

‘Appendix D’

Highway 11 Corridor Study Comment Matrix Table - External & Agency

#	Name/ Organization	Date Received	Correspondence Type	Comments	Response
1.	Thomas Dysart Senior Planner Town of Bradford West Gwillimbury	December 11, 2023	Email Correspondence	1. BWG is spelled out as Bradford West Gwillimbury (no hyphen between West and Gwillimbury) 2. Under 3.1.2, has the corridor plan been evaluated under the proposed 2023 PPS? https://prod-environmental-registry.s3.amazonaws.com/2023-06/Proposed%20Provincial%20Planning%20Statement,%20April%206,%202023%20-%20EN.pdf 3. Under section 3.3, I noticed there was no mention of the York Region Transportation Masterplan, which recommends cycling facilities along Highway 11, additional policy to support revitalization? 4. Under 3.4, no mention of the King Township Transportation Masterplan. Are there any considerations from the King Economic Development strategy, that could be explored through revitalization i.e. tourism potential along Holland River, active transportation etc.? 5. Also, as an overall general comment, if looking to connect to other active transportation routes, there could be possible connections to the Lake to Lake route, via Holland Landing? https://www.york.ca/transportation/cycling/lake-lake-cycling-route-and-walking-trail at Oriole Drive, there are connections to Yonge Street, which could lead to increase support for revitalization	1. Comment acknowledged. Thank you for clarifying. 2. The proposed land use planning framework has been reviewed against the Provincial Planning Statement, 2024. It is the Township's opinion that the recommended amendments are consistent with the policies of the Provincial Planning Statement, 2024. 3. Comment acknowledged. The recommended official plan amendment contemplates future improvements to Highway 11, including opportunities for multi-modal transportation. It also contemplates the Region's 10-year Capital Plan Process, and recognises an opportunity for the Township and the Region to partner on future plans for improvements to Highway 11.

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					<p>4. Comment acknowledged. The recommended official plan amendment contemplates a range of different policy considerations to support economic development within the Highway 11 Corridor, including land use permissions, tourism, natural features (such as the Holland River), multi-modal transportation, and incentives to facilitate revitalization, among others.</p> <p>5. Comment acknowledged. The recommended official plan amendment encourages continued partnership and coordination with the Region and neighbouring municipalities to improve broader connectivity, including multi-modal transportation linkages and infrastructure.</p>
2.	Jessica Lim Planning Analyst Lake Simcoe Region Conservation Authority	February 15, 2024	Email Correspondence	<ol style="list-style-type: none"> 1. Lake Simcoe Protection Plan: The study area is within a Significant Groundwater Recharge Area (SGRA). 2. South Georgian Bay Lake Simcoe Source Protection Plan: The study area is within the identified recharge management area (WHPA Q2). 3. Lake Simcoe Region Conservation Authority: <ul style="list-style-type: none"> • The study area is almost entirely regulated by the LSRCA under Ontario Regulation 179/06 for the following: <ul style="list-style-type: none"> • Presence of a watercourse (Holland River) 	<ol style="list-style-type: none"> 1. Comment acknowledged. 2. Comment acknowledged. 3. Comment acknowledged.

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				<ul style="list-style-type: none"> • Regulatory floodplain associated with a tributary of the Holland River • Meanderbelt (erosion) hazards associated with a tributary of the Holland River • Shoreline flooding and erosion hazards • Unevaluated wetland and the associated 30 metre adjacent lands • Provincially Significant Wetland (PSW) and the associated 120 metre adjacent lands • A permit from the LSRCA will be required prior to any development or site alteration within an area regulated under Ontario Regulation 179/06. • A proposal for development or site alteration would need to be in accordance with the LSRCA's Ontario Regulation 179/06 Implementation Guidelines (https://lsrca.on.ca/wp-content/uploads/2023/06/2021-Regulation-Implementation-Guidelines.pdf) • The study area contains key natural heritage features (significant woodland and wetland) 	
3.	Andrew Doersam Ministry of Municipal Affairs and Housing	September 24, 2024 October 10, 2024	Email correspondence Email correspondence	<ol style="list-style-type: none"> 1. Can you please confirm if this was also circulated to the Region of York, and if so, have you received any comments yet? Also, was it circulated to MTO, given the highway corridor? 2. Thanks for circulating the proposed draft OPA and ZBLA to the Ministry for its consideration. As this is a matter exempt from provincial approval we will not be commenting. We trust that the municipality will apply the appropriate provincial policy and plans in considering such matters. 	<ol style="list-style-type: none"> 1. The draft Official Plan Amendment, draft Zoning By-law Amendment and Final Discussion Paper were circulated to the Region of York and MTO. Comments were received by York Region and MTO. 2. Thank you. Acknowledged.
4.	Jessica Lim Planning Analyst Lake Simcoe Region Conservation Authority	October 4, 2024	Email correspondence	<ol style="list-style-type: none"> 1. OPA <ul style="list-style-type: none"> • Some inconsistencies of 'Lake Simcoe Region Conservation Authority' throughout the document (i.e. Lake Simcoe Conservation Authority, Lake Simcoe and Region Conservation Authority) 2. ZBA <ul style="list-style-type: none"> • No comments 3. Discussion Paper <ul style="list-style-type: none"> • 3.1.2 doesn't include a discussion about natural hazard policies in the new PPS/Growth Plan 	<ol style="list-style-type: none"> 1. Comment acknowledged. 2. Comment acknowledged. 3. Comment acknowledged. The Discussion Paper does not for an operative part of the recommended land use planning framework, however the

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				<ul style="list-style-type: none"> • Similar to natural heritage policies, there have been no changes to natural hazard policies • 3.2 • Ontario Regulation 179/06 is now recognized as Ontario Regulation 41/24 • PSW setback reduced to 30 metres (no longer 120 metres) • Aside from natural heritage, we note that natural hazards (i.e. floodplain) would also need to be confirmed through a site-specific application • Figure 4 includes the general regulation area, please let us know if you would like specific feature mapping 	Township will take this into consideration.
5.	Patrycja Jankowski Project Manager Adjacent Development Third Party Projects Review – GO (Heavy Rail) Metrolinx	October 15, 2024	Emailed memo correspondence	<ol style="list-style-type: none"> 1. Metrolinx has reviewed the Official Plan Amendment (File No. OP-2024-04) and Zoning By-law Amendment (File No. Z-2024-08) for the Township of King. It is our understanding that there are proposed changes to better implement a land use vision aligning with York Region and conservation authorities as well as proposed changes to land use, scale, and densities along Highway 11. 2. We provide the following high-level comments with respect to general rail safety requirements should future development occur in proximity of the Metrolinx owned rail corridor: 3. Any development within 300m of a Rail Corridor(s) shall comply with the applicable guidelines, standards, easements, agreements, permits and any other requirements as deemed required by the Railway Owner. 	<ol style="list-style-type: none"> 1. Comment acknowledged. 2. Comment acknowledged. 3. The Township will ensure that Metrolinx is included in any future circulations on this matter.
6.	Asif Abbas Senior Planner, Region of York	October 30, 2024	Email correspondence	<p>York Region staff provided the following technical comments:</p> <ol style="list-style-type: none"> 1. Infrastructure Asset Management (IAM) <ul style="list-style-type: none"> • The Region has no municipal water or wastewater servicing in this area and has no plans to service this area in the future. 2. Transportation Planning <ul style="list-style-type: none"> • It appears Item 32 of Part II of the <u>draft Official Plan Amendment</u> document which states “<i>This Plan identifies Highway 11 as having a planned right-of-way width of 45.0m</i>” may be incorrectly referencing Item 31’s mention of the Region’s 10-year Capital Plan. Please note that the Region’s current planned right-of-way street widths are identified in the 2022 York Regional Official Plan Map 11. 	<ol style="list-style-type: none"> 1. Comment acknowledged. 2. Comment acknowledged. 3. Comment acknowledged. 4. Comment acknowledged. The Discussion Paper has been updated to reflect these comments. The Township appreciates the additional clarity. 5. Comment acknowledged. The policies reference the South-Georgian Bay

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				<p>3. Sustainable Transportation</p> <ul style="list-style-type: none"> No comments on the OPA. However, the applicant shall note that the Region is initiating construction for Road Rehabilitation along Bathurst Street between Holland Landing Road and Queensville Sideroad West, proposed to start in 2027. <p>4. Water Resources</p> <p>Source Protection staff have the following comments regarding the LOPA application and related discussion paper as it relates to Source Protection policy implemented by the Region. Should the proposal change and/or the application be amended, Source Protection staff will require recirculation for comment and/or approval. Please note the following Source Protection related policies may apply to any future proposed activities/development considered for the property and should be considered in the development of the land use planning framework for the Highway 11 Corridor Boundary.</p> <p>Source Protection Staff have reviewed the provided discussion paper and have the following comments to offer:</p> <ul style="list-style-type: none"> Section 3.1.6 of the discussion paper acknowledges that development within the study area will need to proceed in accordance with the South Georgian Bay Lake Simcoe Source Protection Plan and 3.3.1 notes Regional Official Plan polices as well including those related to the Highly Vulnerable Aquifer (HVA) under the Clean Water Act, Significant Groundwater Recharge Areas (SGRA), Wellhead Protection Areas A - C, however, please note that the Church Street Wellhead does not have a WHPA-C (2-5 year zone) but instead has a WHPA-C1 (2-10 year zone)the section does not address WHPA- C1 and D to which the Regional Official Plan policies also apply. The Regional Official Plan general policy is noted (6.4.27) as well. Further information on potential policies development within the area shall give consideration to the following: <u>Section 59:</u> Policies should reference that a Source Protection Permit (Section 59 Notice) from York Region’s Water Resources group will be required for the area located in WHAP-A, WHPA-B and WHPA-C <u>prior</u> to the filing of any Planning 	<p>Source Water Protection Plan (SGBSWB). Please reference policy 18.b in Part 2 of the Amendment.</p> <p>6. Comment acknowledged.</p> <p>7. Comment acknowledged.</p> <p>8. Comment acknowledged.</p> <p>9. Comment acknowledged.</p> <p>This definition has been incorporated into policy 19 of Part 2 of the Amendment.</p> <p>10. Comment acknowledged.</p> <p>11. Comment acknowledged.</p> <p>12. Comment acknowledged.</p> <p>13. Comment acknowledged.</p> <p>14. Comment acknowledged.</p> <p>Servicing policies are detailed in sections 27 through 29, inclusive of Part 2 of the Amendment.</p>

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				<p>Act, Condominium Act or Building Code related ICI and Multi-Residential (4 units or more) applications with the Township of King. The Source Protection Permit</p> <p>The Section 59 Notice is a land use flag that confirms the activities proposed as part of the development are in compliance with Source Protection Plan Policies. If you are developing a single residential development you are exempt from completing this form as described in the infographic attached. For more information related to Source Protection Permitting that may inform the discussion paper or be adopted within the LOPA or associated ZBLA please visit www.york.ca/section59.</p> <p>Existing businesses within the WHPA A, B and C may already have Section 58 Risk Management Plans negotiated with York Region's Source Water Protection Risk Management Office. Any new businesses coming into this area will also need to be screened to ensure that prohibited activities will not be introduced and existing significant drinking water threats will continue to be managed.</p> <p>5. <u>Wellhead Protection Area:</u> Policies should reference that any development on the subject property within the Wellhead Protection Area must adhere to the SGBLS Source Protection Plan and where appropriate, the Source Water Protection related policies outlined in the York Region Official Plan.</p> <p>Please notes that the following is a condition future development applications may be provided:</p> <p><u>Wellhead Protection Area A, B and C (WHPA-A, B and C) and Highly Vulnerable Aquifer (HVA)</u> <i>Please note that the Highly Vulnerable Aquifer related policy is superseded by the Wellhead Protection Area A, B and C policy below:</i> Prior to development application approval, the Owner shall conduct and submit a Source Water Impact and Assessment Mitigation Plan (SWIAMP), to the</p>	

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				<p>satisfaction of the Region, to identify and address any potential water quality and water quantity threats to the municipal groundwater supplies. The SWIAMP shall be prepared by a qualified professional, to the satisfaction of Regional Public Works Source Protection staff. The SWIAMP must follow the York Region document Guidance for Proposed Developments in Wellhead Protection Areas in York Region (June 2021). A simplified SWIAMP may also be used as appropriate. Consultation with Source Protection staff is recommended. A SWIAMP is required for any of the activities listed below if they will occur on the site for the storage or manufacture of:</p> <ul style="list-style-type: none"> (a) petroleum-based fuels and or solvents; (b) pesticides, herbicides, fungicides or fertilizers; (c) chlorinated solvents; (d) construction equipment; (e) inorganic chemicals; (f) road salt and contaminants; (g) the generation and storage of hazardous waste or liquid industrial waste, and a waste disposal sites and facilities; (h) organic soil conditioning sites and the storage and application of agricultural and non-agricultural source organic materials; (i) snow storage and disposal facilities; and (j) tailings from mines. <p>If a SWIAMP is not required, a letter prepared by a qualified professional will be required in its place stating that the above noted activities will not be occurring.</p> <p>6. <u>Servicing lines going through VS10</u> Should there be any water or sanitary sewer lines going through the VS. of 10, the applicant will be required to follow the York Region Inflow and Infiltration Reduction Standard for Sewers Servicing New Development (https://www.york.ca/media/99176/download?attachment) which should also be applied to this site in its entirety.</p> <p>7. <u>Storm Water Management Ponds within VS 10</u> As the property is within a Wellhead Protection Area-A, under the Regional Official</p>	

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				<p>Plan please note that there is a prohibition of stormwater management ponds and infiltration galleries.</p> <p>8. <u>DNAPL Prohibition</u> Dense Non-Aqueous Phase Liquids (DNAPLs) are prohibited within WHPA-A, WHPA-B and WHPA-C under the Clean Water Act as they are considered significant drinking water threats.</p> <p>9. <u>Recharge Management Area (WHPA-Q) and Significant Groundwater Recharge Area (SGRA)</u> Please note the area is within the Recharge Management Area (WHPA-Q) and falls partially within the Significant Groundwater Recharge Area (SGRA). As such the SGBLS Source Protection Plan water quantity recharge maintenance policies will apply. The policies shall reference that major development (please note that Major Development under the SGBLS Source Protection Plan has it's own definition, see below) will be required to maintain recharge as demonstrated through a hydrogeological study that shows the existing (i.e. pre proposed development) water balance can be maintained in the future (i.e. post proposed development). The Township of King is the approving body for compliance with the policies and SGBLS recharge management offsetting program is available where maintaining balance is not viable through the LSRCA. Note - under the SGBLS Source Protection Plan, Major Development means the construction of a building or building on a lot with the ground floor area cumulatively equal to 500 m2 (5382 sq ft) or greater, and any other impervious surface. Note single detached residential properties are exempt from the definition.</p> <p>10. <u>Dewatering</u> Applicants will be required to provide maximum excavation depths and anticipated dewatering requirements in order to determine if additional hydrogeological requirements will apply to show that any potential dewatering or depressurization required will not adversely impact municipal water supplies.</p> <p><i>Within WHPA-A:</i> A dewatering plan shall be prepared by a qualified person and submitted by the proponent to the Region's Source Protection team for approval prior</p>	

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				<p>to excavation should dewatering be required or permanent dewatering will occur.</p> <p><i>Within WHPA-B and C:</i> A dewatering plan shall be prepared by a qualified person and submitted by the proponent to the Region’s Source Protection team for approval prior to excavation should dewatering be required (i.e. excavations are over 8 m deep and over 400,000 litres per day will be dewatered or permanent dewatering will occur).</p> <p>If there will be water discharging to the Regional storm or sanitary sewer, it is recommended that the proponent consult with Regional Sewer use by-law group and obtain a dewatering discharge permit as necessary. Please contact the Sewer Use By-law group at SewerUsebylaw@york.ca or 1-877-464-9675.</p> <p>11. <u>Salt Management</u> As the site is within a vulnerable area, for future development which includes parking lots, private laneways, sidewalks, entranceways, etc. staff recommend the use of a contractor who is certified by Smart-About-Salt for winter maintenance. At minimum the use of best management practices identified in the TAC Synthesis of Best Management Practices (or equivalent) for Salt and Snow are followed for winter maintenance on the property through a prepared salt and snow (winter maintenance) management plan. Please note that within Source Protection vulnerable areas, snow piles are to be located on impervious surface in close proximity to storm drains to mitigate salt impacts. https://www.tac-atc.ca/sites/tacatc.ca/files/site/doc/resources/roadsalt-1.pdf.</p> <p>Source Protection staff recommend following the Parking Lot Design Guidelines: https://www.lsrca.on.ca/Shared%20Documents/reports/Parking-Lot-Design-Guidelines-Salt-Reduction.pdf.</p> <p>Please note that Low Impact Development practices should be used discriminately within Wellhead Protection areas.</p> <p>Use of salt for dust suppression should also be limited.</p> <p>12. <u>Best Management Practices that will apply to future development in the area</u></p>	

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				<ul style="list-style-type: none"> • <u>Construction Best Management Practices</u> For properties within a wellhead protection area, the use of best management practices during construction and post construction with respect to the handling and storage of chemicals (such as used oil, degreasers and salt) on site is required. It is strongly recommended that Risk Management Measures are put in place with respect to chemical use and storage including spill kits, secondary containment, a spill response plan and training. <p>Re-fueling of vehicles and machinery should take place outside of the WHPA-A & B wherever possible. Storage of fuels in the WHPA-A & B should be kept to a minimum and fuel storage volumes less than 2,500 L per storage vessel/container</p> <p>13. <u>Geotechnical and Hydrogeological Support</u> For your reference the Oak Ridges Moraine (YPDT-CAMC) Groundwater Management Tool: https://oakridgeswater.ca/ can be accessed for geological data in support of geotechnical and hydrogeological analysis.</p> <p>14. <u>Servicing</u> Further information on servicing for the area is requested.</p> <p>Please note that small septic systems subject to the Ontario Building Code (less than or equal to 10,000 l/day) are significant drinking water threats within a wellhead protection area that has a vulnerability score of 10 as are large systems (greater than 10,000 L/day) subject to the Ontario Water Resources Act. New large systems are prohibited within the VS of 10 while small systems will required management/inspection by the municipality. The Source Water Protection Risk Management Office will require the completion of a private servicing form for our records.</p>	
7.	Norm Lingard Senior Consultant – Municipal Liaison Network Provisioning o.b.o Bell Canada	October 2, 2024	Email Correspondence	No comments; request to receive future circulations.	Comment acknowledged. The Township will ensure Bell Canada is included in any future circulations on this matter.

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8.	Melissa Campeau Delivery Services Officer Canada Post	November 4, 2024	Email Correspondence	No comments; reserves the right to comment on a case by case basis.	Comment acknowledged. The Township will ensure Canada Post is included in any future circulations on this matter.
9.	Willie Cornelio Sr. Analyst, Municipal Planning Enbridge Gas	September 23, 2024	Email Correspondence	No Comments; reserves right to amend or remove development conditions. Requests to receive future circulations.	Comment acknowledged. The Township will ensure that Enbridge Gas is included in any future circulations on this matter.
10.	Yushi Ao Planner and Project Analyst Planning Services York Catholic District School Board	October 1, 2024	Email Correspondence	No Comment.	Comment acknowledged.
11.	Freshteh Hoseini Planner Planning & Property Development Services York Region District School Board	September 26, 2024	Email Correspondence	No Comment. Requests to receive future circulations.	Comment acknowledged. The Township will ensure that York Region District School Board is included in any future circulations on this matter. The Township understands that no action is required at this time.
12.	Willie Cornelio Sr. Analyst, Municipal Planning Enbridge Gas	February 10, 2025	Email Correspondence	No Comments; reserves right to amend or remove development conditions. Requests to receive future circulations.	Comment acknowledged. The Township will ensure that Enbridge Gas is included in any future circulations on this matter.
13.	Amanda Kailan Planning Coordinator-York, Rogers	February 10, 2025	Email Correspondence	No comment.	Comment acknowledged.
14.	Yushi Ao	February 20, 2025	Email Correspondence	As the proposed amendments do not impact existing or future school sites, YCDSB staff have no comments or objections to their approval.	Comment acknowledged.

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	Planner and Project Analyst Planning Services York Catholic District School Board				
15.	Asif Abbas Senior Planner, Region of York	February 20, 2025	Email Correspondence	<p>1. <u>Water Resources:</u> Source Water Protection Staff have reviewed the second submission documents including the Amendment to the Draft Official Plan. Staff have noted that stormwater management pond prohibitions noted on the first submission comments remain outstanding, as it is not addressed in the Draft Official Plan Amendment (OPA). Regarding Recharge Management Areas (WHPA-Q) and Significant Groundwater Recharge Areas (SGRA), while the Amendment to the Draft Official Plan notes that developments within these lands shall be required to demonstrate to the Township through a hydrological study that the existing groundwater balance can be maintained post-development, it does not include the reference to major developments. Please revise line 19 under 'Wellhead Protection and Recharge Management' heading to the following: "19. Certain lands are located within a Recharge Management Area as delineated on Schedule 'C4'. Applications for major development within these lands shall be required to demonstrate to the Township through a hydrological study that the existing groundwater balance can be maintained post-development. Note - under the South Georgian Bay Lake Simcoe Source Protection Plan, Major Development means the construction of a building or buildings on a lot with the ground floor area cumulatively equal to 500 m² (5382 sq ft) or greater, and any other impervious surface. Note single detached residential properties are exempt from the definition."</p> <p>2. <u>Infrastructure Asset Management (IAM):</u> The Region has no municipal water or wastewater servicing in this area and has no plans to service this area in the future.</p>	<p>1. Comment acknowledged. Policy 19 under 'Wellhead Protection and Recharge Management' has been updated. 2. Comment acknowledged.</p>
16.	Uton Samuels Manager Adjacent Development, Third Party Projects Review – GO (Heavy	February 20, 2025	Email Correspondence	<p>1. Metrolinx has reviewed the Township of King Highway 11 Corridor Boundary OPA+ZBA, as circulated by email on February 6th, 2025. In review, Metrolinx provides the following proposed Official Plan and Zoning By-law policies for consideration. Of note, engagement of Metrolinx and its Technical Advisor, where applicable, will require all related fees to be borne by the owner/applicant.</p>	<p>1. Comment acknowledged. 2. Comment acknowledged. This requirement should be identified through the</p>

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	Rail), Metrolinx			<p>Should there be any questions or concerns, please do not hesitate to contact me at the undersigned.</p> <ol style="list-style-type: none"> 2. METROLINX PROPOSED OFFICIAL PLAN + ZONING BY-LAW POLICIES That any development within 300m of the Metrolinx Rail Corridor shall conform to the “Metrolinx Adjacent Development Guidelines - GO Transit Heavy Rail Corridors” and “Metrolinx Overbuild Development Guidelines - GO Transit Heavy Rail Corridors”. 3. That any development within 300m of the Metrolinx Rail Corridor shall require an Acoustical Study, which shall include the current rail traffic data and the Standard Metrolinx Noise Warning Clause, to the satisfaction of Metrolinx and the Township of King. 4. That any development within 75m of the Metrolinx Rail Corridor shall require a Vibration Study, to the satisfaction of Metrolinx and the Township of King. 5. That any development adjacent to the Metrolinx Rail Corridor shall not alter any drainage patterns, flows and / or volumes, onto Metrolinx-owned lands, absent review and approval by Metrolinx and its Technical Advisor, with all costs to be borne by the applicant / owner. 6. That any development adjacent to the Metrolinx Rail Corridor shall require execution of agreements with Metrolinx as deemed applicable, including but not limited to, Adjacent Development Agreement, Crane Swing Agreement, Shoring System and Permission to Enter Agreement, and Non-Disclosure Agreements. 7. That any development within 300m of the Metrolinx Rail Corridor shall require registration of an Environmental Easement for Operational Easement in favour of Metrolinx, over the subject lands. 8. That any development adjacent to the Metrolinx Rail Corridor shall provide the required setback and standard safety barrier (berm) or receive approval of an alternative barrier as detailed in a Rail Safety Report, to be reviewed by Metrolinx and its Technical Advisor, with all costs to be borne by the owner / applicant. In addition, sufficient setback for future building maintenance and other related works in proximity to the property line should also be considered. 9. That any work within, or in close proximity to, the Metrolinx Rail corridor shall require a Metrolinx Work Permit in combination with other associated requirements as determined applicable by Metrolinx, with all costs to be borne by the owner / applicant. 	<p>development application review process.</p> <ol style="list-style-type: none"> 3. Comment acknowledged. The requirement for an Acoustical Study has been identified in the requirements to lift the Holding (H) symbol, as may be applicable. 4. Comment acknowledged. The requirement for a Vibration Study has been identified in the requirements to lift the Holding (H) symbol, as may be applicable. 5. Comment acknowledged. This requirement should be identified through the development application review process. 6. Comment acknowledged. This requirement should be identified through the development application review process. The requirement to obtain necessary approvals from Metrolinx has been identified in the by-law to lift the Holding (H) symbol. 7. Comment acknowledged. This requirement should be identified through the

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				<p>10. That any vegetation within 3.5m of the mutual property line with Metrolinx shall be restricted to low lying vegetation only.</p> <p>11. That any development adjacent to the Metrolinx Rail Corridor shall install the Metrolinx Standard Security Fence along the property line, save and except for where substitutes are deemed satisfactory by Metrolinx.</p>	<p>development application review process.</p> <p>8. Comment acknowledged. This requirement should be identified through the development application review process.</p> <p>9. Comment acknowledged. This requirement should be identified through the development application review process.</p> <p>10. Comment acknowledged. This requirement should be identified through the development application review process.</p> <p>11. Comment acknowledged. This requirement should be identified through the development application review process.</p>
17.	<p>Colin Mulrenin Senior Project Manager (York/Simcoe) Ministry Of Transportation</p>	February 27, 2025	Email Correspondence	<p>1. Schedules: The Bradford Bypass is not shown on the Township's Official Plan or Zoning Bylaw. Proposed Revision: The proposed Bradford Bypass alignment within the municipality should be included on all schedules and clearly labeled as "Provincial Highway"</p> <p>2. Infrastructure: Provincial legislation and guidance provide direction such that land development within the MTO Permit Control Area should not negatively impact provincial highways. MTO reviews SWMR's to ensure this. It's important for the public to be made aware of this requirement in the municipal OP, so that it can be adequately addressed by the proponent, and so that they are positioned to secure the associated required permits.</p>	<p>1. Comment acknowledged. The Bradford Bypass route will be added to the Official Plan schedules through the Township's ongoing Official Plan Review.</p> <p>2. Comment acknowledged. Highway 11 is under York Region's jurisdiction, and the Corridor is outside 800 m from the proposed</p>

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				<p>Proposed Revision: Please include the following policy under the relevant sections in the OP that apply to provincial highways indicating that: “A stormwater management plan/report shall be reviewed and approved by MTO for those developments located adjacent to or in the vicinity of a provincial highway whose drainage would impact a highway downstream.”</p> <p>3. Urban Design: MTO recommends all low, mid and high-rise building developments within MTO Controlled Areas require MTO Permits prior to construction, in accordance with the PTHIA. Proposed Revision: Please include the following policy under the relevant sections in the OP that apply to provincial highways indicating that: “The MTO Controlled Area for developments deemed as major traffic generators is 800 m from the ultimate highway limit. All essential features to any development must be setback a minimum of 14 m away from the MTO property line. Detailed submissions for land development proposals should be circulated by the land use planning authority to the MTO using the MTO Land Development Review (LDR) process: Land Development Review Home”.</p> <p>4. Transportation and Mobility: MTO recommends the Region and area municipalities conduct a comprehensive traffic impact study prior to proposed major development and intensification situated adjacent to Provincial Highway Network; such as within a PMTSA, Strategic Growth Area, or Regional Corridors; to identify impacts and mitigate demand on the highway and interchange. Proposed Revision: Please include the following policy under the relevant sections in the OP that apply to provincial highways indicating that: “Require, where development is proposed adjacent or in the vicinity of MTO permit control area, a traffic impact study be undertaken to determine the impacts of proposed development and intensification on highway interchange nodes within the Ministry’s permit control area.”</p> <p>5. General: MTO suggests that a general provision within the official plan and corridor study areas be added, that highlights where MTO jurisdiction applies, so that the public is informed in the plan and not reliant solely on legislative knowledge. This allows the public and land development stakeholders the opportunity to apply for the necessary legislated permits and address the corresponding requirements from the initial pre-consultation stage through to permits.</p>	<p>Bradford Bypass. This policy will be incorporated as a general policy in the Township’s ongoing Official Plan Review.</p> <p>3. Comment acknowledged. Highway 11 is not a provincial highway, and lands are more than 14m from MTO property lines. Future applications within MTO Controlled Areas shall be circulated to MTO prior to approvals issued.</p> <p>4. Comment acknowledged. Highway 11 is under York Region’s jurisdiction, and the Corridor is outside 800 m from the proposed Bradford Bypass. This policy will be incorporated as a general policy in the Township’s ongoing Official Plan Review.</p> <p>5. Comment acknowledged. Highway 11 is under York Region’s jurisdiction, and the Corridor is outside 800 m from the proposed Bradford Bypass. This policy will be incorporated as a general policy in the Township’s ongoing Official Plan Review.</p>

#	Name/ Organization	Date Received	Correspondence Type	Comments	Response
				<p>Access Management is a critical component of successful development in the vicinity of provincial highways. It is important that key points be highlighted in the official plan, so the access management aspect can be adequately addressed by the proponent early, and so that they are positioned to secure the associated required Building & Land Use and Entrance permits.</p> <p>Proposed Revision: Please include the following policy language as applicable, to notify landowners adjacent to a provincial highway of the mandate of MTO: “Provincial Highways are under the jurisdiction of the Ministry of Transportation (MTO). In addition to all municipal requirements, Ministry of Transportation approvals and permits are required for land development, change in land use, access, signs, works or activities within MTO’s permit control area under the Public Transportation and Highway Improvement Act. Direct access to a provincial highway is discouraged and often prohibited.”</p> <p>“All applicants proposing new development or changes to existing development on lands within MTO’s permit control area are advised to consult with the Ministry of Transportation prior to making formal applications under the Planning Act”</p>	