

THE CORPORATION OF THE TOWN OF GEORGINA

REPORT NO. DS-2022-0033

**FOR THE CONSIDERATION OF
COUNCIL**

April 27, 2022

**SUBJECT: KESWICK SECONDARY PLAN REVIEW – KESWICK SECONDARY
PLAN DRAFT #2 (FILE NO.: 02.195)**

1. RECOMMENDATION:

- 1. That Council receive Report No. DS-2022-0033 prepared by the Planning Policy Division, Development Services Department dated April 27, 2022, respecting the Keswick Secondary Plan Review – Keswick Secondary Plan Draft #2.**
- 2. That Council endorse the next steps for completing the preparation of a Proposed Keswick Secondary Plan for Council's adoption in late July, early August 2022, as outlined in Section 6.2 of Report No. DS-2022-0033.**
- 3. That the Town Clerk forward a copy of Report No. DS-2022-0033 and Council's Resolution to the York Region Director of Community Planning and Development Services, the York Region Chief Planner, and the Lake Simcoe Region Conservation Authority, General Manager, Planning and Development.**

2. PURPOSE:

The purpose of this report is to provide an update on the Keswick Secondary Plan Review (KSPR) and to present comments received to date on Draft #2 of the Keswick Secondary Plan (Draft #2).

3. BACKGROUND:

On November 11, 2020, Council considered Report No. DS-2020-0041 and held a special meeting to:

- Discuss the policy revisions that form part of the update to the Keswick Secondary Plan (KSP);
- Present the public comments that had been received as of October 2020; and,
- Present Draft #1 of the KSP (Draft #1) to Council and request that it be released for public and agency review and comment.

In accordance with Council Resolution No. C-2020-0356, Council received the report and authorized the release of Draft #1 for public and agency review and comment in accordance with the requirements of the Planning Act. In late November 2020, notice

was posted in the Georgina Advocate and circulated to external agencies, Town Departments, and interested parties on record, advising that Draft #1 has been posted on the Town's website for review and comment.

On December 3, 2020, the project team hosted Workshop #3 to present Draft #1 to the public, answer questions and receive feedback. The workshop was facilitated virtually with two identical sessions held, the first at 1:00 p.m. and the second at 6:30 p.m. The workshop yielded 24 and 18 public attendees, respectively, as well as staff, Councillors and Steering Committee members. Attachment 1 is a report prepared by the Town's consultant, The Planning Partnership, that outlines the consultation work that was completed in Phase 2 and a summary of "what we heard", including:

- Workshop #2, Design Options and Principles;
- Online Survey #2;
- Steering Committee Meetings 3, 4 and 5;
- Special Meeting of Council on November 11, 2020;
- Workshop #3, Preferred Plan
- Keswick Secondary Plan Primer; and,
- Meeting with the Chippewas of Georgina Island.

The Phase 2 Summary Report marks the end of Phase 2 and the beginning of Phase 3; Final Secondary Plan. In this final stage, the "Draft KSP" will be finalized into a "Proposed KSP" which will be recommended to Council for adoption.

Detailed comments on Draft #1 were received from the Development Engineering Division, Economic Development Division, and key external agencies such as York Region and the Lake Simcoe Region Conservation Authority (LSRCA). Other agencies that responded to the circulation include the Ministry of Transportation, Rogers, Municipal Property Assessment Corporation (MPAC), Southlake Regional Health Centre and the Chippewas of the Thames First Nation. All comments from Town Departments and external agencies on Draft #1 are provided as Attachment 2.

Upwards of thirty submissions were received from the public and local developers in response to Draft #1. These comments generally request certain changes or clarification to the text or schedules and have led to many positive modifications and enhancements to the Secondary Plan. All comments received from the public on Draft #1 have been summarized in a comment matrix and responded to by the project team (Attachment 3). For context purposes, it is important to note that submissions 1 through 12 on Attachment 3 were received prior to the release of Draft #1.

On December 14, 2021, the project team met with the Steering Committee (Committee). The purpose of the meeting was to present Draft #2 to the Committee, discuss the key changes, receive feedback, and request authorization to release Draft #2 for comment. Following the presentation and a roundtable discussion, the Committee passed a resolution to support the release of Draft #2 for public, Town Department and agency review and comment in accordance with the Planning Act.

On January 28, 2022, notice of the posting of Draft #2 for formal review and comment was circulated to prescribed agencies, Town Departments and interested parties on record. Notice was also posted on the Town Page in the February 3, 2022 and February 10, 2022 editions of the Georgina Advocate. Comments received in relation to this circulation are addressed below in Section 5.

All background information, reports and FAQs related to the KSPR have been posted online to the dedicated project webpage: www.georgina.ca/KSPR.

4. PUBLIC CONSULTATION AND NOTICE REQUIREMENTS:

A virtual open house and public meeting are being held on April 27, 2022, to give the public an opportunity to ask questions and provide comment on Draft #2. The open house is scheduled in the afternoon from 1:00 p.m. to 3:00 p.m. and the public meeting is scheduled in the evening beginning at 7:00 p.m. Both the open house and public meeting are required under the Planning Act.

The purpose of the open house is to provide an informal setting for the public to discuss Draft #2 with the project team, ask questions and provide feedback. Whereas, the purpose of the public meeting is to provide the public an opportunity to formally address Council and present their comments. The input received through the open house and public meeting, along with all written comments, will be considered in the preparation of a “Proposed KSP” to be considered by Council for adoption. Next steps in the project are addressed below in Section 6.2.

Notice of today’s open house and public meeting was circulated on April 6, 2022, to all prescribed agencies, Town Departments, the Steering Committee, Council, and interested parties on record. Notice was also posted on the Town’s website and in the April 7, 2022 and April 14, 2022 editions of the Georgina Advocate.

It has come to staff’s attention that the notice that was posted in the Georgina Advocate on April 7th inadvertently contained an incorrect open house and public meeting day of Thursday, April 27th as opposed to the correct day being Wednesday, April 27th. A second public meeting will be scheduled for Council to consider a “Proposed KSP” for adoption sometime in late July, early August 2022. A second open house will also be scheduled on the same afternoon of the second public meeting. For the second public meeting and open house, notice will be issued which will satisfy the Planning Act requirements.

5. COMMENTS RECEIVED ON DRAFT #2:

5.1 TOWN DEPARTMENT AND EXTERNAL AGENCY COMMENTS

The Development Engineering Division and Municipal Law Enforcement Division have advised that they have “no comments” in relation to Draft #2. No other formal comments have been received from Town Departments as of the completion of this

report. It should be noted however, that although not many formal comments have been received on Draft #2, several Town Departments such as Community Services, Operations and Infrastructure, Development Engineering, Economic Development, the Office of the CAO, and Finance, have provided technical expertise and comments on previous drafts through their participation in the KSPR Technical Advisory Committee (TAC).

Comments on Draft #2 have been received from the following external agencies:

York Region (Attachment 4)

- York Region has provided detailed comments primarily related to transitional matters, ensuring conformity with the York Region Official Plan (YROP), requesting clarification, suggesting policies be added or reworded, and mapping. Overall, the comments are generally administrative in nature and will not impact the overall purpose and intent of the Plan. In January 2022, the project team had a productive meeting with York Region staff to discuss their comments related to conformity with the YROP. The project team will continue to work with the Region to address their remaining comments and outstanding issues.

LSRCA (Attachment 5)

- The LSRCA has provided detailed comments related mapping and features shown on Schedule C, Environmental Overlays and Schedule D, Source Water Protection Areas. These mapping comments are minor in nature and have been passed on to the consultant to be addressed.

Ministry of Transportation

- Comments from the Ministry of Transportation indicate that further consultation with the Ministry will be required related to the proposed realignment of Glenwoods Avenue, adjacent to Highway 404, as shown on Schedule E, Transportation. In this regard, although the realignment of Glenwoods Avenue is shown for information/contextual purposes on Schedule E to the KSP, such realignment will be facilitated through the development of the Business Park lands and its related processes.

York Region District School Board (Attachment 6)

- Comments from the York Region District School Board, advise that Schedule B, Land Use Plan, should be revised to show the correct location of a proposed secondary school site within south Keswick. Comments are also provided as it relates to facilitating active transportation, including requesting sidewalks on both sides of the street, requesting that sidewalks along future roadways connecting to school sites be wider, and that transportation demand management plans should address how the proposed road network is conducive to safe active transportation to and from schools.

Rogers

- Rogers does not have any comments or concerns at this time.

Bell (Attachment 7)

- Bell has provided comments on the Urban Design and Architectural Control Guidelines specifically how it relates to their standard processes for designing and installing utilities. Specifically, the comments address screening utilities from public view, utilities and service components being located at the rear of buildings, and their practice of typically installing all utilities underground, dependent on existing conditions.

Southlake Regional Health Centre (Attachment 8).

- No comments.

Infrastructure Ontario

- Advise that they are still reviewing the Secondary Plan and will need some additional time before providing their comments.

5.3 PUBLIC COMMENTS

The following comments have been received from the public on Draft #2:

1. A letter dated March 9, 2022 received from Anthony Usher Planning Consultant (AUPC) on behalf of the North Gwillimbury Forest Alliance (Attachment 9). The letter raises concerns with how environmental protection policies have been translated from Draft #1 to Draft #2, specifically as it relates to ecological offsetting requirements.
2. A letter dated March 10, 2022 from KLM Planning on behalf of DG Group (Attachment 10). The comments address both policy wording and proposed mapping as it relates to the future development of their lands in south Keswick. The comments generally relate to the topics of affordable housing, amenity areas for live-work units, and permitted uses and policies related the Mixed-Use Corridor 2, Urban Centre and Environmental Protection Area designations. On April 8, 2022, Staff met with the DG Group, and their consultant, KLM Planning, to discuss their comments. The meeting was productive forum for discussion of written comments and key issues/themes. Staff will continue to work with DG Group on their outstanding issues going forward toward the preparation of a Proposed KSP.
3. A letter dated March 11, 2022 from Michael Smith Planning Consultants (MSPC) on behalf of Treasure Hill (Attachment 11). The comments address both policy wording and mapping as it relates to the future development of their lands in north Keswick. Specifically, the comments indicate a desire to see more flexibility within the Mixed-Use Corridor 2 designation policies to permit “standalone” residential uses. On April 13, 2022, Staff met with Treasure Hill, and their consultant, MSPC, to discuss their comments. The meeting was productive and allowed both sides to discuss the written comments and elaborate on key issues/themes. Staff will

continue to work with Treasure Hill on their outstanding issues going forward toward the preparation of a Proposed KSP.

4. An email received from Martha Doherty of 159 Cedar Street, Keswick (Attachment 12). The comments in the email express Mrs. Doherty's concerns regarding "excessive future development" in the Uptown Keswick Urban Centre designation, the concentration of social services in the area, crime in the community, the lack of sidewalks and danger of speeding cars, and the need for developers to build projects sympathetic to the area.

The above submissions, as well as all submissions received at and after today's public meeting, will be comprehensively reviewed and responded to in the next report to Council.

6. REPORT:

6.1 KESWICK SECONDARY PLAN DRAFT #2

Key changes to Draft #1 that have been incorporated into Draft #2 include:

- Rewording of policies and restructuring of sections for consistency and comprehension purposes;
- Removing duplication and policies which the Town does not have the ability to implement in order to streamline the Plan;
- Separating policy, explanatory text and design guidelines;
- Retaining Keswick-specific policies (i.e. policies that are geographically applicable to Keswick) and deferring to the Official Plan for general Town-wide policies;
- A simplified and clarified growth management section;
- Redistributing the policies from the 'Lake Simcoe Protection' subsection to other subsections;
- Introducing a revised, simplified approach to calculating residential density; and,
- Inclusion of additional definitions to provide clarity.

Due to its size, Draft #2 has not been attached to this report, but has been posted to the dedicated project webpage for review: www.georgina.ca/KSPR.

Draft #2 is comprised of policy text, mapping (Schedules A through F), and appendices (Appendix I and II). The text of the Secondary Plan is comprised of the following 9 sections:

1. Basis of the Secondary Plan
2. Vision and Guiding Principles
3. Growth Management
4. Building a Complete Keswick
5. General Land Use Policies

6. Land Use Designations
7. Providing Sustainable Services and Infrastructure
8. Implementation
9. Interpretation

Below is a list of Schedules A through F and Appendix I and II:

- Schedule A: Growth Management
- Schedule B: Land Use Plan
- Schedule C: Environmental Overlays
- Schedule D: Source Water Protection Areas
- Schedule E: Transportation
- Schedule F: Site-Specific Policies
- Appendix I: Urban Design & Architectural Control Guidelines
- Appendix II: Natural Environment Background Report Mapping

Section 1, Basis of the Secondary Plan, provides the basis and background context underlying the establishment of the Secondary Plan. The purpose of the Secondary Plan is to provide a detailed land use plan and policy framework to guide future growth and development within Keswick in accordance with provincial plans and policies, the YROP, and the Town of Georgina Official Plan. Land use, development and public works undertaken in Keswick is required to conform to the Secondary Plan.

Section 2, Vision and Guiding Principles, contains a community vision and eight guiding principles that were developed with input provided from the public through Phase I consultations and serves as the foundation for which the objectives and policies of the Plan are based. The community vision is as follows:

“Keswick will become a more complete, healthy and vibrant community, balancing its existing lakeside character with new development that meets the community’s employment, shopping and entertainment needs, and that provides more rental and affordable housing to support a diverse population. As Keswick evolves, new development and investment will prioritize the creation of a stronger sense of community, a well-connected and multimodal transportation network, the protection of natural areas and a commitment to environmental sustainability and resiliency.”

Section 3, Growth Management, establishes population and employment growth forecasting for Keswick to 2041. In order to ensure conformity with the current YROP which establishes a planning horizon to 2031, all references to figures which go beyond 2031 are to be deferred until the new YROP is in force and effect.

The Secondary Plan contains policies aimed at achieving a “complete community”. A complete community is one that provides opportunities for people of all ages and abilities to conveniently access most of their daily needs throughout their lives within their community. Complete communities support neighbourhoods with a mix of uses

and compact development, a full range of housing options, active transportation, transit and a mixture of local stores, jobs and public service facilities to service residents.

Section 4, Building a Complete Keswick, contains four key subsections, each of which contain objectives and policies to achieve a complete Keswick:

- A Healthy and Accessible Community;
- A Strong Economy;
- An Attractive and High Quality Community; and,
- A Sustainable and Resilient Community.

Section 5, General Land Use Policies, contains subsections that address land uses permitted and prohibited in all designations, residential land use policies and public service facilities policies. One notable addition to the Secondary Plan included in this section are the policies related to Additional Residential Units (i.e. accessory apartments). As required by recent changes to the Planning Act, the Secondary Plan includes policies to permit a maximum of two additional residential units on a lot which contains a single detached, semi-detached or street/block townhouse dwelling and an associated detached accessory building or structure. Effectively, this would permit up to three residential units on a property, subject to the policies of the Plan and the inclusion of provisions in the Zoning By-law.

Section 6, Land Use Designations, contains specific permitted uses and policies for the respective land use designations as identified on Schedule A, Growth Management and Schedule B, Land Use Plan. This Section incorporates new land use planning terms, concepts and policies, but overall, the basic structure of the Plan has not significantly changed from that of the current KSP. From a Growth Management perspective, Schedule A divides the community into Local Strategic Growth Area, Neighbourhoods and the Natural Heritage System and Parks Network.

The Local Strategic Growth Area is the primary community-structuring element of Keswick from a land use and development perspective. The Local Strategic Growth Area is comprised of the lands located along the Queensway Corridor (Mixed-Use Corridor 1 designation) and Woodbine Avenue Corridor (Mixed-Use Corridor 2 designation) and within the three Urban Centres that are located along The Queensway Corridor. It is the intent of the Secondary Plan to support and strengthen these Local Strategic Growth Areas as locations for higher density, mixed-use development in a compact built form.

The most significant change to the land use structure of the Plan relates to the lands located on the west side of the Woodbine Avenue Corridor. The current KSP generally designates these lands Commercial/Employment with the intent of providing an array of employment and retail shopping opportunities to support the growing population of Keswick. As such, no residential uses are currently permitted. Draft #2 proposes that these lands be redesignated to 'Mixed-Use Corridor 2' to

permit the introduction of higher-density/high-rise residential uses into the corridor in mixed-use settings. It is envisioned that over time, lands within this designation will broaden the mix and range of uses and dwelling types and sizes within Keswick, providing opportunities for more rental and affordable housing options.

Neighbourhoods within Keswick are divided into Existing Neighbourhoods and New Neighbourhoods as identified on Schedule B. These neighbourhoods are envisioned to accommodate a mix of low-rise and mid-rise residential built forms, providing a range of housing options for current and future residents. The creation of neighbourhood focal points, which include neighbourhood supporting uses, are encouraged within Keswick's neighbourhoods. Neighbourhood focal points are intended to provide day-to-day services such as convenience retail, personal service shops, restaurants, elementary schools, and public parks. The proximity of these uses to one another will encourage and support active transportation and the concept of complete communities.

The linked Natural Heritage System and Parks Network is comprised of Environmental Protection Areas and Parks and Open Spaces as shown on Schedule B, and is considered to be a fundamental element of the urban fabric of Keswick providing for both passive and active recreational opportunities and environmental preservation.

Section 7, Providing Sustainable Services and Infrastructure, contains policies addressing the transportation system, sanitary sewer and water supply services, stormwater management and communication technology.

Section 8, Implementation, addresses the various tools and processes that are involved in implementing the policies and designations of the Secondary Plan such as through the zoning by-law, plans of subdivision and condominium, site plan control, capital works programs, community improvement programs and Secondary Plan amendments.

Section 9, Interpretation, sets out the decision rules and processes for interpreting land use designations and policies in the reading of the Secondary Plan and includes key definitions of terms used in the Secondary Plan.

The Urban Design and Architectural Control Guidelines (Guidelines) attached as Appendix I are meant to guide the preparation of detailed development design plans in accordance with the Town's vision for Keswick. The Guidelines provide guidance and direction for homeowners, designers, architects, developers and landscape architects by outlining the Town's expectations for new development. It is the intent of the Secondary Plan that all new development have regard for the Urban Design and Architectural Control Guidelines, as well as other Council adopted documents.

The Natural Environment Background Report Mapping provided as Appendix II provides the basis for the Natural Heritage System and the environmental policy

framework that will protect and conserve Keswick's significant natural heritage and hydrologic features and their associated ecological functions.

6.2 NEXT STEPS

Comments from today's open house and public meeting, as well as any written Town Department, agency or public comments subsequently received, will be reviewed by the project team to determine if any further revisions to Draft #2 are required. Based on this review, a "Proposed KSP" will be prepared and presented to Council for consideration of adoption at a second public meeting in late July/ early August 2022. If adopted by Council, the Proposed KSP would then be forwarded to York Region for its review and approval. A revised work plan showing the remaining tasks in the project and their approximate timing is provided as Attachment 13.

7. RELATIONSHIP TO STRATEGIC PLAN (2019-2023):

This report addresses all four strategic goals:

- GOAL 1: "GROW our Economy" – Increase employment and investment; improve both transportation and broadband activity; and, promote Town identity.
- GOAL 2: "PROMOTE a High Quality of Life" – Build a healthy, safe and accessible community; and, promote responsible growth.
- GOAL 3: "ENGAGE our Community & BUILD Partnerships" – Establish and strengthen partnerships; and, engage our community.
- GOAL 4: "DELIVER Exceptional Service" – Ensure exceptional service delivery; manage our finances and assets proactively; and, support staff development and excellence.

8. FINANCIAL AND BUDGETARY IMPACT:

There are no financial or budgetary impacts resulting from of this report.

As of the completion of this report, the project remains on budget.

9. CONCLUSION:

The KSP is the key land use policy document that guides future growth and development, investment, and environmental protection within Georgina's largest urban community.

Significant progress has been made on the project work program to date. It is the opinion of Staff that Draft #2 is comprehensive and forward looking Secondary Plan that provides a clear vision for the development of Keswick in future decades and provides a policy framework to realize this vision. Constructive input received from the public, agencies, local development community, the TAC, and the Steering Committee have all helped to make this collaborative planning process successful.

It is recognized that there are still revisions required to enhance/improve the Plan and address comments received on Draft #2 provided by key agencies and the public. A redlined revision of Draft #2 showing the changes between Draft #2 and the Proposed KSP will be provided in the next report to Council.

Staff recommend that Council approve the recommendations contained in Section 1 to: receive this report; endorse the next steps for completing the preparation of a Proposed KSP for Council's adoption sometime in late July, early August 2022, and; to direct the Town Clerk to forward a copy of this report and Council's resolution to staff at York Region and the LSRCA.

APPROVALS

Prepared By: Tolek A. Makarewicz, BURPI, MCIP, RPP
Senior Policy Planner

Reviewed By: Alan Drozd, MCIP, RPP
Manager of Planning Policy

Recommended By: Harold W. Lenters, M.Sc.PI, MCIP, RPP
Director of Development Services

Approved By: Ryan Cronsberry
Chief Administrative Officer

April 16, 2022

Attachments:

Attachment 1 – Phase 2 Summary Report
Attachment 2 – Comments from Town Departments and External Agencies on Draft #1
Attachment 3 – Comments from the Public on Draft #1 and the Project Team's Responses
Attachment 4 – York Region Comments on Draft #2
Attachment 5 – LSRCA Comments on Draft #2
Attachment 6 – YRDSB Comments on Draft #2
Attachment 7 – Bell Comments on Draft #2
Attachment 8 – Southlake Regional Health Centre Comments on Draft #2
Attachment 9 – Comments from Anthony Usher Planning Consultant on behalf of the NGFA (Draft #2)
Attachment 10 – Comments from KLM Planning on behalf of DG Group (Draft #2)
Attachment 11 – Comments from MSPC on behalf of Treasure Hill (Draft #2)
Attachment 12 – Comments from Martha Doherty of 159 Cedar Street, Keswick (Draft #2)
Attachment 13 – Revised Work Plan

Report Approval Details

Document Title:	Keswick Secondary Plan Review - Keswick Secondary Plan Draft 2.docx
Attachments:	<ul style="list-style-type: none"> - Attachment 1 - Phase 2 Summary Report.pdf - Attachment 2 - Agency and Dept Comments on Draft 1.pdf - Attachment 3 - Public Comment and Response Matrix.pdf - Attachment 4 - York Region Comments.pdf - Attachment 5 - LSRCA Comments.pdf - Attachment 6 - YRDSB.pdf - Attachment 7 - Bell.pdf - Attachment 8 - Southlake.pdf - Attachment 9 - Anthony Usher Planning Consultant Comments (NGFA).pdf - Attachment 10 - KLM Comments (DG Group).pdf - Attachment 11 - MSPC Comments (Treasure Hill).pdf - Attachment 12 - Martha Doherty Comments.pdf - Attachment 13 - Revised Work Plan.pdf
Final Approval Date:	Apr 19, 2022

This report and all of its attachments were approved and signed as outlined below:

No Signature found

Alan Drozd

No Signature found

Harold Lenters

Ryan Cronsberry

Report Approval Details

Document Title:	Keswick Secondary Plan Review - Keswick Secondary Plan Draft 2.docx
Attachments:	<ul style="list-style-type: none"> - Attachment 1 - Phase 2 Summary Report.pdf - Attachment 2 - Agency and Dept Comments on Draft 1.pdf - Attachment 3 - Public Comment Response Matrix.pdf - Attachment 4 - York Region Comments.pdf - Attachment 5 - LSRCA Comments.pdf - Attachment 6 - YRDSB.pdf - Attachment 7 - Bell.pdf - Attachment 8 - Southlake.pdf - Attachment 9 - Anthony Usher Planning Consultant Comments (NGFA).pdf - Attachment 10 - KLM Comments (DG Group).pdf - Attachment 11 - MSPC Comments (Treasure Hill).pdf - Attachment 12 - Martha Doherty Comments.pdf - Attachment 13 - Revised Work Plan.pdf
Final Approval Date:	Apr 20, 2022

This report and all of its attachments were approved and signed as outlined below:

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Alan Drozd

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Harold Lenters

Ryan Cronsberry

memo

Project Name: Keswick Secondary Plan
Project No.: 2143
Date: Tuesday, June 1, 2021
Subject: Keswick Secondary Plan Summary Report

The Phase 2 Summary report outlines the work that has been conducted to date and a summary of what we have heard throughout the consultation process in Phase 2 of the Keswick Secondary Plan. It also provides an overview of the key changes in the Draft Secondary Plan and outlines key directions.

Workshop #2: Design Options and Principles

A public workshop was held on Saturday, January 18, 2020. The workshop was three hours long, and approximately 25 participants attended. A presentation was given that summarized the input received to date and the draft vision and guiding principles, followed by an introduction of the three focus areas that were the subject of the workshop activity. The presentation was followed by an interactive workshop activity where concepts for the focus areas, and urban design and architectural control guidelines for development throughout Keswick, could be openly discussed. The design input for each of the focus areas yielded the following suggestions – for Focus Area 1 (Woodbine North of Ravenshoe), participants noted a preference for higher density development and smaller scale retail, live/work, and light industrial uses along the Woodbine Avenue corridor. The need for seniors housing and design approaches that facilitate safe animal movement across and under the roadway were also mentioned. With regards to Focus Area 2 (Woodbine North of Church), improving street, parks and open space connections, cultivating pedestrian networks and diversifying land uses and built forms were the key topics of discussion. Finally, in Focus Area 3 (The Queensway South of Glenwoods), the importance of increasing heights and density at the intersection of The Queensway and Glenwoods and respecting the character and natural heritage features of the area, as well as the residential uses nearby, were points of conversation.

Online Survey #2

Online survey #2 was launched to gather public feedback on the land use and design concepts created in collaboration with members of the public at Workshop #2. The survey was launched through the Metroquest Platform and ran from February 24, 2020, to April 15, 2020. There were 74 respondents, producing 1334 total data points. With regards to Focus Area 1 (Woodbine North of Ravenshoe), respondents desired more shopping, commercial establishments, affordable housing and low-rise buildings on Woodbine; as well as the retention of wildlife corridors, connection of development with public/open space, and facilitating pedestrian-oriented streetscapes. In Focus Area 2 (Woodbine North of Church), respondents noted a preference for apartment style living with green space and community gardens, housing adjacent to mixed use areas, the relocation of bicycle paths to smaller and less busy streets and were in support of building heights exceeding 6 stories. The desire to incorporate a nature reserve into natural areas to keep wetland intact was expressed, along with public education regarding stormwater and habitat. Finally, in Focus Area 3 (The Queensway South of Glenwoods),



respondents stated the need to ensure that human scale is maintained at street level for taller buildings, that lighting and safety for trails are considered, and that development on Queensway is dedicated for use by a multitude of users, not just residents (i.e., it should be a gateway to the waterfront and a destination).

Steering Committee Meeting #3

The third meeting for the Steering Committee was held on February 26, 2020. At the meeting, a work plan update was provided, the results of online survey #1 were shared, and an overview of workshop #2 was presented. In addition, two roundtable discussions were facilitated. The first was regarding the draft vision and guiding principles. The second discussion pertained to the outcomes of workshop #2. The discussions were facilitated with questions regarding whether or not the committee believed the draft vision and guiding principles appropriately reflected the preferred future development of Keswick, if the committee agreed with the direction of the workshop concepts, and what may be missing or should be changed. Finally, next steps were outlined, which included the ongoing survey #2, continuing work on the first Draft of the updated Secondary Plan and Urban/Architectural Design Guidelines, and an update of background reports (as needed).

Steering Committee Meeting #4

The fourth meeting for the Steering Committee was held on August 11, 2020. At the meeting, a work plan update and review of what has been done to date were provided, York Region's Municipal Comprehensive Review was discussed, and the Draft Secondary Plan and Draft Urban and Architectural Design Guidelines were presented, which included a brief overview of the key changes. Following, a roundtable discussion was facilitated. In this discussion, comments were made regarding the need to ensure that guidelines contribute to the heritage and character of Keswick, the need to strike a balance between providing affordable housing and quality design, concerns that opportunity for intensified development along Woodbine may take away development demand from The Queensway corridor, and the desire to establish a more respectful and fine grain urban fabric in areas with single-detached houses adjacent to mixed-use and commercial districts. The meeting concluded with a presentation of the next steps, which included refining the draft secondary plan for public release, preparing a report and presentation for Council, the preparation of consultation materials, workshop #3 and conducting online survey #3.

Steering Committee Meeting #5

The fifth meeting for the steering committee was held on October 15, 2020. The purpose of this meeting was to present an overview of the proposed revisions to the draft secondary plan in anticipation of public release and to request the Steering Committee to recommend to Council that the Draft Keswick Secondary Plan, as revised, be released to the public for review. At the meeting, a summary of "What We've Heard" was shared, outlining comments received from a range of sources. The comments covered a wide range of topics and levels of detail, from looking at the foundational growth management numbers to detailed revisions to individual policies. All comments were reviewed and considered, resulting in an improved Draft Secondary Plan appropriate for formal public and agency review and comment under the Planning Act. Eight major changes to the Draft Secondary Plan were also presented, which included:

1. Clarifying the relationship between the Secondary Plan and the Official Plan;

2. Establishing key differences between the Secondary Plan and Urban Design and Architectural Control Guidelines;
3. Clarifying growth management numbers;
4. Managing the scale of built form;
5. Defining the Greenlands System;
6. Addressing the Cook's Bay Shoreline and Maskinonge River;
7. Defining public service facility terminology; and,
8. Establishing neighbourhood supportive uses.

The next steps included finalizing the public Draft Secondary Plan (including Guidelines and Schedules), preparing the layout, presenting to Council for public release, releasing a Draft for public and agency review, and conducting a public workshop after the release.

(Note: this meeting was not included in the original work plan)

Council Report & Presentation

On November 11, 2020, a presentation was made to Council to introduce the Draft Secondary Plan prior to its public release, and also fulfilling the requirements set out in Section 26(3) of the Planning Act. The presentation provided a work plan update and work done to date summary, which included the previously noted consultation events and the preparation of the second Draft Secondary Plan for public review. An overview of the Draft Secondary Plan and Draft Urban Design and Architectural Control Guidelines was then presented. The presentation concluded by outlining the next steps, which included the public release of the Draft Keswick Secondary Plan for public and agency review, and the facilitation of public workshop #3 and online survey #3.

Overview of the Publicly Released Draft Secondary Plan

The purpose of the Keswick Secondary Plan is to manage growth and development, while ensuring a high quality of life for present and future residents. The Draft Secondary Plan included the following updated vision:

“Over the next 20 years, Keswick will become a more complete, healthy and vibrant community, balancing its existing lakeside character with new development that meets the community’s employment, shopping and entertainment needs, and provides more rental and affordable housing to support a diverse population. As Keswick evolved, new development and investment will prioritize the creation of a stronger sense of community, a well-connected and multimodal transportation network, the protection of natural areas and a commitment to environmental sustainability and resiliency.”

Eight guiding principles were also outlined:

Principle 1: To develop as a complete, healthy, attractive, safe, inclusive and accessible community for the present and future residents of Keswick.

Principle 2: To ensure a balance of low, medium and high density and mixed-use development and intensification to meet the Town’s growth targets and provide a full mix and range of housing options, including affordable and rental housing.



Principle 3: To promote and strengthen community identity and cohesion by supporting mixed use community nodes, a high-quality public realm and stronger connections and public access to the Lake Simcoe shoreline.

Principle 4: To ensure that new development contributes to building resiliency, reflects efficient land use patterns and mitigates the impacts of climate change.

Principle 5: To ensure that new development is integrated with existing land uses in a logical, orderly and efficient manner, and is coordinated with planning for transportation and municipal services.

Principle 6: To ensure the provision of an accessible, efficient, connected and multimodal transportation network, that supports pedestrian-oriented environments and gives priority to the creation of complete streets and the provision of active transportation and transit infrastructure.

Principle 7: To ensure that Keswick develops in a manner that promotes a competitive and adaptable economic environment that protects for future employment generating activities, encourages investment, provides a diversity of business and employment opportunities and incorporates high quality broadband connectivity.

Principle 8: To protect the health and connectivity of the Natural Heritage System and Parks Network, including public parks, open space and natural heritage and hydrologic features and their functions.

The new Draft Secondary Plan was brought into conformity with provincial policies and plans, the Region's Official Plan and the Town's Official Plan and was structured around growth management, building a successful community, land use policies & designations, and providing sustainable services and infrastructure. Based on the vision and guiding principles, the Draft Secondary Plan also included a number of key changes:

- Updated approach to growth management and growth projections (i.e., projections to 2031);
- Updated policies around Additional Residential Units;
- Defined Urban Structure, which reflects the updated policies of the Growth Plan;
- Evolving role of Woodbine Avenue as a mixed-use high density corridor;
- Greater permissions for neighbourhood-supporting uses in Neighbourhood designations;
- Stronger focus on multi-modal transportation;
- Updated Natural Heritage System mapping and policy framework;
- Policy framework for lands along Lake Simcoe and the Maskinonge River; and,
- Lake Simcoe shoreline and source water protection policies.

Workshop #3: Preferred Plan

On December 3, 2020, workshop #3 was held with the general public to allow the opportunity for individuals to provide input on the Draft Keswick Secondary Plan and the Draft Urban Design and Architectural Control Guidelines. The workshop was facilitated virtually at two different times – 1:30 PM and 6:30 PM. The presentations yielded 24 and 18 public attendees, respectively, as well as staff, Councillors and Steering

Committee members. The presentation followed the structure of the presentation given to Council and concluded with the next steps, which now included the commencement of Phase 3 (i.e., the Final Secondary Plan). After the presentation, attendees were invited to share their thoughts.

In the discussion following the first presentation, the following key themes were present in the questions, concerns and thoughts of attendees: the need for enhanced natural heritage and trail systems, more shopping options in Keswick to ensure residents do not need leave the community to access amenities, and more housing opportunities and types in existing neighbourhoods. Concerns were raised regarding the focus on marinas and tourist areas, the development of the Keswick Business Park and related property tax concerns, natural heritage systems mapping and existing studies, and mixed-use corridor requirements. Attendees also asked for more clarity and/or direction on density calculations, requirements for the development area plans, and certain types of built forms (e.g., back-to-back townhouses, live work units, etc.).

In the discussion following the second presentation, the following key themes were present in the questions, concerns and thoughts of attendees: the importance of parks, waterfront parks and access for residents; the preference for greater acknowledgement of seasonality (e.g., snowmobiles, boating, etc.); concerns about road ecology (i.e., the relationship between roads and the environment); and questions regarding density and timing of plan implementation.

Keswick Secondary Plan Primer

The Keswick Secondary Plan Primer was released in January 2021 in place of the previously planned online survey. Given that the project team was seeking input on a relatively complex draft policy document which would be difficult to fully address through a brief survey, the project team decided that this would be a more effective consultation tool. The intention of the primer was to support the public in providing comments and feedback on the Draft Secondary Plan in a user-friendly format. The Primer provided information on what a secondary plan is and its role in Town decision-making, how to read it, what to consider when making comments and how to submit the comments to the Town for consideration (see the attached).

General comments and themes gathered from public feedback received following Workshop #3 and the release of the Primer relate to the following:

- The desire for a greater mix of uses, including medium and high density residential and commercial uses, and limiting low-rise development;
- Request that mixed use policies be permissible, rather than mandated;
- The need for clarity with regards to the growth management timeline and targets (i.e., to 2031/2041), the definition of intensification, and the approach to greenfield density;
- Clarity with respect to the relationship of hazardous lands to the Environmental Protection designation;
- Concern that there is an over-designation of parkland;
- Objection to the designation of Environmentally Protected Areas, and an objection to the expansion of natural heritage; and,
- Traffic concerns, particularly concerns about traffic congestion and the occurrence of disorderly roadway behaviour as a result of a reduction of space for motorists.



Meeting with the Chippewas of Georgina Island

On February 1, 2021, a meeting was held with the Chippewas of Georgina Island. At this meeting, a work plan update and work done to date summary was provided, followed by a presentation of the Draft Secondary Plan and Draft Urban Design and Architectural Control Guidelines. The presentation concluded with an outline of next steps, including assembling, reviewing and responding to all comments received; revising the Draft Secondary Plan, where appropriate, as part of Phase 3 (i.e., Final Secondary Plan); releasing the revised third Draft Secondary Plan, and hosting a statutory Public Open House.

(Note: this meeting was not included in the original work plan)

Phase 3: Key Directions

Based on the feedback received over the course of Phase 2, the following are key directions to be considered in the preparation of the Final Secondary Plan in Phase 3:

- Provision of a greater mix of uses to ensure Keswick is a viable complete community;
- More opportunities for diversified housing types and built forms;
- Protect and enhance existing natural heritage, trail networks and character of the area;
- Ensure that the needs of all travel modes, including pedestrians, cyclists and motorists are appropriate accommodated; and,
- Maximize connectivity, specifically between streets, parks and open spaces.

Town Seeks Comments

Draft #1 Keswick Secondary Plan (November 2020)

Over the last year and a half, the Town has undertaken extensive public consultation in the form of in-person and virtual public workshops, online surveys and emailed comments. The feedback received through this consultation has been considered in the creation of Draft #1 of the Keswick Secondary Plan. The information below is provided to assist you in understanding what a secondary plan is, how to read it, what to consider when making comments, and how to submit your comments to the Town for consideration.

To provide comments email kspr@georgina.ca or see below to speak with a member of the project team.

What is a Secondary Plan?

A Secondary Plan is a long-range planning document that includes detailed policies to guide development within a specific community. Secondary Plans form part of Town-wide Official Plans and include policies related to things such as where different land uses are permitted, the height and density of development, and the protection of natural areas.

Hierarchy of Planning Policy

It is important to understand that planning in Ontario takes place within a multi-level policy hierarchy, as shown to the right. This means local Official Plans and Secondary Plans are required to include certain Provincial and Regional policies. Local Zoning By-laws are the primary tool used to implement the policies and permitted uses in local Official Plans and Secondary Plans.



What is the impact of the Secondary Plan?

All decisions made by the Town of Georgina are required to conform to the policies of the Official Plan, and related Secondary Plans. This includes decisions made by the Town on both Town-initiated projects and private development applications.

Tips for making effective comments

ALL comments received on this draft Secondary Plan will be **carefully reviewed, considered and responded to** by the project team. It should be noted that we cannot make every requested change given that we have to weigh a lot of competing interests and provincial and regional policy requirements. To help us understand your comments, please consider the following:

Be as specific as possible. Let us know **which policy, or which policy section**, you were looking at when you made your comment. This helps us in two ways: **(1)** it lets us know the context of the change you are requesting; and **(2)** a similar policy to what you're asking for may already be in the draft Secondary Plan, and we want to avoid thinking that maybe you just didn't see it.

EXAMPLE 1: "In policy 6.2.2 a), you should change it to include..." or "Section 4.2.3: Air Quality is missing a policy about..."

EXAMPLE 2: A comment such as "Section 7.1.1 a)-c) is confusing and needs to be clarified, maybe the term XXX should be defined" is easier to understand and respond to than a comment such as "Parts of this draft Secondary Plan are confusing and more terms should be defined".

What's in the draft Secondary Plan and how is it organized?

1.0 Basis of this Secondary Plan

How to read the Secondary Plan and how it relates to other planning documents.

2.0 Vision and Guiding Principles

The future that the draft Secondary Plan is intended to achieve.

3.0 Growth Management

Policies to address:

Density

Intensification

Where Growth is Directed

4.0 Building a Successful Community

Policies to address:

Economic Development

Housing

Sustainability/Climate Change

Cultural Heritage

Lake Simcoe Protection

Source Water Protection

Community Design

5.0 Land Use Policies

Policies to regulate specific land uses which apply regardless of the designation the land use is located in. An example would be policies related to low rise residential uses, which are permitted in various designations. This section also includes general policies that apply to all designations. An example would be policies related to land uses which are prohibited in all designations.

6.0 Land Use Designations

All lands in Keswick are regulated by a specific land use designation, based on the type of development that is intended to occur. This section outlines all the land use designations in Keswick, as well as 'overlay' designations which add additional requirements to certain lands. Land use designations regulate what land uses are permitted, the scale of development and how development relates to its surroundings. The land use designations and overlay designations are mapped on ***Schedules B and C*** of the Secondary Plan.

Land use designations:

Urban Centres

Mixed-Use Corridor 1

Mixed-Use Corridor 2

Existing Neighbourhood

New Neighbourhood

Tourist Commercial

Institutional/Community

Environmental Protection Area

Parks and Open Space

Overlay Designations

7.0 Providing Sustainable Services and Infrastructure

Policies to address:

Transportation

Servicing

For example, this section includes specific policies related to roads, walking, cycling, trails, public transit, parking, sanitary sewage, water supply, and stormwater management.

8.0 Implementation

Tools available to the Town to implement the policies of the Secondary Plan.

9.0 Interpretation

Guidance is provided on how to interpret the Secondary Plan, including definitions of all *italicized* terms located throughout the Plan.

TIP: If you can't find a policy addressing your issue, and are reviewing the electronic 'PDF' document, try the 'Find' function to search for key terms by clicking CTRL-F on your keyboard.

- > Think about **what land use planning-related issues are most important to you** and look for policies that address them. Are there any policies related to the issue? Do you think the strength of the policy and/or wording is appropriate? Does it apply to all of Keswick or to the correct location? Do you think achieving the policy is realistic?
- > If there are several issues that are important to you, are they all addressed? **Is there a potential conflict between them and if so, was the right balance found in the policies?**
- > Does the vision generally capture the type of **change you'd like to see for Keswick's future? What about the guiding principles?**
- > Does the growth management approach **make sense to you?**
- > If you are **interested in how a specific area or property may be developed over time**, take a look at Schedules B and C to find which land use/overlay designations apply, and then find the related policies in Section 6.0. Do you think that the range of permitted uses is appropriate? Do you agree with the intent for the area?
- > Are there any policies or sections that are **confusing or unclear?** Are there any **additional terms that should be defined?**
- > It's important that this Secondary Plan is **easy to understand and navigate for the residents of Keswick**. The design and layout are not final so let us know if you have any suggestions to make this document more readable.
- > If you're not sure about something in the draft Secondary Plan, or have any questions, get in touch with a member of the project team to discuss. Contact information is provided below.

**Thanks for taking the time to review Draft #1
of the Keswick Secondary Plan.**

Any Questions? Want to send in comments?

Email: kspr@georgina.ca

Or contact:

Tolek Makarewicz

Senior Policy Planner

905-476-4301 Ext. 2297

For more information and project updates,
check out our webpage:
georgina.ca/kspr

Tolek Makarewicz

From: Zaidun Alganabi
Sent: February 2, 2021 2:55 PM
To: Tolek Makarewicz
Cc: Owen Sanders
Subject: FW: KSPR - Z Comments

Hi Tolek,

See my and Owen's comments below on the KSP.

Thank you,

Zaidun

From: Owen Sanders <osanders@georgina.ca>
Sent: February 2, 2021 2:50 PM
To: Zaidun Alganabi <zalganabi@georgina.ca>
Subject: RE: KSPR - Z Comments

Hi Zaidun,

Here are my comments:

- More guidelines on infill development (ie. urbanize roads when nearby roads are rural? Streetlights on road for infill development if surrounding area does not have streetlights?)
- 2.2.5: Local roads with 18.0 m ROW should only have sidewalk on one side, not both.
- Typical cross-section of roads does not match design criteria (ie. design criteria shows 8.5 m ROW with a crown in the middle, but KSP seems to indicate a 8.5 m ROW with offset driving lanes to allow parking on one side)
- 2.2.9 Length of rear lane should be maximum 150 m to be consistent with fire hydrant spacing in design criteria which indicates 150 m
- 2.2.10 f) parking should be on the same side of the street as sidewalks
- 2.3.2 – 2.3.4. Should there be discussion about portables toilets vs permanent washrooms? This seemed to be a large debate at Council. Maybe this is a place to discuss.
- 4.2: Suggest splitting this into 2 categories: Stormwater and Drinking Water. Items such as greywater re-use and rainwater harvesting systems are a drinking water reduction strategy not a stormwater management strategy.
- 4.2 add: Stormwater management quality control devices which require frequent operation or maintenance such as Oil Grit Separators should be discouraged within the public right-of-way
- 4.5 add: Lighting products (bulbs, fixtures) should be compatible with existing lighting products within the Town to reduce concerns with ordering unique light bulbs / fixtures when needing to be replaced.

- 7.1.5. Private roads – a sidewalk should not be required. Many of the small condos (Briarwood, Highfield Landing) do not have sidewalks as there is minimal traffic and area to implement the sidewalk
- 7.2 e) The Town should not be involved in the Developers' cost sharing agreements
- 7.2 if an existing residential lot on private services has municipal services along its frontage, the owner shall be strongly encouraged to connect to the municipal services
- 7.3 b) vii) remove stormwater re-use and rainwater harvesting; this is not a practical stormwater management strategy
- 7.3 d) i) encourage lot-level and source control, not end-of-pipe controls.
- 7.3 d iii) remove greywater re-use system. Not a SWM strategy

Thanks,
Owen

From: Zaidun Alganabi <zalganabi@georgina.ca>
Sent: February 2, 2021 1:17 PM
To: Owen Sanders <osanders@georgina.ca>
Subject: KSPR - Z Comments

My comments let me know if you want to add anything or change:

For transportation plan:

- How does “Arterial” Road differ from collector, noting that the Queensway North is the only Arterial Road in Keswick
- Why is part of The Queensway South Town responsibility? What differentiates between the Queensway South and Queensway North? (This is just my own note, not part of the KSP review)
- Why is Roselm a Collector Road?
- Are the correct collector roads identified within the QEDAP?

For Urban Design Guidelines:

- I would like to see more guidelines on the design of drive-thru’s
- I would like to see more guidelines on when streetlights have to be installed and on what type of roads require streetlights, for example on Woodbine we expect the “decorative” streetlights from Ravenshoe Road to Glenwoods, also lighting on the North side of Ravenshoe from Robert Wilson to Woodbine
- Possibly in the future more lighting on existing regional roads as well like The Queensway and Dalton Rd
- Page 8- I’d like to see what the expectations are for arterial/collector roads in terms of width of edge of pavement and whether it’s urban/rural cross-section
- Page 9 – Arterial Road should be 9.7 m EP, similar to drawing GR-3 in our design criteria (based on the fact that only arterial road is the Queensway)
- Page 10 – Collector Road should also be 9.7 m EP, similar to drawing GR-3
- Page 17 – The 8m lane ROW should match our standard drawing GR-7, should also consider adding a curb for private laneway
- Page 18 – Item 1. Vague direction on width of sidewalk, and does not match the standard road cross sections, where sidewalk is shown as 1.5m in all drawings
- Page 19 – “On-street parking” – in my opinion on-street parking should be discouraged or prohibited, the roads are meant for ‘transportation’, which means “movement” of vehicles/bikes/people not parking
- Page 28 – 2.3.10 – point 2. I think it’s good to have stormponds fit within the fabric of the community but in my opinion I don’t think we should make it too accessible as kids will play on the pond in the winter
- Page 41 – Point 7 – Do we want to set a maximum Percentage of asphalt?
- Page 43 – Point 7 – This can be a problem for some ‘skinny’ lakeside fronting properties
- Page 43 – Point 12 – add AC Units as well
- Page 48 – Lane-accessed garages- why even allow these? They are ugly, they are not safe, they don’t form a good community. Just don’t allow in my opinion
- Page 81 – Point 5d – I don’t think we should do that, there aren’t that many ride sharing and carpooling programs in Georgina, this is unnecessary

Thanks,



Zaidun Alganabi, PMP, M.Eng, P.Eng
Manager of Development Engineering
26557 Civic Centre Road, Keswick, ON | L4P 3G1
905-476-4301 Ext. 2225 | zalganabi@georgina.ca

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Tolek Makarewicz

From: Karyn Stone
Sent: February 17, 2021 2:28 PM
To: Alan Drozd; Tolek Makarewicz
Subject: Comments on draft KSP

Alan and Tolek: thanks for your help with the review of the draft KSP. I have the following comments for your consideration, the majority are focus on sections related to economic development as I did not go through all sections with a fine tooth comb:

This is not formatted for attached to any public reports but for your consideration with the consultants. Sorry for the delay and these are just brief comments and may not be grammatically correct.

Section 5.4.6 Home Occupations:

In keep with the Town's desire to support economic development and entrepreneurship opportunities, I would like to have consideration to including policies that allow a home occupation to be conducted in attached or detached garages. This would be allowed when there is no impact to required parking spaces, a minimum of 1 or 2 additional parking or as required by by-law can be provided and in keeping with all of the other home occupation provisions. As you are aware that with the exception of the new subdivisions, there are many locations with the limits of the KSP where home occupations could be accommodated in detached and attached garages. I recognize that the zoning by-law would require updating to recognize this, but at least if we have the policies in the KSP that allow it, homeowners could proceed with a planning approval to allow home occupations in detached or attached garages until such time as we update the Zoning By-law to reflect this new policy.

Section 1 b): In the projection of jobs for the Keswick Business Park Area, I think Harold may want to be a little more conservative, I know these same numbers were in the Keswick Business Park Secondary Plan.

Section 3.1 c) similar comment re: employment numbers for business park. With the example provided by Panattoni, they may only have 3000 jobs for the 200 ac. Site..

Section 4.2.1 b) iv) can we include a reference to supporting micro-businesses and entrepreneurship opportunities. This KSP is coming in during the recovery stage of the pandemic and we really need to put a focus on growing and supporting these smaller business opportunities.

Section 4.2.1 e) in section ii) the text indicates improve existing marina facilities, as all the marinas in the ksp are private, should we include a statement of how this might be accomplished.. ie. Improve existing marinas through potential 3 p partnerships and joint funding opportunities. ??

Page 14 Section m) Energy Conservation – is it possible to indicated as part of the first sentence “by considering renewable and alternate energy forms”??

Page 23 Urban Design Guidelines v) The use of permeable paving is encouraged for use on sidewalks,..... Comment: is this realistic???

Page 24 Accessibility for Ontarians with Disabilities Act. J) The Town **will consider** I really think this needs stronger wording... shouldn't this be **will require**

Page 25 Section 5.1 (a) similar to the parent OP can we include a section vii) that states “Municipal and Regional uses which may include uses related to partnerships that provide for community betterment.”

Via e-mail only

Town File No.: 02.195
Refer To: Sara Brockman

February 17, 2021

Mr. Harold Lenters
Director, Development Services
Town of Georgina
26557 Civic Centre Road
RR 2
Keswick, ON L4P 3G1

Attn: Tolek Makarewicz, Senior Policy Planner

Dear Mr. Lenters:

Re: Request for Review – Draft #1 - Keswick Secondary Plan (November 2020)
Town of Georgina
York Region File No.: LOPA.19.G.0033

This letter is further to our correspondence dated December 10, 2019, March 10, 2020, and September 30, 2020 regarding the Keswick Secondary Plan Review. Thank you for the opportunity to provide comments on Draft #1 (For Public Release) of the Keswick Secondary Plan (KSP), dated November 2020, which includes Urban Design and Architectural Design Control Guidelines. The KSP area encompasses all the lands within the current Keswick Community, save and except the Keswick Business Park.

Purpose of the Updated Keswick Secondary Plan

The purpose of the KSP Review is to bring the KSP, originally approved in 2004, into compliance with current Provincial and Regional planning documents and to appropriately plan for future growth within the Keswick Community.

Planning Policy Context

York Region staff has reviewed this draft in the following legislative and planning policy context:

- Provincial Policy Statement (PPS), 2020

The Regional Municipality of York, 17250 Yonge Street, Newmarket, Ontario L3Y 6Z1
Tel: 905-830-4444, 1-877-464-YORK (1-877-464-9675)
Internet: www.york.ca

- Growth Plan for the Greater Golden Horseshoe (Growth Plan), 2019
- Greenbelt Plan, 2017
- Lake Simcoe Protection Plan (LSPP), 2009
- York Region Official Plan (YROP), 2010
- Town of Georgina Official Plan (GOP), 2016

While the draft Secondary Plan incorporates several applicable YROP and provincial plan policies, and many of our previous comments were addressed, comments on this draft are provided in the attached Table (Attachment 1). We recommend that all our comments be addressed in the next version of the KSP.

We require a response matrix with the next submission clearly outlining in detail how all our comments have been addressed.

We appreciate the opportunity to participate in this important process and we look forward to working with the Town of Georgina in the continued development of this secondary plan update. We are available to meet and provide assistance if required. Should you have any questions or comments, please do not hesitate to contact myself or Sara Brockman, Senior Planner, at 905-830-4444, ext. 75750 or by email at sara.brockman@york.ca.

Sincerely,



Karen Whitney, MCIP, RPP
Director, Community Planning and Development Services

kw/sb

Attachments (1) 1. York Region Comments on Draft #1 - Keswick Secondary Plan
(December 2020 Submission)

c. Dave Ruggle, LSRCA – by email only

YORK-#12264190

Attachment 1

York Region Comments on Draft #1 - Keswick Secondary Plan (December 2020 Submission)

Document Section/ Commenter	Comments
General Comments	
General Comment (Development Planning - DP)	In addition to the comments provided in this letter, comments from our previous letters on the background reports are still applicable. With the next submission please provide detailed responses with specific section/policy references as to where, and how, our comments have been addressed.
General Comment - DP	The response matrix accompanying this submission did not appear to include a response to our previous comments on the Secondary Plan Schedules or the Draft Urban Guidelines.
General Comment (Transportation Planning - TP)	Please provide updated background studies for our review, including a comprehensive Transportation Study to support the proposed plan. The latest version that we received was from September 2019, however it was still in a draft form. York Region will review and provide additional comments once a complete transportation study is submitted for review.
General Comment (DP)	York Region relies on the Lake Simcoe Region Conservation Authority (LSRCA) to comment on natural heritage and natural hazards in relation to the Regional Greenlands System and applicable provincial policies on our behalf. Please provide a copy of LSRCA's comments on this draft for our review and consideration.
General Comment (DP)	Please replace "the Region" with "York Region" or "Regional Municipality of York" throughout the secondary plan document.

Document Section/ Commenter	Comments
General Comment (DP)	Update the referenced date of the Provincial Policy Statement and Plans throughout the document.
Draft #1- Keswick Secondary Plan (November 2020)	
General Comment (Long Range Planning - LRP)	We recommend ensuring that “non-profit housing” is identified as “community housing” as there is still reference to “non-profit community housing”. For information, Regional staff are considering the following draft definition for “Community Housing”: “is affordable housing owned and operated by non-profit housing corporations, housing co-operatives and municipal governments or district social services administration boards. These providers offer subsidized or low-end-of market rents”.
General Comment (DP)	The secondary plan now includes some updated definitions of the PPS 2020; however, the response matrix did not indicate how the proposed secondary plan addresses the applicable policies of the PPS 2020. Please include an updated policy matrix.
General Comment (DP)	We understand from the response matrix that the Town is in the process of responding to our previous comments as to how the proposed secondary plan addresses YROP policy 7.5.4 (Identification and protection of Infrastructure corridors).
General Comment (DP & Infrastructure Asset Management – IAM)	Table 1 Growth Allocation/Phasing is referenced in the Table of Contents but is not provided in the text of the secondary plan.
General Comment (TP)	The Draft Keswick Secondary Plan references the York Region Pedestrian and Cycling Master Plan which is no longer current. Please reference the 2016 Transportation Master Plan and the 2019 York Region Pedestrian and Cycling Planning and Design Guidelines.
General Comment (TP)	Consider including future active transportation connections to existing ones, including to the future Lake to Lake Cycling Route and Walking Trail.

Document Section/ Commenter	Comments
1.0 Basis of this Secondary Plan - General Comment (DP)	Please include reference to the York Region Official Plan, 2010 and the plan horizon of 2031 in this section and this draft secondary plan has been prepared to conform to this Regional Official Plan.
3.0 Growth Management – General Comment (DP)	<p>The Growth Management Table appears to have been removed from this section. The Table of Contents includes a Tables heading that references Table 1: Growth Allocations/ Phasing; however, it does not appear this Table was included with this submission. Please add the Table to this section so that conformity with the YROP can be confirmed.</p> <p>Further, the secondary plan no longer references that this plan is forecasting population growth and employment to 2031. Please include this reference in Section 3.0</p>
3.0 Growth Management – General Comment (LRP)	The response provided in the response matrix to our previous comment relating to 3.3 c) Intensification within the Delineated Built-Up Area (LRP), indicated that there was a revision to 25% but that a more incremental approach to increasing the intensification target is introduced. We noticed that the previous intensification section no longer exists and cannot find the new approach referenced.
3.1 e) i) & ii) – Population and Employment Growth (IAM)	The current servicing capacity of the Keswick WRRF is 49,000 persons, with Phase 2 expansion providing for approximately 66,000 persons. It appears that the population numbers presented here are the Keswick portion of the capacity only with the balance coming from Sutton/Jackson's Point. If this is not the case, please revise the numbers accordingly.
4.2.3 h) Air Quality – Policies For Sustainability/ Climate Change Mitigation (Programs & Process Improvement - PPI)	Please amend the last sentence to read, “ <i>Sensitive land uses</i> may not be located near significant known air pollutant emissions sources”.
4.2.5 Source Water Protection (Water	We recommend that this section simply refer to the Source Water Protection policies found in Section 5.5 of the Town of Georgina Official Plan and refer to Schedule D of the secondary plan.

Document Section/ Commenter	Comments
Resources – WRS)	
5.0 – Land Use Policies (DP)	Confirmation is required as to the difference between “Public Uses” and “Public Service Facilities”.
5.2 – General Policies for All Designations (DP)	We recommend including a policy in this section addressing the sensitive land uses (Compatibility) policies of the PPS, 2020 and YROP policies 3.2.5 and 3.2.6. with a reference to section 4.3.2. regarding air quality.
6.4.1 b) Composition - Environmental Protection Area Designation (DP)	In the context of YROP policy 2.1.4, we understand that restoration and enhancement areas are a component of the Environmental Protection Area Designation; however, these areas appear to only be referenced in policy for woodlands, (not any other any other key natural heritage or key hydrologic feature), nor are they shown of any of the Schedules or Appendices. Please update the plan to reflect this policy.
6.2 b) The Neighbourhoods (York Region Public Health - YRPH)	In our previous comments, we recommended the Town consider including additional “day-to-day services” beyond a convenience store, elementary school, and/or a public park to create a complete community which could include small scale personal services, retail, restaurants, community services, and recreational uses for example. While these additional uses are cited under <i>Permitted uses 6.2.1 c) and 6.2.2 b)</i> , it is important that language is introduced in 6.2 b) to establish consistency and reinforce policies regarding the range of desired amenities to create a complete community.
6.4.4 Adjacent Lands Overlay Designation (DP)	Confirmation is required as to whether these “Adjacent Lands” are an overlay or a land use designation. If it is a designation, we recommend it be renamed to remove the term overlay to avoid confusion, or vice versa if it is an overlay consider removing the term designation.
7.1.2 d) The Active Transportation System (YRPH)	With respect to the previous comment provided for this section that at least 75% of all new dwelling units be situated within 800 metres (a 10-minute walk) of 3 or more amenities still stand. The intent of the comment was to ensure encourage a broader range of retail commercial stores for residents to access within walking distance. Consider including at least three different commercial categories, i.e., supermarkets, bakeries, convenience stores, pharmacies, restaurants, dry cleaners etc.
7.1.2 e) The Active	Design dedicated bicycle/pedestrian paths to minimize travel distances, while ensuring safe movement of

Document Section/ Commenter	Comments
Transportation System (YRPH)	pedestrians and cyclists, to encourage people to walk or cycle to community destinations. Also include similar considerations in applicable Urban Design Guidelines (i.e., 2.4.1 Pedestrian and Cycling System, 3.2.1 Site Layout), with regards to the design of pathways minimizing walking and cycling travel distances.
7.1.5.a) i) – Regional Roads – General Policies – The Road Network (TP)	Please amend as follows, “Regional Roads will generally limit access to commercial uses, industrial uses and existing lots. New residential access may be permitted only where traffic movement, volume, speed and safety are not compromised, where no alternative Local or Collector Road access is available, and where the entrance criteria of York Region are met. The right-of-way width of a Regional Road shall be as identified in the Regional Official Plan;”
8.12 Pre-Consultation and Complete Application Requirements (YRPH)	<p>The draft Secondary Plan includes comprehensive policies supporting health, resiliency, and social well-being, found in Section 4.1 and throughout the Plan, addressing climate change, green infrastructure, institutional facilities, open space, food production, and active transportation. It is vital that the policies in this Secondary Plan be implemented to advance community health interests. We offer the following recommendations to support implementation of this Secondary Plan to encourage the integration of a health lens as part of development review process for your consideration:</p> <ul style="list-style-type: none"> - 8.12.1 iv) includes a list of impacts associated with proposed changes in uses or policies other than those permitted in the Secondary Plan. We suggest including an additional consideration recognizing potential impacts on health outcomes. - 8.12.3a includes a list of application requirements as part of a complete application. The policy specifies that the Town may also require the submission of additional information and material to assist in the review of an application. Please consider, as an example, demonstrate how the proposal contributes to a complete community with positive human health outcomes, which can be included as part of the Planning Justification Report.
8.16 – Phasing (DP)	Please include a policy that references Town and Region Master Plans in keeping with YROP policy 5.1.7.
8.16 a. iii. – Phasing (DP)	This policy should be amended as it is referring to East Gwillimbury.
Schedules – General	<ul style="list-style-type: none"> • Please confirm the secondary plan schedules and appendices reflect the Regional Greenlands System

Document Section/ Commenter	Comments
Comment (DP)	<p>as shown on YROP Map 2. It appears there may be some discrepancies in the north and northeast areas of Keswick.</p> <ul style="list-style-type: none"> • Please confirm the secondary plan schedules and appendices reflect the features shown on YROP Maps 4 & 5. There appears to be some discrepancies, particularly with woodlands. • Confirmation is required as to why Key Natural Heritage Features and Key Hydrologic Features are being shown in an Appendix versus as a Schedule or as components making up the Environmental Protection Overlay/ Environmental Protection Designation on Schedule C. The Town of Georgina Official Plan and the current Keswick Secondary Plan show these environmental features as Schedules to the Plan. • Confirmation is also required as to whether the key natural heritage and key hydrologic features shown in Appendix 2 are within the Environmental Protection Area. • Clarification is required as there appears to be confusion particularly between Schedule A, Schedule B, Schedule C, and Appendix 2 as to what is a system, designation, an overlay, and components of each. • Consider making the font size for the road labels larger. • We recommend a Schedule or an Appendix showing the hazard land areas and/ or conservation authority regulated area.
Schedule A – Growth Management (DP)	<ul style="list-style-type: none"> • We recommend bringing the watercourse layer to the forefront.
Schedule C – Environmental Protection Overlay (DP)	<ul style="list-style-type: none"> • York Region’s comments on the previous submission indicated that the components of the EPA should be shown on a Schedule based on most recent environmental mapping (e.g. KHF YROP Map 4, Woodlands YROP Map 5). Consider identifying restoration/ enhancement areas. • Given Schedule C includes the Environmental Protection Area Designation, we recommend renaming this Schedule to not cause confusion as to the Environmental Protection Area is a designation or an overlay. • Further, we recommend the layer labels be consistent with the Designation/ Overlay names in section 6.4. For example, there is an “Adjacent Lands Overlay Designation” (Section 6.4.4) but not located/ shown on Schedule C.
Schedule D – Source	<ul style="list-style-type: none"> • We recommend that IPZ 1 and 2 layers be shown in their entirety to include identifying off-land

Document Section/ Commenter	Comments
Water Protection Areas (WRS)	portions to remain consistent with the South Georgian Bay Lake Simcoe Assessment Report, the YROP and Town of Georgina Official Plan.
Schedule E – Transportation (TP)	<ul style="list-style-type: none"> • Please include a note indicating reference to the YROP for Planned Street Widths on Regional Roads. • Consider including some context in the Legend for Lake Simcoe Trail and Woodbine Avenue Bike Lane. Please note that there are related/other cycling routes/facilities within the secondary plan area (e.g. Lake to Lake Route but having minor variations). Other area cycling facilities can also be seen in York Region’s Transportation Master Plan, Map 10 and should be considered. • Sections of the Lake Simcoe Trail form part of the Region’s Lake to Lake Route. We suggest including the Lake to Lake route on the map. • Under Legend: Glenwoods Intersection Realignment – Confirmation is required as to whether this should this be road realignment / jog elimination. • Consider labelling the section of Glenwoods Avenue on the east side of Woodbine Avenue. • Rural transit links as shown on YROP Map 11 should be shown on a KSP Schedule.
Keswick Secondary Plan Urban Design & Architectural Control Guidelines – November 2020 Draft	
General Comment (PPI &YRPH)	<ul style="list-style-type: none"> • Alternative energy sources: State the use of renewable energy sources in this section. • Consider adding wording to illuminate common areas to improve safety for vulnerable populations and in consideration of residents of all ages and physical abilities.
2.26 – Village Green (YRPH)	Consider including plantings to provide shade over seating areas or along pathways.
3.4.5 – Materials – Building Design (YRPH)	Consider providing additional standards for cool roofing materials with a minimum initial reflectance of 0.65 and minimum emittance of 0.90 or a three-year aged SRI value of 64 for a low-sloped roof and a three-year aged SRI of 15 for a steep-sloped roof.
4.6 – Green Building/	Consider combining 4.6.1 and 4.6.3 as they both speak to third-party building certification programs.

Document Section/ Commenter	Comments
Green Site (PPI)	
4.6.9.a. - Green Building/ Green Site (PPI)	Delete numerical references to the YROP policy as policy numbers may be updated through York Region's Municipal Comprehensive Review currently underway.
4.6.9.b. - Green Building/ Green Site (PPI)	Ontario Building Code requirements apply to all new developments in the province. This is a legislated baseline and does not promote additional water efficiency. Consider deleting this clause from the guideline or amend the wording accordingly.



Sent via e-mail: tmakarewicz@georgina.ca

February 24, 2021

Tolek A. Makarewicz, BURPI, MCIP, RPP

Senior Policy Planner

Town of Georgina

26557 Civic Centre Road, Keswick, ON L4P 3G1

Dear Mr. Makarewicz:

Re: **Request for Comments**
Keswick Secondary Plan Draft #1
Town of Georgina LSRCA File OP-WIDE-113020


Thank you for providing the Lake Simcoe Region Conservation Authority the opportunity to comment on the draft #1 Keswick Secondary Plan (For Public Release) establishing land use patterns and policies to guide future development in this area. The secondary plan area is generally located north of Ravenshoe Road, east of Woodbine Avenue, south of Boyers Road and bounded by Lake Simcoe to the west in the Town of Georgina.


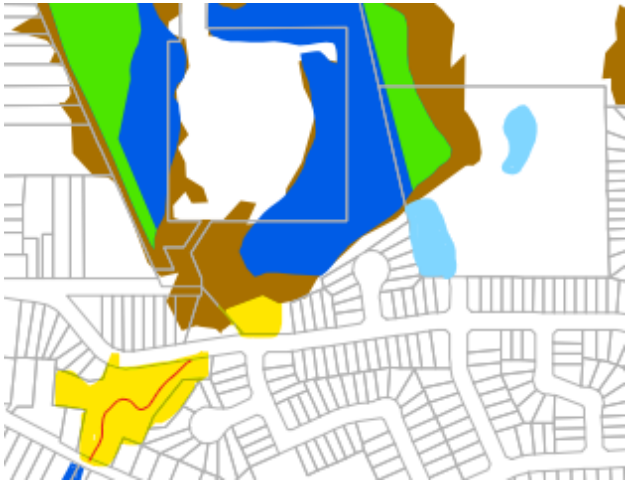

The LSRCA have a delegated responsibility from the Province to represent provincial interests regarding natural hazards identified in Section 3.1 of the Provincial Policy Statement (PPS, 2014) and as a regulatory authority under Ontario Regulation 179/06. The LSRCA also reviews development in the context of the Provincial Policy Statement, Lake Simcoe Protection Plan; Greenbelt Plan, Oak Ridges Moraine Conservation Plan, Growth Plan for the Greater Golden Horseshoe and the Town of Georgina's Official Plan.



We have reviewed the draft Secondary Plan and have the following to offer.


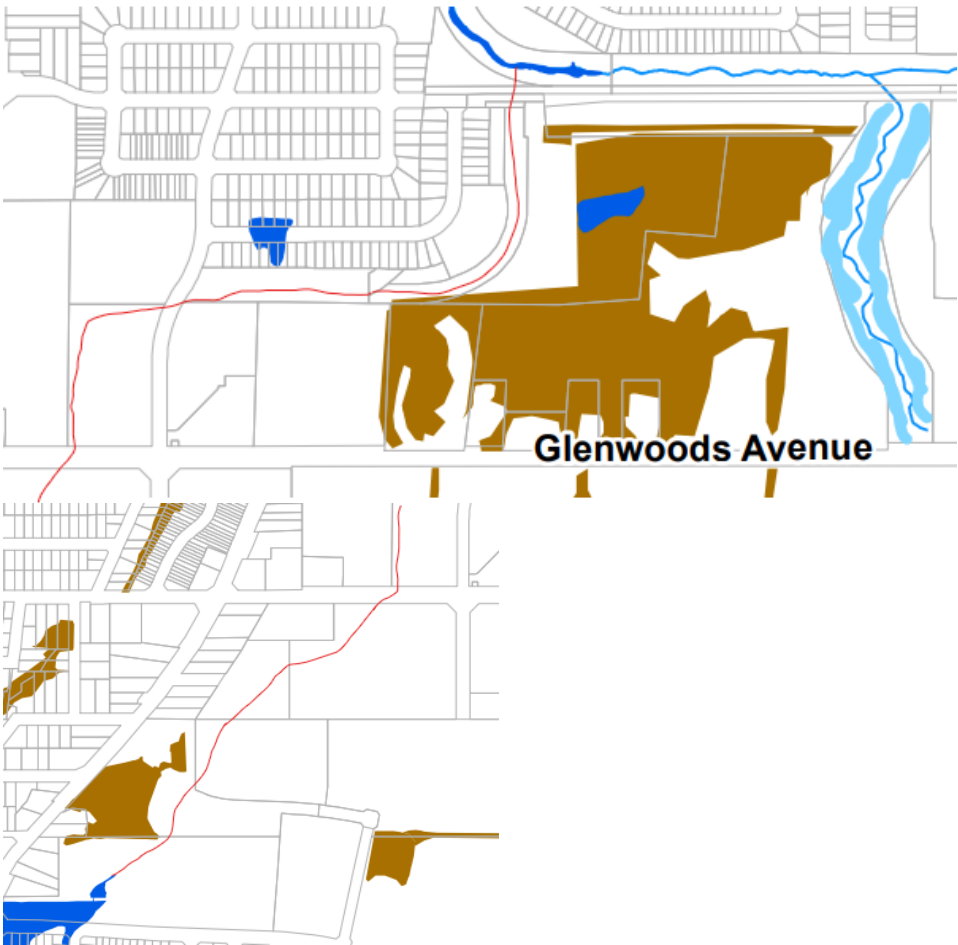
Section	Pg#	LSRCA COMMENT
Adjacent Lands Overlay vs. Environmental Overlay		The environmental overlay appears to be the adjacent lands overlay. Consistency in terminology is recommended. Confirmation is required as to whether these "Adjacent Lands" are an overlay or a land use designation. The LSRCA prefers a land use designation.
4.2.3 Water Conservation		Permeable driveways and permeable parking lot surfaces are to only be installed as infiltration facilities where there is a 1 m separation between the

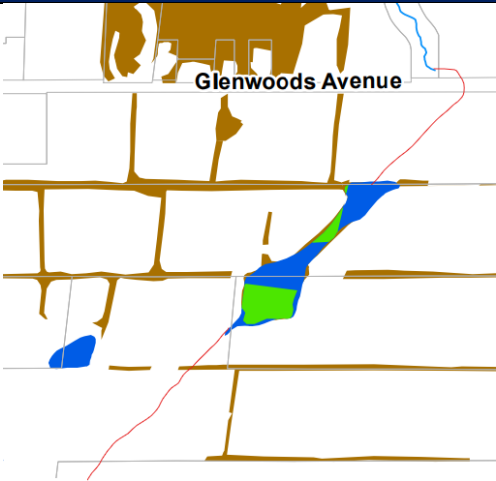

Section	Pg#	LSRCA COMMENT
(iv)		seasonal high groundwater elevation and the invert of the permeable facility such that any contaminants may be attenuated prior to infiltration and should otherwise pay heed to the Table 3 in the LSRCA Water Balance Offsetting Policy
4.2.4 Vulnerable areas		LSPP policies 4.3 and 4.4 are also applicable.
4.2.5 SGRA/ESGRA (k)		Environmental Impact Study should read Hydrogeological Assessment (it is perhaps a typo in the LSPP)
4.2.5 (l)		LSRCA could include the layer for SGRA and ESGRA in the mapping.
6.4.1.b)		<p>a. The composition of the Environmental Protection Area (EP Area) designation should be revised to “significant woodlands” and “significant valley lands” rather than “Provincially significant woodlands” and “Provincially significant valley lands” to ensure locally significant features are included in the designation, such as significant woodlands identified under the York Region Official Plan and significant valley lands identified by the Lake Simcoe Region Conservation Authority (LSRCA).</p> <p>b. As per the definition of hazard lands in the Draft Keswick Secondary Plan, the land, including that covered by water, along river streams and small inland lake systems are to be included in the EP Area designation. Schedules A, B and C need to be revised to include hydrologic features such as permanent and intermittent streams, lakes, seepage areas and springs and their 30 m vegetation protection zone (VPZ) in the EP Area designation. The inclusion of these feature will ensure the intent to protect surface and underground water resources and protect hydrological resources and their functions as per Policy 6.4.1a. iii) and iv) in the Draft Secondary Plan are met.</p>
6.4.1 c)		<p>a. The EP Area designation shown on Schedules A, B and C do not consistently include the 30 m VPZ to natural heritage and hydrological resources. It is unclear whether this buffer is shown as the Environmental Protection Overlay on Schedule C or whether this overlay is to represent the Adjacent Lands Overlay designation. If the EP Overlay refers to the EP Area’s 30 m buffer, this should be clarified in the text of the Draft Secondary Plan and clarification is required to determine the permitted uses in the EP Area vs. the EP Overlay.</p> <p>b. It should be specified that where, through an application for development or site alteration, a buffer or VPZ is required to be established, the buffer or VPZ must be composed of native, non-cultivar, non-invasive species and maintained as natural self-sustaining vegetation as per Policy 5.3.1.6 in the</p>

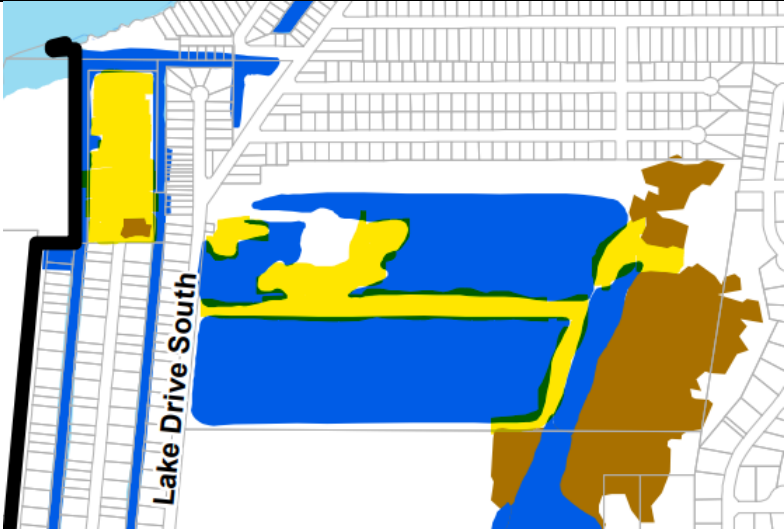

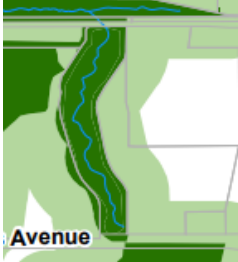

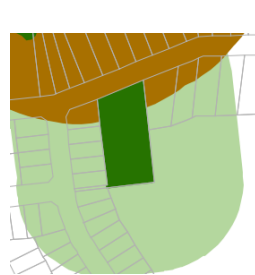
Section	Pg#	LSRCA COMMENT
		Town of Georgina Official Plan.
6.4.1 d)		It is unclear why the Hazard Lands and provincially significant wetlands (PSW) abutting the Maskinonge River are not provided a 30 m VPZ meanwhile other PSWs and hazard lands in the Keswick area are afforded a 30 m VPZ with their EP Area designation. The lack of the 30 m VPZ may cause confusion that a VPZ less than 30 m is acceptable for these features when this is not supported by applicable policies, as per Policy 2.2.36 in the York Region Official Plan.
6.4.1 g)		Policy 6.4.1 g) should be revised to read, “Infrastructure within the Environmental Protection Area designation should avoid key natural heritage features and key hydrologic features and their vegetation protection zones where possible...”.
6.4.1 k)		<p>a. Remove the requirement of an Ecological Offsetting Strategy and other offsetting plans as a prerequisite to draft approval of a plan of subdivision or condominium as these are not permitted uses in the EP Area designation.</p> <p>b. It should be noted that LSRCA’s Ecological Offsetting Policy only applies to the loss of woodland and wetland communities, and not the loss of other natural heritage features (e.g. valley lands, significant wildlife habitat, ANSI, etc.).</p>
6.4.4 a)		The Adjacent Lands Overlay designation is not shown on Schedule B as stated in the Draft Secondary Plan. There is an ‘Environmental Protection Overlay’ shown on Schedule C, but it is unclear whether this overlay is meant to be the Adjacent Lands Overlay or the 30 m buffer to natural heritage and hydrological resources as per Comment NH2a) above.
Appendix II: KNHF and KHF		<p>a. It is unclear why hedgerows are identified as woodlands on Appendix II, as hedgerows are not considered a key natural heritage feature as per its definition in the Draft Secondary Plan.</p> <p>b. There are key natural heritage and hydrologic features that should be added to Appendix II, which are drawn below in yellow (woodland), light blue (wetland), and red (watercourse).</p> <p>i. Post Office Rd: missing wetland (light blue) and woodland (yellow).</p> 

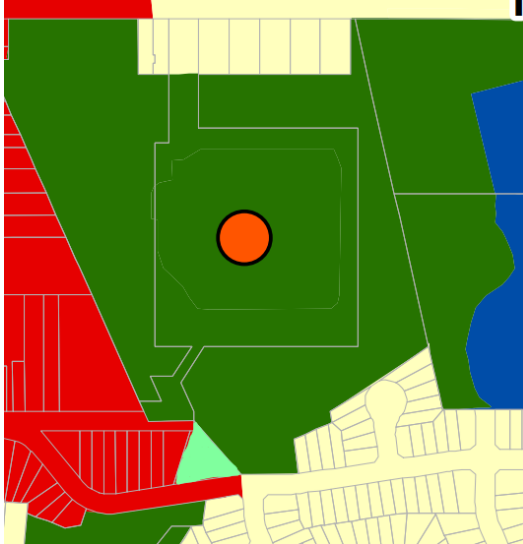

Section	Pg#	LSRCA COMMENT
		<p data-bbox="553 331 1243 365">ii. 60 The Queensway N: missing woodlands (yellow).</p>  <p data-bbox="548 888 1539 961">iii. 40 Richmond Park Dr: missing woodlands (yellow), wetland (light blue) and watercourse (red).</p>  <p data-bbox="548 1455 1446 1488">iv. Richmond Park: missing woodland (yellow) and watercourse (red).</p> 

Section	Pg#	LSRCA COMMENT
		<p>v. Oakmeadow Park: missing woodland (yellow) and watercourses (red).</p>  <p>vi. 274 The Queensway S: missing watercourse (red).</p>  <p>vii. East end of Pleasant Blvd: missing woodland (yellow) and watercourse (red).</p>

Section	Pg#	LSRCA COMMENT
		 <p>viii. Glenwoods Ave: missing wetland restoration (light blue) and watercourses (red).</p> 

Section	Pg#	LSRCA COMMENT
		<div><p>ix. Ravenshoe Rd: missing woodland (yellow) and watercourse (red).</p></div>
		<div><p>x. West Park: missing woodlands (yellow).</p></div>

Section	Pg#	LSRCA COMMENT
		 <p data-bbox="500 856 1539 968">c. The key natural heritage features (e.g. wetland) found on restoration sites designated as EP Area on Schedule C (e.g. on Church St, Woodbine Ave, Riverglen Dr S, and Glenwoods Ave) should be delineated in Appendix II.</p> <div data-bbox="540 982 776 1514">   </div> <div data-bbox="808 982 1084 1255">  </div> <div data-bbox="1125 982 1377 1255">  </div> <div data-bbox="540 1518 776 1591"> <p>(Church St) (Glenwoods Ave)</p> </div> <div data-bbox="824 1518 1036 1549"> <p>(Woodbine Ave)</p> </div> <div data-bbox="1174 1518 1377 1549"> <p>(Riverglen Dr S)</p> </div>
Schedule C		<p data-bbox="500 1598 1539 1709">a. As per Comment NH1b) above, Schedule C needs to be revised to include hydrologic features such as permanent and intermittent streams, lakes, seepage areas and springs and their 30 m VPZ in the EP Area designation.</p> <p data-bbox="500 1730 1539 1877">b. It is unclear what the 'Environmental Protection Overlay' signifies as it is not described in the Draft Secondary Plan text and does not correspond with the Adjacent Lands Overlay or the 30 m buffer to natural heritage and hydrological resources as per Comment NH2a) and NH6 above.</p>

Section	Pg#	LSRCA COMMENT
		<p>c. The additional areas marked in light green should be included in the EP Area:</p> <p>i. 40 Richmond Park Dr should be designated EP Area as it contains a significant woodland as delineated on Appendix II and provides connectivity to the EP areas to the north and south of Richmond Park Dr.</p>  <p>ii. The entire property of 126 Riverglen Dr should be designated EP area as it contains a provincially significant wetland and its 30 m VPZ. This entire property was also previously identified as Greenlands System on Schedule F1: Keswick Land Use Plan in the current Keswick Secondary Plan.</p> 

Please let me know if you have any questions on the above.

We appreciate the opportunity to participate in this important process and look forward to continuing to work together on the development of the Keswick Secondary Plan update.

Sincerely,

A handwritten signature in black ink, appearing to read "Dave Ruggle".

Dave Ruggle, BAA, MCIP, RPP
Planner II

Copy: Sara Brockman, Region of York

December 1, 2020

Town of Georgina
26557 Civic Centre Rd
Keswick, Ontario
L4P 3G1

Attention: **Tolek Makarewicz**

Re: **File No.:** **N/A**
 Applicant: **Town of Georgina**
 Location: **Keswick Secondary Plan**

Thank you for your letter. Rogers Cable appreciates the opportunity to review and comment on future development within the Town of Georgina.

We have reviewed the proposed area and do not have any comments or concerns at this time.

Should you have any questions or require further information, please do not hesitate to contact York Outside Plant Engineering.

Sincerely,

York Outside Plant Engineering
244 Newkirk Rd.
Richmond Hill, ON
L4C 3S5
yorkcirculations@rci.rogers.com

Tolek Makarewicz

From: Locantore, Alex <Alex.Locantore@mpac.ca>
Sent: December 1, 2020 9:43 AM
To: Patrice Asaph
Cc: Tolek Makarewicz; Wright, Chris
Subject: RE: Keswick Secondary Plan Draft
Attachments: MPAC.pdf

CAUTION: This message originated from an email address that is outside of the Town of Georgina organization. Please exercise extreme care when reviewing this message. DO NOT click any links or open attachments from unknown senders. Be suspicious of any unusual requests and report any suspicious email messages to the Georgina ITS division at support@georgina.ca.

Good morning,

Thank you for the correspondence regarding KSP Draft #1.

The updates are noted and there are no further comments.

Alex Locantore, M.I.M.A
Property Valuation Specialist | Valuation & Customer Relations
Municipal Property Assessment Corporation
Direct 289.317.0882 | Alex.Locantore@mpac.ca
1.877.254.4670 | mpac.ca

From: Patrice Asaph <pasaph@georgina.ca>
Sent: Monday, November 30, 2020 4:22 PM
To: Locantore, Alex <Alex.Locantore@mpac.ca>
Subject: Keswick Secondary Plan Draft

Caution: This email originated from outside of MPAC. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon,

Please open the attached notice regarding the release of KSP Draft #1.

Thank you,



Patrice Asaph

Planning Clerk | Town of Georgina
26557 Civic Centre Road, Keswick, ON | L4P 3G1
905-476-4301 Ext. 2242 | georgina.ca
Follow us on [Twitter](#) and [Instagram](#)
Like us on [Facebook](#)

December 8, 2020

Via Email
tmakarewicz@georgina.ca

Tolek A. Makarewicz
Senior Policy Planner
Town of Georgina
26557 Civic Centre Road
Keswick, ON L4P 3G1

RE: Keswick Secondary Plan

Dear Tolek A. Makarewicz,

We are in receipt of your correspondence concerning the above matter.

Southlake Regional Health Centre understands the impact of provincial and regional planning requirements on local communities, in particular, the provincial Places to Grow strategy. In this context, continued residential development is not unexpected.

It is important for Council to recognize however, that provincial growth policies do not provide for the necessary capital investment to expand hospital infrastructure to meet the health care needs of new residents. At Southlake, we are doing our best to find new and innovative ways to better serve our growing communities and we will continue to do so. Southlake will require Council's continuing support with respect to supporting local share fundraising and to supporting our efforts to secure necessary funding approvals from the provincial government to help meet the needs of our growing population.

If you require any additional information, please do not hesitate to contact me.

Sincerely,



Peter M. Green, P. Eng.
Director, Capital Development
Southlake Regional Health Centre

Cc: R. Gowrie Southlake

Tolek Makarewicz

From: Tolek Makarewicz
Sent: April 13, 2022 8:05 AM
To: Tolek Makarewicz
Subject: FW: Keswick Secondary Plan Draft
Attachments: 20150130150403412.pdf

From: Mikolajczak, Margaret (MTO) <Margaret.Mikolajczak@ontario.ca>
Sent: February 22, 2021 5:29 PM
To: Patrice Asaph <pasaph@georgina.ca>
Cc: Hewitt, Tom (MTO) <Tom.Hewitt@ontario.ca>; Palys, Rebecca (MTO) <Rebecca.Palys@ontario.ca>; Blaney, Cameron (MTO) <Cameron.Blaney@ontario.ca>
Subject: RE: Keswick Secondary Plan Draft

Hi Patrice,
we have reviewed the Keswick Secondary Plan and confirm that our previous comments provided to the Town, on January 13, 2014 to Barbara Mugabe attention, are still valid and apply.

It was noted that part of the subdivision land (located at 23349 Woodbine Ave.), which is part of the Keswick Secondary Plan, is located within the future Highway 404 right of way.

Please note that in the past, in our previous correspondence between the Town of Georgina and the Ministry, the Town has communicated the need for a new interchange at Hwy 404 and Glenwood Avenue as it was indicated in the Official Plan and Keswick Secondary Plan in August 2003. At that time, Ministry has expressed concerns with it. For details, please refer to MTO letter dated October 1, 2003 (attached) addressed to Harold Lenters of the Town of Georgina. At that time Ministry did not agree to the new interchange proposal. Therefore, Ministry comments, as stated in our October 1, 2003 letter, still apply and must be addressed.

Please let me know if the Town still see the necessity for the future interchange at Glenwood Avenue/Hwy 404 and is the land for it, going to be protected?

In your Secondary Plan, there is a statement saying: "...the realigned Glenwoods Avenue is planned as an Arterial Road and is expected to provide a key connection between Woodbine Ave. and Hwy 404 ext. including the proposed Hwy 404/Glenwoods Ave. interchange.

The proposed Hwy 404/ Glenwoods Ave. interchange is a direct result of the development plans associated with the Keswick Secondary Plan, as such the Town and /or the Region will be financially responsible for all the cost, associated with this interchange (land, design and construction), if approved.

Hwy 404 extension EA, was approved in 2002. The approved EA provides an interchange at Woodbine Ave. and Pollack Rd. to serve the Keswick area.

Our Ministry's approved EA, show Glenwood Ave. as a closed/terminated road at Hwy 404 extension. As such, the municipality would be responsible for all costs of any bridge crossing the Highway 404 extension and all interchange ramps, if approved.

Please let me know if you have any questions, 437-833-9462

Thank you
Margaret

Telephone No: (905) 704-2913
Fax No: (905) 704-2007

Provincial and Environmental Planning Office
Corridor Policy Unit
2nd Floor, 301 St. Paul Street
St. Catharines, Ontario
L2R 7R4

Date: October 1, 2003

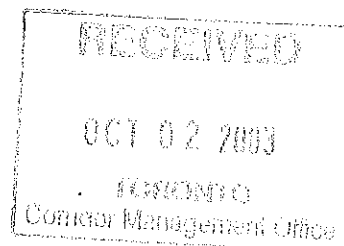
File: 02.138(b)(1)

Town of Georgina
Planning and Building Department
26557 Civic Centre, R.R. 2
Keswick, Ontario
L4P 3G1

Attention: Harold Lenters

Dear Sir:

RE: Proposed Amendments to the Town of Georgina
Official Plan
Keswick Secondary Plan (August 1, 2003)
Highway 404 Extension



We have completed our review of the secondary plan and offer the following comments for your information.

As you are aware, the Highway 404 Extension route planning study and environmental assessment was approved by the MOE in August 2002. The approved EA report for the Highway 404 provides an interchange at Woodbine Avenue and Pollack Road to serve the Keswick area. The approved EA report also shows that Glenwoods Avenue would be closed at the Highway 404 Extension.

Need and Justification for the Proposed Glenwoods Avenue Interchange

The need and justification for the proposed Glenwoods Avenue interchange is questionable. The responsibility for establishing the need and justification for this interchange rests with the municipality as well as any resulting EA study for the proposed Glenwoods Avenue interchange. This work however must meet MTO ea and engineering standard requirements. MTO would also have approval authority related to the proposed Glenwoods Avenue interchange including environmental obligations.

Traffic Operational Concerns on the Highway 404 Extension

The main concern of the MTO is the operational problems associated with the proposed Glenwoods Avenue interchange.

The spacing between the interchange at Woodbine Avenue, Glenwoods Avenue and Pollock Road may cause operational problems. The approved EA plans for the Highway 404 extension results in the following interchange spacing:

- * Woodbine Avenue to Glenwoods Avenue: 3,160 metres
- * Glenwoods Avenue to Pollock Road: 2,070 metres

For new rural freeways, the spacing for arterial interchanges on freeways should be between 2km (minimum) and 8km (maximum). The Glenwoods Avenue interchange results in interchange spacing at the minimum end of the scale.

A detailed traffic operational analysis of the Highway 404 Extension traffic operations between these three interchanges will have to be undertaken to determine the traffic operations between interchanges and the required interchange types. This will confirm whether the proposed Glenwoods Avenue interchange can be provided in a safe location.

Financial Responsibility for the Proposed Glenwoods Avenue Interchange

The proposed Glenwoods Avenue interchange is a direct result of the development plans associated with the Keswick Secondary Plan. As such, the Town and/or the Region will be financially responsible for the construction of this interchange.

Our Ministry's approved EA show Glenwood Avenue as a closed road at the Highway 404 Extension. As such, the municipality would be responsible for the costs of any bridge crossing of the Highway 404 extension and all interchange ramps.

Yours truly,


Heather Doyle
Senior Planner
Land Development Review

c.c. Central Region ✓
John Klowak



CHIPPEWAS OF THE THAMES FIRST NATION

March 11, 2021

Tolek A. Makarewicz
Senior Policy Planner
26557 Civic Centre Road
Keswick, Ontario L4P 3G1

Subject: Keswick Secondary Plan Review (Town File:02.195)

Dear Mr. Makarewicz,

We are in receipt of correspondence of the aforementioned project, dated December 18, 2020.

In our screening of your correspondence, we have identified no concerns with your project or the information that you have presented to us at this time. We ask that you engage any First Nation in closer proximity to your town.

We ask that if there are any changes to your project that are of a substantive nature that you keep us informed by sending an electronic notification to consultation@cottfn.com.

Chippewas of the Thames First Nation has developed a document we refer to as the Wiindmaagewin. The Wiindmaagewin is our consultation protocol which we utilize to create positive working relationships. This document can found on our website at www.cottfn.com/consultation.

Thank you for taking the time to notify of us your project. If you have any questions please feel free to contact me.

Sincerely,

Fallon Burch
Chippewa of the Thames
Consultation Coordinator

**Draft #1 Keswick Secondary Plan
Public / Landowner Submissions**

#	Date	Contact	Property	Summary of Comments and/or Request	Project Team Response
1	4-Apr-19	Keith Mackinnon of KLM Planning Consultants on behalf of DG Group/Camlane Holdings	DG Group lands in south Keswick. Commercial/Employment lands along east side of Woodbine Ave	These lands are currently designated commercial/employment in the current KSP. They would be better served for mixed use purposes, including medium/high density residential and commercial uses, both in individual and combined built form. These lands would provide an appropriate land use transition to the lower density residential lands to the east, while also allowing underutilized employment lands to be developed for mixed use purposes.	The current Commercial/Employment designation in the Secondary Plan is proposed to be redesignated Mixed-Use Corridor 2 with related permitted uses and policies that would permit mid-rise and high-rise mixed-use developments.
2	10-May-19	Catia Marogy	60 The Queensway North (MPAC says she owns 58 TQS, not 60)	Our property is currently in the Keswick Uptown Urban Development Plan and I wish for this designation to remain.	The property is currently designated Uptown Keswick Urban Centre and the designation is proposed to remain Uptown Keswick Urban Centre.
3	10-May-19	David LeMesurier	60 The Queensway North	I have just purchased 60 The Queensway North and it is currently in the Keswick Uptown Urban Development Plan and I wish for this designation to remain.	The property is currently designated Uptown Keswick Urban Centre and the designation is proposed to remain Uptown Keswick Urban Centre.
4	16-Jul-19	Keith Mackinnon of KLM Planning Consultants on behalf of DG Group/Camlane Holdings	DG Group lands in south Keswick. Focus Area 3: The Queensway south of Glenwoods Avenue	We are perplexed why Focus Area 3 shows a significant amount of parks/open space for the lands north of Garrett Styles Drive, adjacent to the Queensway. Based on studies that have been undertaken for this area we are not aware of any environmental features that would ultimately suggest that it should be turned into park/open space. Further, there is currently over dedication of parkland as it applies to the entire Simcoe Landing community. Therefore, there is no demonstrated need, nor do we support the identification of this area for parks/open space uses.	The Focus Area drawings were prepared with the input from the public at Workshop #2. It was a conceptual exercise to engage the public and get them thinking about community design and land use options for vacant greenfield lands. Staff will not be proposing / supporting the introduction of any new Environmental Protection Area or Parks and Open Space designation in this area beyond that identified in the current Keswick Secondary Plan and South Keswick Development Area Plan. The specific treatment of any existing features will be addressed in the context of applicable policy during the processing of development applications (i.e. tree preservation / compensation, EIS, etc.) and be subject to applicable approvals from the LSRCA.
5	21-Jan-20	Faisal Rahman	300 Metro Rd. North	Change the density of the property from low to medium or permit more units per residential hectare than currently permitted.	The property is currently designated neighbourhood residential which permits development not to exceed 11 units per gross residential hectare. The property is proposed to be designated existing neighbourhood which permits a density between 25 to 40 units per net residential hectare.
				Permit other uses such as Mid-rise nursing homes or retirement homes (higher density than present).	The existing neighbourhood designation proposed to permit special needs housing, with the exception of special needs housing that accommodates more than 8 occupants. Permission for a mid-rise nursing home on the property or anywhere within the designation will require an OPA.
				Lower width requirements for private roads inside the development to 24 ft/7.5m and reduce the width of cul-de-sac requirements to 20 m to match that of other municipalities such as Scarborough.	The draft KSP does not contain detailed design requirements for roads. Road widths are determined by the Town's Development Design Criteria.
				Permit smaller frontages and lot areas for single and semi-detached lots to support affordable housing - Detached homes: 11-12 m / 35-40 ft; Semi detached: 8-10 m / 25-30 ft	The draft KSP does not contain minimum lot frontage requirements. This is regulated through the Zoning By-law.

6	12-Jun-20	Rob Russell of Robert Russell Planning Consultants Inc. on behalf of Ram Nischal	Mel's Lane property	Medium or high density residential uses would be appropriate for the eventual development of this site. The exact number of units (density), and the built form that is appropriate should be determined when future development plans are eventually advanced for the site.	The draft KSP designates the majority of the site as Mixed-Use Corridor 1. This designation permits low- and mid-rise residential uses. This includes built forms such as singles, semi's, duplex, triplex, townhouses, and mid-rise apartments. The proposed density range for mid-rise residential uses is between 40 to 85 units per net residential hectares, while mid-rise buildings shall not be taller than 6-storeys or 20 metres, which ever is less. An OPA will be required to permit buildings taller than 6-storeys. Exact built form, density and height to be determined through the development review process.
				Due to the unpredictability of the market, the anticipated local sentiment, and past history consulting with Town Staff, we would like to ensure that the policies enacted through the Keswick Secondary Plan Review process allow for the widest range of potentially appropriate uses for the subject property. More specifically we are requesting that: 1) The allowable density range is between 40 units per net hectare and 150 units per net hectare; and 2) The allowable built form range from semi-detached units in transition areas to mid-rise buildings up to 8 storeys closer to The Queensway.	
				The Plan B Natural Environment Background Report identifies some of the vegetation on site as woodland, and figure 9 seems to indicate that the woodland is considered to be a "significant wildlife habitat feature" however, page 3 of the report indicates that the wildlife habitat in the community is primarily related to deer wintering habitat toward the south end of Keswick and waterfowl staging areas. As such, it is unclear why this vegetated area is shown on figure 9. However, we are in agreement with the preliminary NHS as depicted in figure 11 as that does not show this small area of scrub vegetation.	Remnant natural environment features (i.e., woodlands, wetlands, valleylands) and cultural vegetation within the study area, including the Mel's Lane Property, have the potential to support a variety of significant wildlife habitat functions, including habitat for species at risk protected under the Endangered Species Act. The subject woodlands are identified on Map 2 (Regional Greenlands System) and Map 5 (Woodlands) of the York Region Official Plan. LSRCA considers the subject woodland to be a Core Natural Heritage Feature and a component of the Lake Simcoe watershed NHS. The subject woodland parcels are identified as part of the Composite NHS on Figure 14 of the Environmental Background Report provided as Appendix II. The composite NHS is a combination of the Town, Region and LSRCA NHS.
7	27-Jul-20	Anthony Usher of Anthony Usher Planning Consultant on behalf of North Gwillimbury Forest Alliance	DG Group lands in south Keswick	Suggests a "development approvals exchange" between the DG Group's Maple Lake Estates property and their lands in south Keswick. The present Secondary Plan limits the type of residential neighbourhood development envisioned in the South Keswick Development Area Plan for the DG-affiliate lands, to a maximum density of 14.5 units/gross ha. As I wrote in my May 29, 2014 letter, a development approvals exchange" could be accomplished by permitting a moderate unit density increase in south Keswick. This would facilitate the final resolution of the MLE situation.	The draft KSP proposes more residential density than the current Plan. The majority of lands in south Keswick are proposed to be designated New Neighbourhood and Mixed-Use Corridor 2. The New Neighbourhood designation permits low-rise and mid-rise residential uses at density range between 25 to 85 units per hectare; whereas the Mixed-Use Corridor 2 designation permits mid-rise and high-rise residential uses in a mixed use building at a density range between 40 and 155 units per net residential hectare.
8	1-Apr-20	Michael Smith, prepared by Altus Group Economic Consulting on behalf of Treasure Hill	Treasure Hill Lands at north-west corner of Woodbine Ave. and Church St.	Employment Land Analysis Peer Review (6 pages). We are not satisfied with the current recommendation to not permit any 'Commercial/Employment' land re-designations within the KSP area. This statement has significant impacts on the future viability of our client's site and the overall KSP area. Altus Group is of the opinion that there is merit in considering the re-designation of some of the "Commercial/Employment" designation on our client's site to residential, or potentially providing for the flexibility to allow for potential residential uses in the future.	The Commercial/Employment designation in the current KSP is proposed to be redesignated Mixed-Use Corridor 2. This designation will permit mid- and high-rise residential uses as part of mixed-use building, subject to applicable policies. Stand alone residential buildings will also be permitted in the Mixed-Use Corridor 2 designation subject to all the units being considered affordable by definition and guaranteed to be affordable for a minimum of 20 years.

9	16-Sep-20	Michael Smith, prepared by Altus Group on behalf of Treasure Hill	Treasure Hill Lands at north-west corner of Woodbine Ave. and Church St.	Employment Land Analysis Peer Review (64 pages). We are not satisfied with the current recommendation to not permit any 'Commercial/Employment' land re-designations within the KSP area. This statement has significant impacts on the future viability of our client's site, lands and the greater KSP area overall, and should be thoroughly investigated further before a decision is made.	See comment above.
10	26-Oct-20	Whitney Moore and Allen Benson of Dillon Consulting on behalf of DG Group/Camlane Holdings	DG Group lands in south Keswick. Focus Area 1: Woodbine Avenue north of Ravenshoe Road; Focus Area 3: The Queensway south of Glenwoods Avenue	General: The Plan B report does not accurately reflect the current existing conditions within the Keswick Secondary Plan area or take into consideration areas where draft plan approval has been granted and therefore the proposed NHS may not be applicable in all areas.	The recommended NHS is based on the best available information provided by the Town, Region, LSRCA and MNRF. The EPA designation has been revised to recognize where natural features have been engineered away in accordance with existing approvals. Where there are existing approvals which are located in whole or in part within the proposed EPA designation and the feature still remains, the proposed EPA designation has not been adjusted. However, a new transition policy has been added as 9.1 c) to recognize these existing approvals, only requiring future EIS work where the property owner seeks new or adjusted planning approvals.
				Focus Area 3: The composite NHS mapping by Plan B depicts the NHS following a watercourse flowing north from The Queensway South to a SWM pond south of Glenwood Avenue. However, when you look at existing conditions (approved development under construction), no watercourse, and no associated riparian area or corridor is present. As part of the development approval for this area, this watercourse has been incorporated into a SWM system, portions of which have been piped, channelized, or comprise new SWM ponds. As a result, the watercourse and associated NHS should be removed from this area in the mapping.	The Focus Area drawings were prepared with the input from the public at Workshop #2. It was a conceptual exercise to engage the public and get them thinking about community design and land use options for vacant greenfield lands. Staff will not be proposing / supporting the introduction of any new Environmental Protection Area or Parks and Open Space designation in this area beyond that identified in the current Keswick Secondary Plan and South Keswick Development Area Plan. The specific treatment of any existing features will be addressed in the context of applicable policy during the processing of development applications (i.e. tree preservation / compensation, EIS, etc.) and be subject to applicable approvals from the LSRCA.
				Focus Area 3: there are more SWM ponds present within this area that should be reflected in the NHS mapping since other SWMs have been identified.	
				Focus Area 3: In the concept plan presented for Focus Area 3, no watercourse is present, although there is park/open space areas. This park/open space area conflicts with the South Keswick Development Area Plan and the approved plan of subdivision for Simcoe Landing Phase 9. It is requested that the concept plans be adjusted to more accurately reflect planned future development.	
				Focus Area 1: The portion of Focus Area 1 which includes the large woodlot has received draft plan approval. The DPA is generally reflected in the concept plan for Focus Area 1, of which includes north-south collector road bisecting the woodlot. The composite NHS mapping prepared by Plan B does not show the north-south collector road through the woodlot. This road should be reflected in the NHS mapping as construction of a road through a core feature of the NHS may be in conflict with the policies of the new Keswick Secondary Plan.	
					Where there are existing approvals which are located in whole or in part within the proposed EPA designation and the feature still remains, the proposed EPA designation has not been adjusted. However, a new transition policy has been added as 9.1 c) to recognize these existing approvals, only requiring future EIS work where the property owner seeks new or adjusted planning approvals.

11	10-Nov-20	Mike Moradi	2354 Ravenshore Rd.	I have an interest in 2354 Ravenshoe Road (corner lot) and wish to request that all underground works accommodate appropriate "T's" in the closest proximity to the subject land.	The property falls outside of the KSP area and therefore is out of scope.
12	10-Nov-20	Gary Foch	22869 Woodbine Ave.	I have an interest in 22869 Woodbine Ave and wish to request that all underground works accommodate appropriate "T's" in the closest proximity to the subject land. Addressing this sooner rather than later in the KSP process would augment engineering planning and cost efficiencies for the future connections imminently required by properties known as 22869 Woodbine, in addition to 22937 Woodbine and 2354 Ravenshoe Rd, all parcels , unless I am mistaken, currently under an OMB hearing process.	The property falls outside of the KSP area and therefore is out of scope.
13	1-Dec-20	Michael Smith on behalf of Ram Nischal	Mel's Lane Property	The majority of the property is designated Mixed-Use Corridor 1, while a portion in the northeast corner is designated Existing Neighbourhood. Our client is requesting that the entire property be designated Mixed-Use Corridor 1.	The portion of the property designated Mixed-Use Corridor 1 is zoned I-8 and I-9, while the portion of the property designated Existing Neighbourhood is zoned T. The designations have been carried forward from the current KSP. Inadequate supporting justification has been submitted to consider the request. Section 9.2(a) may permit the Mixed-Use Corridor 1 designation to be stretched to the entire property through the processing of a development applicaton. Alternatively, an application for OPA will be required.
14	21-Jan-21	Michael Smith on behalf of Ram Nischal	Mel's Lane Property	Section 7.1.5u)ii) - "Private road shall have a minimum right of way width of 9 metres". We understand this is to accommodate a 6 metre road surdface and utility corridors oneither side. In the case of common-element or vacant land condominium developments, utility corridors may be accommodated across the fronts of the individual lots throught easement as opposed to being part of the private road right of way. We suggest that the required 9 metre width should be reduced to 6 metres where utilities are provided on adjacent lots.	Detailed design policies, including specific road widths, for all roads have been removed from the secondary plan. Specific road widths will be governed by the Town's Development Design Criteria. Engineering has confirmed that the standards for Laneways (Drafwing G-7) will be used for urban private roads, including condominium roads (i.e. minimum ROW of 8 metres and a minimum road surface of 6 m).
15	3-Dec-20	Bruno Ici Costabile	140 Glenwoods Ave	Can you advise why someone changed the designation of the property from residential to EPA.	The property does not contain any existing buildings, is identified as containing woodlands and forms part of the proposed NHS.
16	6-Jan-21	Nick and Jean Anagnostopoulos	140 Glenwoods Ave	We have heard from our lawyer about a Redesignation to completely devalue our Prime Development Land down to Environmentally Protected Area. We wholesomely object to this.	Due to the history of the property previously containing a dwelling, which was subsequently demolished, that it is considered reasonable to designate a portion of the property abutting Glenwoods Ave as Existing Neighbourhood. This redesignation would allow the consideration of a ZBA to permit a single detached dwelling.
				If the "Planning Partners" could be recommending Redesignating it to a "High Density Residential and Mixed Use", to leverage and build on special provisions in the now going RU zoning.	Consideration for high density residential and mixed use permissions will require the submission of an OPA.
17	2021-01-07 and 2021-01-24	Chanthiran Kanagaratnam	110 Glenwoods Ave.	I'm working on a proposal for a possible mid-rise apartment building. I'm requesting my land to be designated as "New Residential/Neighborhood" as opposed to Existing Residential to support potential medium-density proposal. My planner, Michael Smith advises once it is designated as "New Neighbourhood", secondary plan amendment would not be required for my proposal.	The property is currently designated Neighbourhood Residential and is proposed to be designated Existing Neighbourhood given that it is located within the Built-Up Area and contains existing residential development. The Existing Neighbourhood designation does not permit mid-rise uses. Consideration for a mid-rise apartment will require the submission of an OPA.

18	18-Jan-21	Malcom MacPherson	N/A	In Section 7.1.2 The Active Transportation System. It speaks to having sidewalks on both sides of all roads. There are plenty of roads where this doesn't seem possible, and I'm guessing that the caveat is in Section 7.1.5 sec i)	The draft KSP has been revised to only require sidewalks on one side of all local roads. This policy applies to new roads being constructed.
				Transit stations and bus shelters – I recommend that on busy roads that there be turn out lanes dedicated to the shelters to prevent traffic backing up and motorists taking a chance at passing the line of backed up vehicles and the bus.	The design of transit facilities will be based on Regional plans and programs.
				In Section 7.3 e) it talks of storm ponds not being fenced. Are there risk management considerations for these?	The policy does mention that living fences and barrier plantings will be used where there is a need to discourage public access.
				In Section 4.2.5 and 5.3 a) – it speaks of Recreational vehicle parks being prohibited. I take it this refers to vehicles with lodging and not ATVs and dirt bikes?	Correct. Recreational vehicles are portable structures intended as temporary accommodation for travel, vacation or recreational use. This includes park model trailers, camper trailers, motorized homes and chassis mounted campers.
19	19-Jan-21	Michael Smith	N/A	Currently there is no definition for net or gross area, nor net and gross density in the Draft KSP. Would I be safe to assume that gross density will be the area of the whole lot, and net density will only include the developable land (i.e. excluding parks, environmental blocks and roads, etc.)?	Definition for net residential hectare and net residential land have been added to the draft KSP for clarification.
				In regard to the density for low-rise and medium-rise townhouses, I believe that there is currently an error. The density for low-rise townhouses is 70 units/net ha, and the density for mid-rise townhouses is 50 units/net ha. Was the intent for these to be reversed? Or was the intent that both would be either 50 units/net ha or 70 units/net ha.	The approach to density in the draft KSP has been revised.
20	20-Jan-21	Michael Smith on behalf of Gerald Draper	591 The Queensway South	Regarding Section 6.1.2 e) - our client is seeking to build an addition to the existing one-storey restaurant on-site. Will the above-noted policy restrict developments such as this where the owner is retrofitting or adding an addition to an existing one-storey building? If this policy is not permissive of this form of development, we believe that it is overly restrictive, and would hamper efforts of redevelopment in the Mixed-Use Corridor 1 designation.	Policy revised to permit additions and renovations to existing 1-storey buildings.
21	21-Jan-21	Judy Cameron	N/A	Our long term vision needs to be integrating community support in own homes, other housing models - group living / more dense / co-location, then LTC. Given we are only building out Keswick right now we need to ensure we have that lense, In the planning meet a year ago we did talk about having spots for seniors living in community same as anyone else.	Guiding Principle 2, which further articulates the vision, speaks to ensuring a balance of low, medium and high density and mixed use development and intensification to meet the Town's growth targets and provide a full mix and range of housing options, including affordable and rental housing. Housing options refers to not only different built forms, but also a variety of housing arrangements and forms such as life lease housing, co-ownership, co-operative, community land trusts, housing for people with special needs, etc. The policies of the draft KSP support and encourage a range of housing types, styles, tenure and affordability to meet the needs of a diverse population.

22	25-Jan-21	Anthony Usher of Anthony Usher Planning Consultant on behalf of North Gwillimbury Forest Alliance	N/A	Keswick Population (Sec. 3.1): In the confusion of the last few years, it is unclear to me, and I'm sure to other readers, whether the Official Plan forecasts for 2031 are still policy, and whether any policy exists for 2041. That may explain why the Secondary Plan studiously avoids all dates; however, that isn't particularly helpful to the reader.	The Town Official Plan and its population and employment forecasts to 2031 are in force and effect. The Region is currently undertaking an MCR which will result in new forecasts to 2051, however, the new ROP is not in force and effect.
				The unclearly worded section 3.1(e) appears to indicate that the Designated Greenfield Area will accommodate 15,400 residents plus an unclear share of the job numbers given, at least within the capacity of the sewage treatment plant. Section 3.1(g) appears to say that the Designated Greenfield Area is designed to accommodate the stated target, which to me means physical design irrespective of sewage treatment plant capacity - does this mean that the 18,750 residents plus jobs can be accommodated by the approved plant, or that further expansion will need to be sought? Request 1: That within the limitations of currently approved forecast allocations from York Region, the Secondary Plan clearly reconcile the population and employment forecasts and stated sewage treatment plant capacities, both internally within the document and with the parent Official Plan. Where this cannot be done, the Secondary Plan should provide a full explanation, including changes that may be required to the Official Plan and limitations attributable to the incomplete state of the Regional Comprehensive Review.	Comment noted. Population and employment targets have been revised in the context of the Regional MCR and Forecast to 2051 to ensure consistency with the projections and available capacity in the plant.
				Intensification vs. Greenfield (Sec. 3.1): The Secondary Plan says that the 22,200 population growth up to sewage treatment plant capacity will be allocated as 6,800 through intensification within the currently built-up area and 15,400 through greenfield development. The bottom line is only 31% of growth over the planning period will be through intensification. This seems a bare minimum approach towards intensification, especially in light of the apparent open door towards more intensification as discussed in my 2020 letter. Request 2: That the Secondary Plan clearly explain and justify the chosen approach to intensification.	The intensification target has been revised to 28% as per the recent Regional MCR work being done related to the 2051 forecast.
				Greenfield Density and south Keswick (Sec. 3.1, Schedule A): Request 3: That the Secondary Plan clearly define the basis of and terminology for density calculations for greenfield development, and that it ensure the results are consistent with the rest of Section 3.1.	The draft KSP has been revised to include definitions for density to ensure proper calculation of same.
				Request 4: That the Secondary Plan clearly explain and justify the chosen approach to greenfield density.	The Region, through their MCR work, have directed that Georgina achieve a minimum DGA density of 35 residents and jobs combined per hectare. Notwithstanding, the Keswick Secondary Plan will include a minimum DGA density target of 50 residents and jobs combined per hectare. This density target encourages the efficient use of land and the provision of a range of dwelling types.

				Environmental protection: The Environmental Protection designation is defined as including "hazard lands" (section 6.4.1). However, "hazard lands" are not defined, nor are they ever referred to elsewhere except with reference to the Maskinonge River later in the same section. I would assume they are the same as "hazardous lands", which are defined and described as per standard practice - but Schedule B does not appear to include them in the Environmental Protection designation except along the Maskinonge. Request 5: That the relationship of hazardous lands to the Environmental Protection designation be clarified.	Hazard lands have been changed to hazardous lands. Additional appendix maps will help to clarify this mapping.
23	26-Jan-21	Virginia MacLean, Barrister & Solicitor on behalf of Jean and Nick Anagnostopoulos	140 Glenwoods Ave	The lot does not have any natural heritage features as defined in the PPS, 2020 and is not subject to the provisions of Section 2.1 of the PPS, 2020.	The NHS was developed using a science based approach and according to Provincial requirements. This has been supported through Environmental Impact Statements submitted in support of development applications on adjacent lands.
				This lot is ideally suited to the current existing designation - Neighbourhood Residential with Glenwoods Development Area Overlay. Oppose the proposed designation change.	To recognize that the property previously contained a dwelling, a portion of the property adjacent Glenwoods Avenue has been redesignated Existing Neighbourhood which would permit a detached dwelling in the future subject to a rezoning.
				Just because the lot has not been developed for residential purposes does not mean that it appropriate for the Town to redesignate the lot to facilitate other residential development in the Town as part of the so-called Natural Hertiage System and Parks Network.	The proposed EPA designation on this property does not impact any other property's development rights (i.e. not shifting development rights from one property to the other).
				Such a radical change to my client's land must have strong planning justification. We have not seen it and there certainly has been no permission granted by my clients to the consultants to carry out studies on their land. These studies surely must proceed the proposed designation change not try to justify it after the fact. As you know, the onus rest with the municipality (you and TPP) to justify the proposed change to the Secondary Plan by proving that the Natural Heritage System and Parks Network policies apply to these lands and represent good planning.	The project team has adjusted the designation on a portion of the subject property Existing Neighbourhood. Development will be subject a rezoning and EIS in support of the development to ensure no negative impact on surrounding natural heritage features.
24	27-Jan-21	KLM Planning Partners Inc. Keith MacKinnon Warren Melbourne - DG Group	West side of Woodbine Ave. between Ravenshoe Rd. and Glenwoods Ave.	Section 3.1.a.) – does not set out a population and employment target for 2051 since they are not yet known. How do you properly plan without knowing your population and employment targets, save and except for the allocation available with the wastewater treatment plant?	Growth management approach has been updated to include target dates.
				Section 4.2.2.e) – requires the Town to protect rental housing from demolition and conversion. How is this proposed to be enforced?	Only through the processing of development applications.
				Section 4.2.2.j) – seeks to achieve a minimum of 25% affordable housing units in Keswick. This is a significant number for Keswick alone and in our opinion a more reasonable and achievable target would be 10% within Keswick.	The YROP contains a target that a minimum of 25% of all new housing in the Region will be affordable. Similarly, the OP contains a target that a minimum of 25% of all new housing in the Town will be affordable. For the purpose of Regional measuring and monitoring, new accessory apartments created in Town count as affordable housing units by way of affordable rental housing. Staff believe the target of a minimum of 25% of all new units being affordable is appropriate.

				Section 4.2.7.v) – encourages the use of permeable paving on sidewalks, driveways and parking areas. Is this consistent with the Town’s engineering standards?	Permeable paving is encouraged, not mandatory. Engineering Divison has advised that the Town's design standards doesn’t encourage or discourage permeable pavers. There would be no concern from engineering if a proponent wanted to install permeable paving. We would request the engineering consultant to design them in accordance with industry accepted practices or copy the design from some other municipality or conservation authority and we would review it with our operations team.
				Section 5.1.3.c) – requires a dedicated fibre optic conduit installed from the municipal ROW to each development or block. This section requires this to be installed as opposed to it being optional. We suggest the wording be amended to encourage this as opposed to require it.	Policy 5.1.3 c) has been deleted, and policy 5.1.3 a) has been amended so that it begins with "New development shall accommodate...". Please note that this section has been moved to 7.4.
				Section 5.2.a) – requires a Habitat Screening/Evaluation for all applications for development. This policy is too prescriptive and should only apply to development applications where natural features exist. Furthermore, this policy, as currently written, would require a screening for even a single application for consent, which is not reasonable.	Legislation requires screening for all applications. The draft KSP has been revised to include wording to allow the Town the ability to properly scope requirements with the LSRCA.
				Section 5.2.b) – requires all development to provide community benefits. It is not feasible for every application to have a community benefit as it should depend on the size and scale. Furthermore, it should also respect overall master plans that have been prepared for a community which sets out generally where the community benefits are located but may not form part of a development application due to a phased development approach.	The Town is not advancing a Community Benefits By-law at this time. The Secondary Plan policies are enabling policies. Any future by-law would be subject to the necessary planning process.
				Section 5.2.c) – requires all development applications to conform to the urban design and architectural control guidelines. Given they are guidelines, this policy should be revised to reflect that they are guidelines and not prescriptive policy.	Policy states applications must be 'consistent' with guidelines not conform.
				Section 5.4.1.b) – sets out maximum densities for various housing typologies. For a plan of subdivision that has a mixture of dwelling units, is the intent that each typology will require its own density calculation? If so, we suggest this is not reasonable. We recommend simplifying this section since it already permits a range of dwelling types that a single maximum density be incorporated.	The approach to density has been simplified by providing ranges for low- mid- and high-rise residential development.
				Section 5.4.2.b.i) and ii) – same comment as above.	Same comment as above.
				Section 5.4.3.a) – why is the maximum height set at 12 storeys? This seems very limiting for a high-density designation.	12-storeys is appropriate for the context of Keswick. Currently the tallest building is 6-storeys.
				Section 6.1.1.a.i) – advises the Glenwoods Urban Centre will function primarily as a retail and service commercial centre combined with some institutional/community uses and mid-rise development. The portion that is located within the Simcoe Landing Community has always been envisioned and planned for mid- and high-rise development along with mixed use options. This should be reflected in this policy.	The draft KSP provides ample opportunity for high-rise development along Woodbine Avenue / the Mixed Use Corridor 2 designation. Consideration for high-rise development in the Glenwoods Urban Centre will require the submission of an OPA.

				Section 6.1.3.c) – does not include townhouse dwelling units, such as stacked townhouse or back-to-back townhouse units within the Mixed-Use Corridor 2 designation. Given the size of the proposed designation, we respectfully request these housing forms be included as a permitted use, which can form an appropriate built form transition from the adjacent low rise residential dwelling units to the higher density-built forms.	Townhouses are not the type of development considered as appropriate for the Woodbine corridor, which is intended to accommodate higher density/apartment-style residential as part of mixed use developments.
				Section 6.2.2.c) – requires a minimum of 50 persons and jobs per gross hectare as a density calculation. Please confirm the intent is to rely on this density provision as opposed to a standalone units per hectare calculation.	Based on the recent MCR work by the Region, the Town is given an overall target of 35 persons and jobs per hectare to 2051. This is a high level policy direction by the Region based on Provincial Policy. Each development proposal will need to justify meeting the permitted density ranges of the designation they are located in.
				Section 6.2.2.l) – Given that mid rise residential and non-residential supporting uses are encouraged, the balance of this section should also use encouraged as opposed to shall.	The subsection respecting Neighbourhood Centres has been removed from the draft KSP.
				Section 6.4.1.c) – requires a minimum 30 metre setback around lands designated as Environmental Protection. This policy should be revised to allow for reduced buffers in accordance with the Lake Simcoe Region Conservation Authority that have agreed to reduced buffers, in particular within the Simcoe Landing Community.	The 30m is included in the EPA, not from the edge of the EPA - the Adjacent Lands Overlay addressed the lands around the EPA. Policy 6.2.2 c) identifies that the EPA designation is made up of natural heritage and hydrological features and a 30m VPZ from them. Policy 6.4.1 h) then provides that the boundaries of the EPA designation are approximate and not exact and that minor refinements may be made to the boundaries through an EIS that satisfies the Town and LSRCA.
				Section 6.4.4. – perhaps this section should be consistent in terminology with that used on Schedule C since there is nothing called “Adjacent Lands Overlay Designation” on Schedule C.	Terminology corrected.
				Section 7.1.2.b) – requires sidewalks on both sides of arterial, collector and local roads. Our experience is the municipality does not want sidewalks on both sides of local roads. This is especially true when townhouse dwelling forms are proposed as they are requested to not be located on the side of the street where the sidewalk is located. As such, local roads should be removed from this policy.	The draft KSP has been revised to only require sidewalks on one side of all local roads.
				Section 7.1.5.iv) – requires a minimum of 20 metre local roads. Simcoe Landing has been designed and constructed with 18 metre local roads, which should be reflected in this policy. Furthermore, it speaks to sidewalk on both sides, which as noted above, has not been the case within Simcoe Landing. We suggest this policy be revised to reflect this.	The draft KSP has been revised to to reflect the Town's current practice of permitting 18 metre ROWs for Local Roads.
				Mapping Concerns:	

				<p>Schedule A: Growth Management</p> <ul style="list-style-type: none"> • The Natural Heritage System identified in the Simcoe Landing Community are not correct and should be revised to reflect the correct limits. In addition, as per previous correspondence there is a new Natural Heritage System area identified adjacent to the Queensway South, within the Simcoe Landing Community, which does not exist and should not be referenced on the schedules. A previous submission by Dillon Consulting further outlined this issue. • The Local Strategic Growth Area also adjacent to the Queensway South and within the Simcoe Landing Community is not reflective of existing approvals in place nor does it respect the existing development patterns that have been established in that area. We request all schedules be revised to reflect this. 	<p>The Focus Area drawings were prepared with the input from the public at Workshop #2. It was a conceptual exercise to engage the public and get them thinking about community design and land use options for vacant greenfield lands. Staff will not be proposing / supporting the introduction of any new Environmental Protection Area or Parks and Open Space designation in this area beyond that identified in the current Keswick Secondary Plan and South Keswick Development Area Plan. The specific treatment of any existing features will be addressed in the context of applicable policy during the processing of development applications (i.e. tree preservation / compensation, EIS, etc.) and be subject to applicable approvals from the LSRCA.</p>
				<p>Schedule B: Land Use</p> <ul style="list-style-type: none"> • As noted above, the Natural Heritage System identified in the Simcoe Landing Community is not correct and should be revised to reflect the correct limits. In addition, as per previous correspondence there is new a Natural Heritage System area identified adjacent to the Queensway South, within the Simcoe Landing Community, which does not exist and should not be referenced on the schedules. • As noted above, the Local Strategic Growth Area also adjacent to the Queensway South and within the Simcoe Landing Community is not reflective of existing approvals in place nor does it respect the existing development patterns that have been established in that area. We request this schedule be revised accordingly. 	<p>Same comment as above.</p>
				<ul style="list-style-type: none"> • Parks and open space locations are not reflective of existing or approved locations. 	<p>New policy 9.1 d) will also recognize existing approvals.</p>
				<ul style="list-style-type: none"> • The Mixed-Use Corridor 2 designation boundary does not reflect the existing Phase 10 approval limits that would clearly establish the limits between the New Neighbourhood Designation and the Mixed-Use Corridor 2 designation. This schedule should be revised accordingly. 	<p>See above</p>
				<ul style="list-style-type: none"> • A proposed Secondary School is identified within the limits of the Phase 10 approved development, which is not proposed nor does it exist. This schedule should be revised accordingly. 	<p>This was a mapping error. The location of the school has been revised pursuant to discussion with the school board.</p>
				<p>Schedule C: Environmental Overlay</p> <ul style="list-style-type: none"> • As noted above, many of the approved buffers within the Simcoe Landing Community are 10 metres in width, which is not consistent with this schedule. We respectfully request the overlay reflect the approved natural heritage limits and buffers for greater consistency. 	<p>Schedule C is intended to identify the requirement for the submission of an EIS and does represent the width of any buffers or VPZ approved through a planning process.</p>

				<p>Schedule D: Source Water Protection Areas</p> <ul style="list-style-type: none"> • We question how much of the Simcoe Landing Community is identified as having a Significant Groundwater Recharge, when much of it is developed and/or approved for development without this being raised as an issue. 	Source Water Protection is a requirement of the Province. The SGRA mapping is based on information provided government bodies. Future development within this part of Keswick will be subject to appropriate mitigation measures to protect the pre-development groundwater regime.
25	28-Jan-21	Michael Smith on behalf of Treasure Hill	Treasure Hill Lands at north-west corner of Woodbine Ave. and Church St. and north-west corner of Ravenshoe and Woodbine	<p>In Section 5.4.2 a), stacked townhouses are permitted. We request that back-to-back townhouses also be listed as a permitted use.</p> <p>Section 5.4.2 b) Mid-Rise Residential Uses. This policy proposes a maximum density for mid-rise townhouse dwelling units of 50 units per net hectare. However, Section 5.4.1 c) Low Rise Residential Uses provides for a maximum density of 70 units per net hectare for townhouse dwelling units. It appears these were reversed. However, we would suggest a density of 60 units per net hectare for low-rise residential townhouse units, and 75 units per net hectare for mid-rise residential townhouse dwelling units.</p>	<p>The draft KSP has been revised to permit generic 'townhouses'. The type of townhouse permitted will be dependent on meeting the residential density requirements of the</p> <p>The approach to density has been revised.</p>
				We would suggest that mid-rise stacked townhouse dwelling units have a higher density than standard townhouse dwelling units (i.e. 100 units per net hectare).	The approach to density has been revised.
				We note that there are no definitions for density in the draft Secondary Plan.	Definitions have been added for net residential hectare and net residential land.
				My client's preferred approach, at least in regard to the "Mixed-Use Corridor 2 Designation -Woodbine Avenue", would be to remove the maximum density provision for Mixed-Use buildings similar to the treatment of High Rise Residential Uses at Section 5.4.3. Given the variety of building form, height, provision of parking, and market demand there is not a need to establish density unless the Town wants to establish a minimum density which given the form permitted wouldn't be necessary either. This removal of the maximum density would help to encourage the urban evolution of Woodbine Avenue as stated in Section 6.1.3 b) and simplify the conformity exercise.	The policy approach for the Mixed Use Corridor 2 designation has been revised. High-rise and mid-rise residential buildings will have a permitted density range. Both mid- and high-rise residential buildings will be permitted within the designation as part of a mixed use development, save and except for ground oriented dwelling units (see line 65).
				Section 6.1.3 c): We believe that the market demand for mixed-use and commercial uses are being overestimated (i.e. every building having a non-residential component). We believe that a permissible policy rather than a mandated policy is appropriate. The mandated approach may lead to situations where there are vacant commercial units within mixed-use developments or where owners, which are unable to find a ground floor non-residential use tenants may choose to not proceed with housing. Maybe the policy should be structured around mixed-use centres at Woodbine intersections. The current KSP policy of allowing standalone residential or commercial or mixed-use buildings would provide more flexibility in terms of meeting the market demand.	Secondary plans are created to be long-term land use planning documents with a horizon of 20+ years. Therefore, it is not expected that all uses will be practicable or feasible in the short term. Loosening the policies in the mixed use corridor 2 designation would effectively diminish at the Town's vision to turn the west side of Woodbine Avenue into a mixed use corridor.

				<p>Section 6.1.3 e): Low-rise development, which is referred to in i), is not listed as a permitted use in the Mixed-Use Corridor 2 designation as per section 6.1.3 c) but is permitted pursuant to Section 6.1.2 e). We recommend inserting “Low-rise,” at the beginning of 6.1.3 c) i). We suggest that the Town may want to limit the form of low-rise development to three-storey townhouses in the Woodbine Avenue Mixed-Use Corridor Designation. If each building is to contain a non-residential component, we believe that the minimum 75% gross leasable floor area requirement for ground floors should be reduced maybe to a minimum 25% gross leasable floor area in a manner which is more akin to home occupation.</p>	<p>The policies in the Mixed Use Corridor designation have been revised to prohibit low-rise residential uses and ground related units.</p>
				<p>Section 6.1.3 f): We believe that stand-alone mid-rise residential uses should be permitted if they are setback 60 metres from the Woodbine Avenue right-of-way and abut an Existing Neighbourhood designation, New Neighbourhood Designation, or Environmental Protection Area designation. Further, does this mean that a mid-rise residential building must be on a lot directly abutting the Existing Neighbourhood designation, or simply be within a portion of the Mixed-Use Corridor 2 designation which abuts the Existing Neighbourhood designation?</p>	<p>The policies in the Mixed Use Corridor 2 designation have been revised to prohibit stand-alone residential buildings, save and except for affordable housing as defined in the Plan. In this regard, all mid- and high-rise residential buildings will require a minimum percentage of the ground floor dedicated to non-residential uses.</p>
				<p>Section 6.2.2 e) New Neighbourhood Designation: A DAP is primarily a plan used to coordinate the development of multiple large land holdings. The Queensway East DAP, which originally included the Tonor (now Tribute), Daycornet (now Phases 1, 2, and 3 of Treasure Hill - Starlish) and the Draper property (now Treasure Hill – Orchidtrail) has been approved. The Tribute lands were always segregated from the Daycornet site by an environmental area. The Starlish Phase 1 and 2 plans have been registered and are under construction further separating Tribute lands from the Phase 3 Starlish and Orchidtrail lands. We believe that the original purpose for the DAP is no longer applicable and the development objectives can be accommodated through the subdivision/site plan processes thereby saving time and money. At the very least, the Queensway East DAP should only apply to the Orchidtrail lands. The same would apply to the Treasure Hill site at Woodbine and Ravenshoe which is surrounded by draft approved plans of subdivision by the DG Group.</p>	<p>The draft KSP has been revised to remove the requirement for Development Area Plans.</p>
				<p>Section 7.1.2 b) requires sidewalks on both sides of all Arterial Collector and Local Roads. Whereas, the Town’s Design Standard and common practice is to require them on one side of a Local Road. Having a lot fronting on a Local Road with no sidewalk across the front also allows for additional parking in the boulevard which is helpful when integrating multiple-unit or mixed-use housing forms into a development.</p>	<p>The draft KSP has been revised to only require sidewalks on one side of all local roads.</p>

				Section 7.1.5 provides that local roads will generally have a minimum ROW width of 20m, however this may be reduced in certain circumstances. Currently, local roads are being designed and constructed with an 18m ROW, and we believe that this is an acceptable width for a right-of-way. By increasing the ROW width to 20m, the amount of developable land available will be decreased contributing to the inefficient use of land. Further, as noted in 6.1 above, we believe that sidewalks should not be required on both sides of a local road.	The draft KSP has been revised to reflect the Town's current practice of permitting 18 metre ROWs for Local Roads.
				7.1.5 t) iv) Local Roads: Should window roads fronting on public roads also be permitted to have a reduced boulevard given that there is a shared boulevard with the adjacent street?	Window roads have been added to this policy (now 7.1.5 t) iii)).
				Section 7.1.5 u) ii): Private Roads shall have a minimum ROW width of 9m. It is not uncommon to have Private Roads where the utilities are located in the adjacent lots and subject to easement. It is suggested that the following words be added: "or 7m where the utilities are located in the lots adjacent to the Private Road and subject to an easement."	Detailed design policies, including specific road widths, for all roads have been removed from the secondary plan. Specific road widths will be governed by the Town's Development Design Criteria. Engineering has confirmed that the standards for Laneways (Drafwing G-7) will be used for urban private roads, including condominium roads (i.e. minimum ROW of 8 metres and a minimum road surface of 6 m).
				Section 7.1.5 v) iii): It is not uncommon to have Lanes in common element or vacant land condominium developments where the utilities are located in the adjacent lots and subject to easement. It is suggested that the following words be added "or 6m where the utilities are located in the lots adjacent to the Lane and subject to an easement."	This section has been revised to reference municipal lanes, not condominium roads, which are considered private roads as per Policy 7.1.5(u).
				Schedule A: Growth Management and Schedule B: Land Use Plan - The New Neighbourhood designation on Schedules A and B should be scoped to exclude draft approved and registered plans (Starlish Phase 1 and 2). These lands should instead be designated Existing Neighbourhood.	The delineation between Existing Neighbourhoods and New Neighbourhoods has been adjusted based on aerial photography from April 27, 2020. The delineation is based on 'houses in the ground' at that date.
				Schedule E: Transportation - The local road extending south to Church Street from the Treasure Hill-Orchidtrail lands should be removed. This is shown on the attached plan.	The draft Schedule E has been revised to reflect the removal of this Local Road.
26	29-Jan-21	Gerry Brouwer	23324 Woodbine Ave. Brouwer Kesmac site	We oppose the environmental protection area "finger" on our property. We work this area, grow sod on it, etc. We have never seen water on it, there is no ditch or swale for water. We allowed York Region to put a ditch all along the south side of the property, which takes the water from Woodbine Ave and prevents water from the south side from coming into the "finger" area, yet it is shown as environmental protection area.	The recommended NHS is based on existing background data and mapping layers that do not reflect the changes to the drainage described by the landowner. Based on review of current aerial photography, the headwater drainage feature that used to be located on the subject property is currently farmed through. It should be noted that headwater drainage features are candidates for protection as part of a NHS. A headwater drainage feature assessment following CVC/TRCA guidelines is typically used to confirm the constraint level and management prescription.

27	12-Feb-21	Michael Smith on behalf of Tribute Homes	Tribute site on E/S of The Queensway North	Section 6.2.2 e) New Neighbourhood Designation: A DAP is primarily a plan used to coordinate the development of multiple large land holdings. The Queensway East DAP, which originally included the Tonor (now Tribute), Daycornet (now Phases 1, 2, and 3 of Treasure Hill - Starlish) and the Draper property (now Treasure Hill – Orchidtrail) has been approved. The Tribute lands were always segregated from the Daycornet site by an environmental area. The Starlish Phase 1 and 2 plans have been registered and are under construction further separating Tribute lands from the Phase 3 Starlish and Orchidtrail lands. We believe that the original purpose for the DAP is no longer applicable and the development objectives can be accommodated through the subdivision/site plan processes thereby saving time and money.	The draft KSP has been revised to remove the requirement for Development Area Plans.
28	16-Feb-21	Michael Smith Planning Consultants; Development Coordinators Ltd	N/A	1) The Table of Contents mentions Table 1: Growth Allocations/Phasing, but there is no such table attached to the Draft KSP. We assume this will be added following completion of the Region's Municipal Comprehensive Review (MCR).	The Growth Management section has been restructured, and the Table of Contents updated accordingly.
				2) Section 1.0): "All new development shall conform with the relevant policies of the York Region Official Plan, the Lake Simcoe Protection Plan, the Greenbelt Plan, and the Growth plan for the Greater Golden Horseshoe and be consistent with the Provincial Policy Statement. " Should this section also include the South Georgian Bay Lake Simcoe Region 's Source Protection Plan?	This policy has been updated to also reference the South Georgian Bay Lake Simcoe Region Source Protection Plan.
				3) In Section 5.2 e) i), should this section make a direct reference to the PPS definition for dynamic beach hazard?	This section has been removed from the draft KSP, and the relevant OP policy section is now referenced.
				4) In Section 5.2 0), should this section make a direct reference to the PPS definition for wildlandfire assessment and mitigation?	This section has been removed from the draft KSP, and the relevant OP policy section is now referenced.
				5) In Section 5.4.2 a). stacked townhouses are permitted, what about back-to-back townhouses, podium townhouses, and liner townhouses? These alternate forms of townhouses are accepted in other municipalities and provide for an efficient and more affordable form of housing. If the concern is one of design, that can be addressed in consideration of the Architectural Design Guidelines and through Site Plan Approval. Further, these forms of townhouse are discussed in Appendix I: Urban Design and Architectural Control Guidelines. Sections 3.4.1 a) and b).	The draft KSP has been revised to permit generic 'townhouses'. The type of townhouse permitted will be dependent on meeting the residential density requirements of the designation.
				6) Section 5.42 e) i): The proposed development is compatible and can be sensitively integrated with the surrounding land uses. Special measures, such as angular planes, increased building setbacks, or enhanced landscaped buffer strips may be required in order to ensure sensitive integration. Will there be specific policies or zoning provisions such as those found in other municipalities for these considerations? Or will these be general considerations?	Angular Plane considerations are being carried forward into the UDACG. Zoning provisions such as these will be considered by staff during Phase II of the Town's Zoning By-law Conformity Exercise.

				7) Section 5.4.3 a): High rise residential development shall be a minimum of 8.5 storeys, and a maximum of 12 storeys, or 38 metres. High rise residential uses shall include apartment buildings and all forms of multiple residential dwelling unit buildings. What other forms of housing other than an apartment building would meet the minimum height requirement?	The wording multiple residential dwelling unit buildings allows flexibility going forward with respect to future terminology.
				8) Section 5.4.7ii): Live-work units have the potential to integrate small-scale service commercial, retail or office uses at-grade while providing residential uses above. Live-work units are typically in a low rise or mid rise residential buildings and are subject to the associated development policies identified in this Secondary Plan. In addition, live-work units shall provide: i) Amenity areas and buffering with planting and/or fencing from adjacent residential dwellings; and, ii) Adequate parking and drop-off/pick-up facilities. Will on-street parking on local municipal roads be permitted for live-work units rather than requiring additional on-site parking for Live-Work Units?	Parking requirements will be addressed accordingly through the zoning by-law and review of site-specific development applications.
				9) Section 5.4. II a): Short term rental accommodation may be permitted in any land use designation which permits a single detached dwelling. If this section is left as is, short-term rental accommodation would be permitted in residential forms other than single detached dwellings. Certain designations permit both low-rise and mid-rise residential uses. There are multiple residential forms other than single detached dwellings which are permitted low-rise and mid-rise residential uses. As such, this section would permit short-term rental accommodation in any low-rise residential use, and in some designations, any mid-rise residential use. I do not believe that this was the intent of the short-term rental accommodation by-law. This issue arose in the case of leisure vehicle parking, where the parking was permitted on any lot zoned to permit a single detached dwelling as opposed to permitting the parking on any lot with a single detached dwelling. Our belief is that the latter was intended.	This policy has been revised to only permit short term rental accommodation in a single detached dwelling, or in an additional residential unit on the same lot as a single detached dwelling.
				10) In Section 6.1.1 e) iii), what is intended by the phrase "high activity uses at grade"? Should this phrase be more specific (i.e. differentiating between low and high activity uses)?	The wording of this policy has been updated, including adding a definition for 'active uses'.

				<p>11) Section 6.1.1 e) iv): Prohibiting any stand-alone residential development, or any residential dwelling units located at-grade directly abutting The Queensway. Residential dwelling units may be located at-grade along the rear, or sidefaçades of the buildings, or fronting onto side streets that connect to The Queensway.</p> <p>We believe that this requirement should be permissive as opposed to mandatory. Should there be a provision like Section 6.1.3 e) i) setting out gross leasable floor area percentage for the ground floor of mixed-use buildings? Further, what about existing one storey structures that are to be converted to commercial or have a one storey addition proposed? Will these not be permitted along The Queensway South?</p>	<p>This policy has been revised to be more permissive, and now reads: "Encouraging active uses at-grade abutting The Queensway to animate the streetscape, such as restaurants, retail and service commercial uses. Residential dwelling units are encouraged to locate above the first floor, at-grade along the rear or side façades of the buildings, or fronting onto side streets."</p>
				<p>12) In Section 6.1.3 e) i), discusses permitted low-rise, mid-rise, and high-rise buildings. Is this section referencing permitted low-rise, mid-rise, and high-rise residential buildings? If so, then this section should specifically reference residential buildings, as there are no other references to permitted low-rise, mid-rise, and high-rise buildings in the draft KSP.</p>	<p>This policy has been deleted.</p>
				<p>13) In Section 6.22 b), does not list "daycare facilities" as a permitted use within the New Neighbourhood designation. However, daycare facilities are a permitted use within the Existing Residential designation. Shouldn't daycare facilities also be permitted within the New Neighbourhood designation?</p>	<p>Day care facilities are now permitted in the New Neighbourhood designation.</p>
				<p>14) Section 7.1.5 a) iv) Local Roads, which are not formally identified on Schedule E, are designed to accommodate only low volumes of traffic at low speeds and generally only serve local area trips. Local Roads will generally have a minimum right-of-way width of 20.0 metres, however this may be reduced in circumstances where adequate snow storage capacity can be provided within the right-of-way and/or alternative development standards have been approved by the Town. Sidewalks are required on both sides of all Local Roads with the exception of cul-de-sacs serving fewer than 20 residential dwelling units.</p> <p>For several years, local roads have been designed with an 18m right-of-way, and we believe that this is an acceptable width. By increasing the right-of-way width to 20 metres, the amount of developable land available will be decreased resulting in inefficient land use.</p>	<p>The draft KSP has been revised to to reflect the Town's current practice of permitting 18 metre ROWs for Local Roads.</p>

				15) Section 7.1.5 u) ii) provides that private roads shall have a minimum right-of-way width of 9.0 metres. This is to accommodate a 6.0 metre road surface and utility corridors on either side. In the case of common-element or vacant-land condominium developments, utility corridors may be accommodated across the fronts of the individual lots through easement as opposed to being part of the right-of-way. The required 9.0 metre width should be reduced to 6.0 metres where utilities are provided on adjacent lots.	Detailed design policies, including specific road widths, for all roads have been removed from the secondary plan. Specific road widths will be governed by the Town's Development Design Criteria. Engineering has confirmed that the standards for Laneways (Drawing G-7) will be used for urban private roads, including condominium roads (i.e. minimum ROW of 8 metres and a minimum road surface of 6 m).
				16) Section 7.1.5 v) ii) provides that lanes shall have a minimum right-of-way width of 8.0 metres. This is to accommodate a 6.0 metre road surface and utility corridors on either side. In the case of some common-element or vacant-land condominium developments, utility corridors may be accommodated on the individual lots as opposed to being part of the right-of-way. The required 8.0 metre width should be permitted to be reduced to 6.0 metres where utilities are provided on adjacent lots.	This section has been revised to reference municipal lanes, not condominium roads, which are considered private roads as per Policy 7.1.5(u).
				17) Section 7.1.6 provides that where parking is required, parking is encouraged to be located in parking structures either above or below grade, with below grade being the preferred option. A high-water table is common in Keswick which would typically preclude below grade parking. Further, parking structures, whether above or below grade, may unnecessarily add to the cost of development where parking can be accommodated by a surface parking lot. Due to the high-water table and cost, we believe that the Town should avoid making parking structures their preferred parking option and remove this policy.	The second sentence of 7.1.6(a) has been revised to read: "Surface parking lots are permitted; however, parking may also be provided in parking structures, either above or below grade subject to site conditions and feasibility."
				18) In Section 9.5 definitions for gross hectare and net hectare should be included.	Definitions have been added for net residential hectare and net residential land.
				19) We believe that any policy mandating commercial on the ground floor of a residential development should not apply to purpose-built rental residential developments. This will help to ensure a greater supply of rental housing in Keswick by avoiding the complicating nature of mixed-use developments.	an exception to the requirement for mixed use development has been added for purpose-built affordable housing, subject to an agreement with the Town to ensure long term affordability .
29	16-Feb-21	Michael Smith Planning Consultants; Development Coordinators Ltd. For, Piles Development (Keswick 5) Corporation	48 Glenwoods Ave.	l) Section 5.4.] b) does not list live-work units as a permitted use. Section 5.4.7 notes that live-work units are typically in low-rise and mid-rise residential housing. Live-work units are very commonly found within 3-storey townhouses. We believe that live-work units should be a permitted low-rise residential use, principally in townhouses.	Live-work units are treated as a separate use from low-rise residential uses, although certainly they can include a townhouse built form. Live-work units are listed as a permitted use in the Urban Centres and Mixed Use Corridor 1 and 2 designations. Further, they have now been added as a 'neighbourhood use' which are permitted at the periphery of neighbourhoods in the Existing and New Neighbourhood designations.

				2) Section 6.1.3 d) v): Provision of adequate screening such as solid or perforated fencing, trellises or other appropriate structures. This section discusses forms of adequate screening within the Mixed-Use Corridor 2 designation. The purpose of the section is to help ensure that new development is compatible with existing development. Though landscaping is mentioned later on 6.1.3d)vii), we request that appropriate landscaping features be considered adequate screening for the purposes of this section.	"Appropriate landscaping features" has been added to this policy.
				3) Section 6.1.3 f): Mid rise residential uses may be permitted in a stand-alone residential building only if they are set back a minimum of 60 metres from the Woodbine Avenue right-of-way, and they abut an Existing Neighbourhood designation. We believe that stand-alone mid-rise residential buildings should be permitted if they are setback 60 metres from the Woodbine Avenue right-of-way and abut lands designated Existing Neighbourhood, New Neighbourhood, or Environmental Protection Area. Further, does this mean that a mid-rise residential building must be on a lot directly abutting the Existing Neighbourhood designation, or simply be within a portion of the Mixed-Use Corridor 2 designation which abuts the Existing Neighbourhood designation?	Policy 6.1.3 f) has been deleted and replaced with a revised approach for mixed used development. The new policy approach will not permit stand alone residential buildings within Mixed Use Corridor 2. A certain portion of the ground floor will be required to be a non-residential use.
				If stand-alone residential cannot be permitted when setback 60 metres from the Woodbine Avenue right-of-way and abutting an Existing Neighbourhood, New Neighbourhood, or Environmental Protection Area designation, we request that a special policy area be applied to the Subject Lands permitting stand-alone residential on our client's lands. This special policy area designation is requested in consideration of the extent to which our client's broader landholding, includes an existing well-developed commercial component, the Keswick Marketplace. This makes the special policy area option unique in the context of the Mixed-Use Corridor 2 Designation.	A request to permit stand alone residential buildings in the Mixed Use Corridor 2 designation will require the submission of an OPA.
				4) Section 7.1.6 a): All development shall include context appropriate on-site parking for vehicles and bicycles, as required in the Zoning By-law. Surface parking lots are permitted; however, where parking is required, parking is encouraged to be located in parking structures, either above or below grade, with below grade being the preferred option... Due to the relatively high-water table in Keswick, and the prohibitive cost of underground parking structures, we would ask that underground parking structures not be the preferred option for parking in the KSP. We instead recommend that underground parking be the preferred option where it is viable (whether due to environmental/engineering considerations or cost).	The second sentence of 7.1.6(a) has been revised to read: "Surface parking lots are permitted; however, parking may also be provided in parking structures, either above or below grade subject to site conditions and feasibility."

				5) We believe that any policy mandating commercial on the ground floor of a residential development should not apply to purpose-built rental residential developments. This will help to ensure a greater supply of rental housing in Keswick by avoiding the complicating nature of mixed-use developments.	An exception to the requirement for mixed use development has been added for purpose-built affordable housing, subject to an agreement with the Town to ensure long term affordability.
30	16-Feb-21	Michael Smith Planning Consultants; Development Coordinators Ltd. For, Middleburg Developments Inc. and Caron DeVita .	North of Old Homestead Road west of the Queensway North and east of Quiet Heights Lane.	A portion of the Middleburg property, approximately 7 ha is within the settlement boundary. Our clients are requesting that their respective lands be included within the Keswick Urban Service Area Boundary/Settlement Area Boundary of Keswick. The Middleburg property is principally used for crop growing purposes at this time and contains a small woodlot in the north west corner and a small watercourse in the south end. Caron DeVita's lands have significant tree coverage which are subject to environmental restrictions. However, it is intended that residential development will occur on the portion of the property which is not subject to environmental restrictions. The environmental features will contribute to the overall quality of the site development. The expansion north of Old Homestead Road to the north limit of Lot 17, Concession 3 (N.G.) is a logical extension of the community. Servicing would be internal to subject lands. The existing roads, Ferncroft Drive on the west side of the Middleburg property and Draper Street on the east side, were designed to be extended into the Middleburg lands. The existing development on the Queensway North would provide an appropriate edge to this northerly expansion of the Keswick settlement area. We understand that the Region of York is currently undertaking its Municipal Comprehensive Review (MCR) which is a prerequisite to any expansion to the settlement area boundary. We will be contacting the Region separately regarding this matter; however, we request that you consider our client's lands as part of the current Keswick Secondary Plan review process.	As noted in the comments, a settlement area boundary expansion needs to be justified and proposed through a MCR. The Region is currently undertaking an MCR which will result in the creation of a new ROP. Region staff reported out to Regional Council with the draft 2051 forecast on March 18, 2021. The draft forecast explains that Provincial policy in the Greenbelt Plan prohibits expanding settlement areas into the Protected Countryside of the Greenbelt. As such, these requests were not considered as part of the MCR. The Region further concludes that it can meet its land needs within the existing urban areas and a portion of the Whitebelt lands. Staff do not support this request.
31	16-Feb-21	Micheal Smith Planning Consultants; Development Coordinators Ltd. For, Crojan Investments Inc.	508 and 514 The Queensway South	Section 5.4.1 a) does not list stacked townhouse dwellings as a permitted low-rise use. Our client is currently proposing a 3-storey stacked townhouse, which we believe is an appropriate form of low-rise use. We request that stacked townhouse dwellings be included as a permitted low-rise use.	The draft KSP has been revised to permit generic 'townhouses'. The type of townhouse permitted will be dependent on meeting the residential density requirements of the designation.
32	4-Mar-21	Michael Smith Planning Consultants; Development Coordinators Ltd. For Treasure Hill	Treasure Hill Lands at north-west corner of Woodbine Ave. and Church St.	Schedule B, Land Use Plan - Request to redesignate a portion of their land from Mixed-Use Corridor 2 to New Neighbourhood. Map provided showing the subject lands.	Inadequate supporting justification has been submitted to consider the request. Section 9.2(a) may permit the New Neighbourhood designation to be stretched to the entire property through the processing of a development application. Alternatively, an application for OPA can be submitted to consider the request.

33	26-Apr-21	Whitney Moore on behalf of Eric Brouwer, General Manager, 1045929 Ontario Inc.	23324 Woodbine Ave. Brouwer Kesmac site	There was a headwater drainage feature (ephemeral) on the property historically, however, due to the redirection of flows from Woodbine Ave into a channelized ditch as part of the widening activities in 2011, the feature no longer provides flow to the woodland and is no longer connected hydrologically. Further, because it was a headwater feature, it wouldn't be considered a key hydrological feature which would warrant an EP designation.	Our recommended NHS is based on existing background data and mapping layers that do not reflect the changes to the drainage described by the landowner. Based on my review of current aerial photography, the headwater drainage feature that used to be located on the subject property is currently farmed through. It should be noted that headwater drainage features are candidates for protection as part of a NHS. A headwater drainage feature assessment following CVC/TRCA guidelines is typically used to confirm the constraint level and management prescription.
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Via e-mail only

Town File No.: 02.195
Refer To: Sara Brockman

March 25, 2022

Mr. Harold Lenters
Director, Development Services
Town of Georgina
26557 Civic Centre Road
Keswick, ON L4P 3G1

Attn: Tolek Makarewicz, Senior Policy Planner

Dear Mr. Lenters:

Re: Request for Review – Public Draft #2 - Keswick Secondary Plan (January 2022)
Town of Georgina
York Region File No.: LOPA.19.G.0033

This letter is further to our correspondence dated December 10, 2019, March 10, 2020, September 30, 2020, and February 16, 2021 regarding the Keswick Secondary Plan Review. We appreciate this opportunity to provide comments on Draft #2 of the Keswick Secondary Plan (KSP), dated January 2022, which includes all schedules and appendices. The KSP area encompasses all the lands within the current Keswick Community, save and except the Keswick Business Park.

Purpose of the Updated Keswick Secondary Plan

The purpose of the review is to bring the KSP, originally approved in 2004, into compliance with current Provincial and Regional planning documents and to appropriately plan for future growth within the Keswick Community.

Planning Policy Context

York Region staff has reviewed this draft in the following legislative and planning policy context:

- Provincial Policy Statement (PPS), 2020
- Growth Plan for the Greater Golden Horseshoe (Growth Plan), 2019
- Greenbelt Plan, 2017
- Lake Simcoe Protection Plan (LSPP), 2009
- York Region Official Plan (YROP), 2010

Draft Keswick Secondary Plan and York Region Official Plan Conformity and Timing

At the December 14, 2021 Technical Advisory Meeting, the Town's Secondary Plan Review Team provided an update on key changes as well as on project timing and schedule. We understand the Town is targeting a Public Open House and Statutory Public Meeting in April/May 2022 with Town adoption in late Q2 2022.

Local Official Plan Amendments, including secondary plans, are required to conform to the upper-tier Official Plan. Given the Town's timing outlined above, and following further discussion with Town staff in January 2022, we understand from the Town the intent of the KSP is to conform to the YROP, 2010. To address conformity with the current YROP, the Town has advised that any decisions where the draft KSP currently references population and growth targets beyond the 2031 planning horizon, particularly in the Growth Management Section, that these policies will be deferred until York Region's new Regional Official Plan (ROP) is finalized and approved by the province.

For information purposes, York Region's current MCR schedule and anticipated timing is as follows:

- | | |
|-------------|--|
| • May 2022 | Statutory Public Meeting |
| • June 2022 | Anticipated Adoption by Regional Council |
| • July 2022 | Adopted ROP to Province for Approval |
| • Unknown | Approved ROP |

We note that, in addition to the Town of Georgina Official Plan, the KSP will also require updating to address conformity with the new ROP, once approved. Any updates needed to the KSP can be done at the same time as the Town's Official Plan conformity exercise.

While the draft Secondary Plan incorporates several applicable YROP and provincial plan policies, and many of our previous comments were addressed, comments on this draft are provided in the attached Table (Attachment 1). We request that all comments in this letter be addressed and included in the next version of the KSP/ OPA, prior to adoption by Town Council. As the approval authority for this secondary plan, any outstanding comments and further regional requirements may be translated into proposed modifications to the adopted secondary plan prior to a final decision by York Region Council.

We require a response matrix with the next submission clearly outlining in detail how all our comments have been addressed.

Thank you for the opportunity to participate in this important process and we look forward to working with the Town of Georgina in the continued development of this secondary plan update. We are available to meet and provide assistance if required. Should you have any questions or comments, please do not hesitate to contact myself or Sara Brockman, Senior Planner, at 905-830-4444, ext. 75750 or by email at sara.brockman@york.ca.

Sincerely,



Karen Whitney, MCIP, RPP
Director, Community Planning and Development Services

kw/sb

Attachments (1) 1. York Region Comments on Public Draft #2 - Keswick Secondary
Plan (January 2022)

c. Dave Ruggle, LSRCA – by email only

#13744111

Attachment 1

York Region Comments on Draft #2 - Keswick Secondary Plan (January 2022 Submission)

Document Section/ Commenter	Comments
General Comments	
General Comment (Development Planning - DP)	A response matrix is required with the next submission clearly outlining how our comments have been addressed. A track-change version of the secondary plan showing these changes would greatly assist in our review of future submission by the Town.
General Comment - DP	The recent response matrix provided did not appear to include a response to our previous comments on the Secondary Plan Schedules or the Draft Urban Guidelines. Where applicable, these comments have been carried over to this submission.
General Comment (Transportation Planning – TP & DP)	In response to our comments previously provided related to the background reports, we understand from the Town's email response provided in January 2022, the background reports represent a position in time and that these comments have been received and considered in the preparation of the Draft KSP. We request an overview to understand as to how comments from our previous letters on the background reports have been considered/ incorporated through this secondary plan process, and how any identified future improvements needed (if any) are incorporated into the Plan.
General Comment (DP)	As per our Memorandum of Understanding, York Region relies on the Lake Simcoe Region Conservation Authority (LSRCA) to comment on natural heritage and natural hazards in relation to the Regional Greenlands System and applicable provincial policies on our behalf.
Draft #2- Keswick Secondary Plan (January 2022)	
General Comment (DP)	YROP policy 4.2.2 states, "To work with local municipalities to improve urban design in new retail

Document Section/ Commenter	Comments
	<p>developments and to identify opportunities for the intensification and revitalization of existing retail”.</p> <p>The Urban Design Guidelines include standards for new retail. Consideration should be given to include wording regarding the identification of opportunities for intensification and revitalization of existing retail.</p>
General Comment (DP)	YROP policy 5.2.17 states, “That local municipalities shall develop official plan policies and associated procedures for development on contaminated or potentially contaminated sites, including the use of community improvement plans where appropriate to promote brownfield site redevelopment”. The previous version of the KSP included policies in Section 8.10 regarding brownfield sites; however, it appears they have been removed in this version. Please update the Draft KSP in support of this policy.
General Comment (DP)	Confirmation is required as to how the KSP addresses YROP policy 5.2.36 which states, “To ensure that all new development reduces construction waste and diverts construction waste from landfill consistent with policy 7.4.14 of this Plan”.
General Comment (DP)	<p>Confirmation is required as to how the KSP addresses YROP policy 7.4.9 which states, “To require that all new multi-unit residential buildings incorporate three-stream waste collection capabilities”.</p> <p>Confirmation is also required as to whether consideration was given to YROP policy 7.4.10 which states, “To work with local municipalities to require existing multi-unit residential buildings to participate in three-stream waste collection”.</p>
General Comment (DP)	Please confirm how the proposed secondary plan addresses YROP policy 7.5.4 (Identification and protection of Infrastructure corridors), if applicable to the KSP Area.
General Comment (Infrastructure Asset Management - IAM)	Consideration should be given to look for opportunities to include more explicit language encouraging construction practices that reduce inflow and infiltration into municipal sanitary infrastructure, which would support the Town's policies regarding efficient use of infrastructure, sustainable development and climate change mitigation & adaptation. Potential opportunities for inclusion of this language is in Appendix I - Urban Design & Architectural Control Guidelines and/ or KSP policy 7.2.d.

Document Section/ Commenter	Comments
General Comment (TP)	Consider including policies indicating new developments should be designed with road layouts facilitating ease of transportation/municipal services including, but not limited to, emergency response, waste/recycling pickup, school bus pick-up/drop-off.
General Comment (York Region Public Health – YRPH)	<p>Note: The following is in response to questions Town staff put forth following the last round of York Region comments provided:</p> <ul style="list-style-type: none"> • York Region Public Health does not have specific air quality standards and uses the air quality guidelines and standards created by agencies such as Ministry of Environment, Conservation and Parks (MECP) and Health Canada. However, York Region has air quality policies that are outlined in the Official Plan. Specific standards for land use planning related to air quality are not created as air quality issues can vary on local context and differ for each municipality. The recommendation for an air quality study is intended to help inform of potential health impacts and options to mitigate and allow more flexibility for land use planning decisions. • Existing requirements by other agencies for air quality studies focus on major facilities covered in the definition and would also cover sensitive land uses noted in the definition of the Secondary Plan. <ul style="list-style-type: none"> • While major facility does include transportation infrastructure, which would likely require an air quality study, smaller road corridors with significant traffic volume or with high traffic of heavy-duty vehicles may not require studies. There is strong evidence on the health impacts of traffic related air pollutants (TRAPs) on neighbouring communities. Additionally, if a sensitive land use is planned to be built close to a major roadway, air quality considerations may not be assessed. Thus, the policy is intended to support air quality studies in other situations that may not be covered by existing regulatory agencies. • York Region Public Health recognizes that the lack of available and suitable sites may often override air quality considerations. Therefore, mitigation recommendations to help reduce exposure to TRAPs can also be considered such as those listed in the York Region Great Streets Guidelines. • Below are some additional resources related to TRAPs: <ul style="list-style-type: none"> • York Region's Great Streets Guidelines: See Section 4.6 of the General Guidelines (page 112) of the York Region Designing Great Streets Guidelines for complete streets air quality policy considerations. • PHO's Avoiding the Trap poster • US EPA's Best Practices for Reducing Near-Road Pollution Exposure at Schools

Document Section/ Commenter	Comments
1.0 Basis of this Secondary Plan - General Comment (DP)	<p>Please include reference to the York Region Official Plan, 2010 and the plan horizon of 2031 in this section and this draft secondary plan has been prepared to conform to this Regional Official Plan in the following sections:</p> <ul style="list-style-type: none"> - 1.1 Purpose of this Secondary Plan - 1.3 Application of this Secondary Plan
Table 1 - Keswick Population and Employment Forecast (Long Range Planning (LRP & DP))	<ul style="list-style-type: none"> 1) We understand the numbers in the 2041 column will be subject to a deferral. 2) Confirmation is required as to how the 2031 numbers are in keeping with the Population Forecasts of the Georgina Official Plan and YROP 2010.
3.2. c) & d) – Growth Allocations and Phasing (LRP)	c) Specifies the population allowed through the Phase I and II expansions but d) provides a separate set of numbers for the two phases, resulting in confusion. As such, clarification is needed - Does Point d) refer to the population in Keswick only (excluding the Serviced Lakeshore Residential Area)? The remaining difference of 15,400 (66,000-50,600) would be in the Serviced Lakeshore Residential Area? Please clarify.
3.2 e) Intensification in the Delineated Built-Up Area (LRP & DP)	<p>This policy references an intensification target and plan horizon beyond 2031.</p> <ul style="list-style-type: none"> 1) Given this, we understand based on discussions with Town staff, decision on this policy will be deferred until such time as our new ROP is approved. 2) To conform with the current YROP, this policy/ section needs to be updated to reflect the intensification targets/ policies (to 2031) and/ or confirmation is required as to how the KSP conforms with YROP policies 5.3.1 and 5.3.3.
3.2 f) Development within the Designated Greenfield Area (LRP)	<p>This policy references a plan horizon beyond 2041.</p> <ul style="list-style-type: none"> 1) Given this, we understand based on discussions with Town staff, decision on this policy will be deferred until such time as our new ROP is approved. OR 2) Remove reference to 2041 to address conformity the with YROP <p>Further, clarification is required the second sentence talks about 2041 and third sentence goes right into full</p>

Document Section/ Commenter	Comments
	<p>build out. Are they intended to be the same?</p> <p>Clarification is also required as to how the 18,750 number was determined.</p> <p>As previously mentioned, the minimum DGA target of 50 persons and jobs combined per gross hectare is a region-wide target, not a site-by-site target.</p>
4.1 – A Healthy and Accessible Community (DP)	YROP policy 3.5.19 encourages accessibility features in all new housing. We recommend that policy wording be added in the KSP in support of this policy.
4.1.2 b) i) & ii) – Policies to Promote a Healthy and Accessible Community (LRP)	In the PPS, these are Region-wide targets.
4.1.2 f) – Policies to Promote a Healthy and Accessible Community (LRP)	<p>This policy states, “The housing supply objectives of this Plan are contingent upon the ability of York Region, in coordination with the Town, to adequately expand sewage treatment and water supply facilities in a timely manner”.</p> <p>Many of the housing supply objectives are to do with mix and range and not just accommodating growth. As such, achievement should not just be contingent on expansion of services. We suggest rewording this policy.</p>
4.1.2 i) iii) – Delivering Affordable Housing (LRP)	Unsure that CIP’s belong on this list as they are more of an implementation mechanism than a tool. If they are kept on this list, consider also including Municipal Capital Facilities Bylaws as many municipalities are using these as their preferred implementation vehicle.
4.1.2 j) – Delivering Affordable Housing (LRP)	Please replace “assisted housing” with “community housing” throughout the Plan and remove assisted housing from the list of defined terms.
4.1.2 k) – Delivering	Please replace “assisted housing” with “community housing”.

Document Section/ Commenter	Comments
Affordable Housing (LRP)	
4.3.2. h) – Compatible Development (DP)	We understand from the Town’s email response provided in January 2022, that this policy was included to address the sensitive land use/ compatibility policies found in section 1.2.6 of the PPS, 2020. While this policy 4.3.2. h) addresses portions of PPS policy 1.2.6 a), it would be beneficial if this policy was updated to specify that it is related to sensitive land uses (and major facilities, if applicable) and reflects 1.2.6.b).
4.4 – A Sustainable and Resilient Community (YRPH & DP)	It appears that the sections/ policies addressing sensitive use and air quality have been removed from this section. Policies addressing air quality studies should be included in this section to align with YROP policies 3.2.5 and 3.2.6. Section 3.2.5 of the York Region Official Plan requires air quality studies that assess the impact on human health for development with significant known or potential air emission levels near sensitive uses such as schools, daycares and seniors’ facilities. YROP policy 3.2.6 states: “that sensitive uses such as schools, daycares, and seniors facilities not be located near significant known air emissions sources such as controlled access provincial 400- series highways”. The Secondary Plan should include a provision for land use designation to protect sensitive populations by incorporating adequate separation distances from all sources of air pollution. As such, please include policy wording in the secondary plan addressing YROP policies 3.2.5 and 3.2.6.
4.4.2 e) - Water Conservation (Programs & Process Improvement – PPI)	YROP policy 5.2.22 states, “That the Region work with local municipalities and the industry to achieve 10% water savings beyond Ontario Building Code requirements”. In keeping with this policy, consider strengthening the wording of draft policy 4.4.2 e) be strengthened by replacing “...the Town will seek to encourage all new developments to achieve...” with “...the Town will support all new developments achieve”.
4.4.2.e) - Water Conservation (DP)	YROP policy 5.2.32 states, “To require the installation of rainwater harvesting systems on all new residential buildings for outdoor irrigation and outdoor water use”. Please update the KSP to address this policy.
4.4.2.j) – Tree Preservation and Compensation (DP)	<p>This policy references the 2041 planning horizon and targets outlined in our draft ROP.</p> <p>Please update this policy to address the policies and targets of the YROP, 2010 to address conformity with the YROP. Alternatively, we understand this policy may be subject of a deferral.</p>

Document Section/ Commenter	Comments
6.4 – The Natural Heritage System and Parks Network (DP)	In keeping with the policies found in Chapter 2 of the YROP, policies should be added to this section that specifically outlined the minimum, vegetation protection zones for key natural heritage and key hydrologic features. While we understand the EPA designation includes key natural heritage features, key hydrologic features and a 30m vegetation protection zone, this inclusion would clarify the minimum vegetation protection zone for the respective features and address cases where the feature may exist but not necessarily mapped.
7.1.2.- General Policies – The Road Network (TP & DP)	<p>York Region had previously provided the following comment with the suggested wording changes, “Regional Roads will generally limit access to commercial uses, industrial uses and existing lots. New residential access may be permitted only where traffic movement, volume, speed and safety are not compromised, where no alternative Local or Collector Road access is available, and where the entrance criteria of York Region are met. The right-of-way width of a Regional Road shall be as identified in the Regional Official Plan;”</p> <p>The response matrix indicated these changes were done but it appears this policy is no longer in the draft. Please confirm how/ where this comment is addressed in the KSP in support of YROP policy 7.2.53.</p>
7.1.2.- General Policies – The Road Network (DP)	YROP policy 7.2.28 states, “To work with local municipalities to ensure that sidewalks and street lighting are provided on both sides of all streets within the Urban Area, and Towns and Villages that are serviced by transit.”. A previous version of the KSP addressed this policy; however, it appears to now have been removed. We suggested wording supportive of this policy be reintroduced to the KSP.
8.12 Pre-Consultation and Complete Application Requirements (YRPH)	<p>York Region had previously provided the following comment:</p> <p>The draft Secondary Plan includes comprehensive policies supporting health, resiliency, and social well-being, found in Section 4.1 and throughout the Plan, addressing climate change, green infrastructure, institutional facilities, open space, food production, and active transportation. It is vital that the policies in this Secondary Plan be implemented to advance community health interests. We offer the following recommendations to support implementation of this Secondary Plan to encourage the integration of a health lens as part of development review process for your consideration:</p> <ul style="list-style-type: none"> - 8.12.1 iv) includes a list of impacts associated with proposed changes in uses or policies other than those permitted in the Secondary Plan. We suggest including an additional consideration recognizing potential impacts on health outcomes. - 8.12.3a includes a list of application requirements as part of a complete application. The policy specifies that the Town may also require the submission of additional information and material to

Document Section/ Commenter	Comments
	<p>assist in the review of an application. Please consider, as an example, demonstrate how the proposal contributes to a complete community with positive human health outcomes, which can be included as part of the Planning Justification Report.</p> <p>While the response matrix indicated a “Done” response, it appears this section may have been further amended to simply reference the applicable policies of the Georgina OP. Please confirm.</p>
8.16 – Phasing (DP)	<p>York Region had previously provided the following comment: Please include a policy that references Town and Region Master Plans in keeping with YROP policy 5.1.7.</p> <p>While the response matrix indicated a “Done” response, it does not appear that policies in Section 8.14 (Phasing) include these references. Please update accordingly or advise how this YROP policy has been addressed.</p>
9.5 - Definitions (DP)	<p>Please update this Section to include the following Definitions:</p> <ul style="list-style-type: none"> - Woodland (YROP)
Schedules – General Comment (DP)	<ul style="list-style-type: none"> • Please add the Secondary Plan Area Boundary on all Schedules and include in Legend. • Please confirm the secondary plan schedules and appendices reflect the Regional Greenlands System as shown on YROP Map 2. It appears there may be some discrepancies in the north and northeast areas of Keswick. • Please confirm the secondary plan schedules and appendices reflect the features shown on YROP Maps 4 & 5. There appears to be some discrepancies, particularly with woodlands. • Confirmation is required as to why Key Natural Heritage Features and Key Hydrologic Features are being shown in an Appendix versus as a Schedule or as components making up the Environmental Protection Overlay/ Environmental Protection Designation on Schedule C. The Town of Georgina Official Plan and the current Keswick Secondary Plan show these environmental features as Schedules to the Plan. • Confirmation is also required as to whether the key natural heritage and key hydrologic features shown in Appendix 2 are within the Environmental Protection Area. • Clarification is required as there appears to be confusion particularly between Schedule A, Schedule B,

Document Section/ Commenter	Comments
	Schedule C, and Appendix 2 as to what is a system, designation, an overlay, and components of each.
Schedule A – Growth Management (DP)	<ul style="list-style-type: none"> • We recommend bringing the watercourse layer to the forefront.
Schedule C – Environmental Protection Overlay (DP)	<ul style="list-style-type: none"> • Suggest including a note on Schedule indicated that the components of the EPA can be found in Appendix 2.
Schedule E – Transportation (TP & DP)	<ul style="list-style-type: none"> • The KSP area border has been removed on the latest draft Schedule E map. Consider providing some clarification to better represent that the Regional road jurisdictions may not end based on the green linework limits shown or are not part of the KSP area. • Please include a note indicating reference to the YROP for Planned Street Widths on Regional Roads. • Please note that there are related/other cycling routes/facilities within the secondary plan area (e.g. Lake to Lake Route but having minor variations). Other area cycling facilities can also be seen in York Region’s Transportation Master Plan, Map 10 and should be considered. • Schedule E currently suggests a new local road corridor of the proposed road realignment of Glenwoods Avenue. The Keswick Business Park Secondary Plan and associated approved Draft Plans of Subdivision depicts the re-alignment of Glenwoods Avenue as a jog elimination at Woodbine Avenue and maintaining the existing alignment of Glenwoods Avenue (from west of Woodbine) with a further realignment as the corridor approaches the future Highway 404 interchange. The Town should consider reflecting the road alignment identified in the KSP Secondary Plan in the schedule. • Rural transit links as shown on YROP Map 11 should be shown on a KSP Schedule.



Sent via e-mail: tmakarewicz@georgina.ca

April 5, 2022

Tolek A. Makarewicz, BURPI, MCIP, RPP

Senior Policy Planner

Town of Georgina

26557 Civic Centre Road, Keswick, ON L4P 3G1

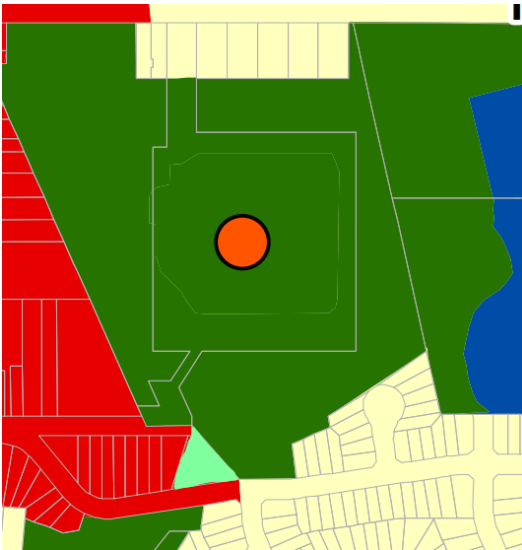

Dear Mr. Makarewicz:

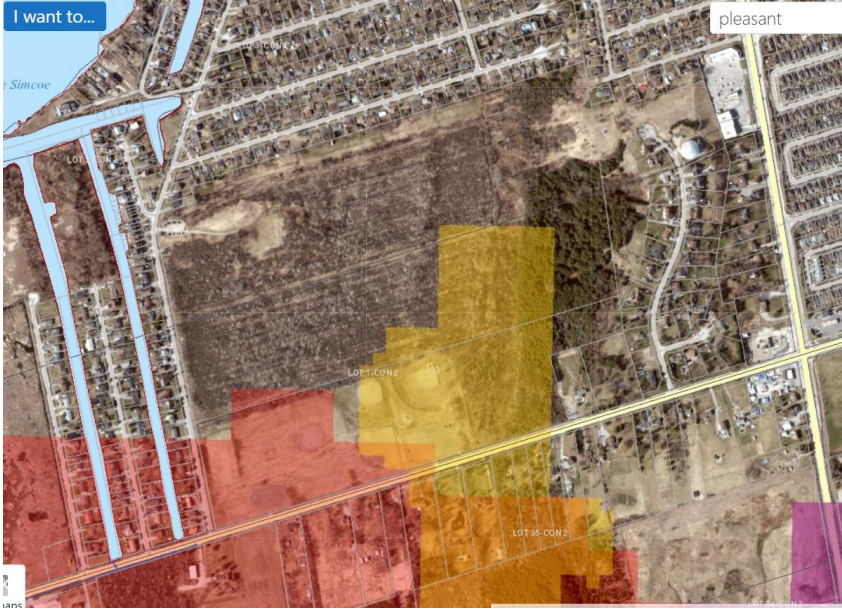
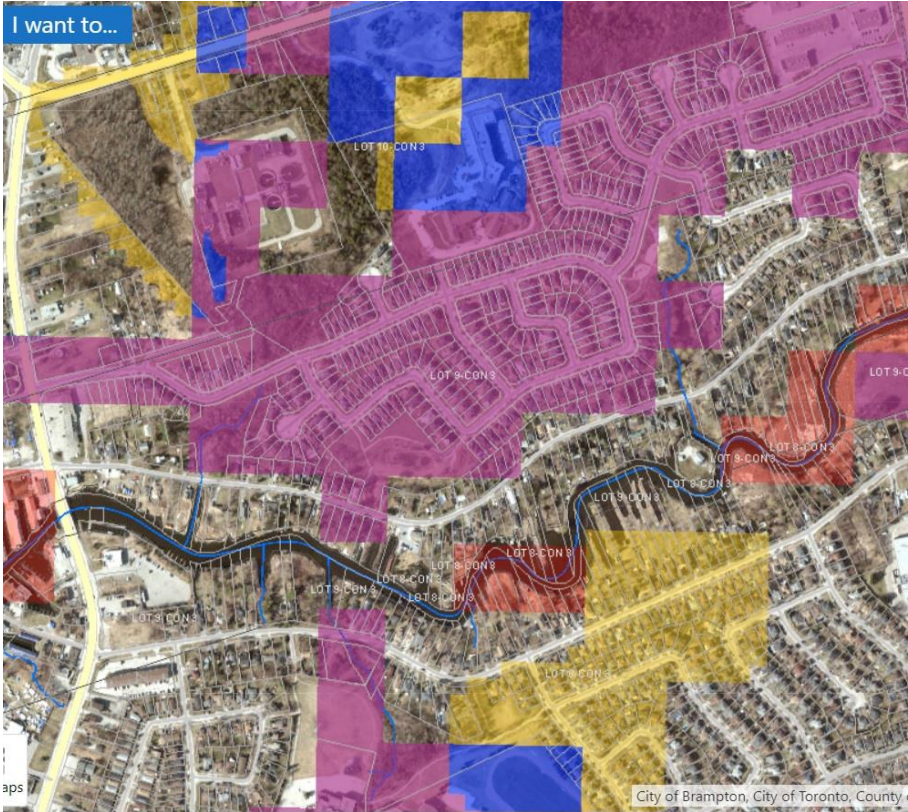
Re: **Request for Comments**
Keswick Secondary Plan Draft #2
Town of Georgina LSRCA File OP-WIDE-113020


Thank you for providing the Lake Simcoe Region Conservation Authority the opportunity to comment on the draft #2 Keswick Secondary Plan (For Public Release) establishing land use patterns and policies to guide future development in this area. The secondary plan area is generally located north of Ravenshoe Road, east of Woodbine Avenue, south of Boyers Road and bounded by Lake Simcoe to the west in the Town of Georgina.

The LSRCA have a delegated responsibility from the Province to represent provincial interests regarding natural hazards identified in Section 3.1 of the Provincial Policy Statement (PPS, 2014) and as a regulatory authority under Ontario Regulation 179/06. The LSRCA also reviews development in the context of the Provincial Policy Statement, Lake Simcoe Protection Plan; Greenbelt Plan, Oak Ridges Moraine Conservation Plan, Growth Plan for the Greater Golden Horseshoe and the Town of Georgina's Official Plan.

We have reviewed this 2nd draft of the Secondary Plan and have the following to offer. Most of the comments provided in our previous submission have been addressed through additional wording in the document, reference to the parent Official Plan or modifications to the schedules/overlay. It appears the below first two comments have been addressed on the land use plan, however the change should also be reflected in the Environmental Protection Overlay. Additional comments are provided below related to schedule D and the inclusion of the additional Ecologically Significant Groundwater Recharge Areas noted and additional comments on the adjacent lands overlay.

Section	Pg#	LSRCA COMMENT
Environmental Protection Overlay		<p>a. The additional areas marked in light green should be included in the EP Area:</p> <p>i. 40 Richmond Park Dr should be designated EP Area as it contains a significant woodland as delineated on Appendix II and provides connectivity to the EP areas to the north and south of Richmond Park Dr.</p>  <p>ii. The entire property of 126 Riverglen Dr should be designated EP area as it contains a provincially significant wetland and its 30 m VPZ. This entire property was also previously identified as Greenlands System on Schedule F1: Keswick Land Use Plan in the current Keswick Secondary Plan.</p> 

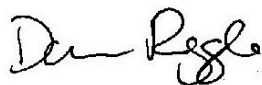
Section	Pg#	LSRCA COMMENT
Schedule D		<p>ESGRA off Ravenshoe Road to be shown on Schedule D</p>  <p>ESGRA in the vicinity of Riverglen Drive</p> 

Section	Pg#	LSRCA COMMENT
Environmental Protection Overlay		<p>The features are outside of the Secondary Plan boundaries, however the buffers should be included in the adjacent lands overlay</p> 

Please let me know if you have any questions on the above.

We appreciate the opportunity to participate in this important process and look forward to continuing to work together on the development of the Keswick Secondary Plan update.

Sincerely,



Dave Ruggle, BAA, MCIP, RPP
Planner II

Copy: Sara Brockman, Region of York

VIA EMAIL

tmakarewicz@georgina.ca

March 14, 2022

Tolek A. Makarewicz
Senior Planner - Policy
Town of Georgina,

Dear Tolek,

**Re: Draft Keswick Secondary Plan
Town of Georgina**

Board staff have reviewed the draft Keswick Secondary Plan and have the following comments:

1. Schedule "B" Land Use Plan should be revised to reflect the location of the public secondary school site, which is located along Ravenshoe Road within circulated Plans 01.157 and 03.1161.
2. 5.4.2 Education Facilities

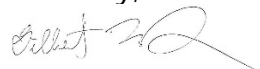
In addition to the importance of connectivity between school sites and the community it will serve, the Town should consider enhanced facilities to facilitate active transportation which accounts for the age of students who may require age appropriate considerations with regards to design of active transportation facilities such as:

- a) Off road cycling facilities such as an MUP or in boulevard facility should be considered along the major roads in the Block to provide connections within the development to the future school sites. Most students and families ride on the sidewalk and therefore an off road facility would be considered more desirable
- b) Sidewalks on both sides of roadways and wider sidewalks should be considered along future roadways connecting to the school site. This would help facilitate more active school travel including group walking and cycling.

In addition, Transportation Demand Management Plans where required should address how the road network will be conducive to safe active transportation to the proposed schools in taking into consideration school aged children's particular requirements to safely travel to school via walking/biking and avoid conflicts with vehicles and ensure crossing distances are appropriate for the age group.

If you require further clarification, please do not hesitate to contact me at ext. 2439.

Sincerely,



Gilbert Luk
Manager – Property and System Operations



March 9th 2022

Town of Georgina
Tolek Makarewicz
Senior Policy Planner

Re: Keswick Secondary Plan and Urban Design & architectural Control Guidelines

Dear Tolek,

Thank you for circulating Bell Canada on this Secondary Plan. We truly appreciate being in receipt of this information. While we do not have any specific comments or concerns pertaining to the Secondary Plan itself, Bell Canada would like to ensure that the landowners are aware and familiar with our conditions as they pertain to forthcoming Site Plans, Draft Plans of Subdivision and/or Draft Plans of Condominium (see below). Furthermore, we request that future reports and studies pertaining to the Block Plans as well as any future development applications within this Block Plan be circulated to Bell Canada.

"The Owner acknowledges and agrees to convey any easement(s) as deemed necessary by Bell Canada to service this new development. The Owner further agrees and acknowledges to convey such easements at no cost to Bell.

The Owner agrees that should any conflict arise with existing Bell Canada facilities or easements within the subject area, the Owner shall be responsible for the relocation of any such facilities or easements at their own cost."

The Owner is advised to contact Bell Canada at planninganddevelopment@bell.ca during the detailed utility design stage to confirm the provision of communication/telecommunication infrastructure needed to service the development.

In addition Bell Canada has the following comments relevant to the Urban Design Guidelines:

There are a lot of sections within that document that speak to "screening" utilities from public view. This is something that Bell Canada can achieve by working with the specific landowner/developer but this is not our standard method of operation.

Under 3.5.1.3 (H) – Bell Canada typically services our customers via the public road allowance. If we are to place service components in the rear lot we would normally require an easement over private property to achieve this.

Under 3.5.3.5 – Bell Canada does typically install new services underground but this is dependent on existing conditions. If the existing infrastructure (especially if it's hydro poles) is overhead, Bell Canada would design new service solutions to be overhead. The cost of burying existing infrastructure is substantial and the expense wouldn't be borne solely by Bell. "Innovative" methods to contain utility services on or within streetscape features would require substantial effort and co-ordination between Bell and the municipality.

Yours truly,

Ryan Courville
Bell Canada Access Network Provisioning Manager
Planning and Development
Phone: 416-570-6726
Email: planninganddevelopment@bell.ca

February 8, 2022

Via Email
tmakarewicz@georgina.ca

Tolek A. Makarewicz
Senior Policy Planner
Town of Georgina
26557 Civic Centre Road
Keswick, ON L4P 3G1

RE: Keswick Secondary Plan Draft#2

Dear Tolek A. Makarewicz,

We are in receipt of your correspondence concerning the above matter.

Southlake Regional Health Centre understands the impact of provincial and regional planning requirements on local communities, in particular, the provincial Places to Grow strategy. In this context, continued residential development is not unexpected.

It is important for Council to recognize however, that provincial growth policies do not provide for the necessary capital investment to expand hospital infrastructure to meet the health care needs of new residents. At Southlake, we are doing our best to find new and innovative ways to better serve our growing communities and we will continue to do so. Southlake will require Council's continuing support with respect to supporting local share fundraising and to supporting our efforts to secure necessary funding approvals from the provincial government to help meet the needs of our growing population.

If you require any additional information, please do not hesitate to contact me.

Sincerely,



Peter M. Green, P. Eng.
Director, Capital Development
Southlake Regional Health Centre

Cc: J Marshman Southlake

Anthony Usher Planning Consultant

63 Deloraine Avenue, Toronto, Ontario M5M 2A8

(416) 425-5964

auplan@bellnet.ca

March 9, 2022

Mr. Tolek Makarewicz
Development Services Department
Town of Georgina
26557 Civic Centre Road
Keswick, Ontario
L4P 3G1

Dear Mr. Makarewicz:

Re: Keswick Secondary Plan Review

On behalf of my client the North Gwillimbury Forest Alliance (NGFA), I am providing comments on the January 2022 second draft Secondary Plan. I appreciate the time you recently spent discussing some of these points with me.

I submitted comments on the first draft, by letter of January 25, 2021. Those comments were along the lines of questions and general concerns, rather than recommended changes. I will first review how those have been addressed in draft 2. I will then deal with more specific environmental policies, where we have some concerns about the second draft that we did not have with the first.

Keswick population (section 3.2)

In 2021, we requested,

That within the limitations of currently approved forecast allocations from York Region, the Secondary Plan clearly reconcile the population and employment forecasts and stated sewage treatment plant capacities, both internally within the document and with the parent Official Plan. Where this cannot be done, the Secondary Plan should provide a full explanation, including changes that may be required to the Official Plan and limitations attributable to the incomplete state of the Regional Comprehensive Review.

Although York Region allocations to Georgina for 2051 are still not available, it appears that draft 2 goes as far as it can go in clarifying the above points.

Intensification vs. greenfield (section 3.2)

In 2021, we noted that according to the then section 3.1, "only 31% of growth over the planning period will be through intensification" and observed that this would be a bare minimum approach. We requested,

That the Secondary Plan clearly explain and justify the chosen approach to

intensification.

Draft 2 clarifies that intensification within the delineated built-up area will be a minimum of 28% of total growth up to 2041. We remain disappointed that this minimum is not higher. Nor has any further justification been provided.

Greenfield density and South Keswick (section 3.2, schedule A)

In 2021, we requested,

That the Secondary Plan clearly define the basis of and terminology for density calculations for greenfield development, and that it ensure the results are consistent with the rest of [then] Section 3.1.

That the Secondary Plan clearly explain and justify the chosen approach to greenfield density.

As I indicated then, "NGFA has a particular interest in the largely-still-greenfield South Keswick, as described in my [July 27], 2020 letter". Our interest was in the potential of South Keswick to provide a development approvals alternative to Maple Lake Estates.

As you know, in June 2021 the Province announced its intention to facilitate conveyance of the Maple Lake Estates property to the Lake Simcoe Region Conservation Authority, and foreclose any development through a Minister's Zoning Order. Therefore, South Keswick is no longer of particular interest to us. I will not pursue these points further, beyond noting that the points raised in my 2021 letter remain legitimate and should be considered as part of justifying the chosen approach to intensification.

Environmental protection

In 2021, we commended the strengthened policies in the draft Plan, noting particularly:

- tree canopy target, mandatory tree preservation and compensation plans
- Lake Simcoe protection policies
- Lake Simcoe Shoreline and Maskinonge River overlays and environmental impact study requirements
- stormwater protection and green infrastructure and buildings directions in the Urban Design and Architectural Control Guidelines.

We appreciate that in draft 2, these policies have been reorganized, and screened to exclude aspirational material that is beyond the Town's powers to regulate. However, we still have some concerns with how these policies have been translated into draft 2.

- ▶ Regarding forest management, sections 4.2.3(x) and 4.2.3(y) in draft 1 do not appear to be replicated in draft 2.
- ▶ Regarding Lake Simcoe protection policies, the last paragraph of section 4.2.4(c), and sections 4.2.4(d) and 4.2.4(i), do not appear to be replicated in draft 2.

In 2021, we requested,

That the relationship of hazardous lands to the Environmental Protection designation be clarified.

This has been satisfactorily addressed.

Ecological offsetting (section 6.4.1(q))

Here we have a new concern. In draft 1, the ecological offsetting policies, 6.4.1(k) and 6.4.1(l), were essentially the same as sections 5.8.1 and 5.8.2 of the parent Official Plan. No problem there.

However, the currently proposed section 6.4.1(q) is a considerably weaker version of Official Plan section 5.8.1, and there is nothing in draft 2 corresponding to 5.8.2.

If something is left unsaid in the Secondary Plan that is said in the Official Plan, then the parent policy still applies, although it could more easily be ignored or forgotten in application review. However, if there is a conflict, and we believe there would be between 6.4.1(q) and the parent 5.8.1, then the Secondary Plan prevails.

Our key concerns here are:

- ▶ Generally, a lower standard would be set for ecological offsetting in Keswick than in the rest of the Town. I am not aware of any reason why this should be so.
- ▶ The Official Plan requires that ecological offsetting can only kick in "after the provincial and municipal policy tests have been met". Those essential words mean that offsetting can only be applied *after the tests of section 2.1 of the Provincial Policy Statement and its parallel expressions in the York Region and Town official plans have been met* (the feature is not subject to PPS or Official Plan protection, or if it is, no development or no negative impact demonstrated, as the case may be). The quoted words are missing in draft 2 and the substituted words are less clear.
- ▶ The second sentence of 6.4.1(q) is completely new material. One might think it is a deliberate attempt to circumvent the kinds of concerns we raised about removing Official Plan-protected wetland and woodland, without Plan amendments, to enable the Schell Lumber development (see my September 29, 2021 letter to the Clerk, enclosed).
- ▶ There is no longer any reference to or description of an ecological offsetting strategy.

The Official Plan wording says what needs to be said and undoubtedly, was developed in full consultation with and to the satisfaction of the Conservation Authority. We strongly urge that section 6.4.1(q) be replaced, either with both Official Plan sections verbatim, or a direct reference to them as the source of ecological offsetting policy in Keswick.

I hope this will assist staff and consultants in further revising the Secondary Plan.

Mr. Tolek Makarewicz/March 9, 2022

4

Yours sincerely,

[original signed by]

Anthony Usher, RPP

SENT VIA EMAIL

P – 2960

March 10, 2022

Town of Georgina
26557 Civic Centre Road
RR #2, Keswick, Ontario
L4P 3G1

Attention: Mr. Tolek Makarewicz, MCIP, RPP
Senior Policy Planner

Re: Draft #2 of the Keswick Secondary Plan
Wesrow Estates Inc., Grangemuir Developments Inc., Carness Developments
Silverstone Hills Inc., Camlane Holdings Inc. and Birdsong Meadows Estates Inc.
c/o DG Group
Town of Georgina
Region of York

Dear Mr. Makarewicz,

KLM Planning Partners Inc. acts on behalf of Wesrow Estates Inc., Grangemuir Developments Inc., Carness Developments Inc., Silverstone Hills Inc., Camlane Holdings Inc. and Birdsong Meadows Estates Inc. c/o DG Group in relation to their lands located on the west side of Woodbine Avenue, between Ravenshoe Road and Glenwoods Avenue in south Keswick.

Further to our comments dated January 27, 2021 on Draft Plan #1, it appears many of our comments or concerns outlined within that letter have not been addressed in the second draft. As a result, many of the comments and concerns expressed in our January 27, 2021 submission will be repeated in this submission. Furthermore, it would be very helpful if a comment response matrix and track change version could be provided to better understand the changes that are being made from each draft.

Our comments are as follows:

Section 4.1.2.g – As noted previously, we continue to object to the requirement of 25% of new housing units annually to be affordable. It remains our opinion that 25% annually is not

achievable and a more realistic number would be 10% annually which is consistent with other municipalities across the GTA.

Section 5.3.7 requires amenity areas for live-work units. Perhaps there should be some additional clarification in this policy that ensure the amenity space is not always required at grade and can be a balcony or amenity space above a garage.

Section 6.1.1.c) only permits existing low rise residential uses. As noted below, the boundary of the Glenwoods Urban Centre is not consistent with existing approvals which includes low density residential uses. Either the policy should be revised to permit low-rise residential uses or the mapping should be corrected.

Section 6.1.3.c) Mixed Use Corridor 2 does not permit low-rise residential uses whereas Mixed Use Corridor 1 does permit low-rise residential. As it relates to the Simcoe Landing Community, in our view it is important to permit low-rise residential uses within the Mixed-Use Corridor 2 designation so that an appropriate transition between the approved low-density residential uses to the west have a similar built form within the Mixed-Use Corridor 2 lands.

Section 6.1.3.e) requires a minimum of 50% of the gross leasable floor area of the ground floor in all mixed-use buildings to be used for non-residential uses. This is not reasonable. With the amount of land proposed to be designated Mixed Use Corridor 2 it is completely unrealistic to assume each mixed-use building would contain commercial or other non-residential uses, especially considering how much commercial uses are already in close proximity to the south along Woodbine. It is our recommendation this requirement be removed from this policy.

Section 6.1.3.f) permits stand alone residential uses provided all of the uses are deemed by the Town to be affordable. Again, this is unreasonable and unachievable policy. Perhaps a requirement that 10% of the units be affordable would be more reasonable.

Section 6.2.3.d).iii), iv) & vi) each section restricts the maximum GFA available for business and office uses. Perhaps this policy should encourage these uses without a restriction on the maximum size given how unintrusive these uses are within a neighbourhood context.

Section 6.4.1.e).iii) Although flood and erosion control project are noted, we recommend that stormwater management and Low Impact Development options be included as a permitted as many of the existing Environmental Protection Area within Simcoe Landing consist of stormwater management ponds.

Section 6.4.1.j) requires a minimum 30 metre vegetation protection zone. There are a number of instances where a 10 or 15 metre buffer have been deemed sufficient, yet this policy does not recognize a reduced buffer. In our opinion, this policy needs to be revised to reflect the opportunities for reduced buffers, where demonstrated by an Environmental Impact Study.

Section 6.4.2 which relates to environmental overlays in conjunction with those being graphically shown on Schedule C. This schedule, as it pertains to Simcoe Landing, provides the overlay to lands which are already constructed or draft plan approved. In our view, this schedule should be removed within Simcoe Landing.

Mapping Concerns:

Schedule A: Growth Management

- The Natural Heritage System identified in the Simcoe Landing Community continue to be incorrect, as pointed out in our previous submission. There proposes to be new Natural Heritage System features adjacent to the Queensway, which do not exist and should not be shown. As noted previously, Dillon Consulting provided a further submission on this issue.
- The Local Strategic Growth Area also adjacent to the Queensway South and within the Simcoe Landing Community is not reflective of existing approvals in place nor does it respect the existing development patterns that have been established in that area. We request all schedules be revised to reflect this. This applies not only along the Queensway South but also along Woodbine Avenue. The area designated as “Local Strategic Growth Area” along Woodbine Avenue should be to the westerly limit of the MURC block along Woodbine Avenue. Further to the west of this westerly limit already contains draft plan approved low density residential units.

Schedule B: Land Use

- As noted above, the Natural Heritage System identified in the Simcoe Landing Community is not correct and should be revised to reflect the correct limits.
- The Glenwoods Urban Centre boundary, in particularly within the limits of the Simcoe Landing Community are not consistent with the draft approved lands in the area and should be revised to reflect the existing approvals.
- As noted previously, there is a label for a Proposed Secondary School on the north side of the Environmental Protection Area, west of Woodbine Avenue, within the Camlane Phase 10 draft approved lands. Again, this is not a land use contemplated in the existing approval and should be removed.

Schedule C: Environmental Overlay

- As noted above, many of the approved buffers within the Simcoe Landing Community are 10 metres in width, which is not consistent with this schedule. We respectfully request the overlay reflect the approved natural heritage limits and buffers for greater consistency.

Schedule D: Source Water Protection Areas

- We question how much of the Simcoe Landing Community is identified as having a Significant Groundwater Recharge, when much of it is developed and/or approved for development without this being raised as an issue.

Urban Design Guidelines

- The draft Urban Design Guidelines, for the most part, provide flexible language within the document, save and except for the language used for the community park and neighbourhood park size. In our opinion, the word “shall” should be replaced by “may” given that it is not always possible to provide this minimum size and yet the park would still function as either community or neighbourhood park. The language within the village green sizing is flexible and we believe the community park and neighbourhood park should also be flexible.

We look forward to seeing the above noted changes reflected in the revised Secondary Plan. In addition, we wish to be notified of any decisions made on this matter. Lastly, we would be pleased to discuss the above noted comments and concerns with you further.

Yours truly,

KLM PLANNING PARTNERS INC.



Keith MacKinnon BA, MCIP, RPP
Partner

cc. Warren Melbourne – DG Group

March 11, 2022

Our File Nos. 1224-00 & 1265-00

Tolek Makarewicz, MCIP, RPP
Senior Policy Planner
Town of Georgina
26557 Civic Centre Road
RR#2, Keswick, ON., L4P 3G1

Dear Mr. Makarewicz:

Re: Draft Keswick Secondary Plan Review
Treasure Hill (Orchidtrail Building Corp. & Starlish (BT) Homes Corp.)
Treasure Hill (Carryspring Holdings Inc.)
Town of Georgina, Region of York

On behalf of our client, Treasure Hill, the owner of multiple properties in Keswick, we are submitting this letter to provide comment on policies of the January 22, 2022 Draft Keswick Secondary Plan (KSP) (January draft) which we believe affect our client's lands. Below we have listed the relevant policies in bold and italics, followed by the relevant comment. This letter is subsequent to our January 27, 2021 and March 4, 2021 submission comments to the November, 2020 draft Secondary Plan ("November draft").

- 1) ***Section 5.3.2 a)*** - In our comments on the November draft we asked that that back-to-back townhouses be listed as a permitted use. The January draft proposes that "townhouses" are a permitted form of Medium Density Residential, and the definition of "Townhouse" means any townhouse type or built form, ..." Thanks for this revision.
- 2) ***Section 5.3.2 c)*** - In our comments on the November draft we asked that a density range of up to 75 units per net hectare for mid-rise residential and a higher density for stacked townhouses. The January draft proposes a density range of 40 to 85 units per net hectare which will accommodate the different forms of townhouses. Thanks for this revision.
- 3) ***Section 6.1.3 Mixed Use Corridor 2 Designation – Woodbine Avenue***

This policy would apply to the Orchidtrail site. Subsection c) i) proposes to permit ***Mid-rise residential uses, but only in the form of an apartment building***. In our opinion this is too restrictive a policy and ask that all forms of mid-rise buildings be permitted. While it is desirable to achieve the planning objectives set forth in this subsection (i.e. higher

densities and mixed use buildings), it is also important for the owner to be able to respond to market conditions. A large site like the Orchidtrail site allows for a balanced planning approach which accounts for a broad range of mixed-use development opportunities, in conjunction with market conditions. .

In the November draft it stated that:

Buildings and sites within the Mixed-Use Corridor 2 designation are required to accommodate an array of uses. A mixture of uses is required not just within the designation in general, but also on an individual development site basis, and within individual buildings.

We asked in our prior correspondence that the requirement for the mixture of uses not be required for individual buildings. The January draft **Section 6.1.3 d)** removes the words “and within individual buildings”. This would permit commercial uses without a residential component. Thanks for this revision.

However, in the January draft **Section 6.1.3. e)** the policy again reiterates that “*Residential uses shall only be permitted as part of a mixed-use building*”.

As stated in our comments to the November draft, we believe that the market demand for mixed-use and commercial uses are being overestimated (i.e. every residential building within the Mixed Use Corridor 2 having a non-residential component). We believe that a more flexible policy is appropriate.

As noted in the *Commercial & Employment Land Analysis - Peer Review* prepared by Altus Group Economic Consulting and provided to the Town, regarding its review of the *Keswick Secondary Plan Commercial & Employment Land Analysis*:

“...a common research methodology has been used, however a number of issues and shortcomings have been identified that make it difficult to appropriately quantify the overall magnitude and geographic location of future lands required for the forecast required commercial retail and service space independently of employment land space requirements...Due to the longer-term forecast, there is a long enough time period to match supply with future demand; a substantial amount of residual surplus land supply after accommodating for all future commercial and employment space needs; and potential future critical mass of activity generated in proximity to the proposed KBP in the southern portion of the KSP, that it is of the opinion of Altus Group that there is merit in considering the re-designation of the Commercial/Employment designated lands on our client’s site, or potentially providing for the flexibility to allow for potential residential and other uses in the future that may be needed during the planning forecast period.”

The mandated approach may lead to situations where there are vacant commercial units within mixed-use developments or where owners, which are unable to find a ground floor non-residential use tenants may choose to not proceed with housing. We suggest that the

policy would be more appropriately applied to mixed-use centres at Woodbine intersections.

The current KSP policy of allowing standalone residential, commercial or mixed-use buildings would provide more flexibility in terms of meeting the market demand.

Notwithstanding **Section 6.1.3 e), Section 6.1.3 f)** provides that stand alone residential development may be considered by the Town provided that ***i) all residential units are deemed by the Town to be affordable***. This is an onerous financial burden which makes it difficult for private sector standalone residential development to be financially viable.

Section **6.1.3 h)** provides that ***“to enable buildings to adapt to a range of uses over time, the floor to ceiling height of the ground floor for all new buildings shall be a minimum of 4.25 metres”***. This adds extra costs to standalone residential construction under Section 6.1.3 f). This policy should not be applicable to standalone residential development under Section 6.1.3 f).

5) **Section 6.2.2 e) New Neighbourhood Designation**

In our comments on the November draft, we asked that a “*Development Area Plan*” not be required as a prerequisite to development approval. This requirement has been removed in the January draft. Thanks for this revision.

6) **Section 7.1.2 f) The Active Transportation System**

In the November draft the policy provided that ***Sidewalks are required on both sides of all Arterial, Collector and Local Roads...***

The Town’s Design Standard and common practice is to require them on one side of a Local Road. The policy now provides that Sidewalks are required on one side of Local Roads. Thanks for this revision.

7) **Section 7.1.2 The Road Network**

6.1 ***Section 7.1.5 iv):***

The November draft provided that ***“Local Roads, which are not formally identified on Schedule E, are designed to accommodate only low volumes of traffic at low speeds and generally only serve local area trips. Local Roads will generally have a minimum right-of-way width of 20.0 metres, however this may be reduced in circumstances where adequate snow storage capacity can be provided within the right-of-way and/or alternative development standards have been approved by the Town. Sidewalks are required on both sides of all Local Roads with the exception of cul-de-sacs serving fewer than 20 residential dwelling units.***

In our comments on the November draft, we requested that local road widths be 18 metres and sidewalks only be required on one side of a local road. The January draft provides at b) iii) that local roads may range from 18 to 20 metres and sidewalks are only required on one side of a local road. Thanks for the revision.

8. **Schedule B Land Use Plan**

A proposed Elementary School site is still shown on the Orchidtrail land notwithstanding that the Public School Board has confirmed that an elementary school site is not required. We respectfully request that the symbol be removed.

9. **March 4, 2021 Letter**

A supplementary letter dated March 4, 2021 (see attached) was not addressed in the January draft. We respectfully request that this letter be given consideration.

In conclusion, we hope that you take our comments into consideration, and we look forward to further engaging throughout the Secondary Plan process.

Yours truly,



Michael Smith, MCIP, RPP
Planning Consultant

c. Jason Bottoni – Treasure Hill
Matt Creador – Treasure Hill
Alexander Smith

Enclosures

March 4th, 2021

Our File Nos. 1224-00 & 1265-00

Tolek Makarewicz, MCIP, RPP
Senior Policy Planner
Town of Georgina
26557 Civic Centre Road
RR#2, Keswick, ON., L4P 3G1

Dear Mr. Makarewicz:

Re: Draft Keswick Secondary Plan Review
Treasure Hill (Orchidtrail Building Corp. & Starlish (BT) Homes Corp.)
Treasure Hill (Carryspring Holdings Inc.)
Town of Georgina, Region of York

On behalf of our client, Treasure Hill, the owner of multiple properties in Keswick, we are submitting this letter to provide comment on a schedule of the Draft Keswick Secondary Plan (KSP) (November 2020) which we believe affects a portion of our client's lands. Below we have listed the relevant schedule in bold and italics, followed by the relevant comment.

On ***Schedule B: Land Use Plan***, there is a small strip of land designated Mixed-Use Corridor 2 as shown on the attached plans. The property does not front on Woodbine Avenue and cannot be effectively developed for commercial/employment uses due to its small size, lack of direct frontage, general lot orientation, and due to the layout of the future development blocks of the Orchidtrail subdivision to the west as shown on the attached plans. For the purposes of continuity and effective use of the lands, our clients are requesting that the lands be designated New Neighbourhood.

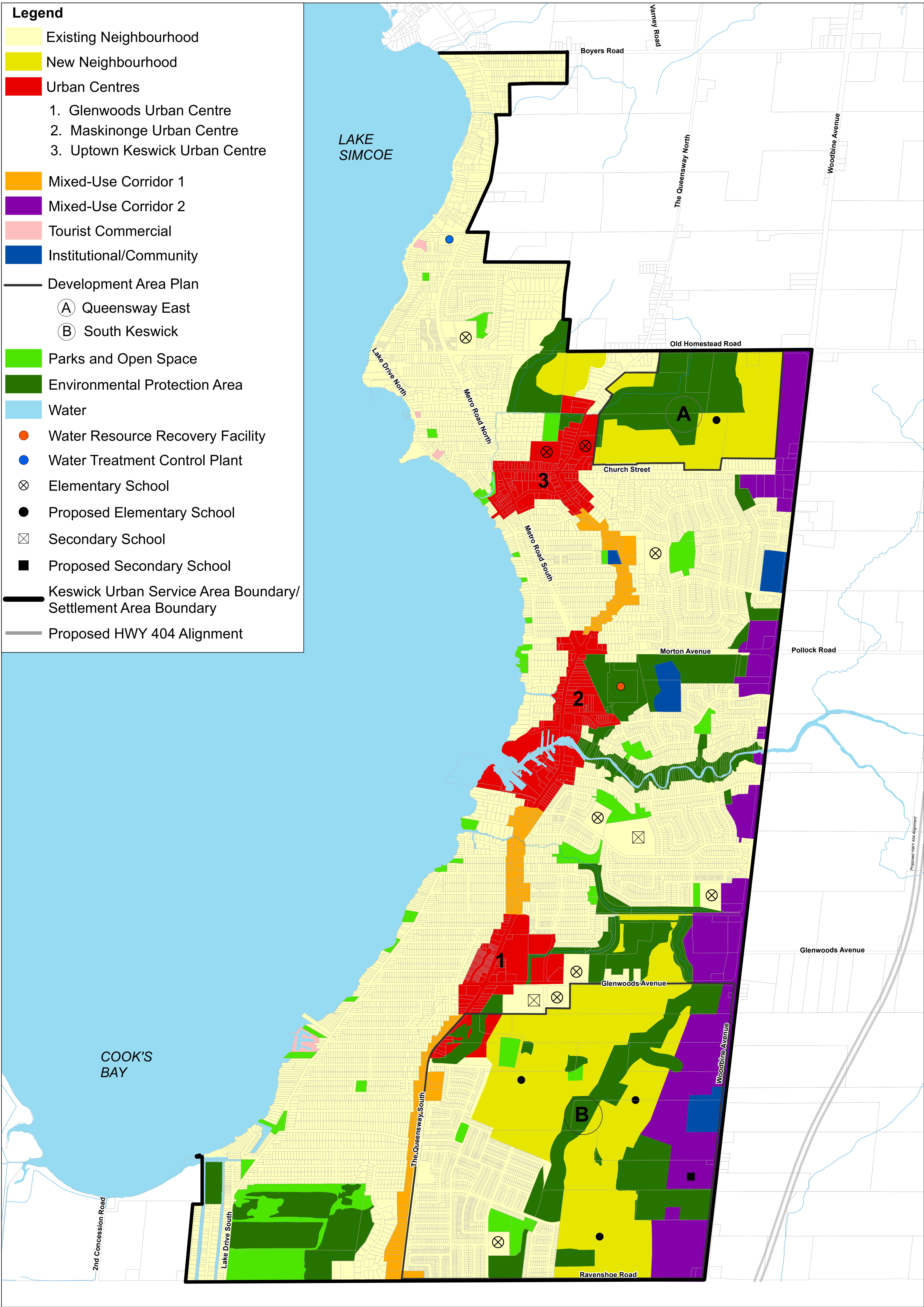
We hope that you take our comments into consideration, and we look forward to further engaging throughout the secondary plan process.

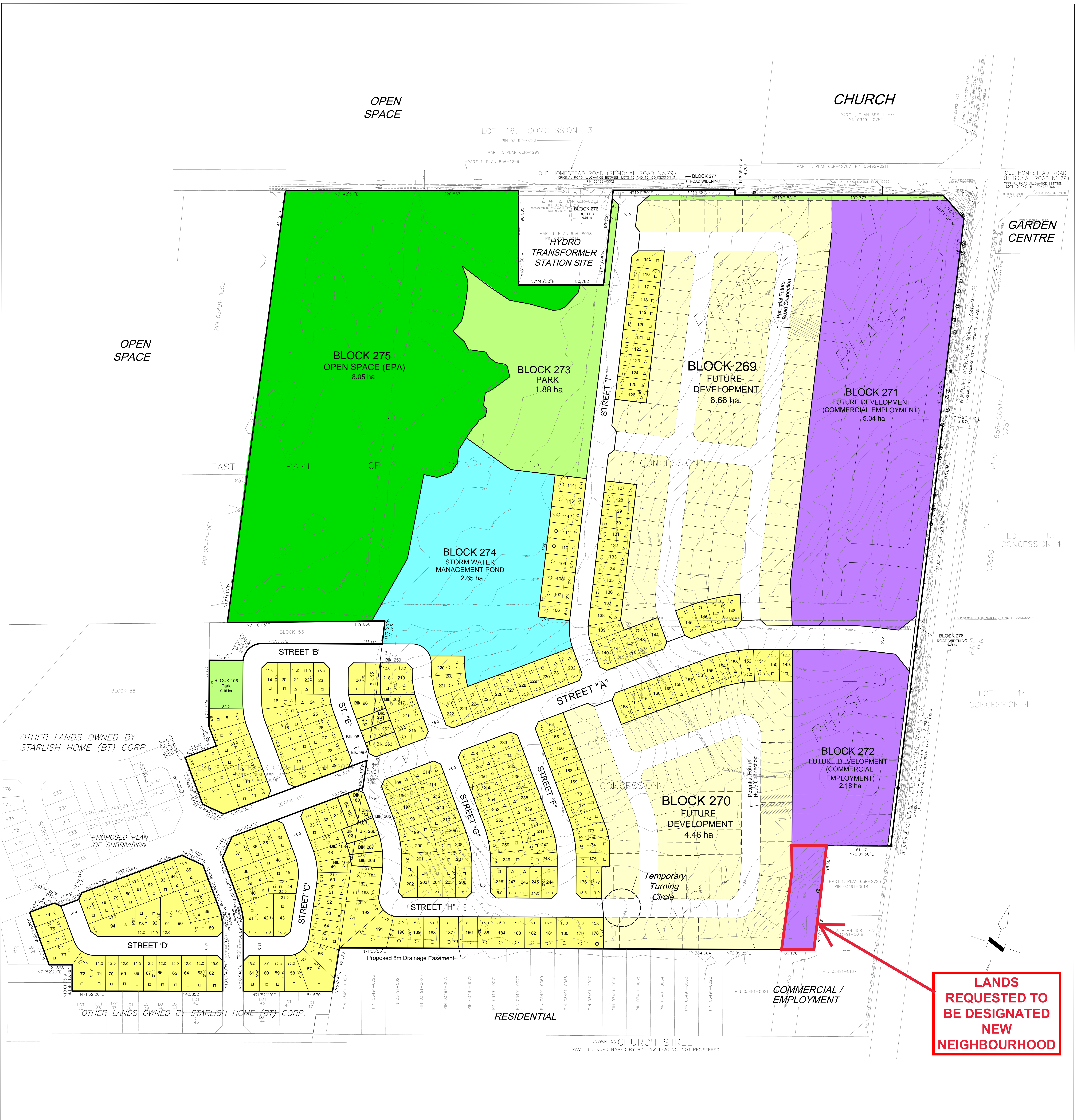
Yours truly,

Michael Smith, MCIP, RPP
Planning Consultant

- c. Jason Bottoni – Treasure Hill
Matt Creador – Treasure Hill

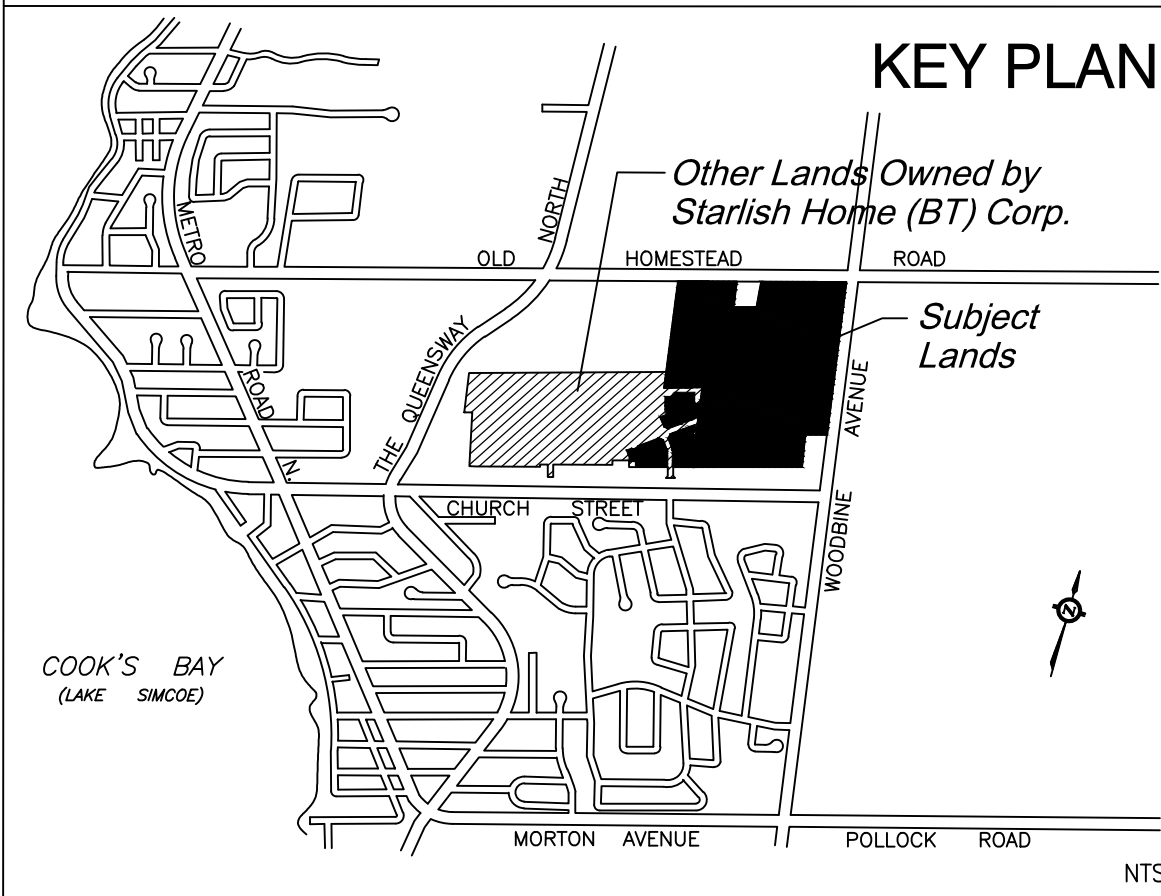
Enclosures





DRAFT PLAN OF SUBDIVISION
STARLISH HOMES (BT) CORP PHASE 3 AND
ORCHIDTRAIL BUILDING CORP. PHASE 1

PART OF LOT 1
LAND REGISTRARS COMPILED PLAN 12004 AND
PART OF THE EAST PART OF LOT 15 AND
PART OF LOT 14
CONCESSION 3
(GEOGRAPHIC TOWNSHIP OF NORTH OXFORD, COUNTY OF YORK,
TOWN OF GEORGINA)



LAND USE SCHEDULE - STARLISH HOMES PHASE 3				
BLK. No.	LAND USE	UNITS	AREA (ha)	
1-94	SINGLE DETACHED RESIDENTIAL			
	a Single Family 11.0m Lots (min)	22	4.00	ha
	e Single Family 12.0m Lots (min)	72		
95-104	FUTURE DEVELOPMENT (10 PART LOTS = 5 WHOLE LOTS)	5	0.23	ha
105	PARK		0.15	ha
	ROADS (STREETS B-D)		1.29	ha
TOTAL		99	5.67	ha

LAND USE SCHEDULE - ORCHIDTRAIL PHASE 1				
BLK. No.	LAND USE	UNITS	AREA (ha)	
106-258	SINGLE DETACHED RESIDENTIAL			
	a Single Family 11.0m Lots (min)	55		
	e Single Family 12.0m Lots (min)	67	6.12	ha
	e Single Family 15.0m Lots (min)	31		
259-268	FUTURE DEVELOPMENT (10 PART LOTS = 5 WHOLE LOTS)	5	0.24	ha
269-270	FUTURE DEVELOPMENT		11.12	ha
271-272	FUTURE DEVELOPMENT (COMM/EMPLOYMENT)		7.22	ha
273	PARK		1.88	ha
274	STORM WATER MANAGEMENT POND		2.65	ha
275	OPEN SPACE (EPA)		8.05	ha
276	BUFFER		0.05	ha
277-278	ROAD WIDENINGS		0.13	ha
ROADS	STREET A 23.0m R.O.W.		3.58	ha
	STREETS E-I 18.0m R.O.W.			
TOTAL		158	41.04	ha
GRAND TOTAL		257	46.71	ha

OWNERS' AUTHORIZATION

I, Nicholas Fidei, having the authority to bind the Corporation, hereby authorize MICHAEL SMITH PLANNING CONSULTANTS DEVELOPMENT COORDINATORS LTD. to prepare and submit this Draft Plan of Subdivision for approval.

NICHOLAS FIDEI, PRESIDENT
ORCHIDTRAIL BUILDING CORP. _____ Date _____

NICHOLAS FIDEI, PRESIDENT
STARLISH HOME (BT) CORP. _____ Date _____

SURVEYOR'S CERTIFICATE

I, _____, O.L.S., hereby certify that the boundaries of the lands to be subdivided as shown on this plan and their relationship to the adjacent lands are accurately and correctly shown.

SCHAEFFER DZALDOV BENNETT LTD.
ONTARIO LAND SURVEYORS _____ Date _____

INFORMATION REQUIRED UNDER
SECTION 51(17) OF THE
PLANNING ACT

- a. shown on draft plan
- b. shown on draft plan
- c. shown on draft plan
- d. refer to land use schedule herein
- e. shown on draft plan
- f. shown on draft plan
- g. shown on draft plan
- h. water supply available
- i. Sandy loam/clay
- j. shown on draft plan
- k. water, sanitary sewer, storm sewer & electrical
- l. none

0m 50m 100m		METER	
No.	Revisions	Date	
1.			
2.			
3.			
4.			
5.			
Michael Smith		PLANNING CONSULTANTS DEVELOPMENT COORDINATORS LTD.	
Drawn By: M.T.S.	Date: NOV 12 2019	Drawing Number:	1224-00
Checked By: M.T.S.	Scale: 1 : 1250		
Approved By: M.T.S.			

Tolek Makarewicz

Subject: FW: Public Comments Regarding Development in Keswick Including Secondary Plan and Future Bylaw Changes

From: martha d <[REDACTED]>

Sent: March 21, 2022 10:50 AM

To: Keswick Secondary Plan Review <KSPR@georgina.ca>; Margaret Quirk <mquirk@georgina.ca>; Dan Fellini <dfellini@georgina.ca>

Subject: Public Comments Regarding Development in Keswick Including Secondary Plan and Future Bylaw Changes

CAUTION: This message originated from an email address that is outside of the Town of Georgina organization. Please exercise extreme care when reviewing this message. DO NOT click any links or open attachments from unknown senders. Be suspicious of any unusual requests and report any suspicious email messages to the Georgina ITS division at support@georgina.ca.

WARNING: The sender of this email could not be validated and may not match the person in the "From" field.

Dear Mayor Quirk, Council and Town Staff

As residents of the Uptown Keswick neighborhood, my family and I wish to provide input and express our concerns regarding excessive future development in this area of Town and the potential impact of the proposed Secondary Plan and eventual Bylaw zoning changes.

Without a doubt, Uptown Keswick requires revitalization, but it's essential that any planning changes be sensitive to the existing residents, and that the ever-increasing social problems prevalent in the area are not exacerbated due to over development.

Uptown Keswick is already experiencing challenges. While the levels of Government responsible may vary, this area of town is already contending with the impact of regulations that have permitted a Methadone Clinic adjacent to an Elementary School, a Parole Office, and several subsidized housing buildings. We realize housing support is essential in a compassionate society, however it is a disservice to everyone involved to have it all concentrated in one area. The most recent and largest of these developments is the scene of ongoing Police activity, including incidents of stabbings, assault, drugs etc. While the causes of these incidents can be attributed to many factors, it can't be denied that Planning is one link in the chain of the entire process that will permanently impact the surrounding community. It's important that responsible development is required, not just encouraged.

Current YRP crime community statistics indicated on a per capita basis, Keswick has one of the greatest crime problems in York region. (see chart from their website below). Planners and law enforcement professionals alike are aware that unless executed properly, development can have a negative impact on quality of life and community safety, (look at Regent Park for an example).

We realize the Town has an obligation to accommodate population growth as per the Province and Region however, the Uptown area with its narrow, winding 2 lane roads that were established in the 1800's is far less able to safely accommodate this growth relative to the other two Keswick "Urban" areas identified and as such should not permit the same level of growth as for example Woodbine Ave.

As you are aware, residential streets adjacent to the Uptown area have no sidewalks and speeding already poses a danger to pedestrians, especially children, the elderly and handicapped who reside in the area. There are children from 3 elementary schools plus a special needs organization that walk these streets daily. Winter conditions narrow the available roadways making it more dangerous, the increase in traffic resulting from excessive development will magnify these risks.

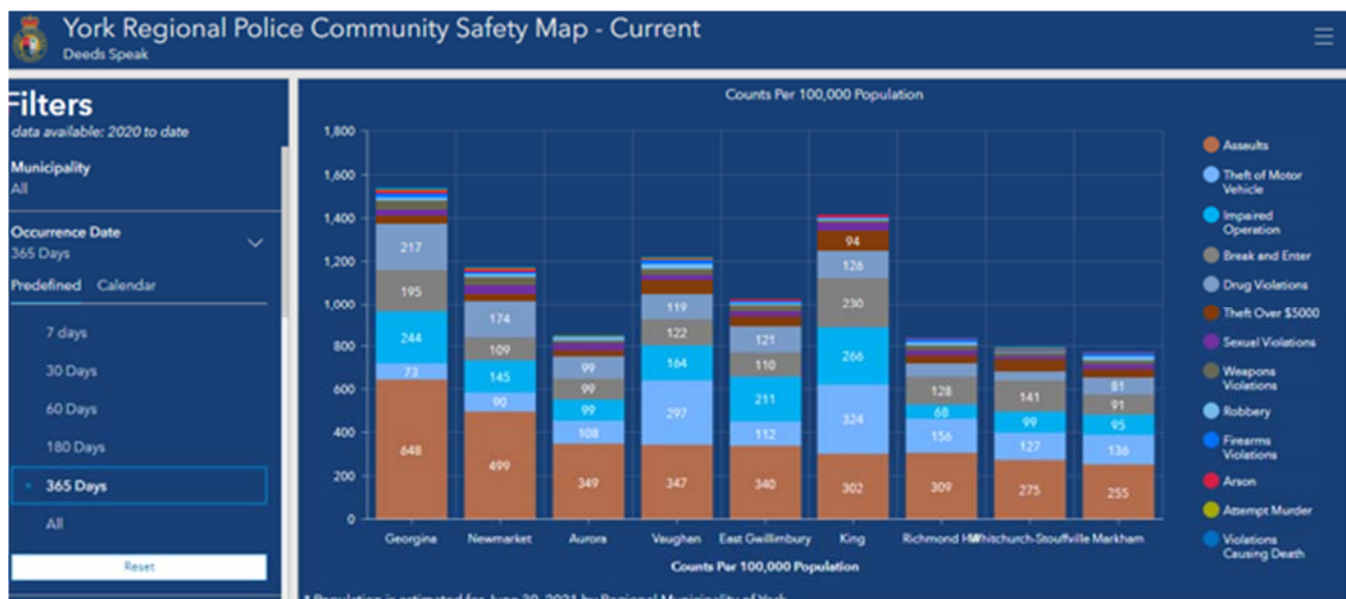
Recently a developer was seeking a By-Law amendment to permit a development that hundreds of residents petitioned as inappropriate to the surrounding neighborhood. Our concern is that as this Secondary Plan and inevitable By-Law rezoning process unfolds, area residents will have limited or no say in future proposed projects that will negatively impact the area.

One policy that I have great concern with pertains to the practice of “Cash In Lieu” allowing Developers to destroy green spaces and remove mature trees while compensating the Town with money that can be allocated elsewhere. Essentially one area bears the brunt while another area reaps the benefits. It should be imperative any Cash in Lieu funds be allocated in the immediate vicinity of where any trees/greenspace has been destroyed to create parks, walking paths, streetscape improvements etc.

Another area of concern pertains to the design guidelines which are aspirational only, but developers are not obliged to follow which can result in “Soviet Block” style buildings that don’t enhance the environment.

To reiterate, yes we know development is inevitable, and the Uptown area of Keswick would benefit from revitalization but its essential that there be requirements for developers to build projects sympathetic to the area. This area needs walking trails, sidewalks and moderately sized housing, not high-rises with insufficient parking, casting shadows on neighboring properties.

We had intended to provide our comments in time to be included in the Secondary Plan draft report to Council, unfortunately, Covid-19 delayed our remarks. We hope they will be considered.



Thank you and Best regards

Martha Doherty & family

159 Cedar St.

Keswick Ontario

[Redacted]

KESWICK SECONDARY PLAN REVIEW WORK PLAN

**WE ARE
HERE**

Phase 3 - Final Secondary Plan	2022	April	May	June	July	August
TASKS REMAINING						
3.1 First Public Open House						
3.2 First Public Meeting						
3.3 Prepare Proposed Keswick Secondary Plan (KSP)						
3.4 Circulate Notice/Prepare Report and Presentation						
3.5 Second Public Open House						
3.6 Second Public Meeting/Recommend Adoption of Proposed KSP						
3.7 Subject to Adoption, Circulate Adopted KSP to Region for Review and Approval						

The timing of the tasks listed above are for general information purposes and are subject to change as the project develops. To confirm the timing of a specific task, please contact Tolek Makarewicz, Senior Policy Planner, by telephone at 905-476-4301 ext. 2297 or by email at tmakarewicz@georgina.ca.

14-Apr-22