



DRAFT
York Region Official Plan

September 23, 2009
Concerned Citizens of King
Township
Feedback



Feedback

- Provincial and Federal planning, in terms of immigration, is driving population expansion. Is York Region obligated to fulfill their population forecasts, or is there any room to discuss/question this?
 - Provincial forecasts are law. We've defined the pace of growth/distribution ourselves. We also participated in determining the Provincial forecasts, and found them to be accurate against what we've calculated.



Feedback for Public Information Sessions - CCKT Slide 2



Feedback

- Why are you only encouraging LEED and not making it mandatory for all new units, including multi-unit, industrial, etc? There would be tremendous energy savings if this was done.
 - We will make some standards mandatory. We have investigated LEED further, and it is only one brand name and carries many administrative costs/delays. We are now gravitating towards putting strong policies on community, energy and water conservation standards in the Plan instead.



Feedback

- There has been an attempt to determine the population that Lake Simcoe can sustain. A professor researching this has said that it is almost impossible to assess population sustainability. I see population growth, but wonder where we're going to get enough water. Has this work gone to the Province, or the International Joint Commission...or has the International Joint Commission become redundant?





- Have heard a statistic about how much water goes back into the Lake. If stormwater goes into treatment plants, how is this measured?
 - In York Region, most of our stormwater does not go through the treatment plants. About 80 percent of what is piped into and used in households, goes back through the pipes into Lake Ontario.



Feedback

- Who has power over the controls on the 5 Great Lakes? When it comes to climate change, it's wonderful to see people working on the little bits...but want to see more done on the whole concept. Can we determine what population Lake Simcoe can sustain and use that as a model? It's good to talk about low flush toilets, but the bigger picture seems to be missing.
 - We know Lake Simcoe is in a distressed state. This is partially why a majority of growth has been directed to the Southern portion of the Region. It is very complicated to determine what the carrying capacity of Lake Simcoe is. Our challenge is to reduce phosphorous levels in the lake, and design communities to do so.





Feedback

- ❑ Discuss the population distribution/growth among King Township communities. What is considered ‘intensification’ in King?
 - ❑ Answered by King Staff - The Province has drawn a line to determine the boundary for intensification. Development within this boundary is intensification.
- ❑ In Chapter 3, there is a policy about recognizing cultural heritage. What is meant by “recognizing” and by “cultural heritage”?



Feedback

- ❑ “Cultural heritage” can include things like historical buildings, villages, museums, heritage landscapes... This policy is meant to help protect those sites and resources. This is something performed by the local municipalities, and each has their own way of approaching it.
- ❑ So “recognizing” vs. “requiring” would come down to the local council?
 - ❑ Yes.
- ❑ Cultural heritage can mean a “thing” (building), or a way of life. In respect to this policy, does it refer to the “thing” or could it be seen as a way of life?





Feedback

- Absolutely. People often cite their community as why they moved to York Region. Towns, villages and hamlets are certainly a part of cultural attractiveness. The cultures within York Region are changing, so that creates a new dimension too.
- Answered by King Staff - In King Township, people often speak of the large, spacious lots. Need to balance the competing forces of this, with the need to intensify and create compact communities.
- Do you include developers as stakeholders?
 - Yes



- Within Ontario, most local political contributions seem to come from developers and corporations. The interplay between developers and politicians, with daytime meetings to discuss plans, seems to run contrary to the attempts to use public input. How will the ROP and it's demanding policies be protected from being changed by this interplay between developers and politicians, or by amendments?
 - We have met with developers, and they don't like some parts of the ROP. But we have also met with environmental groups, and they have some concerns too. We have to balance competing interests. Some of the policies are very demanding, and we encourage people to contact Regional staff and Council about what you want to see in the ROP. We will be including all comments in our staff reports.





Feedback

- You talked about how the proportion of funding for roads has decreased, while that for transit has increased. However, I've also heard that the Region is planning on assuming ownership over some of the roads in King Township to improve connections. Comments on this?
 - The Transportation Master Plan recognizes that population growth will require more east/west connections. This will result in road improvements, but those in King will be modest in comparison to the Southern portion of the Region; they will remain rural in character. The Plan/website has maps that show this; the road network.
 - Answered by King Staff - King has been looking at uploading roads to the Region due to the traffic currently on them – they no longer function as “local” roads. This will shift who as a taxpayer is paying for those who drive on the roads.



Feedback for Public Information Sessions - CCKT

Slide 11



Feedback

- A the settlement boundaries carved in stone? King City and Nobleton are bounded by roads, but Schomberg seems to have the river to the west. Is there any chance it could expand to the west? This might be logical. Current growth is all going to King City.
 - Answered by King Staff -At this point, there is no need to expand boundaries. Nobleton and King City have very few vacant lots. We went through a public consultation process and feel the boundaries are the correct sizes – we do not anticipate they will change any time soon.



Feedback for Public Information Sessions - CCKT

Slide 12



Feedback

- ❑ What is the possibility of changes to the boundaries?
 - ❑ Answered by King Staff - King City boundaries are established/reinforced by the Oak Ridges Moraine and not likely to change. There is no current need to update Schomberg, additional growth will occur within the boundaries.
- ❑ You talked about creating clusters of tourism, knowledge based employment. We have a small bit of commercial and industrial land in King Township, and it does not seem terribly oriented towards campus or knowledge based developments. There is a big gap in the Plan for commercial areas, especially for Highway 400.



Feedback

- ❑ It is Greenbelt, but your acknowledgement of the Greenbelt review in 2015 is encouraging. We need more industry, business and commercial. I hope the Region and Township will address that serious need here.
 - ❑ This is something that cannot be looked at until the Greenbelt review period in 2015.
- ❑ Concerned about the tax base being predominantly residential in King Township. Chapter 4 advocates finding new funding formulas and sources. Is there any flow of money from York Region to King Township to compensate for the almost entirely residential tax base?





Feedback

- Not directly. However the Region provides services to King Township, so in that sense there is flow back. There is no assessment sharing system, but some have suggested that might be a good option. I do not believe this is done anywhere else in Ontario. Overall, York Region does not get its fair share of funding from the Province and Federal government, and this should be resolved.
- There are few safe places to walk or cycle in Schomberg.
- I question the manner that developers are allowed to carry out their plans: clearing the land before development is a type of strip mining. The land will be dead before they show what will be planned.



- I see the same thing along the arterial roads. We do not get to see what they will plan beforehand, and we're stuck with whatever happens afterwards: unattractive, cookie cutter development.
 - There are lots of restrictions on what areas can/cannot be developed. The topsoil that is removed is saved and put back afterwards, otherwise it would be lost when building the foundations. There is some method to this act.
- Isn't that just a shortcut to doing it the 'right' way? By leaving greenery, trees, etc.
 - Almost 50% of the new development areas will not permit development – they are protected green spaces. That percentage is going up, and we will see more green being preserved because of stronger environmental policies.





Feedback

- In a recent development application, heard that a “wetland will be relocated”. This makes no sense. Can you relocate a wetland?
 - Only with great difficulty, and constructed wetlands do not function as well. Provincially significant wetlands and those in the Oak Ridges Moraine cannot be destroyed. If it was within the community boundary, it is governed by the local municipality.
 - Answered by King Staff - Only familiar with one wetland similar to this story. After 3 dry summers and being ploughed over by farmers, the wetland was gone. If this is the one that you refer to, it was gone before the developers got there.



Feedback

- In the past, the addition of people and buildings has caused more roads to be built. But once these roads are built, they simply fill up. Is there any opportunity to change this thinking? Are there other options besides building more roads? We just get more gridlock.
 - This is one of the reasons why the funding has shifted between transit/roads. York Region has the highest car ownership per household across Canada. We need to change behaviours, and build communities where people can walk/cycle and take transit.
 - Answered by King Staff - This gets at the idea of creating “complete communities”. In the past we’ve seen opposition to mixing employment lands with communities, but now recognize the need to live close to where you work.





Feedback

- ❑ A few years ago, the Province asked municipalities to identify lands next to the Greenbelt that could be included. Did York Region identify any?
 - ❑ No. Partially because 6 of our 9 communities are entirely within the Greenbelt, but we may look at this during the review in 2015.
- ❑ Where does/will the water come from to supply the development in Schomberg?
 - ❑ Wells
- ❑ Have those wells already been drilled? The last time one was drilled, our well went dry. Will future water for Schomberg continue to come from new wells?



Feedback

- ❑ Answered by King Staff - I'm not aware of any new wells being drilled for Schomberg. The Township, in many instances, requires developers to set up well-monitoring programs.
- ❑ I appreciate that York Region's planning department has given people adequate time to consider this Plan.
- ❑ I am concerned about quality of life. Much of what I've heard about quality of life in the ROP focus on characteristics of urban communities. What about maintaining a rural quality of life, such a dark nights? We need to be aware of the Greenbelt becoming smaller.





Feedback

- The ROP policies attempt to direct growth and contain it. York Region covers a wide variety of community types from urban to rural.
- When the Region/Province says that all towns and hamlets are going to get bigger and bigger, what's the point of the Greenbelt? It will only get smaller. Then we will have employment opportunities and power plants put on the Greenbelt...and then we won't have a Greenbelt anymore. We need to be very careful.



- The Greenbelt Plan has clamped down on development. The public should be vigilant to make sure that this is maintained.
- The traffic impact that all these new communities have on rural areas is intense. You now have a rural area that is less rural than it was before, being surrounded by intensification, Newmarket, Aurora, etc. These people all drive through the rural area and the increased traffic causes more roadkill. The Greenbelt encourages wildlife to live, but the increased traffic coming through these areas harms them.

