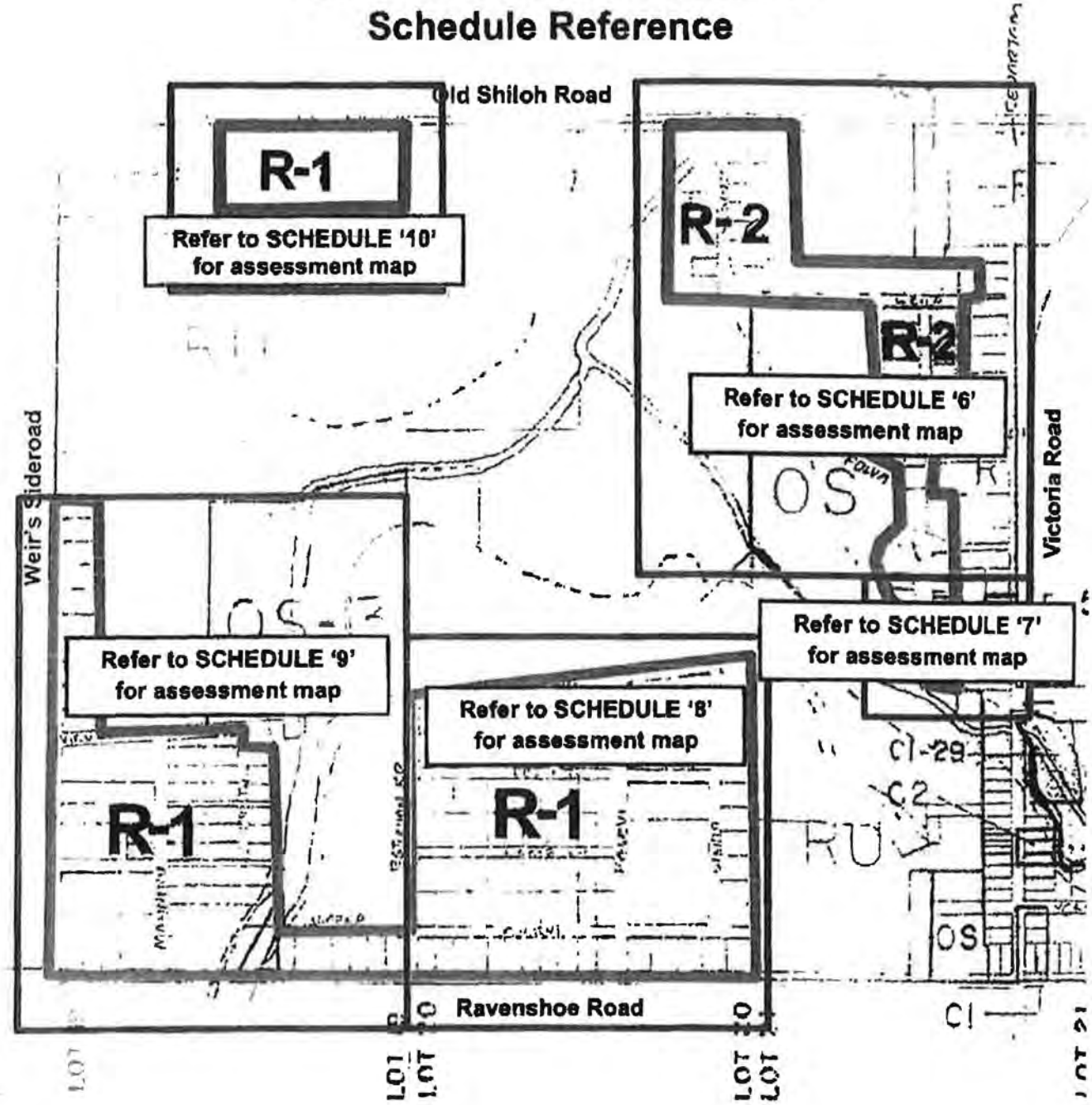
Pg. 2 of 3


Polva Promenade intersecting Victoria Road, looking east
Victoria Road
Polva Promenade

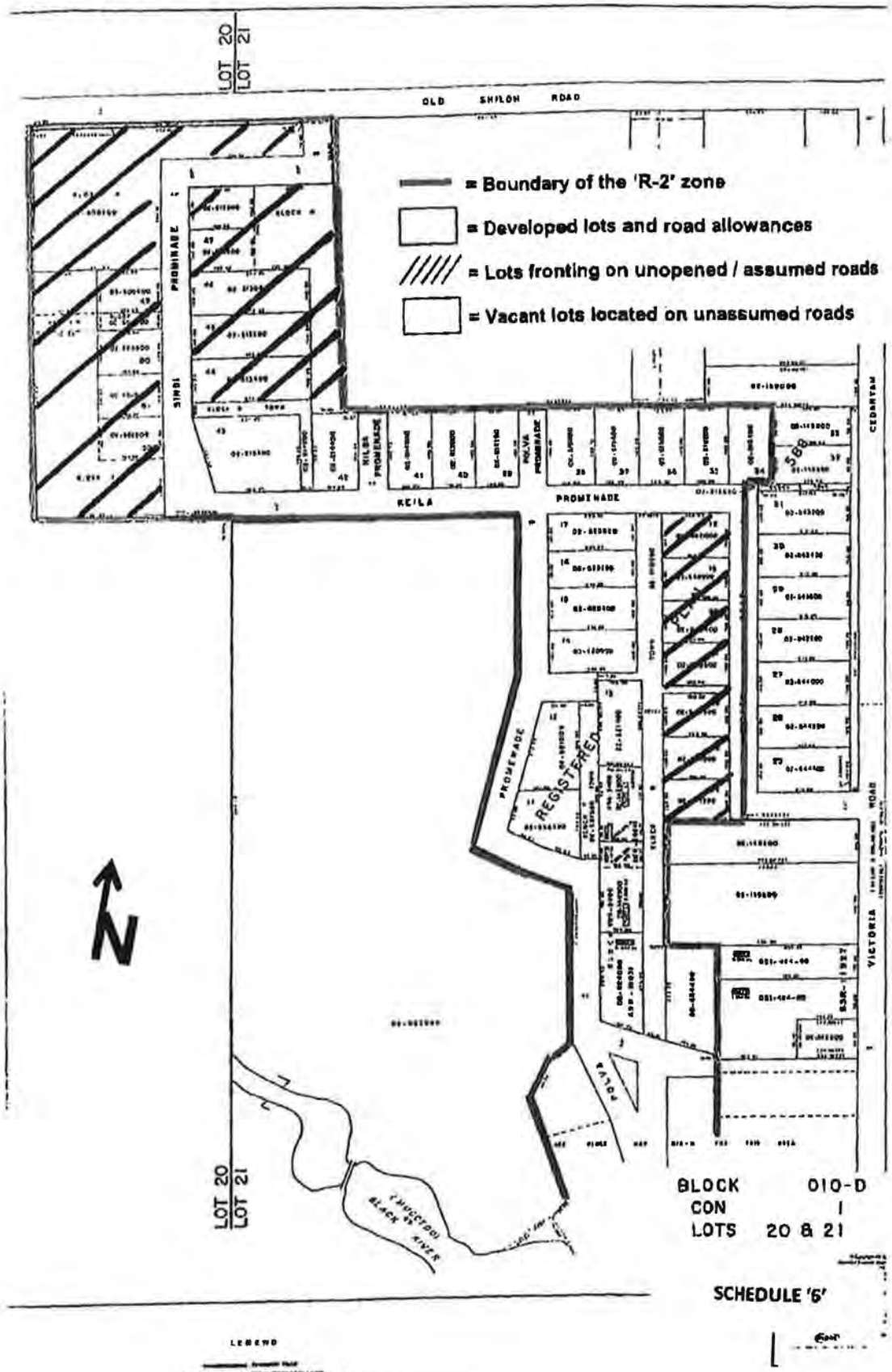

South end of Polva Promenade, looking west
Polva Promenade
Polva Promenade
Pg. 3 of 3

SITE-SPECIFIC RESIDENTIAL 'R-1' & 'R-2' ZONES

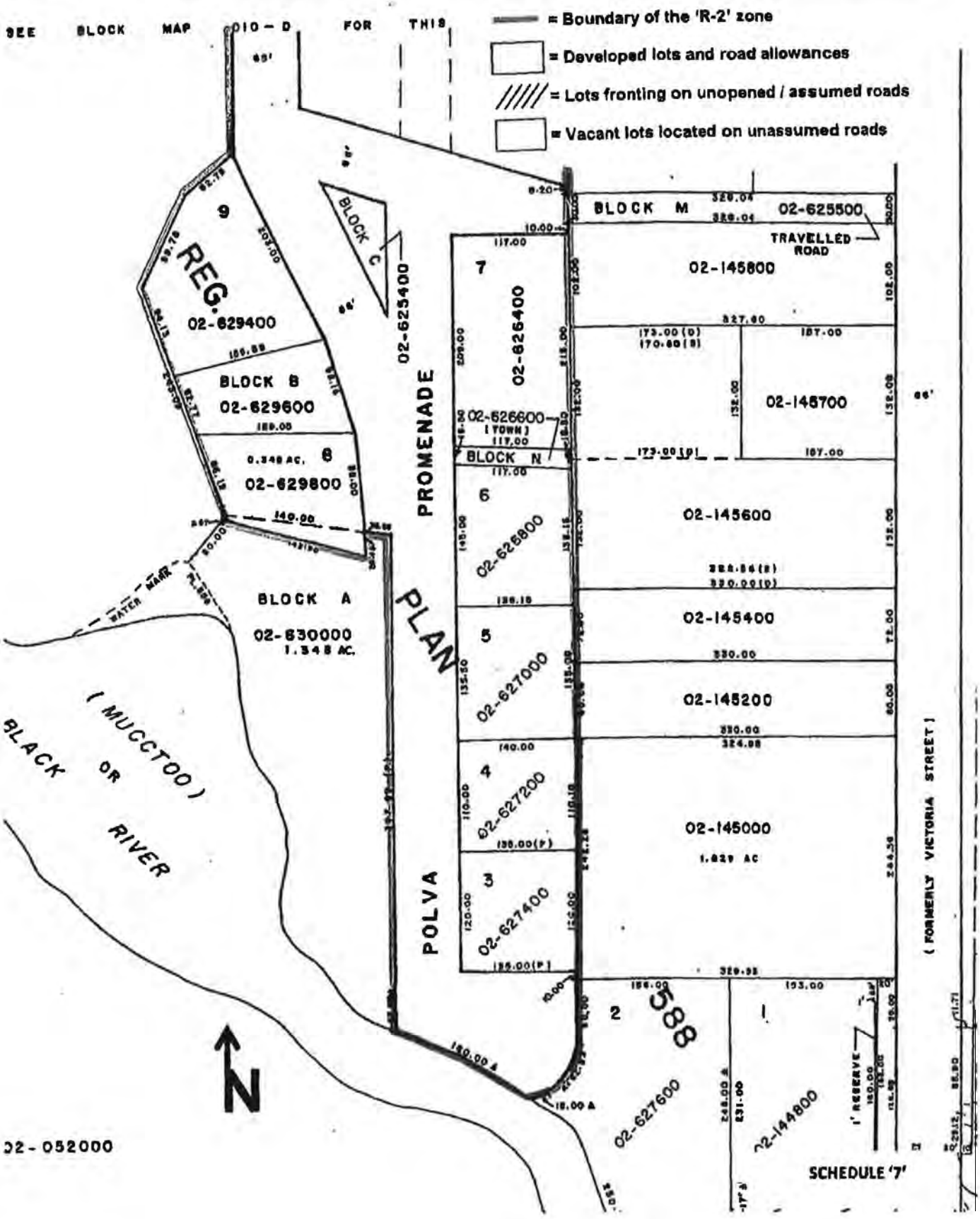
Schedule Reference

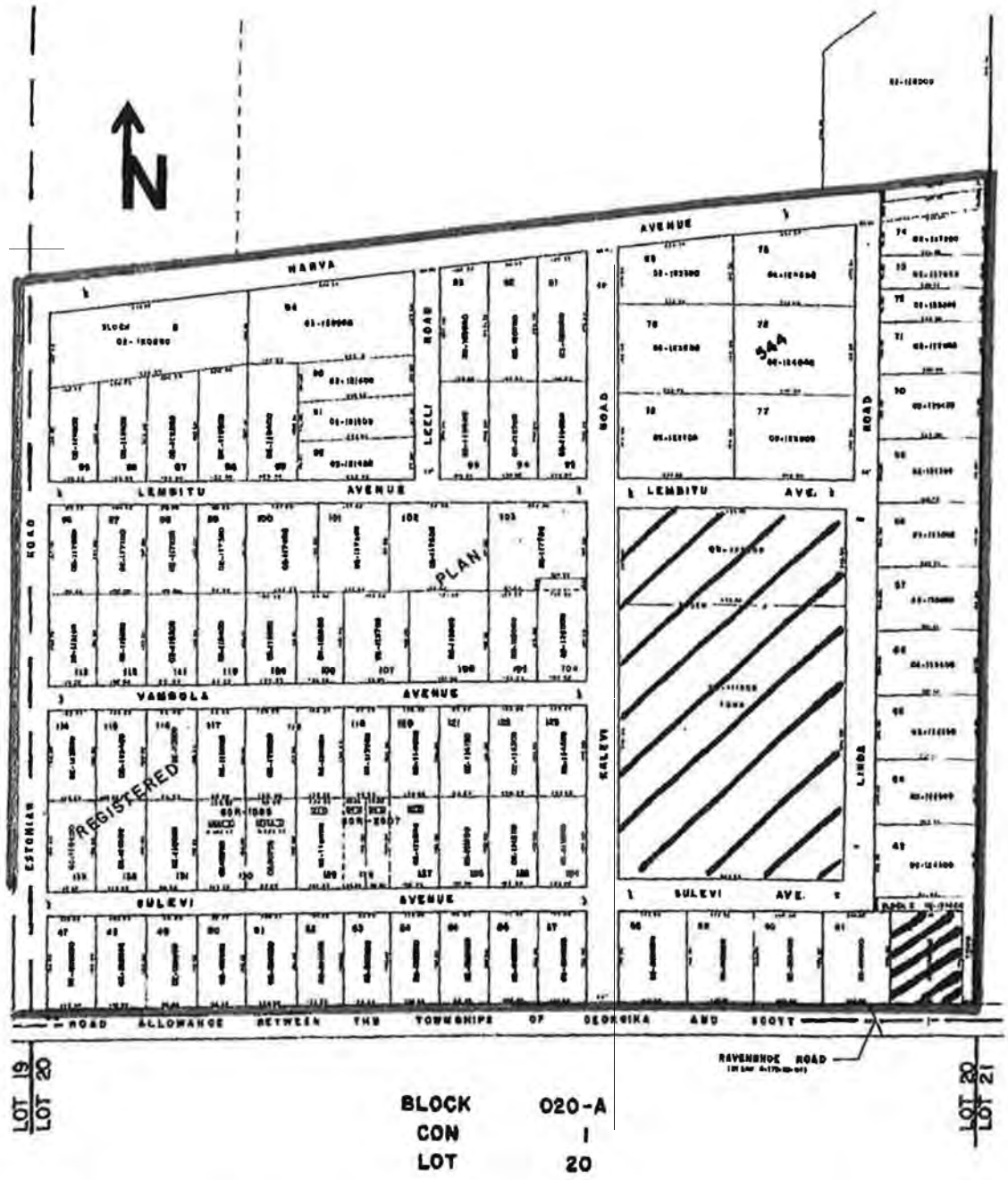


SCHEDULE '5'



OED2015-0053 - Attachment 1 - Report No. PB-2013-0057


SEE BLOCK MAP 010 - D FOR THIS
= Boundary of the 'R-2' zone
= Developed lots and road allowances
= Lots fronting on unopened / assumed roads
= Vacant lots located on unassumed roads
BLOCK M
02-625500
TRAVELLED ROAD
02-145800
02-145700
02-145600
02-145400
02-145200
02-145000
1.829 AC
02-626400
02-626600 (TOWN)
BLOCK N
02-625800
02-627000
02-627200
02-627400
02-627600
02-144800
02-625400
BLOCK C
REG.
02-629400
BLOCK B
02-629600
0.348 AC.
02-629800
BLOCK A
02-630000
1.348 AC.
PROMENADE
POLVA
PLAN
588
WATER MARK
(MUCCTOO) OR BLACK RIVER
(FORMERLY VICTORIA STREET)
1' RESERVE
N
02-052000
SCHEDULE '7'



= Boundary of the 'R-1' zone

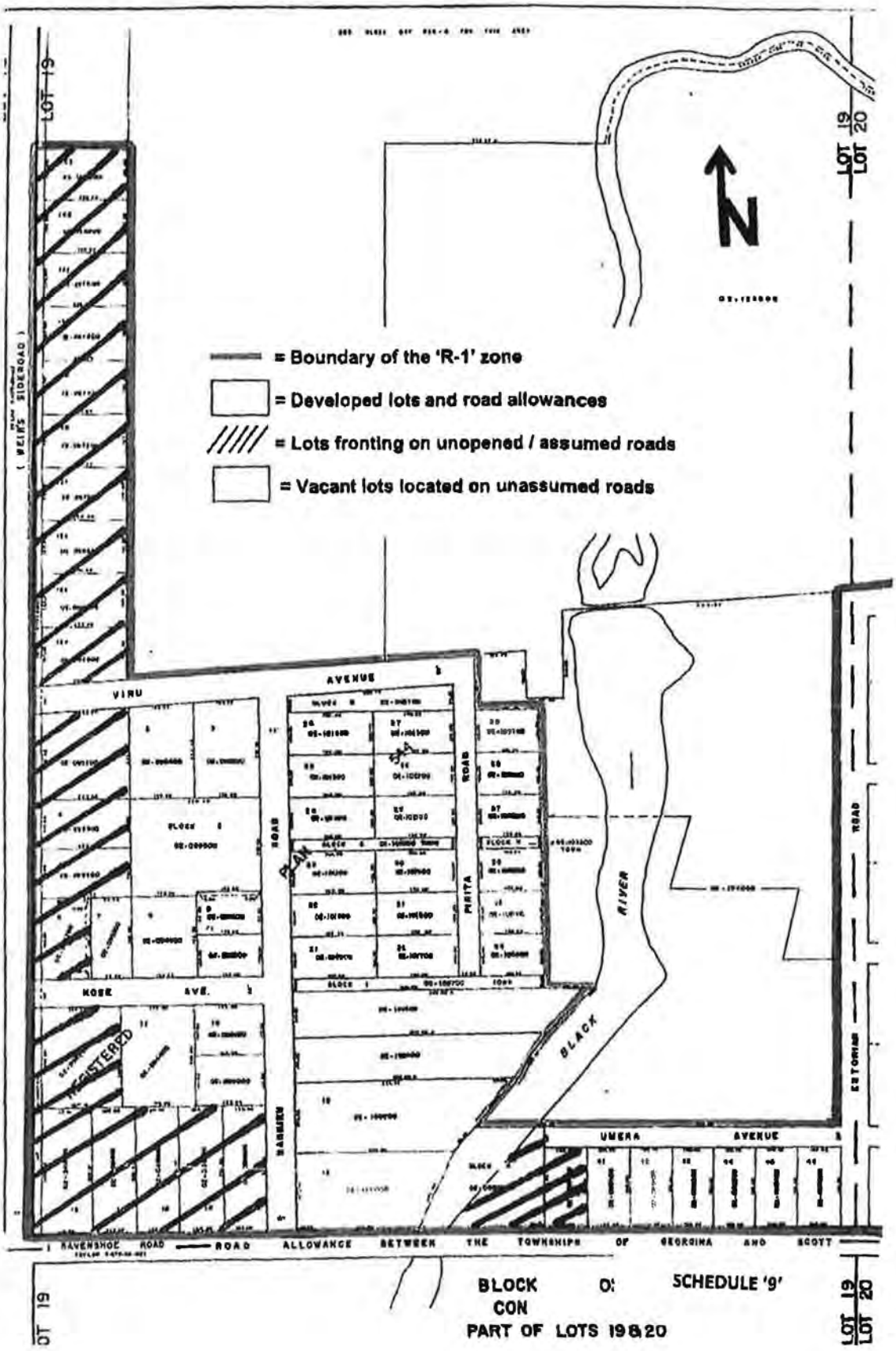
= Developed lots and road allowances

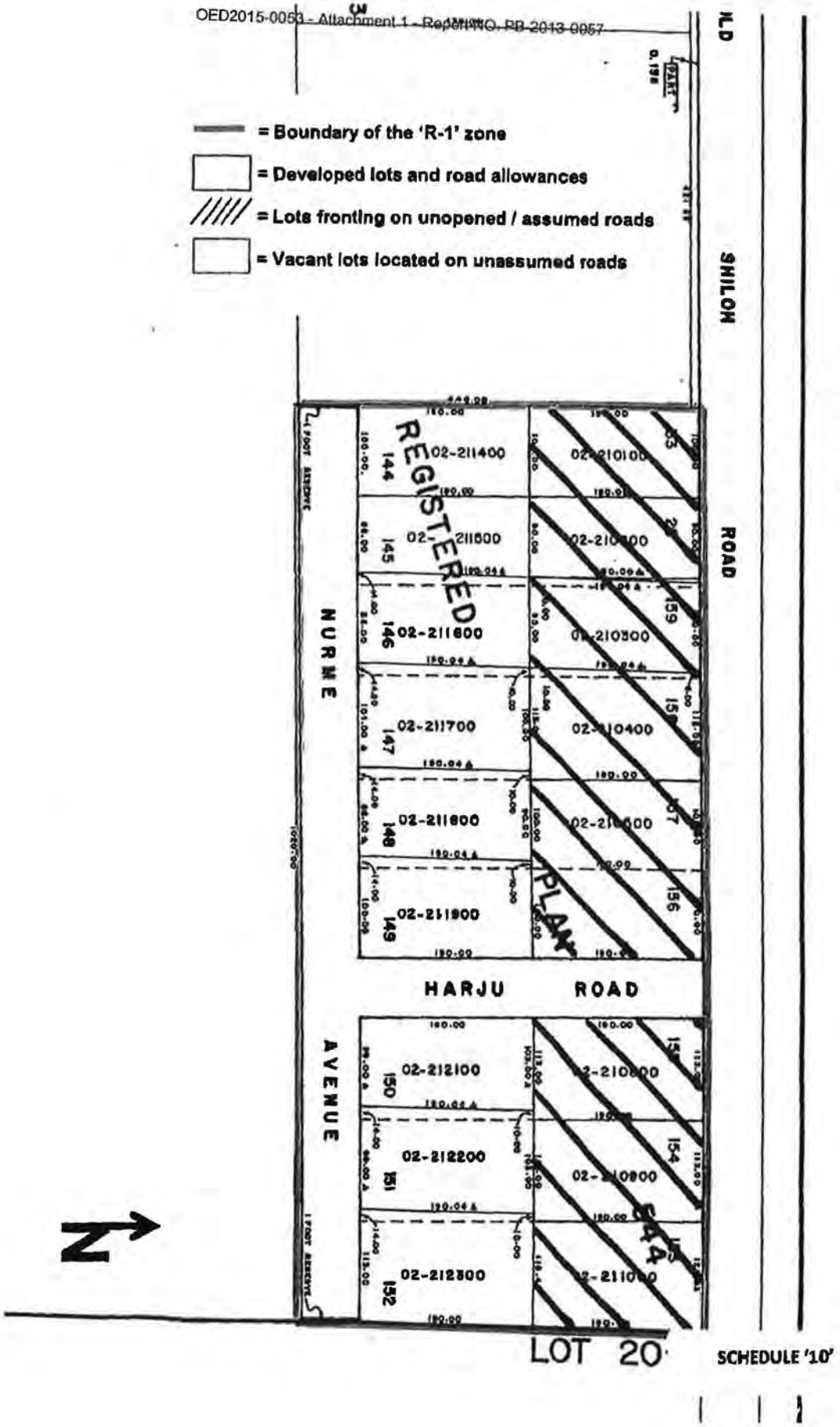
= Lots fronting on unopened / assumed roads and community parkland

= Vacant lots located on unassumed roads

TOWN OF GEORGINA

SCHEDULE 'B'


= Boundary of the 'R-1' zone
= Developed lots and road allowances
= Lots fronting on unopened / assumed roads
= Vacant lots located on unassumed roads
N
LOT 19
LOT 20
VIRU AVENUE
KOSE AVE.
UMERA AVENUE
PIRITA ROAD
BLACK RIVER
REGISTERED
RAVENSHOE ROAD
ROAD ALLOWANCE BETWEEN THE TOWNSHIPS OF GEORGINA AND SCOTT
BLOCK O: SCHEDULE '9'
CON
PART OF LOTS 19&20


= Boundary of the 'R-1' zone
= Developed lots and road allowances
= Lots fronting on unopened / assumed roads
= Vacant lots located on unassumed roads
NURME AVENUE
SHILOH ROAD
HARJU ROAD
REGISTERED PLAN
02-211400
02-211500
02-211600
02-211700
02-211800
02-211900
02-212100
02-212200
02-212300
02-210100
02-210300
02-210400
02-210600
02-210800
02-211000
144
145
146
147
148
149
150
151
152
153
154
156
157
158
159
LOT 20
SCHEDULE '10'
N

19-70
020-D

#49418A.

THIS INDENTURE made in duplicate this 26 day

of May, A.D. 1961.

B E T W E E N:

KARL NOVAK, ELMAR POPSEPP and HENN RUNDVA,
TRUSTEES OF THE ESTONIAN SUMMER HOMES ASSOCIATION

Hereinafter called "The Association"

OF THE FIRST PART

-and-

THE MUNICIPAL CORPORATION OF THE
TOWNSHIP OF GEORGINA IN THE COUNTY OF YORK

Hereinafter called "The Township"

OF THE SECOND PART

WHEREAS the Association purports to be the registered owner of the lands shown and described on Schedule "A" hereunto annexed, being part of Lots 19 and 20 in Concession 1 of the Township of Georgina;

AND WHEREAS the Association has applied to the Minister of Planning and Development, hereinafter referred to as the Minister, for approval of a plan of subdivision, hereinafter referred to as the Plan, of the said lands for the purpose of registering the same;

AND WHEREAS the Township has recommended to the Minister that the Association be required to enter into this agreement with respect to the roads and buildings and public lands before obtaining the approval of the Minister;

WITNESSETH that in consideration of the sum of

ONE ----------($1.00) -------- ----------DOLLAR

the receipt whereof is hereby acknowledged, the Association hereby covenants, promises and agrees:

1. All roads shown on the proposed plan of subdivision will, upon registration of the said plan, be dedicated as public highways subject to the provisions of Section 446 of the Municipal Act, being R.S.O. 1960, Chapter 249.
2. The Association agrees to maintain all of the roads dedicated as public highways on the proposed plan of subdivision. In the event that the Association applies to the Township for the assumption by the Township of the repair and maintenance of any of the said road or roads, the Township shall only assume any such road or roads after the same has been approved by an engineer of the Department of Highways for Ontario as being up to the standard required by the said Department to qualify for the customary subsidy therefor.

SCHEDULE '11'

Pg. 1 of 6

Notwithstanding anything contained in this clause, the Township may agree with the Association to repair and maintain any road or roads in the proposed plan of subdivision and charge the cost of such repair and maintenance to the Association in the same manner as provided for in the Local Improvements Act.

3. The Association agrees to provide all necessary drainage facilities subject to any procedures or works undertaken under the Municipal Drainage Act or the Local Improvement Act.

4. The Association agrees to grant in fee simple free or charge and encumbrances unto the Township Blocks "E", "F", "G", "H", "I" and "J" ~part of and the 1' reserves at the East and West ends of Nurse Avenue according to the said proposed plan of subdivision for municipal purposes. The deeds to the above described properties are to be approved by the Township solicitor and deposited with the Clerk of the Township by the Association before approval of the plan by the Minister is obtained with the number of the plan appearing in the legal description left blank with authority for the Clerk of the Township to insert the number of the plan in the said deeds when registered.

5. The Association agrees to grant in fee simple, free of charge and encumbrances, unto the Township for the purpose of widening the road allowance between Lots 18 and 19, a strip of land 20' in width throughout immediately adjacent to the East limit of the said road allowance extending from the South East angle of the road allowance at its intersection with the Township line on a bearing North 15° 13 West to the Northerly limit of the lands owned by the Association.

6. The Association hereby agrees and undertakes that all buildings erected in the plan of subdivision shall conform in every manner to the by-laws in force in the Township of Georgina at the time and as subsequently amended with respect to land use and construction specifications as now set out in By-laws 251 and 386 for the Township of Georgina. The Association shall further, prior to the leasing or sale of any lots within the subdivision, obtain the approval of the Medical Officer of Health in accordance with the provisions of The Public Health Act where necessary.

OED2015-0053 - Attachment 1 - Report NO. PB-2013-0057

Report No. OID-2016-0023
Attachment 1
Page 31 of 68

7. The Association covenants and agrees that it will not erect or cause or allow to be erected on any of the lands within the subdivision any public building or structure or grandstand or change house without first obtaining the approval of the Township Building Inspector for the proposed structure.

8. The Association agrees to pay all outstanding taxes in full prior to the registration of the plan.

To the intent that the burden of this covenant may run with the land, the Association hereby agrees that the Association and its respective successors and assigns will henceforth observe and comply with the stipulations, restrictions and provisions herein set forth in respect of the land herein described and that nothing shall be erected, fixed, placed or done upon the land in breach or violation or contrary to the fair meaning of the said stipulations, restrictions and provisions.

IN WITNESS WHEREOF the Trustees of The Estonian Summer Homes Association have hereunto set their hands and seals and The Municipal Corporation of the Township of Georgina has hereunto affixed its Corporation Seal under the hands of its proper signing officers in that behalf.

SIGNED, SEALED AND DELIVERED
in the presence of:

A. E. Kirsan

THE ESTONIAN SUMMER HOMES ASSOCIATION

H. Sundras
Trustee

E. Pisepp
Trustee

L. Novek
Trustee

THE MUNICIPAL CORPORATION OF THE TOWNSHIP OF GEORGINA

J. H. Anderson
Reeve

R. M. Maggott
Clerk

Pg. 3 of 6

AFFIDAVIT OF EXECUTION

CANADA
PROVINCE OF ONTARIO

To Wit:

I, Ants Eric Kerson of the City of Toronto in the County of York make oath and say:

1. THAT I was personally present and did see the Within Instrument and a Duplicate duly signed, sealed and executed by

KARL NOVEK, ELMAR POPSEPP and HENN RUNDVA, Trustees of The Estonian Summer Homes Association

three of the parties thereto.

2. THAT the said Instrument and Duplicate were executed by the said parties at the City of Toronto in the County of York

3. THAT I know the said parties and that they are of the full age of twenty-one years.

4. THAT I am a subscribing witness to the said Instrument and Duplicate.

SWORN before me at the City of Toronto in the County of York this 26th day of May in the year of our Lord, 1961

A Commissioner, etc.

MY COMMISSION EXPIRES MAY 30th, 1963

Pg. 4 of 6

SCHEDULE "A"

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the Township of Georgina in the County of York and being composed of part of Lots 19 and 20, more particularly described as follows:

FIRSTLY:

COMMENCING at the South West angle of Lot 19;

THENCE on a bearing North 15°13' West Northerly along the West boundary of Lot 19 a distance of 2553'5" to an iron bar planted in the West boundary of Lot 19;

THENCE North 74° 7' East 200 feet to an iron bar planted;

THENCE South 15°13' East 1260' to an iron stake planted;

THENCE North 70°28' East 810'11" to an iron stake planted;

THENCE South 16° 13' East, 128'5" to an iron stake planted;

THENCE North 74° 00' East, 150' to an iron stake planted;

THENCE South 16° 00' East, 658'6" to an iron stake planted;

THENCE South 74° 00' West, 589' to an iron stake planted;

THENCE South 16° 00' East, 206'6" to an iron stake planted;

THENCE North 74° 00' East, 441'5" to an iron stake planted;

THENCE continuing along the same bearing in a stright line to the high water mark of the Black River;

THENCE South Westerly along the line of the high water mark of the Black River to a point in the high water mark of the Black River 240' on a bearing of North 15°27' West North of the South limit of Lot 19;

THENCE on a bearing North 74° 00' East, 260' to an iron stake planted on the East side of the Black River;

THENCE continuing Easterly on a bearing North 74°00' East, 600' to an iron stake planted;

THENCE North 15°27' West, 1260' 11" to an iron stake planted;

THENCE North 67°31' East, 1647'9" to an iron stake planted;

THENCE continuing North 67° 31' East to a point in the East limit of Lot 20, Concession 1;

THENCE Southerly along the East limit of Lot 20, Concession 1, 1726'9" to the South East angle of Lot 20;

THENCE in a Westerly direction along the Southerly limit of Lot 20 and Lot 19 to the South West angle of Lot 19, being the point of commencement herein.

Pg. 5 of 6

SECONDLY:

COMMENCING at an iron stake planted in the North limit of Lot 19, distant Easterly from the North West angle a distance of 853'1";

THENCE South 18'9" East 446' to an iron stake planted;

THENCE North 71° 51' East, 1020' to an iron stake planted in the East limit of Lot 19;

THENCE NORTH along the East limit of Lot 19, 447' to the North East angle of Lot 19;

THENCE Westerly along the North limit of Lot 19 a distance of 1030' to the point of commencement.

All as more particularly shown on a Plan of Survey, dated at Toronto the 16th day of August, 1960 by

THE CORPORATION OF THE TOWNSHIP OF GEORGINA

REPORT NO. TE-82-22

RE: UNASSUMED ROADS STUDY

The problem of unassumed roads is one that has plagued many Councils and property owners over the years. In order to deal with this problem, Council requested that a Study be undertaken to list all unassumed roads, determining the estimated costs to bring these roads up to standard and to develop a formula to determine a priority for the logical upgrading of the roads based on relative need. For purposes of this Study, we have defined an unassumed road as a road which is frequently travelled and services a number of properties but which has not been established as a public highway. The Municipality rightfully has only established those roads as public highways which are eligible for MTC maintenance and construction subsidy as set out in MTC Circular #72-010. An unassumed road is different from an 'unopened' road in that the Municipality keeps unassumed roads open all year round for access by the abutting property owners whereas although unopened roads may be in such a condition as to permit access to the properties during part of the year, the Municipality does not keep the roads open during the winter months or grade the roads to make them passable. The third type of road which is travelled but not established as a public highway, is a private driveway or private laneway serving more than one property. To distinguish between these private driveways and unassumed roads is quite subjective but for purposes stated above, an unassumed road is one that is kept open year round by the Municipality.

Drawing #1 attached hereto shows the roads which the Township considers to be "unassumed" and those which are "unopened". It also shows a few private 'lanes' which are shown on the Region's base map of the Township, and these will not be addressed in this Report. Although every unassumed road has a different history, an overview is that they are roads which for the most part, were established well before there were any significant development controls in place and the roads originally served summer properties which were only used in the summer months when the ground was dry and therefore they

.....2/

SCHEDULE '12'
Pg. 1 of 16

did not require much of a road structure to serve the purpose for which they were intended. These roads are now being used year round and cannot support the loads imposed on them during the spring break up period. Within the definition of an unassumed road, there is a grouping which we have adopted for this Report, being:

Group 1

Unassumed roads where the original subdivider or person who laid out the road is either unknown, deceased or has left the subdivision for such a length of time that the residents look to the Municipality as the owner of the road and expect improvements to be made on the basis that they are paying taxes and have a right to a road with as high a standard as any other road in the Municipality. It is in this group that the Municipality receives the most complaints from the abutting property owners.

Group 2

These are unassumed roads for which a subdivider or developer is responsible to construct the roads to previously agreed standards. Unfortunately, in many cases the subdivision has not proceeded as quickly as the Township would have hoped and works remain outstanding before the roads can be assumed. Although the residents may expect the Township to finish the roadway, clearly, it is the legal responsibility of the subdivider.

Group 3

These unassumed roads are ones which the residents consider to be private roads and the Associations support the keeping of the roads privately. With the exception of infrequent gravelling, the Association is content with the roads as they are, as long as they are considered to be private.

Group 4

This grouping of unassumed roads is very similar to Group 1 - the only difference being that the residents seem to have accepted the status of the road and have made no requests according to our records to have the roads assumed. A Group 4 road could quite easily be changed to a Group 1 road simply by a few property owners becoming unhappy with the condition of the road and expecting the Municipality to undertake the works to improve the situation.

Since the purpose of the Report was to identify roads where residents want improvements to be made, the unassumed roads were classified into the appropriate group and only Group 1 roads are discussed in detail. Attached hereto are Appen-

dices I, II, III and IV representing Groups 1, 2, 3 and 4 roads respectively. For each road in each class, the following was determined:

1. length
2. width
3. required platform width
4. registered plan number and date registered
5. minimum standard of construction
6. cost
7. zoning
8. ownership
9. structural adequacy
10. number of developed lots per 1,000 feet of road
11. number of vacant lots per 1,000 feet of road
12. priority number

Items 1, 2, 3, 4 and 5 were used to determine the 'cost' (6). Item 7 (zoning) was used to determine whether the lots could be built on if the road was assumed. Item 8 was used to determine whether the road could be established as a public highway from an ownership point of view. Items 10 and 11 were used to determine the priority number (12).

With regards to the plan number and the date that the plan was registered, this was used to determine the appropriate level of construction pursuant to MTC Circular #72-010 since the minimum standards for roads on a plan of subdivision differ depending on the year that they were registered. The question of ownership also figures largely into whether the road can be assumed since the Municipality must have clear title to at least 66 feet of road allowance unless a lesser width has been approved by the Province on a plan of subdivision. There are three ways of acquiring ownership, namely:

(1) dedication by Deed;

(2) dedication on a plan of subdivision;

(3) implied dedication pursuant to The Registry Act and The Survey Act.

On the Appendices under the heading of ownership, the note 'private/Township' is shown when the road could be considered as being Municipally owned by virtue of The Registry Act and The Surveys Act but an owner is claiming ownership of the said roadway. Regardless of what the owner may feel in cases such as this, the roads may be established as a public highway. The last column of the Appendices is their priority number and was determined using the structural rating, density of development and density of vacant lots using the following formula:

structural rating no. + no. of houses/1,000 feet + 50% of the no. of vacant lots/1,000 feet = Priority Number

An explanation of these components is as follows:

Structural Rating -

This was established on an arbitrary scale of 1 to 5 where rating 1 applies to roads that do not break up to any extent during the spring break up and where a rating of 5 applies to roads that are impassable during the spring break up. Roads were assigned a value based on a visual inspection made during the spring of 1982. Since the priority numbers range from 0 to 27, the structural rating can make up to 20% of the total priority number. We have not put a larger weight than this on the structural rating since all unassumed roads are in poor condition and need to be improved and therefore the structural rating by itself would not be a good means of establishing priorities.

Housing Density -

This factor is weighed the heaviest since it is directly proportional to the number of unsatisfied residents and the use of the road. The value is the number of houses per 1,000 feet of road. We did not distinguish between permanent and seasonal dwellings since a review of Group #1 road shows that for the most part, these are all permanent dwellings and seasonal dwellings are being converted to permanent dwellings on a continuing basis. The number of houses was determined primarily from the assessment rolls and although the numbers may not be totally accurate, we feel that it is sufficient for purposes of this Study.

Density of Vacant Lots: -

Similarly to the above, this is a value of the number of vacant lots per 1,000 feet of road. These values were also determined from the assessment rolls and may not be 100% accurate but we feel that they are satisfactory. This factor is discounted 50% as we do not feel the need for reconstruction on a vacant lot is as important as for a developed lot and thus the reason for discounting 50%. The density of developed lots should however be included in the formula since once the road is reconstructed and assumed, the land will then be open for development which in turn, will provide an increase in assessment and off-set to some extent, the cost of reconstructing the road.

We feel that the formula which we have determined appropriately places the proper weight on each of the factors used to determine the priority number. Appendix V of this Report priorizes the need for reconstruction in accordance with the priority number and in descending order, we recommend that

the roads be reconstructed in the order stated subject to the following:

1) Before considering reconstruction, the Township must have clear title to the road allowance.

2) The minimum level of construction for MTC subsidy must be feasible to construct, i.e. in some cases, the road must be built to an urban standard but the land is too low for a storm sewer outlet and therefore construction is not possible.

3) The residents must provide a petition signed by 66-2/3% of the affected property owners stating that they are in favour of the reconstruction and agree to purchase driveway culverts, if required.

4) The road must have direct access to an assumed road. There is little point in reconstructing a road if access to this road is over an unassumed road which is in poor condition.

Also shown on Appendix V is the estimated cost of construction for Group 1 roads. This was determined using bench mark costs per foot of reconstructed road and is not a detailed estimate for the particular road. These are ball park costs used to determine the "order of costs" to bring all the roads up to standard and to show the extent of deficiency of the unassumed roads in the Municipality. As shown the estimated cost of total reconstruction is $1.7 M and over the past three years, Council has allocated an amount of $20,000.00 per year for reconstruction. If all things remained equal, i.e. no increase in cost with time and no increase in budget allocation, it would take 85 years to bring all the roads to suitable standards.

From time to time, the residents have voiced their desire to have their roads improved and Council's only alternative was to suggest that the works be done pursuant to The Local Improvement Act. We feel that this is still an appropriate alternative to the Municipality and if the residents are not prepared to wait until the work is done in accordance with the aforementioned priority list, then they would still have the opportunity to proceed under The Local Improvement Act. With regards to maintenance on unassumed roads, we propose to continue as in the past to provide winter ploughing and sanding, grading, and one application of dust layer if needed, but there would be no gravel maintenance or roadside maintenance.

Unopened Roads -

In the past, persons have been interested in developing lots

which do not front on an opened assumed road which is not permitted as per the provisions of the Official Plan and the Township's Zoning By-Law. It has been the unwritten Municipal policy that the opening of these roads to service the properties would be done at the expense of the owners and we recommend that this practise continue. Often there is a large parcel that abuts the limit of an assumed road and the question is often raised as to how much road need be open to service the property - 10 feet, 50 feet, 100 feet or the entire frontage? We recommend that the owner wishing to extend the unopened road should open the road across the entire frontage of the land regardless of the length of the road involved unless it is the last property on an unopened road and then only enough road need be opened to provide access to the property. It would then be left to the owner desiring to open the road to make arrangements with the owner on the opposite side of the road, if appropriate, to enter into a cost sharing arrangement.

In view of the above, therefore, it is recommended that:

RECOMMENDATIONS:

1. That the priorities set out in Appendix V of Report No. TE-82-22 be used as a guide when establishing unassumed road reconstruction projects.

2. That prior to undertaking a road reconstruction project, the following criteria shall be satisfied:

   i) the Township must have clear title to the required road allowance width

   ii) the level of construction required for assumption must be physically practical

   iii) the benefitting residents must submit a Petition in favour of the reconstruction project signed by 66-2/3% of the residents

   iv) the road must have direct access to an assumed road.

3. That the level of road maintenance for unassumed roads shall be snow ploughing, ice control and grading when feasible, and one (1) application of dust layer per year, if necessary. No gravelling or roadside maintenance shall be performed.

4. That no unopened road allowances will be opened by the Municipality. If a property owner wishes to open an unopened road at his expense, the road shall be opened to the minimum standard necessary for assumption across the

RECOMMENDATIONS: (Cont'd)

4. (Cont'd.)

entire frontage of the property except in the case where the property is the last property on an unopened road where only sufficient road to gain access to the property need be opened. It shall be the responsibility of the property owner undertaking the work to make arrangements with the owner on the opposite side of the road for cost sharing.

Respectfully submitted,

Recommended by:

R.T. Magloughlen, P.Eng.
Township Engineer

Approved by:

A. Wayne Woods
Chief Administrative Officer

Encls:

1982 05 27

OED2015-0053 - Attachment 1 - Report NO. PB-2013-0057

APPENDIX I
Group 1 Roads

section no.	road	from	to	length (ft)	width (ft)	platform width (ft)	plan no. & date	type of improvement	standard	cost	zoning	owner	structural rating	no. of houses /1,000 ft.	no. of vacant lots /1,000 ft.	priority no.
3	HILLSIDE DR.	GLENWOODS	ELMDALE	611	66	32	425 1953	Reconst.	R	37	R1	Priv./Twp	1	3	0	4
5	SPRINGWATER DR	THE QUEENSWAY	EAST LIMIT	935	33	16	211 1924	Reconst.	R	37	C1, R1, RU	Priv.	2	5	1	7.5
10	MARRITT DR.	CIRCLE RIDGE	EAST LIMIT	560	66	32	No Plan	Easement	SU	0	R1	Twp.	1	13	0	14
11	FIRST AVE.	OLD HOMESTEAD	METRO RD.	1495	66	32	320 1946	Widen & Drainage	R	70	R1	Twp.	4	17	6	24
14	CLARLYN HTS.	METRO RD.	NORTH LIMIT	980	50	25	498 1954	Reconst.	R	49	R1	Twp.	4	8	5	16.5
18	METRO BLVD.	SHEPPARD AVE.	EAST LIMIT	550	66	32	186 1922	Reconst.	R	33	R,RU	Twp.	5	11	5	18.5
23	MORTON CRESC.	MORTON CRESC.	WEST LIMIT	400	66		No Plan					Priv.	5			
24	LAGOON DR.	LAKE DR.E.	METRO RD.	550	30	16	284 1940	Reconst.	R	22	R	Twp.	3	22	0	25
25	PARADISE DR.	LAKE DR.E.	METRO RD.	416	30	16	284 1940	Reconst.	R	17	R	Twp.	3	24	0	27
	WILLOW LANE	LAKE DR.E.	METRO RD.	309	30	16	284 1940	Reconst.	R	12	R	Twp.	3	10	0	13
	ST. GEORGE ST.	ALEXANDER BLVD	VOLGA AVE.	994	66	32	502 1980	Reconst.	R	60	RU	Twp.	5	1	6	9
	JORDAN ST.	ALEXANDER BLVD	VOLGA AVE.	1014	66	32	502 1980	Reconst.	R	60	RU	Twp.	5	7	2	13
	FOREST ST.	METRO RD.	DE LA SALLE	991	66	32	602 1980	Reconst.	R	60	RU	Twp.	5	6	1	12

Pg. 8 of 16

APPENDIX I
Group 1 Roads

section no.	road	from	to	length (ft)	width (ft)	platform width (ft)	plan no. & date	type of improvement	standard	cost	zoning	owner	structural rating	no. of houses /1,000 ft.	no. of vacant lots /1,000 ft.	priority no.
35	DE LA SALLE	METRO RD.	VOLGA AVE.	1260	66	32	602 1980	Reconst.	R	77	RU	Twp.	5	13	5	20.5
36	WODA	VOLGA AVE.	SOUTH LIMIT	837	66	32	602 1980	Reconst.	R	50	RU	Twp.	5	7	14	19
37	ALEXANDER BLVD.	METRO RD.	SOUTH LIMIT	2340	66	32	602 1980	Reconst.	R	140	RU	Twp.	5	5	15	18
38	BRULE LAKEWAY	METRO RD.	SOUTH LIMIT	1945	66	32	602 1980	Reconst.	R	117	RU	Twp.	3	10	12	19
39	EDITH ROAD	METRO RD.	SOUTH LIMIT	2070	66	32	602 1980	Reconst.	R	120	RU	Twp.	1	5	2	7
40	BIRCH RD.	METRO RD.	SOUTH LIMIT	1705	66	32	602 1980	Reconst.	R	102	RU	Twp.	1	14	6	18
41	VOLGA AVE.	DE LA SALLE	BIRCH RD.	1761	66	32	602 1980	Reconst.	R	106	RU	Twp.	5	0	0	5
45	MELODY LANE	LAKESHORE RD.	BASELINE RD.	417	11	16	No Plan	Reconst.	R	16	R1	Priv.	3	24	25	11
46	HOFFMAN DR.	THOMPSON DR.	LAKE ST.	780	20	15	324 1948	Reconst.	R	31	R1		2	8	0	10
	PHILIP DR.	BASELINE RD.	CATERING RD.	600	66	32	386 1952	Reconst.	R	36	R1		1	5	12	12
	ELIZABETH DR.	CATERING RD.	DONALD DR.	300	66	32	386 1952	Reconst.	R	18	R1		1	7	3	9.5
	BEECH AVE.	RIVER CIRCLE	MAPLE AVE.	439	66	32	204 1923	Reconst.	R	26	R1	Twp.	1	2	9	7.5

Pg. 9 of 16

APPENDIX I
Group 1 Roads

section no.	road	from	to	length (ft)	width (ft)	platform width (ft)	plan no. & date	type of improvement	standard	cost	zoning	owner	structural rating	no. of houses /1,000 ft.	no. of vacant lots /1,000 ft.	priority no.
43A	MELODY LANE	LAKESHORE RD.	METRO RD.	417	11	11			R		R1	Priv.		16	2	
51	PETER ST.	LAKE DR.	GEORGE ST.	270	66	32	394 1954	Base & Surface	SU	3	R1		1	0	0	1.
53	FELIX ST.	PARK RD.	GEORGE RD.	300	66	32	394 1954	Base & Surface	SU	3	R1	Twp.	1	7	10	13.5
54	GEORGE RD.	CAROLYN ST.	ELIZABETH ST.	1568	66	32	394 1954	Base & Surface	SU	16	R1	Twp.	1	7	3	9.5
55	CAROLYN ST.	PARK RD.	WEST LIMIT	1971	66	32	394 1954	Base & Surface	SU	20	R1	Twp.	1	11	2	13.5
56	DOUGLAS ST.	JOAN ST.	WEST LIMIT	1085	66	32	394 1954	Base & Surface	SU	11	R1	Twp.	1	11	4	14
57	ELIZABETH ST.	JOAN ST.	WEST LIMIT	1085	66	32	394 1954	Base & Surface	SU	11	R1	Twp.	1	14	1	15.5
58	JOAN ST.	ELIZABETH ST.	CAROLYN ST.	500	66	32	394 1954	Base & Surface	SU	5	R1	Twp.	1	5	1.5	2
59	LYNN ST.	JOAN ST.	EAST LIMIT	250	66	32	427 1953	Reconst.	R	15	R	Twp.	5	4	12	15
	DOROTHY AVE.	JOAN ST.	WEST LIMIT	1072	66	32	427 1953	Reconst.	R	50	R, RU	Twp.	4	14	14	25
	INDIAN BAND R.O.W.	LAKE DR.	SOUTH LIMIT	460	66		No Plan	Reconst.	SU	32	R,RU	Priv.	5	9	4	16
	EASY ST.	RIVERSIDE DR.	RIVERSIDE DR.	1622	66	32	568 1967	Reconst.	SU	96	R	Twp.	2	3	6	8

Pg. 10 of 16

APPENDIX I
Group I Roads

Section no.	road	from	to	length (ft)	width (ft)	platform width (ft)	plan no. & date	type of improvement	standard	cost	zoning	owner	structural rating	no. of houses /1,000 ft.	no. of vacant lots /1,000 ft.	priority no.
64	SEVENTH ST.	EIGHTH ST.	EAST LIMIT	1195	66	32	422 1953	Reconst.	R	72	R	Twp.	4	6	5	12.5
65	BLANCHARD BLVD.	HART RD.	SOUTH LIMIT	2650	66	32	553 1964	Drainage	R	20	R,RU	Twp.	1	11	2	13
67	HANNAH ST.	FLORENCE DR.	WEST LIMIT	200	66	32	448 1955	Reconst.	R	12	R1	Twp.	1	15	0	16
69	ROUTLEY RD.	ALEXANDRA BLVD	SOUTH LIMIT	1250	66		No Plan	Reconst	SU	88	RU		1	4	10	10
71	MINONEN RD.	VICTORIA ST.	POLVA PROM.	1000	66	32	588 1970	Base & Surface	SU	10	R-2	Twp.	1	7	7	12.5

APPENDIX II
Group 2 Roads

-uction no.	road	from	to	length (ft)	width (ft)	platform width (ft)	plan no. date	type of improvement	standard	cost	zoning	owner	structural rating	no. of houses /1,000 ft.	no. of vacant lots /1,000 ft.	priority no.
1	BEVERLEY DR. & PATRICIA PL.	RAVENSHOE	BEVERLEY DR.	1620	66	28	M-1557 1973		U		R1	Twp.	1	12	4	15
2	BEVERLEY DR.	BEVERLEY DR.	MacMILLAN DR.	1000	66	32	M-1557 1973		U		R1	Twp.	1	12	4	1
6	OAKCREST DR.	THE QUEENSWAY	EAST LIMIT	793	66	32	No Plan		SU		R1	Twp.	1	5	15	13.5
7	HENRY STR.	THE QUEENSWAY	EAST LIMIT	912	66	32	No Plan		SU		R1	Twp.	1	9	2	11
8	SPRING RD. & LEY BLVD.	THE QUEENSWAY	NORTH LIMIT	983	66	32	No Plan		SU		R1	Twp.	1	5	2	7
13	BROADVIEW & HIGHFIELD CRESC.	OLD HOMESTEAD	EAST LIMIT	3125	66	28	M-3 1975		U	0	R1	Twp.	1	8	2	10
29	SOUTH DR. & SHORECREST	LAKE DR.E.	METRO RD.	4306	66	32	566 1967		SU		R-6	Twp.	1	5	10	11
49	WEST STREET	BURKE ST.	HIGH STR.	1436	66	26	M-22 1977		U		R1	Twp.	1	11	25	24
62	RIVER DR.	RIVER DR.	HOLMES PT.RD.	700	66	32	No Plan		SU		R,RU	Twp.	3	0	0	3
	ADELAIDE ST.	SIMCOE ST.	WEST LIMIT	1056	66	32	No Plan		SU		R1,RU	Twp.	1	9	1	10.5

Pg. 12 of 16

APPENDIX III
Group 3 Roads

section no.	road	from	to	length (ft)	width (ft)	platform width (ft)	plan no. & date	type of improvement	standard	cost	zoning	owner	structural rating	no. of houses/1,000 ft.	no. of vacant lots/1,000 ft.	priority no.
9	CRESTWOOD DR.	LAKE DR.N.	SHORECREST	700	40	20	315 1945		R		R1	Priv./Twp.	3	20	0	23
15	ELMTREE LANE	LAKE DR.N.	EAST LIMIT	435	33	16	No Plan		R		R1	Priv.	3	21	7	27.5
16	POST OFFICE RD	LAKE DR.N.	EAST LIMIT	751	33	16	No Plan		R		R1	Priv.	3	5	4	10
17	BALFOUR BEACH ROADS			4000	50	25	300 1945		R		R	Priv.	2	12.5	0	14.5
28	EAST, WEST, NORTH	LAKE DR.E.	NORTH LIMIT	1600	50	25	88		R		R	Priv./Twp.	4	11	9	19.5
31	RESTGLEN RD.	LAKE DR.E.	EAST LIMIT	700	20 50	16 28	326 1947		R		R	Priv.	3	11	1	14.5
42	GUEST LANE	LAKESHORE RD.	NORTH LIMIT	540	25	15	71 1893		R		R1	Priv./Twp.	2	6	4	8
43	WHEELER & HUTNER LANE	CAMERON	WEST LIMIT	930	33	16	69		R		R1	Priv./Twp.	4	5	13	17.5
70	HARJU & NURME	2nd.CONC.	SOUTH LIMIT	1400	66	32	344 1960		R		R1	Priv./Twp.	3	4	3	8.5
	ESTONIAN			13,653	66	32	544				R-9	Priv./Twp.	2	5	3	8.5

Pg. 13 of 16

APPENDIX IV
Group 4 Roads

section no.	road	from	to	length (ft)	width (ft)	platform width (ft)	plan no. & date	type of improvement	standard	cost	zoning	owner	structural rating	no. of houses/1,000 ft.	no. of vacant lots/1,000 ft.	priority no.
4	MAC AVENUE	THE QUEENSWAY	RIVER ST.	548	33	16	No Plan		R	22	C5	Priv.	2	16	0	18
12	BOWLING GREEN & TENNIS RD.	HILLCREST RD.	SOUTH LIMIT	720	25	12	180 1922		R	0	R1	Twp.	1	21	3	23.5
19	POPLAR AVE.	METRO RD.	LAKE DR.E.	561	66	32	189 1922		R		R	Twp.	4	13	21	27.5
20	PUGSLEY AVE.	METRO RD.	LAKE DR.E.	395	66	32	189 1922		R		R,RU	Twp.	4	3	15	14.5
21	JUBILEE RD.	LAKE DR.E.	SOUTH LIMIT	495	32		No Plan		U		R	Priv.	3	22	2	15
22	TRIVETT LANE	METRO RD.	SOUTH LIMIT	520	30	16	208 1924		R		RU	Priv./Twp.	3	6	0	9
27	WILLOW BEACH LANES	SEDORE AVE.	KENNEDY RD.	600	20	10	177 1921		R		R	Priv.	3	0	0	3
30	O'DELL LANE	METRO RD.	SOUTH LIMIT	1015	66	32	No Plan		R		R	Priv.	3	9	1	13
44	FRANKFORT GR.	LAKESHORE RD.	CAMERON AVE.	683	30 16.5	16	69		P		R1	Priv.	3	9	7	15.5

Pg. 14 of 16

APPENDIX V

GROUP 1 ROADS

SECTION NO.	ROAD	PRIORITY NO.	RANK	COST ($1,000.00)
25	PARADISE DRIVE	27	1	$ 17
50	DOROTHY AVENUE	25	2	60
24	LAGOON DRIVE	25	3	22
11	FIRST AVENUE	24	4	70
35	DE LA SALLE BLVD.	20.5	5	77
38	BRULE LAKEWAY	19	6	117
36	WODA AVENUE	19	7	50
18	METRO BLVD.	18.5	8	33
40	BIRCH ROAD	18	9	103
37	ALEXANDER BLVD.	18	10	140
14	CLARLYN HEIGHTS	16.5	11	49
67	HANNAH STREET	16	12	12
61	INDIAN BAND R.O.W.	16	13	32
57	ELIZABETH STREET	15.5	14	11
59	LYNN STREET	15	15	15
10	HARRITT DRIVE	14	16	00
56	DOUGLAS STREET	14	17	11
58	FELIX STREET	13.5	18	3
55	CAROLYN STREET	13.5	19	20
26	WILLOW LANE	13	20	12
33	JORDAN STREET	13	21	60
65	BLANCHARD BLVD.	13	22	20
64	SEVENTH STREET	12.5	23	72

APPENDIX V

GROUP 1 ROADS

SECTION NO.	ROAD	PRIORITY NO.	RANK	COST ($1,000.00)
71	MINONEN ROAD	12.5	24	$ 10
34	FOREST STREET	12	25	60
47	PHILIP DRIVE	12	26	36
45	MELODY LANE	11	27	16
40	HOFFMAN DRIVE	10	28	31
69	ROUTLEY ROAD	10	29	88
48	ELIZABETH DRIVE	9.5	30	18
54	GEORGE ROAD	9.5	31	16
32	ST. GEORGE STREET	9	32	60
68	EASY STREET	8	33	96
5	SPRINGWATER DRIVE	7.5	34	37
50	BEECH AVENUE	7.5	35	26
39	EDITH ROAD	7	36	120
41	VOLGA AVENUE	5	37	108
3	HILLSIDE DRIVE	4	38	37
58	JOAN STREET	2	39	5
51	PETER STREET	1	40	3
			TOTAL	$ 1,770

7. COMMITTEE AND OTHER REPORTS (Contd...)

2. 1. THAT the priorities set out in Appendix V of Report TE-82-22 be used as a guide when establishing unassumed road reconstruction projects.

2. THAT prior to undertaking a road reconstruction project, the following criteria shall be satisfied.

i) the Township must have clear title to the required road allowance width

ii) the level of construction required for assumption must be physically practical

iii) the benefitting residents must submit a Petition in favour of the reconstruction project signed by 66 2/3% of the residents

iv) the road must have direct access to an assumed road.

3. THAT the level of road maintenance for unassumed roads shall be snow ploughing, ice control and grading when feasible, and one (1) application of dust layer per year, if necessary. No gravelling or roadside maintenance shall be performed.

4. THAT the unopened road allowances will be opened by the Municipality. If a property owners wishes to open an unopened road at his expense, the road shall be opened to the minimum standard necessary for assumption across the entire frontage of the property except in the case where the property is the last property on an unopened road where only sufficient road to gain access to the property need be opened. It shall be the responsibility of the property owner undertaking the work to make arrangements with the owner on the opposite side of the road for cost sharing.

3. THAT the Township of Georgina respectfully request that the Province of Ontario amend Section 210(29) of the Municipal Act so that it would allow a Municipality to regulate the discharge of any weapon including long bows and cross bows, within the boundaries of the Municipality.

Carried.....

2) Moved by Councillor Lyons

Seconded by Councillor O'Grady.

THAT the request of Mr. J. Penren to enter into a cost sharing arrangement with the Township of Georgina for the lesser amount of 50% or $15,000.00 of the cost to reconstruct Clarlyn Heights Drive, be approved.

Carried.....

SCHEDULE '13'

THE CORPORATION OF THE TOWN OF GEORGINA

IN THE

REGIONAL MUNICIPALITY OF YORK

REPORT TE-93-47

FOR CONSIDERATION OF

THE CHIEF ADMINISTRATIVE OFFICER

RE: UNASSUMED ROAD CONSTRUCTION PROGRAM

In 1982 Council adopted Report TE-82-22 which established a priority list for reconstruction of unassumed roads. Since that time 17 of the 40 streets have been completed and have or will be assumed shortly. The updated list of outstanding roads is attached as Appendix "I". For information some of the roads are not owned by the Town and would not be improved until clear title is acquired. Notwithstanding this priority list, Jordan Street has deteriorated significantly since this study was first done to the point where last spring the road became completely impassable and should be reconstructed as soon as possible. If Council agrees with deviating from the list, we would like to begin surveying the road this fall for reconstruction next summer.

RECOMMENDATIONS:

1. That Appendix "I" of Report TE-93-47 replace Appendix "V" of Report TE-82-22 being a priority list for the reconstruction of unassumed roads.

2. That notwithstanding the priority list and subject to funding approval, Jordan Street be reconstructed in 1994 due to severe break up which occurs.

Respectfully submitted,

Recommended by:

R.T. Maglaughlen, P.Eng.
Town Engineer

RTM/sed
Attachment
1993.09.23

SCHEDULE '14'
Pg. 1 of 5

A P P E N D I X " I "

GROUP 1 ROADS

Road	Priority No.	Ownership	Comments
Birch Road	18	Town	reasonably good condition
Quiet Heights Lane	16.5	Town	timing tied to development of Northdale subdivision
Hannah Street	16	Town	reasonably good condition - regravelled a few years ago
Lyall Lane	16	Private	requires ownership
Marritt Drive	14	Town	external drainage easement required
Felix Street	13.5	Town	reasonably good condition - more like a driveway than a road
Carolyn Street	13.5	Town	reasonably good condition - recommended for 1995
Abbey Road	13	Town	essentially a summer road
Jordan Street	13	Town	very poor condition - recommended for 1994
Riverbank Drive	13	Unclear	
Seventh Street	12.5	Town	

...../2

A P P E N D I X " I "

GROUP 1 ROADS

Road	Priority No.	Ownership	Comments
Minonen Road	12.5	Town	
Forest Street	12	Town	
Philip Drive	12	Town	
Melody Lane	11	Private	
Routley Road	10	Private	
George Road	9.5	Town	
St. George Street	9	Town	
Easy Street	8	Town	
Springwater Drive	7.5	Private	
Edith Road	7	Town	
Volga Avenue	5	Town	

Pg. 3 of 5

September 16th, 1993

000016

11. COMMITTEE AND OTHER REPORTS CONT'D:

11.3 Reports of the Public Works Department

11.3.1 Request for Permission to Encroach
Blue View Restaurant
Lake Drive North, Island Grove
Part Lots 36 & 37, Plan 124

EDC-93-20
123-309

REPORT NO. EDC-93-20

Moved by Councillor Grossi

Seconded by Councillor Keating

RESOLUTION NO. C-93-653

1. THAT A BY-LAW BE PASSED TO ALLOW THE OWNERS OF PART LOTS 36 AND 37, PLAN 124 TO MAINTAIN AND USE THE EXISTING CONCRETE WALK AND FRAME STOOP AND BALCONY ERECTED IN PART ON THE ROAD ALLOWANCE OF LAKE DRIVE NORTH.

2. THAT A BY-LAW BE PASSED TO AUTHORIZE THE MAYOR AND CLERK TO EXECUTE AN ENCROACHMENT AGREEMENT BETWEEN GIOVANNI COLAPINTO AND NATALIA COLAPINTO, AS OWNERS, AND THE CORPORATION OF THE TOWN OF GEORGINA, RESPECTING PART LOTS 36 AND 37, PLAN 124.

carried.....

11.3.2 Unassumed Road Construction Program

TE-93-47
1994 Road Const.

REPORT NO. TE-93-47

Moved by Regional Councillor Wheeler

Seconded by Councillor Pallett

RESOLUTION NO. C-93-654

1. THAT APPENDIX 'I' OF REPORT TE-93-47 REPLACE APPENDIX 'V' OF REPORT TE-82-22 BEING A PRIORITY LIST FOR THE RECONSTRUCTION OF UNASSUMED ROADS.

2. THAT NOTWITHSTANDING THE PRIORITY LIST AND SUBJECT TO FUNDING APPROVAL, JORDAN STREET BE RECONSTRUCTED IN 1994 DUE TO SEVERE BREAK UP WHICH OCCURS.

C0017

C9328.MIN 17 1993-09-23

11. COMMITTEE AND OTHER REPORTS CONT'D.

3. THAT ENGINEERING DESIGN PLANS COMMENCE FOR CAROLYN STREET IN 1994.

carried.....

TE93-48
D14
P54

11.3.3 Lake Simcoe Region Conservation Authority
1) Sutton Dam
2) Claredon Beach

REPORT NO. TE-93-48

Moved by Councillor Pallett
Seconded by Councillor Keating

RESOLUTION NO. C-93-655

THAT THE LAKE SIMCOE REGION CONSERVATION AUTHORITY IS RESPECTFULLY REQUESTED TO:

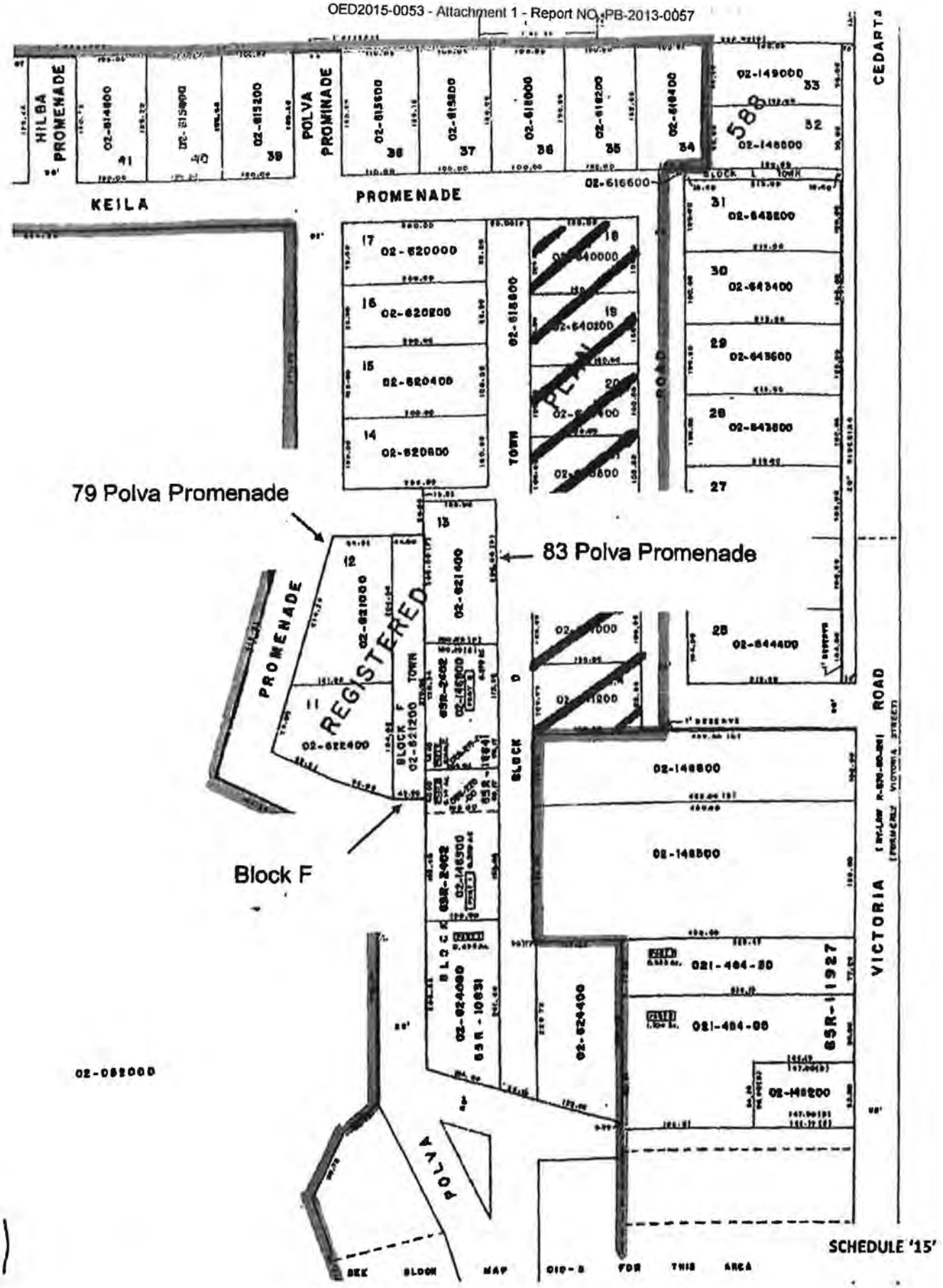
1. CARRY OUT REMEDIAL WORK ON THE SUTTON DAM AT AN ESTIMATED COST OF $14,000 AND AT THE EXPENSE OF THE TOWN OF GEORGINA.

2. CARRY OUT AN EROSION PROJECT AT CLAREDON BEACH AT AN ESTIMATED COST OF $16,000 NET OF THE LANDOWNER ENVIRONMENTAL ASSISTANCE PROGRAM GRANT AND AT THE EXPENSE OF THE TOWN OF GEORGINA.

carried.....

Council dealt with Addendum Item 11.3.5, Report No. DR-93-42 of the Public Works Department at this time.

Pg. 5 of 5


79 Polva Promenade
83 Polva Promenade
Block F
KEILA
PROMENADE
HILBA PROMENADE
POLVA PROMINADE
CEDARTS
VICTORIA ROAD
REGISTERED
PLAN
SCHEDULE '15'

Velvet Ross

Subject: FW: Report on ICB/Unassumed Roads in Udora

From: Michael Bigioni
Sent: June-05-13 6:22 PM
To: Dan Pisani
Cc: Michael Baskerville; Harold Lenters; Velvet Ross
Subject: FW: Report on ICB/Unassumed Roads in Udora

Dan, it seems to me that this matter raises two separate, though obviously related, issues, namely (1) whether the Town presently has any legal responsibility for the condition of the unassumed roads in question, and (2) whether, even if the Town is not responsible, it might nonetheless be advisable to consider bringing them up to suitable standards for assumption, and actually assuming such responsibility once the necessary improvements have taken place.

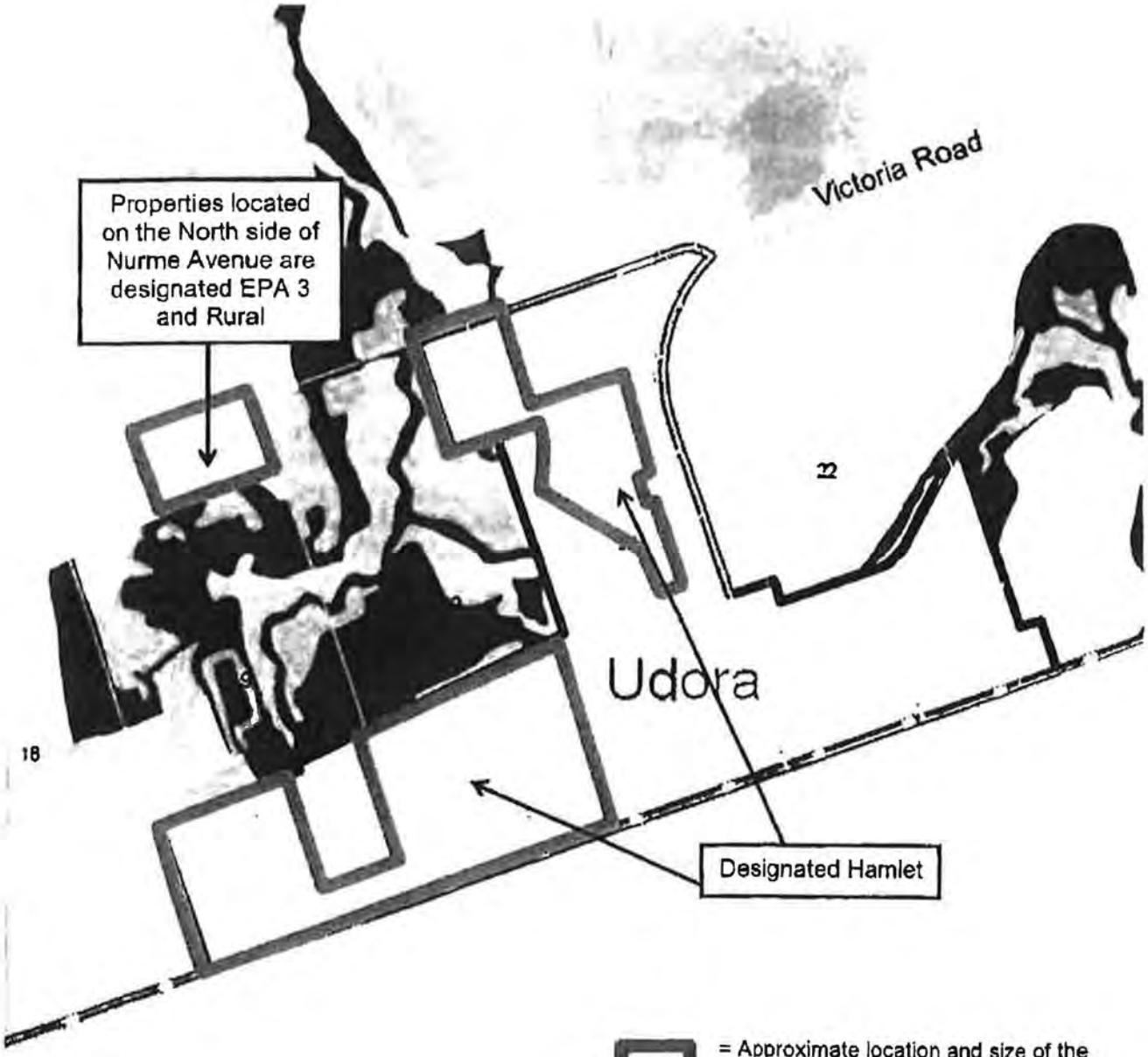
To deal with the first of the above-mentioned issues, the Town is not in my view legally responsible at the present time for the maintenance or improvement of the unassumed roads. Subsection 31(2) of the *Municipal Act, 2001* provides that "After January 1, 2003 [the day the *Act* came into effect], land may only become a highway by virtue of a by-law establishing the highway and not by the activities of the municipality or any other person in relation to the land, including the spending of public money." If land owned by a municipality and used as a road had become a public highway prior to that date by virtue of the expenditure of public money on its improvement and/or upkeep, then that land would continue to be recognized as such under the *Act*, but from and after January 1, 2003, the only way a municipality can become liable to maintain a highway is if it passes a by-law to establish that highway. In the case at hand, it does not appear to me that the Town assumed the streets on Plans 544 and 588 prior to that date by doing work on them; instead, it would appear that any work done on those streets by the Town was carried out in accordance with the agreement of May 26, 1961 between The Municipal Corporation of the Township of Georgina and the Trustees of the Estonian Summer Homes Association, and that work would not have resulted in the implied acceptance by the Town of the streets. From January 1, 2003 to the present, a by-law would have been required to establish the streets as public highway, and it is my understanding that no such by-law was ever passed. The significance of all of this is that in order to trigger the Town's maintenance obligations, Subsections 31(4) and (5) of the *Act* require the streets to have been assumed for public use by the Town or established by by-law, and since neither of those things appears to have happened, I would conclude that no such maintenance obligations have arisen.

As far as the second issue is concerned, it is of course open to the Town to make the policy decision that the streets in question ought to be brought up to standards suitable for assumption, and indeed this appears to be the direction in which the Town has been moving in a measured manner, at least since the Unassumed Roads Study was undertaken in 1982. The law is clear that a municipality retains control over improvements to unopened or unassumed road allowances, and that "the public can only use the road allowance as it finds it" (per Weekes J. in *Goudreau et al.* v. *Corporation of the Township of Chandos* (1993), 14 O.R. (3d) 636 (Ontario Court (General Division)), but I think it is undeniable that as time goes by, the pressure is likely to mount on Council to improve these streets to the point where they can be incorporated into the Town's roads inventory. I am aware that some abutting landowners have been permitted to improve portions of certain unassumed roads to the point where they are capable of supporting vehicular passage, but as the redoubtable W.D. (Rusty) Russell, Q.C. (with whom the Town is well familiar) has cautioned, "If council permits minor grading and tree cutting on an unopened road allowance, it has let the genie out of the bottle. Ratepayers will continue to improve the road, and its use will increase. Inevitably, those served by the road allowance will appear before council asking that a portion of the road budget be allocated for maintenance work" (*Russell on Roads*, p. 61). It seems to me, then, that a fresh look at the feasibility of upgrading the unassumed roads on Plans 544

SCHEDULE '16'
Pg. 1 of 2

LAND USE DESIGNATION

Town of Georgina Official Plan



= Approximate location and size of the lands subject to the proposed Interim Control By-law

SCHEDULE '17'

SECTION 5 - GENERAL PROVISIONS ALL ZONES (cont.

5.13 FRONTAGE ON A ROAD OR STREET

Subject to compliance with all other applicable provisions of this by-law, no person shall erect any building or structure in any zone unless the lot upon which such building or structure is to be erected fronts upon a public street, except:

(a) in a registered plan of subdivision for which there exists a valid subdivision agreement, but the streets have not yet been assumed, or

(b) in respect of a lot which does not front on a public street and which contains a legally existing building, in which case such building may be enlarged, reconstructed, repaired, renovated or replaced in accordance with Section 5.11 and accessory buildings may be erected, or

(c) in respect of a lot where a street has been constructed to a standard approved by the Town for assumption, but where the Town has not yet assumed the street.

SECTION 10 - RESIDENTIAL (R) ZONE (cont.)

10.5 SPECIAL PROVISIONS

10.5.1 PLAN 544 AND PLAN 588; 'R-1','R-2' (Map 11)

Notwithstanding the requirements of Section 5.13, a seasonal dwelling, including accessory buildings and structures, may be erected on a lot fronting on an access street on the land which is designated 'R-1' and 'R-2' in Schedule 'A' hereto.

SCHEDULE '19'

Section 9.36. Cottages

9.36.1. Scope

9.36.1.1. Application

(1) This Section applies to *buildings* of *residential occupancy* used or intended to be used as seasonal recreational *buildings*.

(2) The *buildings* described in Sentence (1) shall comply with all the requirements of this Part, except where they are specifically exempted in this Section.

9.36.2. General

9.36.2.1. Exclusions

(1) Except as provided in Articles 9.36.3.1. and 9.36.2.4. and Subsection 9.10.15., *buildings* used or intended to be used as seasonal recreational *buildings* need not comply with Sections 9.5. to 9.7. and 9.9. to 9.11.

(2) Flooring need not comply with Section 9.30., but tight-fitting floors shall be provided to support the *live* and *dead loads*.

(3) Except as provided in Sentences (4) and (5), thermal insulation, *vapour barrier*, air barrier construction, interior finishes, plumbing, heating, mechanical ventilation, *air-conditioning* and electrical facilities, need not be provided, but where any of these are provided, they shall comply with the requirements of this Part.

(4) Where heating and *air-conditioning* are provided, Article 9.33.3.1. need not be complied with.

(5) Where thermal insulation is provided, the minimum thermal resistance of insulation in Table 12.3.2.1. need not be provided.

9.36.2.2. Foundations

(1) Continuous perimeter *foundation* walls are not required, but when they are provided, they shall comply with the requirements of this Part.

(2) Where unit masonry columns are used, the height of such columns shall not exceed,
(a) in the case of hollow masonry units, 4 times the least dimension of the units,
(b) in the case of solid masonry units or hollow units with voids filled with concrete, 10 times the least dimension of the column, or
(c) where the column is reinforced with at least four 13 mm (½ in) diameter bars and filled with concrete, 18 times the least dimension of the column.

(3) Columns in excess of the height limitations of Clauses (2)(a) to 2(c) shall be designed in accordance with Part 4.

9.36.2.3. Waterproofing and Dampproofing

(1) Where *foundations* below ground level and concrete floors on ground are used, they shall comply with Section 9.13.

SCHEDULE '20'

9.36.2.4. Smoke Alarms

(1) Every *dwelling unit* within the scope of this Section shall be provided with a *smoke alarm* in accordance with Subsection 9.10.19.

9.36.3. Tourist Accommodation

9.36.3.1. Buildings for Seasonal Tourist Accommodation or for Rent

(1) Where *buildings* are used or intended to be used for seasonal tourist accommodation or for rent, they shall comply with Sections 9.5. to 9.8. in addition to the requirements of this Section.

ALL UNASSUMED ROADS OUTSIDE OF UDORA

ROAD	SECTION ID	LENGTH	MAP/BLOCK	OWNERSHIP	SNOW CLEAR	4ROADS	TON	WIDTH	AADT	WARD	length (ft)	length (m)	TOTAL LOTS	OCC. LOTS	NOTES
Love's Road	1143	0.070	1/B-2	Town	Town			66	<50	1	185	56.7	4	4	housekeeping / S B assumed ?
Bernam Boulevard			1/B-4	Town	Private			66	<50	2	150	45.7	1	1	one lot fronts Bernam
Purdy Lane	1135	0.080	1/B-4	Town	Town	REC	ADEQ	66	20	2	150	45.7	0	0	access road to Bernam
Dougall Dell Lane			2/A-2	Town	Private			66	<50	3	329	100.3	6	4	
Gibson Road			3/C-3	Town	Private			66A	<50	3	1200	365.8	1	1	
Greenwood Avenue			5/B-3	Town	Private			66	<50	3	200	61.0	1	1	provides rear access to Lake Drive North
Hutner Lane			5/B-4	Town	Town			16.5	<50	3	208.2	63.5	9	9	FIRE ROUTE - NARROW PARKING ISSUES
Isleview Road			3/B-4	Town	Private			32	<50	3	215	65.5	1	1	
Isobel Avenue			3/C-4	Town	Private			66	<50	3	230	70.1	3	1	
Katonim Lane			2/A-2	Town	Town			50	<50	3	342.2	104.3	3	3	joins to private roads
Rest Glen Road			4/C-4	Town	Town			50n/20 w	?	3	524	159.7	10	10	was it assumed as part of Willow Bch work?
Vilnius Lane			2/A-1	Town	Private			50?	<50	3	300	91.4	1	1	
Christidis Drive	1413	0.300	5/A-4	Town	Private	REC	ADEQ	66	30	4	629.75	192	3	2	
Deavitt Lane	4107	0.150	5/B-2	Town	Town	RSS	ADEQ	20	20	4	574.83	175	1	1	15 FT LANEWAY
Guest Lane	1436	0.050	5/B-4	Town	Town	RSS	ADEQ	15	40	4	298	91	6	6	15 FT LANEWAY
Hopecliff Lane	1462	0.100	5/B-2	Town	Town	REC	ADEQ	66	20	4		100	2	2	assumed 2011
Hopecliff Lane	4065	0.060	5/B-2	Town	Town	BS	ADEQ	66	20	4		60			assumed 2011
Philip Drive	1463	0.050	5/B-2	Town	Town	BS (S)	ADEQ	66	N + S	4	200	61	1	2	north - used by H.School, south 3 lots
Wheeler Avenue			5/B-4	Town	n/a			33	<50	4	248	76	6	4	fire route
Cedarbrook Drive	2540	0.300	8/C-2	Town	Town	REC	ADEQ	66A	10	5	1220.16	372	1	1	gravel road / drainage, 6m wide, 8 m platform, west end - grass laneway
Chambers Lane			8/B-3	Town	Private			47.75	<50	5	470	143	5	5	gravel 4 m / drainage, single lane access road
Felix Street			8/A-4	Town	Town			66	<50	5		46	4	2	141 m NOT OPEN (to east), dirt path west end, ditch on south side
Hannah Road	3018	0.100	8/B-3	Town	Town	REC	ADEQ	51.6	30	5	210.55	64	4	4	odd arrangement north end, surface treated, chip with main road
James Street	3030	0.200	8/C-1	Town	n/a			66	<50	5					QUIT CLAIM, not a public highway
Laurine Road			8/B-3	Town	Private			66	?	5	250	76	0	0	D/W over UNOPENED ROAD ALLOW, 5 m wide, no drainage
Rosslyn Drive			0/--	Town	n/a			66	<50	5			fields	0	'unopened' environmental issues / NO SIGNAGE
Snowbird Lane			8/C-4	Town	Private			20	<50	5		34	2	2	lot 22 landlocked without Snowbird, walking trail north (of landlocked lot) to lake
						IMP	OVERALL						LOTS WITH		
													ENT. OFF		
													(OR VAC)		

UDORA

ROAD	SECTION ID	LENGTH	MAP/BLOCK	OWNERSHIP	SNOW CLEAR	4ROADS	TON	WIDTH	AADT	WARD	length (ft)	length (m)	TOTAL LOTS	OCC. LOTS	NOTES
Estonian Road	3520	0.450	9/A-1	Town	Town	REC	NOW	66	79	5	1500	457	2	2	ACCESS ROAD, split road trees down centre, ditch on east side, partial drainage
Harju Road	3500	0.150	8/B-2	Town	Town	REC	ADEQ	66	20	5	380	116	1	1	ROAD TO NURME, no drainage, gravel, unassumed signage at entrance
Kalevi Road	3510	0.500	9/A-1	Town	Town	REC	NOW	66	80	5	1650	503	8	7	ACCESS ROAD, wide road (6.2 to 7.5m), grass blvd east side, no drainage (s), minor drain (n)
Keila Promenade			9/B-2	Town	Town			66	?	5		332	12	11	Extension of Minonen Road (Assumed)
Kose Avenue	3532	0.100	9/A-1	Town	N/A	REC	ADEQ	66	13	5		100	4	3	walking trail, trees trimmed by Association
Laeli Road	3523	0.140	9/A-1	Town	Town	REC	ADEQ	50	20	5	437	133	3	3	FROM LEMBITU TO NARVA, wide grass on east side
Lembitu Avenue	3514	0.350	9/A-1	Town	Town	REC	ADEQ	50	20	5	1094	333	14	10	EAST - single lane (5.5) grass blvd s/side, many developed lots
Lembitu Avenue	3515	0.150	9/A-1	Town	Town	REC	ADEQ	50	20	5	478	146	1	1	WEST - not open west of Laeli, single lane (5.5), drainage n/side
Linda Road	3522	0.400	9/A-1	Town	Town	REC	ADEQ	66	15	5	1372	418	14	13	4.5 m, no ditches, wide platform 84 trees, many developed lots
Mannilu Road	3526	0.350	9/A-1	Town	Town	REC	ADEQ	66	30	5		350	12	10	split 2 gravel lanes, trees center, many developed lots/access to River lots, ditch west side
Narva Avenue	3512	0.500	9/A-1	Town	Town	REC	ADEQ	66	10	5	1648	502	4	4	single lane (west), single with grass blvd / ditch on south (midpoint), ditch east 4 m
Nurme Avenue	3502	0.150	9/A-2	Town	Town	REC	ADEQ	66	10	5	1020	311	5	4	ACCESS FROM HARJU, gravel, no drainage, large turnaround w/end
Pirita Road			9/A-1	Town	Private			50	?	5	694.5	212	11	11	3.6m, no drainage, cedars to edge, many developed lots/west + River lots
Polva Promenade (S)			9/B-1	Town	Town			66	?	5	934.5	285	9	7	3.6 m wide, single lane, shallow ditch on s/side
Polva Promenade (N)				Town	Town			66		5	1017.9	310	3	3	5.5 to 6 m, then down to 3.2 m. No drainage
Polva Promenade (N) not open				Town	N/A			66		5	789.8	241	4	3	access road' built on private property
BLOCK M (to Polva P)				Town	Town			30		5	327	100	0	0	entrance to Polva Promenade off Victoria Road, 3.5 to 4.0 m, no drainage
Sindi Promenade			9/B-2	Town	Private			66	?	5			11	1	'unopened' (?)sand 2 m hunting type road, unclear where road allowance is?
Sulevi Avenue	3518	0.150	9/A-1	Town	Town	REC	ADEQ	50	20	5	462	141	4	4	WEST - single lane (5.5 to 5.9m) , no ditches, cedars along edges
Sulevi Avenue	3519	0.350	9/A-1	Town	Town	REC	ADEQ	66	20	5	1110	338	15	12	EAST - single lane (5.8 to 6.4), no ditches, wide grass platform on n/side many developed lots
Ulemiste Parkway			9/A-1	Town	N/A				20	5	539	164	0	0	NOT OPEN, Walking trail, tall trimmed trees (by Association), Block G and H
Umera Avenue	3521	0.160	9/A-1	Town	Town	REC	ADEQ	50	20	5	600	183	6	6	ACCESS FROM ESTONIAN, no drainage, trees, 5 m
Vambola Avenue	3516	0.350	9/A-1	Town	Town	REC	ADEQ	50	10??	5	600	183	21	18	drainage s/side (partial), single lane 5.5 m, many developed lots
Viru Avenue	3530	0.160	9/A-1	Town	Town	REC	ADEQ	50?	11?	5	600	183	1	1	WEST - gravel, no ditches, ACCESS ROAD, UNASSUMED SIGNAGE OFF WEIRS, no trespassing
Viru Avenue	3530A	0.134	9/A-1	Town	Town	REC	ADEQ	50?	11?	5	438	134	1	1	EAST gravel split, hedgerow down centre, ACCESS ROAD
						IMP	OVERALL						LOTS WITH		
													ENT. OFF		
													(OR VAC)		

CORPORATION OF THE TOWN OF GEORGINA

REPORT NO. DAS-2016-0027

FOR THE CONSIDERATION OF COUNCIL MAY 11, 2016

SUBJECT: 2016 PROPERTY TAX RATES

---

1. RECOMMENDATIONS:

1. **That Council receive Report No. DAS-2016-0027 prepared by the Administrative Services Department dated May 11, 2016 respecting 2016 Tax Rates.**

2. **That Council approve the 2016 tax rates for the Town of Georgina as detail in Attachment #1, highlighted in yellow.**

3. **That Council adopt By-Law No. 2016-0039 (TA-1) to establish the 2016 tax rates for the Town of Georgina.**

2. PURPOSE:

The purpose of this report is to present the necessary By-Law to establish the 2016 property tax rates for Council's adoption, as well as to provide Council with information regarding the impact of 2016 tax rate calculations.

3. BACKGROUND:

The Town of Georgina is responsible to issue and collect property taxes to fund its annual budgetary requirements, as well as those property taxes levied by the Region of York for their purposes and the Province of Ontario for education/school boards. The *Municipal Act, 2001* prescribes the detailed calculations for determination of the property tax rates. The tax rates are applied against each property's current value assessment, (CVA) determined by the Municipal Property Assessment Corporation (MPAC) to calculate the annual property tax levy.

MPAC updates current value assessments in Ontario on a four year cycle. To provide an additional level of property tax stability and predictability, market increases in assessed value between assessment updates are phased in gradually over four years. Under the phase-in provision in the *Assessment Act*, an increase in assessed value is introduced gradually. A decrease in assessed value is introduced immediately. For 2016 taxation this is the final year of the current assessment cycle phasing current values from January 1, 2008 to January 1, 2012

Examples of Property Assessment Phase-In

Property Assessment Value Increase

January 1, 2008 Valuation
CVA=$170,000

January 1, 2012 Valuation
CVA=$200,000

Change in Assessment= $30,000

CVA for Taxation Purposes

Taxation Year	Assessment
2013	177,500
2014	185,000
2015	192,500
2016	200,000

Property Assessment Value Decrease

January 1, 2008 Valuation
CVA=$170,000

January 1, 2012 Valuation
CVA=$160,000

Change in Assessment = $ -10,000

CVA for Taxation Purposes

Taxation Year	Assessment
2013	160,000
2014	160,000
2015	160,000
2016	160,000

On December 16, 2015, Council approved the 2016 net tax levy Budget for the Town of Georgina in the amount of $36,703,530. The Town of Georgina property tax rates for its own budgetary purposes are calculated to raise funds for its annual budget requirements over a base total Current Value Assessment (CVA) of all taxable properties within the Town of Georgina.

At their meeting of March 24, 2016, Council of the Region of York established the property tax rates for their purposes. The Region of York property tax rates are calculated over a base CVA of all taxable properties within the Region of York.

On April 11, 2016, the Province of Ontario advised that education property tax rates had been finalized under the *Education Act*. The Education property tax rates are calculated over a base CVA of all taxable properties within the Province of Ontario.

4. ANALYSIS:

2016 Property Tax Rates

The calculated property tax rates and levies for the Town of Georgina resulting from the annual budget requirements of the municipality are detailed by property class in Attachment #1 to this report. Included in Attachment #1 are the Region of York property tax rates approved by Regional Council on March 24, 2016 and the education property tax rates prescribed by the Provincial Government for 2016.

2016 Impact to the Average Residential Assessment

The 2016 property tax rates incorporate rate reductions necessary to offset the impact of assessment growth and the continuing phase-in of increased property assessment values for all properties for the years 2013 to 2016. For example, the total 2016 residential property tax rate is decreased from 1.193835% to 1.183787%.

Applied against increased assessment values, the impact to the average residential assessment with a CVA of $297,000 is 1.65%, equal to approximately $57.31 per year in 2016, as described in Table 1 below.

It is important to note, the amount of phase-in assessment added each year effects the actual taxation change at individual property levels. Table 1 below demonstrates the average assessment value $297,000 with a phase in increase of $7,300, being the average 2016 phase-in assessment change for residential properties in Georgina

Table 1 – Change in Property Taxes for Average Home

2016 CVA of Average Home = $297,000 (phase in value increase of $ 7300)

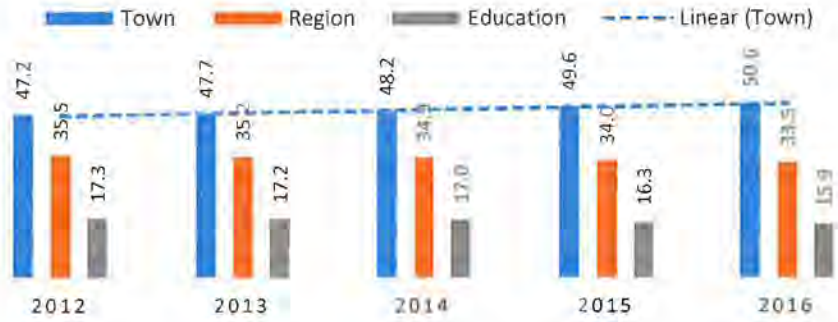
Levying Jurisdiction	Property Tax Rate	Property Taxes	Change	Increase
Town of Georgina	0.598630%	$1,777.93	$61.71	
Region of York	0.397157%	$1,179.56	$ 2.15	
Province of Ontario - Education	0.188000%	$558.36	($ 6.56)	
Total	**1.183787%**	**$3,515.85**	**$ 57.31**	**1.65%**

The total of current value assessments of all residential properties in York Region increased year over year at a greater rate than in Georgina as a result of both the phase-in of the 2012 market value re-assessments and the assessment growth due to development. In 2016, Georgina's total CVA increased by 5.08%, as compared to York Region's increase of 7.83%. Consequently, the Regional tax rate decreased but reflects a small increase for their share of the total taxes levied to Georgina residents. The Ministry of Education's tax rate decreased province wide and results in a decrease to their share of the total taxes levied to Georgina residents.

Trending – Distribution of Property Taxes Collected in the Town of Georgina

As a result of inter-jurisdictional shifting of the year over year property tax rate changes, Chart 1 below has been prepared to demonstrate historic changes from 2011-2015 in the distribution of property tax dollars between the Town of Georgina, the Region of York and the Province of Ontario.

CHART 1 - HISTORIC DISTRIBUTION CHANGES OF $ 1 OF RESIDENTIAL TAXES 2012 TO 2016



As indicated in Chart 1 above, the Town's share of the residential property tax bill has increased from 47.2% to 50.6% since 2012. Although at first glance, Chart 1 above appears positive in that a greater share of property taxes collected from residents in the Town of Georgina is allocated to Georgina's own services; staff are very cautious with respect to the long term property tax rate impacts in future years.

Staff anticipate that the higher market values of new housing in the Town of Georgina will increase its total Current Value Assessment values, potentially increasing the value of property taxes to be collected for the Region of York and the Ministry of Education in future years. This financial impact cannot be analyzed or assessed until subsequent re-assessment of property values by the Municipal Property Assessment Corporation (MPAC) is performed and released for property taxation purposes, and both residential and commercial/industrial growth occur in Georgina, York Region and across Ontario. In the summer of 2016, MPAC will issue re-assessment notices reflecting updated current value assessments effective for 2017 to 2020 taxation years. What is known, is that if the Town's total average CVA values increase at a more comparable or higher rate than across the Region of York and the Province of Ontario, property taxes in Georgina may be subject to paying a higher share of taxes to those jurisdiction in future years.

It is notable that the Town of Georgina collected $23,728,786 in property taxes on behalf of the Region of York in 2015, being 2.54% of the Region's total tax levy as compared to $24,352,370 in 2015, being 2.49% of the Region's total tax levy.

York Region Federation of Agriculture

As in 2015, the York Region Federation of Agriculture has requested (Attachment #2) that Council include a special levy charge as authorized by Section 149 (1) of the *Municipal Act*, similar to that levied in 2015 and prior

years on farmlands assessed in the Farm Tax class. For 2015 taxation, Council adopted a special levy charge of .000011, which generated revenue of $1,546.48. Staff recommends that Council again approve a special levy charge in the form of a tax rate of .0000105. This rate will again generate 2016 revenue of approximately the same amount, payable to the York Region Federation of Agriculture, based on the 2016 returned assessment roll farm tax class values.

Business Improvement Areas

The proposed 2016 property tax rate By-Law also includes a provision under Section 208 of the *Municipal Act* for the Town to levy and collect any special area charges associated with any approved Business Improvement Area (BIA) through the property tax billing process.

Property Tax Billings for 2016

The final 2015 property tax billing is scheduled to be issued in mid-June to all residential and farm properties. The due dates are recommended as follows:

1st Installment, Thursday July 28, 2016
2nd Installment, Wednesday September 28, 2016

Property tax bills for Commercial, Industrial and Multi-Residential classes are subject to capping/clawback provisions under Provincial legislation known as Bill 140.

As in 2015, Commercial, Industrial and Multi-Residential property tax billings will not be issued until later this summer as calculations for capping and clawbacks under this legislation must be done at the Regional level. There is still data and calculation information outstanding at the Municipal and Regional levels as well as with the provincially supported system known as OPTA, (Ontario Property Tax Analysis) software developed to assist municipalities with the capping mechanism. Once the required information is received and all calculations made, staff will be able to proceed with the issuance of these tax billings.

The proposed By-Law again includes a provision which grants the Treasurer the authorization to amend the installment dates for the 2016 final tax bills should any Provincial legislation be released which could effectively delay billing. This provision's intent also allows the due dates for Commercial, Industrial and Multi-Residential properties to be set later in the year, as the necessary billing data becomes available from the Region of York. All due date(s) are set to accommodate the legislated notice requirement of twenty-one (21) days before an installment due date, in accordance with the *Municipal Act*. Council will be advised should any change be necessary and when the Commercial, Industrial and Multi-Residential due dates are set.

5. FINANCIAL AND BUDGETARY IMPACT:

The total change in property taxes in 2016 for a single family dwelling with an average current value and average phase in assessment is 1.65%, about $57.31, in accordance with the budgetary requirements of the Town of Georgina, the Region of York and the Province of Ontario for education.

6. PUBLIC CONSULTATION AND NOTICE:

Public consultation and notice occurred during the Town's 2016 Budget process. Prescribed notice will occur in the form of the tax billing issued to each property owner.

Notice of the property tax bill due dates will be advertised on the Town page in the Georgina Advocate and the Town's website.

7. CONCLUSION:

In closing, the necessary By-Law will reflect the rates to raise the monies required for the Town of Georgina, Region of York, and Province of Ontario - Education purposes in 2016. It also allows us to finalize the billing arrangements for these levies and arrange for the distribution of the final tax bills. We anticipate the mailing to be scheduled for mid-June. It is important to the Town that the bills are completed and mailed as soon as possible, so that we can offer the residents and businesses sufficient notice of payment requirements and to optimize the Town's cash flow position for the 2016 fiscal year.

Prepared by:

David Reddon,
Manager of Taxation and Revenue
Tax Collector

Recommended by:

Rebecca Mathewson, CPA, CGA
Director of Administrative Services
& Treasurer

Approved by:

Winanne Grant, B.A., AMCT, CEMC
Chief Administrative Officer

Attachment #1 – 2016 Tax Rates
Attachment #2 – Federation of Agriculture Request

2016
Tax Rates

Attachment 1 to By-Law No.

Town of Georgina

Tax Class Georgina		2015 Returned Roll for 2016 Taxation	Calculated Transition Ratios	Weighted Assessment	Discounted Transition Ratios	Weighted & Discounted Average Assessment	%age Total Weighted Assessment within Mun	Regional Tax Revenue	Regional Tax Rates by Class	Area Municipal Tax Revenue	Area Municipal Tax Rates by Class	Education Tax Revenue	**Education Tax Rates by Class**	Total Taxes to be Raised	Total Tax Rates by Class
Residential & Farm	RT	5,593,552,013	1.0000	5,593,552,013	1.0000	5,593,552,013	**91.37%**	**22,215,183**	**0.397157%**	33,484,655	0.598630%	10,515,878	**0.188000%**	66,215,716	1.183787%
Res Taxable Upper & Educ	RL	0	1.0000	0	1.0000	0	0.00%	0	0.000000%	0	0.000000%	0	0.000000%	0	n/a
Res & Farm @ Farmland Phase 1	R1	0	1.0000	0	0.2500	0	0.00%	0	0.000000%	0	0.000000%	0	0.000000%	0	n/a
Multi-Residential	MT	78,778,000	1.0000	78,778,000	1.0000	78,778,000	1.29%	312,872	0.397157%	471,588	0.598630%	148,103	0.188000%	932,563	1.183787%
Sub-Total Residential		5,672,330,013		5,672,330,013		5,672,330,013		22,528,056							
Commercial (Occupied)	CT	219,863,799	1.1172	245,631,836	1.1172	245,631,836	4.01%	975,544	0.443704%	1,470,425	0.668789%	2,218,149	**1.008874%**	4,664,118	2.121367%
Comm Excess Land	CU	8,445,500	1.1172	9,435,313	0.7820	6,604,719	0.11%	26,231	0.310593%	39,538	0.468152%	59,643	0.706212%	125,412	1.484957%
Comm Vacant Land	CX	33,387,000	1.1172	37,298,356	0.7820	26,108,969	0.43%	103,698	0.310593%	156,302	0.468152%	235,783	0.706212%	495,783	1.484957%
Comm New Constructionm	XT	33,435,970	1.1172	37,354,666	1.1172	37,354,666	0.61%	148,357	0.443704%	223,616	0.668789%	337,327	1.008874%	709,300	2.121367%
Comm New Const Excess	XU	1,346,510	1.1172	1,504,321	0.7820	1,053,025	0.02%	4,182	0.310593%	6,304	0.468152%	9,509	0.706212%	19,995	1.484957%
Comm rate for school taxes	CD	0	1.1172	0	0.0000	0	0.00%	0	0.000000%	0	0.000000%	0	0.000000%	0	n/a
Comm (prev Ont Hydro)	CH	0	1.1172	0	0.0000	0	0.00%	0	0.000000%	0	0.000000%	0	0.000000%	0	n/a
Comm @ Farmland Phase 1 Rate	C1	0	1.1172	0	0.0000	0	0.00%	0	0.000000%	0	0.000000%	0	0.000000%	0	n/a
Comm Farmland Awaiting Dev Ph II	C4	0	1.1172	0	0.0000	0	0.00%	0	0.000000%	0	0.000000%	0	0.000000%	0	n/a
Commercial Other	CM	0	1.1172	0	0.0000	0	0.00%	0	0.000000%	0	0.000000%	0	0.000000%	0	n/a
Office Building	DT	0	1.1172	0	0.0000	0	0.00%	0	0.000000%	0	0.000000%	0	0.000000%	0	n/a
Office Bldg @ vacant units & excess	DU	0	1.1172	0	0.0000	0	0.00%	0	0.000000%	0	0.000000%	0	0.000000%	0	n/a
Shopping Centre	ST	28,424,000	1.1172	31,755,293	1.1172	31,755,293	0.52%	126,118	0.443704%	190,097	0.668789%	286,762	1.008874%	602,977	2.121367%
Shopping Ctre @ vacant units & exce	SU	0	1.1172	0	0.7820	0	0.00%	0	0.310593%	0	0.468152%	0	0.706212%	0	1.484957%
New Cons Shopping Centre	ZT	27,581,530	1.1172	30,814,085	1.1172	30,814,085	0.50%	122,380	0.443704%	184,462	0.668789%	278,263	1.008874%	585,105	
New Cons Shopping Centre Excess	ZU	127,630	1.1172	142,588	0.7820	99,812	0.00%	396	0.310593%	598	0.468152%	901	0.706212%	1,895	
Subtotal Commercial		352,611,939		382,981,385		379,423,405	5.20%	1,506,907		2,271,341		3,426,337		6,617,585	
Industrial (Occupied)	IT	9,893,808	1.3124	12,984,634	1.3124	12,984,634	0.21%	51,569	0.521229%	77,730	0.785641%	116,747	**1.180000%**	246,046	2.486870%
Ind Excess Land	IU	871,000	1.3124	1,143,100	0.8531	743,015	0.01%	2,951	0.338799%	4,448	0.510667%	6,681	0.767000%	14,079	1.616466%
Ind Vacant Land	IX	6,244,000	1.3124	8,194,626	0.8531	5,326,507	0.09%	21,155	0.338799%	31,886	0.510667%	47,891	0.767000%	100,932	1.616466%
Ind New Construction	JT	37,400	1.3124	49,084	1.3124	49,084	0.00%	195	0.521229%	294	0.785641%	441	1.180000%	930	2.486870%
Ind New Construction Vacant Land	JU														
Ind (prev Ont Hydro)	IH	2,093,500	1.3124	2,747,509	1.3124	2,747,509	0.04%	10,912	0.521229%	16,447	0.785641%	24,703	1.180000%	52,063	2.486870%
Ind (prev Ont Hydro) Vacant Land	IJ	0	1.3124	0	0.0000	0	0.00%	0	0.000000%	0	0.000000%	0	0.000000%	0	n/a
Ind @ Farmland Phase 1 Rate	I1	0	1.3124	0	0.0000	0	0.00%	0	0.000000%	0	0.000000%	0	0.000000%	0	n/a
Ind Farmland Awaiting Dev Ph II	I4	0	1.3124	0	0.0000	0	0.00%	0	0.000000%	0	0.000000%	0	0.000000%	0	n/a
Large Industrial	LT	0	1.3124	0	0.0000	0	0.00%	0	0.521229%	0	0.785641%	0	0.000000%	0	1.306870%
Lg Ind @ vacant units & excess land	LU	0	1.3124	0	0.0000	0	0.00%	0	0.338799%	0	0.510667%	0		0	0.849466%
Subtotal Industrial		19,139,708		25,118,953		21,850,749	0.36%	86,782		130,805		198,464		414,050	
Pipelines	PT	11,222,000	0.9190	10,313,018	0.9190	10,313,018	0.17%	40,959	0.364987%	61,737	0.550141%	160,932	**1.434072%**	263,627	2.349200%
Farmlands	FT	144,860,740	0.2500	36,215,185	0.2500	36,215,185	0.59%	143,831	0.099289%	216,795	0.149657%	68,085	0.047000%	428,710	0.295946%
Managed Forest	TT	5,615,400	0.2500	1,403,850	0.2500	1,403,850	0.02%	5,575	0.099289%	8,404	0.149657%	2,639	0.047000%	16,619	0.295946%
		161,698,140		47,932,053		47,932,053	0.78%	190,365		286,935		231,655		708,956	
Total Taxable		6,205,779,800		6,108,362,403		6,121,536,219	100.00%	24,312,110		**36,645,326**		14,518,437		74,888,870	
WT CNR - Linear Rates - Estimated		120.53 acres		estimated				29,981		43,362		99,159		172,502	
UT Hydro Utility Corridor Linear - Estimated		30.25 acres		estimated				10,266		14,844		36,561		61,671	
					23,728,786			**24,352,357**		**36,703,530**		**14,654,157**		**75,710,044**	

Prepared By: David Reddon
Manager of Taxation

YORK REGION FEDERATION OF AGRICULTURE

SERVING THE FARM COMMUNITY SINCE 1940

April 20, 2016

Mr. David Reddon,
Manager of Taxation and Revenue
Town of Georgina
26557 Civic Centre Road
Keswick, ON, L4P 3G1

Dear Mr. Reddon:

I am writing to you concerning the mill levy that the Town of Georgina collects for the York Region Federation of Agriculture.

The purpose of the levy is to support agriculture in the Town of Georgina and York Region and the Federation undertakes a number of activities to this end. The Federation holds monthly meetings and all members are invited to attend. The meetings provide a forum for hearing issues of concern, deciding appropriate action to address the concerns and having input into the activities of the Ontario Federation of Agriculture.

York Federation promotes agriculture by co-operating with commodity boards and other interested organizations to set up agricultural displays at Fairs in the Region, assists the 4H program in York Region financially and many other activities throughout the year.

The Town of Georgina collects approximately $1,500.00 per year for the York Region Federation of Agriculture. Please include a similar amount in your 2016 budget and forward it to the address below.

Kim Empringham, Secretary/Treasurer
York Region Federation of Agriculture
12900 Kennedy Rd.
Stouffville, ON, L4A 7X5

If you have any questions I can be reached at (905)-888-1235.

Thank you

Kim Empringham
York Region Federation of Agriculture
kim.empringham@gmail.com

Attachment "2"
DAS-2016-0027
Page 1 of 1

THE CORPORATION OF THE TOWN OF GEORGINA

REPORT NO. DAS-2016-0028

FOR CONSIDERATION OF COUNCIL
MAY 11, 2016

SUBJECT: N6 CONTRACT WITH BFL CANADA RISK AND INSURANCE SERVICES INC.

1. RECOMMENDATIONS:

1. **That Council receive Report No. DAS-2016-0028 from the Administrative Services Department with respect to a N6 co-operative agreement for the provision of insurance services;**

2. **That Council waive the Purchasing By-Law (No. 2004-0120) requirement to obtain a competitive bid as insurance services are not exempt under the By-law;**

3. **That Council authorize a three (3) year contract from January 1, 2017 to December 31, 2019, with BFL Canada Risk and Insurance Services Inc. for the provision of Town Insurance and Risk Management Services.**

2. PURPOSE:

The purpose of this report is to seek Council's authorization to enter into a contract with BFL Canada Risk and Insurance Services Inc. (BFL) for the provision of insurance and risk management services, including insurance claims adjusting services, for a period of three (3) years (January 1, 2017 to December 31, 2019).

3. BACKGROUND:

Municipal Insurance Premiums

Municipal insurance premiums throughout the province have continued to rise. In 2011, AMO completed the first ever comprehensive survey of municipal insurance costs across the province which revealed that since 2007, liability premiums have increased by 22.2% and are among the fastest growing municipal costs. Factors that may influence premiums include improvements and construction of new facilities and infrastructure, purchase of new equipment, increase in population, and loss record.

Joint RFP

The Northern Six (N6) York Region municipalities have been working together since 2010 on municipal insurance options. In 2011 the group utilized the assistance of a consultant to prepare and release a joint RFP for insurance and risk management services. BFL Canada was the successful proponent and the group collective saved over $750,000 in insurance premiums. The contract was based on an initial eighteen (18) months, with an option to extend for an additional four (4) years subject to satisfactory performance and budget approval for each and every successive year.

2015 Renewal Proposal

In 2015, the group engaged in discussions with BFL Canada (insurance broker) and the current insurer (AIG) on different renewal options and expressed the concern of the increase in premiums over the last few years. In response, BFL offered the municipalities a 5% premium reduction based upon the exact coverage for the last renewal, 18 month policy for the five municipalities renewing July 1, 2015, and 12 month policy for the one municipality renewing January 1, 2016. All six of the municipalities now have a policy renewal date of January 1, 2017.

4. ANALYSIS

Section 4.11 of the Town's Purchasing By-Law (2004-0120) states that "The Town of Georgina may participate with other government or public agencies in co-operative purchasing ventures or joint contracts where it is the best interest of the Town to do so." Three of the N6 municipal procurement by-laws (Georgina, Whitchurch-Stouffville and Newmarket) do not exempt insurance services from the competitive bid process. The other three municipalities do exempt insurance services and their approval processes are done simply as an advisement to their Councils.

BFL Extension Proposal

BFL has approached the N6 municipalities to extending their brokerage services for an additional three years. East Gwillimbury has led these discussions and BFL has met with staff from the six municipalities to present their proposal and provide further information. In addition, N6 CAO's have discussed the proposal and have consented to the recommended approach.

Value of BFL's Proposal

There are many advantages to continuing with BFL to supply insurance and risk management services, some of which include:

Eliminate Consultant Fees –There would be no need to obtain the services of an insurance consultant. BFL will market the six municipalities to all municipal insurers. At the outset of discussions, each N6 municipality was committed to providing $5,000 toward a consultant who would provide the services that BFL has offered for free.

Rate Stabilization Guarantee – BFL is offering two 18 month terms with a rate stabilization guarantee. This means that should the municipality stay within a target loss range, the premiums would not increase. If there were any changes in policy coverage or if the municipality surpassed the target loss range, premiums would be adjusted.

Deductible Review and Analysis – BFL would compare deductible options vs. premium savings and the potential impact on budget factors for self-insurance costs below deductible. BFL will also work to keep the deductibles at the current levels.

Policy Wording Comparison – Complete review of each of the municipality's insurance policy to ensure coverage is suited to our specific requirements and tailored to our changing needs. BFL will also explore additional coverage options (i.e. cyber risk).

Coverage Premium Comparison – Comparison of coverage vs. premium offered by the insurers.

No 'learning curve" – The municipalities have been working with BFL staff since January 2012. BFL is familiar with the individual municipality's day-to-day operations and variety of service requirements.

Continuation of Risk Management Assistance- BFL has a dedicated risk manager who offers a variety of services including contract and tender reviews, best practice assistance and guidance, risk management seminars for municipal staff, and engaging guest speakers who specialize in municipal litigation and risk management.

Benefits to Extend

Each of the six municipalities have been working with BFL since January 2012. BFL has offered excellent service on policy renewals, risk management, and claims management (when losses have occurred). They have advocated to ensure the claims have been handled expeditiously, claim payments are fair and adequate, and our insurable interest have been protected. Overall, service has

been exceptional and there have been no problems or concerns expressed by any of the six municipalities.

Staff have no concerns with the current arrangement with BFL and there are a limited number of insurance companies that are willing to place policies for Ontario municipalities. Staff from each of the N6 municipalities believe that BFL's extension proposal will result in achieving competitive premiums, coverage that best suits the municipalities, and deductibles within our budget limits, while not experiencing any service disruption or "learning curve". BFL's extension proposal to provide two 18 month policy terms (a three year extension) with a rate stabilization guarantee will assist the municipalities in the annual budget preparation and reduce staff time in preparing for policy renewal.

As set out earlier in this report, municipalities in Ontario have experienced a an increase in insurance premiums. The N6 municipalities have been working co-operatively since 2010 to keep premiums costs as low as possible. The Town has been served well by BFL over the 4 ½ years and BFL wishes to continue to offer services to the municipalities. They have provided exceptional assistance in claims handling, have worked with the Town to reduce exposure to loss, and were successful in obtaining a lower premium at the last renewal. Extending the contract for an additional three years (two 18 month policies) will provide financial stability when budgeting insurance costs. The other five N6 municipalities also expressed support to continue with the relationship.

In the fall of 2015, one of the N6 municipalities retained the services of a different broker to test the market. This broker was not able to attain premiums better than those currently being offered by BFL without the municipality increasing its deductible by 150%. Deductibles were paid on a per claim basis and are an expense in addition to the annual premium. Any potential savings from a reduced premium would be negated by a higher deductible, resulting in an overall increase in cost to the municipality. The municipality continued its relationship with BFL.

5. FINANCIAL AND BUDGETARY IMPACT:

The approved 2016 Budget contains estimates of $614,000 for annual insurance premiums.

6. PUBLIC CONSULTATION AND NOTICE REQUIREMENTS:

There are no public consultation or notice requirements with respect to this matter.

7. CONCLUSIONS:

There are positive financial implications in extending BFL's contract for an additional three years. The immediate savings will be the elimination of

consultant's fee. That is a direct $5,000 budget savings for the Town of Georgina, and $30,000.00 collectively for the northern six municipalities. The option to insure for two 18 month policy terms with a rate stabilization guarantee will assist in the annual budget preparation, and should the Town stay within the targeted loss range, there will be no premium increases. If there were any changes in policy coverage or if the municipality surpassed the target loss range, premiums would be adjusted.

Prepared by:

John Espinosa, BA, JD
Town Clerk

Recommended by:

Rebecca Mathewson, CPA, CGA
Director of Administrative Services & Treasurer

Approved by:

Winanne Grant, B.A., AMCT, CEMC
Chief Administrative Officer

THE CORPORATION OF THE TOWN OF GEORGINA

REPORT NO. DAS-2016-0029

FOR THE CONSIDERATION OF COUNCIL MAY 11, 2016

SUBJECT: MUNICIPAL ELECTIONS MODERNIZATION ACT, 2016 (BILL 181)

1. RECOMMENDATION:

1. That Council receive Report No. DAS-2016-0029, prepared by the Administrative Services Department dated May 11, 2016, respecting *Municipal Elections Modernization Act, 2016* (Bill 181) and the proposed amendments to the *Municipal Elections Act, 1996*, for information purposes.

2. PURPOSE:

The purpose of this report is to provide Council with information with respect to proposed amendments to the *Municipal Elections Act, 1996* through the *Municipal Elections Modernization Act, 2016 (Bill 181).*

3. BACKGROUND:

The *Municipal Elections Modernization Act, 2016 (Bill 181)* was introduced in the Province of Ontario Legislature and received First Reading on April 4, 2016. Second Reading of the bill was received on April 19, 2016. *Bill 181* amends the *Municipal Elections Act, 1996* and makes complementary amendments to the *Assessment Act* and the *Education Act*.

4. ANALYSIS

The Municipal Elections Act, 1996 sets out rules for electors and candidates, and roles for municipal clerks and councils in municipal and school board elections in Ontario. The Ministry of Municipal Affairs and Housing reviews the Municipal Elections Act after each Ontario municipal election to determine if it meets the needs of Ontario communities.

A public review of the Municipal Elections Act took place between May 2015 and July 2015. Through this review, the province received more than 3,400 submissions from the public, municipal councils and staff from across the province. Among the more noteworthy proposed following the public comment period are:

1. Election Administration

The proposed legislation includes a number of changes on how elections are conducted.

Municipalities and school boards would be required to set out policies on the use of municipal and board resources during an election. Municipalities and school boards would be able to set out a policy before the election addressing when an automatic recount would be conducted. (For example, a council may decide before the election that if two candidates are within 10 votes of each other, a recount would be held without either of the candidates having to request it.)

Clerks, rather than councils, would determine the dates and times for advance voting, reduced voting hours in certain institutions, and whether voting places will open early on voting day.

Voters would not be able to take pictures or videos of their marked ballots. Members of the public would be able to inspect documents and materials related to the election for 120 days after the results of the election have been declared. Currently, clerks are only required to declare who won the election. Clerks would be required to provide the public with information regarding the number of votes received by each candidate, the number of votes for "yes" and "no" for a question on the ballot, and the number of declined and rejected ballots.

2. Voters' List

The government plans to work with stakeholders and a stakeholder working group to look at systemic issues in the development of the voters' list, and to try to identify solutions for longer-term improvements. Proposed changes to the legislation include:

2.1 All certified candidates would have access to the parts of the voters' list that apply to the office they're running for beginning September 1st in the election year.

2.2 Currently, applications to add, delete or change a person's own information on the voters' list must be done in person or in writing. Municipal clerks would be able to determine other formats that people could use to make these applications.

2.3 The process to remove another person's name from the voters' list would be simplified and limited to when an elector on the voters' list has died. An application could be made from September 1st up until the close of voting on voting day. Even if the clerk has not received a request, the clerk would

be able to remove a name from the list if the clerk knows that the person has died.

3. Nomination and Eligibility

There would be a new requirement that anyone wishing to run for office on a council must submit the signatures of 25 voters supporting the nomination. The individuals providing the signatures would each have to fill out a declaration stating that he or she was eligible to vote on the day that he or she signed the endorsement.

If a candidate files a nomination, and then changes their mind and decides to run for a different office on the same council, they would not have to submit new signatures.

The signature requirement would not apply to candidates running for school board trustee positions.

Proposed changes would also allow the minister to clarify, in regulation, what kinds of circumstances would make a tenant eligible or ineligible to vote as a non-resident voter.

4. Ranked Ballot Voting

The proposed changes to the *Municipal Elections Act* would, if passed, give municipalities the authority to pass a by-law to use ranked ballot voting, beginning in the 2018 municipal elections. Ranked ballots would allow a voter to rank candidates in order of preference.

The proposed legislation would address items such as consulting with the public before a municipality decides to implement ranked ballots, how votes in a ranked ballot election would be counted, and which offices on a municipal council may be elected using ranked ballots. The framework and details for ranked ballot elections would be set out in regulation. The province plans to introduce the proposed amendments now so that municipalities have the opportunity to consider ranked ballots before the 2018 municipal elections. Attachment 1 contains an illustrated explanation of ranked balloting and how it operates.

One significant proposal is that, under the proposed legislation, school board candidates will not be elected through ranked balloting. This means that if a municipality chooses to conduct municipal elections utilizing the ranked balloting process, the election may require multiple methods.

5. Election Calendar

The government is proposing to shorten the municipal election campaign period by 120 days. Candidates would be able to register between May 1 and the fourth

Friday in July instead of January 1 to the second Friday in September in the year of the election. Shortening the length of the nomination period would give municipalities more time to prepare ahead of the election, should they choose to use ranked ballots. Ontario currently has the longest nomination period of any province.

Deadlines for ballot questions would also be moved earlier: March 1st for a municipality to pass a by-law to include a question on the ballot, and May 1 for upper tier municipalities, school boards, or for a Minister to put a question on the ballot.

6. Third Party Advertising and Campaign Finance

The proposed changes include a framework for third party advertising.

A third party advertisement is a message in any medium (billboard, newspaper, radio, etc.) that supports or opposes a candidate, or takes a position on an issue related to the election. (For example, advertising on an issue related to the election could include encouraging electors to vote in support of public transit, without referring to any specific candidates)

Advertising that does not cost money to post or broadcast, such as comments made on social media, would not be considered to be third party advertising.

Any person, corporation or trade union eligible to contribute to candidates could register as a third party advertiser. Third party advertisers would need to register with the municipality where they want to advertise. If they wanted to advertise in more than one municipality, they would have to register in each municipality.

Registration would allow a third party advertiser to promote or oppose any candidate that the electors in the municipality can vote for (local council, school board trustee positions and regional or county offices), as well as promote or oppose any issue related to the municipality's election.

Third party advertising must be done independently of candidates, who would not be able to direct a third party advertiser on where they should focus their efforts, or what their advertisements should say.

Candidates would not be able to register as third party advertisers. If a candidate wants to promote or oppose an issue related to the election, this would be considered to be part of the candidate's campaign.

The third party advertising framework would replace the current rules for campaigning for "yes" or "no" on a ballot question.

Most campaign finance rules that apply to candidates would also apply to third party advertisers. Third party advertisers would have spending limits, and there would be contribution limits for those wishing to contribute to a third party advertiser.

7. Compliance and Enforcement

Proposed changes to the act are intended that the rules are followed and that parties comply with the legislation. One proposed change is to encourage compliance by refunding nomination fees to candidates only if they file their financial statement by the deadline. In this way, candidates would be encouraged to file on time. A second proposed change would be to require compliance audit committees to provide a brief written reasons for its decision(s) and conduct meetings open to the public.

8. Accessibility

Proposed changes to the act would require clerks to prepare accessibility plans to identify, remove and prevent barriers that could affect electors and candidates with disabilities, and make the plan available to the public prior to voting day.

10. Conclusion and Public Comment

Bill 181 is currently before the Standing Committee on Finance and Economic Affairs. The committee will hold public hearings on May 4 and May 12, 2016 in Toronto. Those who do not wish to make an oral presentation but wish to comment on the Bill may send a written submission to the Clerk of the Committee by 6:00 p.m. on Thursday, May 12, 2016.

A complete copy of the *Municipal Elections Modernization Act, 2016 (Bill 181)* is available in the Clerk's Office or at www.ontla.on.ca. The Clerk's office also has a 65 page detailed table containing a proposed line-by-line comparison between the current and proposed legislation.

5. FINANCIAL AND BUDGETARY IMPACT:

At present, financial and budgetary impacts associated with the proposed legislation is not known. Staff will report back to Council with respect to the final version of the legislation and recommendations.

6. PUBLIC CONSULTATION AND NOTICE REQUIREMENTS:

This report is administrative in nature and for information purposes therefore there is no public consultation or notice requirements for this report.

7. CONCLUSION:

Staff are submitting this Report to Council, for information purposes.

Prepared by:

John Espinosa, J.D., BA
Clerk

Recommended by:

Rebecca Mathewson, CPA, CGA
Director of Administrative Services
& Treasurer

Approved by:

Winanne Grant, BA, CEMC, AMCT
Chief Administrative Officer

Attachment 1 - Ranked Ballot Illustration

Single-member election: an election where one candidate is elected

In this election, you are being asked to vote on the kind of fruit that will be served as a snack.

Ranking the ballot

With ranked ballots you can rank your choices from your most preferred to least preferred option. You rank the choices as follows:

- Cherry 1
- Pear 2
- Strawberry 3
- Apple 4

Calculate the threshold to be elected

Thirty people voted, and only one fruit can be chosen. Sixteen votes are needed for a fruit to be elected (50 per cent of 30 votes is 15 votes, plus one makes it a majority).

Count the first choice votes

After the ballots are distributed according to first choices, the vote count looks like this:

	cherry	strawberry	pear	apple
1st count	5	6	9	10

None of the fruits has received enough votes to be elected.

Eliminate the option in last place and redistribute those ballots to other candidates

Your first choice, Cherry got the fewest votes. Your ballot will now be given to your second choice, Pear. (The ballots of everyone else who voted for Cherry as their first choice will also be redistributed to their second choices).

After the 5 Cherry ballots are distributed, the new vote count is:

After the second round of counting, none of the fruits has received enough votes to be elected.

Drop the last place and redistribute those ballots

Strawberry now has the fewest votes. Your ballot stays with your second choice, Pear.

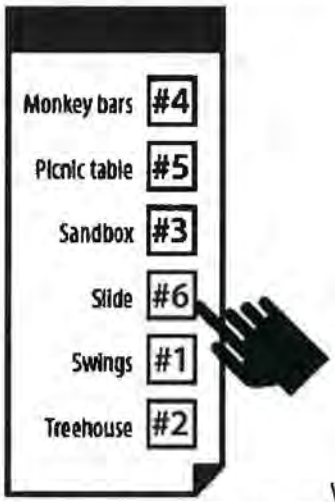
After the 7 Strawberry ballots are redistributed, the new vote count is:

Pear is elected with 17 votes. Even though your first choice didn't get elected, your ballot helped your second choice to win.

Multi-member Election: an election where more than one candidate is elected

In this election, you are being asked to vote on what new equipment should be installed in your neighbourhood park. Three pieces of equipment will be chosen out of a possible six.

Ranking the ballot



With ranked ballots you can rank your choices from your most preferred to least preferred option. You rank your choices as follows:

- Monkey bars 4
- Picnic Table 5
- Sandbox 3
- Slide 6
- Swings 1
- Treehouse 2

Calculate the threshold to be elected

In a multi-member ranked ballot election, the number of votes needed to be elected will depend on how many seats are being filled.

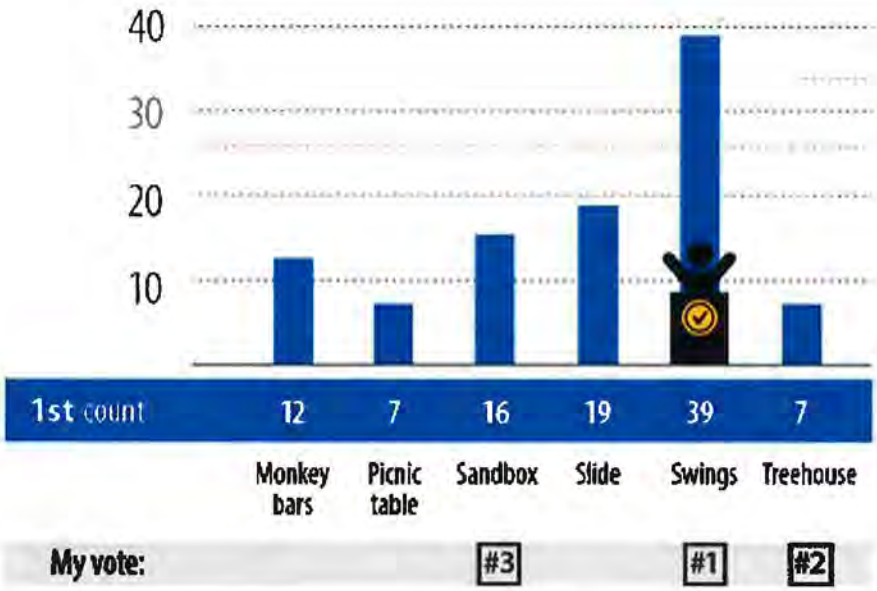
In this example, one hundred people voted, and three pieces of equipment will be chosen.

In order to be elected, a piece of playground equipment must earn twenty-six votes.

To do the math, one hundred votes divided by 4(3 pieces of equipment will be chosen, plus one is 4) is 25 votes, plus one is 26.

Count the first choice votes

After the ballots are distributed according to first choices, the vote count looks like this:



Swings has received more than 26 votes, and is declared the winner.

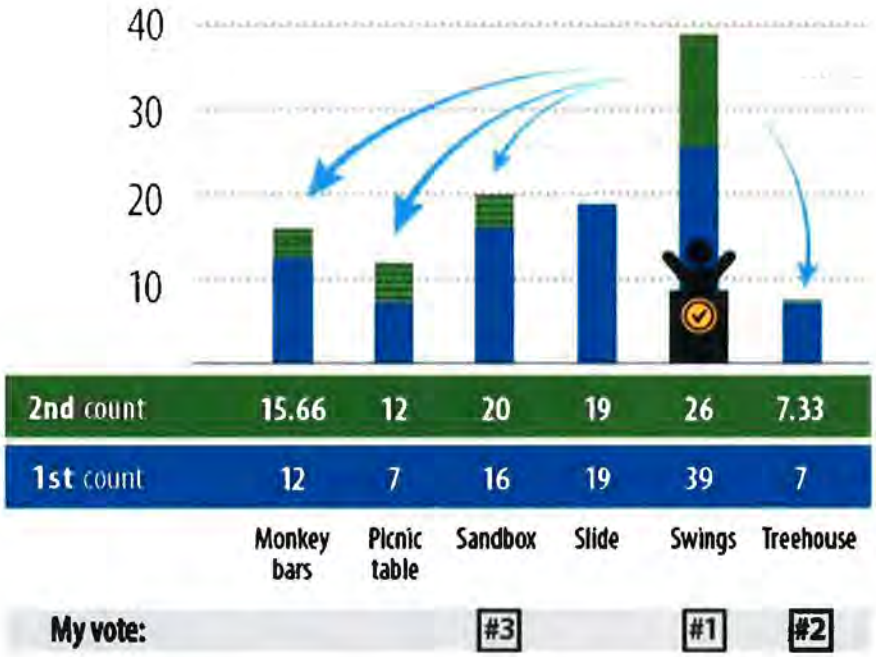
Distribute the surplus

Since the threshold is 26 votes, and Swings got 39 first choice votes, Swings got 13 more votes than is needed to be elected.

Swings has a surplus of 13 votes. Thirteen divided by 39 is one-third. This means that Swings only needed two-thirds of your vote (along with two-thirds of the vote of everyone else who had Swings as a first choice) to be elected.

The two-thirds of your vote that Swings needs to be elected will stay with Swings. The other one-third of your vote will be given to your second choice, Treehouse. Each ballot that had Swings as the first choice will give one-third of their vote to their second choice.

After the ballots are redistributed, the new vote count is:



13 surplus votes distributed

26 votes to be elected

	Round 1 total	Votes added	New total	
Monkey Bars	12	11 ballots worth 1/3 each: 3.66 votes	15.66	
Picnic Table	7	15 ballots worth 1/3 each: 5 votes	12	
Sandbox	16	12 ballots worth 1/3 each: 4 votes	20	
Slide	19	0 votes	19	
Swings	39	- 39 ballots worth 1/3 each: -13 votes	26	elected
Treehouse	7	1 ballots worth 1/3 each: 0.33 votes	7.33	

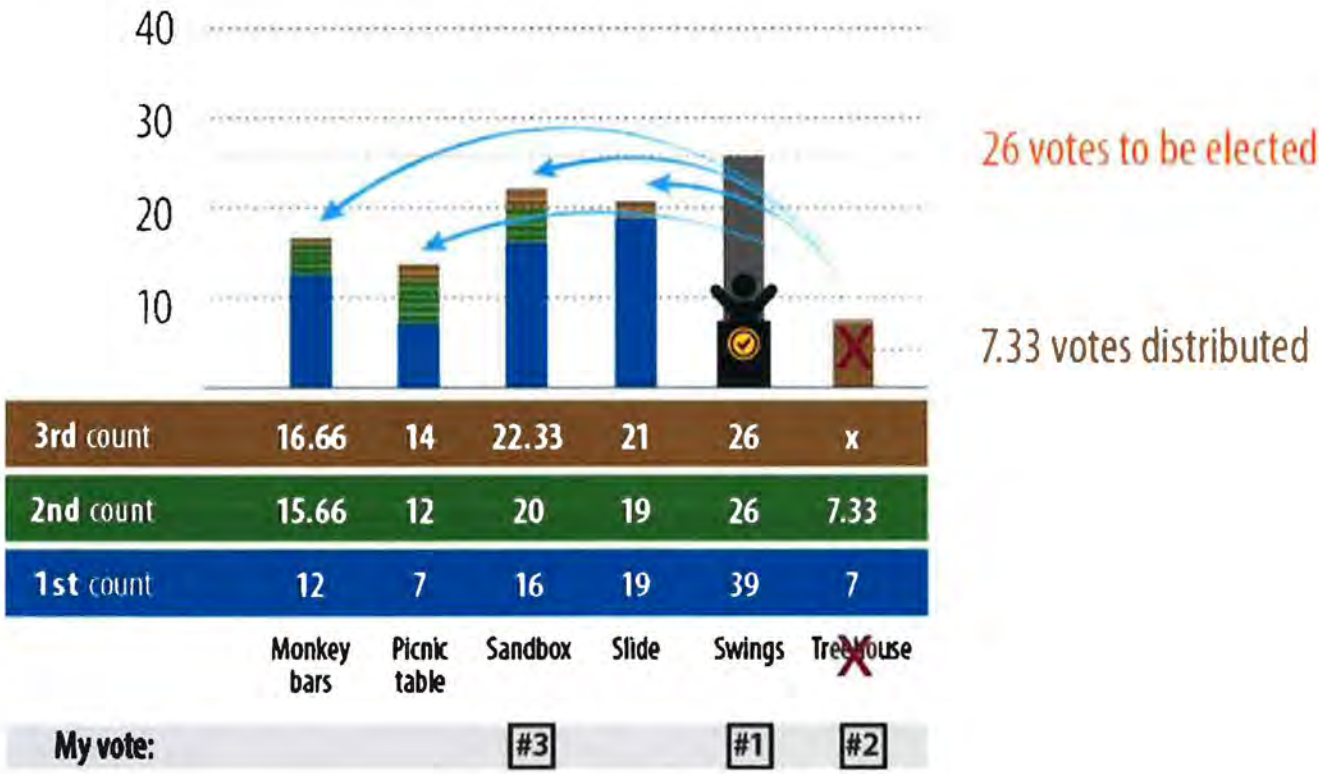
As it turns out, yours was the only ballot of the one hundred votes that chose Swings as the first choice and Treehouse as a second choice. Treehouse's vote total increased by one-third of a vote.

None of the candidates other than Swings has earned the 26 votes needed to be elected.

Drop the last place and redistribute those ballots

Treehouse got the fewest votes, so it is eliminated. Treehouse's votes are now redistributed. Your one-third of a vote will be transferred to your third choice, Sandbox.

After the Treehouse votes are redistributed, the new vote count is:

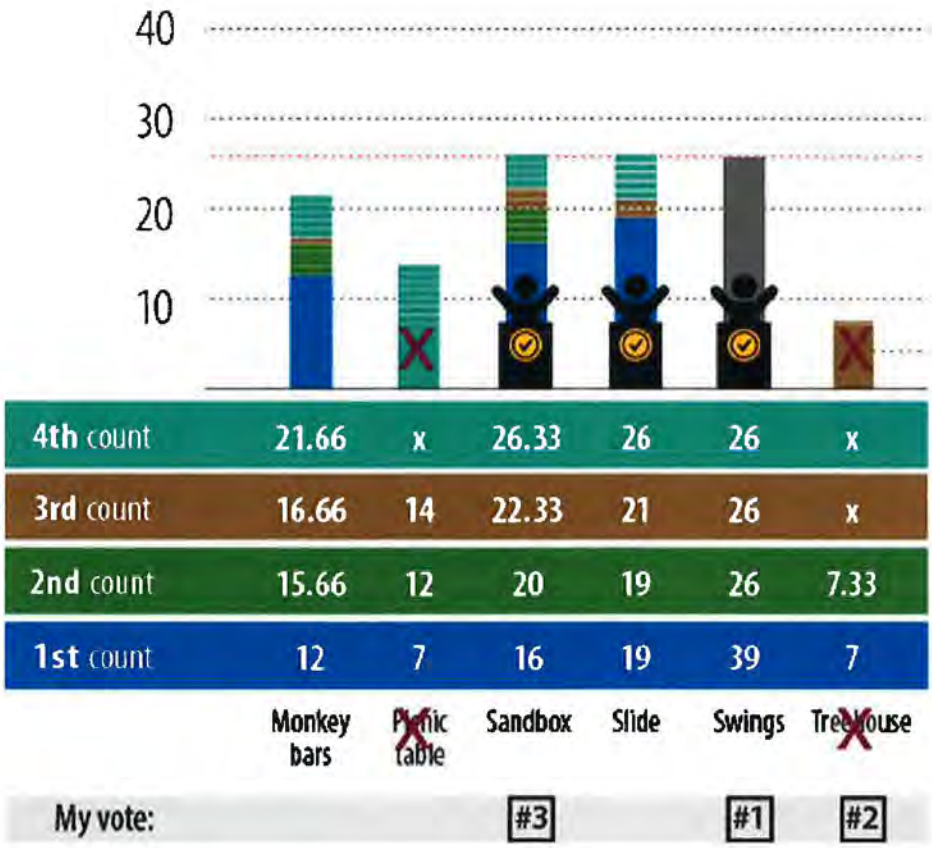


	Round 2 total	Votes added	New total
Monkey Bars	15.66	1	16.66
Picnic Table	12	2	14
Sandbox	20	2.33	22.33
Slide	19	2	21
Swings	26 elected	0	26 elected
Treehouse	7.33	-7.33 votes redistributed	0

None of the other candidates has earned the 26 votes needed to be elected.

Drop the last place and redistribute those ballots

Picnic Table has the fewest votes, so it is now eliminated. Picnic Table's votes are now redistributed according to their next choice.



	Round 3 total		Votes added	New total	
Monkey Bars	16.66		5	21.66	
Picnic Table	14		-14	0	
Sandbox	22.33		4	26.33	elected
Slide	21		5	26	elected
Swings	26	elected	0	26	elected
Treehouse	0		0	0	

Sandbox and Slide have each earned 26 votes, so they have reached the threshold to be elected.

Recall that in this election, three pieces of equipment were to be elected out of a possible six. Since three candidates have reached the threshold, the counting stops.

The three winning candidates are Sandbox, Slide and Swings.

THE CORPORATION OF THE TOWN OF GEORGINA

REPORT NO. RC-2016-0015

FOR THE CONSIDERATION OF COUNCIL MAY 11, 2016

SUBJECT: Community Garden at The Link

1. RECOMMENDATION:

1. **That Council receive Report No. RC-2016-0015 prepared by the Recreation and Culture Department dated May 11, 2016 regarding the Community Garden at The Link.**

2. **That Council approve the Community Garden design (Attachment 1) and authorize staff to work with The Link tenants to complete the garden.**

2. PURPOSE:

The purpose of this report is to update Council on plans to install a Community Garden at The Link and to seek approval of the following:

- Community Garden design drawings (Attachment 1); and
- For staff to work with The Link tenants to install the Community Garden as presented.

3. BACKGROUND:

In May, 2015, the Georgina Community Food Pantry (GCFP) received $43,300 of funding from York Region's Community Investment Strategy for a Community Garden Program (CGP) called Nourishing Possibilities, which aims to provide greater access for low and moderate income residents to healthy food choices. The CGP seeks to promote healthy eating by enabling people to grow their own fruits and vegetables in a community garden setting. Participants would have the opportunity to implement organic gardening techniques and grow nutrient rich food that reflects their cultural heritage. Since the GCFP will be a tenant at The Link beginning in June, 2016, it was determined that this would be an ideal location for the garden.

In addition to the funding provided by York Region, ReWilding has contributed an additional $10,000 to the design and development of the garden.

4. ANALYSIS:

ReWilding has worked with GCFP and Town staff to create a circular garden design (Attachment 1) that allows the number of garden plots to increase as participation in the program does. The garden design includes a compost area and is approximately 70 feet wide. The garden location near the north corner of the east wing allows for sufficient sun exposure and is in close proximity to a hose bib for watering purposes (Attachment 2). As part of Phase 1 construction at The Link, exterior cameras were installed around the perimeter of the building, which would act as a deterrent to potential vandals.

Using volunteers and GCFP and Georgina Trades Training Inc. (GTTI) staff, the garden would be installed in May so that participants could begin the program in time for the summer growing season.

With York Region funding, the GCFP has hired a Food Access Coordinator to run the program for one year. Twelve low to moderate income participants would be selected and each assigned one plot of 100 square feet. There is no cost for participants to access the garden plots and the seeds and seedlings would also be provided at no cost. York Region's funding also allows the GCFP to provide transportation to and from the community garden using the services of Routes Connecting Communities.

As a project partner, GTTI would assist in building raised garden beds and a garden shed. Participants would also be given the opportunity to learn how to prepare nutritious dishes from the foods grown in the garden using The Link kitchen. The program would build local food security by improving food skills through hands-on cooking sessions that will include nutritious meal planning and special dietary considerations.

The GCFP's Executive Director has previously developed community gardens in partnership with three other municipalities (Aurora, Markham and Newmarket), none of which charged a fee for access to land. In keeping with this precedent, no fee has been contemplated for GCFP's use of the garden space.

Town staff will monitor water usage after the garden program begins and amend Schedule A of the GCFP's Licence Agreement accordingly, if necessary. A variety of rain capture methods such as rain barrels will be put to use to reduce the need for municipal water. Only the GCFP Executive Director and the Food Access Coordinator will have access to the exterior water bib and participants will water their plots using canisters provided by the GCFP.

The GCFP's Licence Agreement would be amended to state that the GCFP is fully responsible for the garden. This would be done by amending the definitions for "Licensed Space" and "Use of Licensed Space." No additional insurance coverage would be needed as the Licence Agreement states that as the Licensee, the GCFP must "obtain and maintain at all times during the Licence Period comprehensive public

liability and property damage insurance coverage on an occurrence basis with respect to the Licenced Space and the Licensee's use of the Building and Lands."

GCFP staff would oversee all aspects of the program, from installation to maintenance to participant recruitment and facilitation of the program. As a tenant of The Link, GCFP's access to the kitchen is reflected in their Licence Agreement. As stipulated in Schedule A, the GCFP is granted a maximum of ten hours of use per month in any of the common areas, such as the kitchen, event hall and programming room at no additional cost. The GCFP would be charged for any usage beyond the ten hours on a per occurrence basis.

Next Steps and Timing

Upon Council approval of the design drawings and direction to move forward with the garden, the GCFP would begin the installation of the garden. Their goal is to complete the garden before May 25.

Note: The Fire Department has reviewed the site plan for The Link and have been helping to develop the Fire Safety Plan for the building. They have confirmed that the front drive aisle is the only access they would need unless the building is rezoned, which staff do not anticipate. A hose connection and hydrant were installed along the front drive aisle as part of Phase 1 construction.

Future Uses of The Link property:

i. This summer, the Economic Development Division is facilitating a Farmer's Market pilot project. Currently, the plan is to host the market at The Link in the area east of the ReWilding space. Access will be granted to vendors through the north side driveway and around the east side of the building. There is access to a hose bib and electricity need to host the market.
ii. As part of the Dalton Watermain project, one or two classrooms in the east wing of The Link may be leased to the successful contractor. York Region is hosting a bidder's meeting at The Link on May 13. At this time, the contractors bidding on the project will be notified that space in The Link would be available to use as their construction staging office. Staff are in the process of determining the fee that would be associated with use of this space.
iii. Although staff have met with York Region staff about the possibility of a future development on the north side of The Link property, at this stage, talks have been general in nature. York Region staff have suggested that in preparation for more in-depth discussions in the future, the Town should engage a consultant to undertake a feasibility study and a modeling exercise to better understand the size and scale of any future development.

5. FINANCIAL AND BUDGETARY IMPACT:

ReWilding has contributed $10,000 to the design and development of the garden and York Region has committed $43,300 to cover all program costs for one year. The Town is not required to make any cash contribution to this project, but have provided in-kind support such as Town staff time.

The GCFP is applying for additional funding to sustain the project after year one. If unsuccessful, the program would still continue, but the number of participants would be reduced.

6. PUBLIC CONSULTATION AND NOTICE REQUIREMENTS:

Much like the ReWilding project, the public would be engaged during the installation of the garden and participants would be recruited from the local community.

This report is available on the Town's website and upon request from the Town Clerk. Any related financial implications will be detailed in the Town's publicly advertised budget.

7. CONCLUSION:

Based on the design concept presented as Attachment 1 and further described in this report, Council is asked to:

- Approve the Community Garden design drawings (Attachment 1); and
- Authorize staff to work with The Link tenants to execute the design.

Prepared by:

Phil Rose-Donahoe, B.A. Hons., MMSt
Manager of Cultural Services

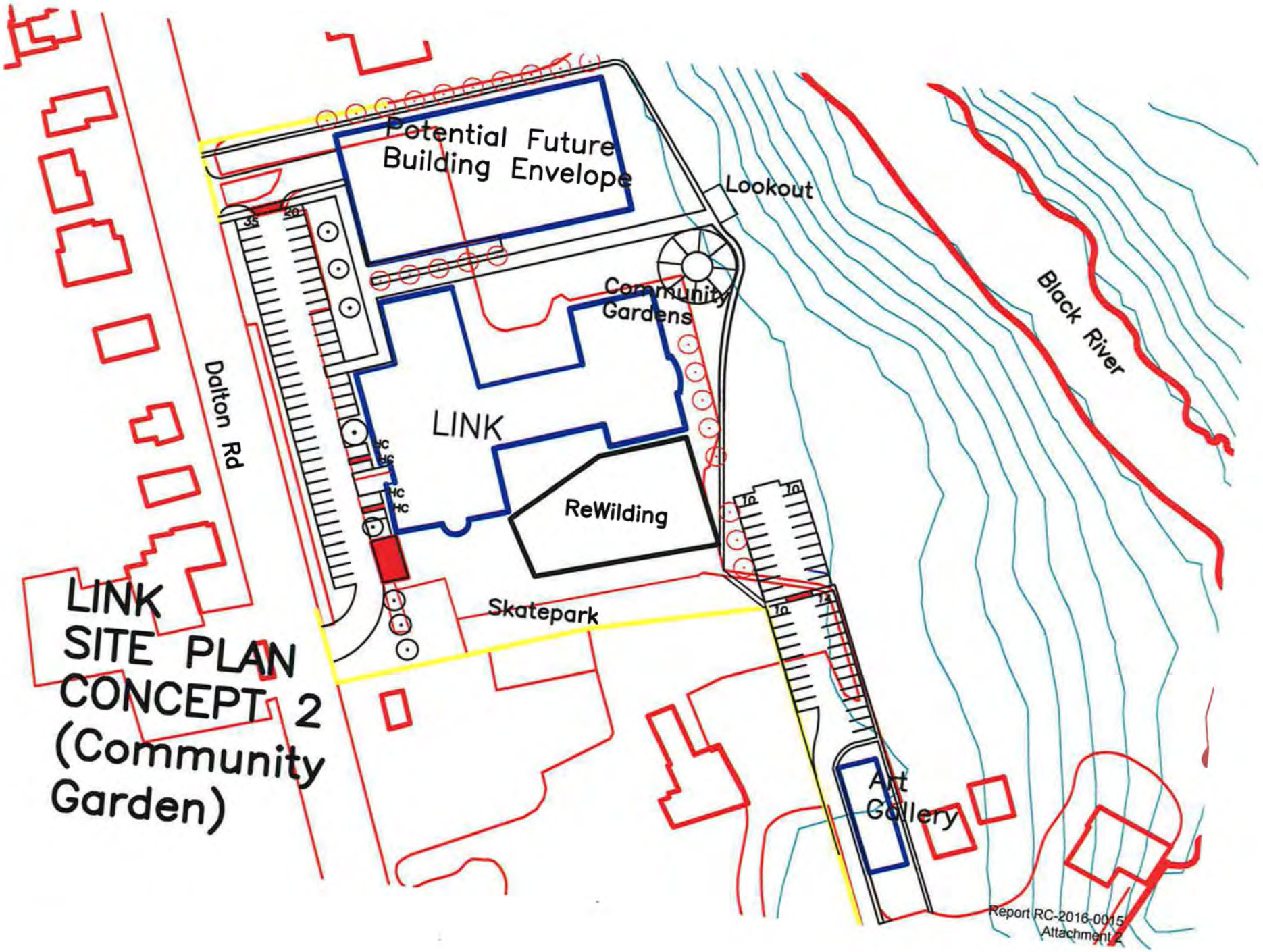
Recommended by:

Robin McDougall, B.A. KINE, DPA
Director of Recreation and Culture

Approved by:

Winanne Grant, B.A., AMCT, CEMC
Chief Administrative Officer

Attachment 1 – Community Garden Design Drawings
Attachment 2 – The Link Site Plan (showing the proposed location for the garden)

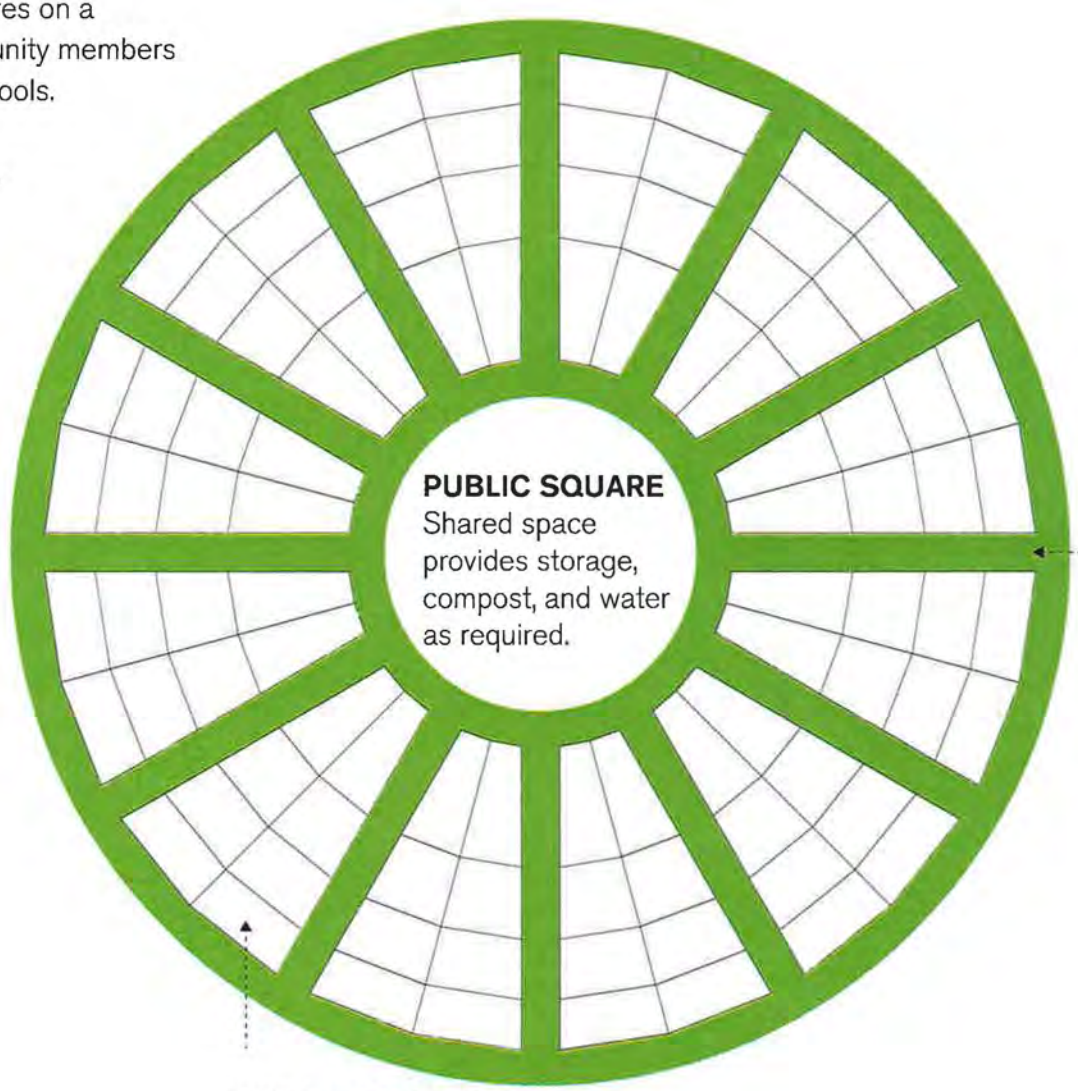

Potential Future Building Envelope
Lookout
Community Gardens
Black River
Dalton Rd
LINK
ReWilding
Skatepark
Art Gallery
LINK SITE PLAN CONCEPT 2 (Community Garden)
Report RC-2016-0015
Attachment 2

The Community Garden at The Link

Community Garden_Site Overview

scale in meters 1:100

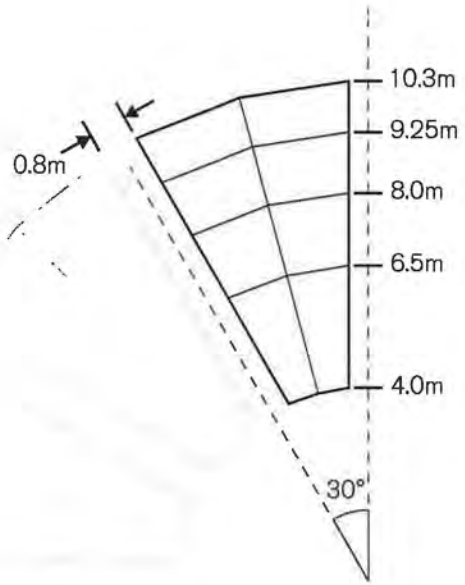
The radial garden layout centres on a public square in which community members can communicate and share tools. Paths from the centre give access to each garden space.



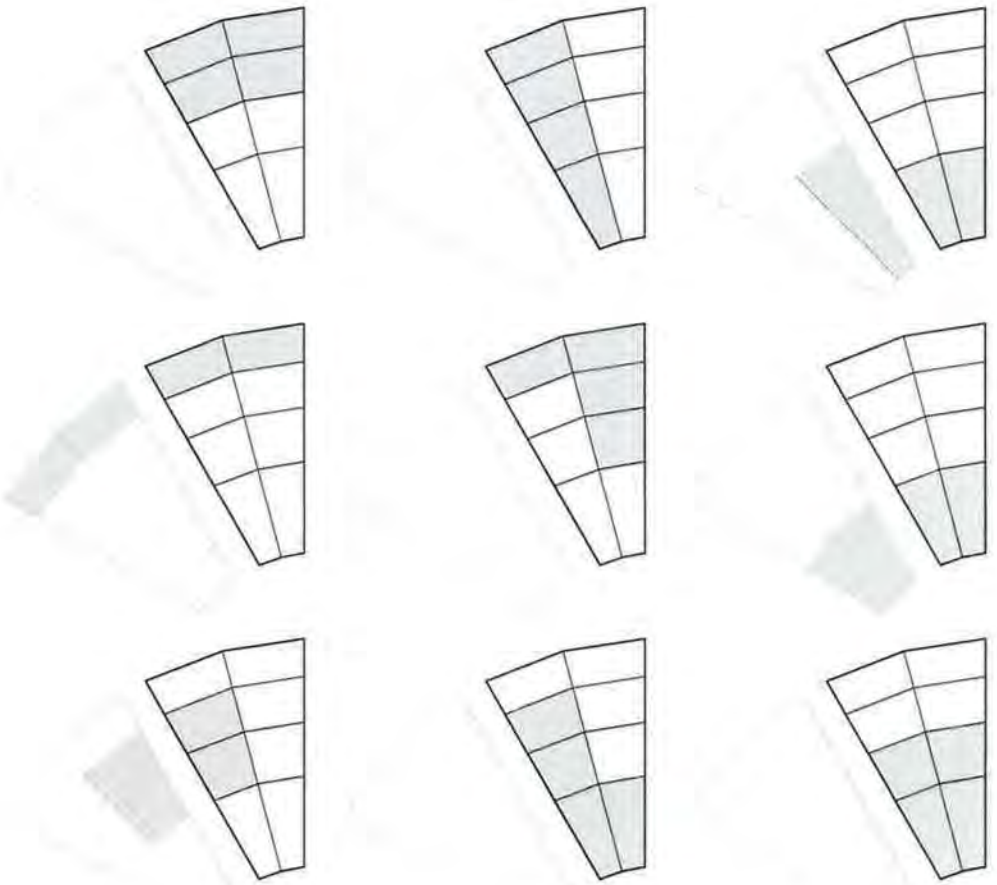
PATHS
0.80m wide to allow wheelbarrow passage.

PIXELATED GARDEN
Each segment is approximately one quarter of the required area (100ft²) for one community member garden plot.

Community Garden_Detail of Plots



GARDEN SEGMENT DETAIL
scale in meters 1:150
Simple dimensions and straight lines for easy layout and construction of garden plots annually.



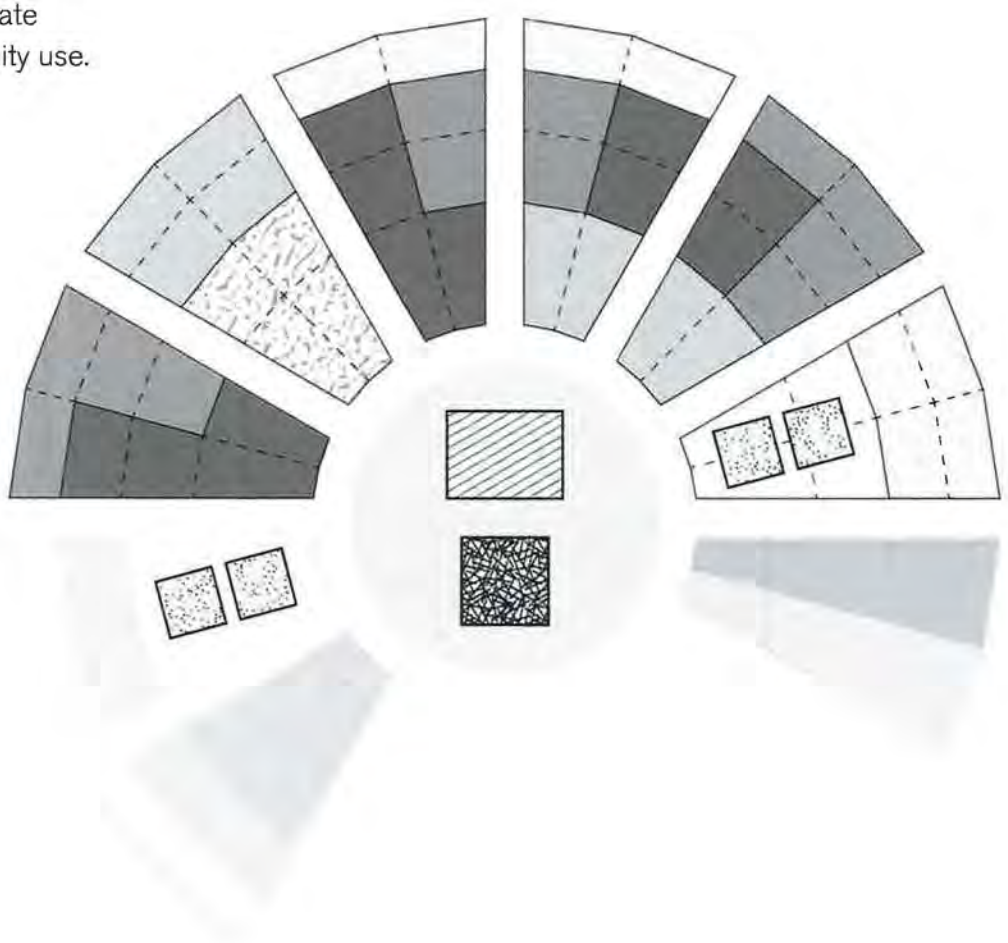
SAMPLE CONFIGURATIONS
scale in meters 1:200
Different plot shapes accommodate for different spatial requirements of various plant and garden types.

Community Garden_Installation Plan

scale in meters 1:150

Because the garden is segmented, it can be scaled each year to accomodate increase or decrease in community use.

- Community garden plots
- Raised planters (built)
- Shed & supplies
- Compost & garden
- Lasagna garden



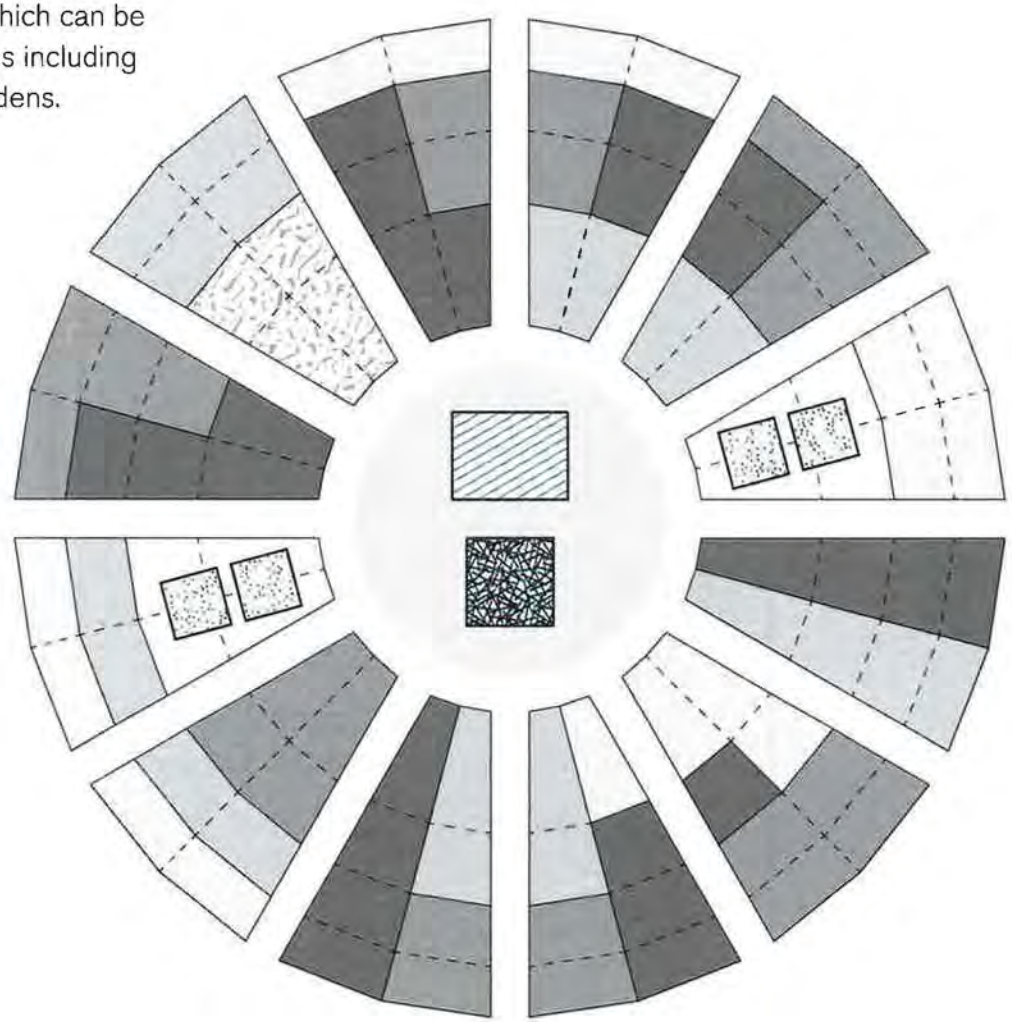
ONE HALF TO START
+ 10 community member garden plots
+ 1 lasagna garden
+ Shed & supplies
+ 2 or more raised planters

EXPANSION
Each additional garden segment adds 2 equally sized garden plots.

Community Garden_Example Layout

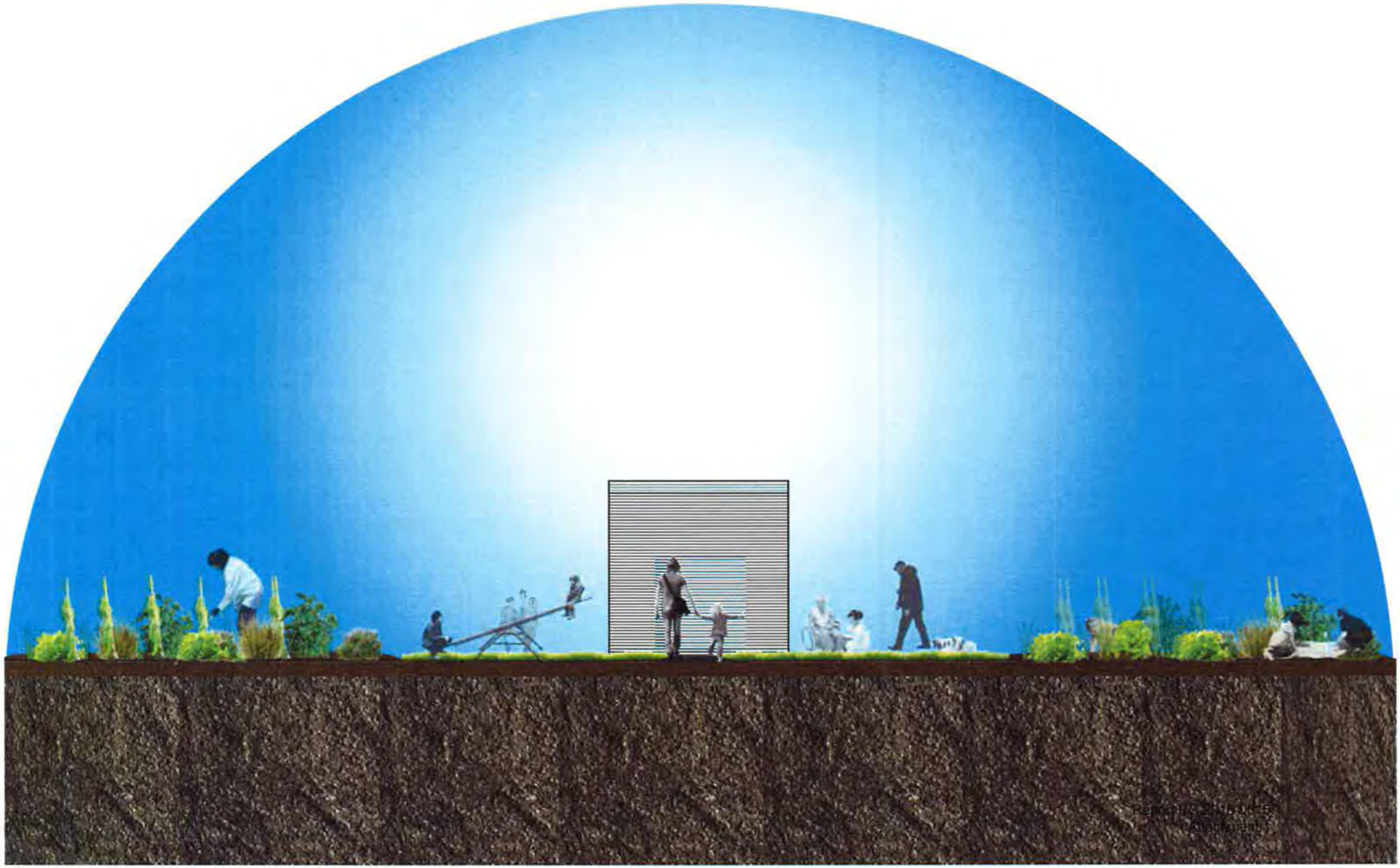
scale in meters 1:150

At full capacity, the garden layout provides 24 equally sized garden plots which can be used for various types of gardens including educational or experimental gardens.



- Community garden plots
- Raised planters (built)
- Shed & supplies
- Compost & garden
- Lasagna garden

Community Garden_Section



Carolyn Lance

From: Melissa Thorne
Sent: April-26-16 4:33 PM
To: Carolyn Lance
Subject: FW: June 11 parking permit...

From: Charles Bondy [mailto:
Sent: Tuesday, March 08, 2016 6:36 PM
To: Melissa Thorne <mthorne@georgina.ca>
Subject: June 11 parking permit...

Hi Melissa,

Here are the details you asked for today concerning the parking permits:

Date: June 11, 2016

Location: 52 bethel side road, sutton west, ontario, L0E 1R0

Time: noon to 5 pm (total length of 5 hours)

Number of cars: 75 cars

Length of road: 0.5 kilometres along bethel side road

Start point: starting from the intersection of bethel side road and warden avenue (9 meters east from the intersection).

End point: 300 feet east of 65 bethel side road

Regards,

Melissa Thorne
Operations Coordinator | Operations | Town of Georgina
26557 Civic Centre Road, Keswick, ON L4P 3G1
T: (905) 476-4301 Ext. 2443 | (905) 476-4305
georgina.ca

GEORGINA

To: **Mayor and Members of Council**

Cc: **Harold Lenters, Director of Development Services**

From: **Karyn Stone, Manager of Economic Development & Tourism**

Subject: **Approval of Economic Development and Community Improvement Grant Applications**

Date: **April 27, 2016**

On Monday April 24, 2016, the Economic Development Committee (EDC) considered one(1) Community Improvement Plan (CIP) grant application and eight(8) Festival and Event grant applications. Based on the review of these applications, the EDC approved the following grants as provided in Table 1 below. Funding for these grants is provided for in the 2016 budget.

TABLE 1

Community Improvement Plan Grants* Applicant/Business	**Requested**	**Approved**
Endless Wave (Old Mill, High St.) – Paddle Board Shop & water sport accessories/clothing Façade Improvement Grant	$5,000	$5,000
Festival & Event Grants Applicant and Event	**Requested**	**Approved**
Briars Golf Course – Ontario Women's Senior and Mid-Am Golf Championship June 6 – June 9	$5,000	$3,000
Georgina Trades and Training Inc. (GTTI) – 2 week furniture design course	$10,000	Declined
Catch a Dream Fishing Derby – June 12	$3,500	$1,000
Pefferlaw Take a Kid Fishing – July 9	$1,000	$1,000
Jackson's Point BIA – Music in the Parkette – July 9 & 16, August 6	$1,500	$1,500
Georgina Military Day – June 4	$1,500	$1,500
Uptown Keswick BIA – Harvest Festival – September 17	$2,500	$2,000
**Georgina Farmers Market – July & August Pilot Project	$5,000	$5,000

*Staff note that in accordance with the terms of the CIP grant programs, funds are not dispersed until such time as the proposed work is completed and paid invoices are provided to the Town for reimbursement. Should the project cost differ from the estimate provided, reimbursement will only be for 50% of the total project cost up to the amount approved by the EDC.

**This grant application was submitted by Natalia Zammitti and is to facilitate the operation of a FARMERS MARKET Pilot Project that will operate at The LINK during the months of July and August. The logistics for the venue are currently being finalized and details will be provided to Council within the next 2-3 weeks. The EDC has committed to providing in-kind resources for this pilot project in addition to the grant funding.

This memorandum has been provided to the Clerks Division for inclusion in the next available Council Agenda for information.

Karyn Stone

From: Brenda Brunt [mailto:bbrunt@southdundas.com]
Sent: April-26-16 9:31 AM
To: rhunter@southdundas.com
Subject: FW: RED Program

Good Morning:

Please find attached a resolution that was passed by Council of the Municipality of South Dundas at their regular Council meeting held on April 19, 2016 for your Council's consideration and support.

The government of Ontario has suspended the current intake of applications to the Rural Economic Development (RED) program with plans to integrate it into the restrictive Jobs and Prosperity Fund. This will prevent the ability of rural municipalities to access funding for capacity building community economic development projects. Please see the attached list of projects that were eligible for funding under the RED program.

Thank you for your consideration!

Brenda M. Brunt, CMO
Director of Corporate Services/Clerk
Municipality of South Dundas
34 Ottawa Street, P.O. Box 740
Morrisburg, ON K0C 1X0

613.543.2673
southdundas.com

MUNICIPALITY OF SOUTH DUNDAS
34 Ottawa Street, P.O. Box 740
Morrisburg ON K0C 1X0
613.543.2673 | southdundas.com

MOVED BY _____ **RESOLUTION NO** _____

SECONDED BY _____ **DATE** April 19, 2016

WHERE AS in the 2016 Ontario Budget, the government of Ontario has suspended current intake of applications to the Rural Economic Development program and has indicated that it plans to integrate the program into the Jobs and Prosperity Fund.

WHERE AS the Jobs and Prosperity Fund is narrowly focused and is restricted to private sector organizations and industry partners, which prevents access to funding for rural municipalities and others who formerly benefitted from the Rural Economic Development Program. The emphasis on large projects that meet either of minimum $5 million or $10 million in eligible project costs thresholds, will significantly restrict benefits from this fund.

WHERE AS in contrast, the Rural Economic Development Program supported a number of capacity building projects including but not limited 'Business Retention and Expansion' and 'Downtown Revitalization' projects and Economic Development Strategic Planning projects for small rural municipalities who were looking to improve their local economy. Also of note is that because the Jobs and Prosperity Fund is not specifically designated for rural areas, that funds from this program will likely favour more urban areas of the province.

NOW THEREFORE BE IT RESOLVED THAT THE Council of the Municipality of South Dundas asks the government of Ontario to reconsider the suspension of and the integration of the Rural Economic Development Program into the Jobs and Prosperity Fund with the view to ensuring that Rural Economic Development Program stays as an intricate funding program of the Province that will support capacity building and foster economic growth in rural municipalities in Ontario.

MUNICIPALITY OF SOUTH DUNDAS
34 Ottawa Street, P.O. Box 740
Morrisburg ON K0C 1X0
613.543.2673 | southdundas.com

BE IT FURTHER RESOLVED THAT this resolution be circulated to all municipal and regional councils in Ontario requesting that they endorse and support this resolution and communicate their support to the Premier and the Minister of Agriculture, Food and Rural Affairs.

☑ CARRIED ☐ DEFEATED ☐ DEFERRED

E Delegarde
MAYOR

Recorded Vote:	
Mayor Delegarde	___
Deputy Mayor Locke	___
Councillor St. Pierre	___
Councillor Ewing	___
Councillor Mellan	___

Step 2 Project Information

2.1 Project Location

Unit Number	Street Number	Street Name	PO Box
City/Town		Region/County	
Municipality		Province	Postal Code

2.2 Project Title

Project Title

Proposed project start date (yyyy/mm/dd) | Proposed project end date (yyyy/mm/dd)

2.3 Project Category Select only one major project category and one appropriate sub-category from the list below.

- O Plans or Strategies
  - O Economic development strategic plan
  - O Business retention and expansion plan
  - O Downtown revitalization plan
  - O Workforce plan
  - O Community improvement plan
  - O Performance measurement plan
  - O Other (specify):
- O Applied Research and Analysis to Support Planning and Priority Setting
  - O Sector or economic analysis
  - O Collaborative research studies or evaluations
  - O Feasibility studies (e.g., new business, investment, incubator or regional economic model)
  - O Market research
  - O Marketing strategies
  - O Other (specify):
- O Business or Sector Development and Diversification
  - O Business mentoring or training
  - O Regional business database
  - O Sharing best practices
  - O Incubators or business accelerators
  - O Business diversification and expansion
  - O Business modernization or productivity enhancements
  - O New market access
  - O Building collaboration and integration along the value chain or cluster
  - O Rehabilitation of cultural, heritage or tourism attractions
  - O Other (specify):
- O Regional Marketing, Promotional and Branding Activities
  - O Website development or enhancement
  - O Branding strategies
  - O Promotion, marketing and outreach
  - O Other (specify):
- O Workforce Attraction, Retention and Development
  - O Targeted workforce development (e.g., youth, newcomers)
  - O Leadership development
  - O Mentorship
  - O Entrepreneur
  - O Training
  - O Other (specify):

The Royal Canadian Legion

SUTTON & DISTRICT (ONT. NO. 356) BRANCH
P.O. BOX 521 EAST & NORTH STREETS
SUTTON WEST, ONTARIO L0E 1R0
(905) 722-8171

April 16, 2016

Mayor Margaret Quirk & Council,
Town of Georgina
26557 Civic Centre Road,
Keswick, Ontario,
L4P 3G1

RE: ANNUAL D- DAY PARADE AND SERVICE

Dear Sir:

The Royal Canadian Legion, Branch 356, Sutton are requesting permission to hold the annual D-Day Parade and Service on Sunday June 5, 2016

The fall-in area for the parade would be Black River Road and Dalton Road by the Library. The parade will march off at 1:30 P.M. and proceed along Black River Road to the Briar Hill Cemetery for a service at 2:00 P.M.

The purpose of this notification being that Black River Road is a Regional Road and permission is required from York Region and the Town of Georgina to conduct this parade.

Trusting the above information is sufficient for the Region of York and the Town of Georgina to permit the Royal Canadian Legion to carry out this parade.

If further information is required please contact Pat Gooderham at 905-722-5718.

Thanking you in advance, I remain,

Sincerely,

Pat Gooderham

Pat Gooderham
Parade Chairperson
Sutton Legion, Branch 356

York Region

Minute No. 59 as recorded in the Minutes of the meeting of the Council of The Regional Municipality of York held on April 21, 2016.

59 Report No. 7 of Committee of the Whole – April 14, 2016

It was moved by Mayor Pellegrini, seconded by Regional Councillor Wheeler that Council adopt the recommendations in Report No. 7 of Committee of the Whole with the following amendment:

Jurisdiction of the Ontario Municipal Board (Clause 4)

It was moved by Regional Councillor Armstrong, seconded by Mayor Dawe that Council adopt the following:

1. That Regional Council support the positions of the Town of Aurora, the City of Markham and the Town of Richmond Hill and reaffirm its decision of January 23, 2014 that the Province be requested to undertake a comprehensive review of the role, operations, practices and procedures of the Ontario Municipal Board within the Land Use Planning and Appeal System.

2. That Regional Council's decision be forwarded by the Regional Clerk to the Premier, the Minister of Municipal Affairs and Housing, the Leaders of the Progressive Conservative and NDP Parties, and all York Region MPPs.

Carried

The main motion moved by Mayor Pellegrini, seconded by Regional Councillor Wheeler that Council adopt the recommendations as amended in Report No. 7 of Committee of the Whole, carried as amended.

AURORA
You're in Good Company

Legal & Legislative Services
Stephen M.A. Huycke
905-726-4771
shuycke@aurora.ca

Town of Aurora
100 John West Way, Box 1000
Aurora, ON L4G 6J1

February 2, 2016

DELIVERED BY E-MAIL TO:
regional.clerk@york.ca

Denis Kelly, Regional Clerk
The Regional Municipality of York
17250 Yonge Street
Newmarket, ON L3Y 6Z1

Dear Mr. Kelly:

Re: Town of Aurora Council Resolution of January 26, 2016
Re: Motion (a) Ontario Municipal Board Jurisdiction

Please be advised that this matter was heard by Council at its Council meeting held on January 26, 2016, and in this regard Council adopted the following resolution:

WHEREAS the Town of Aurora spends an incredible amount of resources and taxpayer money developing an Official Plan; and

WHEREAS the Town's Official Plan is ultimately approved by the Province; and

WHEREAS it is within the legislative purview of Municipal Council to approve Official Plan amendments or Zoning By-law changes that better the community or fit within the vision of the Town of Aurora Official Plan; and

WHEREAS it is also within the legislative purview of Municipal Council to deny Official Plan amendments or Zoning By-law changes that do not better the community or do not fit within the vision of the Town of Aurora Official Plan; and

WHEREAS planning decisions may be appealed to the Ontario Municipal Board ("OMB"), an unelected, appointed body that is not accountable to the residents of Aurora; and

WHEREAS appeals of OMB decisions are limited to questions of law, not the findings of facts in a case; and

WHEREAS all decisions—save planning decisions—made by Municipal Council are similarly only subject to appeal by judicial review and such appeals are limited to questions of law;

NOW THEREFORE BE IT HEREBY RESOLVED THAT Aurora Town Council requests the Government of Ontario to limit the jurisdiction of the OMB to questions of law or process; and

BE IT FURTHER RESOLVED THAT the Government of Ontario be requested to require the OMB to uphold any planning decisions of Municipal Councils unless they are contrary to the processes and rules set out in legislation; and

BE IT FURTHER RESOLVED THAT a copy of this Motion be sent to The Honourable Kathleen Wynne, Premier of Ontario, The Honourable Ted McMeekin, Minister of Municipal Affairs and Housing, Mr. Patrick Brown, Leader of the Progressive Conservative Party, Ms. Andrea Horwath, Leader of the New Democratic Party, and all Members of Provincial Parliament (MPPs) in the Province of Ontario; and

BE IT FURTHER RESOLVED THAT a copy of this Motion be sent to the Association of Municipalities of Ontario (AMO) and all Ontario municipalities for their consideration.

The above is for your information and any attention deemed necessary.

Yours truly,

Stephen M. A. Huycke
Town Clerk

SMH/lb

MARKHAM

RESOLUTION OF COUNCIL MEETING NO. 3 DATED MARCH 1, 2016

MOTION

(1) REQUEST THE GOVERNMENT OF ONTARIO TO LIMIT THE JURISDICTION OF THE ONTARIO MUNICIPAL BOARD (13.2 & 10.0)

1) That the City of Markham request that the Province of Ontario undertake a public review of the mandate and jurisdiction of the Ontario Municipal Board to ensure that the OMB is respectful of municipal planning policies and local decision making and complies with Provincial Policy; and,

2) That the Provincial review include consideration of the amount of costs that may be awarded to ensure fairness for community participants in the appeal process; and,

3) That a copy of this Motion be sent to the Honourable Kathleen Wynne, Premier of Ontario; the Honourable Ted McMeekin, Minister of Municipal Affairs and Housing; the Honourable Patrick Brown, Leader of the Progressive Conservative Party; the Honourable Andrea Horwath, Leader of the New Democratic Party; and all MPPs in the Province of Ontario; and further,

4) That a copy of this Motion be sent to the Association of Municipalities of Ontario (AMO); Federation of Canadian Municipalities (FCM); York Region Council and all Ontario municipalities for their consideration.

Kimberley Kitteringham
City Clerk

Copy to: The Honourable Premier Kathleen Wynne
The Honourable Ted McMeekin, Minister of Municipal Affairs and Housing
The Honourable Patrick Brown, Leader of the Progressive Conservative
The Honourable Andrea Horwath, Leader of the New Democratic Party
All Ontario MPP's
AMO
FCM
All Ontario Municipalities

Richmond Hill

March 15, 2016

To: All Ontario Municipalities

Re: Richmond Hill Town Council – Ontario Municipal Board Reform

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Richmond Hill Town Council, at its meeting held on February 22, 2016, adopted the following resolution:

"Whereas the Town of Richmond Hill has dedicated a good deal of time, and resources, developing an Official Plan that guides and directs the future development of our community and accurately reflects the expectations of the citizens of Richmond Hill; and

Whereas the Town of Richmond Hill also spends a good deal of resources defending the Official Plan and our Zoning By-laws at the Ontario Municipal Board (OMB); and

Whereas the Town's Official Plan is ultimately approved by the Ontario Provincial Government; and

Whereas it is within the legislative purview of Municipal Council to rule on Official Plan amendments or Zoning By-law changes that better the community or fit within the vision of the Town of Richmond Hill Official Plan; and

Whereas it is also within the legislative purview of Municipal Council to deny Official Plan amendments or Zoning By-law changes that do not better the community or do not fit within the vision of the Town of Richmond Hill's Official Plan; and

Whereas land use planning decisions may be appealed to the OMB, an unelected, appointed body that is not accountable to the residents of Richmond Hill;

Now therefore be it resolved that Richmond Hill Town Council requests the Government of Ontario thoroughly review the land use appeals process and develop a process for such appeals that recognizes and supports the rights of municipalities to make decisions that adhere to Municipally approved Official Plans, local community needs and aspirations, reflected in those plans; and

(continued)

Be it further resolved that the regulated timelines before an appeal is possible based on a "failure to make a decision" by the municipality be significantly extended thus ensuring that:

1. Adequate time be given for proper and meaningful negotiations between the Municipality and Applicant with the goal of resolving planning disagreements

2. Applicants are prevented from appealing to the OMB before a thorough negotiation process has been exercised to come to a successful outcome

Be it further resolved that a copy of this Motion be sent to the Honourable Kathleen Wynne, Premier of Ontario; the Honourable Ted McMeekin, Minister of Municipal Affairs and Housing; the Honourable Patrick Brown, Leader of the Progressive Conservative Party; the Honourable Andrea Horwath, Leader of the New Democratic Party; all MPPs in the Province of Ontario; the Regional Municipality of York and all York Region Municipalities; and

Be it further resolved that a copy of this Motion be sent to the Association of Municipalities of Ontario (AMO) and all Ontario municipalities for their consideration."

In accordance with Council's directive, the foregoing Council resolution in this regard has been forwarded to your attention.

If you have any questions, please contact the Office of the Clerk at 905-771-8800.

Sincerely,

Gloria Collier

Gloria Collier
Acting Town Clerk

Copy: The Honourable Kathleen Wynne, Premier of Ontario
The Honourable Ted McMeekin, Minister of Municipal Affairs and Housing
Mr. Patrick Brown, Leader of the Progressive Conservative Party
Ms. Andrea Horwath, Leader of the New Democratic Party
Association of Municipalities of Ontario (AMO)
All Members of Provincial Parliament in Ontario

Connors Music

201 The Queensway S., Keswick (905) 476 · 3712

SALES · LESSONS · REPAIRS · RENTALS

www.connorsmusic.ca

April 28, 2016

Town of Georgina – Clerk's Dept
Re: Music In The Streets

I am writing to request a road closure in the Uptown Keswick BIA area on Saturday, June 25, 2016 in order to facilitate our annual Music In The Streets Festival. Similar to the Uptown Keswick Harvest Festival, I am requesting a road closure on the Queensway from Cedar Street to Church Street, and Simcoe Avenue to the west entrance of the Simcoe Plaza. The intent is ensure the safety of visitors and participants. It would, however, require the re-routing of YRT transit from for the day.

Also, in past years, the Town has provided barricades for our use. Again, these could be dropped off and picked up at the music store, rather than being left overnight on Simcoe Avenue, for security.

I would also take this opportunity to request a noise bylaw exemption for the event, since it is, by definition, a music festival. Events are planned from 10 am until approximately 9 pm. We could re-open the Queensway only to traffic at 5pm, but keep the closure in effect on Simcoe Avenue until 9pm.

We have enjoyed continued growth in the popularity of this festival in our community, and the turn-out each year has grown in numbers.

I appreciate the support and assistance of the Town in past years and thank you for your continued co-operation, along with the Uptown Keswick BIA merchants, in hosting this community event.

Sincerely,

Paul Connors
Connors Music

Serving Georgina
Since 1978

Carolyn Lance

To: John Espinosa
Subject: RE: Letter from the Minister of Labour / Lettre du ministre du Travail

From: Minister of Labour (MOL) [mailto:MinisterofLabour@ontario.ca]
Sent: April-19-16 11:40 AM
To: Minister of Labour (MOL) <MinisterofLabour@ontario.ca>
Subject: Letter from the Minister of Labour / Lettre du ministre du Travail

Message from the Minister of Labour

I am proud to write today to inform your municipality that Bill 163, the *Supporting Ontario's First Responders Act, 2016,* has passed third reading and received Royal Assent on April 6, 2016. Municipalities across Ontario play a vital role in the delivery of emergency services. Consequently, it is important that municipalities are aware of this critical legislation to support Ontario's first responders.

Over the last decade there has been an increased awareness of the effects of post-traumatic stress disorder (PTSD). We know PTSD can be serious and debilitating, and that first responders are at least twice as likely as the general population to suffer from PTSD.

The Premier asked me to bring forward a plan that addressed prevention of and resiliency to PTSD, and she also asked that we create legislation that makes PTSD a workplace presumption for first responders. First responders put their lives at risk each and every day to keep all of us safe, and it's important we provide our first responders the same unconditional support they provide to us when we need them.

That's why I committed Ontario to becoming a leader in dealing with first-responder PTSD, and we know the solution lies with a comprehensive approach that includes both preventative and legislative measures. The *Supporting Ontario's First Responders Act, 2016* is a key component of that comprehensive strategy. It will provide a presumption that PTSD diagnosed in first responders is work-related, allowing for faster access to WSIB benefits, resources and the timely treatment needed to heal and return to work safely.

The specific groups covered under the PTSD presumption include:

- Police, including First Nations constables, and chiefs of police
- Firefighters (including part-time and volunteer firefighters), including those who are employed or who volunteer to provide fire protection services on a reserve, fire investigators, and fire chiefs
- Paramedics and emergency medical attendants, and ambulance service managers
- Workers involved in dispatching emergency services, including workers who play a role in the chain of communications which lead up to the dispatch for ambulance services, firefighters and police
- Correctional officers/youth services workers (including managers) and workers who provide direct health care services in adult institutional corrections and secure youth justice facilities
- Members of emergency response teams dispatched by a communications officer.

The *Supporting Ontario's First Responders Act, 2016* also amends the *Ministry of Labour Act* to allow the Minister of Labour to collect information about an employer's plans to prevent PTSD and authorizes the Minister to publish those plans. Collecting this information is intended to encourage the development of prevention plans

and assess progress in the prevention of PTSD in these workplaces. It will also serve to highlight gaps and inform future prevention initiatives.

I will formally direct certain employers to provide me with information on their workplace post-traumatic stress disorder prevention plans by April 23, 2017. This direction will be published in the *Ontario Gazette*, Volume 149, Issue 17, which will be available at www.ontario.ca/search/ontario-gazette. Additional information can also be found on the Ministry of Labour website at www.labour.gov.on.ca/english/hs/ptsd.php.

As your municipality is an employer or is responsible for employers of workers covered under the PTSD presumption, I am advising you of this direction and look forward to receiving information in a timely manner. You are able to determine an approach that reflects your local context, taking into consideration the ways that first responder services are delivered and supported locally. I would request that you forward this correspondence to any administrations that fall within your purview, so they are aware of the direction to submit information and are engaged in the process as appropriate.

Information about prevention plans should be submitted in electronic Word format to ptsdprevention@ontario.ca. When submission by this method is not possible, information can be mailed to the Ontario Ministry of Labour, Att: PTSD Prevention Plan, 400 University Avenue, 14th Floor, Toronto, ON, M7A 1T7. Resources to assist in the development of a prevention plan are available online as part of a free online toolkit (see the link below). Should you have any questions, please contact ministry staff at 416-325-4575.

These legislative amendments build on our previously announced PTSD prevention strategy, which includes:

- The creation of a radio and digital campaign aimed at increasing awareness about PTSD among first responders, their families and communities and eliminating the stigma that too often prevents those in need from seeking help
- An annual leadership summit to be hosted by the Minister of Labour to highlight best practices, recognize leaders, and monitor progress in preventing and addressing PTSD
- A free online toolkit at www.firstrespondersfirst.ca with resources on PTSD tailored to meet the needs of employers and each of the first responder sectors
- Grants for research that supports the prevention of PTSD.

We started on the prevention initiatives in March 2016 with the launch of the public radio and digital awareness campaign, as well as the free online toolkit.

Through the alignment of research, prevention and treatment efforts, Ontario will create a solid and coordinated set of resources to provide the support needed by the brave men and women who put their lives on the line in our time of greatest need. This is the beginning of a new way forward in preventing PTSD and providing support for our first responder community in Ontario. With your help, our government has put in place a strategy that will help protect our dedicated first responders who put themselves in harm's way to ensure our safety.

These changes will positively impact many lives across the province, and will provide our 73,000 first responders and their families some peace of mind.

Please accept my thanks for your support.

Sincerely,

[Original signed by]

Kevin Flynn
Minister of Labour

Begin forwarded message:

>
>
> Hi Melissa, regarding our conversation a few minutes ago. We are planning a 50th. wedding anniversary for this year and think July 1st or 2nd would suit our needs. We have discussed this with our neighbours on Centro Court and all agree with the plan.
> This party would take place between 4pm and 7pm.
> Tony & Sharon Tallon

Regards,

Melissa Thorne
Operations Coordinator | Operations | Town of Georgina
26557 Civic Centre Road, Keswick, ON L4P 3G1
T: (905) 476-4301 Ext. 2443 | (905) 476-4305
georgina.ca

-----Original Message-----
From: Pat Tallon [mailto:ttallon@rogers.com]
Sent: Thursday, April 28, 2016 3:08 PM
To: Melissa Thorne <mthorne@georgina.ca>
Subject: Fwd: Street party

TOWN OF GEORGINA
Civic Centre, Keswick, Ontario L4P 3G1

The Clerks Department

Memo

To: Georgina Town Council,

From: Sarah Brislin, Committee Services Coordinator

Date: 27/04/2016

Re: Georgina Equity and Diversity Request for participation in the Music in the Streets Festival

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RESOLUTION NO. GEDAC-2016-0021

That Georgina Equity and Diversity Advisory Committee request the Georgina Town Council approve the Committees participation in the Music in the Streets Festival, hosted by Connors Music on June 25 2016.

Carried.

Background: The Georgina Equity Diversity Committee has considered participating in various events that can incorporate celebrating diversity in Georgina. By participating in an event, which draws a large crowd, the Committee continues to strive towards its purpose provide information, advice and assistance to the Community and Town Council relating to enhancement of community relations and promotion of equity in the Town of Georgina.

MEMORANDUM

TO: Mayor Quirk
Members of Council

FROM: John Espinosa, Town Clerk

SUBJECT: General Information Items

DATE: May 11, 2016

Please notify the Clerk's office if you wish to have any of these items placed on the agenda for discussion:

i) Minutes of the Selection Committee dated July 6, October 30 and November 13, 2015, January 27 and March 4, 2016, of the Georgina Safe Streets Committee dated September 28 and November 30, 2015, of the Georgina Agricultural Advisory Committee of December 10, 2015 and January 28, 2016, and of the Lake Drive Shoreline Jurisdiction Ad Hoc Committee dated February 9, 2016.

ii) Kimberley Casselman, Town of Prescott, advising of its support of Bill 158, Saving The Girl Next Door Act, 2016, and of MPP Laurie Scott's motion for a multi-jurisdictional and coordinated task force by law enforcement agencies, Crown prosecutors, judges, victims' services and frontline agencies.
(Advisement: On April 20th, Council received for information correspondence from Laurie Scott, MPP, Haliburton-Kawartha Lakes-Brock requesting Council support Bill 158, and referred it to the GEDAC for information and to the CAO to gather further information for Council's consideration prior to a decision being made by the provincial government)

iii) Kari Stevenson, Acting Clerk/Planning Technician, Trent Lakes, advising of its support of Bill 158, Saving The Girl Next Door Act, 2016, and of MPP Laurie Scott's motion for a multi-jurisdictional and coordinated task force by law enforcement agencies, Crown prosecutors, judges, victims' services and frontline agencies.

iv) Sasha Helmkay, Clerk's Department, Township of Clearview, advising of its support of Bill 158, Saving The Girl Next Door Act, 2016, and of MPP Laurie Scott's motion for a multi-jurisdictional and coordinated task force by law enforcement agencies, Crown prosecutors, judges, victims' services and frontline agencies.

v) Loriann Harbers, Director of Corporate Services/Clerk, Township of South Stormont, advising of its support of Bill 158, Saving The Girl Next Door Act, 2016, and of MPP Laurie Scott's motion for a multi-jurisdictional and coordinated task force by law enforcement agencies, Crown prosecutors, judges, victims' services and frontline agencies

vi) Loriann Harbers, Director of Corporation Services/Clerk, Township of South Stormont, respecting its position encouraging the Ontario Energy Board to expand natural gas services to all of Eastern Ontario.

... 2

vii) Shara Lavallee, Clerk, Township of Gillies, advising of its support of a resolution of the Township of Georgian Bay requesting the implementation of legislation that would provide authorities with the ability to enforce a 'No Wake' restriction in Ontario's navigable waterways.

viii) AMO releases Guide to Police Services Act Consultations which were held in March, 2016.

ix) Rural Ontario Municipal Association (ROMA) Communications advising of the ROMA Conference to be held from January 29th to 31st, 2017 at the Sheraton Centre Toronto Hotel.

:je

interoffice MEMO

Development Services Department
Town of Georgina

DATE: April 28, 2016

TO: Carolyn Lance, Council Services Coordinator

CC: Harold Lenters, Director, Development Services Dept.
Mamata Baykar, Secretary-Treasurer, Committee of Adjustment
Ingrid Fung, Junior Planner

FROM: Velvet Ross, Manager of Planning

RE: Committee of Adjustment – May 2, 2016 Meeting – STAFF RECOMMENDATIONS

The following is provided for Council's information respecting Committee of Adjustment matters currently under consideration.

File	Owner	Location	Status
A7-16 Minor Variance	Christopher Gibbs	5992 Old Homestead Road	Agenda released; Staff support application.
Proposal	The owner has submitted an application for minor variance requesting relief from the Zoning By-law in order to recognize existing setback deficiencies so as to permit the construction of a proposed garage addition to the west side of the one storey single family dwelling. Specifically, relief is requested to recognize the existing dwelling setback of 48 metres from the front lot line abutting Old Homestead Road, whereas a minimum setback of 80 metres is required (75 m setback + 5 m planned street width). Relief is also requested to recognize an existing setback of 3.6 metres between the dwelling and the easterly interior side lot line, whereas a setback of 10 metres is required. Further, in order to recognize the location of the existing front porch, having a setback of 41.9 metres from the front lot line, relief is also required to permit a 6.1 metre encroachment into the permitted front yard setback (assuming the 48 metre front yard setback is approved by the Committee), whereas a maximum encroachment distance of 2 metres is permitted. The property is zoned Rural (RU-22) and is located on the north side of Old Homestead Road, east of Highway 48. Staff Recommendation: Staff support application for requested variances; no conditions or terms imposed. Corrections noted by staff on setback measurements: i) 40 metres from existing front lot line to dwelling, ii) 3.9 metres from easterly interior side lot line to dwelling, and iii) 5.2 metre encroachment into the permitted front yard setback for the existing unenclosed porch.		
File	**Owner**	**Location**	**Status**
A8-16 Minor Variance	Ken and Lorraine Hackenbrook	16 Lambrook Drive	Agenda released; Staff support application.
Proposal	The owners have submitted an application for minor variance requesting relief from		

	the Zoning By-law in order to permit the construction of a single family dwelling thereon, having a minimum setback of 2 metres from the rear lot line, whereas a minimum setback of 12 metres is required. Owing to the location of the neighbouring drilled well, and the location of the proposed septic system for the subject land, the dwelling is proposed to be located to the rear of the subject property, thus requiring relief from the minimum setback from the rear lot line. The property, which is currently vacant, is zoned Residential (R) and is located at the south-west corner of Burnie Road and Lambrook Drive in Virginia. Staff Recommendation: Staff support application for requested variance subject to the imposition of a suggested term of approval, indicating that the yard encroachment permissions pursuant to Section 5.45 (a) typically applicable to future rear yard balconies, rear yard enclosed porches/steps and rear yard decks, would not be applicable to the requested rear yard setback of the property. Staff also requested the imposition of a condition requiring the owner to satisfy the comments of the Engineering Division respecting the submission of a detailed lot grading and drainage plan prepared by a Professional Engineer to the satisfaction of the Town.		
File	**Owner**	**Location**	**Status**
A9-16 Minor Variance	Brian and Jennifer Oram	19 Shetland Drive	Agenda released; Staff support application.
Proposal	The owners have submitted an application for minor variance requesting relief to permit the construction of an enclosure housing the proposed swimming pool filter/heater having a setback of 1.5 metres from the exterior side lot line, whereas the By-law only permits the structure to be located within the interior side yard and rear yard (i.e. not within the exterior side yard). The property is zoned site specific Low Density Urban Residential (R1-71) and is located on the east and north sides of Shetland Drive in Keswick (i.e. both the front lot line and the exterior side lot line abut Shetland Drive). Staff Recommendation: Staff support application for requested variance; no conditions or terms imposed.		

Should Council wish to obtain further information, please contact Mamata Baykar, Secretary-Treasurer to the Committee of Adjustment.

/vlr

THE CORPORATION OF THE TOWN OF GEORGINA
IN THE
REGIONAL MUNICIPALITY OF YORK

BY-LAW NUMBER 2016–0038

BEING A BY-LAW TO APPOINT A MEMBER OF THE GEORGINA ACCESSIBILITY ADVISORY COMMITTEE, FOR THE 2014-2018 TERM OF OFFICE

WHEREAS the *Municipal Act, S.O. 2001*, c. 25, as amended provides the authority for Council to establish boards and committees for the Corporation of the Town of Georgina ("Town");

AND WHEREAS Council has delegated to the Selection Committee the task of recommending members for the all Town committees and to recommend vacancy appointments for other Town committees or statutory openings;

AND WHEREAS On February 8, 2016, a membership vacancy occurred as a result of a resignation from the Georgina Accessibility Advisory Committee ('GAAC');

AND WHEREAS the Selection Committee met on April 6, 2016, and made confidential recommendations to Council on April 27, 2016, with respect to the membership vacancy on the GAAC;

AND WHEREAS, Council approved the recommendations provided by the Selection Committee effective April 27, 2016, and upon acceptance by the designee.

NOW THEREFORE, the Council of the Corporation of the Town of Georgina, in the Regional Municipality of York, hereby enacts as follows:

THAT THE FOLLOWING PERSON BE APPOINTED AS A MEMBER OF THE GEORGINA ACCESSIBILITY ADVISORY COMMITTEE, FOR THE 2014-2018 TERM OF OFFICE, EFFECTIVE April 27, 2016:

Jocelyn Meredith Hunt

READ AND ENACTED this 11th day of May, 2016

_____
Margaret Quirk, Mayor

_____
John Espinosa, Town Clerk

THE CORPORATION OF THE TOWN OF GEORGINA
IN THE
REGIONAL MUNICIPALITY OF YORK

BY-LAW NO. 2016 - 0039 (TA-1)

A BY-LAW TO SET TAX RATES FOR THE YEAR 2016

WHEREAS it is necessary for the Council of the Corporation of the Town of Georgina (the "Town") to levy, pursuant to the *Municipal Act* (the "Act"), certain tax rates on the whole of the rateable property according to the last revised assessment roll for the Town for the purpose of raising the estimated expenditures adopted for the year 2016 for the purposes of the Town, and these tax rates are included in the tax rates schedule shown on Appendix "A" to this by-law;

AND WHEREAS the property classes have been defined and prescribed by the *Assessment Act*, and Regulations thereto:

AND WHEREAS By-law No. 2016-0016 of the Region of York passed the 24th day of March 2016 levied certain amounts against the Town and the tax rates/ratios necessary to raise these amounts are included in the tax rates/ratios schedule shown on Appendix "A" to this by-law;

AND WHEREAS the Education Act, O. Reg. 400/98 as amended, O. Reg. 101/16 and subsections 238(2) and 257.8 (3) prescribed education rates to be levied on the whole assessment in each property class, these tax rates are included in the tax rates shown in Appendix "A" to this by-law:

THEREFORE the Council of the Corporation of the Town of Georgina hereby enacts as follows:

1. **THAT** for the year 2016, the tax rates shown on Appendix "A" to this by-law shall be levied upon the whole of the assessment in each property class shown on Appendix "A" to this by-law;

... 2

2. **THAT** for the year 2016, a special levy by the Federation of Agriculture be levied against farm class (FT) properties at .0000105 applied against their property assessment, as authorized in Section 149 (1) of the Municipal Act;

3. **THAT** for the year 2016, any Business Improvement Area special charges or levied, as authorized by a by-law approved under Section 208 of the Municipal Act, be levied against the applicable property assessment.

4. **THAT** for payments in lieu of taxes due to the Town, the actual amount due to the Town shall be based on the assessment roll and the tax rates for the year 2016;

5. **THAT** the interim tax levy raised pursuant to Council Resolution C-2015-0850 be credited to the tax bills to be submitted as herein provided;

6. **THAT** every owner shall be taxed according to the tax rates shown on Appendix "A" to this by-law, and the taxes levied under this By-law shall be collected in two (2) installments per billing, the first installment to be due on July 28th, 2016 and the second installment to be due on September 28th, 2016 subject to change by the Treasurer for accommodation of the notice period required in the Act;

7. **THAT** all taxes payable under the Pre-Authorized Tax Payment Plan, shall be due and payable on the first business day of each calendar month, starting in January and continuing until December 2016;

8. **THAT** the minimum levy under the authority of the by-law shall be Ten Dollars ($10.00);

9. **THAT** the Treasurer shall add to the Collector's Roll all or any Municipal charges in arrears for utility arrears, cutting weeds, fence viewer awards, or any other charges which should be levied pursuant to any Statute or by-law against the respective properties chargeable

therewith and that the same shall be collected by the Tax Collector in the same manner and at the same time as all other rates or levies;

10. **THAT** the Treasurer shall mail or cause to be mailed the notice specifying the amount of taxes payable by any person liable for taxes, addressed to them at their place of residence or place of business;

11. **THAT** the Treasurer shall provide a 100% tax rebate to the Royal Canadian Legion Branch 356 upon confirmation of eligibility as provided for in Region of York By-Law No. A-0303-2002-020.

12. **THAT** on all taxes which remain unpaid on the due date, a penalty of one percent (1%) shall be levied the day after default, and interest at the rate of one percent (1%) shall be levied on the first of each month thereafter until such time as such taxes are paid;

13. **THAT** on all taxes levied pursuant to this by-law remaining unpaid as at December 31, 2016, interest at the rate of one and one quarter percent (1¼%) of the unpaid taxes shall be levied from December 31, 2016 and for each month thereafter until such taxes are paid;

14. **THAT** the Treasurer shall apply all payments received, including partial payments to accounts in a consistent basis;

15. **THAT** Appendix "A" attached hereto shall form a part of this by-law;

16. **THAT** all by-laws or parts thereof inconsistent with the provisions of this by-law be and the same are hereby repealed.

READ and enacted this 11th day of May, 2016.

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Margaret Quirk, Mayor

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John Espinosa, Town Clerk

Tax Class Georgina		2015 Returned Roll for 2016 Taxation	Calculated Transition Ratios	Weighted Assessment	Discounted Transition Ratios	Weighted & Discounted Average Assessment	%age of Weighted Assessment within Mun	Regional Tax Revenue	Regional Tax Rates by Class	Area Municipal Tax Revenue	Area Municipal Tax Rates by Class	Education Tax Revenue	**Education Tax Rates by Class**	Total Taxes to be Raised	Total Tax Rates by Class
Residential & Farm	RT	5,593,552,013	1.0000	5,593,552,013	1.0000	5,593,552,013	**91.37%**	**22,215,183**	**0.397157%**	33,484,655	**0.598630%**	10,515,878	**0.188000%**	66,215,716	1.183787%
Res Taxable Upper & Educ	RL	0	1.0000	0	1.0000	0	0.00%	0	0.000000%	0	0.000000%	0	0.000000%	0	n/a
Res & Farm @ Farmland Phase 1	R1	0	1.0000	0	0.2500	0	0.00%	0	0.000000%	0	0.000000%	0	0.000000%	0	n/a
Multi-Residential	MT	76,778,000	1.0000	76,778,000	1.0000	76,778,000	1.29%	312,872	0.397157%	471,598	0.598630%	148,103	0.188000%	932,563	1.183787%
Sub-Total Residential		5,672,330,013		5,672,330,013		5,672,330,013		22,528,056							
Commercial (Occupied)	CT	219,863,799	1.1172	245,631,836	1.1172	245,631,836	4.01%	975,544	0.443704%	1,470,425	0.668789%	2,218,149	**1.008874%**	4,664,118	2.121367%
Comm Excess Land	CU	8,445,500	1.1172	9,435,313	0.7820	6,604,719	0.11%	26,231	0.310593%	39,538	0.468152%	59,643	0.706212%	125,412	1.484957%
Comm Vacant Land	CX	33,387,000	1.1172	37,299,956	0.7820	26,109,969	0.43%	103,698	0.310593%	156,302	0.468152%	235,783	0.706212%	495,783	1.484957%
Comm New Constructionm	XT	33,435,970	1.1172	37,354,666	1.1172	37,354,666	0.61%	148,357	0.443704%	223,616	0.668789%	337,327	1.008874%	709,300	2.121367%
Comm New Const Excess	XU	1,346,510	1.1172	1,504,321	0.7820	1,053,025	0.02%	4,182	0.310593%	6,304	0.468152%	9,509	0.706212%	19,995	1.484957%
Comm rate for school taxes	CD	0	1.1172	0	0.0000	0	0.00%	0	0.000000%	0	0.000000%	0	0.000000%	0	n/a
Comm (prev Ont Hydro)	CH	0	1.1172	0	0.0000	0	0.00%	0	0.000000%	0	0.000000%	0	0.000000%	0	n/a
Comm @ Farmland Phase 1 Rate	C1	0	1.1172	0	0.0000	0	0.00%	0	0.000000%	0	0.000000%	0	0.000000%	0	n/a
Comm Farmland Awaiting Dev Ph II	C4	0	1.1172	0	0.0000	0	0.00%	0	0.000000%	0	0.000000%	0	0.000000%	0	n/a
Commercial Other	CM	0	1.1172	0	0.0000	0	0.00%	0	0.000000%	0	0.000000%	0	0.000000%	0	n/a
Office Building	DT	0	1.1172	0	0.0000	0	0.00%	0	0.000000%	0	0.000000%	0	0.000000%	0	n/a
Office Bldg @ vacant units & excess	DU	0	1.1172	0	0.0000	0	0.00%	0	0.000000%	0	0.000000%	0	0.000000%	0	n/a
Shopping Centre	ST	28,424,000	1.1172	31,755,293	1.1172	31,755,293	0.52%	126,118	0.443704%	190,097	0.668789%	286,762	1.008874%	602,977	2.121367%
Shopping Ctre @ vacant units & exce	SU	0	1.1172	0	0.7820	0	0.00%	0	0.310593%	0	0.468152%	0	0.706212%	0	1.484957%
New Cons Shopping Centre	ZT	27,581,530	1.1172	30,814,085	1.1172	30,814,085	0.50%	122,380	0.443704%	184,462	0.668789%	278,263	1.008874%	585,105	
New Cons Shopping Centre Excess	ZU	127,630	1.1172	142,588	0.7820	99,812	0.00%	396	0.310593%	598	0.468152%	901	0.706212%	1,895	
Subtotal Commercial		352,611,939		362,961,385		379,423,405	6.20%	1,506,907		2,271,341		3,426,337		6,617,585	
Industrial (Occupied)	IT	9,893,808	1.3124	12,984,634	1.3124	12,984,634	0.21%	51,569	0.521229%	77,730	0.785641%	116,747	**1.180000%**	246,046	2.486870%
Ind Excess Land	IU	871,000	1.3124	1,143,100	0.8531	743,015	0.01%	2,951	0.338799%	4,448	0.510667%	6,681	0.767000%	14,079	1.616466%
Ind Vacant Land	IX	6,244,000	1.3124	8,194,626	0.8531	5,326,507	0.09%	21,155	0.338799%	31,886	0.510667%	47,891	0.767000%	100,932	1.616466%
Ind New Construction	JT	37,400	1.3124	49,084	1.3124	49,084	0.00%	195	0.521229%	294	0.785641%	441	1.180000%	930	2.486870%
Ind New Construction Vacant Land	JU														
Ind (prev Ont Hydro)	IH	2,093,500	1.3124	2,747,509	1.3124	2,747,509	0.04%	10,912	0.521229%	16,447	0.785641%	24,703	1.180000%	52,063	2.486870%
Ind (prev Ont Hydro) Vacant Land	IJ	0	1.3124	0	0.0000	0	0.00%	0	0.000000%	0	0.000000%	0	0.000000%	0	n/a
Ind @ Farmland Phase 1 Rate	I1	0	1.3124	0	0.0000	0	0.00%	0	0.000000%	0	0.000000%	0	0.000000%	0	n/a
Ind Farmland Awaiting Dev Ph II	I4	0	1.3124	0	0.0000	0	0.00%	0	0.000000%	0	0.000000%	0	0.000000%	0	n/a
Large Industrial	LT	0	1.3124	0	0.0000	0	0.00%	0	0.521229%	0	0.785641%	0	0.000000%	0	1.306870%
Lg Ind @ vacant units & excess land	LU	0	1.3124	0	0.0000	0	0.00%	0	0.338799%	0	0.510667%	0		0	0.849466%
Subtotal Industrial		19,139,708		25,118,953		21,850,749	0.36%	86,782		130,805		196,464		414,050	
Pipelines	PT	11,222,000	0.9190	10,313,018	0.9190	10,313,018	0.17%	40,959	0.364987%	61,737	0.550141%	160,932	**1.434072%**	263,627	2.349200%
Farmlands	FT	144,860,740	0.2500	36,215,185	0.2500	36,215,185	0.59%	143,831	0.099289%	216,795	0.149657%	68,085	0.047000%	428,710	0.295946%
Managed Forest	TT	5,615,400	0.2500	1,403,850	0.2500	1,403,850	0.02%	5,575	0.099289%	8,404	0.149657%	2,639	0.047000%	16,619	0.295946%
		161,698,140		47,932,053		47,932,053	0.78%	190,365		286,935		231,655		708,956	
Total Taxable		6,205,779,800		6,108,362,403		6,121,536,219	100.00%	24,312,110		36,645,324		14,518,437		74,888,870	
WT CNR - Linear Rates - Estimated		120.53 acres		estimated				29,981		43,362		99,159		172,502	
UT Hydro Utility Corridor Linear - Estimated		30.25 acres		estimated				10,266		14,844		36,561		61,671	
					23,728,786			**24,352,357**		**36,703,530**		**14,654,157**		**75,710,044**	

Prepared By: David Reddon
Manager of Taxation

Appendix "A"
By-Law No. 2016-0039

THE CORPORATION OF THE TOWN OF GEORGINA
IN THE
REGIONAL MUNICIPALITY OF YORK

BY-LAW NUMBER 2016-0040 (PWO-2)

BEING A BY-LAW TO AMEND BY-LAW NO. 94-60 (PWO-2) AND ASSUME CERTAIN ROADS AS PUBLIC HIGHWAY IN THE TOWN OF GEORGINA

WHEREAS the Council of the Town of Georgina deems it necessary to assume the following portion of road as a public highway:

ROAD NEEDS STUDY	ROAD NAME	REGISTERED PLAN	FROM	TO	LENGTH KM
Dovedale Drive					
--	Dovedale Drive	65R-29401	Roselm Avenue	Woodbine Avenue	0.36
--	Roselm Avenue	Block 116 65M-3270	Robert Plunkett	Dovedale Drive	0.04

BE IT THEREFORE ENACTED BY THE COUNCIL OF THE TOWN OF GEORGINA THAT Schedule "A" to By-law 94-60 (PWO-2) as amended is hereby deleted and Schedule "A" hereto is substituted in its place.

READ AND ENACTED this 11th day of May 2016.

Margaret Quirk, Mayor

John Espinosa, Town Clerk

THE CORPORATION OF THE TOWN OF GEORGINA
IN THE
REGIONAL MUNICIPALITY OF YORK

BY-LAW NUMBER 2016- 0041 (PWO-2)

BEING A BY-LAW TO DEDICATE CERTAIN LANDS AS PUBLIC HIGHWAY AND FORMING PART OF DOVEDALE DRIVE

WHEREAS it is deemed advisable to dedicate certain lands as public highway:

BE IT THEREFORE ENACTED BY THE COUNCIL OF THE TOWN OF GEORGINA:

THOSE CERTAIN LANDS situated in the Town of Georgina, in the Regional Municipality of York (geographic Township of North Gwillimbury), being identified as Parts 1 to 19 inclusive on Reference Plan of Survey 65R-29401, are hereby dedicated as public highway and forming part of Dovedale Drive.

READ AND ENACTED this 11th day of May 2016.

Margaret Quirk, Mayor

John Espinosa, Town Clerk

CORPORATION OF THE TOWN OF GEORGINA
IN THE
REGIONAL MUNICIPALITY OF YORK

BY-LAW NO. 2016-0042 (COU-2)

BEING A BY-LAW TO CONFIRM THE PROCEEDINGS OF THE COUNCIL MEETINGS HELD ON THE 11th DAY OF MAY, 2016

WHEREAS under subsection 5(3) of the *Municipal Act, S.O. 2001,* c. 25, as amended, the powers of a council of a municipal corporation shall be exercised by by-law;

AND WHEREAS it is deemed expedient that the proceedings of the Council of the Corporation of the Town of Georgina at its meetings held on the 11th day of May, 2016 be confirmed and adopted by by-law.

NOW THEREFORE, the Council of the Town of Georgina, in the Regional Municipality of York, hereby enacts as follows:

1. The proceedings and actions of Council as contained in the Reports and Additional Business referred to in Schedule 'A' at the end of this by-law are adopted and confirmed as if each proceeding and action were expressly adopted and confirmed by by-law. As if all such proceedings were expressly embodied in this by-law.

2. Subject to section 3, the Mayor, any other appropriate member of Council and the proper Town officials be authorized and directed to undertake all actions necessary to give effect to the proceedings and directions of Council referred to in section 1.

3. Where a proceeding or action requires an additional approval to that of Council before a particular action can be done in order to give full effect to it, the Mayor, any other appropriate member of Council and the proper Town officials before taking the particular action under the authorization of section 2, shall seek and obtain the necessary additional approval and are authorized to do so.

4. A document required to be signed on behalf of the Town shall be signed by the Mayor or Deputy Mayor, Town Clerk or Deputy Clerk.

5. A Member of Council, whose name is set out in Column 1 of Schedule 'B', Conflict of Interest, at the end of this by-law, has declared an interest with respect to any item in Column 2 set out opposite the member's name, and the Member has declared an interest in this confirmatory by-law as it relates to the confirmation of the proceedings and actions on the item.

6. This by-law shall be signed by the Mayor and Clerk, affixed with the seal of the Corporation and engrossed in the By-law book.

READ and enacted this 11th day of May, 2016.

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Margaret Quirk, Mayor

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John Espinosa, Town Clerk

Schedule 'A' to By-law No. 2016-0042 (COU-2)

MINUTES

Council Meeting of May 11, 2016.

Schedule 'B' to By-law No. 2016-0042 (COU-2)

CONFLICTS OF INTEREST

Column 1	Column 2
n/a	n/a