



Town of Newmarket Council Information Package

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Date: November 11, 2022

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**Ministry of
Municipal Affairs
and Housing**

Office of the Minister

777 Bay Street, 17th Floor
Toronto ON M7A 2J3
Tel.: 416 585-7000

**Ministère des
Affaires municipales
et du Logement**

Bureau du ministre

777, rue Bay, 17^e étage
Toronto ON M7A 2J3
Tél. : 416 585-7000



234-2022-4624

October 25, 2022

Good afternoon,

On October 25, 2022, our government released [More Homes Built Faster: Ontario's Housing Supply Action Plan 2022-2023](#) that proposes bold and transformative action to get 1.5 million homes built over the next 10 years.

Details about the range of measures in our plan can be found in the [news release here](#).

The More Homes Built Faster Plan proposes policies and tools that reflect recommendations from the [Housing Affordability Task Force Report](#) and builds on [More Homes, More Choice](#) and the [More Homes for Everyone Plan](#). Our plan also draws on many elements from AMO's 2022 A Blueprint for Action: An Integrated Approach to Address the Ontario Housing Crisis and ROMA's 2022 Task Force Report on Attainable Housing and Purpose-Built Rentals. These changes are providing a solid foundation to address Ontario's housing supply crisis over the long term and will be supplemented by continued action in the future.

Our government has also introduced the More Homes Built Faster Act, 2022, and is seeking feedback on the changes proposed under the legislation and associated regulations. Additionally, various housing and land use policy reviews – including a housing-focused policy review of A Place to Grow and the Provincial Policy Statement, with a theme of supporting rural and northern housing – are being undertaken to identify and remove barriers to getting more homes built. These and other related consultations can be found through the [Environmental Registry of Ontario and the Ontario Regulatory Registry](#).

We encourage you share this information with senior staff in the municipality and to inform the newly elected head of council and council members. Our government is building a strong foundation for action that will continue to ensure Ontario is a prosperous and growing province – and the best place in the world to call home. We look forward to continued collaboration with our municipal partners to get more homes built faster.

Sincerely,

A handwritten signature in blue ink that reads "Steve Clark".

Steve Clark
Minister

- c. The Honourable Michael Parsa, Associate Minister of Housing
Kate Manson-Smith, Deputy Minister
Ryan Amato, Chief of Staff, Minister's Office
Joshua Paul, Assistant Deputy Minister, Housing Division
Municipal Chief Administrative Officers

**Ministry of
Municipal Affairs
and Housing**

Office of the Minister

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Ontario

234-2022-4625

October 25, 2022

**Town Clerk
Town of Newmarket
P.O. Box 328, Station Main
395 Mulock Drive
Newmarket ON L3Y 4X7**

**Subject: Municipal Housing Targets and Municipal Housing Pledges
Town of Newmarket: 12,000**

Dear Lisa Lyons,

Our government is taking bold and transformative action to get 1.5 million homes built over the next 10 years.

To help fulfill this commitment, we have announced and are implementing More Homes Built Faster: Ontario's Housing Supply Action Plan 2022-23. This plan includes a suite of legislative and non-legislative changes across government that will help unlock more housing, streamline development approvals, remove barriers, accelerate planning, and further protect homebuyers and owners.

To support the new action plan, we have introduced the **More Homes Built Faster Act, 2022**, which, if passed, would ensure that cities, towns, and rural communities grow with a mix of ownership and rental housing types that meet the needs of all Ontarians.

To achieve the goal of building 1.5 million homes, large and fast-growing municipalities, including yours, are being assigned a **Municipal Housing Target**. While municipalities have taken significant steps in increasing their housing supply, Ontario needs an unprecedented amount of housing to meet current demand and that of generations to come. Our government requires a commitment from our municipal partners to do their part in providing housing for future population growth.

To implement the 1.5 million homes target I am asking the Town of Newmarket to demonstrate its commitment to accelerating housing supply by developing a **Municipal Housing Pledge** and take the necessary steps to facilitate the construction of 12,000 new homes in your community by 2031. I ask that you bring this letter to the attention of your Head of Council so that your municipality is positioned to deliver its pledge to me, the Minister of Municipal Affairs and Housing, by the March 1, 2023, deadline. See the

info sheet attached to this letter for information and considerations in developing a Municipal Housing Pledge.

Pledges will provide important information that showcase the strategies and actions that municipalities choose to adopt in order to prioritize and accelerate housing. Our government intends to use your pledges to monitor and track progress so we can continue to play a role in supporting municipalities and removing barriers to housing development.

Our government recognizes the key role that municipalities will play in implementing Municipal Housing Targets through their Municipal Housing Pledges and know that you share the desire to bring more housing to the people of Ontario. We are committed to addressing the policy and implementation barriers you may encounter as you develop your pledges and I encourage you to reach out to Wendy Ren, Executive Lead, Municipal Policy/Program Collaboration, at Wendy.Ren@ontario.ca or 437-995-7094, if you have any questions, comments, or suggestions.

I look forward to working together to increase housing supply for all Ontarians.

Sincerely,



Steve Clark
Minister

Encl.

c: The Honourable Michael Parsa, Associate Minister of Housing
Kate Manson-Smith, Deputy Minister
Ryan Amato, Chief of Staff, Minister's Office
Joshua Paul, Assistant Deputy Minister, Housing Division

Info Sheet: Considerations in Developing Municipal Housing Pledge

The pledge is not intended to be a land-use planning document, and its development should not require external technical expertise. The format and language used in the pledge should be accessible to the general public. The pledge is intended to be approved by municipal councils and should help codify Council's commitment to meeting their municipal housing target.

Municipalities can leverage new and existing policy tools as they develop housing pledges and work towards their housing targets.

Below is a non-exhaustive list of potential strategies and actions that municipalities may include in developing their housing pledges. There may be additional opportunities based on local circumstances and the Province is interested in hearing about those ideas and creative solutions.

- Strategies to encourage and promote gentle intensification to enable and expedite additional residential units in existing residential areas
- Outline ways in which funding under provincial programs, such as the Streamline Development Approval Fund (SDAF) or Municipal Modernization Program (MMP), has been used to streamline existing municipal development approval processes
- Information on municipal development approval timelines and whether municipalities are being appealed for non-decisions
- Identify potential measures where current lack of infrastructure capacity (e.g., water/wastewater servicing) may limit future housing development
- Strategies to use municipal surplus lands
- Commitment to plan for, fund, and approve (where applicable) specific critical municipal infrastructure to support growth and new housing (e.g., water, wastewater, transit etc.), which may include expanded capacity as well as fully new facilities/assets
- Priorities for strategic and site-specific planning decisions to expedite housing in priority areas (e.g., around transit stations and in transit-serviced areas)
- Update zoning by-laws to permit a greater range of housing to be built without the need for costly and lengthy rezoning applications
- Municipalities may also consider existing tools such as the Community Infrastructure and Housing Accelerator, [Community Planning Permit System](#), Major Transit Station Areas, and Protected Major Transit Station Areas.

Below are some of the potential components of a municipal housing pledge. Municipalities are free to choose, alter, or add any new components that seem reasonable. Pledges can be represented in the form of plain text, tables, charts, maps, or a combination of them.

- Municipal Housing Target

- Planned and proposed Municipal Initiatives
- Initiative Owner and Additional Stakeholders
- Context and Description of How Initiative Accelerates Housing
- Number of units per initiative and housing type
- Considerations (Barriers, Implementation, Risks, etc.)
- Potential Mitigation Strategies and Proposal to Accelerate Housing
- Potential Reporting and Monitoring Measures

The deadline for municipalities to submit housing pledges to the Minister of Municipal Affairs and Housing is March 1, 2023.

Municipal housing pledges are intended to be public documents and it's anticipated that municipalities will post them online.

Municipalities can contact Ministry staff with any questions and for clarification.



DORION TOWNSHIP
Canyon Country

170 Dorion Loop Road
 Dorion, ON
 P0T 1K0
 Phone : 807-857-2289
 Fax : 807-857-2203
 Email : mavis@doriontownship.ca

October 27, 2022

Association of Municipalities of Ontario (AMO)
 200 University Avenue, Suite 801
 Toronto, ON M5H 3C6
resolutions@amo.on.ca

**RE: Support of Resolution – OMAFRA Ontario Wildlife Damage Compensation Program
 Administrative Fee**

Council of the Township of Dorion, at their regular meeting of September 20, 2022, approved Resolution No. 22-214, which stated:

"WHEREAS the Ontario Ministry of Agriculture, Food and Rural Affairs (OMAFRA) administers the Ontario Wildlife Damage Compensation Program to provide compensation to farm producers for livestock killed by wildlife;

AND WHEREAS Ontario Municipalities administer the Program on behalf of OMAFRA by appointing Livestock Investigators and staff to work on wildlife damage claims;

AND WHEREAS the costs associated with wildlife damage claims exceed the administration fee of \$50.00 per claim as provided to the Municipality by OMAFRA;

***NOW THEREFORE BE IT RESOLVED THAT** Council of the Township of Dorion request the Ministry of Agriculture, Food and Rural Affairs review the administration fee provided to Municipalities for the administration of the Ontario Wildlife Compensation Program."*

Sincerely,

Mavis Harris
 Clerk-Treasurer

c.c. Ontario Ministry of Agriculture, Food and Rural Affairs
 All Ontario Municipalities



Municipality of Huron Shores
 7 Bridge Street, PO Box 460
 Iron Bridge, ON P0R 1H0
 Tel: (705) 843-2033 Fax: (705) 843-2035

November 2, 2022

Attn: Honourable Doug Ford
 Premier of Ontario
 Legislative Building, Queen's Park
 Toronto, Ontario
 M7A 1A1

Dear Premier,

Re: Res. #22-24-16 – Opposition to Bill 3

The Council of the Corporation of the Municipality of Huron Shores passed Resolution #22-24-16 at the Regular Meeting held Wednesday, October 26th, 2022, as follows:

“WHEREAS the Government of Ontario, through the Minister of Municipal Affairs and Housing, has introduced Bill 3 which is described as "An Act to amend various statutes with respect to special powers and duties of heads of council;

AND WHEREAS this Bill, if enacted, will initially apply to the City of Toronto and the City of Ottawa, but will later be expanded to include other municipalities according to a statement made by the Premier at the 2022 AMO annual conference;

AND WHEREAS this Bill, if enacted, will give Mayors additional authority and powers, and correspondingly take away authority and powers from Councils and professional staff, and will include giving the Mayor the authority to propose and adopt the Municipal budget and to veto some decisions of Council;

AND WHEREAS this Bill, if enacted, will give authority over professional staff to the Mayor, including that of the Chief Administrative Officer;

AND WHEREAS these changes will result in a reduction of independence for professional staff including the CAO, who currently provide objective information to the Council and public and will now take direction from the Mayor alone when the Mayor so directs;

AND WHEREAS these surprising and unnecessary changes to the historical balance of power between a Mayor and Council, and which historically gave the final say in all matters to the will of the majority of the elected Council;

NOW THEREFORE BE IT RESOLVED THAT Council of the Corporation of the Municipality of Huron Shores passes this resolution to petition the Government of Ontario:

1. THAT these changes to the *Municipal Act*, 2001, are unnecessary and will negatively affect the Municipality of Huron Shores;
2. THAT if the Ontario Government deems these changes necessary in large single-tier municipalities such as Toronto and Ottawa, that such changes should not be implemented in smaller municipalities;
3. THAT the Ontario Government should enact legislation clarifying the role of Mayor, Council and Chief Administrative Officer, similar to those recommended by the Ontario Municipality Administrator's Association and those recommended by Justice Marrocco in the Collingwood judicial inquiry of 2022; and
4. THAT if the stated goal of this legislation is to construct more housing in Ontario that this can be accomplished through other means including amendment of the *Planning Act* and funding of more affordable housing;

AND BE IT FURTHER RESOLVED THAT a copy of this resolution be provided to the Premier of Ontario, the Minister of Municipal Affairs and Housing, the "Standing Committee on Heritage, Infrastructure and Cultural Policy", MP Carol Hughes, the Association of Municipalities of Ontario and all municipalities in Ontario."

Should you require anything further in order to address the above-noted resolution, please contact the undersigned.

Yours truly,



Natashia Roberts

Chief Administrative Officer (CAO)/Clerk
NR/KN

File No.: 19-OP-211507
Municipality: Regional Municipality of York
Subject Lands: Regional Municipality of York

Date of Decision: November 4, 2022
Date of Notice: November 4, 2022

NOTICE OF DECISION

With respect to an Official Plan Section 17(34) of the Planning Act

A decision was made on the date noted above to modify and approve, with 80 modifications, the 2022 York Region Official Plan, as adopted By-law No. 2022-40.

Purpose and Effect of the Official Plan

The approval York Region's Official Plan, as modified, repeals and replaces the in-effect official plan that was adopted by the Region 2009, including all amendments thereto. The new official plan outlines a comprehensive land use policy framework to guide growth and development within the Region to the year 2051, including policies and schedules that address strategic growth areas; housing; long-term planning for employment and infrastructure; protect water resources and natural heritage features and system; plan for climate change; and safeguard public health and safety.

The eighty (80) modifications to the official plan have been made by the Minister to address provincial policy direction and government priorities related to growth management, future urban areas, transportation, transit, infrastructure, land use compatibility, agricultural uses, hazards and the protection of drinking water. Changes were also made to the mapping of the official plan to add additional Urban Areas in the Township of King, City of Markham and Town of Whitchurch-Stouffville. Employment Areas in the City of Vaughan was also converted for non-employment uses.

The new official Plan applies to all lands within the Region of York.

Decision Final

Pursuant to subsections 17(36.5) and (38.1) of the *Planning Act*, the decision of the Minister of Municipal Affairs and Housing regarding an official plan adopted in accordance with section 26 of the Planning Act is final and not subject to appeal. Accordingly, the York Official Plan, as modified and approved with modifications by the Minister, came into effect on November 4, 2022.

Other Related Applications:

N/A

Getting Additional Information

Additional information is available on the Region of York's website:

<https://www.york.ca/newsroom/campaigns-projects/municipal-comprehensive-review>

or by contacting the Ministry of Municipal Affairs and Housing:

Municipal Services Office – Central Ontario (MSO-C)
777 Bay Street, 16th Floor
Toronto, Ontario, M7A 2J3

DECISION

With respect to the York Region Official Plan Subsection 17(34) of the *Planning Act*

I hereby approve the repeal of the Region of York Official Plan, adopted by 2009-58, and subsequent amendments thereto, pursuant to Region of York By-law 2022-40. Furthermore, I hereby modify and approve, as modified, the York Region Official Plan, as adopted by the Region of York by By-law 2022-40, as follows:

1. Policy 1.0 is modified by adding the word "ability," to the first sentence of the subsection, *Planning for Complete and Inclusive Communities*, before the words "lifestyle or stage of life or background,".
2. Policy 2.2.4 b) is modified by deleting the words "Achievement of" and replacing it with the words "Demonstrated progress in achieving"
3. Policy 2.3.12 is modified by adding a new subsection:
"d) incorporating vertical schools or urban schools into the base of multi-storey buildings in strategic growth areas."
4. Policy 2.3.19 is modified by adding a subsection:
"g) Requirements for the implementation of best management practices for use of winter de-icing chemicals (including road salt) in the design of parking lots, roadways and sidewalks."
5. Policy 2.3.33 c) is modified by adding the words, "including the use of *Green Infrastructure*" to the end of the sentence.
6. Section 3.2 is modified
 - i) by revising the policy reference "5.3.7" to "5.3.5" in policy 3.2.5 e).
 - ii) by adding a new policy:

"3.2.9 Notwithstanding any policies to the contrary, active parkland and recreational uses are permitted within the linear river valleys identified in policy 5.3.5, which may include serviced playing fields and golf courses. The location, range and type of parkland uses permitted in the Rural Area will be determined by the local municipality through its official plan and/or approval of site-specific development applications. Golf course use and reconfigurations by Angus Glen Golf Courses is permitted within the Bruce Creek Greenbelt lands in the City of Markham."
7. Policy 3.3.13 d) is modified by adding the word "fuel" before the words "storage tanks".
8. Policy 3.5.1 is modified by adding the words "in accordance with guidance developed by the Province," after the words "site alteration".
9. Policy 4.1.5 is modified:
 - i) by adding a new bullet to the list of Key Provincial Initiatives:
"Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe"

- ii) by revising the fifth bullet to state “Metrolinx 2041 Regional Transportation Plan”.
10. Policy 4.2.7 is modified by adding the following sentence to the end:
“The minimum density targets set out in Table 4 will collectively meet or exceed an overall minimum density target for the Region of 60 people and jobs per hectare.”
 11. Policy 4.2.23 is deleted and replaced with:
“4.2.23 To require local municipalities to include policies within local official plans and *secondary plans* for *New Community Areas*, which address the interface between urban and agricultural land uses. Impacts to agricultural operations are to be mitigated to the extent feasible through future planning approvals.”
 12. Policy 4.2.24 is modified by adding the words “, where appropriate” to the end.
 13. Policy 4.3.25 is modified by adding the words “minimize surface parking,” after the words “designed to”.
 14. Section 4.2 is modified by adding a new policy subsection after policy 4.2.29, titled “Special Provisions”, followed by new policies:
 - “4.2.30 Special provisions for the lands known municipally as 1289 Wellington Street East in the City of Aurora (PIN 036425499). Notwithstanding any other policies in this Plan to the contrary, the minimum density target to be achieved is 330 units per hectare and minimum building height of 12 storeys.”
 - “4.2.31 Special provisions for lands within the property known municipally as 10506 Warden Avenue and 10508 Warden Avenue in the City of Markham (PIN 030531745). Notwithstanding any other policies in this Plan to the contrary, the minimum density target to be achieved is 100 units per hectare across the whole of the lands and building heights up to 25 storeys for any high density residential built form on the site. Permitted uses shall include, but not be limited to, long-term care facility, retirement and senior’s residence together with healthcare clinics, low, medium, and high density housing in a variety of built-forms, schools, and a dual-use parkland/stormwater management facility.”
 - “4.2.32 Special provisions for the lands known municipally as 3812 Major MacKenzie Drive West in the City of Vaughan (PIN 037541553). Notwithstanding any other policies in this plan to the contrary, the minimum building height permitted is 28 storeys.”
 - “4.2.33 Special provisions for the lands in the City of Vaughan, located in the southwest quadrant of the intersection of Highway 400 and Rutherford Road, comprised of the following PINS: 032800301, 032800173, and 032800289. Notwithstanding any other policies in this plan to the contrary, the minimum density of 200 units per hectare applicable to the whole of the lands and a minimum building height of 18 storeys for any high density residential built form on the site.”
 - “4.2.34 Special provisions for the lands located in the City of Vaughan, at the northeast corner of Teston Road and Dufferin Street, comprising the following PIN: 033420387. Lands outside the Natural Linkage Area are intended to be added to the Urban Area, subject to an amendment by the Minister of

Municipal Affairs and Housing to Map 227 of Ontario Regulation 140/02 (Oak Ridges Moraine Conservation Plan).”

15. Policy 4.3.7 is deleted and replaced with the following:
 “4.3.7 To protect *Employment Areas* located adjacent to, or in proximity of, goods movement facilities and corridors, including existing and future major highways and interchanges, for manufacturing, warehousing, and logistics, and appropriate associated uses.”
16. Section 4.3 is modified by adding a new policy:
 “4.3.30 To require local municipalities to include policies within local official plans and *secondary plans* for new *Employment Areas*, which address the interface between urban and agricultural land uses. Impacts to agricultural operations are to be mitigated to the extent feasible through future planning approvals.”
17. Policies 4.4.11, 4.4.24 b) and 4.4.42 a) are modified by deleting the words “and maximum” where they appear in each policy.
18. Policy 4.4.24 is modified by adding a new subsection:
 “u) The interface between *major facilities* and *sensitive lands uses* to ensure matters of land use compatibility are appropriately addressed in accordance with the PPS.”
19. Policy 4.4.37 is modified:
 - i) by deleting the words “, with the exception of those identified in policy 4.4.43,”
 - ii) by deleting the word “protected” before the words “*major transit station Area*”.
20. Policy 4.4.43 is deleted in its entirety, and replaced with:
 “4.4.43
 - a) Notwithstanding the minimum density targets for *major transit station areas* set out in Appendix 2, the following station areas will achieve higher densities as a result of applicable Minister’s Zoning Orders:
 - i) PMTSA 13 Langstaff GO – Bridge Station, will plan for a minimum density target of 1,200 people and jobs per hectare for the lands referred to in section 2 of Ontario Regulation 345/22.
 - ii) PMTSA 49 Richmond Hill Centre Subway Station, will be planned for a minimum density target of 1,400 people and jobs per hectare for the lands referred to in section 2 of Ontario Regulation 344/22.
 - b) A future *major transit station area* will be delineated around the Gormley GO Station in Richmond Hill, subject to an amendment by the Minister of Municipal Affairs and Housing to Map 227 of Ontario Regulation 140/02 (Oak Ridges Moraine Conservation Plan). The station boundary will be delineated in a manner that maximizes the size of the station area and the number of potential transit users that are within walking distance of the station (generally lands within an approximate 800 metre radius of the station). The station will be planned for a minimum density of 150 people and jobs per hectare.

- c) Other future *major transit station areas* have been identified on Map 1B. These station areas require further planning and consultation to finalize their location and delineation.”
- 21.** Policy 4.5.3 a) is modified:
- i) by adding the words “, which may include the consideration of *private communal sewage* and *private communal water services*” before the word “, and”.
 - ii) by adding the word “Boundary” after the word “Village” in the first sentence.
- 22.** Section 4.6 is deleted in its entirety.
- 23.** Policy 5.1.9 f) iii) is modified by adding the following to the end of the policy: “and that there are no reasonable alternative locations which avoid the Agricultural Area; and”
- 24.** Policy 5.1.12 is modified:
- i) by adding the words “where the facility or corridor cannot be accommodated through the use of easements or rights-of-way.” after the words “*infrastructure* projects” in subsection a).
 - ii) by adding the words “Within the Greenbelt Plan’,” before the words, “conveyances to public bodies” in subsection b).
 - iii) by adding the words “and the severance is limited to the minimum size needed to accommodate the use and appropriate sewage and water services.” to the end of subsection f).
- 25.** Policy 5.3.4 is deleted in its entirety and replaced with
 “5.3.4 Special Provisions for the lands municipally known as 11333 Dufferin Street. Notwithstanding the policies of this section, the lands legally described as PIN 03342- 0266, PT LT 29 Con 2 Vaughan; PT LT 30 Con 2 Vaughan PTS 1 – 8 64R6003 Except PT 3 Expropriation PL R602558; S/T VA41581 Partially Released by R283556; S/T VA82915, Vaughan are intended to be developed for urban uses. The lands shall only be developed on the basis of full municipal services, an approved and registered draft plan of subdivision, and an approved implementing zoning by-law.”
- 26.** Policy 5.3.6 d) is deleted and replaced with the following:
 “5.3.6 d) Active recreational and parklands uses in accordance with the Greenbelt Plan, and implemented through local *secondary plans* and/or site-specific development applications on the basis of appropriate technical studies and natural systems planning.”
- 27.** Section 5.3 is modified by adding a new policy:
 “5.3.7 Notwithstanding any policies to the contrary, active parkland and recreational uses are permitted within the linear river valleys identified in policy 5.3.5, which may include serviced playing fields and golf courses. The location, range and type of parkland uses permitted in the Rural Area will be determined by the local municipality through its official plan and/or approval of site-specific development applications. Golf course use and reconfigurations by Angus Glen Golf Courses is permitted within the Bruce Creek Greenbelt lands in the City of Markham.”

28. Policy 5.4.3 is modified by adding the following to end of the policy:
“, provided that site conditions are suitable for the long-term provision of such services with no negative impacts.”
29. Policy 5.5.16 is modified by adding the words “where agricultural rehabilitation in remaining areas is maximized,” after the words “In the following cases,”.
30. Policy 5.5 is modified by adding a new subsection:
“5.5.22 *Development* on, abutting, or adjacent to lands affected by oil, gas and salt hazards or petroleum resource operations, may be permitted only if rehabilitation measures to address and mitigate known or suspected hazards are underway or have been completed.”
31. Policy 6.1 is modified by deleting the first sentence in the third paragraph and replacing it with:
“A compact, mixed-use urban form is required to minimize the length and number of vehicle trips and support current and future use of sustainable modes of transportation, such as transit and *active transportation*.”
32. Policy 6.2 is modified by deleting first sentence in the first paragraph and replacing it with:
“A key strategy of the Plan is the alignment of growth with the timing and delivery of Regional *infrastructure* and the importance of ensuring that this *infrastructure* is phased appropriately so that planning for *infrastructure* is financially viable over its lifecycle, and available to meet current and projected needs.”
33. Section 6.2 is modified by adding a new policy:
“6.2.5 That the Region work with local municipalities to plan for and protect corridors and rights-of-way for *infrastructure*, including transportation, transit and electricity generation facilities and transmission systems to meet current and projected needs.”
34. Policy 6.3.3 is modified by adding the following to the end of the policy:
“, with continuous linkages between strategic growth areas, adjacent neighbourhoods, *major trip generators*, and transit stations.”
35. Policy 6.3.9 is modified by deleting the word “protection” and replacing it with the words “preservation and reuse”.
36. Policy 6.3.40 is modified:
 - i) by changing the reference from “Map 11” to “Map 10”
 - ii) by adding a new subsection “g) 407 Transitway”
37. Policy 6.3.25 is deleted and replaced with the following:
“6.3.25 To recognize that all existing and planned regional arterial roads are designed, refurbished, or reconstructed to accommodate all vehicles and modes of travel including passenger vehicles, goods movement, transit, *active transportation* and users of all ages and abilities.”
38. Policy 6.3.52 is deleted and replaced with the following:
“6.3.52 To work with the Province, local municipalities, and surrounding jurisdictions to plan for, protect and promote an interconnected and efficient *multimodal* goods movement network that links local municipalities, *Employment Areas* and surrounding areas, utilizing freight-supportive

infrastructure (Provincial highways, airports, Regional streets and rail corridors) to meet current and future needs.”

39. Policy 6.3.54 is deleted and replaced with the following:
“6.3.54 To focus freight-intensive land uses to areas well served by major highways, airports, *rail facilities* and marine facilities, and encourage freight and logistics uses to locate in clusters that create synergies within the goods movement industry.”
40. Policy 6.4.11 is modified by adding the following sentence to the end of the policy:
“and in accordance with applicable policies in the South Georgian Bay Lake Simcoe and the Credit Valley, Toronto and Region and Central Lake Ontario Source Protection Plans.”
41. Policy 6.4.19 is modified by adding the following sentence to the end of the policy:
“Specific types of sewage *infrastructure* may not be permitted where the activity is identified as a *significant drinking water threat* in accordance with the South Georgian Bay Lake Simcoe and the Credit Valley, Toronto and Region and Central Lake Ontario Source Protection Plans.”
42. Policy 6.4.3.1 is modified by adding the following new subsections:
“j) tailings from mines;
k) Dense non-aqueous phase liquids (DNAPLS)”
43. Policy 6.4.35 is deleted and replaced with the following:
“6.4.35 That notwithstanding policy 6.4.31, within Wellhead Protection Areas, new land uses which involve the storage, manufacture of materials or uses detailed in 6.4.31 are prohibited where they pose a *significant drinking water threat*, in accordance with the requirements of the CTC and SGBLS Source Protection Plans.”
44. Policy 6.4.36 is deleted and replaced with the following:
“6.4.36 That in WHPA-A, the 0-to-2 year time of travel zone, or IPZ-1 as shown on Map 6, new storage of animal manure, undertaking of animal agriculture and the storage of agricultural equipment for other than personal or family use, is prohibited.”
45. Policy 6.5.2 is modified by adding the following sentence to the end of the policy:
“Specific types of stormwater management facilities may not be permitted where the activity is identified as a *significant drinking water threat* in accordance with applicable policies in the South Georgian Bay Lake Simcoe and the Credit Valley, Toronto and Region and Central Lake Ontario Source Protection Plans.”
46. Policy 6.5.7 is deleted and replaced with the following:
“6.5.7 That *development* take an integrated and innovative approach to stormwater management, be water efficient, and minimize, or where possible, prevent increases in stormwater volumes, contaminant loads and changes in water balance and maximize infiltration through an integrated treatment approach.”
47. Policy 6.3.53 is deleted and replaced with the following:

- “6.3.53 To avoid locating land uses that are sensitive to noise and vibration in proximity to *rail facilities*. If avoidance is not possible, appropriate design and buffering from *sensitive land uses* is required to protect the long-term viability of such facilities, in accordance with provincial guidelines.”
48. Policy 6.6.7 is modified by adding the following words to the end “, in accordance with provincial guidelines and legislation.”
 49. Policy 6.7.1 is deleted and replaced with the following:
“To work with municipalities and the province to identify and protect existing and planned utility corridors as determined through the Environmental Assessment Act process where applicable or identified in Provincial plans to support expected growth within York Region and its neighbouring municipalities.”
 50. Policy 6.7.12 is modified by adding the following sentence to the end of the policy:
“Ground-mounted solar facilities are permitted in the Agricultural Area and the Holland Marsh Specialty Crop Area, only as an *on-farm diversified use*.”
 51. Policy 7.3.4 c) is modified by deleting the words “and lot creation” and adding the words “as they apply to *agricultural uses* and *mineral aggregate resources* respectfully.” to the end of the policy.
 52. Policies 7.3.13, 7.3.14, and 7.3.15 are renumbered to 7.3.14, 7.3.15 and 7.3.16 respectfully.
 53. Section 7.3 is modified by adding a new policy:
“7.3.13 That required studies and plans shall comply with Terms of Reference, Standards and Guidelines prepared by the municipality, as amended.”
 54. Definition of *Major Development* is modified by adding the words “(as it applies within provincial plans and policy direction) after the words “*Major Development*”.
 55. Definitions is modified by adding the following new definitions and appropriately italicizing them where they appear in the Plan:

“Higher Order Transit: Transit that generally operates in partially or completely dedicated rights-of-way, outside of mixed traffic, and therefore can achieve levels of speed and reliability greater than mixed-traffic transit. Higher order transit can include heavy rail (such as subways and inter-city rail), light rail, and buses in dedicated rights-of-way.

Major Trip Generator: Origins and destinations with high population densities or concentrated activities which generate many trips (e.g., urban growth centres and other downtowns, major office and office parks, major retail, employment areas, community hubs, large parks and recreational destinations, post-secondary institutions and other public service facilities, and other mixed-use areas).

Multimodal: Relating to the availability or use of more than one form of transportation, such as automobiles, walking, cycling, buses, rapid transit, rail (such as commuter and freight), trucks, air, and marine.

Transportation Demand Management: A set of strategies that result in more efficient use of the transportation system by influencing travel behaviour by mode, time of day, frequency, trip length, regulation, route, or cost.

Transportation System: A system consisting of facilities, corridors and rights-of-way for the movement of people and goods, and associated transportation facilities including transit stops and stations, sidewalks, cycle lanes, bus lanes, high occupancy vehicle lanes, rail facilities, parking facilities, park-and-ride lots, service centres, rest stops, vehicle inspection stations, inter-modal facilities, harbours, airports, marine facilities, ferries, canals and associated facilities such as storage and maintenance.

Rail Facilities: means rail corridors, rail sidings, train stations, inter-modal facilities, rail yards and associated uses, including designated lands for future rail facilities.”

56. Table 3 is modified by deleting the first bullet in the Table notations and replacing it with:
 “* In the Urban Area and Towns and Villages, as designated on April 22, 2002, where secondary plans, official plan, or zoning by-laws that were approved based on, or Master Environmental Servicing, or Functional Servicing Plans, or environmental studies that have identified minimum vegetation protective zones that are different from those identified in the Oak Ridges Moraine Conservation Plan, then the standards established within those Official plans / Secondary plans and/or by-laws shall prevail.”
57. Maps 1B and 2 are modified by deleting the Future Urban Area from the map and legend.
58. Map 1 of the Official Plan is modified:
- i) by deleting the overlay “Area within ORMCP conditional upon amendments to the Ontario Regulation 140/02” from the legend and map.
 - ii) by changing the lands underlying the overlay noted in i) above, south of the Hamlet of Gormley and north of the Community of Stouffville, from Urban Area and Towns and Villages to Agricultural System.
59. Map 1A of the Official Plan is modified:
- i) by deleting the “Area within ORMCP conditional upon amendments to the Ontario Regulation 140/02” from the legend and map.
 - ii) by redesignating the lands underlying the overlay noted in i) above, south of the Hamlet of Gormley from Employment Area to Agricultural Area.
 - iii) by redesignating the lands underlying the overlay noted in i) above, north of the Community of Stouffville from Community Area to Agricultural Area.

- 60.** Map 1B of the Official Plan is modified:
- i) by deleting the "Area within ORMCP conditional upon amendments to the Ontario Regulation 140/02" from the legend and map.
 - ii) by removing the lands underlying the overlay noted in i) above, south of the Hamlet of Gormley and north of the Community of Stouffville, from Designated Greenbelt Area.
- 61.** Maps 2, 9A and 10 of the Official Plan are modified:
- i) by deleting the "Area within ORMCP conditional upon amendments to the Ontario Regulation 140/02" from the legend and map.
 - ii) by removing the lands underlying the overlay noted in i) above, south of the Hamlet of Gormley, from Urban Area.
 - iii) by removing the lands underlying the overlay noted in i) above, north of the Community of Stouffville, from Towns and Villages.
- 62.** Map 1 is modified by changing lands in the Town of Whitchurch-Stouffville that are south of Stouffville Road, north of the Markham/Whitchurch-Stouffville boundary, and outside the Greenbelt Area, from Agricultural System to Urban Area.
- 63.** Map 1A is modified by redesignating lands in the Town of Whitchurch-Stouffville that are south of Stouffville Road, north of the Markham/Whitchurch-Stouffville boundary, and outside the Greenbelt Area, from Agricultural Area to Community Area.
- 64.** Map 1B is modified by adding Designated Greenfield Area and New Community Area to lands in the Town of Whitchurch-Stouffville that are south of Stouffville Road, north of the Markham/Whitchurch-Stouffville boundary, and outside the Greenbelt Area.
- 65.** Maps 2, 9A and 10 are modified by adding Urban Area to lands in the Town of Whitchurch-Stouffville that are south of Stouffville Road, north of the Markham/Whitchurch-Stouffville boundary, and outside the Greenbelt Area.
- 66.** Map 1A is modified by redesignating lands identified in Appendix 1 to this Decision, from the Agricultural Area the Rural Area in the City of Vaughan.
- 67.** Map 1 is modified by removing lands from the Agricultural System and adding them to Urban Area in the City of Markham, outside the Greenbelt Area, in Part Lots 23 and 24, Concession 8, identified by the following PINs: 030620011 and 030620015.
- 68.** Map 1A is modified by redesignating lands from Agricultural Area to Community Area in the City of Markham, outside the Greenbelt Area, in Part Lots 23 and 24, Concession 8, identified by the following PINs: 030620011 and 030620015.
- 69.** Map 1B is modified by adding lands to the Designated Greenfield Area and New Community Area in the City of Markham, outside the Greenbelt Area, in Part Lots 23 and 24, Concession 8, identified by the following PINs: 030620011 and 030620015.
- 70.** Maps 2, 9A and 10 are modified by adding lands to the Urban Area in the City of Markham, outside the Greenbelt Area, in Part Lots 23 and 24, Concession 8, identified by the following PINs: 030620011 and 030620015.

71. Map 1 is modified by removing lands from the Agricultural System and adding them to Urban Area in the Township of King, located north of the Vaughan/King boundary, west of Weston Road, south of the Greenbelt Area boundary and known municipally as 12470 Weston Road and 12480 Weston Road, identified by the following PIN: 033630030.
72. Map 1A is modified by redesignating lands from Agricultural Area to Community Area in the Township of King, located north of the Vaughan/King boundary, west of Weston Road, south of the Greenbelt Area boundary and known municipally as 12470 Weston Road and 12480 Weston Road, identified by the following PIN: 033630030.
73. Map 1B is modified by adding lands to the Designated Greenfield Area and New Community Area in the Township of King, located north of the Vaughan/King boundary, west of Weston Road, south of the Greenbelt Area boundary and known municipally as 12470 Weston Road and 12480 Weston Road, identified by the following PIN: 033630030.
74. Maps 2, 9A and 10 are modified by adding lands to the Urban Area in the Township of King, located north of the Vaughan/King boundary, west of Weston Road, south of the Greenbelt Area boundary and known municipally as 12470 Weston Road and 12480 Weston Road, identified by the following PIN: 033630030.
75. Map 1A is modified by redesignating lands from Employment Area to Community Area in the City of Vaughan, located in the southwest quadrant of the intersection of Highway 400 and Rutherford Road, comprised of the following PINS: 032800301, 032800173, and 032800289.
76. Map 1A is modified by redesignating lands from Employment Area to Community Area in the City of Vaughan, known municipally as 132 Woodstream Boulevard, 144 Woodstream Boulevard, 154 Woodstream Boulevard and 166 Woodstream Boulevard.
77. Map 1A is modified:
 - i) by redesignating lands in the Town of Georgina, located south of Baseline Road, East of Warden Avenue and West of McCowan Road, from Rural Area to Agricultural Area.
 - ii) by redesignating lands in the Township of King, located south of the Hamlet of Kettleby, east of Highway 400, north of 18th Sideroad and west of Jane Street from Rural Area to Agricultural Area.
78. Map 1B is modified by:
 - i) adding the word "Future" before the words "major transit station area", in the fourth legend item.
79. Appendix 2 of the Official Plan is modified:
 - i) by extending the station area boundary of PMTSA 1 Aurora GO Station to the north, to include two properties known municipally as 6 Scanlon Court (PIN 036410837) and 10 Scanlon Court (PIN 03641387) in the Town of Aurora.
 - ii) by deleting MTSA 35 Mulock GO, MTSA 47 Gormley GO, and MTSA 61 Kirby GO in their entirety.

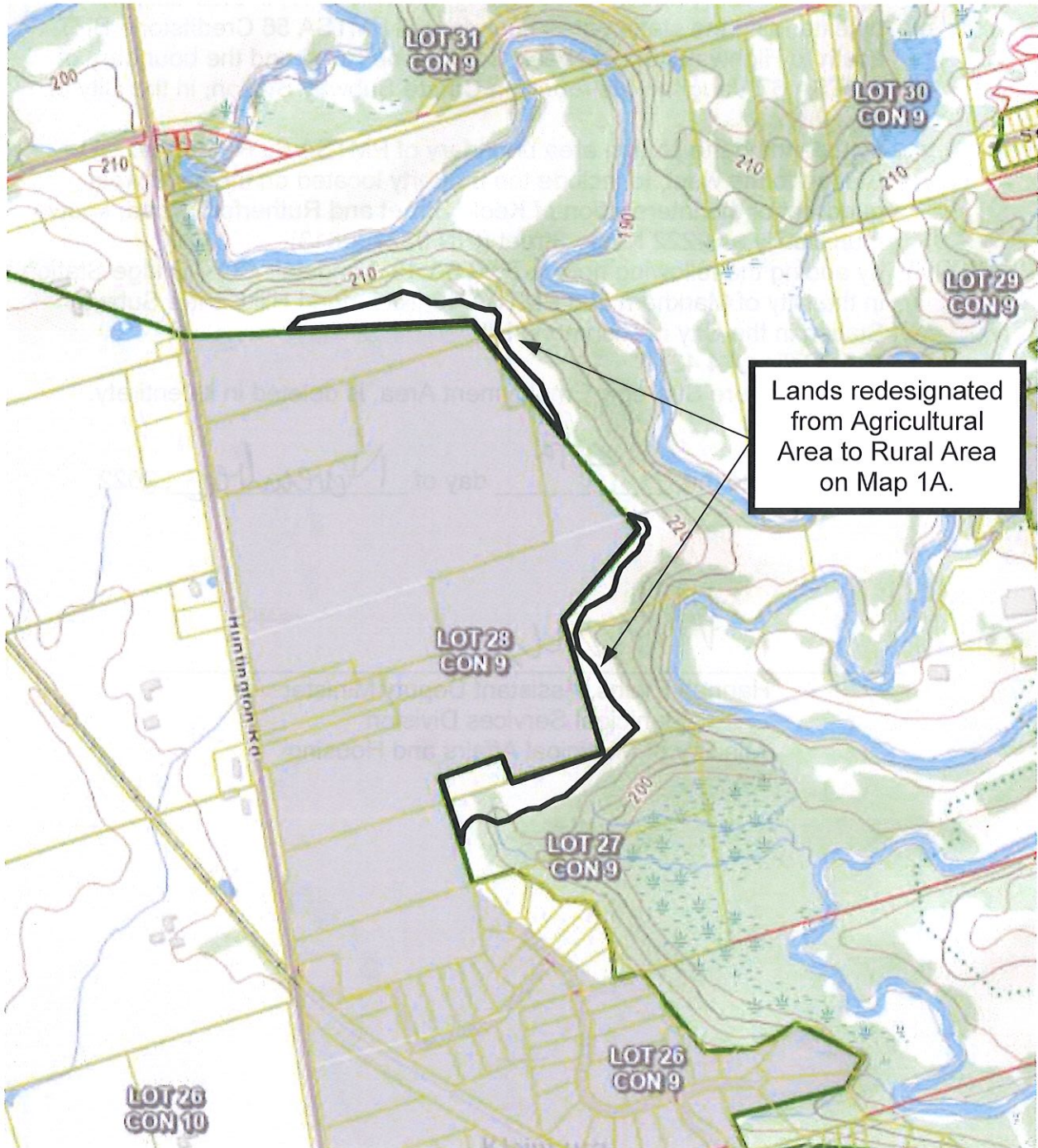
- iii) by deleting MTSA 72 Langstaff BRT, MTSA 73 Major Mackenzie BRT, MTSA 74 Norwood BRT, MTSA 75 Pennsylvania BRT, MTSA 76 Springside BRT, and MTSA 77 Vaughan Mills BRT, in their entirety.
 - iv) by extending the station area boundary of PMTSA 56 Creditstone BRT south to Highway 407, between Creditstone Road and the boundary of PMTSA 67 Vaughan Metropolitan Centre Subway Station, in the City of Vaughan.
 - v) by extending the station area boundary of PMTSA 65 Rutherford GO Station to the west, to include the property located on the southwest quadrant of the intersection of Keele Street and Rutherford Road, known municipally as 9222 Keele Street (PIN 032760813).
 - vi) by adding the following note to PMTSA 13, Langstaff GO – Bridge Station in the City of Markham and PMTSA 49, Richmond Hill Centre Subway Station in the City of Richmond Hill:
“See Policy 4.4.43 a)”
- 80.** Appendix 4, Future Strategic Employment Area, is deleted in its entirety.

Dated at Toronto this 4th day of November, 2022



Hannah Evans, Assistant Deputy Minister
Municipal Services Division
Ministry of Municipal Affairs and Housing

Appendix 1 – Modification #



From: [Fraser, Luke \(MMAH\)](#)
To: [Clerks](#)
Cc: [Jason Unger](#); [Adrian Cammaert](#); [Meghan White](#); [Nicole Pal](#); [Ed Starr](#); [Berlin, Hayley \(MMAH\)](#); [Holman, Daniel \(MMAH\)](#); [Changizi, Camilia \(MMAH\)](#)
Subject: Copy of Minister's Zoning Order: Town of Newmarket (17046 Yonge Street)
Date: November 7, 2022 11:20:52 AM
Attachments: [MZO Map no. 316 - Final.pdf](#)

CAUTION: This email originated outside of the Town of Newmarket. **DO NOT** click links or open attachments unless you recognize the sender and trusted content.

Good morning Lisa,

Please be advised that on November 4, 2022, the Minister of Municipal Affairs and Housing filed O. Reg. 516/22, which applies to lands municipally known as 17046 Yonge Street.

A link to the Minister's Zoning Order Amendment can be found on the Province's e-Laws webpage: <https://www.ontario.ca/laws/regulation/r22516>

A copy of Reference Map 316, has also been attached to support implementation.

Please let us know if you have any questions.

Thank you,
Luke

Luke Fraser (he/him)
A/Manager, Planning Projects Implementation Unit
Ministry of Municipal Affairs and Housing
Cell: (437) 227-8793
Email: luke.fraser@ontario.ca



MAP NO. 316

Map filed at the office of the Ontario Ministry of Municipal Affairs and Housing, 777 Bay Street, Toronto, Ontario,

Planning Act

Ontario Regulation: 516/22

Date: November 4, 2022

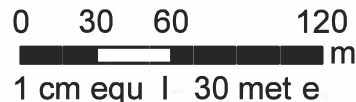
Original Signed By: Minister of Municipal Affairs and Housing

LEGEND

—+— Rø r

□ cel

▭ L n Subject to Zoning O r e



Map Description:

This is map no. 316 referred to in a Minister's Zoning Order. It shows lands r which are located in Part of Lot 92, Concession 1; and Part of Block 52 on r Registered Plan 65M-4338, Town of Newmarket, Regional Municipality of York. r We are committed to providing accessible customer service r (<https://www.ontario.ca/page/accessible-customer-service-policy>). On request, r we can arrange for accessible formats and communications supports. Please contact MMAH by email (mininfo@ontario.ca) for regulation details r

THIS IS NOT A PLAN OF SURVEY
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November 10, 2022

To Whom It May Concern:

**RE: Notice of Public Information Centre (PIC) #2
Highway 400 – Highway 404 Link (Bradford Bypass)
Preliminary Design and Assessment of Environmental Impacts
Ontario Ministry of Transportation**

The purpose of this letter is to notify you that the Public Information Centre #2 will be hosted virtually on November 24th, 2022 from 7:00 p.m. to 9:00 p.m. Eastern Standard Time (EST).

The Study

The Ministry of Transportation has retained AECOM Canada Ltd. to undertake a Preliminary Design and project-specific assessment of environmental impacts in accordance with Ontario Regulation 697/21 for the Bradford Bypass (www.bradfordbypass.ca). Under the regulation, the study is following the streamlined assessment process that adheres to all relevant new and existing provincial and federal regulations and includes environmental commitments from the 2002 Approved Environmental Assessment for preliminary design of the Technically Preferred Route.

The Bradford Bypass will be a 16.2-kilometre, controlled access freeway to connect Highway 400 and Highway 404 with proposed full and partial interchanges, and grade separated crossings. The route extends from Highway 400 between 8th Line and 9th Line in Bradford West Gwillimbury (County of Simcoe), will cross a small portion of King Township, and will connect to Highway 404 between Queensville Sideroad and Holborn Road in East Gwillimbury (Regional Municipality of York).

The current study proposes preliminary design refinements to the route alignment and interchanges, design standard updates to the freeway interchanges, and grade separated crossings at local roads and watercourses, including new bridges over the Holland River and Holland River East Branch. This project will also include design integration with planned work on Highway 400, such as the design development for the replacement of the 9th Line structure on Highway 400. The key map on the enclosed *Ontario Government Notice* shows the Study Area, the Technically Preferred Route, as well as areas where changes are proposed to the Technically Preferred Route.

Public Information Centre #2 (Online / Virtual)

Preliminary design alternatives within the project Study Area have been generated and are being evaluated based on technical and environmental factors, and in engagement with Indigenous Nations and consultation with municipalities, government agencies and public stakeholders, including feedback from Public Information Centre (PIC) #1. The preferred preliminary design alternatives will be presented at PIC #2.

PIC #2 is being hosted virtually through the Zoom platform where you will be able to learn more about the preliminary design study and assessment of environmental impacts.

Public Information Centre (PIC) #2 will be hosted virtually on **November 24th, 2022 from 7:00 p.m. to 9:00 p.m.**, Eastern Standard Time (EST) through the Zoom platform where you will be able to learn more about the preliminary design study and assessment of environmental impacts. At the beginning of the live event, the Project Team will provide an overview of the project followed by a live comment and response period. Registration is required to participate in the live event for PIC #2 and can be completed on the Project Website (<http://www.bradfordbypass.ca/consultation/>). Event call-in details will be made available on the Project Website the day of PIC #2.

The PIC #2 materials will be made available on the Project Website for a two-week stakeholder review period beginning the morning of **November 24, 2022** and ending on **December 8, 2022**.

The Project Team encourages you to attend PIC #2 where you will be able to learn more about key topics and receive additional project information.

A PIC #2 Comment Form can be found online on the Project Website on November 24, 2022 until December 8, 2022.

As part of the project-specific assessment of environmental impacts under Ontario Regulation 697/21 and the 2002 Approved Environmental Assessment, the ministry will prepare and file a draft Environmental Impact Assessment Report (EIAR). The draft EIAR will be made available for public review and comment, and will be posted to the Project Website, in accordance with Section 26 of Ontario Regulation 697/21.

Contact Us

To obtain additional information or to be placed on the Project Contact List, please contact the Project Team via one of the methods below:

Email: ProjectTeam@BradfordBypass.ca

Telephone: 1-877-247-6036

Comments are being collected to assist the ministry in meeting the requirements of the Ontario Regulation 697/21. This material will be maintained on file for use during the study and may be included in project documentation. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act, R.S.O. 1990, c. F.31*. With the exception of personal information, all comments will become part of the public record. If there are any accessibility requirements in order to participate in this project, please contact the Project Team as listed above.

We thank you for your participation and interest in the Preliminary Design and project-specific assessment of environmental impacts for the Bradford Bypass, and look forward to your involvement.

Sincerely,
AECOM



Tim Sorochinsky, P.Eng.
AECOM Project Manager

cc. W. Ma – Ministry of Transportation Senior Project Manager
A. MacLean – Ministry of Transportation Project Manager
R. Lariviere – Ministry of Transportation Project Manager
R. Gribbon – MTO Senior Environmental Planner
R. Sheikh – AECOM Deputy Project Manager
H. Wright – AECOM Senior Environmental Planner
M. Atherton – AECOM Environmental Planner

Encl. *Ontario Government Notice*

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ONTARIO GOVERNMENT NOTICE
NOTICE OF PUBLIC INFORMATION CENTRE #2
HIGHWAY 400 - HIGHWAY 404 LINK (BRADFORD BYPASS)
PRELIMINARY DESIGN & ASSESSMENT OF ENVIRONMENTAL IMPACTS

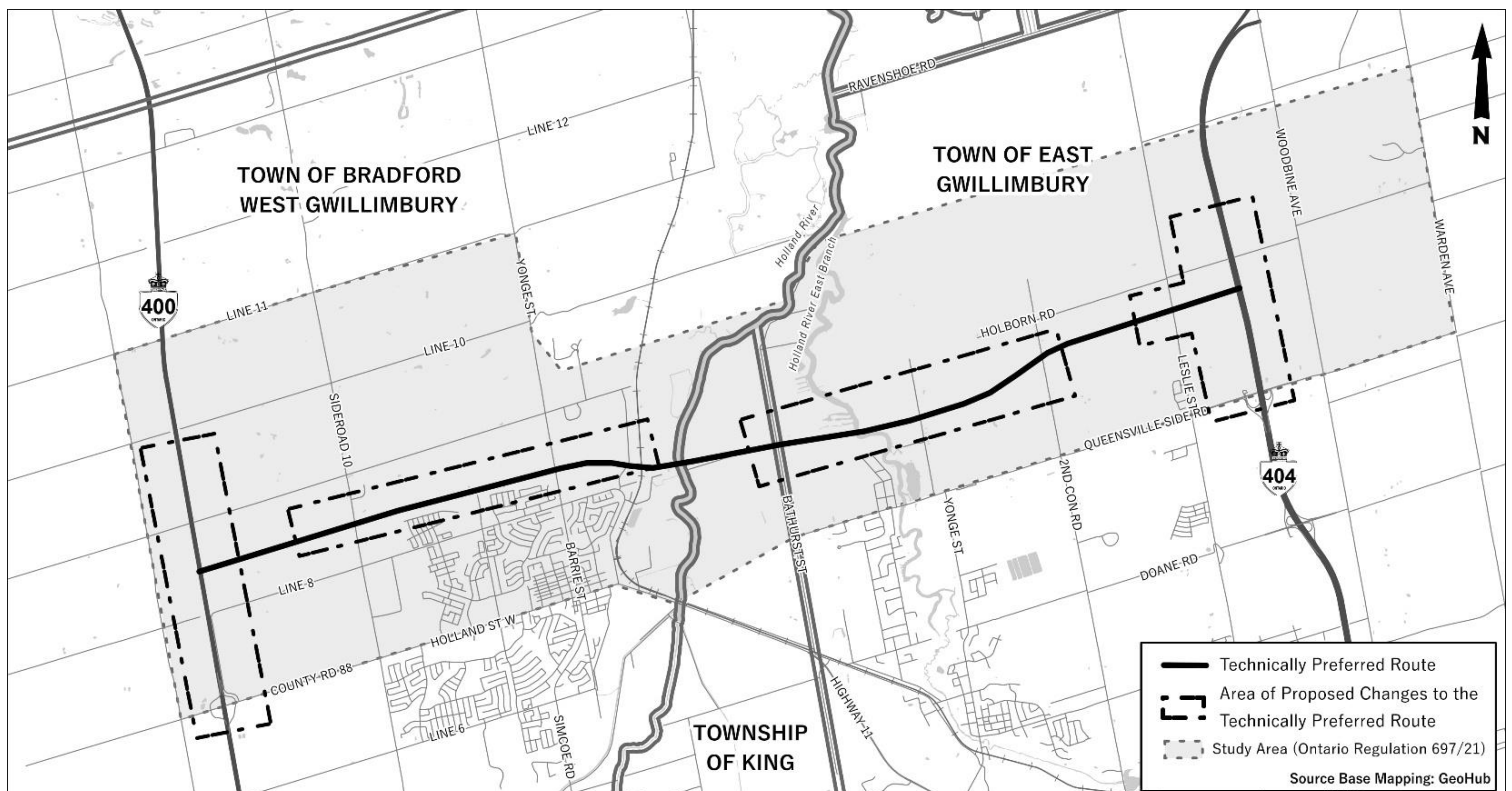
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The key map shows the Study Area, the Technically Preferred Route, as well as areas where changes are proposed to the Technically Preferred Route.



28
ONTARIO GOVERNMENT NOTICE
NOTICE OF PUBLIC INFORMATION CENTRE #2
HIGHWAY 400 - HIGHWAY 404 LINK (BRADFORD BYPASS)
PRELIMINARY DESIGN & ASSESSMENT OF ENVIRONMENTAL IMPACTS

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As part of the project-specific assessment of environmental impacts under the regulation, and following PIC #2, the ministry will prepare and file a draft Environmental Impact Assessment Report (EIAR). The draft EIAR will be made available for public review and comment, and will be posted to the Project Website, in accordance with Section 26 of Ontario Regulation 697/21.

CONTACT US

To obtain additional information or to be placed on the Project Contact List, please contact the Project Team via one of the methods below:

Email: ProjectTeam@BradfordBypass.ca

Telephone: 1-877-247-6036

Wan Chi Ma, P. Eng
MTO Senior Project Manager
Ministry of Transportation
159 Sir William Hearst Avenue, 4th Floor
Toronto, ON M3M 0B7

Tim Sorochinsky, P. Eng
Consultant Project Manager
AECOM Canada Ltd.
105 Commerce Valley Drive West, 7th Floor
Markham, ON L3T 7W3

There is an opportunity at any time during the study for interested persons to provide input to the Project Team regarding the study. Comments are being collected to assist the ministry in meeting the requirements of the Ontario Regulation 697/21. This material will be maintained on file for use during the study and may be included in project documentation. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record. If there are any accessibility requirements in order to participate in this study, please contact one of the Project Team members listed above.



Simon Granat
Legislative Coordinator
Town of Newmarket
395 Mulock Drive
P.O. Box 328 Station Main
Newmarket, ON L3Y 4X7
Email: sgranat@newmarket.ca
Tel: 905-953-5300 ext. 2207
Fax: 905-953-5100

November 3, 2022

Sent to: ssilverstein@alzfdn.org

Dear Sandy Silverstein

RE: Proclamation and Lighting Request Light the World in Teal – November 3, 2022

I am writing to advise that your lighting request has been approved in accordance with the Council-approved [Proclamation, Lighting Request and Community Flag Raising Policy](#), and the Town of Newmarket will illuminate the Fred A. Lundy Bridge located on Water Street will in teal on November 3, 2022 to recognize Light the World in Teal. Please note that the lighting will occur from sunset until 11:00 PM.

Sincerely,

A handwritten signature in black ink, appearing to be "S. Granat", written over a horizontal line.

Simon Granat
Legislative Coordinator



Simon Granat
Legislative Coordinator
Town of Newmarket
395 Mulock Drive
P.O. Box 328 Station Main
Newmarket, ON L3Y 4X7
Email: sgranat@newmarket.ca
Tel: 905-953-5300 ext. 2207
Fax: 905-953-5100

November 11, 2022

Sent to: [REDACTED]

Dear Shakeera Baker:

RE: Proclamation Request – World Prematurity Day – November 17, 2022

I am writing to advise that your proclamation request has been approved in accordance with the Council-approved [Proclamation, Lighting Request and Community Flag Raising Policy](#), and the Town of Newmarket will proclaim November 17, 2022 as World Prematurity Day. Your proclamation request will be communicated on the Town's Twitter account, and on the Town's website on the Proclamation and Lighting Request page.

In addition, the Fred A. Lundy Bridge located on Water Street will be illuminated in purple on November 16, 2022 to recognize World Prematurity Day. Please note that the lighting will occur from sunset until 11:00 PM.

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

Yours sincerely,

A handwritten signature in black ink, appearing to be "Simon Granat", written over a horizontal line.

Simon Granat

Legislative Coordinator



November 11, 2022

Sent to: [REDACTED]

Dear Shakeera Baker:

RE: Proclamation Request – World Prematurity Day – November 17, 2022

On behalf of the Town of Newmarket Council I am pleased to recognize World Prematurity Day as November 17, 2022

In addition, the Riverwalk Commons and Fred A. Lundy Bridge located on Water Street will be illuminated in purple on November 16, 2022 from sunset until 11:00 PM.

Thank you for submitting your request and for your contributions to the community.

Yours sincerely,

John Taylor
Mayor

DESCRIPTION OF CHRISTIAN BAPTIST CHURCH

The Christian Baptist church was built in 1874, and is located at 135 Main Street South, in the original downtown core of Newmarket. The church began in 1822, and this structure was the third built for the Christian Church denomination. Christian Baptist Church – now a member of the Canadian Baptists of Ontario and Quebec – has been designated for its historical and architectural significance by the Town of Newmarket By-law number 1989-13.



DOCTRINAL DISTINCTIVE

The foundation doctrinal distinctive was contained in The Six Principles of the Christian Church. They are:

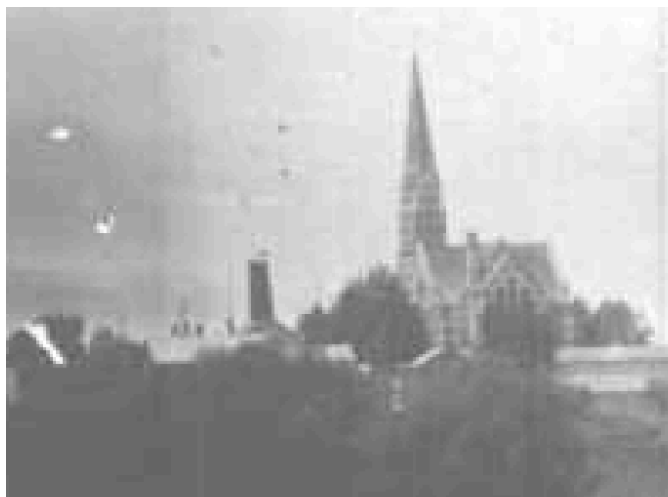
1. Jesus Christ is the sole Head of the Church
2. Christian the only name
3. The Divinely inspired Scriptures, otherwise known as the Bible, the sole rule of faith and practice
4. The privilege and duty of each member to interpret, under the guidance of the Holy Spirit, the Bible for himself
5. Christian character – that is the experience of new birth in Christ expressing itself in daily living – the sole test of fellowship
6. The unity of all believers our aim, as a witness to Christ's Atonement for sin and to the end that all may be saved by faith in Him

REVERENCE TO MAN

Trample not any man, there may be some work of grace there that thou treadest onsite may be a soul that Christ thought so much of as to give his precious blood for him; therefore despise him not.

HERITAGE VALUE OF THE BUILDING

The first building for the Christian Church was built in 1822 and served the purposes of a House of Worship and a School House. The second church was built in 1856 and was located near the current church on Main Street. The current Christian Baptist church was constructed in 1874 at the top of Main Street's steep hill. The tower, with its large polygonal steeple, is centred in its Latin cross plan and is the oldest operating church in Newmarket. The building was constructed by Jacob Johnson according to the design of local architect John T. Stokes. The funds to build the church came from the will of T.B. Wakefield, a local residence and member of the church. Wakefield had left conditions under which the church must be built. These conditions included the following:



- The church must be built three years after his death
- The church should have a tower
- The church must have a bell that costs no less than five hundred dollars
- A tablet stone would be placed in the tower, setting forth that the tower and bell were erected as memorials to T.B. Wakefield

The corner stone was laid by the Earl of Dufferin, Governor General of Canada, at a ceremony on July 25, 1874 at which the “Maple Leaf Forever” was first sung in public. It was believed that this song would become Canada's national anthem.

The Christian Baptist Church is a finely embellished example of High Victorian Gothic revival style. The building was originally constructed of polychromatic brick (subsequently covered in stucco, in circa 1900) and rests on a stone plinth. The building follows the traditional Latin cross plan and features a steeply pitched gable roof. The principal façade features the projecting tower centred on the façade and rises to a

polygonal steeple. The entrance features two large wood doors, which are framed with mock columns. Above the doors are three decorative stained glass windows that are protected by a drip mould. The entrance is framed with a pointed stone arch.

The form of the entrance is repeated in the triple gable opening over the entrance. The central section is filled by a memorial stone tablet, while the other two feature stained glass windows. Immediately to the north of the entrance there is a turret that grants access to the tower. The tower continues upward and steps inward then continues to four projecting gables, one on each side of the tower. These gables were originally constructed to house the town clock, but due to the cost, they were never installed. The tower was completed with a decorative pointed octagon roof.

The church features three bays, which are divided by mock buttresses, on the north and south elevations. Each bay contains various window shapes throughout including pointed arches,



lancet ribbon, rose, circular, quatrefoil, and segmented. The majority of the windows are filled with stained glass. Three stained glass windows were relocated from the east elevation to the South projecting gable, in 1911, to accommodate the installation of the church's first pipe organ.

Several elements including decorative brick work, minarets and finals, brackets, and stained glass windows, are now missing or rearranged, but are documented in historical photographs. The church, with its prominent location and high spire, remains a dominant landmark on the Newmarket skyline.

Sources: Town of Newmarket heritage designation By-law 1989-13, January 9, 1989; Heritage Newmarket file: 135 Main Street South.

CHARACTER-DEFINING ELEMENTS OF THE CURRENT FACILITY

Character defining elements which illustrate the heritage value of the Christian Baptist Church include its:

- Continuous function as a religious congregation in downtown Newmarket since 1822
- The corner stone of the church laid by the Earl of Dufferin, Governor General of Canada
- Dominance on the skyline making it a landmark in Newmarket
- Fine embellishments reflecting the High Victorian Gothic revival style
- Centred high steeple
- Finely detailed entrance
- Varying fenestration
- Variety of stained glass windows
- Mock buttresses
- Traditional Latin cross floor plan



Simon Granat
Legislative Coordinator
Town of Newmarket
395 Mulock Drive
P.O. Box 328 Station Main
Newmarket, ON L3Y 4X7
Email: sgranat@newmarket.ca
Tel: 905-953-5300 ext. 2207
Fax: 905-953-5100

November 11, 2022

Sent to: [REDACTED]

Dear Pastor Hamilton:

**RE: Proclamation Request – 200th Year Anniversary Christian Baptist Church –
November 20, 2022**

I am writing to advise that your proclamation request has been approved in accordance with the Council-approved [Proclamation, Lighting Request and Community Flag Raising Policy](#), and the Town of Newmarket will proclaim November 20, 2022 as the 200th Year Anniversary of the Christian Baptist Church. Your proclamation request will be communicated on the Town's Twitter account, and on the Town's website on the Proclamation and Lighting Request page.

In addition, the Fred A. Lundy Bridge located on Water Street will be illuminated in white on November 21, 2022 to recognize the 200th Year Anniversary of the Christian Baptist Church. Please note that the lighting will occur from sunset until 11:00 PM.

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

Yours sincerely,

A handwritten signature in black ink, appearing to be "Simon Granat", written over a horizontal line.

Simon Granat

Legislative Coordinator



November 11, 2022

Sent to: [REDACTED]

Dear Pastor Hamilton:

**RE: Proclamation Request – 200th Year Anniversary Christian Baptist Church –
November 20, 2022**

On behalf of the Town of Newmarket Council I am pleased to recognize November 20, 2022 as the 200th Year Anniversary of the Christian Baptist Church.

In addition, the Riverwalk Commons and Fred A. Lundy Bridge located on Water Street will be illuminated in white on November 21, 2022 from sunset until 11:00 PM.

Thank you for submitting your request and for your contributions to the community.

Yours sincerely,

John Taylor
Mayor