



**officialplanreview**

Whitby

# participant feedback summary

**phase 1  
workshop 2**

**themes:  
community design & development  
infrastructure**

**13 april 2011  
6:45pm – 9:15pm  
council chambers  
whitby municipal building**



# official plan review

## Whitby workshop 2

### workshop details

- 21 participants attended workshop 2
- 4 participants signed up to become an interested party for the official plan review at workshop 2
- 1 participant feedback form was received at the end of workshop 2

### theme related hopes and aspirations

#### community design & development

##### i wish.....

- our downtowns were pedestrian malls
- my vision for whitby is green spaces and continuous green pedestrian connections extending north, south, east and west that are not just hard surfaces

##### wouldn't it be lovely if.....

- there was greater planning behind and character within new developments
- we could stop roads being a thoroughfare for trucks
- i could walk places and not have to drive
- whitby had a range of affordable housing choices
- to have vibrant, prosperous downtowns
- we could increase resource efficiency of buildings
- the town adopted higher standards and incentives
- there were higher densities in downtowns to bring people into the downtowns
- we had community gardens in hydro corridors or town owned parks, like in ajax.
- we could get to our downtowns by walking or cycling
- there were greater setbacks from residences and streets

##### if only.....

- we had a multiple dwelling / condo facilities available for retired residents in brooklin
- people were able to live in brooklin without having to own a car
- we could have a mix of old and new housing that suits all ages of residents
- we had more available and affordable rental housing
- we could make resource efficiency in buildings a requirement
- people lived in and around downtowns. if more people worked in the downtown, then they would be more likely to shop there
- we were not so reliant on cars
- we could walk along natural features like creeks, not just on streets



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## Whitby workshop 2

### theme related hopes and aspirations

#### infrastructure

##### i wish.....

- we could attract post secondary education facilities focused on technology

##### wouldn't it be lovely if.....

- we didn't have to pay for parking in downtown whitby. i would go there, now i don't
- we could go for a bike ride without risking injury. for example we have to put our bikes on the van and drive to a safe place
- we had more central, attractive, integrated community meeting places
- district energy plans were prepared for new development and redevelopment to provide efficiencies in regional heating and cooling
- there was a high school in brooklin

##### if only.....

- we could build our railway network to bring employment to the north of the municipality
- there were no cars in the downtown – people walking in downtown more likely to shop

### issues, challenges, opportunities

#### community design & development

##### issues

- expensive to rent commercial space in downtowns
- parking – on street problems
- heritage may be too expensive – don't have necessary cluster value
- rate of growth is too rapid – compromise quality of life for existing residents and makes it a challenge to maintain a sense of community ownership
- the number of vehicles compromise quality of life. safety for pedestrians, appearance (cluttered streets), noise.
- brooklin is a vast cookie-cutter neighbourhood – no integrated business, no integrated recreation / meeting places.
- the 4 corners [whitby] is lovely but underutilized. we need to work out why.
- what happened to the heritage buildings at cullen central park - why can't they be enjoyed by the people
- traffic flow through brooklin not working
- brooklin is a bedroom community
- current community design is auto friendly, it discourages pedestrians
- need larger parks, not more parkettes



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## Whitby workshop 2

### issues, challenges, opportunities

#### community design & development

##### challenges

- service businesses and facilities (like drivers license office) leaving downtowns reduces the draw of downtowns
- people can't find or won't pay for parking
- why design fake second stories along main street when you can build a real second story and support mixed use development
- planning for achieving ultimate built form, even when smaller / lower forms come first
- all daily needs within an interesting 5 minute walk of all residents
- downtown brooklin not working – take traffic away – develop to attract residents
- new development all looks the same – we need a vision
- brooklin community centre – a magnet for skateboarders, which is great but was not planned - what planning is being considered for youth
- focus needs to be on people first

##### opportunities

- pockets in whitby could benefit from improvement
- mixed use
- empty buildings could be used as drop in youth centres, roller rinks etc.
- take advantage of empty and underutilized commercial spaces
- central park in whitby – waterfront + iroquois beach
- heritage in downtown whitby
- incorporate more natural features into architecture e.g. wood, vegetation
- plaza parking lots are barren asphalt - divide parking areas with trees.
- walking trails through the town of whitby - a mix of urban heritage and natural areas
- downtown high rise housing needed
- mixed use housing should receive more attention
- make schools into multi-purpose facilities - use on nights / weekends for community
- consistent policy for lighting and public safety on private and public land
- port whitby has lots of industrial land uses



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## Whitby workshop 2

### issues, challenges, opportunities

#### infrastructure

##### issues

- if there is an aging demographic, why aren't street signs larger and better lit
- lack of ready to go industrial lands across town of whitby
- high density rural areas require side walks on major roads – safety concern e.g. myrtle road and ashburn road area
- major traffic in all directions
- congestion in existing schools while waiting for new schools
- high speed internet is not available in downtowns
- not enough population on the waterfront
- hospital needed
- no places for bike parking in downtowns – need better design
- need more focus on establishing concrete targets for economic targets
- need to reverse the trend of loss of good jobs

##### challenges

- town has great plans to develop whitby, need to attract business tax so the town has the dollars to implement their plans
- biggest asset are our residents – how do we get them to care about and watch over and take care of the community – to see it as theirs, rather than the town's
- township owned land – the use of storm water management ponds (e.g. fishing, skating) and the related maintenance issues
- township owned land (easements) need beautifying and infrastructure - funding to maintain appearance – cutting grass every six weeks and lack of weed control
- a way to fund road / highway infrastructure prior to building and population growth
- would prefer to establish infrastructure before growth, but acknowledge that if this is done the issue of who pays arises
- need to coordinate with the region and others to plan and deliver infrastructure.
- parks of all sizes to meet a hierarchy of activity
- mobility for people – not cars
- have people come to whitby rather moving out of whitby for services and industries
- a bedroom community – people commute outside of whitby
- region and municipality working closer to achieve more
- all community infrastructure delivered in phase 1 of new developments
- loss of industry, higher order tech jobs & good jobs - need to reverse trend
- need airport to initiate growth of business



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Whitby

## issues, challenges, opportunities

### infrastructure

#### opportunities

- storm water management ponds are a good addition to our green space
- telecommunications: provide high speed capability for homes, schools and businesses
- put parking behind the shops. get the shops on the streets
- rail line: a spur line to go south of the moraine and a possible marshalling rail yard would bring jobs and an industrial area in north brooklin instead of enlarging bedroom communities
- outdoor pools
- outdoor public skating
- brooklin community centre is a wonderful activity magnet – we need to continue to build on this asset
- district energy
- deep lake cooling using lake ontario
- health & wellness facilities for seniors i.e. walking track for use in all weather
- bike facilities – racks for all season use
- learn from others (communities) in developing strategies
- focus – start at highest level of economic / development / community ‘food chain’
- low impact developments and on site ground water filtration of storm water – reductions in storm water pond requirements
- renewable energy integrated into all infrastructure e.g. solar roads
- centres of excellence – research & development
- ‘new tech’ e.g. call centres, research & development centres
- accessibility for services
- sidewalk and road allowance design

## theme related directions

### community design & development

#### start doing:

- plan for the type of development before the growth, not after the growth has occurred

#### stop doing:

- allowing residential development without grocery stores – complete communities involves having a place to pick up the basics near home



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## Whitby workshop 2

### theme related directions

#### community design & development

##### do differently

- build on the waterfront as an asset
- build or develop more community and recreation facilities in brooklin
- continue to develop guidelines that support a mix of low, medium and high density housing
- if can't say no to growth, need to make sure growth happens in the best way possible

#### infrastructure

##### stop doing:

- not protecting / building cycling lanes during road upgrades
- restricting waterfront activity to passive recreation (at present can only walk along the waterfront)

##### start doing:

- planning infrastructure / facilities for youth (teenagers)
- build people (community capacity) as well as places
- have dual / multiple use of land allocated for infrastructure (e.g. public transit in highway corridors)
- encourage more community meeting places
- people infrastructure: get people out and caring about the town, involved in their community, building the capacity of people
- fundraising so community funds build the community
- had a more detailed focus on planning for brooklin
- ensure capacity is built into the power distribution system to accept power generation (e.g. solar / wind) and generation from future technologies
- water reclamation and water recycling
- support active recreation on the waterfront (e.g. rent bikes, restaurants, food stalls, shops)
- create a connection between whitby downtown and port whitby waterfront

##### do differently

- take advantage of and maximize public access to the waterfront
- greater control when issuing building permits





# official plan review

## Whitby workshop 2

### open forum comments:

- need to plan for the long term, not short term
- need industry in the north of brooklin to make use of the 407 and its expanded infrastructure
- need to plan jobs for the future to support residential growth
- target decisions at the highest level to make real change and maximize / capitalize on that investment and effort (spin off / trickle down effect)
- have always had long term planning frameworks but need decision making to align
- planning is not our issue, understanding the barriers to making it happen is
- note that out of a large community very few people participate in workshops like this
- the next best thing to planning is trying to be prepared for coming challenges and be ready to respond
- opportunity for community gardens in underutilized infrastructure areas
- maximizing waterfront land assets and taking the long view to protect them
- need to respect natural and physical heritage elements as well as 'people' places to maintain and build healthy and complete communities.

### questions / comments:

**Q:** how much will the region be involved in the development of the official plan?

**A:** the region will be involved in the whitby official plan review in a number of ways. regional staff currently sit on a technical advisory committee for the project. the region is also consulted formally at key stages and are the final approval body of the whitby official plan, once endorsed by whitby council.

**Q:** is the province specifically involved in the preparation of the official plan or the west whitby secondary plan?

**A:** no. the province is not directly involved in municipal planning activities. the region is responsible for the function of determining compliance with provincial policy. the province did identify west whitby as an appropriate urban growth area.

**Q:** please describe how growth allocations work – does whitby have a say in the amount of growth allocated?

**A:** the province set the growth allocations targets with which the region and the town must comply. while there is an ability to discuss the growth allocations, all municipalities are required to accommodate 'their fair share' of growth. whitby has planned how to accommodate the growth allocated to whitby by the region through official plan amendment #90 (intensification strategy and growth plan conformity) and official plan amendment #91 (west whitby secondary plan).





# official plan review

## Whitby workshop 2

### questions / comments:

- Q:** has whitby undertaken a study into the aging population and its fiscal ability to accommodate an aging population?
- A:** no. whitby has not undertaken a specific study on the aging population. The project team are looking at all demographic trends and associated economic implications as related to both existing and future residents as part of the official plan review
- Q:** winchester road. street considered unsuitable for residential, primarily based on safety concerns due to high traffic volumes and speeds e.g. considered unsafe to walk along the road, cross the road or drive in and out of residential driveways. properties not considered attractive for sale as residential but is not zoned for other uses. difficult process for land owners to undertake one off zoning amendments. can the official plan review process be used as an opportunity to review the land designations in this area?
- A:** it is not the intention of an official plan review to consider the designation of individual properties. however an official plan review is an appropriate time to review the land use designations of an area that is changing from its previous function. suggest the land owners make a submission outlining the situation from their perspective and their suggested / requested course of action
- Q:** how much of the west whitby secondary plan has changed?
- A:** the west whitby secondary plan was adopted by council in june 2010 and has not been changed since that time. it is now with the region, who have not yet approved the west whitby secondary plan
- Q:** please provide some background explanation about how growth allocation works?
- A:** basically the province established growth targets applicable to each region. each region then allocates to each municipality how much growth they are required to accommodate
- Q:** does the growth allocation formula include business / employment as well as residential growth allocations?
- A:** the growth allocations, as allocated by the province to the region and the region to the town, establishes targets for residential (number of people) and employment (number of jobs)
- Q:** looking at projected population, how early do you need to forward plan infrastructure like schools, as i have heard it can be up to 11 years from initial planning to opening a new school?
- A:** do not know of a standard timeframe to provide a school, but in some new development areas it can take an extended period of time before there is a sufficient population to justify a new school, as determined by school boards



# official plan review

## Whitby workshop 2

### questions / comments:

**Q:** are there benchmarks or performance indicators to assess the control of growth?

**A:** the official plan will look at establishing monitoring criteria and performance indicators to determine the effectiveness of growth management and related policy. any feedback that can be provided during the workshop regarding what should be measured to monitor performance of official plan policy and growth management is welcomed

**Q:** has the current official plan met its growth allocations?

**A:** while greater levels of growth occurred in some areas, such as brooklin and other areas grew more slowly, generally the current official plan managed the growth forecasted when it was developed. annual growth monitoring activities are undertaken to track growth as a part of long range policy planning work. we are looking for feedback and your input on what is and is not working in the current official plan, from your perspective

**Q:** considering the context of the region of durham and that the province has allocated growth requirements to the region, does the province consider cross region impacts?

**A:** yes. the province at a very high level has identified where growth should and should not occur in the greater toronto area, sometimes referred to as the greater golden horseshoe. where development should not occur includes environmental areas and agricultural areas, as examples. the growth allocated to durham region by the province has been identified on the principle that durham is planning for “its fair share” of greater golden horseshoe.

### feedback forms

the participant handout for workshop 2 included a 4 page feedback form containing the questions explored as part of the workshop agenda. this form was provided to allow participants to provide additional comments on the workshop questions.

1 feedback form was submitted at the end of workshop 2 and the feedback provided on this form is located in appendix 1.

## appendix 1: feedback forms

### form #1

#### community design & development

wouldn't it be lovely if.....

- people of all ages could move about safely to access products and services without needing to use a vehicle
- we had natural public gathering places for residents to meet – both indoor and out
- traffic wasn't forced through our roads

issues, challenges, opportunities

- winchester has become an overloaded parking lot unsuitable for residential – how do we help it transform to uses suitable to its reality and future function – accelerate its transformation to a “main street”

#### infrastructure

issues, challenges, opportunities

- winchester road: not a spot rezoning – general and well understood transformation driven by external factors – they [residents] have become victims, especially where the change is so rapid. general benefit of the community to advance the transformation. need zone opportunities that recognize the reality of the type of uses that [are] designated there