

Letter to York Region Council
Via clerks regionalclerk@york.ca

Regional Chair Emmerson and Regional Councilors
York Region
17250 Yonge Street Newmarket,
ON L3Y 6Z1

From Claire Malcolmson
Stop Sprawl York Region
www.stopsprawlYR@gmail.com



RE 2021 Draft Official Plan
Thursday, June 30, 2022
York Regional Council
Item H.2.1.

June 29, 2022

Dear Chair Emmerson and York Region Council,

I wish to highlight two issues that Council is considering today.

1. Removal of Oak Ridges Moraine designation in Whitchurch-Stouffville in the ROP.
2. 2022 Transportation Master Plan

Removal of Oak Ridges Moraine designation in Whitchurch-Stouffville

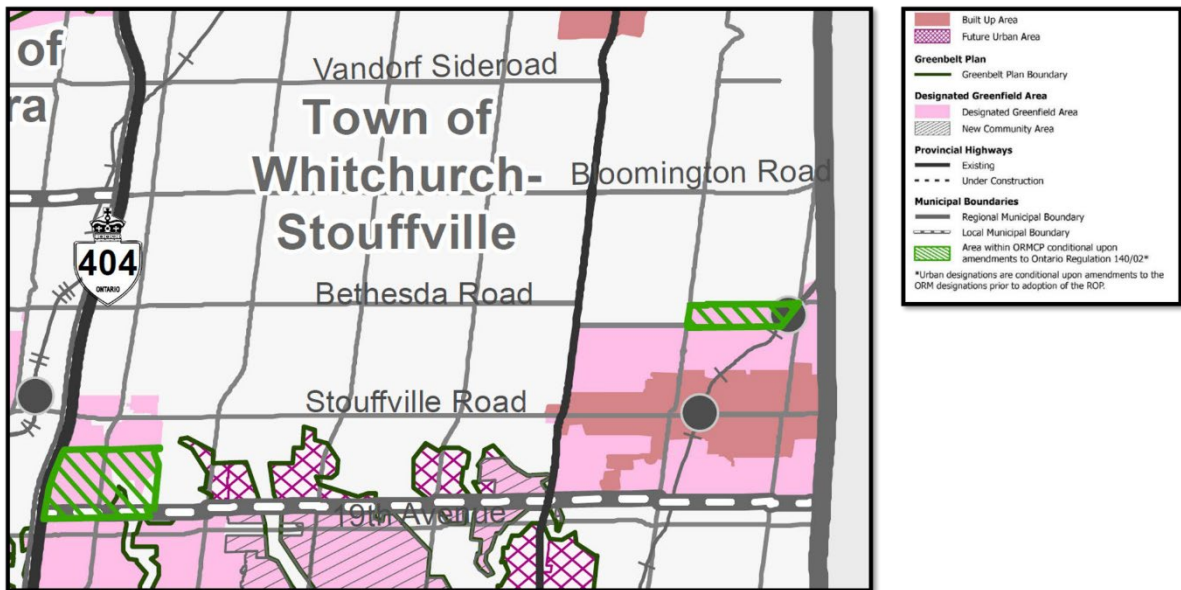
As you know, the precedent-setting move of asserting that York Region will remove land from the Oak Ridges Moraine goes beyond Whitchurch-Stouffville Mayor Ian Lovatt. Regardless of his municipality's concerns, which I don't mean to diminish, the removal of ORM land will open the floodgates across the ORM and Greenbelt. By supporting W-S's request, York Region Council is supporting building in the Greenbelt. This represents a massive threat to Ontario's land use planning system.

If you support the Greenbelt we are asking you to vote against the approve the draft Official Plan if it includes the assertion that the *Stouffville Bethesda Community Area lands as shown on the Maps of Attachment 1 and as outlined Attachment 3; and Settlement area expansion of the South Gormley Employment Area lands* should be developed subject to the Minster amending Reg. 140/02: Oak Ridges Moraine Conservation Plan under the Oak Ridges Moraine Conservation Act to permit the Council endorsed and requested urban expansion in the Town of Whitchurch-Stouffville. (map copied below)

The boundaries of the Greenbelt and the policies of the Growth Plan complement one another and are interdependent. One of the reasons for Greenbelt legislation is to make farming and land prices more stable, to support farming. It is the absence of land speculation that allows for stable land prices and rents. This in turn means that over time more investment occurs in farms and farming in the Greenbelt area. It should be this way. Farmers should not have to compete with land speculators.

Further, as described by delegates on June 16th, 2022, the ORM provides drinking water and base flow to rivers across southern Ontario. We are always going to need water and so are fish and other aquatic life. Climate change projections show that we need to take the protection of freshwater supplies safe. Please leave the ORM alone.

**Changes Required to Remove Oak Ridges Moraine Urban Expansion
ATTACHMENT 3**



Note: Map above reflects Map 1B from the draft ROP as of November 2021.

2022 Transportation Master Plan

Frequent Transit Service (one bus every 10-15 minutes) is viable at 37 units or 80 Residents and Jobs per Hectare. York Region’s Greenfield rate of 65 Residents and Jobs per Hectare is far too low to support transit supportive communities and the viability of transit. York Region’s new intensification rate (50 – 55%) is lower than what is being achieved today.

In a climate crisis and an affordable housing crisis, and with nearly 20,000 acres of land already approved for development, York Region Council has voted for an approach that is pretty close to

business as usual residential density, commuter patterns, and their rising costs. This severely undermines the ability to develop an aspirational transportation master plan that would get more residents out of their cars.

These decisions undermine the ability of the Region to achieve its goals identified in its 2023 Strategic Plan.

“Specific goals and objectives influencing the TMP include:

- Increasing economic prosperity
- Building sustainable communities and protecting the environment
- Supporting community health, safety and well-being
- Delivering trusted and efficient services.” (TMP p. 23).

It is essential for economic prosperity that York Region can house workers and create living and commuting conditions that are not economically crippling at a household level. Building densities that allow for good transit is at the core of providing lower cost quality of life to residents. Without this, economic prosperity will continue to be hampered.

The transportation master plan is far too heavy on new highways and too light on regional rail. We do understand that you are reflecting the Province’s priorities and commitments. We wish that York Region would stop giving its blessing and endorsement to the Bradford Bypass and the proposed 404 extension to Hwy 12 across the NE part of Georgina. It will fuel more sprawl and will harm Lake Simcoe, as has been demonstrated in assessments of pre and post 404 impacts on water quality and salt loading in the Maskingonge River. (Pre- highway 404, 12% of Maskinonge River water quality samples exceeded the chronic guideline for chloride – salt. After the 404 that number climbed to 84% of samples.)

The Jim Jones “407 Golden Corridor” network has potential, and is the kind of integrated planning that will get us closer to GHG emission reduction targets and more affordable, healthier lifestyles for residents. While this is only a solution for the southern of York Region, it is worth considering.

I will end by reiterating the position of Stop Sprawl York Region: I want the Official Plan to: Create the variety of housing that York Region residents need; create the conditions to be able to lower taxes and invest in existing communities; protect the Greenbelt, farmland, water quality, including Lake Simcoe; reduce traffic congestion; and create a safer climate for our future. The Draft OP does none of these things adequately.

Thank you for your time.

Sincerely,

A handwritten signature in black ink that reads "Claire Malcolmson". The signature is written in a cursive style with a large initial 'C'.

Claire Malcolmson

On behalf of Stop Sprawl York Region

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We are a collective of community leaders, organizations, and people who care about the future of York Region.