



Town of Newmarket Council Information Package

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Date: January 28, 2022

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January 7, 2022

The Honorable Doug Ford

Premier of Ontario

Room 281, Legislative Building, Queen's Park

Toronto, ON M7A 1A1

RE: [GTA WEST CORRIDOR \(413 HIGHWAY\)](#) (5.10)

Dear Premier;

This will confirm that the members of Markham City Council approved the following resolution at the December 14, 2021 Council Meeting:

CONTEXT AND HISTORY

1. Whereas the Province of Ontario initiated an Environment Assessment process in 2007 for the planning and construction of the proposed Highway 413; and,
2. Whereas the final recommendation of the Stage 1 Provincial Environmental Assessment (2012) was to first put in place the transportation system management components, rapid transit, freight rail improvements and expansion of existing highways prior to construction of a new expressway; and,
3. Whereas the Stage 2 Environmental Assessment (new expressway) undertaken by the previous provincial government was shelved because of strong objections by an Expert Panel in the fields of rural development, renewable cities, agriculture, environment, and efficient transportation who sounded alarms over predicted irreversible ecological harm caused by the uncontrolled, low density urban sprawl enabled by the Corridor; and,
4. Whereas the current Provincial Government revived the \$6+ billion Highway 413 proposal in 2018, saying it could relieve congestion issues in the fast-growing Toronto suburbs and boost Ontario's economy; and,
5. Whereas concerned citizens of Markham and a significant number of reputable organizations have demanded cancellation of the Highway 413 project, including: Environmental Defense, the David Suzuki Foundation, the Federation of Urban Neighborhoods, Gravel Watch, Halton Environmental Network, National Farmers' Union-Ontario, Rescue Lake Simcoe Coalition, Sustainable Vaughan, Concerned Citizens of King Township (CCKT), Transport Action Ontario, Greenbelt Council, the Wilderness Committee and Sustainable Mississauga; as well as formal opposition of Councils from the municipalities of Halton Hills, Caledon, Orangeville, Vaughan, Brampton, Mississauga, King and the City of Toronto; and,
6. Whereas the Federal Government has decided to conduct an Impact Assessment study for the proposed Highway 413; and,

AGRICULTURE

7. Whereas Ontario farming and food processing together employ one million persons and generate over \$35 billion economic benefits annually; and,
8. Whereas the Greater Golden Horseshoe is the third largest agricultural producer in North America after California and Chicago; and,
9. Whereas the Province of Ontario is proposing to develop the Highway 413 by razing 809 hectares of pristine farmlands, some of which are Class A and Class B farmlands and many of which will immediately cease to be farmed and other lands which over time will be developed for non-agricultural uses; and,
10. Whereas the Minister of Agriculture, Food and Rural Affairs has not completed an Agricultural Impact Assessment for the proposed Highway 413; and,

NATURAL ENVIRONMENT

11. Whereas the proposed Highway 413 will cut across 85 waterways, and destroy protected Greenbelt lands including 7 entire woodlots, 220 important wetlands and valley land features, 10 different species-at-risk and hundreds of acres of vulnerable wildlife habitat; and,
12. Whereas the Greenbelt Plan's permission for new infrastructure which negatively impacts key natural heritage features, key hydrologic features or key hydrologic areas requires determination that there is "no reasonable alternative" and that this has not been established through a planning process; and,
13. Whereas the Toronto and Region Conservation Authority (TRCA), which is the regulatory authority for developments in flood plains, wetlands, and valley lands, has also raised concerns about the potential impact of the proposed Highway 413 as well as the streamlined Environmental Assessment process; and,

GREENHOUSE GASES

14. Whereas the City of Markham has taken reasonable measures to mitigate against climate change to reduce greenhouse gas emissions (GHGs); and,
15. Whereas responding to the climate emergency requires immediate re-evaluation of all transportation plans as GHGs from transportation is the highest single source of emissions; and,
16. Whereas the Province must take immediate measures to decrease GHGs through alternatives such as increasing public transit, including the necessary local public transit networks, to enable broad access to the higher order transit including high-speed electric trains; and,

INDUCED DEMAND AND ROAD ALTERNATIVES

17. Whereas the Highway 407 was created as a truck by-pass in order to relieve congestion on Highway 401, but the Highway 407 was tolled, thereby limiting the amount of relief provided by the Highway 407; and,
18. Whereas it is well known that, as new road capacity (lane-km) is constructed, traffic demand grows to fill this capacity by the phenomenon known as "induced demand", resulting in roads that are as congested as they were prior to the expansion of the road; and,

19. Whereas several reasonable highway network management alternatives to the proposed Highway 413 exist and were recommended by the Expert Panel, including possible subsidies or congestion pricing that would shift truck traffic to the under-utilized Highway 407; and,

TRANSIT ALTERNATIVES AND TRANSIT ORIENTED COMMUNITIES

20. Whereas the proposed Highway 413 will allocate limited Provincial funds to the movement of vehicular traffic instead of much needed transit investments for complete transit-oriented communities; and,
21. Whereas transit investments and good land use planning decisions are vital to creating complete transit-oriented communities which are economically vibrant, where people and goods are moved seamlessly, and where multiple modes of transportation support the community including a focus on active transportation; and,
22. Whereas the proposed Highway 413 will lead to greater demand for development with more than 13,350 hectares of Whitebelt lands in the Greater Golden Horseshoe (Caledon and Vaughan) being impacted, leading to greater urban sprawl and development that is not supportive of transit investment; and,
23. Whereas analysis has shown (<https://ontario.transportation.ca>) that investment in various unfunded rapid transit projects, including GO Transit, 407 Transitway and LRT/BRT projects which can move 4-10 times the number of people as the proposed Highway 413, for the same invested dollars; and,
24. Whereas the 407 Transitway has been planned for decades but has no approved funding for its construction; and,
25. Whereas the City of Markham has consistently supported development of the transit-oriented communities,' to support long term inter-regional transportation solutions and to enhance integration of our existing communities and supported rail integrated communities along both the GO Transit rail lines and the 407 rail transitway; and,
26. Whereas [Uncontrolled urban growth](#) threatens these resources and is widely seen to embed unsustainable infrastructure maintenance costs, deepen traffic congestion problems, increase transportation-related emissions of greenhouse gases and smog precursors, and reinforce social divisions; and,
27. Whereas planning and infrastructure decisions affect the shape of communities for decades, even centuries to come; and,
28. Whereas Transit Oriented Communities (TOC) positively contribute toward a more environmentally friendly and economically sustainable communities, reduce the reliance on car-dependent trips for all members of the community, therefore reducing Vehicle Kilometers Travelled (VKT) and reducing the high costs of auto ownership thus contributing to achieving affordable housing outcomes; and,
29. Whereas strategic land-use planning requires public policy that communicates TOCs as integral to a community's long-term vision with supportive official plan and zoning provisions that facilitate density and mixed land use; and,

NOW THEREFORE, BE IT RESOLVED:

1. That the Council of the City of Markham does not support the proposed Highway 413 at this time; and,

2. That the Council of the City of Markham continues to support an integrated GTHA rail transit network which includes high speed rapid rail transit running beside the Highway 407 (407 Transitway); and,
3. That the Council of the City of Markham fully supports a complete Federal Environmental Impact Study pursuant to s.9(1) of the Impact Assessment Act (I.A.A.), prior to any advancement of the proposed Highway 413 project; and,
4. That the Council of the City of Markham requests that the Province undertake an economic evaluation and time travel analysis of Highway 407 versus the proposed Highway 413 including the potential for congestion and non-peak hour pricing or other highway management alternatives; and,
5. That if the proposed Highway 413 does not proceed, that the funding allocated for the proposed Highway 413 should be redirected to provide for rapid transit in the Regions of York and Peel such as investment in the 407 Transitway, improved GO service on the Kitchener and Milton lines, a new GO transit line to Bolton; and,
6. That the Council of the City of Markham recommends that the Province undertake a comprehensive economic benefits analysis of the potential for TOCs along the 407 Transitway, GO Rail Transit Network and new LRT/BRT lines versus the cost of urban sprawl triggered by the proposed Highway 413; and,
7. That the Province undertake an integrated review of the Provincial Growth Plan for the Greater Golden Horseshoe and the Metrolinx Regional Transportation Plan to develop a sustainable communities strategy to provide consistent and comprehensive policies for achieving affordable housing near TOC stations including policies to achieve the Province's goal of 50 percent of all new housing over the next 30 years being within 800-1,000 metres of rapid rail transit station or high frequency (15 minutes or less, peak hour) bus transit; and,
8. That the Province must also update its affordable housing program to recognize the relationship between housing affordability and transit including the positive role of housing near rail transit TOC stations to improve the operational efficiency of the Provincial investment in mass rail transit; and,
9. That Ontarians need serious, transparent, and accountable infrastructure planning processes, based on clear and consistent rules designed to advance the environmental, social, and economic sustainability of their communities; and,
10. That a copy of this resolution be provided to the Regions of York, Peel and Halton, the Cities of Richmond Hill, Vaughan, Brampton, Mississauga, Toronto and the Towns of Milton, Caledon, and Halton Hills; and further,
11. That this Resolution be forwarded to:
 - Doug Ford, Premier of Ontario;
 - Peter Bethlenfalvy, Minister of Finance;
 - Caroline Mulroney, Minister of Transportation;
 - Kinga Surman, Minister of Infrastructure and Transit-Oriented Communities;
 - David Piccini, Minister of Environment and Climate Change;
 - Stan Cho, Associate Minister of Transportation (GTA);
 - Steve Clark, Minister of Municipal Affairs and Housing;

- Lisa Thompson, Minister of the Agriculture, Food and Rural Affairs;
- Victor Fedeli, Minister of Economic Development, Job Creation and Trade;
- Andrea Horwath, Leader of the Official Opposition & Ontario NDP Party;
- Steven Del Duca, Leader of the Ontario Liberal Party;
- All Members of Federal Parliament in the Regional Municipality of York and Peel;
- All Members of Provincial Parliament in the Regional Municipality of York and Peel;
- All Members of Regional Council in the Regional Municipality of York and Peel;
- All City Clerks in the Regional Municipalities of York and Peel;
- Rt Hon. Justin Trudeau, Prime Minister of Canada;
- Chrystia Freeland, Federal Minister of Finance;
- Hon Omar Alghabra, Federal Minister of Transport;
- Hon Marie Claude Bibeau, Minister of Agriculture and Agri-Food;
- Melanie Joly, Federal Minister of Economic Development;
- Dominic Leblanc, Federal Minister of Infrastructure and Communities;
- Jonathan Wilkinson, Federal Minister of Natural Resources;
- Steven Guilbeault, Federal Minister of Environment and Climate Change;
- Wayne Emmerson, Chairman and CEO, York Region;
- John Mackenzie, CEO, Toronto And Region Conservation Authority;
- Phil Verster, President and CEO, Metrolinx.

Should you have any questions, please contact Loy Cheah at LCheah@markham.ca

Yours sincerely,



Kimberley Kitteringham
City Clerk

Cc: Peter Bethlenfalvy, Minister of Finance;
Caroline Mulroney, Minister of Transportation;
Kinga Surman, Minister of Infrastructure and Transit-Oriented Communities;
David Piccini, Minister of Environment and Climate Change;
Stan Cho, Associate Minister of Transportation (GTA);
Steve Clark, Minister of Municipal Affairs and Housing;
Lisa Thompson, Minister of the Agriculture, Food and Rural Affairs;
Victor Fedeli, Minister of Economic Development, Job Creation and Trade;
Andrea Horwath, Leader of the Official Opposition & Ontario NDP Party;
Steven Del Duca, Leader of the Ontario Liberal Party;
All Members of Federal Parliament in the Regional Municipality of York and Peel;
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Hon Marie Claude Bibeau, Minister of Agriculture and Agri-Food;
Melanie Joly, Federal Minister of Economic Development;
Dominic Leblanc, Federal Minister of Infrastructure and Communities;
Jonathan Wilkinson, Federal Minister of Natural Resources;
Steven Guilbeault, Federal Minister of Environment and Climate Change;
Wayne Emmerson, Chairman and CEO, York Region;
John Mackenzie, CEO, Toronto And Region Conservation Authority;
Phil Verster, President and CEO, Metrolinx.

January 7, 2022

The Honourable Doug Downey, Attorney General
 Ministry of the Attorney General
 11th Floor, 720 Bay St.
 Toronto, ON M7A 2S9

Dear Minister,

We, the Mayors of the Town of Caledon and the Town of Mono, respectfully submit this joint letter to provide you with our municipal perspectives, outline our unique challenges and frustrations, and also to propose solutions that would mitigate the serious issues facing our provincial offence courts in Dufferin and Caledon.

Municipal resources are being exhausted and pushed beyond capacity and the implications are profound. The information we share below clearly indicates that the Caledon/Dufferin POA Courts are in a crisis. We are not alone in the Province nor are the problems described here solely attributable to COVID 19.

The critical challenges are:

Last minute cancellations due to a lack of judicial resources

This is resulting in a negative and compounding administrative impact to case management. As example, between September 10th and December 15th there were 3,038 docket lines cancelled and rescheduled. This one example equates to 26 closed court days.

A related frustration is that early resolution dockets are often cancelled, with the next available return date being in June pushing some matter 12 months before they are able to have an early resolution. Matters requesting trials are being scheduled up to 24+ months out.

Another troubling result of this issue is the capital and operating costs to run a court are essentially wasted when we are forced to reschedule due to lack of, or cancellation of, judicial resources. We have provided the courtroom and technology, the court clerks and prosecutors, and notified all the defendants, only to repeatedly cancel.

Reduction of Judicial availability for administrative functions such as swearing of informations, issuing of summons and review of applications

This is creating an enormous backlog and, in some cases, has resulted in the swearing of informations occurring *after* an appearance date causing inconvenience to defendants and the need to re-issue summonses with attendant multiple, unproductive court attendances.

Outlined below are some possible solutions that from our perspective would mitigate these issues.

- Assign Justices of the Peace to POA courts either in person or virtually. This should entail total mobility for all justices of the peace regardless of region.
- There are currently over 80 per diem justices of the peace and they should be utilized to the fullest. Exemption from their presiding 'cap', something allowed for, should be considered to address backlog. Per diem justices of the peace willing to accept POA assignments would go a long way to addressing backlog.
- Allow e-Hub access for POA court matters immediately, for the swearing of informations and issuing of summons to start addressing the timeliness of judicial administrative functions and paperwork.
- Launch early resolution, trial and paperwork blitzes to address backlog. Make judicial dependant paperwork a mandatory part of court assignments.
- Use your legislative authority as Attorney General to fast track section 11 of the POA to proclaim the re-opening amendments and, amend the early resolution process in section 5 of the PA to permit the clerk of the court to enter convictions.
- Together with the Ontario Court of Justice, commit to convening a 'Justice Summit' on POA where all stakeholders can address the considerable issues facing our courts.

Minister, it is not inconceivable that hundreds if not thousands of serious charges are at risk of being withdrawn either by prosecutors or as the result of a court ruling on 11b of the Charter as it applies to old POA cases.

We are very willing to be part of the solution and welcome a further conversation with you or your staff on how we can work together. We look forward to your response.

Sincerely,



Mayor John Creelman
Town of Mong



Mayor Allan Thompson
Town of Caledon

Copy to:

The Honourable Sylvia Jones, MPP Dufferin Caledon

The Honourable Lise Maisonneuve, Chief Justice, Ontario Court of Justice

The Honourable Paul R. Currie, Regional Senior Justice, Central West Judicial District

Her Worship Marsha Farnand, Regional Senior Justice of the Peace



COUNCIL RESOLUTION

Resolution No.: 13-22

Date: Jan 11, 2022

Moved By: DON SMITH

Seconded By: RON GIARDETTI

THAT Council hereby supports the resolution from Tay Valley regarding the recently announced postponement of the province-wide assessment update for the 2022 and 2023 taxation years and their request of the government of Ontario to reconsider its decision and to direct MPAC to proceed with a province-wide assessment update; and

BE IT RESOLVED that a copy of this resolution be forwarded to the Premier of Ontario Honourable Doug Ford, local MP's and MPP's, Municipal Property Assessment Corporation (MPAC), the Association of Municipalities of Ontario (AMO), and all other Ontario municipalities.

Carried

Defeated

Amended

Deferred

Signature

Municipality of Shuniah, 420 Leslie Avenue, Thunder Bay, Ontario, P7A 1X8

Regional Council Decision - Yonge North Subway Extension Transit-Oriented Communities Proposals Markham and Richmond Hill

On January 13, 2022 Regional Council adopted the following recommendations, as *amended*, in the report dated January 7, 2022 from the Commissioner of Corporate Services and the Chief Planner:

1. Council direct staff to work with the Province, *Infrastructure Ontario*, Metrolinx, local municipalities and landowners to advance the Yonge North Subway Extension and Transit-Oriented Communities work to address Regional *and local* interests to more closely align with Regional and local planning visions *and phasing of development for complete and sustainable communities as a destination and key multi-modal transit hub in the GTA.*
2. *Regional Council endorse the inclusion of a station at Royal Orchard.*
3. *Staff be directed to seek further clarification on financial arrangements, including, but not limited to, the ability for municipalities to levy all development charges, community benefit charges, parkland and any other potential cost implications to the Region or the local YNSE municipalities.*
4. The Regional Clerk circulate this report to the Ministers of Transportation, Infrastructure and Municipal Affairs and Housing and *all local municipalities.*

The original staff report is attached for your information.

Please contact Karen Whitney, Director, Community Planning and Development Services at 1-877-464-9675 ext. 71505 if you have any questions with respect to this matter.

Regards,

Christopher Raynor | Regional Clerk, Regional Clerk's Office, Corporate Services

The Regional Municipality of York | 17250 Yonge Street | Newmarket, ON L3Y 6Z1
 O: 1-877-464-9675 ext. 71300 | christopher.raynor@york.ca | york.ca

Our Mission: **Working together to serve our thriving communities – today and tomorrow**

The Regional Municipality of York

Regional Council
Planning and Economic Development
January 13, 2022

Report of the Commissioner of Corporate Services and Chief Planner

Yonge North Subway Extension Transit-Oriented Communities Proposals Markham and Richmond Hill

1. Recommendations

1. Council direct staff to work with the Province, Metrolinx, local municipalities and landowners to advance the Yonge North Subway Extension and Transit-Oriented Communities work to address the Region's interests to more closely align with Regional and local municipal planning visions for these communities.
2. The Regional Chair communicate to Metrolinx, Council's desire for the Yonge North Subway Extension to proceed to tunnel procurement and construction without delay.
3. The Regional Clerk circulate this report to the Ministers of Transportation, Infrastructure and Municipal Affairs and Housing and the Cities of Markham, Richmond Hill and Vaughan.

2. Summary

This report provides an overview of the Bridge and High-Tech Transit-Oriented Communities (TOC) proposals by the Province and highlights Regional planning issues, implications, and comments heard at their recent public engagement sessions.

Key Points:

- Under the Provincially-led TOC program, the Province is partnering with developers to plan and deliver integrated development with transit expansion.
- Province announced two TOC sites in York Region, at Bridge and High-Tech stations located in the Richmond Hill/Langstaff Gateway Regional Centre.
- York Region is committed to Yonge North Subway Extension (YNSE) implementation and working with the Province and landowners to align Bridge and High-Tech TOC proposals with the planned vision of the Regional Centre and local municipal secondary plans.

- Key areas of Regional interest include appropriate mix of uses, magnitude of population increase beyond planned growth, multi-modal connectivity, provisions of affordable housing and adequate spaces for parks and community services.
- Growth proposed by the TOC proposals is well beyond what is planned for and will impact the planning and delivery of Regional infrastructure and services.
- At the December Provincial TOC public open houses, attendees raised comments concerning density, mobility, housing, mix of use, wind and shadow impacts, community amenities, and others.
- Province's target is to attain zoning certainty for TOC proposals by March 2022, through municipal planning approvals or Minister Zoning Orders.
- The YNSE project is being delivered by Metrolinx – the provincial agency also responsible for GO Transit – and planned to move into procurement and construction next.
- Through 2021, Metrolinx responded to concerns expressed by some Thornhill residents about the alignment under their homes.
- TOC proposals are anticipated for proposed Steeles and Clark stations.
- The status of the Royal Orchard station is yet to be decided but Metrolinx should be encouraged to proceed with preliminary construction while this is being resolved.

3. Background

Provincial Transit-Oriented Communities Program aims to build mixed-use, compact communities around subway stations

The Province passed the *Transit-Oriented Communities Act* in 2020 to facilitate planning and delivery of mixed-use TOC around transit stations along the YNSE and other priority subway projects. Through this process, the Province collaborates with landowners to submit development proposals for sites around transit stations. The landowners will invest in infrastructure to offset capital costs of the transit program.

To implement the TOC program, the Province and York Region executed a [Preliminary Agreement and Transit-Oriented Communities Memorandum of Understanding](#) (MOU) with shared objectives for TOC developments, including:

1. Exchange of Value: Creating new investment and revenue opportunities between the public and private sectors, where possible
2. Increased Transit Ridership: Develop transit-oriented communities, in which residents choose transit as their first mode of transportation
3. Improved Customer Experience: Enhancing station areas to make the interaction with customers seamless (e.g., by creating desirable commerce and retail concourses, etc.)

4. City/Region Building: Develop communities that provide residents and workers with new places to live, work and play

Province announced two Transit-Oriented Communities at Bridge and High-Tech stations, in the Richmond Hill/Langstaff Gateway Regional Centre

In September 2021, the Province announced TOC locations (Attachment 1) at the proposed Bridge and High-Tech subway stations, within the Richmond Hill/Langstaff Gateway Regional Centre. Along with Provincial announcement of the TOC sites, Infrastructure Ontario shared submissions for these TOC proposals confidentially with York Region, City of Markham and City of Richmond Hill staff. Both submissions included background reports prepared by landowner consultants on planning and technical matters. These were circulated to internal Regional and local municipal departments for review and comments on a confidential basis, as requested by the Province.

Bridge and High-Tech Transit-Oriented Communities proposals are located within the approved Langstaff Gateway and Richmond Hill Centre Secondary Plans areas

The Bridge and High-Tech TOC development areas represent large land holdings in the Langstaff Gateway Secondary Plan and Richmond Hill Centre Secondary Plan areas beyond the immediate station areas.

The Bridge TOC development area comprises the western portion of the Langstaff Gateway Secondary Plan area, extending from Yonge Street to Cedar Avenue (Figure 1). The High-Tech TOC proposal is within the Richmond Hill Centre Secondary Plan area (Figure 2).

Figure 1

Langstaff Gateway Secondary Plan Development Concept and Bridge Transit-Oriented Communities Lands



Figure 2

Richmond Hill Centre Secondary Plan Update Development Concept and High-Tech Transit-Oriented Communities Lands



Approved and evolving transit-oriented secondary plans already exist for proposed Transit-Oriented Community lands in the Richmond Hill/ Langstaff Gateway Regional Centre

The Langstaff Gateway Secondary Plan, approved in 2011, facilitates a high-density, mixed use, transit-oriented community with a range of mobility choices, community services and parks and open spaces for 32,000 residents and 15,000 jobs. This Plan was developed through a two-year comprehensive public engagement process.

Richmond Hill Centre Secondary Plan is being updated with new land use and density targets. City of Richmond Hill Council, municipal and agency stakeholders, and the public have provided input into the update since 2019. This work is nearing completion with City Council adoption targeted for early 2022 and Regional approval thereafter. The Richmond Hill Centre Secondary Plan update envisions a future downtown in Richmond Hill Centre, with high-density, dynamic and vibrant destinations for 28,000 residents and 16,500 jobs. The updated policy framework identifies a wide and balanced mix of employment, housing, retail, community and cultural uses with vibrant urban spaces and fine-grained streets for walkable neighbourhoods in this growing community.

Together, these approved and emerging updated Secondary Plans achieve the Region's vision of compact, mixed use, vibrant TOC supported by housing, employment, cultural and community facilities, integrated with rapid transit connections.

Province is working towards a time-bound approval process to achieve zoning certainty for Transit-Oriented Communities proposals by March 2022

The Province submitted Bridge and High-Tech TOC proposals to the Region and local municipalities outside of the traditional development application and approval process. These TOC proposals follow a unique Provincially led process with expedited review and approval timeline to achieve zoning certainty by March 2022 to meet critical transit project and procurement timelines. These developments are not following the review and decision process timelines legislated through the *Planning Act*.

“Zoning certainty” guarantees heights, densities and land uses at TOC sites. The Province has advised achieving “zoning certainty” may involve Minister’s Zoning Orders or municipal planning approvals (e.g. amendment to official plans and zoning bylaws). TOC developments approved through Minister’s Zoning Orders are not appealable.

4. Analysis

Municipal comments on the Transit-Oriented Communities proposals identified four critical areas of concern shared by York Region, Markham and Richmond Hill staff

Municipal comments on the Bridge and High-Tech TOC proposals were provided to the Province in September 2021 and outlined four critical areas of concern and detailed technical comments:

1. Alignment with approved municipal Secondary Plan visions for lands within TOC sites
2. Densities and population proposed for the TOC sites
3. Process – confidentiality and engagement with Councils and the public
4. Financial framework to support the TOC sites

The Region reinforced the need for the TOC proposals to be revised to address these concerns in a memo to the YNSE Executive Strategy Committee in September 2021 and letter to Deputy Ministers of Transportation and Infrastructure in November 2021 (Attachment 2).

Regional and local municipal staff have actively engaged Provincial staff in an effort to align the TOC proposals with the planned vision of the secondary plans in the Richmond Hill/ Langstaff Gateway Regional Centre. Regional and local municipal staff shared feedback and input at multiple working group sessions and strategic committee meetings for improvements to TOC proposals that more closely align with the areas’ planned vision.

Revised Transit-Oriented Communities proposals need to address key issues and more closely align with the planning framework of local municipal secondary plans

In December 2021, the Province released revised Bridge and High-Tech TOC proposals on the public open house engagement platforms. Updates included boundary adjustments to the TOC development lands, addition of east-west multi-modal connections, provision of a high-level phasing plan, revised shadow and pedestrian level wind studies.

Table 1 compares the revised Bridge TOC proposal with the Langstaff Gateway Master Plan (West Side) targets. A comparison of development concept between the Secondary Plan and TOC proposal is shown in Figure 3.

Table 1
Bridge Transit-Oriented Communities Proposal and
the Langstaff Gateway Master Plan (West Side) Comparison

Statistics	December 2021 Bridge TOC Proposal	Langstaff Gateway Master Plan (West Side)
Site Area	25.4 hectares	25.4 hectares ¹
Population	43,700 ²	22,300 ²
Jobs	9,400 – 12,300	10,600 – 19,200
Population to Job Ratio	3.6 to 4.6 :1	1.2 to 2 :1
People and Jobs per Hectare	2,089 – 2,203	1,294 – 1,631
Building Height	5 – 80 storeys	3 – 50 storeys
Floor Space Index	3.4 – 25.7	5.4 – 15.9

¹ Area in the Langstaff Gateway Secondary Plan intersecting with the Bridge TOC proposal

² Population calculated based on 2.13 persons per unit factor, as per the Langstaff Gateway Secondary Plan

Figure 3
Development Concept - Langstaff Gateway Secondary Plan and
Bridge Transit-Oriented Communities Proposal

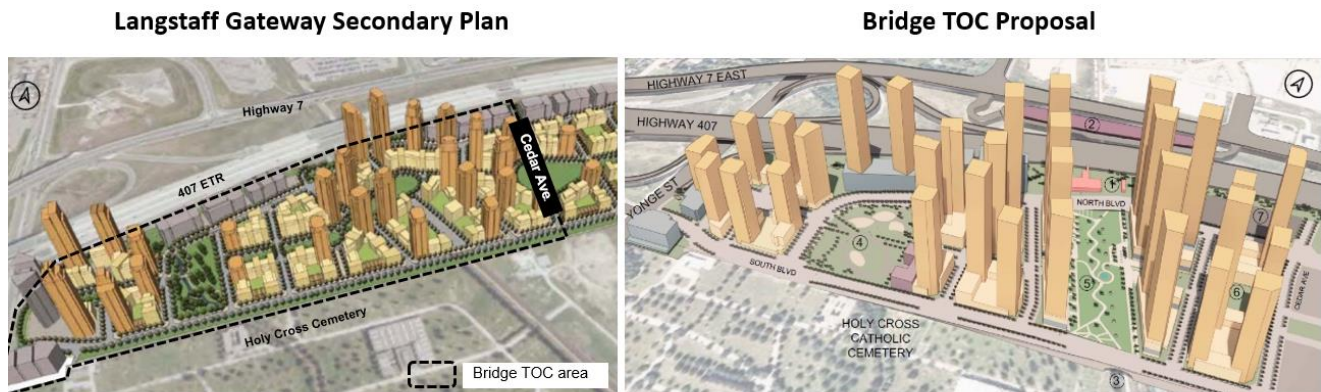


Table 2 compares the revised High-Tech TOC proposal with statistics derived from the draft Richmond Hill Centre Secondary Plan policy framework. Figure 4 shows renderings of development concepts for the draft Secondary Plan and High-Tech TOC proposal.

Table 2
High-Tech Transit-Oriented Communities Proposal and Draft Richmond Hill
Centre Secondary Plan Comparison

Statistics	December 2021 High-Tech TOC	Draft Richmond Hill Centre Secondary Plan
Site Area	20.1 hectares	21.8 hectares ¹
Population ²	35,300 – 36,700	17,700
Jobs ³	9,600 – 12,600	14,500
Population to Job Ratio	2.8:1 – 3.8:1	1.2:1
People and Jobs per Hectare	2,303 – 2,383	1,475
Building Height	40 – 80	8 – 70
Floor Space Index	10.3	4 – 9.5

¹ Area in the Secondary Plan that most closely aligns with the High-Tech TOC proposal

² TOC population based on average unit size 76.5 m² and 1.74 persons per unit factor. Secondary Plan based on average unit size 95.02 m² and 2.15 persons per unit factor

³ TOC jobs based on 20 m² per employee for office and 40 m² per employee for retail. Secondary Plan jobs based on 20.90 m² per employee for office and 37.16 m² per employee for retail

Figure 4 Development Concept - Richmond Hill Centre Secondary Plan Update and High-Tech Transit-Oriented Communities Proposal

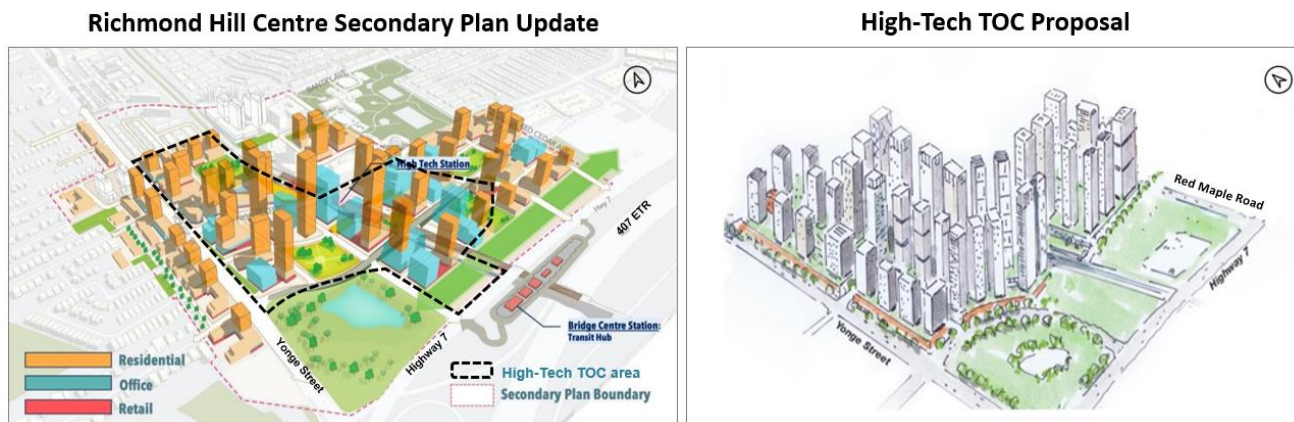


Table 3 highlights key issues raised by York Region and local staff with the Province that remain outstanding to date:

Table 3
**Outstanding Regional Issues on the Bridge and
High-Tech Transit-Oriented Communities Proposals**

Theme	Issue	Details
Growth and Density	<ul style="list-style-type: none"> Proposed population growth and Gross Floor Area (GFA) beyond what is planned for in the Regional forecast and local municipal secondary plans 	<p>High-Tech TOC proposes about 2,300 persons and jobs per hectare (PJ/Ha) while the Bridge TOC proposes about 2,200 PJ/Ha. In 2020, Regional Council endorsed planned MTSA density target for this area at 400 PJ/Ha. By comparison, density at Toronto's Yonge and Eglinton area is 600 PJ/Ha (see Attachment 3)</p>
Mix of Use	<ul style="list-style-type: none"> There is need for a more appropriate mix of uses, including residential and non-residential GFA that provides a healthy balance for a complete community 	<p>Resident to job ratio at Bridge and High-Tech TOC proposals is about 4:1 and 3:1 respectively. Regional Official Plan directs a long-term resident-to-employee target ratio of 1:1</p>

Theme	Issue	Details
Fine-grained Street Network	<ul style="list-style-type: none"> TOC development should deliver fine-grained streets, multi-modal travel network including automobile, cycling and pedestrian connectivity at the proposed Garden Avenue extension east of Yonge St in Richmond Hill Centre 	High-Tech TOC proposal includes pedestrian and cycling paths in lieu of the originally planned Garden Avenue east-west street
Affordable Housing	<ul style="list-style-type: none"> While the Province indicated affordable housing would be addressed at the TOC program level, it remains unclear how the proposals will achieve Regional affordable housing targets 	Regional Official Plan requires 35% new housing units in Regional Centres to be affordable. Affordable housing remains a critical priority in complete communities
Development Phasing	<ul style="list-style-type: none"> TOC proposals lack detailed phasing plans to ensure sequencing of development is coordinated with infrastructure availability 	Proposed growth well beyond what is planned by the Region and local municipalities needs to be assessed in the context of the Region's infrastructure master plans and fiscal sustainability
Parks and Community Amenities	<ul style="list-style-type: none"> Additional spaces for community facilities, school sites and open spaces are required to serve proposed residential growth and be phased appropriately as development advances 	More in-depth financial and implementation frameworks are needed to ensure successful delivery of adequate municipal parks and community amenities in the TOC proposals

Growth proposed through Transit-Oriented Communities proposals impacts planning and delivery of Regional infrastructure and services

Intensification and the magnitude of growth proposed by the TOC proposals is significant and will impact the planning and delivery of physical and social infrastructure, including roads, sewer and water, waste management, emergency and social services and other community facilities to support future residents and workers in the area. Proposed TOC densities and growth assumptions were not contemplated in the Regional Transportation and Water and Wastewater Master Plans. Further analysis is required to fully assess necessary upgrades, impacts and implications to Regional infrastructure systems, and planning and delivery of Regional transit, community and social services and programs.

The financial cost of providing hard and soft infrastructure supporting and benefiting TOC needs to be fully assessed. There is also an obligation of ongoing operations and maintenance and lifecycle costs for Regional infrastructure delivered. Clarity around the Region's total commitment needs to be achieved as part of a detailed financial analysis and framework requested from the Province to help understand financial impacts to the Region and local municipalities.

Province and proponent-led public consultations for the Bridge and High-Tech proposals were held in December 2021

The Province and landowners in the High-Tech and Bridge TOC areas hosted virtual open houses to receive public input on the TOC proposals in December 2021. Residents living within a one-kilometre radius of TOC sites were notified of the open houses through mail-out postcards. The proponents also launched online engagement websites to share detailed concepts and studies for the TOC proposals and elicit feedback by early January 2022.

Approximately 200 people attended the TOC public open houses. Landowners (Metrus and Condor) and representatives from the Ministries of Transportation and Infrastructure presented the TOC development proposals followed by public input. Common themes and issues raised during the comment period include:

- **Density:** Need for appropriate population and employment intensification around transit hubs, particularly at High-Tech and the Bridge station with future access to five rapid transit modes including: subway, GO rail, GO bus, VIVA bus rapid transit, and 407 transitway (YRT conventional bus service will also operate out of Bridge Station)
- **Travel, Mobility and Parking:** Ensure there are safe pedestrian crossings, parking for residents and commuters, and active, pedestrian-only streets in the proposals. Integration of local and rapid transit with subway is key
- **Housing:** TOC developments should deliver a minimum 35% of affordable housing units required through municipal policies. Delivering affordable housing and including family-sized units in future developments should be a priority
- **Mix of Use:** Ensure there is a balance of residential and job growth at a 2:1 ratio. Proponent noted the TOC plans contain a minimum and maximum employment target, which yield resident to job ratios at 4:1 and 3:1
- **Community Services and Amenities:** Need for adequate community amenities such as schools, community centres, and libraries to meet the needs of future residents
- **Greenspace:** Preserve woodlot at Yonge Street and High-Tech Road from development as it is a community landmark; the Bridge rail deck park is key asset for the Langstaff community
- **Wind and shadow impacts:** Building and street design should mitigate wind effects and shadow impacts on surrounding uses

- Development timeline: The proponent anticipated TOC developments to begin after YNSE construction commences, with a 25- to 30-year build-out timeframe

While municipal review of the revised TOC proposals is constrained by Provincial zoning certainty deadline, it is important the proposals align with planned municipal visions developed with public and technical input. Regional Centres are intended to be vibrant destinations for jobs as well as population growth. Staff will continue to work with local municipal partners, community members, the Province and landowners to plan for livable, complete communities.

Status of the Royal Orchard Station is pending confirmation

The project currently includes four stations within York Region – Steeles, Clark, Bridge and High-Tech. TOC proposals are anticipated by the Province for proposed Steeles and Clark station areas. Royal Orchard has been proposed as a Major Transit Station Area with strong TOC opportunities. If the station is not built or protected for in some fashion, the distance between stations (Clark to Bridge) will be the longest in the entire subway system at approximately four kilometres.

York Region remains committed to implementing the Yonge North Subway Extension and working with the Province to align Transit-Oriented Communities proposals with approved and emerging secondary plans for these areas

York Region is committed to the YNSE project, supporting seamless travel, additional housing options, jobs and economic vitality in our communities. In planning for the arrival of extended subway services and stations along the proposed alignment, it is imperative to ensure livable, complete communities are planned and built around future stations including those built through the Province's TOC Program.

Whatever the outcome of the TOC deliberations, there is no question that the Yonge subway extension is long overdue with its current terminus at Finch Avenue remaining unchanged since 1974. In a [March 2021](#) update from Metrolinx, Regional Council was advised of the status of the project. Council also received an update in a [June 2021](#) report. The project is now fully funded and Metrolinx is charged with delivering the Yonge subway as one of five priority projects identified by the provincial government.

Metrolinx has responded to community concerns and further refined the alignment

Through 2021, progress has been slowed due to alignment concerns through parts of the Thornhill community. Metrolinx worked through most of 2021 to address community concerns and has finalized a route that minimizes impacts – through construction and beyond. This project is now poised to catch up with the procurement and construction stages that other priority projects have already achieved. Council should be encouraging Metrolinx to advance preliminary construction for the YNSE without delay.

5. Financial

Proposed TOC growth, well beyond what is planned for in the municipal secondary plans, requires assessment and possible funding of additional infrastructure and services to support projected demands and ensure municipal financial sustainability. The proposed additional growth has not been contemplated by any of the current Regional Master Plan, Development Charge Bylaw update, and Municipal Comprehensive Review work.

A shared objective of the TOC program is to create and exchange value. It is unclear how potential financial benefits created by the TOC will be shared. In addition, the Region also needs to determine and confirm with the Province that the TOC program will not diminish the Region's ability to raise revenue, including through development charges.

The financial framework to support TOC is currently being examined by the Province. Additional financial impacts to the Region and local municipalities will be made available when this analysis concludes.

6. Local Impact

The proposed population and density for Bridge and High-Tech TOC proposals, will impact local municipal provision of local streets, water and wastewater infrastructure, and community services including community centres, libraries, emergency services, parks and open spaces. While planned subway infrastructure will facilitate population and employment growth in the Richmond Hill/ Langstaff Gateway Urban Growth Centre and local Secondary Plan areas, the TOC proposals need to support and align with the planned vision and established policy framework for building vibrant, mixed-use and livable complete communities.

7. Conclusion

The Province-led TOC program aims to build compact, high density mixed-use communities around future transit stations through partnerships with private landowners and in collaboration with municipal and community partners. The two TOC proposals in York Region, Bridge and High-Tech TOCs, are within the Richmond Hill/Langstaff Gateway Regional Centre. These proposals do not currently align with the planning framework established through secondary plans for these planned and growing communities.

To support the Provincial timeline of achieving zoning certainty, pending Council direction, staff will work with the Province, Metrolinx, local municipalities and landowners to ensure proposals align with and advance Regional and local municipal interests and secure commitments through necessary agreements and implementation tools. In the meantime, work necessary to advance construction of the subway project should proceed without delay.

For more information on this report, please contact Karen Whitney, Director, Community Planning and Development Services at 1-877-464-9675 ext. 71505. Accessible formats or communication supports are available upon request.



Recommended by:

Paul Freeman, MCIP, RPP
Chief Planner



Dino Basso
Commissioner of Corporate Services

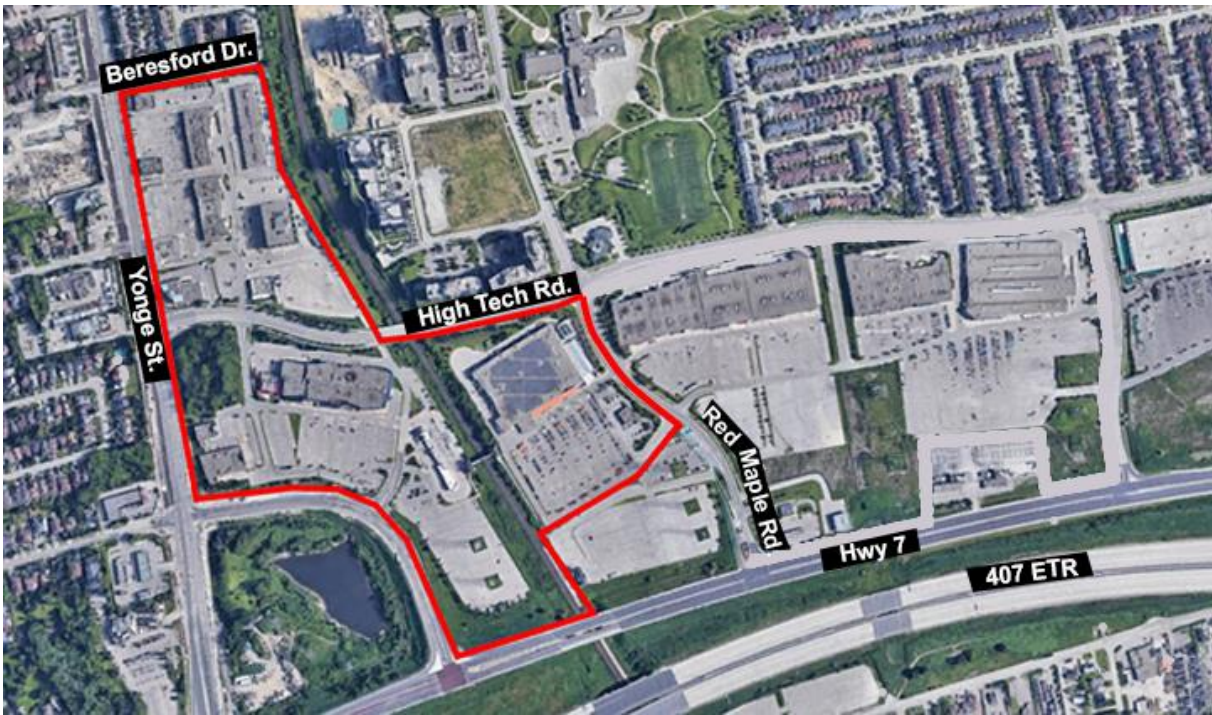


Approved for Submission:

Bruce Macgregor
Chief Administrative Officer

January 7, 2022
Attachments (3)
13568950

High-Tech Transit-Oriented Community Proposal Boundary



Bridge Transit-Oriented Community Proposal Boundary





Paul Freeman, MCIP, RPP
Chief Planner

November 23, 2021

Ms. Laurie LeBlanc
Deputy Minister
Ministry of Transportation
5th Floor, 777 Bay Street
Toronto, ON M7A 1Z8
Email: laurie.leblanc@ontario.ca

Mr. Chris Giannikos
Deputy Minister
Ministry of Infrastructure
5th Floor, 777 Bay Street
Toronto, ON M7A 2J3
Email: chris.giannikos@ontario.ca

Deputy Ministers:

RE: Bridge and High-Tech Transit-Oriented Communities Proposals

York Region and our local municipalities are committed to the Yonge North Subway Extension project, supporting seamless travel, additional housing options, jobs and economic vitality in our communities. As we plan for the arrival of extended subway services and stations along the proposed alignment, it is imperative to ensure livable, complete communities are planned and built around future stations including those built through the Province's Transit-Oriented Communities Program.

In September 2021, the Province announced locations of Transit-Oriented Communities (TOC) proposals around future High-Tech and Bridge subway stations.

Regional and local municipal staff continue to support TOC proposals that align with and advance local planning visions, goals and objectives, established through current municipal planning frameworks, including existing and emerging secondary plans.

In August 2021, Infrastructure Ontario shared detailed submissions for the Bridge and High-Tech TOC proposals with York Region, City of Markham and City of Richmond Hill staff on a confidential basis. We were unable to advance discussions on the proposals with our Councils. Municipal staff reviewed these proposals, and highlighted areas of alignment needed between these proposals and existing and emerging secondary plans. At numerous meetings with Provincial staff since August, we have reiterated concerns about the proposals. We acknowledge that some progress has been made towards better alignment with Richmond Hill for the High-Tech TOC proposal, but key areas of concern remain.

Municipal comments on the TOC proposals were sent to Infrastructure Ontario in September 2021 (attached) that focused on four critical areas of concern shared by York Region, Markham, and Richmond Hill staff:

November 23, 2021

Re: Bridge and High-Tech Transit-Oriented Communities Proposals

1. Alignment with municipal Secondary Plan visions for the TOC sites identified
2. Densities and population proposed for the TOC sites
3. Process – confidentiality and engagement with Councils and the public, and
4. Financial framework to support the TOC sites

As we know, the Province is on a tight timeline towards zoning certainty so timely dialogue towards better alignment is important. While the Province and municipalities have a shared vision to realize complete communities in these locations, key issues and concerns raised in our September comments and at meetings with Provincial staff regarding the TOC proposals remain, including:

- Magnitude of population growth and increased overall Gross Floor Area (GFA) proposed
- Importance of a more appropriate mix of uses, including residential and non-residential GFA that provides a healthy balance for a complete community
- Provision of parks and open spaces generally consistent with municipal policy and practices
- Provision of adequate spaces for community services such as schools, community centres, libraries, and emergency services
- Adequate pedestrian and cycling connectivity, fine-grained street network and commitment to last kilometer solutions
- Clarity on the expected phasing and funding of related transportation infrastructure and services to support the projected demands (i.e. goods and service delivery, emergency services access, intersection capacities, etc.)
- Clarity on the provision of affordable housing in accordance with Regional and local planning directions
- Better understanding of financial implications and framework
- Provision of studies typically completed for Urban Growth Centres to demonstrate feasibility of intensified proposals (e.g. height, shadow, phasing, servicing, roads and other transportation facility design)

To support the Provincial timeline of zoning certainty for Bridge and High-Tech TOC proposals by March 2022, municipal staff look forward to timely discussions about the issues and implications identified in this letter and our letter dated September 7th attached. We hope this will lead to positive improvements to the TOC proposals that better align with the vision contained within the existing and emerging secondary plans for these areas.

We remain committed to implementing the Yonge North Subway Extension and encourage the Province to engage with us in a dialogue to address these comments as we plan for TOC developments together with our local municipalities, community stakeholders and the public.

Sincerely,



Paul Freeman, MCIP, RPP
Chief Planner
The Regional Municipality of York

November 23, 2021

Re: Bridge and High-Tech Transit-Oriented Communities Proposals

Attachment: Memorandum to the YNSE Executive Steering Committee - York Region and YNSE Local Municipalities
Response/Comments to the Province's Bridge and High-Tech Transit-Oriented Communities (TOC)
Proposals, September 7, 2021

cc Michael Lindsay, President & CEO, Infrastructure Ontario
Vinay Sharda, Associate Deputy Minister, Ministry of Transportation
Kate Manson-Smith, Deputy Minister, Ministry of Municipal Affairs and Housing
Hanna Evans, Assistant Deputy Minister, Ministry of Municipal Affairs and Housing
Sean Fraser, Regional Director (Acting), Ministry of Municipal Affairs and Housing
Bruce Macgregor, Chief Administrative Officer, York Region
Andy Taylor, Chief Administrative Officer, City of Markham
Mary-Anne Dempster, City Manager, City of Richmond Hill
Arvin Prasad, Commissioner, Development Services, City of Markham
Kelvin Kwan, Commissioner, Planning and Infrastructure Department, City of Richmond Hill
Lisa Lavery, Infrastructure Ontario
Rob Krauss, Infrastructure Ontario
Bronwyn Cuthbertson, Ministry of Transportation
Darryl Lyons, City of Markham
Anthony Ierullo, City of Richmond Hill
Daniel Olding, City of Richmond Hill
Mary-Frances Turner, York Region Rapid Transit Corporation
Rose Suppa, York Region Rapid Transit Corporation
Karen Whitney, York Region

Edocs #13457946



Memorandum

To: YNSE Executive Committee

From: Paul Freeman, Chief Planner

Date: September 7, 2021

Re: **York Region and YNSE Local Municipalities Response/Comments to the Province's Bridge and High-Tech Transit-Oriented Communities (TOC) Proposals**

On July 28th and August 5th, the Province shared with York Region and its local municipalities, City of Markham, City of Richmond Hill and City of Vaughan (each a "Party" and collectively the "Parties"), TOC proposals for Bridge and High-Tech stations. Under a non-disclosure agreement, the TOC proposals were delivered via a data room for the parties to access in order to commence technical reviews and provide comments back to the Province for each of the sites as per the Province's TOC Zoning Certainty Approval Process and identified Process Map (Attachment 1).

This communication provides a collective set of comments and concerns from the Region and local planning officials in Markham and Richmond Hill most impacted by TOC proposals for Bridge and High-Tech.

Four critical areas of concern have been identified by the parties:

1. Alignment with municipal Secondary Plan visions for the TOC sites identified;
2. Densities and population proposed for the TOC sites;
3. Process – confidentiality and engagement with Councils and the public; and
4. Financial framework to support the TOC sites.

Background

- Through the TOC program, the Province has been collaborating with third-party partners (i.e. private sector developers and their consultants) to submit TOC proposals.
- The Province, in consultation with Regional and local staff, has established a time-bound approval process (Attachment 1) for TOC proposals, to advance these

Memorandum re: Bridge and High-Tech Transit-Oriented Communities Proposals, September 7, 2021

applications to “zoning certainty” by March 2022 to maintain pace with project timelines and procurements.

- “Zoning certainty” guarantees heights, densities and land uses at TOC sites. The Province has advised achieving “zoning certainty” may involve Minister’s Zoning Orders (MZOs) or municipal planning processes (e.g. amendment to official plans and zoning bylaws). TOC developments approved through MZOs are not appealable.
- Public consultation for the TOC proposals will be led by Infrastructure Ontario. Outreach was to start in late August/early September, first to elected officials (i.e. mayors and councillors), then to the community, notwithstanding municipal staff being bound by confidentiality.
- Additional TOC proposals may be forthcoming including lands around Clark station in Markham, and Steeles station in the City of Toronto.

TOC Proposals and Secondary Plans

- The Region and local municipalities have key concerns about the deviation of the TOC proposals from the existing or emerging local Secondary Plans and the process to engage members of Council and the public while the TOC proposals remain confidential and as they are released.
- Richmond Hill Centre Secondary Plan is being updated with new land use and density targets. City Council, municipal and agency stakeholder, and the public provided input into the update since 2019. This work is expected to be completed by year end 2021. Part of the High-Tech TOC development is within the secondary plan area, with some lands extending beyond.
- Langstaff Gateway Secondary plan (LGSP) was approved in 2011 and continues to be in effect. The Bridge TOC development area comprises the western portion of the secondary plan area, extending from Yonge to past the CN railway tracks.

Areas of Concern Identified

The following are collective planning issues identified by Regional and local municipal staff of the confidential Bridge and High-Tech TOC proposals:

Topic	Concerns
Vision	Richmond Hill Centre and Langstaff Gateway secondary plans articulate the planned vision for areas intersecting with TOC proposals. Density, parkland, mix of use proposed by the TOC developments deviate from vision, principles, and objectives in current secondary plans.

Intensity	<p>Building heights and densities proposed on TOC lands exceed permissions in approved and proposed secondary plans:</p> <table border="1" data-bbox="456 268 1401 688"> <thead> <tr> <th></th> <th>Richmond Hill Centre Secondary Plan Update</th> <th>High-Tech TOC Proposal ^a</th> <th>Langstaff Gateway Secondary Plan</th> <th>Bridge TOC Proposal ^b</th> </tr> </thead> <tbody> <tr> <td>Population</td> <td>28,100</td> <td>55,900</td> <td>32,000</td> <td>31,400</td> </tr> <tr> <td>Jobs</td> <td>16,300</td> <td>6,400</td> <td>15,000</td> <td>8,200</td> </tr> <tr> <td>Maximum Height (storeys)</td> <td>8 to 70</td> <td>15 to 80</td> <td>3 to 50</td> <td>10 to 80</td> </tr> <tr> <td>Floor Space Index (FSI)</td> <td>4 to 9.5</td> <td>9.8 to 23.5</td> <td>5.4 to 15.9</td> <td>3 to 25.7</td> </tr> </tbody> </table> <p>^a High-Tech TOC area does not align completely with the Richmond Hill Centre Secondary Plan area ^b Bridge TOC area is roughly half the size of the Langstaff Gateway Secondary Plan area</p> <p>TOC proposals are generally 1.1 to 3.3 times in height, and 1.6 to 2.5 times in FSI beyond secondary plan requirements. Refer to Attachment 2 for more details.</p> <p>The Bridge TOC proposal uses lower apartment person per unit assumptions than the City (1.5 vs. 2.1), generating lower population and job estimates than what the City expects from the proposal.</p>		Richmond Hill Centre Secondary Plan Update	High-Tech TOC Proposal ^a	Langstaff Gateway Secondary Plan	Bridge TOC Proposal ^b	Population	28,100	55,900	32,000	31,400	Jobs	16,300	6,400	15,000	8,200	Maximum Height (storeys)	8 to 70	15 to 80	3 to 50	10 to 80	Floor Space Index (FSI)	4 to 9.5	9.8 to 23.5	5.4 to 15.9	3 to 25.7
	Richmond Hill Centre Secondary Plan Update	High-Tech TOC Proposal ^a	Langstaff Gateway Secondary Plan	Bridge TOC Proposal ^b																						
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Floor Space Index (FSI)	4 to 9.5	9.8 to 23.5	5.4 to 15.9	3 to 25.7																						
Mix	<p>The proposals planned to deliver high proportions of housing with few jobs. This imbalance of residential to non-residential uses does not support the vision and delivery of complete, mixed-use communities. TOC sites provide great locations for office developments and facilitate the creation of knowledge-based jobs in Richmond Hill/Langstaff Gateway Regional Centre.</p>																									
Affordable Housing	<p>It remains unclear how the TOC proposals will deliver affordable housing to meet secondary plan targets. More implementation details will assist staff's review of the proposals.</p> <p>A stronger commitment to affordable housing is necessary.</p>																									
Parkland	<p>The parkland vision articulated in TOC proposals deviates from current secondary plans.</p> <p>Details regarding accessibility and operations of the proposed above-grade rail deck park need to be clarified.</p> <p>The Bridge TOC proposes a linear park system along an active high-voltage hydro-electric corridor. Health impacts, particularly related to exposure to electromagnetic fields, should be examined.</p>																									
Urban Design	<p>Performance based urban design measures are required to permit flexibility in building typologies over time.</p>																									

Transportation	<p>TOC proposals should implement a fine-grained public street network to balance travel needs and modes.</p> <p>Garden Avenue extension as a major collector urban street in the Richmond Hill Centre Secondary Plan is not included in the High-Tech TOC proposal.</p> <p>The “Transit Green” area shown in the Bridge proposal was conceived based on the subway station locating along Yonge Street. With the new subway alignment, planning for this area needs to be revisited. Additional connectivity is required to support the movement of people and goods and achieve a high modal split.</p>
Parking	<p>Appropriate parking standards are required to ensure the planned TOC proposals and Regional Center functions over the long term.</p>
Water/wastewater capacity	<p>Water and wastewater system impact analysis is required to assess if these areas can accommodate proposed growth and determine if Regional infrastructure would need to be built or upgraded.</p>
Site Servicing	<p>Better understanding of the planned approach to site servicing is required.</p>
Phasing	<p>No phasing information has been provided in the submissions.</p> <p>Successful city building requires careful coordination and sequencing of infrastructure and human services delivery to support planned developments.</p>
Community Services/ Schools	<p>School site locations deviate from secondary plans. Vertical school integration and school/community facilities co-location arrangements require more extensive multi-agency coordination.</p> <p>Both TOC proposals need to consider sites for emergency medical services (e.g. fire and paramedic stations).</p>
Consultation process	<p>There are concerns around confidentiality of the submissions, limiting staff’s ability to notify and brief municipal Councils on planned developments.</p> <p>There are concerns with TOC proposals deviating from ongoing public engagement by the municipalities to develop the vision for these Secondary Plan areas.</p>
Financing	<p>The proposals need to include financial analysis identifying cost impacts, implications, funding sources, and responsibilities related to the delivery and operation of planned infrastructure and features (i.e. rail deck park, shared community facilities between school board and local municipalities).</p> <p>Clarity is needed regarding the overall financial framework for the TOC program as well as the development charges for TOC developments, to support the Region’s efforts to secure funding for the YNSE.</p>

Regional impacts

- Intensification and the magnitude of growth proposed through the TOC applications impact the planning and delivery of physical and social infrastructure, including roads, sewer and water, schools and other community facilities to support future residents and workers in the area.
- The significance of Regional Centres and these emerging TOD nodes in York Region require comprehensive planning to create the vision for complete communities the municipalities have worked extensively to achieve.
- The significant population increase in both TOC developments needs to be studied and planned comprehensively, especially in the context of the Region's master plans:
 - Proposed TOC densities were not contemplated in Master Plans.
 - Additional analysis is required to assess if these areas can accommodate proposed growth and determine if Regional/Municipal infrastructure would need to be built or upgraded.

Next Steps

- The YNSE Executive Committee, with local CAO's and Planning officials will need to discuss a shared and united city-building vision for the planned TOC areas and the process to engage local Councils, the public and stakeholders.
- Regional and local staff will continue to share preliminary comments on the TOC proposals with Provincial partners at working group meetings and other collaboration forums.
- The Province (Infrastructure Ontario) will begin political outreach to update the Chairman, mayors and councillors on TOC proposals for Bridge and High Tech in early September.
- Regional and local municipal staff will continue to work with Provincial and private sector partners, to ensure TOC developments can be consistent with the Regional and local municipal secondary plan framework and policy intent for each site.

Paul Freeman, Chief Planner

Attachments (2)

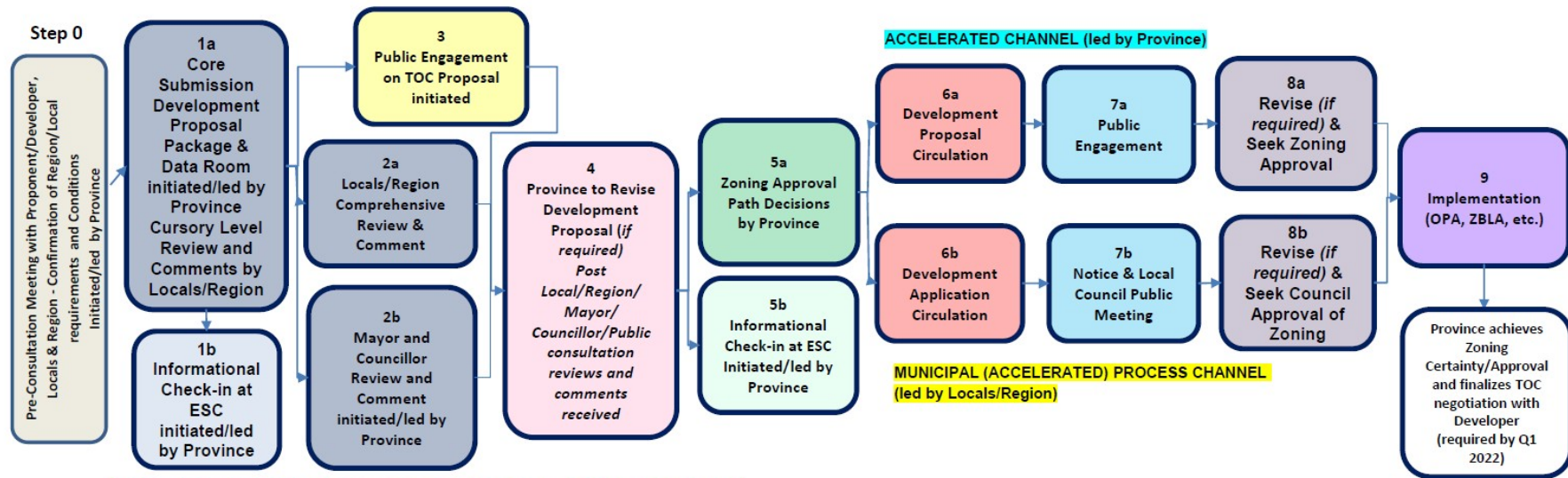
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Attachment 1

Provincial TOC Zoning Certainty Approval Process

HIGH SENSITIVITY

Bridge and High Tech TOC Timeline



***NDA covers all commercially sensitive information shared under this process**

STEP 1	STEPS 2 & 3	STEP 4	STEP 5	STEP 6	STEP 7	STEP 8*	APPROVED
DP to Staff & ESC: Late July/Early Aug (TBC)	Start: Late Mid-Aug (TBC) End: 10-Sep-21 (30 days)	Start: 30-Aug-21 End: 12-Oct-21 (30 days)	Start: 12-Oct-21 End: 18-Oct-21 (5 days)	Start: 18-Oct-21 End: 20-Oct-21 (3 days)	Start: 20-Oct-21 End: 30-Nov-21 (30 days)	Start: 30-Nov-21 End: 1-Mar-22 (60 days)	1-Mar-22

Attachment 2

Comparison of Secondary Plan and TOC Proposals Growth and Density Targets

Statistics	Richmond Hill Centre Secondary Plan Update	High Tech TOC Proposal ¹	TOC Proposal Increases from Secondary Plan	Langstaff Gateway Secondary Plan	Bridge TOC Proposal	TOC Proposal Increases from Secondary Plan
Population at buildout	28,100	55,900	Not comparable, boundaries do not align	32,000 ²	31,400	Not comparable, boundaries do not align
Jobs at buildout	16,300	6,400		15,000 ²	8,200	
Maximum Height (storeys)	8 to 70 ¹	15 to 80	14 to 88% 1.1 to 1.8 times	3 to 50 ³	10 to 80	60 to 230% 1.6 to 3.3 times
Floor Space Index (FSI)	4 to 9.5 ¹	9.8 to 23.5	145 to 147% 2.5 times	5.4 to 15.9 ³	3 to 25.7	- 44% to 62% 1.6 times

¹ High-Tech TOC Proposal area does not align completely with the Richmond Hill Centre Secondary Plan area. Comparison is made for areas that intersect both plans.

² Statistics shown are for the entire Langstaff Gateway Secondary Plan area. The Bridge TOC comprises about 50% of lands in the secondary plan area.

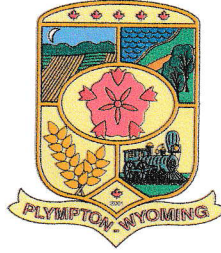
³ This represents secondary plan height and floor space index for areas covered by the Bridge TOC. Maximum building heights range from 3 to 50, and FSI from 3.8 to 15.9 across the entire secondary plan area.

ATTACHMENT 3**Transit-Oriented Communities Proposals, Secondary Plans and Toronto Urban Growth Centres
Density Comparison**

Persons and Jobs per Hectare			
Richmond Hill/ Langstaff Gateway	December 2021 TOC Proposal	Secondary Plan	TOC increase in density
Bridge	2,089 – 2,203	1,294 – 1,631	+ 31% to 61%
High-Tech	2,303 – 2,383	1,475	+ 56% to 62%

Toronto Urban Growth Centres	2019 Density (Persons and Jobs per Hectare)
Yonge-Eglinton Centre	595
North York Centre	460
Toronto Downtown and Central Waterfront	388

Source: Toronto City Planning, Land Use Information System II. Toronto Employment Surveys 2006, 2011, 2016, 2019. Statistics Canada 2006, 2011, 2016 Censuses, custom tabulations.



Honourable Doug Ford
Premier of Ontario
Legislative Building
Queen's Park
Toronto ON M7A1A1 (Sent via email)

January 14, 2022

Re: Fire Safety Measures – Request to Review the Ontario Fire Code Retrofit Section 9.5

Please be advised that on January 12th 2022 the Town of Plympton-Wyoming Council passed the following motion to support the City of Kitchener's resolution (attached) regarding fire safety measures and a request to review the Ontario Fire Code Retrofit Section 9.5.

Motion 19

Moved by Mike Vasey

Seconded by Gary Atkinson

That Council supports item 't' of correspondence from the City of Kitchener regarding fire safety measures, and directs staff to prepare a letter of support.

Motion Carried.

If you have any questions regarding the above motion, please do not hesitate to contact me by phone or email at ekwarciak@plympton-wyoming.ca.

Sincerely,

Erin Kwarciak

Clerk

Town of Plympton-Wyoming

Cc: (all sent via e-mail)
Honourable Steve Clark, Minister of Municipal Affairs and Housing
Monika Turner, Association of Municipalities of Ontario
All Ontario Municipalities

The Corporation of the Town of Plympton-Wyoming

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CHRISTINE TARLING
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christine.tarling@kitchener.ca
TTY: 519-741-2385

December 1, 2021

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

Dear Premier Ford:

This is to advise that City Council, at a meeting held on November 22, 2021, passed the following resolution regarding fire safety measures:

"WHEREAS the Government of Ontario, in December 1975, enacted the Ontario Building Code for the purpose of regulating the construction of new, safe buildings within the Province of Ontario; and,

WHEREAS the Government of Ontario, in November 1981 enacted the Ontario Fire Code for the purpose of maintaining the life safety systems of all buildings within the Province of Ontario; and,

WHEREAS the Government of Ontario, in November 1983 began the process of amending the Ontario Fire Code to include Retrofit provisions, for the purpose of providing a minimum level of life safety for those existing buildings which had not been built under the provisions of any version of the Ontario Building Code; and,

WHEREAS the government of Ontario, in October 1992 amended the Ontario Fire Code Retrofit provisions, for the purpose of providing a minimum level of life safety to buildings classed as low rise residential (9.5); and,

WHEREAS October 2021 marks twenty-nine (29) years since the requirements outlined by Retrofit 9.5 have been substantially updated; and,

WHEREAS this lack of currently appropriate standards for self-closing devices on suite doors and positive latching on exit stairwell doors has led to significant serious injuries, deaths, long term dislodgement of residents, and significant unnecessary insurance loss due to allowed building deficiencies;

-2-

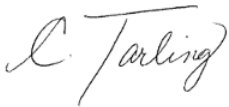
THEREFORE IT BE RESOLVED that the City of Kitchener urges the government of Ontario to direct the Ontario Fire Marshal's Office – Technical Services, to undertake an immediate review of that portion of the Ontario Fire Code known as Retrofit Section 9.5;

THEREFORE IT FURTHER BE RESOLVED that the City of Kitchener urges the Government of Ontario to, as expeditiously as possible, amend the Ontario Fire Code Sentence 9.5.2.8.(1) to require self closing devices on all suite closures (doors) within low rise residential buildings: and,

THEREFORE IT FURTHER BE RESOLVED that the City of Kitchener urges the Government of Ontario to, as expeditiously as possible, amend the Ontario Fire Code Sentence 9.5.3.3.(3) to require that closures (doors) entering exit stairwells be equipped with both self-closing devices and positive latching; and,

THEREFORE IT FINALLY BE RESOLVED that a copy of this resolution be forwarded to the Honourable Premier of Ontario, the Minister of Municipal Affairs and Housing, the Association of Municipalities of Ontario; and, all other Ontario municipalities."

Yours truly,



C. Tarling
Director of Legislated Services
& City Clerk

c: Honourable Steve Clark, Minister of Municipal Affairs and Housing
Monika Turner, Association of Municipalities of Ontario
Ontario Municipalities



January 19, 2022

Re: Support for Muskoka Parry Sound Sexual Assault Services (MPSSAS) Receive Increased and Sustainable Provincial Funding (Mayor, G. Smith)

At its meeting of December 22, 2021, the Council of the Corporation of the Town of Bracebridge ratified motions 21-GC-317, regarding the Support for Muskoka Parry Sound Sexual Assault Services (MPSSAS) Receive Increased and Sustainable Provincial Funding, as follows:

“WHEREAS the Muskoka Parry Sound Sexual Assault Services (MPSSAS) has provided prevention education, advocacy and support for survivors of recent or historical sexual violence in the area since 1993;

AND WHEREAS the number of survivors needing access to crisis counselling and long-term therapy programs has multiplied four (4) times since 1993;

AND WHEREAS ongoing underfunding of MPSSAS and the sexual assault services sector has reduced the number of resources available to provide these services due to highly specialized skill requirements that are unmatched by low wages and benefits relative to other mental health funded positions;

AND WHEREAS the current COVID-19 pandemic has resulted in isolated survivors, unable to leave abusive situations due to pressures on housing and shelters, requiring the services of MPSSAS;

NOW THEREFORE BE IT RESOLVED THAT increased and sustainable provincial funding for MPSSAS and other sexual assault services centres be supported for priority consideration by the Provincial Government and its agencies.”

In accordance with Council’s direction I am forwarding you a copy of the resolution for you reference.

Please do not hesitate to contact me if I can provide any additional clarification in this regard.

Yours truly,

Lori McDonald
Director of Corporate Services/Clerk

1000 Taylor Court
Bracebridge, ON
P1L 1R6 Canada

telephone: (705) 645-5264
corporate services and finance fax: (705) 645-1262
public works fax: (705) 645-7525
planning & development fax: (705) 645-4209

**Ministry of the Environment,
Conservation and Parks**

Office of the Minister

777 Bay Street, 5th Floor
Toronto ON M7A 2J3
Tel.: 416-314-6790

**Ministère de l'Environnement,
de la Protection de la nature et des
Parcs**

Bureau du ministre

777, rue Bay, 5^e étage
Toronto ON M7A 2J3
Tél. : 416-314-6790



357-2021-3838

January 25, 2022

Mr. Andrew Walkom
Legislative Coordinator
Town of Newmarket
Email: clerks@newmarket.ca

Dear Mr. Walkom,

Thank you for your letter of December 16, 2021 about the Town of Newmarket's concern with the Ministry of Transportation's (MTO) proposed Bradford Bypass. I would like to take this opportunity to clarify the work that my ministry has undertaken regarding the Bradford Bypass Project.

On July 8, 2020, the Ministry of the Environment, Conservation and Parks (MECP) posted a proposal for a 45-day comment period on the Environmental Registry of Ontario to update the assessment process for the proposed Project under Environmental Registry Number (ERO) [019-1883](#). The ministry communicated the proposed changes and sought input directly from Indigenous communities, government agencies, and interested members of the public.

On October 7, 2021, Regulation 697/21 (the Regulation) was approved that conditionally exempts the Project from the duplicative requirements of the *Environmental Assessment Act* (EAA), which it has already met through processes MTO has completed. All comments and feedback received were considered in making a decision on this proposal, including concerns with impacts to the Greenbelt and Lake Simcoe. For more information on the government's decision, please see the complete decision notice at <https://ero.ontario.ca/notice/019-1883>.

The exemption is conditional on MTO completing the streamlined planning and assessment process set out in the Regulation. This will require that the final alignment and design of the Project be determined through a decision-making process that will be consistent with the general principles of the EAA. The streamlined assessment process is a regulatory condition that sets forth the planning, assessment, documentation and consultation objectives, necessary for MTO to advance the project to implementation. This assessment requires that agriculture, air quality, archaeology, cultural and built heritage, contamination and waste management, and noise and vibration and other studies be completed. A full list of the required environmental studies is available at www.bradfordbypass.ca/overview/.

Andrew Walkom
Page 2.

In addition to the completion of the regulatory streamline assessment process, MTO is still required to follow all other relevant legislative requirements including the *Greenbelt Act*, *Lake Simcoe Protection Act*, *Endangered Species Act*, and EAA as well as other standards and practices as they apply to the design, construction and operation of the Project so that it does not compromise environmental protection.

Furthermore, on February 3, 2021 a request was submitted to the Impact Assessment Agency of Canada to designate the Bradford Bypass Project under the *Impact Assessment Act*. A subsequent decision by the federal Minister of Environment and Climate Change found that a designation of the Bradford Bypass Project was unwarranted due to the regulatory review process and framework that already applies to the Project. For more information please see: <https://iaac-aeic.gc.ca/050/evaluations/proj/81382>.

If you have any further questions please contact the MTO Bradford Bypass team at projectteam@bradfordbypass.ca or 1-877-247-6036.

Thank you again for writing.

Sincerely,

A handwritten signature in black ink, appearing to read 'David Piccini', with a stylized flourish at the end.

David Piccini
Minister of the Environment, Conservation and Parks



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

January 5, 2022

Sent to: [REDACTED]

Dear Newmarket African Caribbean Canadian Association (NACCA):

RE: Proclamation Request – February – Black History Month

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

In addition, the Riverwalk Commons and Fred A. Lundy Bridge located on Water Street will be illuminated in yellow and green on February 17th to recognize Black History Month. Please note that the lighting will occur from sunset until 11:00 PM.

The community flag pole located at Peace Park on Cane Parkway will fly your flag from February 1st to February 28th. Please note that the flag must be dropped off at the Town of Newmarket Operations Centre at 1275 Maple Hill Court by 4:30 PM on Wednesday, January 26th, ATTN: Nick Evans.

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

Yours sincerely,

A handwritten signature in black ink that reads "JGrossi".

Jaclyn Grossi

Legislative Coordinator



January 5, 2022

Sent to: [REDACTED]

Dear Newmarket African Caribbean Canadian Association (NACCA):

RE: Proclamation Request – February – Black History Month

On behalf of the Town of Newmarket Council I am pleased to recognize February 2022 as Black History Month.

In addition, the Riverwalk Commons and Fred A. Lundy Bridge located on Water Street will be illuminated in yellow and green on February 17th from sunset until 11:00 PM, and the community flag pole located at Peace Park on Cane Parkway will fly your flag from February 1st to February 28th.

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

Yours sincerely,

John Taylor
Mayor

The Corporation of the Town of Newmarket
Office of the Mayor

Proclamation

Black History Month recognizes the contributions that People of African and Caribbean descent have made to Canada shaping its identity; and

Whereas: Black History Month was first recognized in Ontario in 1995 and celebrated nationally in 1996; and

Whereas: The United Nations proclaimed 2015-2024 the Decade for people of African Descent, an important step in the international community recognizing that people of African descent represent a distinct group whose human rights must be promoted and protected; and

Whereas: The Town of Newmarket continues to work toward becoming an inclusive community in which all citizens past, present and future are respected and recognized for their contributions to our community; and

Whereas: Black History Month continues to provide the Town of Newmarket with the opportunity to celebrate the contributions and vital role that Canadians of African descent have made to strengthen the social and cultural mosaic of our community, province and country;

Now, Therefore: I, John Taylor, Mayor of the Town of Newmarket, do hereby proclaim


February 1 - 28, 2022

As

Black History Month

In the Town of Newmarket and do commend its thoughtful observance to all citizens of our municipality.

Dated this 5th day of January, 2022



His Worship, Mayor John Taylor



Jaclyn Grossi
Acting Deputy Clerk
Town of Newmarket
395 Mulock Drive
P.O. Box 328 Station Main
Newmarket, ON L3Y 4X7
Email: jgrossi@newmarket.ca
Tel: 905-953-5300 ext. 2207
Fax: 905-953-5100

January 26, 2022

Sent to: [REDACTED]

Dear Manvi Narula:

RE: Proclamation Request – World Thinking Day – February 22, 2022

I am writing to advise that your proclamation request has been approved in accordance with the Council-approved [Proclamation, Lighting Request and Community Flag Raising Policy](#), and the Town of Newmarket will proclaim February 22, 2022 as World Thinking Day. Your proclamation request will be communicated on the Town's Twitter account, and on the Town's website on the Proclamation and Lighting Request page.

In addition, the Riverwalk Commons and Fred A. Lundy Bridge located on Water Street will be illuminated in blue on February 22, 2022 to recognize World Thinking Day. Please note that the lighting will occur from sunset until 11:00 PM.

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

Yours sincerely,

A handwritten signature in black ink that reads "JGrossi".

Jaclyn Grossi

Acting Deputy Clerk

/cb



January 26, 2022

Sent to: [REDACTED]

Dear Manvi Narula:

RE: Proclamation Request – February 22, 2022 – World Thinking Day

On behalf of the Town of Newmarket Council I am pleased to recognize February 26, 2022 as World Thinking Day.

In addition, the Riverwalk Commons and Fred A. Lundy Bridge located on Water Street will be illuminated in blue on February 22, 2022 from sunset until 11:00 PM.

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

Yours sincerely,

John Taylor
Mayor