

**Public Consultation Summary of meetings and Comments since June 2009 Draft  
Plan Release**

<b>Consultation</b>	<b>Date of Consultation</b>	<b>Comments Summary</b>
<b>Local Municipal Councils</b>		
Whitchurch-Stouffville	July 28, 2009	Attachment 2.1
Newmarket	August 24, 2009	
King Township	August 24, 2009	
East Gwillimbury	September 8, 2009	
Aurora	September 8, 2009	
Vaughan	September 14, 2009	
Markham	September 15, 2009	
Georgina	September 21, 2009	
Richmond Hill	September 21, 2009	
<b>First Nations</b>		
Chippewas of Georgina Island First Nation	September 18, 2009	Attachment 2.2
Mississaugas of Scugog First Nation		
Huron Wendat Nation		
Hiawatha First Nation		
Williams Treaty First Nation		
<b>BILD (Building Industry and Land Development)</b>	August 19, 2009 September 1, 2009 September 15, 2009 October 6, 2009 (scheduled)	To be summarized in November 2009 report to Committee and Council
<b>Local Municipal Technical Advisory Committee</b>	Individual meetings with local municipalities	Local municipal comments received to September 30 summarized in Attachment 3, Others to be summarized in November 2009 report to Committee and Council
<b>Provincial Technical Advisory Committee</b>	August 21, 2009	To be summarized in November 2009 report to Committee and Council
<b>Public Information Sessions</b>		
Markham	September 16, 2009	Attachment 2.3
Vaughan	September 17, 2009	
Richmond Hill	September 22, 2009	
East Gwillimbury	September 24, 2009	
<b>Statutory Open House</b>	September 29, 2009	
<b>York Region Agricultural Advisory Liaison Group and LEAR Steering Committee</b>	September 10, 2009	Attachment 2.4
<b>Environmental Groups meeting</b>	September 15, 2009	Attachment 2.5
<b>York Region Accessibility Advisory Committee</b>	September 22, 2009	Attachment 2.6
<b>Concerned Citizens of King Township</b>	September 23, 2009	Attachment 2.7

**Local Municipal Council Consultation**

**Town of Whitchurch-Stouffville – July 28, 2009**

**There is considerable land along the Highway 404 corridor where zoning could be changed to encourage employment – what position is York taking in regard to this?**

- Lands are either in the Greenbelt or the Oak Ridges Moraine. Plan contains a policy that when these plans are reviewed in 2015, Region, in consultation with the local municipality will review the employment needs to determine whether there should be adjustments in either or both of these areas

**You mentioned that the population of Whitchurch-Stouffville is projected to be 61,000 in 2031. Is that consistent with Whitchurch-Stouffville's Official Plan?**

- Answer by Andrew McNeely – Whitchurch Stouffville staff – To achieve the higher population will require continued intensification and expansion of the Stouffville urban area northwards to Bethesda Road – the current Stouffville Secondary Plan shows lands to ½ lot south of Bethesda

**Are there any negotiations ongoing and is Whitchurch-Stouffville comfortable with the Region's numbers?**

- Current Plans go to 2021 and the projections are close to the 2021 projections. Local and Regional staff have discussed these numbers

**Town of Newmarket – August 24, 2009**

**On the subject of LEED or the equivalent, the Town is also working towards operationalizing energy standards for new construction. How long will it be before the Region determines whether the standards will be LEED or an equivalent – more than 6 weeks??**

- Yes

**The 25% affordable – is that subsidized housing?**

- No purely private enterprise, not social housing

**What is the price point on the affordable units?**

- About \$325,000 at the 60<sup>th</sup> percentile income.

**Looking at Map 8 and Figure 2, what is happening along Green Lane in East Gwillimbury as it's agriculture now. This is an issue as Newmarket sees green lane as a bypass and East Gwillimbury sees it as a corridor.**

- This is likely to be an area of some urban expansion within the Town of East Gwillimbury.

**Residents pay taxes in Both Newmarket and East Gwillimbury, they will need Regional assistance is transitioning between the residential and commercial.**

**For farmers in the Greenbelt and the Green Energy Act – Can farmers expect to be able to have green energy projects**

- It's early in the process but the Plan encourages green energy. It is anticipated that the province will clarify where green energy projects can occur

**When will Town staff have comments available on this Plan for Council to review?**

- Town staff responded that staff have been sending comments through to the Region and a meeting is planned in the near future to discuss other comments have been sent

**Pleased to see the Plan calling for Community Energy Plans . I see a policy about the Greenbelt Review what does this mean and does it involve lands east of Newmarket along the 404 – this is an issue for Newmarket**

- Both the greenbelt and the Oak Ridges Moraine Plan will be reviewed in 2015 – the policy addresses the need to review the employment land supply at that time and consider whether there should be adjustments in one or both of those plans. Such as review would include lands in Whitchurch-Stouffville, and perhaps King Township.

#### **Township of King Council – August 24, 2009**

**Have a concern that Places to Grow does not deal with long term availability of water. Is there any prediction on how far we can grow before water supplies become an issue?**

- Master Plans look at the long term supply of water and wastewater. The Region will have enough supply to satisfy the growth between lake water and some well supply, but the Plan places a renewed emphasis on conservation and reduction of demand for all services.

**The draft plan speaks to renewable energy on Page 45. Can this be on-site renewable energy – can we require this as a local product? What is the Region's position on the peaker plant?**

- The issue of alternative energy is an interesting debate and one where we need to have stronger policies, but the Plan does speak to green energy.

**Slide 13 indicates that the Region is anticipating 780,000 jobs in 2031. and with the decision on Simcoe County employment lands, King needs to look at the 400 corridor at the south end for employment potential. Any comments?**

- Lands at the south end of King along the 400 are partially within the Greenbelt. The plan recognizes that the Greenbelt will be reviewed in 2015 and the Region will need to review its employment needs in relation to strategically located lands such as those.

**I am a former farmer in the Marsh and there needs to be consideration of a change to policies relating to agriculture on Muck soils as there are conflicts now – Corn and Soy beans are starting to intrude into muck soils lands and the environmental policies don't favour agriculture. A Provincial Committee has been struck.**

**920 units of intensification have been projected in King. How does this impact the approved population in our secondary plans?**

- The total population will be the same and intensification can occur in the secondary plan areas

#### **Town of East Gwillimbury Committee of the Whole – September 8, 2009**

**No comments or questions.**

#### **Town of Aurora Council – September 8, 2009**

**The Plan makes a statement that 25% affordable housing is to be built. How do you envision the Region having any impact on housing affordability?**

- The current ROP contains a target of 25% affordability and we haven't been as successful as we would have liked, however, we can require a mix of housing in the newer communities and developments so that there is more choice than just single detached dwellings. As well apartments and condominium developments can be affordable. In Key Development Areas and corridors and at a variety of locations in the communities some units will be more affordable.

**I was hoping you would say rental housing.**

- The building of rental housing is definitely needed but very little rental housing has been built recently, and it is part of the solution. As well, the Plan emphasizes opportunities for second suites, which as more affordable.

**Has any specific attention been given to affordable housing for seniors?**

- Yes there has been some development of affordable seniors housing by the Region's Housing Corporation and by faith communities in York. The projections indicate 3 times the number of seniors by 2031.

**Are there any criteria to make it affordable? Is the Region going to be involved?**

- Through the Region's Housing Corporation yes. There are rent-geared-to income units in Regional buildings.

**What is the percentage of York's housing stock that is considered affordable for seniors?**

- Need to refer that to the housing experts.

**There are four public meetings scheduled but none in Aurora. What is the Region doing to attract people to these meetings?**

- We have used the internet, our extensive mailing list and newspaper notices to residents

**I've read the Plan and staff is to be commended - is it possible for people to participate?**

- Residents can call the Region or send us an email or come in and we will give them copies of the Plan and the Guide

**You mentioned that the population for Aurora is projected to be 70,400. When will the numbers be enshrined in the Plan?**

- The will be "enshrined" to some extent when the Plan is adopted by Regional Council, but will only be finalized when the Plan is approved by the Minister of Municipal Affairs and Housing. The Province has indicated that they anticipate having th Plan approved in 6 months or less.

**What plans are in place to get the word out to planners?**

- We have been working with local municipal staff on an ingoing basis to obtain their comments and to obtain the Council adopted comments on the document.

**City of Vaughan, Committee of the Whole – September 14, 2009**

**Figure 2 shows more than 'Future" designations- it also shows existing designations.**

- Yes that is correct some of the lands, like the ROPA 52 lands along Highway 400 are part of an adopted Regional Plan amendment.

**On Map 1 the GTA West corridor is shown running over a number of \$million homes, the proposed right of way should be shown running north**

**of Kirby Road from Highway 27 eastwards. Actually given the constraints it's doubtful it will happen.**

**On Map 11 it is shown less schematically, should be the same on both maps. Every time we show these highways it creates a huge swath of Provincial interest – we don't want it sterilizing lands like 427 has.**

**What is the definition of affordable and what interest rates were the affordability calculated at?**

- Affordable to a family at the 60<sup>th</sup> percentile income in York Region and yes the calculations are very sensitive to changes in interest rates. The price for the affordable housing about 18 months ago was \$325,000 with higher interest rate than now.

**What about social housing and is the term "social housing" used in the document?**

- Social housing would be housing affordable to those at or below the 30<sup>th</sup> percentile income.
- Yes the term is used in the document.

**I notice that on Page 30 that the policy indicates that local municipalities "shall" include secondary suites". What are those, could it be a mother-in-law suite or one in the back garden, because in Vaughan even a unit with a summer kitchen could be considered as second suite?**

- All of the above. Requiring a permit for second suites is a way for a municipality to allow the units and to enforce fire and safety standards. It's also an opportunity to age in place for seniors and can help first time home owners afford a home and pay off the mortgage faster.

**The policies speak to 90% diversions of waste in 7 years. How is that going to happen unless the Province accepts the Dongara pelletization plant.**

- The Region is currently over 50% in diversion and the highest in Canada compared to other large jurisdictions, so our waste management staff is confident we can meet this target.

**In all of this are there significant divergence of opinions between the Region and the City?**

- No, we're very much on the same wave-length when it comes to the need for intensification and compact development and the policies in the Draft ROP are very much in harmony with where the City is going with its Official Plan work. In fact there should not be a disagreement on the number particularly. We must stand together on this.

**Regarding the policy of no conversions of employment lands to other uses, the city wants to redevelop a redundant CN property on Kipling Avenue to residential; we need the Region's help on this.**

**We want consistency in the mapping. There appears to be a discrepancy between on Map 1.**

- The biggest issues right now is the location and extent of urban expansion, but Regional and City of Vaughan staff are discussing this.

**Recommend that the Region show the GTA west Corridor north of Kirby Road from west of the 10<sup>th</sup> line and that the policy on second suites be revised to read that "local municipalities shall consider including second suites"**

### **Town of Markham – Development Services Committee – September 15, 2009**

**Why are the strategic employment lands not part of the ROP**

- Only a 20 year supply is allowed by the Province.
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**How did you determine land requirements by 2031**

- Detailed land budget exercise considering, demand, available supply and intensification targets.

**Does Region want to mandate land requirements to the municipalities?**

- Region is working with municipalities on location and amount of additional urban area. Processes are not entirely in sync, but at the end of the day want same conclusion.

**Is there a deadline for completion of intensification strategy?**

- Markham has done a lot work and is close to completion. Its OP will incorporate results.

**How has the Region dealt with policy on Transportation issues in North Markham?**

- The updated Master Plan calls for an arterial route linking up with Don Cousins Pkwy.
- Answered by Markham staff - This has also been identified in Markham's previous studies, and is not in the Town's OP yet. It is in the Region's draft OP and the Region's Master Plan

**How will a consensus be reached on urban expansion?**

- Answered by Markham staff - Markham will identify precise boundaries, Town's policy group will present precise options.

**Has the Region looked at intensification options on employment lands? Did it take the Town's own study in to account?**

- The Region looked at intensification opportunities through their own work, identifying sites that have potential for expansion of uses on existing sites.
- Staff has stated that additional employment lands are required – need to protect for them.

**LEED silver is not enough, LEED Gold is more appropriate, and also that no equivalent should be considered. Need to push for more.**

- Lots of push back from the industry against LEED. Trying to develop an approach where we get what we want, but not require certification.

**The agricultural approach could have stronger policies stating that lands in the white belt will be used for agriculture, if not required for development.**

- Will look at policies again.

**Alternative methods of stormwater – what does this mean?**

- Current situation is large ponds that are often unsightly. Consider development to accommodate water capture to be used at a later date, better form of infiltration, use green system (i.e. wetlands). Issues need to be looked at, particularly in the urban area.

**General comments raised about flood problems in Thornhill, concerned about timing of employment lands, white belt protection, pleased to see 25% affordable housing policies, huge distances to drive to work, need to find more ways to make jobs closer to home.**

- Affordable housing is a significant issue. There are a low number of rentals in York and one of the easiest ways to improve this is to provide second suites. Two York Region municipalities have bylaws in place. Requires extensive process to deal with issues and concerns. – Other municipalities are looking at it.

**How is white belt to be serviced?**

- Provision of mid block collectors, grid system, transit at early stage.

**Transportation roads are at capacity – Why don't business people take transit?**

- Region has made huge investment in transit, it's a long term program and an aggressive move by Regional Council. If you plan for it, provide for it, people will eventually use it.

**Concern expressed that municipalities cannot do it alone. Good plan, but how we achieve it and avoid Disneyland planning.**

- Years ago, we did not have a strong transit plan, Council has now approved a transit plan and it takes time.

**Middle income jobs sector is getting smaller – Do we track job losses?**

- Annual employment survey does track aggregate job losses by industry – i.e. manufacturing losses amount to 5,000 annually over last two years. The 2009 survey will be more telling.

**How is the Region treating Buttonville airport? Does the Town agree with Region's position that lands are for employment uses?**

- Answered by Markham staff – It's early days yet. Town's objective is to maximize jobs.

**Did the Region consider *Resident Restricted housing* (building homes and sold at lower market value to new owners only and sold at cost + inflation) as is in place at Whistler?**

- Will review it.

**The Region has a policy for average cost of housing across Region. It will be hard to get BILD on board. Locating close to services is also key.**

- Policy exists to locate affordable housing close to services. Common affordability values across the Region needs to be updated. Achieving affordable housing will be a major challenge.

**Will the Region consider 25% affordable within each building?**

- Current policy is meant to be applied to a secondary plan or municipality. Implementation of 25% affordability will require Provincial incentives.

**Town of Georgina Council – September 21, 2009**

**Projection for increases in residential UNITS – 2700 units – is this above existing units and over and above existing plus approved units or units in process?**

- Includes existing units and any approvals since 2 years ago – Georgina's intensification forecasts will require the preparation of an intensification strategy to determine how much and where the intensifications can occur

**We know the Region and Town must comply with Places to grow, and the Greenbelt Plan, but why isn't Simcoe complying?**

- We are concerned as well and have a report to Planning Committee and Council on the Simcoe Vision. Particularly concerned about the impact on Lake Simcoe, traffic and the employment area in Vaughan because the Province has appealed the adoption of that Regional Amendment.

**The concern is that this new employment area will impact Georgina's employment lands by being in direct competition with them.**

**Will the Region's employment forecasts have to be revised in light of the Simcoe decision and will it mean that developers will be requesting the conversions of employment lands to other uses because of lower demand?**

- Will not need to modify the forecast but will need to increase our efforts to attract employment and extra effort to market the designated employment lands in the Region
- Region is letting the Province know of our issues with the employment designations in Simcoe

**The Plan requires that municipalities permit as-of-right secondary suites, but this becomes an issue with parking when we are talking about smaller lot sizes**

- There is a lack of affordable housing in the Region and great difficulty in finding rental housing. Second suites can affect this by bringing safe affordable units to the market. There is a need to license these units in order to be able to enforce parking, property standards and fire codes. We are asking municipalities to have a look at this and the Region will act in an advisory capacity

**But municipalities don't have the tools to deal with this and when we submit a Plan that does not permit this to the Region for approval, the region won't approve it since it won't be in conformity to the Regional Plan.**

- We will take a look at this

**When we look at the 2690 units of intensification proposed in Georgina are the numbers fair when compared to other municipalities like Whitchurch-Stouffville and east Gwillimbury? It looks as if Georgina is asked to provide additional intensification units.**

- Answered by Georgina staff - The numbers for East Gwillimbury and Whitchurch-Stouffville may look low, but they reflect the smaller built-boundary assigned by the Province to these areas. The Georgina numbers are satisfactory as a starting point, in the Sutton secondary Plan there is capacity for about 700 units in Keswick the capacity is more but we need to refine these numbers through the Intensification Strategy and provide for some flexibility in the applications of the Regional policy. For example in Sutton the achievement of these numbers as well as future growth is dependent on loading capacity to Lake Simcoe

**Difficulty is that if there is flexibility then every developer will want to increase the numbers as far as possible, tend to agree that Georgina's intensification forecast is disproportionately high.**

**“As-of-right” for second suites not the right term if there are criteria to be met before they are permitted.. Infrastructure could be impacted. As far as future population is concerned what is the Region using for person per unit for intensification?**

- For number development using about 3 persons per unit (PPU) generally, but in intensification using about 2 ppu. The number of second suites in that figure is not high

**For affordable housing or second suites in Georgina, parking may have to be provided by a parking pad as there are usually boats and trailers in the driveway or in the garage.**

**Adding up the units and intensification it doesn't add up to the forecasted 2031 population of 70,700.**

- We have worked with staff to identify the appropriate population and employment forecasts as well as the unit numbers.
- Georgina staff – the population number works for Georgina remembering that it's a 20+ year forecast

**Please take back a message to the Region that Georgina needs an affordable efficient transit and transportation links. Highway 404 is now under construction, but it has taken a very long time we all need to be very strongly requesting the construction of the Bradford Bypass now as both Georgina and East Gwillimbury need this link to meet the employment and population forecasts**

- Councillor Wheeler and others at Planning and economic development Committee directed that a letter be sent to the Province to this effect.

**Regarding Map 10 and the Cycling and Master Plan, what criteria were used to determine routes as some of these road surfaces, such as Old Homestead Road are tar and chip surfaced and not suitable for bicycles**

- We'll take that back

### **Town of Richmond Hill – September 21, 2009**

**Secondary plans – Do we require secondary suites?**

- The proposed Plan policy will allow local municipalities to look at their own situation and develop their own by-law. Region feels it is an important affordability issue and live work issue.

**Map 5 of the ROP – seems to be green along Bayview and 16th. Are there Significant Woodlands in this area**

- We will look at it.

**Secondary suites – how will school boards deal with it terms of new pupils.  
What about the property taxes for buildings with secondary suites??**

- Many illegal suites exist now and there are a number of issues with secondary suites. Other municipalities have done a lot of work and can share their issues/solutions.

**LEED Incentives – Are they implemented now?**

- A September report to Regional Planning and Economic Development Committee outlined Regional incentive programs.

**Has intensification and its impact on local infrastructure been considered?.**

- Regional master plans dealt with the impact of intensification on regional infrastructure. Local master plans will provide more detail on impact on local infrastructure.

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**On the issue of widening of roads, Why to 6 lanes.**

- Widening will be primarily for transit purposes. For example Yonge Street, Major Mackenzie and Leslie Street will be widened to 6 lanes for HOV purposes.

## **First Nations Consultation – September 18, 2009**

### **Attending this meeting were representatives of**

Chippewas of Georgina Island First Nation  
Hiawatha First Nation  
Huron Wendat First Nation  
Mississaugas of Scugog First Nation  
Williams Treaty First Nations  
First Nations Engineering Services Limited – Liaison and First Nations co-ordination consultant retained by the Region

**Glad to see the Plan includes alternative storm water management for those that remember Hurricane Hazel**

**Air quality is also an issue – especially along the 400 on weekends. Need to have the California standards for air emissions**

**Simcoe County has an Archeological map, but nobody is allowed to see it. The Region could have its' own archeologist or hire one to help.**

**On cultural heritage, the Plan speaks to undertaking an Archeological Master Plan. Is there any thought of expanding that to include cultural heritage sites, ceremonial sites and scared sites**

- It's a good idea and one the Region will certainly look at.

**Policy 8.1.4 speaks to engaging and consulting but not partnering. Would the Archeological Master Plan be developed with the First Nations as partners?**

- Yes certainly.

**Is there any potential within the Archeological Master Plan process to assist in building capacity in First Nations so that First Nations members can assist in the process? As part of the South-East Collector Archeological Services Inc. are giving a seminar for First Nations.**

- The Region could certainly look at this.

**Do area municipalities have to adhere to an Archeological Master Plan?**

- The Regional Official Plan could require that local plans be undertaken and that they be conformed to in the planning and development process.

**Is an Archeological Master Plan reviewed on the same time-frame as an official Plan?**

- Good idea and one that could be built into the process along with protocols for consultation and capacity building so that First Nations representatives could accompany archeologists on-site. For major developments.

**Georgina Island is the only Reserve in York Region, and have heard that when workers on some construction sites find remains and artifacts they are told to keep quiet about it. Need a site for the reburial of remains found during construction as well as somewhere for display and interpretation of artifacts found during construction. We have discussed this with Simcoe County, but nothing has happened yet. Wondering whether this could be pursued with York Region?**

- This is something we will take back and discuss with others at the Region

**Is all the Green area on Map 1 protected?**

- Generally yes – In the Greenbelt and Oak Ridges Moraine only very limited development is permitted. These Plans are not up to be reviewed until 2015, and then you may find some changes in some areas but very little. The ROP contains a policy that indicates the Region will review it's employment land supply in 2015 and review whether some of the lands in the Greenbelt or Oak Ridges Moraine along the 400 series highways should be redesignated for employment uses.

**Has there been any thought given to bringing in First Nations cultural history with such things as street names, area names?**

- Interesting idea and we will take that back.

**In the sidebar on page 27 should be acknowledged that First Nations are still residents of the area.**

- Yes we will undertake some re-wording in this sidebar.

**First Nations noted concern with the development and expansion of aggregate operations. It was question what role the Region plays in the expansion development of aggregate operations?**

- York Region is commenting agency.



**What about access to green areas for First Nations collection of medicinal and ceremonial plants and herbs like cedar and sweet grass?**

- Not all the green areas are owned by the region or other public agencies, but on owned lands would be willing to go back and discuss with Regional Forestry staff to see what we can do in this area on our lands.

**Need some way of streamlining the volume of information that First Nations review. Potentially have a meeting with First nations every year to go over the upcoming projects and discuss anticipated level of First Nations interest, based on such variables as location of work, impact on physical surroundings, magnitude of project, proximity to First Nations Reserve and to water and food sources, potential archeological sites ceremonial site and sacred sites (identified in Archeological Master Plan)**

- These are good ideas we'll take them back and discuss.

**Include the “Georgina Island Indian Reserve”, including Georgina Island, Fox and Snake Islands as well as mainland properties that are part of the Reserve and label as such on Maps to the Plan and include key natural heritage features on the lands. Consult with the Georgina Island representative regarding a Map showing these features.**




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**DRAFT**  
**York Region Official Plan**

**September 16, 2009**  
**Town of Markham**  
**Public Information Session**

**Feedback**

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**Feedback**

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- Of the 3-7 years supply of housing, a portion of this will include 40% intensification. In providing 3-7 year supply, must think about ground and high rise units in order to have balance.
- How does York Region determine how much employment land is needed and how much supply is useable?
  - York Region does a survey of vacant employment lands which includes land use categories and hectares of vacant employment land
  - Highways, green areas, existing uses non-developable are netted out of the vacant employment land supply.
  - Then is it compared against the Employment Forecast with respect to employment land, office and population-related type employment.

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*Feedback for Public Information Sessions Town of Markham* Slide 2



## Feedback

- York Region also does a survey businesses every year which includes employment count, sector type, export/import information, location and changing economic trends.
- Vacant Employment Land Supply Study is available on the Region's website.
- How will the 2.5 FSI (Floor Space Index) target in the Regional Centres and Corridors build out over time? How will parking fit into this target?
  - Higher density does not necessarily mean very high rise buildings. Paris, for example, has an approximate maximum building height of 6 storeys. These buildings cover entire block, likely at a 6.0 FSI.



## Feedback

- Local Municipalities will define the development block on which the 2.5 FSI will apply. Parking will be factored into this target.
- Parking per unit could go down as transit service and ridership increases.
- How big is a development block?
  - Some local municipalities will define blocks larger or smaller and have varying non-developable areas. The challenge is to design attractive and interesting places with an emphasis on urban design and compatibility.
  - Urban expansion areas are the new development areas





## Feedback

- 40% Intensification Region-wide is not enough. Some local municipalities have higher intensification targets. For example, Markham's intensification 2031 target is over 50%.
- When the unit forecasts for intensification and greenfield are put together, the result is a need for a modest amount of units in the white belt.
- Can we increase the intensification level and lower the required amount of land for development?
  - Housing supply should have variety and cater to the market. Not everyone wants to buy high rise condo.
  - However, if York Region is not successful in intensification, then we will run out of greenfield land.



## Feedback

- White belt area that are identified for development is approximately 25-40% of total white belt area. However, the Region is still in discussion with the local municipalities
- How official is the Regional Official Plan (ROP)?
  - The ROP must conform to Provincial Plans and Laws.
  - Once ROP is approved, the local municipalities must conform to the ROP.
  - Local official plans and zoning by-laws must conform with ROP and Provincial plans and laws.





## Feedback

- ❑ A lot of research has been put into Plan. However, some developers have changed the FSI on some applications, (doubled), how does this relate to the ROP?
  - ❑ Markham Centre Plan will have very specific policies on what is allowed in terms of FSI, which must be aligned with the ROP.
  - ❑ If municipalities reject a development proposal, it can be taken to OMB.
  - ❑ It is important to plan for where we want development to go – where are high rise, mid-rise etc... Otherwise, municipalities could be challenged at the OMB.
  - ❑ If residents don't like the change in FSI for an application, it is better to voice input right now.



## Feedback

- ❑ There is an increase in intensification but supporting services are not in place. Comment?
  - ❑ Infrastructure Master Plan and human service plans have been integrated into ROP.
- ❑ Where can information on intensification in Cornell Centre be found?
  - ❑ Markham planning department will direct you.
- ❑ There is urban sprawl development on farmland, woodlots
- ❑ Intensification – York Region don't listen to community, Yonge and Steeles development is for 31 storeys
- ❑ Most stakeholders York Region consults with are developers
- ❑ Thornhill has flooding issues and intensification will worsen the situation





## Feedback

- ❑ No stormwater management in place
- ❑ There is no transit in the white belt areas.
- ❑ Will Bayview be widened? There are issues with heritage so there should be no widening
- ❑ Flooding is massive throughout York Region
- ❑ Worried about white belt – fertile land, farmlands on Warden
- ❑ Intensification will reduce the amount of land required in white belt. In this way, the need for whitebelt lands will be reduced.
- ❑ The White belt has a lot of Class 1 agricultural lands.



Feedback for Public Information Sessions Town of Markham

Slide 9



## Feedback

- ❑ Will urban expansion boundaries be shown in ROP?
  - ❑ Markham and Vaughan are still undertaking work to refine urban expansion analysis.
  - ❑ East Gwillimbury has completed their analysis.
  - ❑ York Region hopes to show boundaries in November –lines will be precise to eliminate interpretation.
- ❑ York Region doesn't seem to have bike racks on buses.  
Comment?
  - ❑ Funding is in place and the plan is to install bike racks next year.
  - ❑ 6-8 months ago, the pedestrian and bicycling master plan was completed.
  - ❑ Walking and cycling is important feature in York Region.



Feedback for Public Information Sessions Town of Markham

Slide 10



## Feedback

- If there is an exact Urban Expansion line, would Region and local municipalities consider ceding the balance of lands to the Greenbelt?
  - The Urban Expansion Area timeline is being negotiated with local municipalities, but the ROP timeline is to 2031.
  - In 2015, the Greenbelt will be reviewed. The Province will ask if there are any areas to include into Greenbelt.
  - Urban structure is defined – 69% of Region is either Greenbelt and Oak Ridges Moraine. By 2031, York Region will still be growing, so we may need to consider additional additional employment and/or residential lands.
  - Must keep options open. But York Region will use the white belt lands sparingly.
  - Density targets in Whitebelt communities may be higher than in Cornell.



## Feedback

- Reference to Slide 13 – Greenbelt review by 2015
  - Some municipalities are looking at employment land supply and there may be some situations where some parts of the Greenbelt are considered for employment land.
  - York Region must undertake more analysis of supply throughout the Region.
- York Region may want to speak about the greenway system which is beyond the Greenbelt.
  - The “fingers of green” in the white belt are Greenbelt. York Region must not only protect, but make them greener.





## Feedback

- The ROP Climate change policies are weighted towards rainfall events, are other events addressed such as disease, warming etc?
  - York Region is looking at climate change strategies. We've seen more violent storm events and dangerous flooding.
  - There are other issues associated with climate change such as 1) emergency response 2) insect infestations 3) disease carrying insects (Lyme, West Nile)
- We are seeing animals migrating farther north and the cold is detrimental to their health.
  - York Region will look at these issues with the local municipalities to determine the appropriate response.



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**DRAFT**  
**York Region Official Plan**

**September 17, 2009**  
**City of Vaughan**  
**Public Information Session**

**Feedback**

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**Feedback**

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- ❑ What is the Region's position on protecting the existing Oak Ridges Moraine and growing the Greenbelt?
  - ❑ Region has supported the ORMCP since 2001. 69% of York region is within the Greenbelt and ORMCP, so there isn't a lot of room to grow the Greenbelt into.
- ❑ LEED standards should be as high as possible.
- ❑ Re: Slide 8 on Significant Woodlands in the OP - concern that woodlands were salted in King Township. How do we prevent human damage to significant woodlands (i.e. sabotage)?
- ❑ Are there plans to secure significant woodlands, and are there reserve funds to protect them?



## Feedback

- ❑ Are there plans to secure significant woodlands, and are there reserve funds to protect them?
  - ❑ Region has a pro-active Greenlands securement program and has been very successful in acquiring or conserving key strategic lands
- ❑ Region and province need to take more responsibility for Greenlands, i.e. compensation for land owners.
- ❑ Need a balance between green objectives and economic vitality
- ❑ How was the target of 70 people and jobs per hectare determined (for new development areas)? i.e. in relation to the provincial requirement of 50 people and jobs.



## Feedback

- ❑ Concern regarding America Avenue in Vaughan (south of Teston Road) – slated for a Highway 400 flyway. Where is the consideration for public health?
  - ❑ Believe public consultation is a farce and residents have no meaningful input into decisions.
  - ❑ There was an EA for the flyway, with a meeting in Mid-March. At this meeting, there was a presentation informing residents of transportation issues in Vaughan and York Region, and it was indicated a Vaughan Committee was looking to address them. Three weeks later, a recommendation was made that the overpass be built.





## Feedback

- People's backyards directly abut the Intersection where bridge is to be built. Bedroom windows will face traffic and traffic lights. School's are nearby.
- Overpass being built there is ridiculous, given Teston Rd overpass recently built.
- Teston Road on- and off-ramps are actually on Cityview Drive. Traffic overflow will therefore be using America Avenue instead of Teston Road in reality.
- America Avenue will be considered a mid-block collector, with traffic of approximately 500-800 cars per hours in rush hour. This 100% residential street be treated as highway.
- Wary of how strongly air quality is actually considered and frustrated that concern won't be addressed.



## Feedback

- When are local municipalities supposed to have intensification strategies done? King Township?
  - A number of municipalities are starting this work at this time. King Township will be commencing this in October or November this year
- What is the deadline for public comments on the Official Plan?
  - The end of September
- Re: Community Energy Projects (i.e. solar) – Provincial feed-in tariffs are to be finalized next week, therefore theoretically individuals can start small local energy projects very shortly. Does Region have plans to facilitate such projects?





## Feedback

- Very early in the process and the Province will need to articulate more of its plans for these projects
- What plans exist for Regional Roads that connect to Viva thoroughfares (i.e. Highway 7, Yonge Street), such as Highway 27 and King Road? Suggestion of bike lanes.
- Clarification from slide 14 – what does 3-7 years supply of housing mean?
- Are White belt lands outside the areas indicated with stars on the conceptual map not required for development within the 25 year planning horizon?
  - No



## Feedback

- Stormwater management – what are the alternatives?
  - Concern over large unsightly storm water ponds, we are looking at a variety of alternatives including lot level conveyances and soak-away pits and engineered wetlands
- Regarding Slokker woodlands in Nobleton at 15<sup>th</sup> Sideroad & 8<sup>th</sup> Concession – lands were sold to TRCA & York Region, trees were planted, but then TRCA granted permission for Metrus to dump soil on these trees. How can something like this be prevented in the future?
  - Better communications between the agencies should avoid this in the future. The lands will be replanted after the filling





## Feedback

- ❑ Stormwater ponds suggestion: Aurora Environmental Committee released a scientific report approximately 2 years ago on alternative stormwater pond management, which included very helpful diagrams, and encouraged wildlife integration.
  - ❑ No need to reinvent the wheel. Difference of night and day in Aurora for stormwater ponds that have been 'retrofitted'.



## Feedback

- ❑ Toronto's competition for green building resulted in building such as the Kortright Centre for Conservation which don't need stormwater ponds, since wetlands are used for natural stormwater management. Can we design suburbs in this way, without stormwater ponds, sewers, etc.?
- ❑ Re: Public transportation – if transit is provided, we can't expect it to be completely effective right away. Needs time for people to shift away from car dependency. Don't be discouraged!





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**DRAFT**  
**York Region Official Plan**

**September 22, 2009**  
**Town of Richmond Hill**  
**Public Information Session**

**Feedback**

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**Feedback**

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- ❑ How much water was reduced after efficient showerheads (Water for Tomorrow program) were implemented?
  - ❑ About 23 million litres per day per enough for a Town the size of Aurora
- ❑ Last year were the restrictions on water usage the result of insufficient capacity to service the new developments?
  - ❑ Combination of a dry summer and new development
  - ❑ Need to reserve water for emergency service i.e. Fire
- ❑ Is water restriction policy/law permanent?
  - ❑ Yes all municipalities have bylaws that require odd/even day watering and in the north if supplies are low there can be watering bans



## Feedback

- ❑ Box planters require water every day which goes against water conservation
  - ❑ Region promotes rain barrels and other solutions
- ❑ There are time of day rates for electricity for Newmarket, is there anything being talked about regarding the average amount of water used. For example, if this amount is surpassed, another rate would be applied?
  - ❑ Region meters water by volume, water system is different from electricity – if there is high demand, will run out of water from reservoirs etc...
  - ❑ Will take this back to Regional staff



## Feedback

- ❑ What has been done to reduce bottled water, or companies that bottle water? Need to promote water conservation.
  - ❑ ROP has policies for surface and underground systems ie monitoring wells, quality of watershed, watershed plans
- ❑ Reference to ROP policies on careful management of stormwater management through innovative solutions
- ❑ We have had severe flooding due to weather events
- ❑ Lake Simcoe is being affected by phosphorous loading. However, there seems to be emphasis on investing largely on issues that will result in a small impact. i.e. tertiary treatment for sewage





## Feedback

- ❑ There should be more effort made on stormwater management for older and existing areas of the Region.
- ❑ With the movement of people and traffic coming into York Region, there are competing interests with regards to density. Paris has high density but it is supported by a web of transit that is non-existent in York Region.
- ❑ If we want people to walk and cycle, the Region must address safety issues and winter conditions.
- ❑ 6 months out of the year in Toronto is adverse to walking and cycling.



## Feedback

- ❑ Singapore has covered walkways, is this feasible to build in York Region? If we want people to walk in this 6 months of winter, we must make it easy.
- ❑ Density is a problem. Affordable housing will be built outside the inverted T and transit accessibility could be a problem, hence competing interests.
  - ❑ YR cannot build enough roads to accommodate all cars generated.
  - ❑ Need a multi-strategy approach including large investment in transit, walkable and cyclable communities and arrange communities in a way to reduce trip to work, locate development near to transit lines.





## Feedback

- ❑ Ottawa closes some roads for bicycles certain times of the week/month.
- ❑ Metrolinx plan is good plan, but there's no "web" of transit. As a result, we need huge parking lots and shuttle buses to move people to and from transit systems.
- ❑ Need to connect east-west commuters to the Yonge/Hwy 7 transit lines.
- ❑ Incorporate ideas from other cities in the world to Toronto.
- ❑ Employ someone to research these ideas.
  - ❑ YR has done research on best practices on new communities.



## Feedback

- ❑ Do you think the ROP is a good plan? On a scale from 1-10?
- ❑ Can always make the plan better.
- ❑ In Sweden - in the morning when it's snowing, they clean the bike pathways first, then roadways. Set the priority.
- ❑ Don't widen roads (Yonge, Bayview, Leslie, 16<sup>th</sup> and Major Mackenzie). Focus on alternative transportation such as bikes, walkways, transit etc... need to do it safer.
- ❑ In the examination of cities for best practices, what cities in Norway, Sweden has York Region looked at. Their climates are more similar.





## Feedback

- YR has looked at winter cities in Canada.
- Is transit going to be affordable for users? Right now, it's \$3.00 one-way ride for VIVA.
- Employer incentives are suggested to increase transit.
- It is expensive to go downtown from York Region (ie \$10 one-way per person). Cheaper to go in car with family.
- People go downtown because that is where the main activities are located. If subway ends at High Tech Rd, hope housing and services will follow so trip downtown won't be necessary as much.



## Feedback

- Density at Yonge/Bloor will be coming to York Region. Transit will tie this development together.
- Return on Investment for shuttle buses is very low because people have errands and other trips to run after work. How to get people out of the car with such busy schedules?
- With winter, planting trees can provide some canopy cover on sidewalks.
- Leaving bike lanes with car lanes may be safer.
- Building roads to accommodate all car traffic is fiscally impossible.



- ❑ Has York Region researched Portland? Rapid transit became everything in suburbs and cities. There are no barriers and there are drop offs in the main cores.
- ❑ So much in the Regional Official Plan is focused on pedestrian and bicycling. Where are you going to find these people? Half of them don't even own a bicycle.
- ❑ But, how would you define main cores in York Region?
- ❑ Someone from the Region should go to Portland and research transit system.

- ❑ Did you mention riding bicycle on the sidewalk is in breach of Highway traffic Act?
- ❑ In the Town of Richmond Hill meeting on the move of municipal offices, I was the only one to use a bicycle.
- ❑ I don't see anyone walking or cycling or taking transit near York Central hospital. Everyone drives.
- ❑ When students are out of school, buses (route #83) are empty.
- ❑ Using municipal bus in lieu of school bus is good idea.



## Feedback

- ❑ After last year's meeting, expect meetings annually
- ❑ The notice of meeting in local papers should indicate the agenda and include a glossary of terms used in draft ROP.
- ❑ Staff should consolidate policies in each local municipality.
- ❑ Recommend regular progress reports on homelessness, affordable housing, poverty, food bank services, pedestrian and bicycling studies.
- ❑ The presentation (tonight) is equivalent to the speech from the throne. Unless more detail is given, cannot endorse what is being proposed.



## Feedback

- ❑ Population forecasts requires change and re-education of entire generation of the population.
- ❑ York Region residents are comfortable with certain lifestyle, may not want to live in intensified communities.
- ❑ What is the buy-in from schools?
  - ❑ YR does meet with the schools boards
- ❑ Education is not as necessary as the physical set-up of transit. Must be easy to walk to, cope with delays etc.



- ❑ In downtown (Toronto), houses are close to transit. If there are delays, you can walk to work. Cannot do this in York Region.
- ❑ Need to be more attuned to health issues and being physically fit.
- ❑ Don't widen streets: 6 lanes (street) is an obstacle for bicyclists and pedestrians.

- ❑ In Toronto, kids take transit on their own. In York Region, they are driven everywhere.
- ❑ Should be able to walk from Highway 7 and get a bus. Cannot do this, must walk to terminal.
- ❑ This is a planning meeting. Discuss how to plan community because we want to live in a liveable city.
- ❑ York Region is huge and commutes are long.
- ❑ Students need mobility, other residents don't need it as they don't need to leave their building.



## Feedback

- ❑ Toronto has two subway systems, Gardiner, DVP and still has congestion/gridlock.
- ❑ Travelling north is still difficult with traffic.
- ❑ York Region has increase of jobs so gridlock will increase. Must plan effective transit
  - ❑ Must provide choice for live and work– basis of the draft ROP
- ❑ Draft ROP and other materials should be available in libraries.
- ❑ York Region should have a master recreational plan and libraries should be Regional responsibility.



## Feedback

- ❑ Look at immigration, libraries are gathering place for them.
- ❑ Look at potential for mid-block stores. Right now retail is located on outer edge of block and need to rely on automobile.
- ❑ How many meetings were done in the past? How many people would attend?
- ❑ There are no young people that come out to meetings.
- ❑ Is 100 person attendance a valid sample of viewpoint of the Region?





## Feedback

- ❑ Demographics: when the Region was looking at residents that are coming in, did we look at housing type, age etc... is it anticipated that majority will be families/dual households/multigenerational etc...
- ❑ Touch on Healthy and Active Lifestyles?
- ❑ Air quality ties into reducing number of cars.
- ❑ How many persons are from Richmond Hill?
- ❑ How many attended the meeting the Town of Richmond Hill regarding moving municipal offices? Well over a 100 were in attendance.



## Feedback

- ❑ September has no bearing on the low turnout of draft ROP meetings.
- ❑ Most in meetings have “grey hair” and younger people must bear the burden of cost. Need to get younger people out to meetings.
- ❑ Mainstreet Richmond Hill has moved south to 16<sup>th</sup> Ave near Hillcrest Mall. It is safer and more accessible.
- ❑ Region should check report on Alzheimer’s.





## Feedback

- ❑ Glad to see the idea of basement apartments. They exist in communities and it is a way for people to afford to live in communities and reduce impact on environment.
- ❑ Modelling for climate change has to be re-evaluated.
- ❑ Look at having federal, provincial and inter-regional incentives for homeowners retrofit existing home for sustainability. These homes need the most work and can be most impactful.



## Feedback

- ❑ Have incentives for LEED for industrial buildings
- ❑ Human scale in built areas. Richmond Hill does “squash and spread” to oppose shadow effect of high rise (ie North York).
- ❑ Infiltration of water into older system/ pipes, are repairs ongoing?
- ❑ Growing (expanding) the Greenbelt, is it being done at Regional level?
- ❑ Not making it convenient to take transit.





## Feedback

- ❑ More frequency of transit service is needed
- ❑ Table 1: is population forecast more conservative or liberal? May be too low (in Vaughan) when factoring in high rise development. With immigration, will not have support services.
- ❑ If we are receiving intensification in Langstaff, Yonge/Steeles and other place, we should not go into white belt.
- ❑ Must be balance between how many people we can have and our energy and food supply. Need to be self-sufficient.
- ❑ Do not go over white belt and Greenbelt, once it is developed it is lost.



## Feedback

- ❑ Need to have heritage and the greenlands in draft ROP.
- ❑ OMB goes against plans.
- ❑ Region should strategize for OMB. OMB should be eliminated. Give power back to the municipalities.
- ❑ Should create senior friendly cities.
- ❑ No road widenings
- ❑ Encourage large office buildings and heavy users of water to recycle?
- ❑ Protect aquifers and recharge of aquifers.
- ❑ Have green roofs for air quality and lowering energy need





## Feedback

- ❑ Network of covered walkways and bike lanes to offset effects of winters
- ❑ Maintenance of roads (ie potholes) particularly in winter.
- ❑ Intensification results in negative public reaction and goes to OMB.
- ❑ Buy-in for smaller units is needed
- ❑ Federal government is not represented in draft ROP. Not enough on airports, VIA trains, long distance carriers (ie Greyhound). Harbour on Georgina Island, can it be used for transportation?



## Feedback

- ❑ Need Regional policy on corporate recycling.
- ❑ Regional should get involved in the planning of the Dunlop Observatory as a heritage site on Map 4 because it is wetland. Whole site is a green natural feature.
- ❑ Consider putting feedback on social network websites (ie twitter, facebook etc...)
- ❑ Will progress reports on homelessness, poverty, food banks be released?





# **DRAFT**

## **York Region Official Plan**

**September 24, 2009**  
**East Gwillimbury**  
**Public Information Session**

### **Feedback**



## **Feedback**

- Major retail isn't permitted in employment lands, but the Plan doesn't define major retail.
  - The Region may have to come up with a definition in the future.
- Province has guidelines on what we have to do, what kind of employment and industries do they want in this Region.
  - The Region has a good sense of what types of industries we have in the Region now, we have a very diversified structure, we want to build on what we have today, but it's difficult to say what types of jobs we'll have in 20 years, but we want to ensure that we have high quality jobs in place, and continue to attract specific types of job to the region. We need to ensure lands are serviced to support employment and job attraction.





## Feedback

- ❑ Does the province provide us with any guidance on what types of jobs they want for the Region?
  - ❑ The Province hasn't articulated this, we work together with our local municipalities and in partnership with GTA partners, but again is difficult to predict what types of jobs that will be needed in 20 years.
- ❑ When is the Statutory Meeting for the Official Plan?
  - ❑ The statutory meeting is being held on October 7th. If you would like to make a submission on the Plan, please provide them by late September, early October.



## Feedback

- ❑ Does our definition of communities include retirement communities, specifically including long-term care facilities?
  - ❑ Long term care facilities are generally part of our urban areas and provided as a human service, there will be more need to provide this type of housing in the urban area through both the public and private sector.
- ❑ What are the definitions of high, medium and low density?
  - ❑ There is no standard definition, medium density for example can cover row houses and low rise structures. We are a bit more prescriptive in our definitions.





## Feedback

- ❑ How do we anticipate 25 and 35% affordable housing will work given that it hasn't worked in the past (i.e. Rae government)?
  - ❑ We need to do a bit more work on the implementation of this. Our calculations are based on the lowest 60<sup>th</sup> percentile.
- ❑ Concern that this is a Regional average, and something like Markham centre would be a hard place to find affordable housing as we've defined it.
- ❑ Need to look into incentive based ideas that would work on an urban basis.



## Feedback

- ❑ Where would we get guidance on delivery, zoning provision etc that have been made in the plan on human services, e.g. Newmarket was having issues trying to locate these, this is the same thing for things like houses of worship within the context of the Regional plan.
  - ❑ The Regional plan is a high level document. Encourage human services to locate along corridors, but the local municipal plan provides the detail in terms of zoning for location.
- ❑ Where would these facilities be directed in context of the Regional Plan.





## Feedback

- Generally Provincial plans discourage these uses in rural areas, e.g. Oak Ridges Moraine Plan has specific provisions, generally our view is that they should be located within the urban envelope near services like transit, water, sewer etc.
- The intent of developers is to make as much money as possible, put as many units in as little space as possible, how do we balance the requirement for things like human services to ensure these services are provided.



## Feedback

- Most developers consider services when building large developments, the *Planning Act* has general standards for residential development, also subdivision plans take into account other uses such as commercial. In addition, we are developing a checklist for our new communities, and human services is one component.
- Are there any plans to provide services like bike paths, etc. in existing urban areas?
  - Yes, we are starting to look at building things like bikeways across the Region through our Pedestrian and Cycling Master Plan. Our municipalities have fairly extensive bike and pedestrian trails. Our transportation chapter of the Official Plan is predicated on active transportation as a means of encouraging better health.





## Feedback

- Are there deadlines for these facilities, we could use them right now.
  - We are implementing the Pedestrian and Cycling Plan over a period of time, these timelines are laid out.
- Group working with the Town of East Gwillimbury to get their lands within the urban serviced area, to allow a church, if such church is located adjacent to the designated employment area, is there anything in the plan to preclude this?
  - The Regional OP policies won't come into effect until the Province approves it. If you want to bring an application forward now when the Regional Plan and the Town's plan are so close to coming into effect encourage you to speak further with the Town.



Feedback for Public Information Sessions Town of East Gwillimbury

Slide 9



## Feedback

- How are discussions going with Province on approval of the Plan?
  - We have consulted with the Province all along on development of the Plan, Province is very supportive, expect to have their consolidated "one window" letter soon. The Ministry of Municipal Affairs and Housing has the ability to approve the plan in whole or in part. East Gwillimbury has been one of the only municipalities who's plan is in synch with the Region's plan.
- Comments by member of the audience - Two churches are now located in Keswick business park, one was originally located in un-serviced area, local plan allows this
  - Regional employment policies allow for ancillary uses, whether this is a church meets this definition is open for debate.



Feedback for Public Information Sessions Town of East Gwillimbury

Slide 10

- ❑ Will the 404 be built up to Ravenshoe Road?
  - ❑ Yes, in 2012.
- ❑ 90% of waste is supposed to be diverted to 2016, what is it now?
  - ❑ Believe it is over 50% (residential only).
- ❑ Is waste diversion recycling?
  - ❑ Yes, and includes green bin waste (organics).
- ❑ Is there a way to do this within a place of business?
  - ❑ Yes, you can organize yourselves now at a grassroots level. Also consider approaching property management. We can get back to you on how to go about doing this.

- ❑ Who monitors smoke billowing out of smoke stacks in the Region?
  - ❑ MOE is responsible for monitoring air quality and emissions from industries.

# DRAFT York Region Official Plan

September 29, 2009  
Statutory Open House

## Feedback

## Feedback

- The Toronto Star reported that the Province has appealed the Highway 400 Employment Lands. Can you provide any background?
  - Vaughan has adopted a new Employment Area on Highway 400 a year ago
  - The Province appealed this employment area because they want the Region to further investigate the need for these lands.
  - However, the Province has approved 2 large employment areas in Simcoe County which is ironic.
- If Province is still upset, can the Province force the Region to revise the Regional Official Plan?



## Feedback

- Yes, but the Region has been working with the Province to address these issues.
- The GTA West Corridor is a proposed new highway that goes from the Vaughan/Hwy 400 area west to the Kitchener/Guelph area
- The Province is currently determining the alignment and trying to protect these anticipated lands.
- Are we talking about the Highway 427 Corridor?
  - No. Highway 427 comes above Highway 7 and will eventually go north over next number of years.
  - The GTA West Corridor will run east-west likely through Brampton
  - Both highways are shown in the Places to Grow Plan
  - Currently, the Environmental Assessment is underway for the GTA West Corridor and will probably finish in the next 2 years.



Feedback for Public Information Sessions

Slide 3



## Feedback

- I represent some residents of Nashville which is designated as Town and Village. It started with 500 units and in the past years, it has seen 6000 units, all approved without a traffic impact analysis. Is this phased in development?
  - There are two large developments, one on a golf course. The Region will probably build about 10,000 units per year so developments will be large.
  - The Region would have liked to see more comprehensive planning on development in Nashville.
- Nashville is a small town and with Hwy 427 and more development coming, there are no traffic impact analyses being done. The Region did not raise this as an issue.



Feedback for Public Information Sessions

Slide 4



## Feedback

- The Region is conducting an Environmental Assessment for the West Vaughan area.
- Will the policies in the ROP eventually accommodate people with disabilities and who are deaf and hard of hearing?
  - Yes. With the AODA act, we have looked at all our planning. We want to see if we can make our communities and buildings more accessible at the beginning stages of development.
  - We are making public meetings more accessible.
  - There probably needs to be more in the Regional Official Plan.



Feedback for Public Information Sessions

Slide 5



## Feedback

- For people in wheelchairs, walking paths are not easy to travel. What degree of accessibility are we talking about?
  - The Region completed a transportation master plan which addresses transit facilities and walking paths.
  - There are policies in the master plan that address accessibility with respect to curbs and access into buildings.
  - Public transit and access to public transit needs to be more accessible.
- The bathroom in the Administrative Centre is not accessible. Another issue is that it is not very accessible to have a picnic in Fairy Lake. I want more accessibility.



Feedback for Public Information Sessions

Slide 6

- VIVA and GO Transit should publicly announce stops. Shopping needs to be more accessible. With all this development, how do you talk to the different communities to obtain more feedback?
  - The VIVA system uses screens to update people visually at stops.
  - York Region has an Advisory Accessibility Committee which provides input from the public and pushes us to review policies to make it more accessible.
- What is the timeframe for the subway to Richmond Hill Centre?
  - The Spadina line is fully funded from 3 levels of governments. Subway station design is underway.

- Spadina line extension timeframe ranges between 5-8 years, but it takes a long time to build the subway. Completion anticipated between 2015-16.
- The Yonge subway is not fully funded yet. Preliminary studies are done, but the commitment of funding from Provincial and Federal Government is needed.
- Once funding is in place, it still takes another 6-8 years until construction is complete.
- The Region is proceeding with Bus Rapid Transit on Yonge Street with buses running on their own right-of-way instead of mixed traffic.
- The Region cannot fund transit alone and is dependent on other levels of governments.



## Feedback

- ❑ Richmond Hill Centre area is spreading west of Yonge St into residential areas. I assume this is a high level plan that has not gone into detail yet?
  - ❑ Richmond Hill Centre is 1 of 4 Regional Centres and acts as a gateway for highway, transit etc..
  - ❑ The Town of Richmond Hill is doing a detailed study of the area right now and just released new documents. Their Town Hall has a 3-D model of the area in its offices.
  - ❑ Detailed planning rests with local municipalities
  - ❑ It will be a compact mixed area with offices, retail and mid-rise buildings. This is what the Region envisions.



Feedback for Public Information Sessions

Slide 9



## Feedback

- ❑ Will the Yonge Subway be underground or above?
  - ❑ The Yonge Street line will be underground and will be tunnelled.
- ❑ Can you provide a snapshot of the technical basis of the Greenlands System? There has been additional lands shown in the new ROP.
  - ❑ The existing ROP (1994) identified large forested and environmentally sensitive areas.
  - ❑ The Draft ROP has added significant woodlands and reflects additional policies required through the Oak Ridges Moraine Plan, Greenbelt Plan, the new Lake Simcoe Plan along with local municipal work done by qualified professionals.
  - ❑ These plans have bigger setbacks from natural heritage areas and so, more lands are protected



Feedback for Public Information Sessions

Slide 10



## Feedback

- In the white belt, the Greenbelt Plan identifies more environmentally sensitive areas.
- The result is to have more lands that are protected in their natural state.
- On slide 17, the density target specifies 70 people and jobs per hectare, while the Growth Plan requires only 50. Is this really the goal?
  - Yes. The density target requires a broader mix of housing in these areas such as single units, towns and apt/condos.
  - The reason for 70 is that we are required to achieve an overall average density of 50 across Region. Some recently approved developments are less than 50 and some employment areas are 40.
  - Need to add more density in new developments to achieve the average of 50 density standard.



Feedback for Public Information Sessions

Slide 11



## Feedback

- I thought that 50 density standard was for new development?
  - Development since mid-2006 is considered new development. Those developments being built now were planned about 10 years ago.
- 20 units per hectare is very large and the target does not work in certain areas.
  - 20 units per hectare equates to approximately 8 units per acre.
  - Cannot achieve this density with just single units. Need mix of housing, or alternatively, have a core area with higher density with singles surrounding it.
- Is this within one development?
  - It would be in one large development



Feedback for Public Information Sessions

Slide 12



## Feedback

- The dilemma is that without medium or high density, the Region won't achieve its target. It is important to determine where development will go and its scale. If the Region does not build in a compact way, we will take up more greenfield and countryside lands. We need to use land efficiently so less land is required for development.
- Intensification should not do damage to existing communities and we need to address transportation issues
- Glad to see "shall" includes in the as-of-right secondary suite policy. I am intrigued about the implementation and how this miracle will be achieved.
  - Some local municipalities have raised issues with "shall". Since this is a consultation process, there will be revisions to the ROP and we will probably fall back to "encourage".



Feedback for Public Information Sessions

Slide 13



## Feedback

- East Gwillimbury and Newmarket currently allow second suites.
  - There are concerns about parking and garbage. There are real concerns or a phobia about the people who will move in to these suites. We have a problem housing people who work in the Region.
- We need to prepare an education and awareness plan for affordable housing. We need a major ethic change. The ROP did not do enough to emphasize the economic connection for immigrants and affordability.
- Second Suites SHOULD be required in the Region.



Feedback for Public Information Sessions

Slide 14



## Feedback

- ❑ There is not enough of the right messaging on why it matters. We need more collaboration. There are all kinds of people who need to sit down together to see how it can be a reality.
  - ❑ In the Region, there is 1 job for each resident. 47% of workers drive into York Region to work. We have done detailed research on this. We do not have enough rental units and there is an impact on roads.
- ❑ Significant portion of service industry workers come into the Region. How can we not plan to house these people?
  - ❑ The Region will update the housing requirements study this coming year. It will focus on what is affordable across the Region.
  - ❑ Need a housing workshop with stakeholders to address the issues.



Feedback for Public Information Sessions

Slide 15



## Feedback

- ❑ If the Region were to grow, will there be policies for wiring in homes for the deaf or hard of hearing and strobe lights? This needs to be in the Ontario Building Code. It is very expensive and some people do without because they cannot afford it.
  - ❑ Buildings need to be retrofitted easily or be pre-wired. It needs to be done in a widespread way.
- ❑ It seems you pulled out growth numbers first and then looked at where development will go. A lot will fall on East Gwillimbury, it expects 2.5 times growth by 2020 and 4 times along the full length of the ROP.



Feedback for Public Information Sessions

Slide 16

- ❑ Are there intensity target guidelines? To ask for 50 density in East Gwillimbury is not in keeping with the existing community. There is not a lot of room for growth due to protected lands.
  - ❑ This is a challenge in York Region. We have low density communities with large lots and village atmosphere. Then you have additional development proposed that has to meet density standards and is more compact.
  - ❑ There is a public reaction and the question is how to buffer this in existing communities?
  - ❑ Another option is to build at low densities which would take up more land. We need to switch to higher densities and address issues of compatibility and transportation.

- ❑ Were guidelines given to communities on what their specific target will be? Was East Gwillimbury given guidelines? This needs to be defined in smaller communities.
  - ❑ New development should be close to the 70 density standard.
  - ❑ It is the right thing to do and required by law.
  - ❑ Local Municipalities will work out the details.
  - ❑ The example of Cornell at the end state will be at a 70 standard.
- ❑ In East Gwillimbury, the more compact development will be along Green Lane, and other places will be less compact.
- ❑ We are not against development, but sometimes standard density targets do not work in certain communities

- East Gwillimbury needs to look at where compact development will go.
- Growth in East Gwillimbury will be 2.5 times by 2020. Where is the plan for the new hard and soft infrastructure that will support these communities?
  - Human services need to be planned for upfront.
- In East Gwillimbury have 4 times growth by 2031.
- Has there been a vetted financial analysis for the cost of this project? Great to have medium and high density for affordability, but there is difficulty in selling these units. We need to follow market demand.

- Currently in specific areas, there is high demand for medium and high density senior residences, but they are not affordable. The senior population will grow. The ROP has not taken into consideration the demographics of the population. How will this impact the transportation system (ie walking and cycling paths)?
- I sit on committees regarding sewage expansion. What is the commitment from the Region to build the treatment plant on Lake Simcoe? The Province has yet to release phosphorous targets. Some developers up-fronted the cost of the plant and now there is talk about the plant costing millions of dollars.



## Feedback

- ❑ The difficulty is that if the Province comes out with aggressive phosphorous targets, the plant will cost more. We must be more cost effective in building a treatment plant with taxpayers money.
- ❑ Has the Region planned enough infrastructure to support growth?
  - ❑ We have looked at the financial costs over the next 25 years and have undertaken a Fiscal Impact Analysis. We know where growth will go, how much infrastructure is needed and compared this against the Region's income streams.
- ❑ At all public meetings, has this information been provided?
  - ❑ The study is still underway and the public has not seen the most updated numbers. It will be out in the New Year.



Feedback for Public Information Sessions

Slide 21



## Feedback

- ❑ What is Region doing in accommodating seniors? How are we servicing growth, specifically for seniors? Provide more information on the GO Train expansion through Richmond Hill.
  - ❑ The Province will focus on a support system for seniors aging in place over the coming years.
  - ❑ The amount of affordable and social housing for seniors are issues.
- ❑ We need multi-family and houses for seniors. This generation is active and mobile. How do we accommodate this? Bicycle paths will not work for them.
  - ❑ In the past, the Region's housing stock was 75% singles and now it is 55-60% singles. We need more multi-family and large condo units. The Region will look at this.



Feedback for Public Information Sessions

Slide 22

- Transit will also be emphasized.
- The GO train line on Richmond Hill currently ends at Newkirk.
- There is a planned GO train expansion to Bloomington with 2-way service. Similar plans in place for the Newmarket – Bradford- Barrie line. There is a funding stream in place. The GO Transit plan would contain the details.
- Existing residents have contributed toward capital costs.  
Does the financial plan show what it will cost existing residents?
  - The goal is to keep the tax levy at a reasonable rate to reflect existing services that are already in place.
  - Development Charges will also go up as the cost of infrastructure increases to support development.

- If Development Charges go up, developers can not sell houses.
  - Municipalities are being asked to pay for more services than in the past due to Provincial downloading.
- Ultimately, the purchasers of homes will bear the burden for the cost of growth.
- There will come a time when it will be too expensive to build homes.
- Housing values will increase and affordable housing will be very difficult to achieve.



## Feedback

- ❑ We need to look at the relationship between the Region and municipalities on how Human Services are implemented. How do we put infrastructure in place with a structure of shared responsibility? People need to understand what is happening in communities. What can we do to make it work?
  - ❑ Need to have an effective Human Services planning structure and coordinate it effectively.
  - ❑ Need a different way of planning with Local Municipalities altogether. Need environmental, transit, energy, human services planning upfront.
  - ❑ ROP has policies that require upfront delivery of services including human services.



Feedback for Public Information Sessions

Slide 25



## Feedback

- ❑ How will affordable housing be distributed among local municipalities?
  - ❑ Every Local Municipality will have policies to provide for 25% affordable housing.
  - ❑ We need to have balance such as a mix of condo/apt units. Also, we need units that do not have all the luxuries. In York Region, some condos are very expensive.
  - ❑ York Region will provide guidance to the Local Municipalities. However, the development process is done at the local level.
- ❑ How will the employment areas around the 400 Highways be serviced? Are any areas in the Oak Ridges Moraine or Greenbelt? Are they part of the 2015 review?



Feedback for Public Information Sessions

Slide 26

- The Strategic Employment Areas identified on ROP Figure 2 are not in the Oak Ridges Moraine or Greenbelt.
- Another policy recognizes that in 2015, the Moraine and Greenbelt will be reviewed. Some Local Municipalities have asked the Region to consider some employment lands in the Greenbelt which must be part of a broader review. Whether this happens is up to the Province
- I object to a cookie cutter approach of applying same growth standards to each municipality. Standards for East Gwillimbury should not be the same as Richmond Hill for example.

- There is a discrepancy between 25% affordable housing and the 70 p/ha standard. So many people will be seniors and they are going to look for certain types of housing which may not be intensified and affordable. There will also be a need for in-home care.
- Seniors want bungalow type homes which goes against intensification. The demand does not match the Region's intensification plans.
- How do we retain residents for employment? The Region should work with the Province to have some incentives for residents who work within 5km of where they live such as a tax credit. Balance costs with environmental conditions.

- ❑ Houses that are too close to hydro lines are a safety concern.
- ❑ Would the Region agree to accepting mobile home parks for affordable housing? Right now, we can not get permission from Region.
  - ❑ Mobile home parks have a series of issues related to building standards and other issues.

## **LEAR Study Results and the Draft York Region Official Plan Consultation with the Agricultural Advisory Committee/LEAR Steering Committee – September 10, 2009**

**The results of the LEAR Study were presented to the Agricultural Liaison Group and the additional members that formed the wider LEAR Steering Committee as well the meeting reviewed the Draft ROP**

**On the LEAR Study, the Consultants Planscape (Margaret Walton) and Soil Research Group (Greg Wall) reviewed the Study results:**

Land Evaluation (LE) factor was the CLI score which were field checked  
The Area Review (AR) factors were fragmentation, conflict and agricultural production

The final LEAR score were composed of 65% LE and 35% AR (divided equally among the 3 factors) to arrive at the final LEAR score by Lot and Concession.

The LEAR was then taken and general areas of 250 hectares or more were determined planning factors applied including,

- Current OP designations and growth management work
- Location of Provincially Significant Agricultural lands
- Oak Ridges Moraine land uses and Greenbelt designations

**A report on the LEAR was taken to Planning Committee on September 8, 2009 to endorse the LEAR as background work to the ROP process, but comments on the report are still welcomed.**

**Comments on the Draft ROP:**

**Request clarification on “white areas” vs. white belt on map.**

- “White belt” area are lands that are not within the Oak Ridges moraine or greenbelt Plans and not currently within the urban designation in the Region. These lands are the only places where future urban expansion can occur
- The expectation is that before the Plan is adopted the Region, in consultation with local municipalities, will be able to add required urban expansion lands to Map 1 to the Plan

**Please clarify the grey arrow on the maps.**

- In Vaughan this is the GTA West Corridor which the Province is conducting an EA on at this time. The results of the EA are about 18 months out as well as the 427 extension.
- In east Gwillimbury and Georgina the arrows indicate the Bradford Bypass and the 404 extension past Ravenshoe Road

**Policies to support agricultural industry are not really there. We are looking for a devoted staff member to the Agricultural industry for support.**

- The ROP is a strategic document that works with other initiatives and local plans. Looking at the policies that might assist (e.g. farm gate sales) Additional wording could be prepared to incorporate these interests.

**Perhaps add some words to support food processing and creating agricultural jobs not only in the Agriculture Section, but also in the Economic vitality and Healthy Communities Section.**

**The agricultural map seems to “conflict” with greenlands, hamlets and agricultural/rural designations. Need to identify that the local municipalities will refine re: the above/or just carve out greenlands etc.? (e.g. airport designation)**

**In Vaughan, OP consultants are using the word “Countryside? Why not use it in the ROP?**

- There is a lot of misunderstanding around “Countryside” questions of whether it is the Oak Ridges Moraine Countryside, Prefer not to use it at the Regional level.

**What are Greenland corridors? Just want to ensure that linkages don’t interfere with agriculture.**

- They are a composite of natural features/systems- not necessarily restoration.

**In the Objectives, need to ensure the direction is clear Re: Agriculture, and not just about local food. Should change the title though from Local Food to Local Agriculture.**



**There are a range of agricultural products from York and Ontario , not just fruits and vegetables and a need to have that idea reflected in the Plan to make the Farm economy work.**

**Local food, what is it? Markham has LFP(Local Food Plus) but what does it really mean? Some producers are branding their LFP but that tends to lean towards the organic farms not just locally grown or produced.**

**Suggest that this not be just restricted to local food Don’t restrict to local food The Durham and Halton examples might be helpful.**

**“Local Agriculture” is fine. But Local/Regional, not just “Foodland Ontario”.**

**Need to acknowledge the international market that the GTA exports to.**



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**DRAFT**

**York Region Official Plan**

**Environmental Groups**

**Feedback**

**September 15, 2009**

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**Feedback**

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- A lot of employment growth is being projected, but is it reasonable? The idea that high value/green jobs; where are these in York Region? Projections can sometimes be too “woolly”. Want more specific information about the jobs/businesses.
  - The Region conducts an employment survey every year and tracks the business and their employment figures as well as the number of jobs that are full-time and part-time
  
- York Region should develop research areas that are tied into businesses. Easy to do, as there are many collages/universities that can tie into these research centres. i.e. solar panel R and D leading into manufacturing. Should have to make high quality jobs.

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*Feedback for Public Information Sessions  
Sept 15 - Environmental Groups*

Slide 2



## Feedback

- ❑ You were talking about higher densities than traditional housing; but at the moment, when driving down 400, you still see traditional single detached development. What do you mean by higher densities, and what percentages will be townhouses vs. low/high rise apartments/condos. The only change we've been seeing is single family houses to townhouses, which doesn't truly take advantage of higher densities.
- ❑ If on the one hand, you're planning to protect natural heritage system, you need higher densities to achieve this.
  - ❑ The Region is requiring densities of 2.5 FSI along the Regional Centres and 3.5 FSI at the subway stations. As well Places to Grow requires higher densities both in intensifications areas as well as in greenfield developments



## Feedback

- ❑ One of the things we have seen with elderly parents, and looking out for ourselves down the road, is the need for care. Have seen people who work at a nursing home in Maple driving in from far and wide, all hours of the day and night, because there are no local places to live that they can afford. We need to really think about affordable housing, because in addition to retail workers, there will be social/health service workers who are not highly paid.
  - ❑ Yes we agree that providing affordable housing, both rental housing and ownership housing is absolutely key. The policies being proposed require 25% affordable in new developments, and 35% in our Regional Centres and Corridors. The Region is also requiring municipalities to review and consider policies that permit second suites to help us with the affordability issues we have.





## Feedback

- ❑ You have mentioned a ratio of 2:1 for population to employment. Are there policies in place to make sure that ratio is maintained? The plan is calling for 300,000 new jobs, which is about 1,000 a month. This is a lot. If that ratio starts to fall apart, York Region will become a dormitory community.
- ❑ Does our current ratio of population to jobs include all jobs, or just full time?
  - ❑ It includes both full time and part time jobs
- ❑ The Region will need to develop strategies to encourage job creation. Need to find strategies that set York Region apart.
  - ❑ Yes we agree. The Region has an Economic Strategy and is working hard to attract new industries to the employment areas



## Feedback

- ❑ I want to discuss the introduction of LEED standards/expectations. Very gratifying to see it being done. But why is the ROP not being more aggressive? For example, you're only "encouraging" LEED for industrial.
  - ❑ The Plan speaks to LEED or "equivalent" and we're getting push back from the building industry about the use of this as the standard, as it can be an expensive program. They are not necessarily disagreeing with the need to provide higher levels of energy and water efficiency however, just with the LEED standard as there are alternatives out there. We're also dealing with the Building Code which has not yet caught up with the need to require higher standards and even the update to the Code in 2012 doesn't go far enough.





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- ❑ New communities will have to meet LEED standards. But what about the new development that is going on that is not part of the new communities? You can see this when you go along the 400 and all you see is sprawl. What are possible aggressive actions that the Region could take to impact development that already have their approvals but aren't built yet. We're so much more knowledgeable now than when they submitted their applications.



## Feedback

- ❑ You mentioned more air quality monitoring. What are we going to do about fixing the air? Recent air quality ratings for Newmarket have even been worse than Mississauga. What are we going to do about fixing our air?
- ❑ With climate change, there is the possibility of more stormwater. There's also an issue with development and impervious surfaces. You are talking to developers about energy and conservation, but are you also talking with them about stormwater and reducing the amount that is flowing out of the system, including our waterways, and going into expensive stormwater management ponds?
  - ❑ Yes we are and the Plan calls for alternative stormwater management techniques to be used in new development and retrofits to be undertaken in existing development areas because we know this is an issue for downstream areas





## Feedback

- ❑ With stormwater management ponds, every now and then you have to go in there to clean it out, destroying the wildlife. When dealing with developers/development issues, will there be policies to address this too? As for the idea of putting infrastructure in green spaces, such as that for stormwater management, I understand that stormwater will be going into waterways eventually, but hopefully we can keep stormwater management ponds out of greenways, as they destroy habitats.



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- ❑ I like the idea of using rainwater to flush toilets. My question has to do with infrastructure projects in green areas. I'm thinking about the recent public information centre about development going through woodlots. You have also talked about the new Endangered Species Act. What about for the 404 extension? This will be going through woodlots with butternut trees, and one of the conditions of permission being given to the extension was that they would take cuttings from the butternut trees. The concept of having tradeoffs, like planning trees else where to get back for what was lost, bothers me.





## Feedback

- ❑ Your presentation talked about Regional Trails. The policies should include liaison with local municipalities about trails. Concerning the new policy about 30 metre buffers to certain environmental features; there are many instances where trails go over wetlands and environmentally sensitive areas. Do your policies allow trails to go through those buffer lands?
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- ❑ This brings up another issue. What about someone who has submitted a plan of subdivision, but it has sat here for 20 years and not been acted on. Is there any possibility of a grandfather clause, or a sunset clause, where after a number of years of no activity, they will now have to resubmit? Could you not put a policy in the new ROP that could do this?
  - ❑ Yes, some planning approvals, such as plans of subdivision can contain lapsing clauses that require them to be reviewed every 5 years. As well sunset clauses can be used. We have also encouraged the re-examination of older secondary plans and subdivision plans to bring them closer into conformity with the new ROP.





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**DRAFT**

**York Region Official Plan**

**Environmental Groups**

**Feedback**

**September 15, 2009**

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**Feedback**

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*Feedback for Public Information Sessions  
Sept 15 - Environmental Groups*

Slide 2



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**DRAFT**

**York Region Official Plan**

**September 23, 2009**

**York Region Accessibility  
Advisory Committee**

**Feedback**

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**Feedback**

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- The 25% affordable housing target : A portion of these units should be accessible.
- Why do the accessibility policies use the word encourage, they should be required.
- How do you ensure the conformity of accessibility policies in the local municipal official plans? How do we ensure action at the municipal level?
- Will communities really be designed to be accessible?
- Will the ROP be amended to AODA Built Environmental Regulation before the 5 year review?

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*Feedback for Public Information Sessions*

Slide 2




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**DRAFT**  
**York Region Official Plan**

**September 23, 2009**  
**Concerned Citizens of King**  
**Township**  
**Feedback**

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**Feedback**

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- 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.

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*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.

