Initial Response to Public Comments from the June 8, 2021 Public Meeting

OPA-2021-02, ZBA-2021-02, SUB-2021-01
Shining Hill Estates Collection Inc. c/o Malone Given Parsons Ltd.
August 20, 2021

Public Comments	Applicant Response
1. High Density Building does not fit here (height and density concerns) • Prefer a lower density to maintain the natural environment • Design of the high rise does not fit here (too modern) • Needs to be compatible to the area	- The draft plan has been revised to eliminate the apartment condominium building and instead use this block for 21 grade related townhomes and a trailhead/ stormwater management facility.
2. There is a hill where mid/high density proposed: • a mineral meadow is located here – more information on this • is it being removed? • is it significant? • What is the origin? • Is this man made? • Wildlife would be here	– All features have been identified and studied through the Natural Heritage Evaluation (NHE) prepared by Beacon Environmental (March 2021) and submitted in support of the application. – Natural features of importance are proposed to be retained and protected with buffers through the blocks identified as Natural Heritage System in the Draft Plan of Subdivision. – This hill is constructed and not an important feature.
3. Traffic on St. John's Sideroad • how will traffic be dealt with • Only 2 Lanes right now on St. Johns • traffic from Newmarket into Aurora • Traffic Study – confirmation of Date and time conducted • Reduction in speed limit on St. Johns Sideroad?	– Traffic surveys were undertaken on July 31, 2019 (7-9 AM and 4-6 PM) and were correlated with prior surveys undertaken in December 2015 and May / June 2017. – York Region's Transportation Master Plan has planned for the eventual widening of St. John's to four lanes between Bathurst Street and Yonge Street, but a timeline has not yet been identified for construction. – As an interim measure to mitigate development traffic, the Region has requested that the eastbound lanes be widened near Yonge Street to provide increased storage and capacity. – At the site access to St. John's Sideroad opposite Willow Farm Lane, a traffic

	signal has been recommended along with an eastbound left turn lane and a westbound right turn lane. York Region determines the speed limit onto St. John's Sideroad.
4. Increased traffic into and out of the subdivision to the School site (St. Annes School)	– In its opening year (2023), the school is expected to generate 90 inbound / 75 outbound trips during the AM peak hour, and 20 inbound and 25 outbound trips during the PM peak hour. – With increased enrolment up to 2028, the school trips are expected to increase to 340 inbound / 275 outbound trips during the AM peak hour, and 70 inbound / 85 outbound trips during the PM peak hour. – The net effect of school traffic is expected to be less because some families will already be dropping off children at St. Andrew's College and will therefore already be traveling in the area. Measures have been recommended to reduce the amount of traffic generated by the school (maximize use of busing service; encourage enrolment of multiple siblings from same household; scheduling extracurriculars to spread out pick-up and drop-off activity).
5. Can a road connect to Bathurst or Yonge from the proposed Subdivision to access this site instead of St. John's Sideroad.	– Roads connecting directly east or west from the site would result in further loss of trees and significant encroachment into natural heritage system – In the longer term as part of future development phases, Street "A" is proposed to be extended north to a westerly extension of Bennington Road, which will provide alternate access routes to Bathurst Street and Yonge Street. However, this would be in addition to the access to St. John's Sideroad rather than a replacement.

6. Sidewalk locations on St. Johns Side Road (Location?) • No safe way to get to Bathurst or Yonge for pedestrians • How many trees be removed to accommodate this?	– The Region Official Plan identifies a planned future right-of-way for St. John's Sideroad up to 36 metres. – The applicant has committed to constructing a multiuse path on north side of St. John's Sideroad within the Region's roadway to the extent practical. As an alternative, the applicant is exploring the possibility of a parallel off-street multi-use path north of St. John's Sideroad. – When St. John's is reconstructed, tree removal will be necessary to accommodate grading and additional lanes. – At this time we do not know how many trees will be impacted to accommodate the widening of St. John's and the reconstruction of the road to accommodate four lanes and the multiuse path as it would be subject to an environmental assessment.
7. Extensive Tree removals – What is the carbon loss of trees being removed? – How many are of 5cm DBH or less? – Request to preserve more trees – What is actually being proposed to be removed – can we make more areas of protection? – Where are the trees being removed? Intuitional site or residential area proposed? – Units within Lane A are proposed to be removed – look into this further.	– As part of the development application, an Arborist Report / Tree Inventory and Preservation Plan was prepared by Beacon Environment (March 2021) in accordance with the Town of Aurora's Tree Protection/Preservation Policy (2015), Tree Removal/Pruning and Compensation Policy (2015) and Tree Planting and Approved Plant List Policy (2015), and York Region's Street Tree and Forest Preservation Guidelines (2016). – This study inventoried all trees in and adjacent to the development area and how many are planned for removal, by location, size condition and by ownership. – 2,080 trees were recorded and assessed over 5cm DBH. – Due to grading requirements few trees will be retained within the development

	area although many trees will be planted. - 1,321 trees are proposed for removal . - 171 of trees are recommended for removal due to poor condition - 588 trees will be retained. - 2,333 trees will be replanted as part of the compensation plan. - As part of the next submission, additional opportunities for preservation will be investigated and a detailed compensation plan will be prepared to illustrate where the replacement plantings can occur within the site to enhance the existing tree cover. - The Official Plan currently permits up to 260 residential units, 350 apartment units, conference centre, hotel, and institutional uses on these lands. - We are proposing to conserve more lands for tree preservation than was original approved and contemplated for in OPA 37 and the approved Official Plan. - The proposal includes 56% of the land area for environmental protection.
8. Effects on the existing wildlife • What is being done to protect the ecosystems • The development will be a huge stress on existing wildlife (loss of wildlife) • Is there another report on endangered species?	- All features of importance have been identified and studied through the Natural Heritage Evaluation (NHE) prepared by Beacon Environmental (March 2021) submitted in support of the application. - Natural features of importance are proposed to be retained and protected with buffers through the blocks identified as Natural Heritage System in the Draft Plan of Subdivision. - 17.72 hectare of land has been identified for environmental protection (56% of the total land area). - The lands identified as NHS will be conveyed to the public for long term preservation and public use, including an extensive trail system.

	– In addition, valley lands to the east of the application will be conveyed to the Town for public use and access through further approvals. – The NHE was prepared in accordance with the Endangered Species Act. There is no separate report for regulated species, nor is one required. – Potential impacts have been identified in the NHE as well as mitigation measures. – The NHE notes that some common species will be lost from the agricultural lands and "parkland" associated with the house that will be converted to urban. – At the landscape scale, urbanization does reduce the value of remaining lands to wildlife, this is an inevitable process that operates at a very broad scale.
9. Why are the natural heritage buffers so thin?	– Buffers are not meant to habitat additions, they are mitigative measures to protect the adjacent feature. A typical woodland buffer in settlement areas is10 metres and this is what is proposed. – The ORMCP allows buffers to be designed in accordance with needs in settlement areas and therefore with supporting study can be approved at something less than the otherwise prescribed 30 metres. – We consider both the receiver (how sensitive is the feature) and the stressor (what is going adjacent) and policy documents that provide guidance or direction on buffer widths. – There is nothing unusual about the buffer widths proposed for the development.
10. Lack of amenity area (coffee shops, retail, etc) within walking distance.	– Not required. – The proposal contemplates use of open valleyland area for recreation amenities for the public.

11. Why the Barn swallow nest was removed when the NHE was clear on requirements to be followed. • Ensure the process was followed properly. • Why was this demolished with the Barn swallow? • Why was the building not taken to the Heritage Advisory Committee prior to removal? • When did owner obtain lands from Dunin owners? • Timelines requested of demo permit issuance and detailed process.	– The NHE by Beacon identified a Barn Swallow nest in one of three wooden three-sided horse shelters during field surveys. – This structure was removed by the demolition company – At the time of demolition, it is unclear whether a Barn Swallow nest was still present in the structure. – When the second bird survey was completed, the shelter was gone. – The applicant has offered to construct a new Barn Swallow structure in the valleylands.
12. Servicing Allocation • Growth Management Discussion paper (page 27) • Is there allocation available for this development?	- Town has assured that they have allocation available for the grade-related housing and the school use does not require allocation as it is institutional.
13. Lake Simcoe Region Conservation Authority (LSRCA) Water Source Protection Area Plan – what are the details and protection of water – what is our role as a Town on this?	– York Region have confirmed that a Section 59 Notice will not be required for this development. – A source water protection permit – Section 59 Notice under the Clean Water Act identifies whether a proposed land development application complies with Source Water Protection requirements. – Residential uses presence the least amount of risk to ground water sources.
14. Why can't we see the design of the stormwater cell?	– Details regarding the stormwater management facility will be designed once the location has been settled. – Exemplary images follow.
15. Slope Stability Report does not co-relate to the Plan of Subdivision	- The Slope Stability Report will be reviewed and confirmed during the next detailed submission stage. The draft plan of subdivision will be modified if

	necessary at that time to ensure consistency.

Examples of underground stormwater management facilities:

Thornhill Village Green - Thornhill

Subsurface Stormwater Storage Facility

Thornhill Village Green - Thornhill

1. 75-WORD SUMMARY

Qualico required a stormwater storage system to accommodate runoff for a 56-hectare catchment. McElhanney's non-traditional solution is one of the largest underground stormwater storage systems in North America and the system's ability to overcome typical project complexities impressed the client. Combining the facilities and placing the system underground allowed McElhanney to deliver Qualico added project benefits such as using less land, providing reduced long-term maintenance costs, benefits to the environment, and increased safety for residents.

Figure 1: Before and after. Upon completion, this is now one of the largest underground stormwater detention systems in North America.

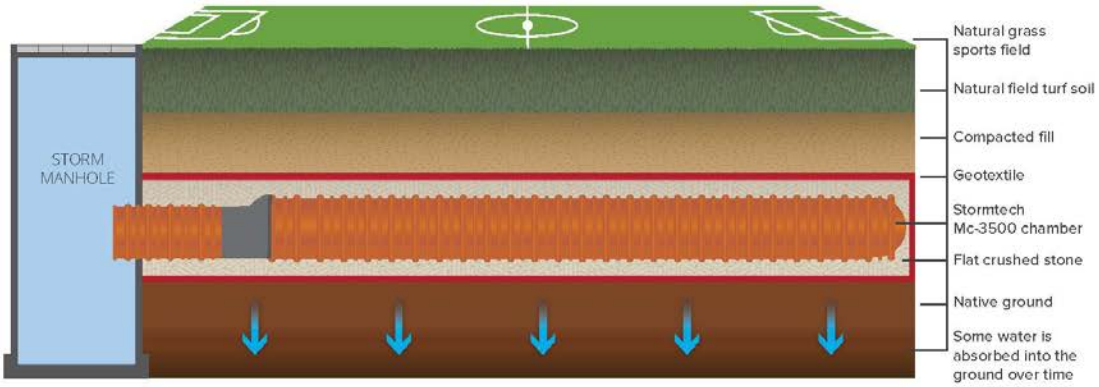

Figure 2: Cross-section of the underground storage facility. A variety of materials were used to make the underground storage tanks viable beneath the natural grass sports fields.

Underground concrete tank construction in Markham (Times) – After park on top