

**SPECIAL COMMITTEE OF THE WHOLE – OCTOBER 13, 2021****COMMUNICATIONS****Distributed October 8, 2021****Item No.**

- |     |  |   |
|-----|--|---|
| C1. | Mr. Mark McConville, Associate, Humphries Planning Group Inc., Pippin Road, Vaughan dated September 30, 2021 | 1 |
| C2. | Nicolino Brusco, Arrowhead Drive, Woodbridge, dated October 7, 2021  | 1 |
| C3. | Enrico, Maria, John and Matteo D'Amico, Veneto Drive, dated October 8, 2021                                  | 1 |

**Distributed October 8, 2021**

- |      |   |   |
|------|---|---|
| C4.  | Tino and Carla Malta and Family, Arrowhead Drive, Woodbridge, dated October 11, 2021                            | 1 |
| C5.  | Ms. Louisa Santoro, Kleinburg resident, dated October 11, 2021  | 1 |
| C6.  | Ms. Mary Mauti, Vaughanwood Ratepayers Association, dated October 13, 2021                                      | 1 |
| C7.  | Ms. Rosemarie Humphries, President, Humphries Planning Group Inc., Pippin Road, Vaughan, dated October 12, 2021 | 1 |
| C8.  | Ms. Vicky Spizzirri, Hawman Avenue, Woodbridge, dated October 12, 2021  | 1 |
| C9.  | Ms. Angela, dated October 10, 2021  | 1 |
| C10. | Ms. Irene Ford, Vaughan, dated October 12, 2021   | 1 |
| C11. | Ms. Nadia Libralesso, dated October 12, 2021  | 1 |
| C12. | Presentation material " <i>Forward Vaughan: Vaughan's Official Plan Review</i> "                                | 1 |

**Disclaimer Respecting External Communications**

Communications are posted on the City's website pursuant to Procedure By-law Number 7-2011. The City of Vaughan is not responsible for the validity or accuracy of any facts and/or opinions contained in external Communications listed on printed agendas and/or agendas posted on the City's website.

**Please note there may be further Communications.**

HUMPHRIES PLANNING GROUP INC.

**Communication : C 1**  
**Special Committee of the Whole**  
**October 13, 2021**  
**Agenda Item # 1**

FOUNDED IN 2003

September 30, 2021  
HPGI File: 15425

**SUBMITTED VIA EMAIL:** [clerks@vaughan.ca](mailto:clerks@vaughan.ca)

**City Council**

Vaughan City Hall, Level 100  
2141 Major Mackenzie Drive  
Vaughan, ON, L6A 1T1

**Attn: City Clerk, City of Vaughan**

**Re: Public Hearing – Official Plan Review Section 26**  
**7851 Dufferin Street (the “Subject Property”)**  
**Part 1, Plan 65R-29189 and Part 2, Plan 65R-18655**  
**ALM Property Management (the “Owner”)**

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Humphries Planning Group Inc. (HPGI) represents ALM Property Management, owner of the subject site located at 7851 Dufferin Street, within the City of Vaughan and legally described as Part 1, Plan 65R-29189 and Part 2, Plan 65R-18655. We provide herein comments on the City of Vaughan Official Plan review process.

**2015 Consent Application**

A Consent Application (File B036.15) was submitted to the City of Vaughan in 2015 and a Notice of Decision for the Approval was issued as of October 9<sup>th</sup> 2015. The purpose of the application was to sever the rear portion of the lands located at 265 King High Drive, and to provide the severed portion as a lot addition to the land immediately to the west and municipally known as 7851 Dufferin Street.

The purpose of this lot line adjustment application is to facilitate the future expansion of the parking lot at 7851 Dufferin Street, while allowing the Owner to sell the recently constructed residential dwelling at 265 King High Drive. The Consent Application has resulted in a split designation and zoning designation between the severed land and the benefiting land on subject site.

**Official Plan**

The City of Vaughan’s Official Plan (2010) currently designates the subject property as Low-Rise Mixed Use, whereas the severed land added to the subject site is designated as Low-Rise Residential.

190 Pippin Road  
Suite A  
Vaughan ON  
L4K 4X9

T: 905-264-7678  
F: 905-264-8073

[www.humphriesplanning.com](http://www.humphriesplanning.com)

~ Do Something Good Everyday! ~ STAY SAFE ~

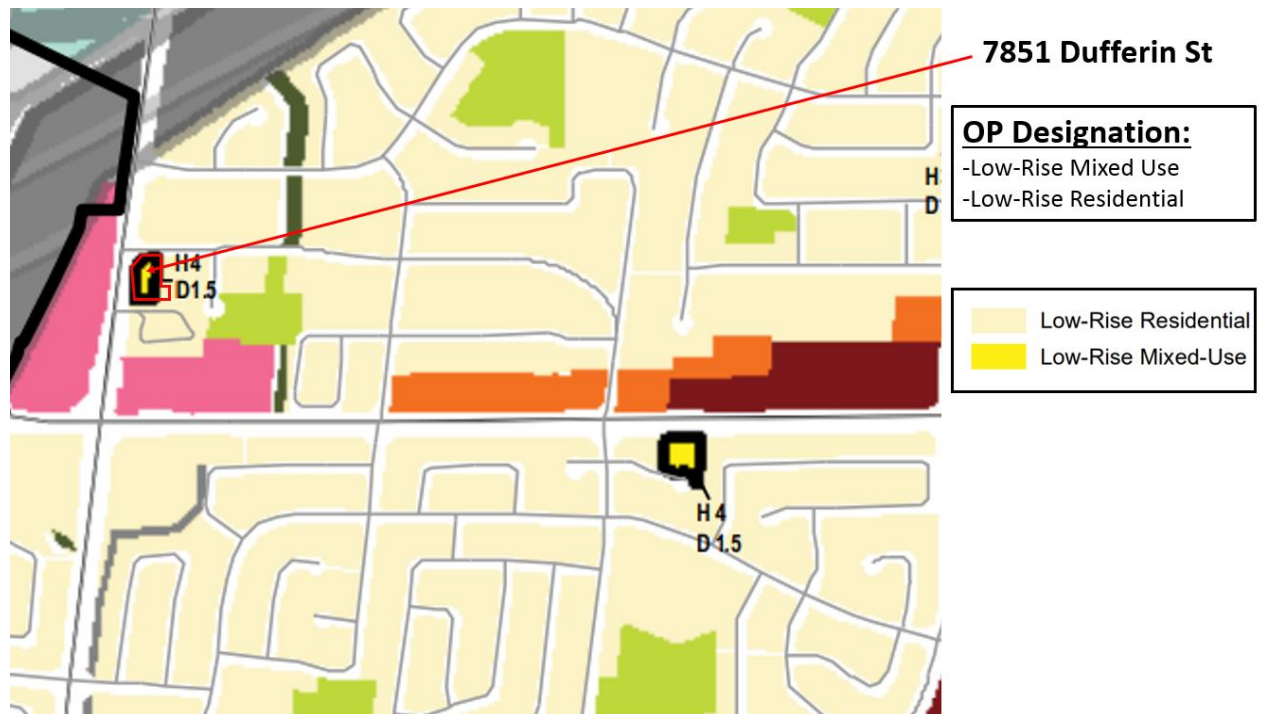


Figure 1 – Extract of Official Plan Schedule 13 – Land Use Map

It is our opinion that the severed land added to the subject site should also be designated as Low-Rise Mixed Use to coincide with the existing OP designation of benefiting portion of the subject site. This would be a technical correction in order to consolidate the land use designation across the property at 7851 Dufferin Street.

The purpose of this technical correction is to allow for a parking lot expansion for 10 additional parking spaces within the remnant parcel of land, to meet the objectives of the initial Consent Application approved by the City in 2015. Parking spaces to facilitate the existing commercial use is not be permitted in the Low-Rise Residential designation, but it is permitted in the Low-Rise Mixed-Use designation. As such, if the Low-Rise Mixed-Use designation is consolidated on the subject site, a parking lot expansion for 10 additional parking spaces can be facilitated.

It should be noted that the PIN for the above noted property has been consolidated and as such, severed land added to the subject site is now considered as one PIN and one property, and the following materials have been attached to support the proposed Official Plan designation category change:

- PIN Map;
- Parcel Abstract; and,
- Consent Application Notice of Approval

As part of the City of Vaughan's Official Plan Review process, HPGI **respectfully requests that Staff and Council consider designating the severed land that has been added to the subject**

7851 Dufferin Street  
City of Vaughan Official Plan Review  
September 30<sup>th</sup>, 2021  
Page 3 of 3

**site to the Low-Rise Mixed-Use designation, in order to consolidate the Low-Rise Mixed Use designation across the subject site.**

Further, we ask to be provided notice with respect to the City of Vaughan's Official Plan Review process, including any further public meetings and future council meetings. Notice can be delivered to the following mailing address:

Humphries Planning Group Inc.  
c/o Mark McConville  
190 Pippin Road, Suite A  
Vaughan, ON, L4K 4X9

Thank you for your consideration in this matter. If you have any further questions regarding the above information, feel free to contact the undersigned.

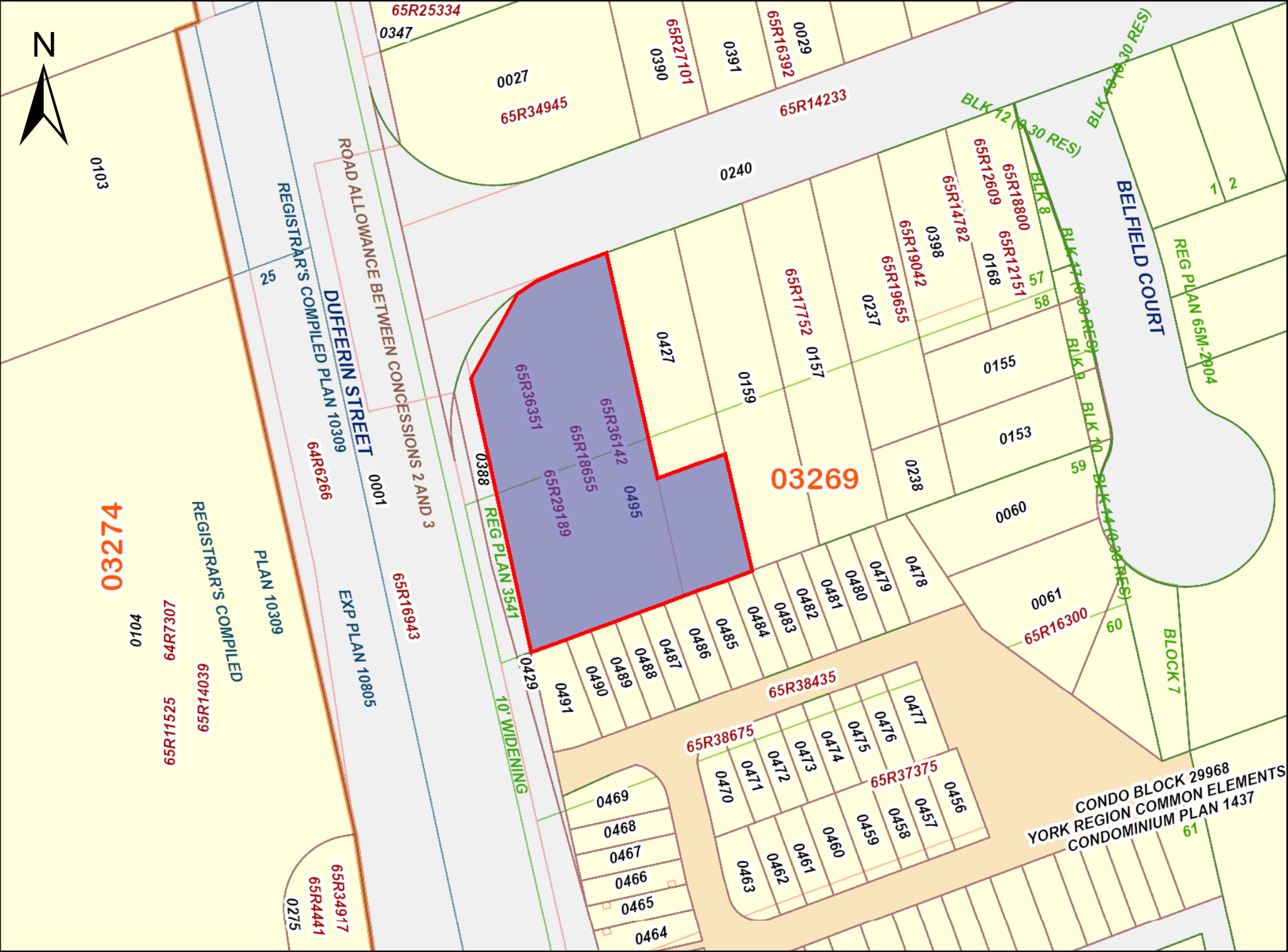
Yours sincerely,

**HUMPHRIES PLANNING GROUP INC.**

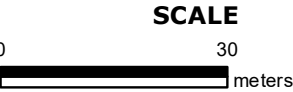


Mark McConville, MCIP, RPP, M.Sc.PI  
Associate

cc: Haiqing Xu, Deputy City Manager, Planning and Growth Management  
Fausto Filipetto, Senior Manager of Policy Planning and Sustainability  
ALM Property Management



PRINTED ON 12 JAN, 2021 AT 11:39:59  
FOR IVALD001



**PROPERTY INDEX MAP**  
YORK REGION(No. 65)

**LEGEND**

FREEHOLD PROPERTY	
LEASEHOLD PROPERTY	
LIMITED INTEREST PROPERTY	
CONDOMINIUM PROPERTY	
RETIRED PIN (MAP UPDATE PENDING)	
PROPERTY NUMBER	0449
BLOCK NUMBER	08050
GEOGRAPHIC FABRIC	
EASEMENT	

**THIS IS NOT A PLAN OF SURVEY**

**NOTES**

**REVIEW THE TITLE RECORDS FOR COMPLETE PROPERTY INFORMATION AS THIS MAP MAY NOT REFLECT RECENT REGISTRATIONS**

THIS MAP WAS COMPILED FROM PLANS AND DOCUMENTS RECORDED IN THE LAND REGISTRATION SYSTEM AND HAS BEEN PREPARED FOR PROPERTY INDEXING PURPOSES ONLY

FOR DIMENSIONS OF PROPERTIES BOUNDARIES SEE RECORDED PLANS AND DOCUMENTS

ONLY MAJOR EASEMENTS ARE SHOWN

REFERENCE PLANS UNDERLYING MORE RECENT REFERENCE PLANS ARE NOT ILLUSTRATED



PROPERTY DESCRIPTION: PART LOTS 57 & 58 PLAN 3541 VAUGHAN BEING PART 1 PLAN 65R29189 AND PART LOT 58 PLAN 3541 BEING PART 2 PLAN 65R36351; CITY OF VAUGHAN

PROPERTY REMARKS: PLANNING ACT CONSENT IN YR2475017.

ESTATE/QUALIFIER:  
FEE SIMPLE  
LT CONVERSION QUALIFIED

RECENTLY:  
CONSOLIDATION FROM 03269-0389, 03269-0428

PIN CREATION DATE:  
2020/12/23

OWNERS' NAMES  
ALM PROPERTY MANAGEMENT INC.

CAPACITY SHARE  
ROWN

REG. NUM.	DATE	INSTRUMENT TYPE	AMOUNT	PARTIES FROM	PARTIES TO	CERT/ CHKD
** PRINTOUT INCLUDES ALL DOCUMENT TYPES AND DELETED INSTRUMENTS SINCE 2020/12/23 **						
**SUBJECT, ON FIRST REGISTRATION UNDER THE LAND TITLES ACT, TO:						
SUBSECTION 44(1) OF THE LAND TITLES ACT, EXCEPT PARAGRAPH 11, PARAGRAPH 14, PROVINCIAL SUCCESSION DUTIES * AND ESCHEATS OR FORFEITURE TO THE CROWN.						
THE RIGHTS OF ANY PERSON WHO WOULD, BUT FOR THE LAND TITLES ACT, BE ENTITLED TO THE LAND OR ANY PART OF IT THROUGH LENGTH OF ADVERSE POSSESSION, PRESCRIPTION, MISDESCRIPTION OR BOUNDARIES SETTLED BY CONVENTION.						
ANY LEASE TO WHICH THE SUBSECTION 70(2) OF THE REGISTRY ACT APPLIES.						
**DATE OF CONVERSION TO LAND TITLES: 1999/06/28 **						
65R18655	1996/08/29	PLAN REFERENCE				C
65R29189	2006/06/27	PLAN REFERENCE				C
YR882478	2006/09/15	NOTICE		THE CORPORATION OF THE CITY OF VAUGHAN	1513183 ONTARIO INC. THE REGIONAL MUNICIPALITY OF YORK	C
REMARKS: AS TO PART 1 PLAN 65R29189						
YR1035623	2007/08/14	TRANSFER	\$510,000	BONVENTRE, ANTONIO BONVENTRE, CATERINA	1740816 ONTARIO LIMITED	C
REMARKS: PLANNING ACT STATEMENTS AS TO PART 2 PLAN 65R36351						
YR1584018	2010/12/03	TRANSFER	\$2,450,000	1513183 ONTARIO INC.	1701396 ONTARIO LIMITED	C
REMARKS: PLANNING ACT STATEMENTS AS TO PART 1 PLAN 65R29189						
65R36142	2016/01/27	PLAN REFERENCE				C
YR2432411	2016/02/18	APL ANNEX REST COV		1740816 ONTARIO LIMITED		C
REMARKS: NO EXPIRY AS TO PART 2 PLAN 65R36351						

NOTE: ADJOINING PROPERTIES SHOULD BE INVESTIGATED TO ASCERTAIN DESCRIPTIVE INCONSISTENCIES, IF ANY, WITH DESCRIPTION REPRESENTED FOR THIS PROPERTY.  
NOTE: ENSURE THAT YOUR PRINTOUT STATES THE TOTAL NUMBER OF PAGES AND THAT YOU HAVE PICKED THEM ALL UP.

REG. NUM.	DATE	INSTRUMENT TYPE	AMOUNT	PARTIES FROM	PARTIES TO	CERT/ CHKD
65R36351	2016/04/25	PLAN REFERENCE				C
YR2474661	2016/05/20	APL DELETE REST		1740816 ONTARIO LIMITED		C
	REMARKS: YR2432411.	DELETES FROM PART 1, PLAN 65R-36351 ONLY				
YR2866928	2018/08/29	APL CH NAME OWNER		1701396 ONTARIO LIMITED	ALM PROPERTY MANAGEMENT INC.	C
	REMARKS: AS TO	PART 1 PLAN 65R29189				
YR2866929	2018/08/29	CHARGE	\$3,000,000	ALM PROPERTY MANAGEMENT INC.	CANADIAN IMPERIAL BANK OF COMMERCE	C
	REMARKS: AS TO	PART 1 PLAN 65R29189				
YR2866930	2018/08/29	NO ASSGN RENT GEN		ALM PROPERTY MANAGEMENT INC.	CANADIAN IMPERIAL BANK OF COMMERCE	C
	REMARKS: YR2866929.					
YR2872757	2018/09/13	APL CH NAME OWNER		1740816 ONTARIO LIMITED	ALM PROPERTY MANAGEMENT INC.	C
	REMARKS: AS TO	PART 2 PLAN 65R36351				
YR3172460	2020/11/23	APL CONSOLIDATE		ALM PROPERTY MANAGEMENT INC.		C

NOTE: ADJOINING PROPERTIES SHOULD BE INVESTIGATED TO ASCERTAIN DESCRIPTIVE INCONSISTENCIES, IF ANY, WITH DESCRIPTION REPRESENTED FOR THIS PROPERTY.

NOTE: ENSURE THAT YOUR PRINTOUT STATES THE TOTAL NUMBER OF PAGES AND THAT YOU HAVE PICKED THEM ALL UP.



## COMMITTEE OF ADJUSTMENT

2141 Major Mackenzie Drive, Vaughan, Ontario, L6A 1T1  
Tel [905] 832-2281 Fax [905] 832-8535

# **NOTICE OF DECISION** **CONSENTS**

**DATE:** October 9, 2015

**FILE NUMBER:** B036/15

**APPLICANT:** 1740816 ONTARIO LIMITED

**PROPERTY:** Part of Lot 6, Concession 2 (being Lots 57 & 58, Plan 3541) municipally known as 267 King High Drive.

Enclosed is the Notice of the Decision of the Committee of Adjustment concerning the above-noted application(s).

**IMPORTANT:** If you wish to appeal the Committee's decision, the appeal must be submitted no later than 4:30pm on:

**OCTOBER 29, 2015**

If you intend to appeal, please note that *The Planning Act, 1990* requires the notice of appeal (FORM A1) to be filed with the Secretary Treasurer either by Registered Mail, Hand Delivered, or by Fax within 20 days of the date the decision was mailed and the notice must set out the reasons for the appeal.

**Fee for appeal to the Ontario Municipal Board:**

Two (2) separate certified cheque(s)/money order(s) in the amounts of:

1. **\$690.00**, processing fee, payable to the **"TREASURER, CITY OF VAUGHAN"**
2. **\$125.00** for the primary consent appeal and, if necessary, \$25.00 for each related consent appeal payable to the **"MINISTER OF FINANCE"**.

If you have any questions concerning the above, please contact the Committee of Adjustment office for assistance.

A handwritten signature in black ink, appearing to read 'T. Coles'.

Todd Coles, ACST(A), MCIP, RPP  
Manager of Development Services and  
Secretary-Treasurer to Committee of Adjustment  
City of Vaughan

Encl.

Vicky Zacisman  
7851 Dufferin Street, Unit 100  
Thornhill, ON L4J 3M4



**COMMITTEE OF ADJUSTMENT**

2141 Major Mackenzie Drive, Vaughan, ON L6A 1T1

Phone: (905)832-8585 Fax: (905)832-8535

## **NOTICE OF DECISION**

### **CONSENTS**

**FILE NUMBER:** B036/15

**APPLICANT:** 1740816 ONTARIO LIMITED

**PROPERTY:** Part of Lot 6, Concession 2 (being Lots 57 & 58, Plan 3541) municipally known as 267 King High Drive.

**ZONING:** The subject lands are zoned R3, Residential Zone subject to Exception 9(641) under By-law 1-88 as amended.

**PURPOSE:** The purpose of this application is to request the consent of the Committee of Adjustment to convey parcel of land marked "A" on the attached sketch as an **ADDITION** to an existing lot **taken into the title of the lands to the WEST**, together with all required easements and right-of-ways, if required, for future parking area addition for existing use on 7851 Dufferin Street and retain the lands marked "B" on the attached sketch for residential purposes.

Currently the conveyed lands are vacant with a detached dwelling on the retained lands.

Sketches are attached illustrating the request.

The above noted application was heard by the Committee of Adjustment on **OCTOBER 1, 2015**.

**MOVED BY:**

**SECONDED BY:**

THAT Application No. **B036/15, 1740816 ONTARIO LIMITED**, be **APPROVED**, in accordance with the **sketch attached** and subject to the following conditions:

**NOTE: All conditions below must be fulfilled and clearance letters must be received by the Secretary-Treasurer before any cheques can be accepted and Certificate of Official can be issued.**

1. That the owner shall pay all taxes as levied, if required, to the satisfaction of the Reserves & Investments Department. Payment shall be made **by certified cheque**; (contact Terry Liuni in the Reserves & Investments Department to have this condition cleared).
2. The Owner shall submit a Letter of Undertaking to be registered on-title confirming that no development shall occur on the Retained Lands until such time as development applications for an Official Plan Amendment (if required), Zoning By-law Amendment, and Site Development Application, if required, to the satisfaction of Planning Department;
3. The Owner shall arrange to prepare and register a reference plan at their expense for the conveyance of the subject land to the satisfaction of the Development Engineering and Infrastructure Planning Services Department. The Owner shall submit a draft reference plan to the Development Engineering and Infrastructure Planning Services Department for review prior to deposit, if required, to the satisfaction of the Development Engineering;
4. The Owner shall provide a conceptual site grading and servicing plan for the severed and retained lands, to the satisfaction of the Development Engineering and Infrastructure Planning Services Department. The conceptual plan should identify all existing and proposed services, existing and proposed elevations, and include acceptable driveway accesses (with a minimum 4.5 metres curb cut at the street line, and/or in conformity with By-Law 1-88, as amended by By-Law 35-2003) for the severed lands, if required, to the satisfaction of the Development Engineering;
5. That the applicant provide to the Secretary Treasurer a letter of undertaking, stating that the **ADDITION** in question is in favour of lands to the **WEST**.
6. This consent is given on the express understanding that Subsection 3 or Subsection 5 of Section 50 of the Planning Act shall apply to any subsequent conveyance in respect to the subject lands;
7. Submission to the Secretary-Treasurer of **FOUR (4)** white prints of a registered deposited reference plan of survey, showing the subject land which conforms with the application submitted and which shows the dimensions and areas of each part shown on the plan;

## COMMITTEE OF ADJUSTMENT CONSENT

B036/15

8. Upon fulfilling and complying with all of the above-noted conditions, the Secretary-Treasurer of the Committee of Adjustment must be provided with a letter and **three (3) copies of a legal size (8.5" by 14") "Schedule Page"**, in a format satisfactory to the Secretary-Treasurer, from the Applicant's solicitor confirming the legal description of the subject lands, sufficient for registration purposes **the "Schedule Page" will be an attachment to the Certificate**. Upon being satisfied with said legal description and upon all other conditions for the consent having been satisfied, the Secretary-Treasurer shall provide a Certificate of Official to the applicant in accordance with Section 53(42) of the Planning Act, R.S.O. 1990, as amended;
9. A fee of **\$190.00** made payable to the Treasurer City of Vaughan shall, be submitted to the Secretary Treasurer for the issuance of the Certificate/stamping of the deeds. It will be necessary to allow up to **three (3) working days** after all conditions have been fulfilled and documentation filed. Same day service is also available for an additional cost of **\$145.00, provided all conditions of approval have been fulfilled and all required documents are submitted by 11:30 am that day;**
10. Prior to the issuance of a building permit, if required, the applicant shall fulfil and comply with all of the above noted consent conditions.

**IMPORTANT:**

Pursuant to Section 53(41) of the Planning Act, the applicant shall have a period of one year from the date of the Committee of Adjustment giving Notice of the herein Decision to the Applicant to fulfill and comply with all of the (above-noted) conditions of Consent. Failing to comply with this requirement will result in the application to be deemed to be refused.

**ALL CONDITIONS MUST BE FULFILLED.**

Please contact each Agency and/or Department listed above whether "if required" appears in the condition or not.

**CARRIED.**

Please Note:

1. That the payment of the City Development Charge is payable to the City of Vaughan prior to issuance of a building permit in accordance with the Development Charges Act and City-wide Development Charge By-law in effect at time of payment.
2. That the payment of Region of York Development Charge is payable to the City of Vaughan prior to issuance of a building permit in accordance with the Development Charges Act and Regional Development Charges By-laws in effect at time of payment.
3. That the payment of Education Development Charge is payable to the City of Vaughan prior to issuance of a building permit in accordance with the Development Charges Act and York Region District School Board and York Catholic District School Board Development Charges By-laws in effect at time of payment
4. That the payment of applicable Special Area Development Charges are payable to the City of Vaughan prior to issuance of a building permit in accordance with the Development Charges Act and Special Area Development Charge By-laws in effect at time of payment.

CHAIR: *A. Perrella*

Signed by all members present who concur in this decision:

*A. Perrella*A. Perrella,  
Chair*H. Zheng*H. Zheng,  
Vice Chair*R. Buckler*R. Buckler,  
Member*J. Cesario*J. Cesario,  
Member*M. Mauti*M. Mauti,  
Member**CERTIFICATION**

I hereby certify this to be a true copy of the decision of the Committee of Adjustment, and this decision was concurred in by a majority of the members who heard this application.

*T. Coles*Todd Coles, BES, MCIP, RPP  
Manager of Development Services  
and Secretary-Treasurer to  
Committee of Adjustment

## COMMITTEE OF ADJUSTMENT CONSENT

B036/15

<b>Date of Hearing:</b>	<b>OCTOBER 1, 2015</b>
<b>Date of Notice:</b>	<b>OCTOBER 9, 2015</b>
<b>Last Date of Appeal:</b>	<b>OCTOBER 29, 2015</b>

**APPEALS**

**APPEALS MUST BE RECEIVED BY THIS OFFICE NO LATER THAN 4:30 P.M. ON THE LAST DATE OF APPEAL NOTED ABOVE.**

Should you decide to appeal this decision to the Ontario Municipal Board, a copy of an appeal form is available for download in Microsoft Word and Adobe Acrobat versions from the Ontario Municipal Board website at [www.omb.gov.on.ca](http://www.omb.gov.on.ca). If you do not have Internet access, these forms can be picked up at the City of Vaughan, Committee of Adjustment offices.

Please fill out Form A1 and follow the instructions as provided by the Ontario Municipal Board and submit your appeal to the City of Vaughan, Committee of Adjustment on or before the date stated above. You must enclose the completed form with the **\$690.00** processing fee, paid by certified cheque or money order, to the "TREASURER, CITY OF VAUGHAN" and the appeal fee of **\$125.00** for each application appealed, paid by certified cheque or money order, made payable to the "ONTARIO MINISTER OF FINANCE".

**NOTE:** The Planning Act provides for appeals to be filed by "persons". As groups or associations, such as residents or ratepayers groups which do not have incorporated status, may not be considered "persons" for the purposes of the Act, groups wishing to appeal this decision should do so in the name of individual group members, and not in the name of the group.

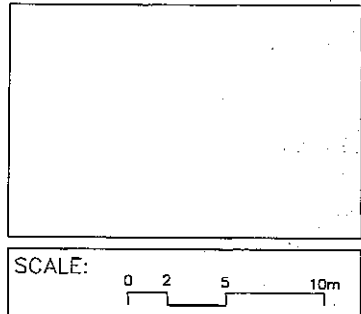
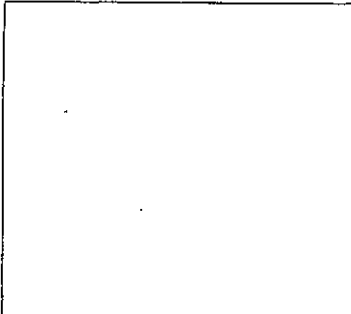
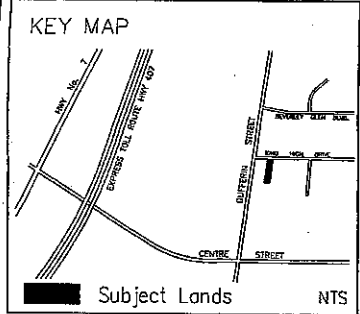
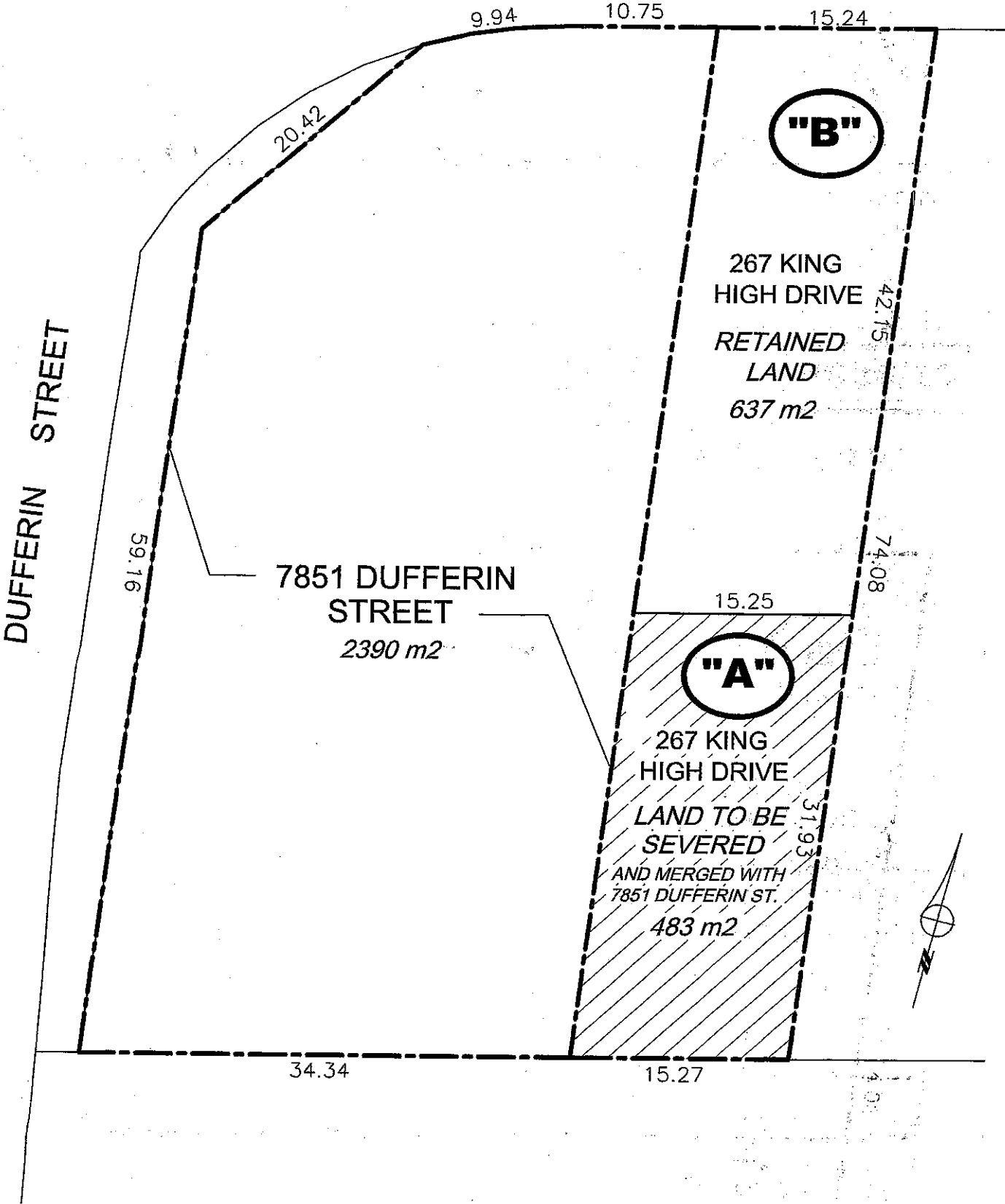
**NOTES**

1. You will be entitled to receive notice of any changes to the conditions of the provisional consent if you have made a written request to be notified of changes to the conditions of the provisional consent.
2. A Certificate pursuant to Subsection 53(21) of The Planning Act cannot be given until all conditions of consent have been fulfilled.

REVISED SKETCH SEPTEMBER 17, 2015

**B036/15**

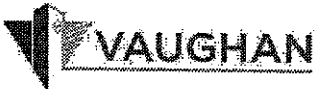
KING HIGH DRIVE



**SEVERANCE PLAN**  
267 KING HIGH DRIVE &  
7851 DUFFERIN STREET  
CITY OF VAUGHAN  
REGIONAL MUNICIPALITY OF YORK

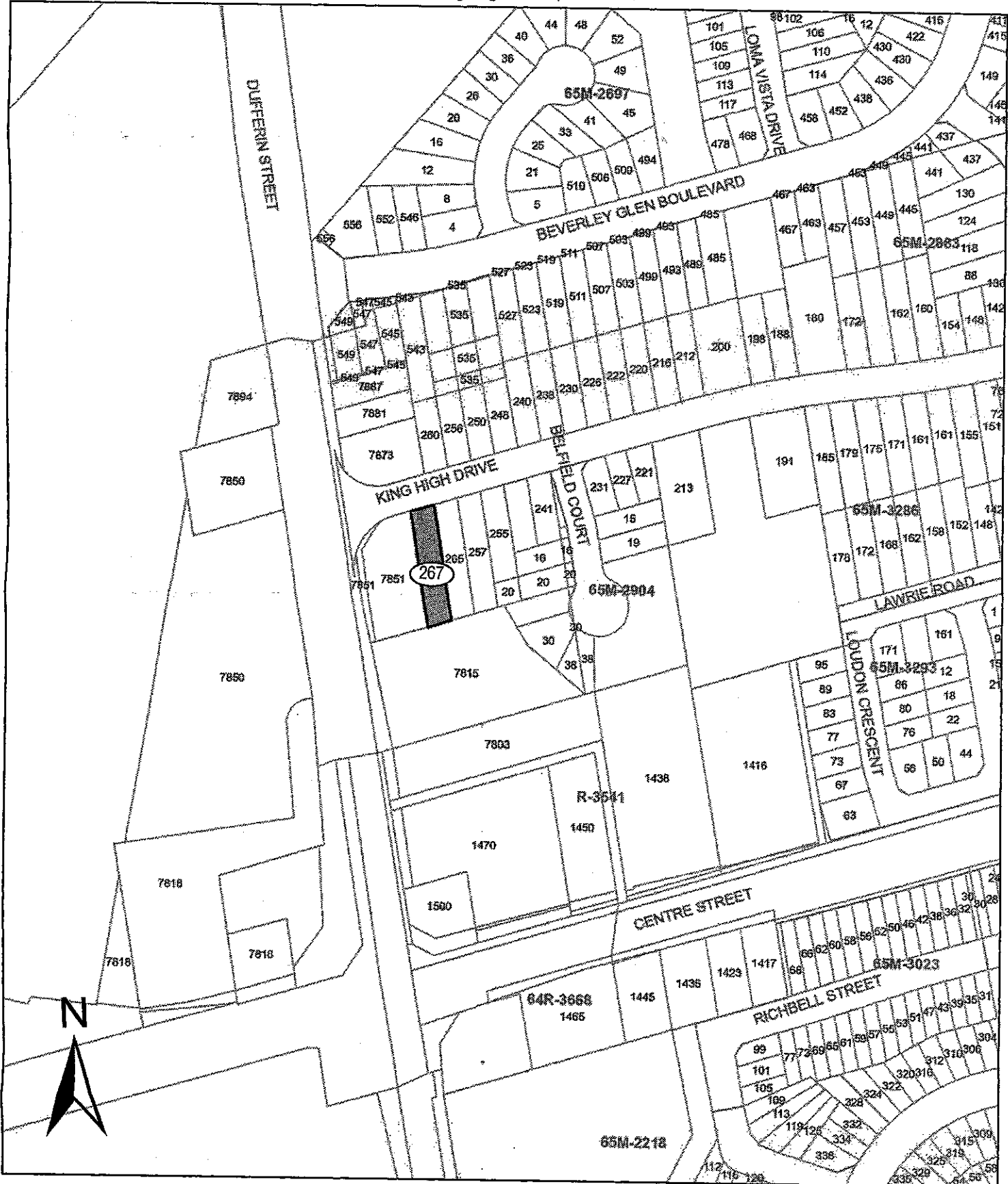
HUMPHRIES PLANNING GROUP INC.	
2000 SHEPPARD AVENUE EAST, SUITE 200, SCARBOROUGH, ONTARIO M1S 1T5 TEL: (416) 291-1111 FAX: (416) 291-1112	
File Number:	Drawing Number:
Date Drawn: Sept 16/15	BT
Drawn By:	BT
Checked By:	BN
Date Revises:	
CAD File No.:	

**A1**



# Location Map - B036/15

267 King High Drive, Thornhill



City of Vaughan

0 0.05 0.1 0.2 Kilometers

The City of Vaughan makes every effort to ensure that this map is free of errors but does not warrant that the map or its features are spatially, tabularly, or temporally accurate or fit for a particular use. This map is provided by the City of Vaughan without warranties of any kind, either expressed or implied.



## COMMITTEE OF ADJUSTMENT

2141 Major Mackenzie Drive, Vaughan, Ontario, L6A 1T1  
Tel [905] 832-2281 Fax [905] 832-8535

### CONSENTS

Please refer to the file number: **B036/15**

Address all correspondence to the Secretary-Treasurer

### **NOTICE TO THE OWNER**

The Committee of Adjustment has approved your application for consent, subject to certain conditions.

A copy of the "Notice of Decision" is attached, together with relevant information concerning appeal procedures for the decision.

If the decision is not appealed, you will receive a notice that it is "Final and Binding", when the appeal period has expired. When the application is Final and Binding it will be appropriate for you to fulfil the conditions of approval.

**All** conditions must be fulfilled before a Certificate of Official can be issued by the Secretary-Treasurer certifying that consent has been given. These conditions must be fulfilled not later than the date set out in the decision.

**The period for fulfilling conditions cannot be extended.**

Although you may have appointed an agent to act on your behalf in the application, it is your responsibility, as the owner, to ensure that all conditions are fulfilled in time. Failure to do so will result in the decision being deemed to have been refused, pursuant to subsection 53(41) of The Planning Act, and your application file will be closed.

**NO FURTHER NOTICE OF THE LAST DAY FOR FULFILLING CONDITIONS WILL BE GIVEN.**

Respectfully,

A handwritten signature in black ink, appearing to read 'Todd Coles', written in a cursive style.

Todd Coles, BES, MCIP, RPP  
Manager of Development Services and  
Secretary-Treasurer to Committee of Adjustment  
City of Vaughan

**COMMITTEE OF ADJUSTMENT**2141 Major Mackenzie Drive, Vaughan, Ontario, L6A 1T1  
Tel [905] 832-2281 Fax [905] 832-8535**CONSENTS**

Please refer to the file number:

**B036/15**

Address all correspondence to the Secretary-Treasurer

**TO: OWNER/AGENT/SOLICITOR****SUBJECT: FULFILMENT OF CONDITIONS OF APPROVAL****Please note carefully the following:**

1. All conditions of approval must be fulfilled before a Certificate of Official pursuant to subsection 42 of Section 53 of The Planning Act can be issued. Unnecessary delay in the issue of the Certificate can be avoided by observing the following procedures:

(a) **CONDITIONS CONCERNING THE MUNICIPALITY IN WHICH THE SUBJECT LAND IS LOCATED:**

Payment of lot levy, fees, deed for road widening requests for written advice, agreements, etc., must be forwarded directly to the Municipality, together with a request that a certificate that such conditions have been fulfilled, be forwarded to the Secretary-Treasurer (standard certificate forms have been provided to the Municipality for the purpose).

(b) **CONDITIONS CONCERNING THE REGIONAL MUNICIPALITY OF YORK:**

- (i) Deed for road widening - must be forwarded directly to the Regional Solicitors,

17250 Yonge Street  
P. O. Box 147  
Newmarket, Ontario  
L3Y 6Z1

together with necessary certification that the land described in the deed is free of all encumbrances. The deed must be accompanied by a white print of the deposited Reference Plan referred to in the deed.

- (ii) Payment of a Regional Development Charge is payable to the City of Vaughan and is to be deposited with the City Treasurer in accordance with the Development Charges Act and Regional By-law DC1-91-136.

(c) **CONDITIONS CONCERNING OTHER AGENCIES:**

(i.e. Conservation Authorities, Ministry of Transportation, railways, etc.)

Requests for written advice, permits, etc., must be forwarded directly to the Agency concerned, together with a request that the information required by the Committee be forwarded to the Secretary-Treasurer.

**PLEASE INCLUDE OWNER'S NAME AND APPLICATION NUMBER WITH ANY MATERIAL FORWARDED TO THE ABOVE MUNICIPALITIES AND AGENCIES.**

2. It is the owner's responsibility to ensure that all conditions of approval have been fulfilled in accordance with the Committee's decision not later than the date set out in the decision. Failure to do so will result in a lapse of the consent and the file will be closed. Time limits set out in the decision **CANNOT** be extended. **NO FURTHER NOTICE WITH REGARD TO THE LAST DAY FOR FULFILLING CONDITIONS OF APPROVAL WILL BE GIVEN.**



# COMMITTEE OF ADJUSTMENT

2141 Major Mackenzie Drive, Vaughan, Ontario, L6A 1T1  
Tel [905] 832-2281 Fax [905] 832-8535

## CONSENTS

### Committee of Adjustment Requirements Electronic Registration Planning Act Consents - Section 53(42)

Prior to electronic registration, a consent under Section 53(42) of the Planning Act could be issued in certificate form or be stamped directly on the document (Transfer/Deed, Transfer of Easement, Charge/Mortgage). Our usual practice was to stamp the consent on the document. Since the document itself had insufficient space to place the stamp, our practice was to stamp the consent on an attached schedule containing the legal description of the property to be severed.

Under electronic registration, since there is no opportunity to place a stamp on a paper document, our practice has been amended to issue the consent in certificate form.

In order to ensure that the legal description in the certificate matches that in the Notice of Decision, **we require a letter and a "Schedule Page" from the Applicant's Solicitor confirming the legal description of the subject lands, sufficient for registration purposes (the "Schedule Page" will be an attachment to the Certificate)**, and four copies of the deposited Reference Plan.

Once we have satisfied ourselves that the legal description provided by the Applicant's Solicitor is correct, and that all other conditions for the consent have been met, we will issue the certificate, and the solicitor may complete the registration of the Transfer or Charge.

To complete our file, we require that the applicant's solicitor provide us with registration particulars after registration has been completed.

#### **For information purposes only:**

*On a Transfer or Transfer of Easement, one of the following statements on the electronic Transfer must be selected and completed:*

*Statement 100: a consent from the NAME has been obtained for this severance and contains the following conditions: INSERT CONDITIONS OR 'NONE'*

*Statement 101: The NAME has consented to this severance herein: IMPORTANT CONSENT (i.e. scan the consent and attach it or type the consent verbatim).*

*As neither Statement 100 nor 101 appears in a Charge document, the consent must be typed verbatim or scanned and attached to the document in the Schedules section.*

For information on electronic registration, please contact Teranet at 416-360-1190.

Todd Coles, BES, MCIP, RPP  
Manager of Development Services and  
Secretary-Treasurer to Committee of Adjustment  
City of Vaughan



**From:** [REDACTED]  
**To:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**Subject:** RE: [External] City of Vaughan Official Plan Review  
**Date:** Thursday, October 7, 2021 6:01:27 PM  
**Attachments:** [image001.png](#)

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**Communication : C 2**  
**Special Committee of the Whole**  
**October 13, 2021**  
**Agenda Item # 1**

Hi Office of the City Clerk

No, my communication is referring to the **City of Vaughan Official Plan Review Citywide (All Wards)** being held on Wed., Oct. 13/21 at 1900 hrs. The received documentation advised that **"Written comments or requests to make an electronic deputation must be received by 12:00 pm on Tues., Oct. 12/21"**.

I had a comment to make, concerning the review of the Official Plan City Wide (All Wards) and, did not want to miss the deadline for written comments.

However, you can also add this to the communication referring to Item 3 (My Place On 7 Inc.), Committee of the Whole (Public Meeting) of October 5/21. Realistically, this communication encompasses both matters.

I trust this clarifies my submission.

Please do not hesitate to contact me if further clarification is required.

Sincerely,

Nicolino Brusco

[REDACTED]

----- Original Message -----

From: "Clerks@vaughan.ca" <Clerks@vaughan.ca>

Date: October 7, 2021 at 9:51 AM

Hello Mr. Brusco,

Please confirm that your communication is referring to Item 3 (My Place on 7), Committee of the Whole (Public Meeting) of October 5, 2021.

Thank you,

**City of Vaughan | Office of the City Clerk**

2141 Major Mackenzie Drive, Vaughan, Ontario, L6A 1T1

[vaughan.ca](http://vaughan.ca)



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**From:** [REDACTED]  
**Sent:** Thursday, October 07, 2021 1:03 AM  
**To:** Clerks@vaughan.ca  
**Cc:** Council@vaughan.ca; Fausto Filipetto <Fausto.Filipetto@vaughan.ca>  
**Subject:** [External] City of Vaughan Official Plan Review

Hello,

We reside in an established, settled low density designated community; the community of Seneca Heights. In order to maintain this established community, we require ***proper planning***.

Our beloved community is part of an interesting heritage and history within this once quaint little village formerly called Burwick, established in the late 1700's, now known as Woodbridge, Ontario. Please note that although my letter focuses on our established, settled low density designated community of Seneca Heights, it is also in support of all other such low density designated communities within the City of Vaughan.

Our area is rich in culture, has its own identity and unique character. Unfortunately, today, this type of community does not appear to matter anymore. This type of unique character has been pushed aside to support high-rise abominations. Our community is being swept aside to accommodate "intensification" quotas driven by apathetic government beaurocrats and greedy developers who are concerned only with profits and taxation of the masses.

***Proper planning***, especially within an in-fill site within a settled low density designated community, requires the following:

- extreme consideration to the residents that reside within the settled low density designated community

- a serious look into the negative impact that improper planning will have on the local residents (a negative impact to the enjoyment of their respective homes, an invasion of privacy, a negative intrusion into their quality of life, to mention a few)

- the area is over congested with vehicular traffic and all its safety implications thus, improper planning must not be warranted in this specific case (Seneca Heights Community) and in many other communities throughout the City of Vaughan where settled low density designated communities that have in-fill sites are being targeted for over intensification.

Hard-working citizens purchased their homes in our area because of our unique location, close to shopping yet far enough away to enjoy peace and tranquility. Families have been raised and families continue to be raised by a new generation of hard-working people who are moving into the area. Unfortunately, in many of

these areas there remain in-fill sites; residential lots not developed. In order to provide ***proper planning***, their development must be controlled/regulated and not subjected to over intensification.

A discussion to discuss revisions to the Vaughan Official Plan 2010 is imminent. As per Section 26 of the Planning Act, the City is required to review its current Official Plan 10 years after coming into effect. The Official Plan contains goals, objectives, and policies to guide land use, development, and growth in Vaughan.

In saying that, the height of allowing for a six (6) story building on certain low density designated lands within the community must be abolished. A six (6) story building has no place within an in-fill site within a settled low density designated community. The senseless rezoning and modern building standards will dilute any sense of character. This relentless pursuit of greed masked by policies and mandates will alienate the hard-working citizens and will destroy the very fabric of community; its heart and soul.

Please reconsider the development of these lands for something greater, for a higher purpose.

Sincerely,

Nicolino Brusco

■ Arrowhead Drive

This e-mail, including any attachment(s), may be confidential and is intended solely for the attention and information of the named addressee(s). If you are not the intended recipient or have received this message in error, please notify me immediately by return e-mail and permanently delete the original transmission from your computer, including any attachment(s). Any unauthorized distribution, disclosure or copying of this message and attachment(s) by anyone other than the recipient is strictly prohibited.

**Communication : C 3**  
**Special Committee of the Whole**  
**October 13, 2021**  
**Agenda Item # 1**

**From:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**To:** [Adelina Bellisario](#); [Isabel Leung](#)  
**Subject:** FW: [External] Stop the Inappropriate intensification at Kipling and Hwy 7 - It is Unsafe - Do Not Turn Your Backs on the Residents  
**Date:** Friday, October 8, 2021 1:13:54 PM

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2 Council communications  
And one for CWSP – October 13, 2021

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**From:** Maria & Enrico D'Amico [REDACTED]  
**Sent:** Friday, October 08, 2021 11:55 AM  
**To:** Maurizio Bevilacqua <[Maurizio.Bevilacqua@vaughan.ca](mailto:Maurizio.Bevilacqua@vaughan.ca)>; Mario Ferri <[Mario.Ferri@vaughan.ca](mailto:Mario.Ferri@vaughan.ca)>; Gino Rosati <[Gino.Rosati@vaughan.ca](mailto:Gino.Rosati@vaughan.ca)>; Linda Jackson <[Linda.Jackson@vaughan.ca](mailto:Linda.Jackson@vaughan.ca)>; Marilyn lafrate <[Marilyn.lafrate@vaughan.ca](mailto:Marilyn.lafrate@vaughan.ca)>; Tony Carella <[Tony.Carella@vaughan.ca](mailto:Tony.Carella@vaughan.ca)>; Sandra Yeung Racco <[Sandra.Racco@vaughan.ca](mailto:Sandra.Racco@vaughan.ca)>; Alan Shefman <[Alan.Shefman@vaughan.ca](mailto:Alan.Shefman@vaughan.ca)>; Rosanna DeFrancesca <[Rosanna.DeFrancesca@vaughan.ca](mailto:Rosanna.DeFrancesca@vaughan.ca)>; Eugene Fera <[EUGENE.FERA@vaughan.ca](mailto:EUGENE.FERA@vaughan.ca)>; [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**Subject:** [External] Stop the Inappropriate intensification at Kipling and Hwy 7 - It is Unsafe - Do Not Turn Your Backs on the Residents

I understand that Council is back in session and there are three meetings that I have great concerns about

## **First meeting - Oct. 5 - 2 Landsdowne Avenue (lots 13, 14, 15, 25 and part of 26) Development 1:00 PM**

This development will greatly impact the neighbourhood as it will increase the congestion at Kipling and Highway #7. An intersection which is already unsafe and has a traffic volume greater than it can handle.

## **Second meeting - Oct. 6 - Ratepayer Association Review 9:30 AM**

We are a unique and isolated neighborhood and should have our **own Ratepayer Association representing our interests**. Unfortunately, the WWhA did not respond to our many calls regarding the proposed 12 storey application next to the Petro Canada station and did not attend the last Committee of the Whole. The WWhA has not been active in our community the last 2 years and that we have been working tirelessly and independently of WWhA to protect our unique neighbourhood and our rights. **Therefore I request to the Clerk's office that we establish a Ratepayer Group to protect our neighborhood**

## **Third Meeting - Oct. 13 - City of Vaughan Official Plan Review 7:00 PM**

I understand that at this meeting there will be a discussion about the current Official Plan 2010 and propose changes to it that affect all of Vaughan, not just our area. We are very concerned about the numerous developments being proposed in and around the intersection of Highway #7 and Kipling and the negative impact they will have on the existing fabric of the surrounding neighbourhoods. I can't stress the following points more urgently;

1. we support fair intensification, this includes developments that are designed to respect and reinforce the existing unique physical character of the surrounding area and follow good planning practices;
2. we have done our share of intensification in this quadrant;
3. our neighbourhood cannot accommodate further developments unless Council expropriates land around the intersection and widens both Hwy #7 and Kipling first.

Our neighborhood has allowed substantial developments under The Places to Grow Act, we expect the City, the Region, and the Province to send a strong opposition to this preposterous proposal!

**Finally, we request that Council and the Clerk's office notify us about any updates or future meetings on these issues.**

Sincerely, from the 4 legal voters who reside at [REDACTED] Veneto Drive

Enrico D'Amico  
Maria D'Amico  
John D'Amico  
Matteo D'Amico

October 11, 2021

City of Vaughan, Office of the City Clerk  
2141 Major Mackenzie Drive  
Vaughan ON L6A 1T1

**Communication : C 4**  
**Special Committee of the Whole**  
**October 13, 2021**  
**Agenda Item # 1**

To whom it may concern,

**RE: CITY OF VAUGHAN OFFICIAL PLAN REVIEW**

As residents of the City of Vaughan for 37 years, we would like to provide feedback with respect to the City of Vaughan Official Plan Review.

Consideration for Established Communities

Although the Vaughan Official Plan contains goals, objectives, and policies to guide land use, development, and growth in Vaughan, **consideration must be given to residents who already reside within established, low-density communities along Highway 7**. Our family currently resides in an established community, Seneca Heights, adjacent to Highway 7. Although our community is located within the Wigwoss–Helen MTSA, **the allowed height of 6 storey buildings (Mid-Rise Mixed Use) cannot be applied “carte blanche” to all subject lands along Highway 7**. Improper planning, especially within an in-fill site in an established community, such as the current application of a 14-storey building at 4850 Highway 7 and [REDACTED] Arrowhead Drive, will have serious negative impacts on local residents, including invasion of privacy, increased parking congestion and traffic, increased shade and loss of natural light, and community safety. **Municipalities and residents have a better understanding of appropriate local land use, and developers should not be allowed to delve too deeply into provincial plans in their attempts to maximize profits.**

Traffic and Future Rapidway Extension along Highway 7:

While the City of Vaughan is dedicated to the promotion of growth and sustained prosperity, the Ontario document titled “A Place to Grow: Growth Plan for the GGH” acknowledges that:

“While growth is an important part of vibrant, diversified urban and rural communities and economies, the magnitude of growth that is expected over the coming decades for the GGH presents several challenges:

- Increased demand for major infrastructure ...
- Increased traffic congestion”.

Our community is located on the outer edge of the Highway 7 Wigwoss–Helen BRT Station corridor, which already suffers from traffic congestion as the current rapidway ends at Helen Street. Intensification within established communities must be reined in until proper transit and road infrastructures are in place. Instead, growth should be focused within higher order transit areas, around subway stations such as the VMC.

### Mental Well-Being and Good Faith in the Zoning Process:

As long-time residents of [REDACTED] Arrowhead, we have lived in our current home for 25 years, and over that time, our community has seen tremendous change in terms of intensification, including 2 condominiums at Highway 7 and Wigwoss, and over 200 townhomes built on the south side of Highway 7 between Helen and Bruce Streets. Clearly, our neighbourhood and community has done more than its fair share to support intensification along this transit corridor. And as longtime residents, we would like to believe that some faith can be built into the development process in building structures that are appropriate for any given community, and to avoid senseless, profit-driven rezoning.

In particular, we would like to express our opposition to the application of a 14-storey building at 4850 Highway 7 and [REDACTED] Arrowhead Drive, as well as its existing OP of 6 storeys, within our established community. If we were truly looking to respect both the concept of intensification as well as the residents in this established neighbourhood, townhomes would be a proper fit, not the “carte-blanc” approach where a condominium structure is proposed that is clearly incongruous within a long-standing established community.

Appropriate planning respects the physical character of a community. Proper planning is about planning for the **common good**.

We thank you in advance for taking the time to read our concerns about the City of Vaughan Official Plan Review.

Sincerely,

Tino and Carla Malta

-----Original Message-----

From: Louisa Santoro [REDACTED] >  
Sent: Monday, October 11, 2021 1:22 PM  
To: Clerks@vaughan.ca  
Cc: Council@vaughan.ca  
Subject: [External] Statutory Initiation of the Vaughan Official Plan Review 2051

Good evening, my name is Louisa Santoro and I've been a resident of Vaughan since 1981 currently living in Kleinburg.

I know the Mayor promotes and equates the wellbeing of the City with economic growth. While this in all is a great plan, it's not so great if you're trying to achieve complete communities, deal with traffic congestion, achieve environmental protection and address the climate crisis in any meaningful way.

If York Region's plan is approved, as currently recommended, then Vaughan Council will have been complacent & complicit in allowing every last inch of Vaughan to be developed with the exception of lands designated as Greenbelt, Oak Ridges Moraine and floodplain or under the jurisdiction of conservation authorities.

We urge that York Region nor the City of Vaughan make any decisions on forecasted land needs or urban boundary expansion until the release of the Auditor General's Value for Money Audit on the land needs assessment process and direction provided by the province on province growth.

Thank you  
Louisa Santoro

Sent from my iPad



VAUGHANWOOD RATEPAYERS ASSOCIATION

██████████ FOREST CIRCLE COURT  
WOODBRIDGE, ONTARIO  
██████████

October 13th, 2021

RE: Special Committee of the Whole Public Hearing – Item 6  
Vaughan Official Plan Review – October 13<sup>th</sup> 7:00 p.m.

We, The Vaughanwood Ratepayers Association are asking City Council to consider the area Highway 7 to the north and south side between Islington and Wigwoss/Helen to keep this area as low rise residential area with no intensification. Currently it is designated for 6 stories. A 6-story building has no place within an infill site within a settled existing low-density designation in the rear. This is the only area along Highway 7 which has settled existing homes in the rear of Highway 7. This very quiet mature area which has been built for over 70 plus years (Monsheen, Tayok, Old Wigwoss, Forest Circle Court). Intensification will alter the lifestyle of the existing residents. This relentless pursuit of greed masked by policies and mandates will alienate the hardworking citizens and destroy the very fabric of this unique small community.

**It is a very small area, we are asking that the current OP changes from 6 stories to low rise residential..**

Proper planning in settled areas is not intensification. Intensification should remain along highway 7 within the properties that front Highway 7 and not allowing entrances and parking along the rear that infiltrates the existing residential streets and their lovely homes. There is no consideration to the existing homeowner. That is not proper planning!

As you see now that the City of Vaughan allows to be built in existing areas shadowing buildings onto their homes, lack of privacy with balconies peering through their backyards. This is not proper planning.

We ask you the City of Vaughan to consider this small fact and keep intensification where it belongs along the main corridors with the proper infrastructure of the subway and rapid transits. Give us back our low rise residential along this quadrant.

This area of Highway 7 between Islington and Wigwoss due to the geographical layout will not be able to handle the density of allowing condos to be built due to the bottle neck at Islington and Highway 7. Until the CN rail has the availability to widen the road where their bridge resides bottle neck will remain.

The residents of this area are tired of fighting for something that should have never be allowed to take place with the built of condos. The residents of this area do not use rapid transit and never will. This is being realistic and must be considered with the facts outlined above and not on a wish list policy outlined by the city, region and the province.

In order to provide proper planning the development of this area must be controlled and regulated and accordingly and should not be subject to intensification. Please consider our request in allowing this area to be low-rise designation.

Thank you

Mary Mauti

Vaughanwood Ratepayers Association

## HUMPHRIES PLANNING GROUP INC.

FOUNDED IN 2003

October 12, 2020

HPGI File: 0449

**His Worship Mayor Maurizio Bevilacqua and Members of Council**

The Corporation of the City of Vaughan

2141 Major Mackenzie Drive

Vaughan, Ontario

L6A 1T1

**Attention: Mr. Todd Coles, City Clerk**

**Re: Special Committee of the Whole Meeting, October 13, 2021  
Statutory Initiation of the Vaughan Official Plan Review 2051  
Vaughan 400 North Landowners Group Inc. (the "Group")  
Blocks 34W and 35 (the "Subject Lands")**

Humphries Planning Group represents owners within the Vaughan 400 North Landowners Group Inc. area, being Blocks 34W and 35 in the City of Vaughan (the 'Group'). At the October 22, 2020 Regional Council meeting, Council resolved to approve the Group's partial employment conversion request (Request No. V7) through their ongoing Municipal Comprehensive Review ('MCR') and update to the Region Official Plan.

Based on our review of the Special Committee of the Whole Report, dated Wednesday October 13, 2021, it is our understanding that the City of Vaughan is undertaking a review of their Official Plan in order to bring their Official Plan, 2010, into conformity with the York Region Official Plan and Provincial plans and policies. Based on the foregoing, it is expected that City Staff will work cooperatively with the Group to implement the partial conversion approval through draft updated VOP policies, schedules and mapping in a timely manner that is aligned with the Region's population and employment growth prospects as well as the future planned development objectives of the Group.

On behalf of the Group, we request to be notified concerning the City's Official Plan Review including any and all future Council/Committee meetings, community meetings and consultation as well as the release of any discussion papers or proposed amendments to the VOP.

Yours truly,

**HUMPHRIES PLANNING GROUP INC.**



Rosemarie Humphries, BA, MCIP, RPP  
President

cc: Vaughan 400 North Landowners Group Inc.

190 Pippin Road  
Suite A  
Vaughan ON  
L4K 4X9

T: 905-264-7678  
F: 905-264-8073

[www.humphriesplanning.com](http://www.humphriesplanning.com)

~ Do Something Good Every day! ~ STAY SAFE ~

**Communication : C 8**  
**Special Committee of the Whole**  
**October 13, 2021**  
**Agenda Item # 1**

**From:** [REDACTED]  
**Sent:** Tuesday, October 12, 2021 9:52 AM  
**To:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**Cc:** [oprmanager@vaughan.ca](mailto:oprmanager@vaughan.ca)  
**Subject:** [External] City Of Vaughan Official Plan Review

To whom it may concern. I submit the following as an electronic deputation for Public Meeting of Wednesday Oct. 13/21 at 7pm.

When I read the article in the Vaughan Citizen paper regarding the review of the City of Vaughan official plan, the first thought that came to mind was the numerous committee of the whole meetings that my neighbours and I attended where **there was no enforcement** of the **existing official plan**. I have the same question now, **what value will the revision have if not enforced?**

I have attached one of my past deputations to help drive my point home.

So I am really interested to see how this revision will change things.

What I would like to see in a nut shell:

- Remove ambiguous grey areas open for unfair interpretation.
- If there are requirements such as a 90 degree angle – that it must be a requirement around the **entire** perimeter of the land, not just apply to one side!
- That whatever is being proposed is within character of the established area.....so a 12 storey building should not be next door to a single residential bungalow?
- If there is going to be 160 units in a building then make sure there are 160 visitor parking spaces within that project too.....there have been far too many residential streets turned into parking lots without any regard to the ramifications that existing residents end up having to bear.
- The town to realize that not all intersections are similar. Kipling and Hwy 7 intersection doesn't resemble any other major intersection along HWY 7, stop treating it like it does. (Kipling does not open on to Steeles it is a dead end)
- Looking back at lessons learned to-date and adopt best practices.
- **Enforcing the official plan** before accepting proposals to move forward – demonstrate that there is value in having an official plan; therefore, if the plan states **only 4 stories** for a building, **then it should be only 4 stories!**

In revising the official plan, what I really would like to see is a revision in the entire process for accepting applications from developers.

- Do not allow proposals to move forward if they don't even remotely meet the official plan requirements!
- Stop applications that require several revisions and amendments, this pretty much translates that something isn't jiving.
- Township do the right thing well before having numerous committee of the whole meetings in order to get a project approved. We need to be putting tax payers money to better use rather than calling numerous meetings.
- Stop applications from making it so far that it is so obvious that it should have been declined from inception.
- There needs to be better communication on developments.

As mentioned in my deputation attached, The City needs to be **more innovative** in steering developers to build on lands that are already zoned for commercial multi mid high development to include multi residential, not cutting into existing well established residential neighbourhoods. There are **extensive blocks** of one storey commercial spaces spreading across **miles of HWY 7** that should be a focus of the future multi mid-high-rise development. Create incentives to have owners of these properties consider restructuring/adding additional stories.

Thank you, V. Spizzirri

919819 Ontario Ltd. & 1891445 Ontario Inc.  
 File No. OP.18.008 & Z.18.013  
 Owner: 919819 Ontario Ltd. & 1891445 Ontario Inc.  
 Location: 5217 & 5225 Highway 7, 26 & 32 Hawman Avenue

Good day panel. My name is Vicky Spizzirri and I live on [REDACTED] Hawman Ave one of the oldest streets in Woodbridge for the past 15 years and another 15 on Veneto.

I am speaking today in opposition to the proposal that 919819 Ontario Ltd. has brought forward and like every other resident attending today, we are hoping to achieve one thing and that **council will do the right thing!** Reject this proposal!

**The Vaughan Official Plan 2010 states:**

The subject lands are designated: low Rise Residential, which permits single detached, semi-detached, town house units and public or private institutional buildings to a maximum building height of 3 storeys on only one of the lots.

We oppose the rezoning and the proposal of a 12 Storey building as it doesn't remotely meet any of the requirements of the VOP.

This proposal is not in line with the VOP that maintains that in community areas with established development, new development must "be designed to respect and reinforce the existing physical character and uses of the surrounding area."

No matter what the colour of the bricks, shape and design of a building, a 12-storey building is not and never will be a characteristic of the area it is proposed to sit on.

**Counsel> What is the value in having an official plan, if you are not enforcing it?**

In fact, "The City-Wide Urban Design Guidelines state that the City will reinforce the City's Official Plan policies", it goes on to say, providing a clear vision and supporting directions for high quality and context-sensitive development within Intensification Areas **while protecting Stable Areas** through thoughtful transitions and compatible infill that **respects the character of established neighborhoods.**"

We oppose the rezoning and the entire proposal as it doesn't meet any of these guidelines. A reiterate a 12-storey building does not respect the character of the established neighbourhood!

**Counsel> What is the value in your guideline statement if you are not enforcing it?**

I believe that my neighbours have done a great job of outlining the reasons for the objection to this proposal. I want to take this opportunity to remind all the councillors of the meeting of the whole (Public Hearing) June 14, 2019 when the initial application was presented by the developer, referring to the Quote from Vaughan citizen paper dated June 13, 2019 "Coun. Marilyn lafrate dubbed the proposal as "preposterous" and said that it will set the precedent for other developers to pitch for in some of their so-called bold ideas": "In addition, they quote her saying "this is high density development infiltration of the **worst kind** into a stable older, established neighbourhood – a community which has existed for half a century. Councillors Rosati and DeFrancesca expressed the same sentiments.

The same Vaughan Citizen article mentions that in an email to York Region Media, "Coun Sandra Yeung Racco is surprised as to why this app was in front of us, as the application is so out of place".

She couldn't have said it any better. As citizens of this City, we ask **why isn't there a more robust and constructive process in place to weed out the number of applications that are absurd like this one and the one before this, that do not meet any of the guidelines that the City has put into place or the Vaughan Official Plan? Why are they making it to this point?** Please let's put tax payer's money to better use.

This proposal has gone from 16 storeys to 12 storeys, From a full exit and entrance on Hawman Ave., one of the oldest historic streets in Woodbridge to a temporary access until another could be secured elsewhere like Kipling Ave. **Neither Hawman or Kipling** avenues should have ever been a part of this proposal in the first place as they are in no way part of any intensification plan .....and excluding them which is the right thing to do, doesn't in anyway diminish our objection of a 12-storey building.

**How many amendments must this proposal go through until it is obvious to everyone that we are trying to fit a square peg into a round whole?**

Please do the right thing and reject this proposal. Set the right precedent moving forward. It will echo: That councillors are enforcing the City-wide Urban design guidelines and Vaughan Official Plan That councillors are listening to their constituents who elected you to represent them and deliver a message that Intensification doesn't mean a blank cheque for developers.

The City needs to be **more innovative** in steering developers to build on lands that are already zoned for commercial multi mid high development to include multi residential, not the other way around.

There are extensive blocks of one storey commercial spaces spreading across miles of HWY 7 that should be a focus of the future multi mid-high-rise development, **not the 2 residential lots located at 5217 & 5225 Hwy #7!**

pls DO THE RIGHT THING!

**From:** [angela](#)  
**To:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**Subject:** [External] Deputation for October 13, 2021meeting 7:00pm Pls register me in as a speaker  
**Date:** Sunday, October 10, 2021 11:56:13 PM

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City's Official Plan) 7:00 pm-- How will the GTTA and Nav Can New re-aligned flight path for arrival and departures planes (approx. 1500 planes) from Toronto, Mississauga, Brampton, Milton, Halton etc. to Vaughan King I affect City's Official Plan

This is to inform you that I want to give a 5-minute presentation on the above subject matter as this re-alignment of planes will affect the region of Vaughan-King. GTTA and Nav Can have also put out their official Plan and it involves for approx. 1500 arrivals and departures planes to be re-distributed from Toronto region, Mississauga, Oakville, Brampton etc. to Vaughan-King region. The planes will fly thru the west and by-pass Toronto and make their way to the GTA and re-align its self to be re-routed back onto their east/west runway back to Toronto airport. They will be implementing new procedures (CDO and RNP) which will allow the planes to fly in pattern side by side at a lower altitude, making steep, sharp turns and whistling, jeering noises. This procedure is very noisy and will affect the residence health as they will be hearing this noise consistently. The noise level in Toronto area have reduced substantially. Vaughan-King are now the preferred night flight routes which begin at 1230am to 6:30 am (runway 05 23, which is presently closed due to maintenance???)

The GTTA/Nav Can official Plane will interfere with the City's Plan to motive people to make Vaughan their home because this area will now be known as a flight path area and might not be desirable for them to move to Vaughan-King.

Do I need to send you my 5 min. presentation by noon Tuesday

Regards  
Angela

**Communication : C 10  
Special Committee of the Whole  
October 13, 2021  
Agenda Item # 1**

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**From:** IRENE FORD [REDACTED]  
**Sent:** Tuesday, October 12, 2021 11:57 AM  
**To:** Clerks@vaughan.ca  
**Cc:** Council@vaughan.ca; oprmanager@vaughan.ca; Dina Ibrahim <dibrahim@yrmg.com>; Noor Javed <njaved@thestar.ca>; steve.clark@pc.ola.org; Michael Tiboloco <michael.tiboloco@pc.ola.org>; MP Francesco Sorbara <francesco.sorbara@parl.gc.ca>  
**Subject:** [External] Item 6.1 Special Council Meeting Oct 13, 7pm

Clerks,

Please find attached multiple communications in support of my deputation request previously submitted. They are:

- Letter from Councillor Iafrate supporting the Audit General's Value for Money Audit on the province's land needs assessment methodology and direction in the provincial growth plan
- Previous communications submitted to Vaughan Council
- Letter from Minister Mulroney to the Town of Caledon documenting that the Bolton Go Line is not a planning priority until after 2051. **This is significant for the North West Vaughan where the urban boundary expansion is proposed. This means that any development in that area that is brought into the urban boundary now will potentially developed long before any viable GO Train service is established.**
- Written version of my deputation given to York Region Council September 16, 2021 documenting several concerns, primarily relevant to this meeting is the fact that the Mayor and Regional Councillor's have failed to engage Vaughan residents or raise awareness of the ongoing Municipal Comprehensive Review, public consultation opportunities and important milestones at the regional level. This is a failure of regional representation in Vaughan.
- Letter submitted by myself and Rescue Lake Simcoe to York Region staff, to date no official response has been provided.
- Letters previously submitted to York and Vaughan Council related to the MCR/2051 Official Plan Updates.

I would like to note that the below recommendation in the staff report includes a recommendation to receive the presentation by WSP. There is no presentation posted that I can locate at this time. As such I am unable to provide comments on the WSP presentation. I would also like to point out that the contract award for Vaughan's Official Plan is in 2019 and Oct 13, 2021 marks the initiation of the Official Plan and public consultation. What has occurred since 2019 in what would appear to be the absence of any public involvement or consultation? Have decisions and directions already been decided upon and shaped, perhaps even accepted?



### **Recommendations**

1. That an update on the Vaughan Official Plan Review, including the workplan and Communication and Engagement Strategy, as contained in this report, be received;
2. That the presentation by WSP Canada, with respect to the Vaughan Official Plan Review, be received; and
3. That the Vaughan Official Plan Review timeline, as outlined in this report, be endorsed.

### **Previous Reports/Authority**

[Contract Award for the City of Vaughan Official Plan Review, November 12, 2019](#)



July 19, 2021

Ms. Bonnie Lysyk  
Auditor General of Ontario  
Box 105, 15<sup>th</sup> Floor  
20 Dundas St. West  
Toronto, ON M5G 2C2



**Marilyn Iafrate**  
Councillor, Ward 1

### **RE: ONTARIO'S GROWTH PLANNING PROCESS**

Dear Ms. Lysyk:

I am a local Councillor for the City of Vaughan and represent an area that is expected to take the bulk of the future growth for York Region.

I have serious concerns about the Province's new lands needs assessment by Hemson Consulting and its effect on the entire Greater Golden Horseshoe municipalities.

Regional governments were told how much they must plan for with little else in terms of justification, which in turn, they have downloaded to individual municipalities.

A presentation was made by York Region to Vaughan Councillors on May 12, 2021 and it was clear that the Region had no choice but to accept the excessive population growth numbers and were allowed nominal consultation. The Minister of Municipal Affairs and Housing has already sent two letters to the Region reminding them of their deadline which in turn is pressuring the Region to move forward without providing appropriate opportunities for public engagement/consultation prior to Regional Council approving staff recommendations. In the video, Regional staff admits that financially, they are unable to fund the necessary infrastructure for this unprecedented growth. York Region has an extremely large debt load and this situation would only exacerbate the situation.

I have provided a copy of the meeting video wherein Regional staff speak to needing funding from other levels of government in order to support the growth numbers. In fact, Region staff speaks to the lack of affordability of ground-related housing for young families. If the purpose of this 30-year plan is to provide more housing, then the growth numbers mandated by the Province may fail to support its own objectives. Region staff have already raised concerns that with the lack of affordability, the pace of growth will slow and therefore affect the recovery of infrastructure investment laid out by the Region. The Region also mentions that the pace of growth has slowed down over the last few years therefore I do not understand the need to pressure local governments with a 30-year plan that is unmanageable and most likely unattainable.

The consequences of such growth without having first consulted with municipalities will be long-lasting. In Vaughan's case, it is expected that we consume all our remaining farmland to accommodate the growth. Yet other Regions within the GGH were mandated far less growth than York Region.

There simply doesn't appear to be any logic or equity in the Province's approach to future growth. I understand that southern York Region has a subway and a future one coming along Yonge St., however, all the white belt lands are nowhere near this transit infrastructure.

Interesting enough is that consuming all the whitebelt lands in Vaughan and parts of York Region is premised on the construction of the GTA West Corridor also known as Highway 413. Should this not materialize, then what? Once the development community has been given the green light with approvals to develop on their lands, the lack of #413 will not change their right to proceed.

Most of what has been mentioned in my letter is derived from the video of the May 12, 2021 York Region presentation. I have also included the slide deck from their presentation. The video begins at 4:45:05 and ends at 6:06:23.

I have heard that you are undertaking a value-for money audit of land-use planning and reviewing the Province's growth planning process.

I am simply adding my voice in support of this review as it is crucial that future planning is done in an open, appropriate, and fair manner and protecting what little is left of our more vulnerable land such as farmlands.

Sincerely,



Marilyn Lafrate  
Councillor, Ward 1  
Maple & Kleinburg

cc: Nick Spensieri, City Manager, City of Vaughan  
Paul Freeman, Chief Planner, Planning & Economic Development, Region of York

Attachments: DVD Committee Meeting May 12, 2021  
Proposed 2051 Forecast & Land Needs Assessment Presentation, Region of York

Sep 15, 2021

Irene Ford

Vaughan, ON L4L 3W8

**York Region Council****Re: Alternate 2051 Forecast and Land Needs Assessment Scenarios in Response to Consultation**

Today I am asking York Region Council to pause and refrain from making any decisions or endorsements regarding the ongoing Municipal Comprehensive Review until the Auditor General's value-for-money-audit<sup>1</sup> on the province's land-use planning and growth planning process is completed and released. I would also like to bring to Council's attention that today is Yom Kippur and inquire if the timing of this report and any subsequent decisions are appropriate?

The process by which the current provincial government has intervened in land use planning across Ontario has been disconcerting. It's inconsistent and contradicts the Provincial Policy Statement. MZO's have been approved on lands outside of York Region's current urban boundary, lands the Region has been consulting on for inclusion in the 2051 urban boundary. Endorsement of MZO's undermines the entire MCR process. It sends a message to the public that our input is meaningless, unimportant. This sentiment is only compounded by the ruling which found Minister Clark acted 'unreasonably and unlawfully'<sup>2</sup> when he did not comply with the public consultation requirements under Ontario's Environmental Bill of Rights. What will the Auditor General find in a value-for-money audit on the provincial direction for land-use planning and growth?

My concerns about governance at the Region and the ability of staff to report autonomously continue to grow. This is the second time a Special Council Meeting<sup>3</sup> has been called to discuss staff reports critically important to the Region's future. Special Council Meetings allow staff reports to go directly to Council, avoid the Committee of the Whole and thereby, reduce the time and opportunity for public comment.

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<sup>1</sup> <https://www.theglobeandmail.com/canada/article-auditor-general-investigating-ontarios-land-use-policies/>

<sup>2</sup> <https://www.cbc.ca/news/canada/toronto/ont-mzo-court-1.6169105>

<sup>3</sup> March 18, 2021: <https://yorkpublishing.escibemeetings.com/Meeting.aspx?Id=86d188d4-fb6e-47c3-8286-ba005fec8f58&Agenda=Merged&lang=English> and Sept 16, 2021 <https://yorkpublishing.escibemeetings.com/Meeting.aspx?Id=a062ebc1-1f89-4b91-9834-3396d052757f&Agenda=Merged&lang=English>



Who has the authority to call Special Council Meetings, who decides and approves the agenda? This is the first time these alternative scenarios have been presented publicly; one week is not enough time. BLDG's communication to Council indicates that the Region established an advisory group and working group with BLDG members<sup>4</sup>. I do not see a line item in appendix 1 reflecting BLDG's input but note the staff report indicates that it was BLDG who submitted the technical consultant submission proposing a growth scenario that includes all of East Gwillimbury's whitebelt lands<sup>5</sup>. Are members of these groups publicly available? Were similar advisory and working groups established for York region residents, Environmental NGO, other NGO's?

I fail to understand what the negative financial implications are if a scenario with higher density is selected. Unless the negative financial impacts from development that will amplify and worsen Climate Change impacts, result in a gross loss of prime agricultural land and threaten Ontario's food security have been discounted. This seems plausible since the evaluation of the alternative scenarios does not quantify climate change impacts, loss of natural heritage or the agricultural system. Offsetting, tree planting initiatives will never negate the GHG contributions from the quantum of land use changes being proposed today. The most effective action this Council can take to combat Climate Change is to minimize land use changes, maintain agricultural and natural heritage lands. It is a Climate Emergency, the research and evidence are clear, this summer we have already witnessed the impacts of severe weather, heat waves, fires and flooding. The possibility of Lake Simcoe becoming a dead lake in our lifetime is a sad reality. There is a very short window to act and that responsibility falls upon this Council.

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<sup>4</sup> <https://yorkpublishing.escrimemeetings.com/filestream.ashx?DocumentId=25359>

BILD appreciates the amount of stakeholder consultation associated to the Region's MCR conformity exercise. Very early on in the process, the Region established both an MCR Advisory Group and an MCR Technical Working Group with BILD and representatives of the BILD York Chapter in order to provide for pre-scheduled discussions on the LNA Methodology and ROPR process.

The purpose of these working groups was to allow for the industry and the Region to constructively and proactively discuss the process in advance, during, and post each strategic stage of the Region's MCR- related work. Aside from this very valuable forum, Regional staff have engaged BILD through many presentations at our York Chapter meetings.

<sup>5</sup> <https://yorkpublishing.escrimemeetings.com/filestream.ashx?DocumentId=25349>

In addition to comments received from local municipalities, input on the proposed forecasts has also been received from stakeholders. Comments from BILD request that the Region consider alternative growth scenarios in determining 2051 land needs. Specifically, a consultant technical submission proposed a growth scenario that included the entirety of the East Gwillimbury Whitebelt as urban expansion.

The staff report indicates that 8 of 9 municipalities endorsed York Region's Draft forecast<sup>6</sup>. There was no recommendation or endorsement from the City of Vaughan, it was received and comments provided back to the Region. Could staff clarify when and how an endorsement from the City of Vaughan was provided as well as endorsements from other municipalities?

Vaughan Council passed a recommendation last June announcing the commencement of the City's Official Plan review and this would include "...an opportunity for public comment on York Region's proposed forecast"<sup>7</sup>. The meeting date is October 13. The Region will set the land use designation and urban boundary leaving lower tier municipalities married and committed to whatever is decided by all of York Region Council. Once land comes into the urban boundary it never comes out, it drives speculation, land values up and undermines the viability of farming on prime farmland. To suggest that public feedback from Vaughan residents will somehow be syphoned back through the lower tiers review, this late in the process, is disingenuous and a failure of Vaughan's regional representatives to engage and represent constituents on matters of regional importance.

<sup>6</sup> <https://yorkpublishing.escibemeetings.com/filestream.ashx?DocumentId=25349>

**Eight local municipalities provided Council-endorsed positions on proposed forecasts**

<sup>7</sup> <https://pub-vaughan.escibemeetings.com/filestream.ashx?DocumentId=73599>

**Recommendations**

1. That staff continue to work with York Region to address priority issues facing the City as discussed in this report, as the Region develops its first draft of the York Region Official Plan;
2. That this report be forwarded to York Region as part of the City's comments on the Proposed 2051 Forecast and Land Needs Assessment; and

Item 10  
Page 1 of 12

3. That a Special Committee of the Whole meeting be convened in Fall 2021, to launch the City of Vaughan's Official Plan Review in compliance with Section 26 of the *Planning Act*, and to provide an opportunity for public comment on York Region's proposed forecast.

Why do we have Regional Government? What I have observed is a pooling of money and deference to the political will of lower tier municipalities. This is evident by MZO's being endorsed without any regard for Regional staff or council input, by East Gwillimbury aggressively pushing to have all of it's whitebelt lands developed in the absence of any known or approved waste water solution<sup>8</sup>.

Why is Council not communicating or expressing any concern about the timelines and level of growth demanded by the province?

There's nothing in this official plan that benefits existing residents, it will create more car dependence, increase traffic and congestion, which tragically is becoming a matter of public safety for our children; it is an abandonment of regional representation for your current constituents because it prioritizes infrastructure investment away from your existing communities to greenfield development.

After listening today I would also ask, even if development charges, contributions are paid upfront will the Region have enough money to maintain and pay for the life cycle costs of existing and new infrastructure required to service growth?

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<sup>8</sup> [https://www.thestar.com/local-east-gwillimbury/news/2021/06/15/york-region-mayors-fuming-over-province-s-plan-to-strike-advisory-panel-for-upper-york-sewage-plant.html?itm\\_source=parsely-api](https://www.thestar.com/local-east-gwillimbury/news/2021/06/15/york-region-mayors-fuming-over-province-s-plan-to-strike-advisory-panel-for-upper-york-sewage-plant.html?itm_source=parsely-api)





June 23, 2021

York Region Council,

Please find attached for the public record my deputation as given to York Region Council at the June 10, Committee of the Whole Meeting Agenda Item H.2.4 (Attachment 1).

The following is a summary of what York Region staff heard when conducting public consultation<sup>1</sup>. This would appear to differ with the many communications received for this agenda item from land owners (private interests/businesses, not residents who live on or near these lands) who are advocating for different zoning or to be included in the urban boundary expansion.

### What we heard:

- Transit is the top Regional service that residents indicate they will rely on most in the future and York Region should continue to invest in public transit
- Residents want compact, walkable communities that offer employment opportunities, community facilities, local services, stores and places for social connection
- Affordable housing is one of the most important components of building complete communities, however, many of us are facing housing market challenges
- Residents want our communities to reduce emissions and are aware of the impacts of climate change in York Region
- Residents want to protect our forests, parks, trails, agricultural lands and green spaces
- Residents want a variety of Employment Opportunities within their community

There is a contradiction with what land owners want to develop versus proposed land uses/designation, the direction received by the Province that's driving urban expansion versus public priorities and vision for our future communities.

I would like to express concern regarding the Mayor of East Gwillimbury's motion. While I understand the lower tier is entitled to be consulted and provide feedback the purpose and intent of this motion appears to be an attempt to hide the fact that East Gwillimbury Council is advocating for an irresponsible urban boundary expansion Especially considering the province's

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<sup>1</sup>

[https://www.york.ca/wps/portal/yorkhome/yorkregion/yr/municipalcomprehensivereview/!ut/p/z1/jZBNT4QwEEB\\_iweOS2e7HzTeGoxbwA0mxoi9mLlppQm0TWEh-uttVi8myjq3mbyZeTOlowpxlyatxKitEV3IX\\_n-LaOHjLEc8nJLUqBQ0hwnBEiRoJcLAH8EBcT\\_078A8OXx-bUF4QLsj-IRIe7E2K60aSyq-rPRJ-1Ed7K987KVZtCT9HLScg5O\\_DIV4-2erVPIgZUEsvvkCxdH2BrS3RWgwN\\_AsrjgbP31Y2rqDQmGXjZBwsdnH8rtOLrhNolI5nmOlbWqk3HwjeC3ItYOI6p-ksj1z9XHQ\\_OUrXj9PtObT8\\_oXKo!/dz/d5/L2dBISevZ0FBIS9nQSEh/#.YNMv12hKiUk](https://www.york.ca/wps/portal/yorkhome/yorkregion/yr/municipalcomprehensivereview/!ut/p/z1/jZBNT4QwEEB_iweOS2e7HzTeGoxbwA0mxoi9mLlppQm0TWEh-uttVi8myjq3mbyZeTOlowpxlyatxKitEV3IX_n-LaOHjLEc8nJLUqBQ0hwnBEiRoJcLAH8EBcT_078A8OXx-bUF4QLsj-IRIe7E2K60aSyq-rPRJ-1Ed7K987KVZtCT9HLScg5O_DIV4-2erVPIgZUEsvvkCxdH2BrS3RWgwN_AsrjgbP31Y2rqDQmGXjZBwsdnH8rtOLrhNolI5nmOlbWqk3HwjeC3ItYOI6p-ksj1z9XHQ_OUrXj9PtObT8_oXKo!/dz/d5/L2dBISevZ0FBIS9nQSEh/#.YNMv12hKiUk)

recent announcement that the UYSS EA decision is on hold. It is unclear to me why East Gwillimbury should have a separate recommendation when the MCR process applies to all York Region municipalities. This motion should be generic to all or not supported.

- 4. That the consultation process continue and that any elements of this report relating to East Gwillimbury's growth be deferred until completion of the ongoing consultation process to ensure the inclusion of the Town's remaining Whitebelt lands as Urban Settlement Area through this MCR process, as endorsed by the Town of East Gwillimbury Council.*

Continually there are controversial developments before you because the applicants are asking for exemptions to approved Official Plans, zoning to build on prime farmland, protected greenspaces, to build higher, to build in areas that do not currently have, or are yet to have, adequate transportation, water and waste water infrastructure. Municipalities and residents are at the mercy of developers and LPAT decisions. **If developers want to build developments faster then they should work within the confines of the Planning Act and approved Official Plans, not blame the process or NIMBYism.**

**How can you ask the public to support such a large expansion on sensitive land when we can't even protect and guide development as was intended and approved in our current Official Plans and efforts to improve the built environment of our existing communities to accommodate proposed density increases appears minimal?**

When Council doesn't support staff and chooses support private landowners interests, above public interests it undermines staff's ability to do their job and politicizes the decision-making process. It is ad-hoc decision-making that undermines and contributes the Region of York's and lower tier municipalities inability to achieve numerous policies and objectives, in particular those relating to Climate Change.

Recently, the Mayor of Vaughan equated the wellbeing of the City with economic growth. **This is a great plan to promote economic growth but it's a terrible plan if you are trying to achieve complete communities, deal with traffic congestion, preserve farmland, achieve environmental protection and address the climate crisis in any meaningful way.**

Thank you,  
Irene Ford  
Vaughan Resident, Ward 2

## **Attachment 1: Deputation Given to York Region Council June 10, 2021, Agenda Item H.2.4 Regional Official Plan Update Policy Directions Report**

I am concerned about the current direction provided from the Province for Official Plan Updates and the lack of scrutiny from York Region Council. To rush this process during a pandemic when local councils have been unable to engage with the public is not right. There is so much uncertainty from Covid, our working and living habitats have changed we do not yet know if these impacts are temporary or permanent. It is also being rushed in the midst of a Climate Emergency.

The Region's Official Plan will be approved by the current Provincial government if it proceeds as scheduled. Today on your agenda you have two communications from Minister Clark one states the province will not be approving the UYSS EA and seeking advice from an expert panel<sup>2</sup>. The other demands the Region complete and submit their 2051 Official Plan update by July, 2022<sup>3</sup>. How can the Region plan 30 years into the future, for such extensive growth when there is no known solution or timeline for waste water capacity? It does not seem possible or reasonable. For those opposed to the proposed Bradford Bypass and GTA West Corridor highways this announcement seems hypocritical<sup>4</sup>.

In Vaughan the land proposed for urban boundary expansion surrounds the proposed highway 413. Most, if not all, is owned by developers known for their powerful and at times inappropriate use of political influence<sup>5</sup>.

White belt lands are not lands destined for growth or sprawl it is land that's fate has not yet been decided; it is neither within the urban boundary nor designated Greenbelt most if not all is prime farmland. Ahead of any approved urban boundary expansion Block 42 landowners already have an ongoing LPAT downgrading natural heritage features<sup>6</sup>.

Block 41 landowners received special treatment through approval of a MZO request for residential development on non-Greenbelt land<sup>7</sup>. Block 41 landowners are seeking endorsement of a ROPA from Vaughan and York Region Councils to redesignate Greenbelt prime agricultural to rural<sup>8</sup>. Council is not stating they oppose parkland if they do not support this amendment, they are supporting staff to complete their ongoing Greenbelt fingers Official Plan policy direction review. It is not as simple as redesignating land within the Greenbelt as the consultant presented

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<sup>2</sup> <https://yorkpublishing.escibemeetings.com/filestream.ashx?DocumentId=23467>

<sup>3</sup> <https://yorkpublishing.escibemeetings.com/filestream.ashx?DocumentId=23450>

<sup>4</sup> The Bradford Bypass EA was started in 1997 and approved in 2002. No concern has been expressed officially by the Region of York or the province about dated information. An Expert Advisory Report was completed for the GTA West Corridor. It concluded that Phase 1 of the EA was fundamentally flawed this report is ignored by the MTO and York Region Council.

<sup>5</sup> <https://www.thestar.com/news/investigations/2021/04/03/ford-friends-with-benefits-an-inside-look-at-the-money-power-and-influence-behind-the-push-to-build-highway-413.html>

<sup>6</sup> <https://pub-vaughan.escibemeetings.com/filestream.ashx?DocumentId=53323>

<sup>7</sup> See Item 32: <https://pub-vaughan.escibemeetings.com/FileStream.ashx?DocumentId=39457> and <https://pub-vaughan.escibemeetings.com/filestream.ashx?DocumentId=39961>

<sup>8</sup> <https://pub-vaughan.escibemeetings.com/filestream.ashx?DocumentId=73605>

to Vaughan Council<sup>9</sup>. Many questions remain unanswered. This is another form of special treatment, similar to MZOs, for this group of developers that circumvent due process on sensitive land that should have the highest protection in Ontario. This is a precedent setting decision there are other Greenbelt fingers in York Region and beyond.

There is another development application in Vaughan for a recreation development on one of the last full blocks of Greenbelt prime agricultural land in Vaughan. It is unclear if the rationale presented by the consultant is still valid or if the recreational use asked for is compliant with the Greenbelt plan<sup>10</sup>.

Even though the Province has clearly indicated that the Greenbelt is to be protected and expanded they are not living up to their promises.

If the Region's Official Plan is approved without question then Council will have enabled every inch of Vaughan, not protected by the Greenbelt, ORM or Conservation Authorities, to be developed and paved and 80% of the remaining white belt lands in Markham. East Gwillumbury local council is asked for all of their white belt land to be included in the urban boundary, significantly more than recommended by the Region. EG is the only local council, I am aware of, requesting land conversions on prime agricultural land on behalf of private land owners. Are residents asking for conversion of prime agricultural land in East Gwillumbury?

The level of greenfield development recommended on Class 1 soil, the best in Canada is irresponsible, short sighted and does not adequately demonstrate the 'need' to permanently remove these lands from agricultural production. Ontario is losing 175 acres of farmland per day. Soil is a non-renewable finite resource; local food production, near urban agricultural, smaller farm parcels will be increasingly important in the face of Climate Change. The price of food has and is rising. Regardless of ownership, or how the current lands are being farmed or not farmed it is our elected official responsibilities at all levels of government to create plans and policies that support, preserve and enhance local agriculture.

Much of the land proposed for expansion falls within TRCA's flood plain. York Region's supporting documents state stormwater evaluation will be completed at the secondary plan stage. I don't understand how stormwater cannot be part of the evaluation when urbanization, the level of impervious surfaces, has a direct correlation to increased flood risk. These lands are documented as being critical for endangered species habitat, habitat connectivity and biodiversity. Development of this land is completely inconsistent with Vaughan and other local councils declaring a Climate emergency and will further erode the Region's ability to be climate ready and resilient.

Vaughan staff identified that recently approved MZOs may destabilize planning areas by providing financial incentives for landowners to convert nearby employment lands to community lands and that the density increase proposed puts communities at risk of becoming underserved for parks, schools and infrastructure.

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<sup>9</sup> <https://pub-vaughan.escrimemeetings.com/filestream.ashx?DocumentId=73612>

<sup>10</sup> See Item 3(6): <https://pub-vaughan.escrimemeetings.com/Meeting.aspx?Id=2c68ecd5-3bb4-41fc-977b-f502c1d8d192&Agenda=Agenda&lang=English>

Once this land is in the urban boundary it never comes out, you can have all the phasing policies you want it doesn't matter when there is a magic planning tool called a Minister Zoning Order or a planning tribunal structured to support development not communities, protection of natural asset management or incorporating climate change into land use planning decisions.

This urban boundary is forced to expand not because of population growth but because the Province is forcing municipal governments to plan thirty years into the future to 2051. Other municipalities have passed motions to express concern with growth projections, planning horizon, density targets and to ask the province for more time to enable proper public consultation. Other municipalities have directed staff to consider different density scenarios and a hard urban boundary. Please consider doing the same.

Thank you,  
Irene Ford

### **Municipal Motions Supporting Hard Urban Boundaries**

Hamilton Request to delay submission of growth plan: <https://pub-hamilton.escribemeetings.com/filestream.ashx?DocumentId=264330> unanimous

Hamilton survey: <https://pub-hamilton.escribemeetings.com/filestream.ashx?DocumentId=264331> 13/2 with 2 abstentions

Halton motion to delay: [Extend Official Plan](#)

**C3**  
**COMMUNICATION**  
**COUNCIL – June 22, 2021**  
**CW - Report No. 32, Item 10**

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**From:** IRENE FORD

**Sent:** Monday, June 7, 2021 11:53 AM

**To:** Clerks@vaughan.ca

**Cc:** Marilyn lafrate <Marilyn.lafrate@vaughan.ca>; Tony Carella <Tony.Carella@vaughan.ca>; Maurizio Bevilacqua <Maurizio.Bevilacqua@vaughan.ca>; Mario Ferri <Mario.Ferri@vaughan.ca>; Gino Rosati <Gino.Rosati@vaughan.ca>; Linda Jackson <Linda.Jackson@vaughan.ca>; Rosanna DeFrancesca <Rosanna.DeFrancesca@vaughan.ca>; Alan Shefman <Alan.Shefman@vaughan.ca>; Sandra Yeung Racco <Sandra.Racco@vaughan.ca>

**Subject:** [External] REQUEST FOR COMMENT: YORK REGION PROPOSED 2051 FORECAST AND LAND NEEDS ASSESSMENT

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Vaughan Council, [REDACTED]

Please find attached a copy of my deputation given May 12 on the Proposed 2051 Forecast and Land Needs Assessment. I want to commend and thank staff for putting this report forward and identifying the following issues with MZO's, specifically that these approvals have destabilized planning areas:

- *"It should be noted that six Minister Zoning Orders have been approved in Vaughan since 2018. It will be critical that MZO's are considered and planned in the context of the wider area of which they are part."*



- *"Past experience indicates growth will exceed what is planned Vaughan's experience with growth over the last ten years shows that forecasted growth has the potential to be exceeded, and the City must be prepared to plan for this density. The VMC for example, is estimated to be 194% more residents and 254% more jobs than what was originally envisioned in the secondary plan."*
- *"There is a risk that the City becomes underserved on several levels The amount of potential growth that is directed at Vaughan creates a risk that many parts of the City will become underserved for parks, schools, and infrastructure. Vaughan is expected to accommodate the second highest share of population growth in York Region (29%), with a 2051 population of 568,700. This total is based on an intensification rate of 56%."*
- *"There is a risk that employment areas will be under pressure for more employment land conversions Significant changes to land use permissions have recently been made through MZO's and employment land conversions, most frequently on the edge of employment areas. Landowners in adjacent employment lands will see a significant increase in land value as an incentive to pursue the conversion of their own employment lands to community lands in the next Municipal Comprehensive Review."*
- *"Lands within the city have been affected by MZOs and employment land conversions, and planned Whitebelt expansions. Ensuring the successful development of these areas into complete communities should be guided by principles identified in the City's overall growth management strategy and translated into effective policy through the Official Plan Review (OPR) and other Master Plan processes."*

I continue to have grave concerns about the extend of the urban boundary expansion proposed. Already development applications are arriving that are on or near the proposed areas. Development applications have also already started to arrive that are destroying the Greenbelt even though the current government says they remain committed to protecting and growing the Greenbelt. The last review of the Greenbelt Plan was weakened to allow parkland this results in the conversion of prime agricultural land and a reduction in the protection of natural heritage and core natural features. The Greenbelt will disappear and shrink if this is allowed.

The Official Plan 2051 is not a document that should be pushed through in this manner during a pandemic and a climate emergency. These are documents that governments are obligated to take the proper time, to follow due process and consult with the public properly. This document will and is integral to the future of our communities.

**I urge Council to pass a motion today recognizing the importance of this document, the importance of proper public consultation and to send a letter to the province and York Region expressing concerns and that more time must be allotted. I also Council to express extreme concern about the 30 year planning horizon which is forcing such expansive urban boundary expansions. It is unnecessary, once the urban boundary is expanded it never goes back and it is only a matter of time before the land is paved over.**

What is happening now and being forced upon municipalities goes against all planning research for best practices, actions that must be taken now to mitigate and avoid the very worst impacts of Climate Change. These are wicked problems with no easy solutions and elected officials must make decisions

that reflect the reality of what society faces today and in the very near future.

Please also find attached my request to speak.

Thank you,  
Irene Ford



**Ministry of  
Transportation**

Office of the Minister

777 Bay Street, 5<sup>th</sup> Floor  
Toronto ON M7A 1Z8  
416 327-9200  
[www.ontario.ca/transportation](http://www.ontario.ca/transportation)

**Ministère des  
Transports**

Bureau de la ministre

777, rue Bay, 5<sup>e</sup> étage  
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[www.ontario.ca/transports](http://www.ontario.ca/transports)



August 12, 2021

107-2021-2130

Allan Thompson  
Mayor  
The Corporation of the Town of Caledon  
[allan.thompson@caledon.ca](mailto:allan.thompson@caledon.ca)

Dear Mayor Thompson:

Thank you for your letter dated May 26, 2021, and for providing Caledon council's resolution regarding the Caledon GO Rail Line. I appreciate the opportunity to respond.

Our government places much importance on planning for transportation infrastructure to support future growth in the Town of Caledon and in communities across Ontario.

Together with Metrolinx, the Ministry of Transportation (MTO) has been working closely with our municipal partners in developing a long-term transportation plan for the Greater Golden Horseshoe (GGH). The proposed Caledon/Bolton GO Rail Line is one of the transit initiatives that has been evaluated as part of the 2051 GGH Transportation Plan.

MTO staff shared and discussed the technical findings of the GGH planning work with Caledon staff at a meeting on May 4, 2021. Caledon staff are aware that the evaluation currently indicates that the forecasted ridership is relatively low for the Bolton line when compared to the capacity that is typically provided by GO Rail. However, I would like to assure you that no final decisions have been made and the province recognizes the need for longer-term planning and protection for such potential service.

I am also aware (as noted in Caledon's recent Council Resolution) that my colleague Steve Clark, Minister of Municipal Affairs and Housing (MMAH) recently made a Minister's Zoning Order to help facilitate development in this area.

On March 9, 2021, the MMAH received a draft Regional Official Plan Amendment from Peel Region on Major Transit Station Areas (MTSA). MMAH staff have reviewed the draft amendment and have noted that the region has included the Bolton GO transit hub for future delineation as a MTSA.

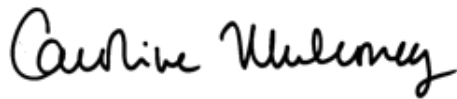
.../2

-2-

MTO has released a discussion paper, [Towards a Greater Golden Horseshoe Transportation Plan](#), and is conducting public engagement on the proposed elements of the plan. I encourage you to continue to provide comments and input. MTO and Metrolinx staff will also continue to consult with Caledon staff as part of our on-going engagement with our municipal partners for the development of the GGH transportation Plan.

Thank you again for writing to me.

Sincerely,



Caroline Mulroney  
Minister of Transportation

- c. Andrew Pearce, Director, Engineering Services, Town of Caledon
- Arash Olia, Manager, Transportation Engineering, Town of Caledon
- Chris Raynor, Regional Clerk, York Region
- Honourable Steve Clark, Minister of Municipal Affairs and Housing
- John Elvidge, City Clerk, City of Toronto
- Kathryn Lockyer, Regional Clerk, Director of Clerk's, Region of Peel
- Peter Fay, City Clerk, City of Brampton
- Phil Verster, President and Chief Executive Officer, Metrolinx
- Todd Coles, City Clerk, City of Vaughan



*Allan Thompson*  
*Mayor*

May 26, 2021

Sent via E-Mail: [minister.mto@ontario.ca](mailto:minister.mto@ontario.ca)

The Honourable Caroline Mulroney  
Minister of Transportation  
5<sup>th</sup> Floor, 777 Bay Street  
Toronto, ON M7A 1Z8

Dear Minister Mulroney,

**RE: Caledon GO Rail Line Status Update**

I am writing to advise that at the Town Council meeting held on May 25, 2021, Council adopted a resolution demonstrating the Town's commitment to the establishment of the Caledon GO Rail Line.

The resolution reads as follows:

*That the establishment of the Caledon GO Rail Line as a Strategic Priority Project to provide sustainable transportation options for the existing and planned growth in the Town, be approved and endorsed;*

*That staff continue to work with the Ministry of Transportation, Metrolinx, Region of Peel, Region of York, neighbouring municipalities, and the area landowner groups to advance the in service date of Caledon GO Rail Line by 2031; and*

*That a copy of Staff Report 2021-0201 be provided to the Ministry of Transportation, Ministry of Municipal Affairs and Housing, Metrolinx, Peel Region, York Region and to the Cities of Brampton, Toronto and Vaughan.*

A copy of Staff Report 2021-0201 has been enclosed for your reference.

For more information regarding this request, please contact the undersigned by email to [mayor@caledon.ca](mailto:mayor@caledon.ca) or by phone at 905.584.2272 ext. 4155.

**THE CORPORATION OF THE TOWN OF CALEDON**

6311 Old Church Road, Caledon East, Caledon, ON, Canada L7C 1J6  
T. 905.584.2272 | 1.888.225.3366 | F. 905.584.1444 | [www.caledon.ca](http://www.caledon.ca) | [allan.thompson@caledon.ca](mailto:allan.thompson@caledon.ca)

Thank you for your attention to this matter.

Sincerely,



Allan Thompson  
Mayor

Cc: Honourable Steve Clark, Minister of Municipal Affairs and Housing,  
[minister.mah@ontario.ca](mailto:minister.mah@ontario.ca)  
Phil Verster, President and Chief Executive Officer, Metrolinx,  
[CEO@metrolinx.com](mailto:CEO@metrolinx.com)  
Kathryn Lockyer, Regional Clerk, Director of Clerk's, Region of Peel,  
[kathryn.lockyer@peelregion.ca](mailto:kathryn.lockyer@peelregion.ca)  
Chris Raynor, Regional Clerk, York Region, [regionalclerk@york.ca](mailto:regionalclerk@york.ca)  
Peter Fay, City Clerk, City of Brampton, [peter.fay@brampton.ca](mailto:peter.fay@brampton.ca)  
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Todd Coles, City Clerk, City of Vaughan, [todd.coles@vaughan.ca](mailto:todd.coles@vaughan.ca)  
Andrew Pearce, Director, Engineering Services, Town of Caledon,  
[andrew.pearce@caledon.ca](mailto:andrew.pearce@caledon.ca)  
Arash Olia, Manager, Transportation Engineering, Town of Caledon,  
[arash.olia@caledon.ca](mailto:arash.olia@caledon.ca)

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**Staff Report 2021-0201**

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Meeting Date: May 18, 2021

Subject: Caledon GO Rail Line Status Update

Submitted By: Arash Olia, Manager, Transportation Engineering, Engineering Services

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**RECOMMENDATION**

That the establishment of the Caledon GO Rail Line as a Strategic Priority Project to provide sustainable transportation options for the existing and planned growth in the Town, be approved and endorsed;

That staff continue to work with the Ministry of Transportation, Metrolinx, Region of Peel, Region of York, neighbouring municipalities, and the area landowner groups to advance the in service date of Caledon GO Rail Line by 2031; and

That a copy of Staff Report 2021-0201 be provided to the Ministry of Transportation, Ministry of Municipal Affairs and Housing, Metrolinx, Peel Region, York Region and to the Cities of Brampton, Toronto and Vaughan.

**REPORT HIGHLIGHTS**

- In November 2020, the LPAT approved ROPA 30, which provides for the expansion of the urban boundary around Bolton to accommodate an additional 11,100 persons and 3,600 jobs by 2031;
- In March 2021, the Province issued a Ministerial Zoning Order (MZO) that designated the lands at Humber Station Road and King Street for a future Caledon GO Rail Station site and adjacent lands for mixed uses transit orientated development - These lands are included in the LPAT decision on ROPA 30 as the Option 3 lands;
- Immediate action is required by various levels of government to initiate the Caledon GO Rail service prior to 2031 so sustainable transportation options are available for the planned and future growth in Caledon;
- In consideration for the recent approval of ROPA 30 and the MZO, Town staff have met with Metrolinx and MTO to provide them with the current growth projections and discuss the technical merits of advancing the Caledon GO Rail Line by 2031;
- MTO and Metrolinx will consider this new information in conjunction with the GGHTP study and respond to the Town in June or July 2021; and
- Region of Peel staff have also agreed to review the status of the Caledon GO Rail Station lands as a high priority Major Transit Station Area (MTSA) with consideration for ROPA 30, MZO and recent LOPA submission from the landowners.

## Staff Report 2021-0201

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### DISCUSSION

#### Purpose

This report is intended to provide Council with an update on staff's recent discussions with the Ministry of Transportation, Metrolinx and the Region of Peel with respect to the Caledon Go Rail Line, and seeks Council's endorsement of the Caledon Go Rail Line as a strategic priority project for the Town.

#### Background

In 2008, Metrolinx released the first Regional Transportation Plan -The Big Move- for the Greater Golden Horseshoe which identified the Bolton Go Rail Line – referred to as the “Caledon Go Rail” in this report - as a short term priority project to be implemented by 2025.

The Caledon Go Rail Line extends from the existing Weston Go Station northerly along the existing CP Rail corridor through the Cities of Toronto and Vaughan and ends at a terminal station north-west of Bolton as shown on Attachment 1. The findings of a recent technical report suggest that this proposed Go Rail Line could include between three and five stations and service a population of approximately 670,000 people and 360,000 jobs within its potential catchment area by 2041. The Caledon Go Rail Line is also well situated to serve the existing Provincially Significant Employment Zone that is contiguous from Bolton through the Cities of Brampton and Vaughan.

The need and justification for commuter rail service between Caledon (Bolton) and Union Station has been identified and established through many studies, including the Metrolinx *Regional Transportation Plan* (RTP-2008), *MoveOntario 2020* and *GO 2020 Strategic Plan* as a desired service in the near-to-medium (15 years) timeline.

In 2010, Metrolinx investigated and completed the *Bolton Commuter Rail Service Feasibility Study*. This feasibility study examined the required infrastructure and service to provide a new commuter rail service to Bolton on an existing Canadian Pacific Railway (CPR) where no passenger service currently exists. The study reconfirmed the need for the Bolton commuter GO Rail service based on the growth in population and employment and high potential demand for rail ridership. Ridership forecasts at the time indicated that demand exists to support an inaugural service to provide a direct peak period service between Bolton and Union Station.

In 2018, Metrolinx updated the RTP and reviewed the long list of transportation projects, which resulted in the Caledon GO Commuter Rail Line being reprioritized to beyond 2041. As part of the review of RTP-2041, Town comments were sent to Metrolinx with a request to expedite rail service to the Bolton area.

## **Staff Report 2021-0201**

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### **Bolton Residential Expansion Area approved by LPAT in 2020**

In November 2020, the Region of Peel Official Plan Amendment (ROPA) 30 was approved by the LPAT. ROPA 30 provides for the expansion of the urban boundary around Bolton to accommodate an additional 11,100 persons and 3,600 jobs by 2031. The proposed urban expansion will be located on 245 developable hectares of land spread out over five distinct geographical areas, including the lands containing the site of the future Caledon Go Rail Station located north of King Street and west of Humber Station Road (Option 3).

### **Province approved a MZO to protect the Caledon Go Station lands**

In March 2021, the Minister of Municipal Affairs and Housing zoned the ROPA 30 - Option 3 (MacVille) lands for a Mobility Transit Hub (Caledon GO Rail station site) and mixed use residential with densities compatible with transit orientated development. This designation is important from transportation planning perspectives, as density and intensification are key for the provision of high-order transit services such as Caledon GO Rail. The landowners (MacVille) have also recently submitted a Local Official Plan Amendment (LOPA) application including lands that accommodate more than 18,000 jobs and people and Transit-oriented development around the Mobility Transit Hub. These land uses, especially the residential densities, support the high-order transit service provided by the Caledon GO Rail.

### **MTO is preparing a Greater Golden Horseshoe Transportation Plan (GGHTP)**

The Ministry of Transportation is currently developing a long-term multimodal transportation plan for the Greater Golden Horseshoe (GGH) based on a 2051 planning horizon. This transportation work will provide input and direction to other transportation agencies and service providers for all modes, including highways, railways, regional transit, cycling, and walking. Along with the Growth Plan and other provincial plans, the GGH Transportation Plan aims to support broader government objectives such as economic growth and prosperity, health and equity, environmental sustainability, resiliency, and adaption to climate change.

The GGHTP will inform the next update of the Metrolinx RTP and transit project prioritization.

### **MTO and Metrolinx have been provided with current growth projections for the Town**

In light of the recent planning approvals, (ROPA 30 and MZO), Town and Regional staff facilitated a meeting with MTO and Metrolinx to provide them with an update on the proposed development framework and the current population and employment forecast for Caledon to 2051 for consideration in the GGHTP study and future transit priority

## **Staff Report 2021-0201**

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planning exercises. MTO and Metrolinx staff accepted this information as stakeholder input and advised that the preliminary recommendations from the GGHTP study will be shared with the area municipalities for review in June or July 2021.

In addition, Regional staff have committed to continue to evaluation the designation of the Caledon GO Rail Station lands as a Major Transit Station Area (MTSA) in response to ROPA 30, MZO and Town Council's resolution of September 24, 2020.

### **Staff will continue to advocate for the implementation of the Caledon Go Rail Line by 2031**

In order to advance the implementation of Caledon GO Commuter Rail Line, Town staff will continue to work with:

- MTO, Metrolinx, Region of Peel staff to discuss how the Caledon GO Rail Line fits into the Greater Golden Horseshoe Transportation Plan (GGHTP) and the transit priorities of the Metrolinx Regional Transportation Plan (RTP)
- Regional staff to evaluation the designation of the Caledon GO Rail Station lands as a Major Transit Station Area (MTSA) in response to ROPA 30, Option 3 MZO and Town Council's resolution of September 24, 2020
- Region of York and the City of Vaughan to advocate for the advancement of the Caledon Go Rail Line
- Bolton Area Developer Groups to integrate the Caledon GO Rail Station into the planning and organization of the MacVillie Community Plan (LOPA), with consideration for the:
  - Road network and traffic circulation
  - Local public transit service plans
  - Active transportation facilities
  - Adjacent land uses and densities

### **Caledon Go Rail Line is a key strategic priority for the Town**

The Town of Caledon is one of the largest communities in the Greater Toronto Area without a commuter Go Rail service which results in a disconnection with the broader regional transit network, creating accessibility and mobility constraints. The Region and the Town are currently in the process of planning the significant population growth that is expected to occur in Caledon over the next 30 years. It is imperative that this residential growth is planned on a transportation system that is based on sustainable modes of travel rather than the car centric communities of the past.

Accordingly, the Caledon Go Rail Line is considered essential to support and provide Cosustainable transportation options for the existing and planned growth in the Town of



**Staff Report 2021-0201**

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Caledon. For this reason, staff are recommending that Council identify the Caledon Go Rail Line as a strategic priority project for the Town. Staff will continue to update Council on this important initiative.

**FINANCIAL IMPLICATIONS**

There are no immediate financial implications associated with this report.

**COUNCIL WORK PLAN**

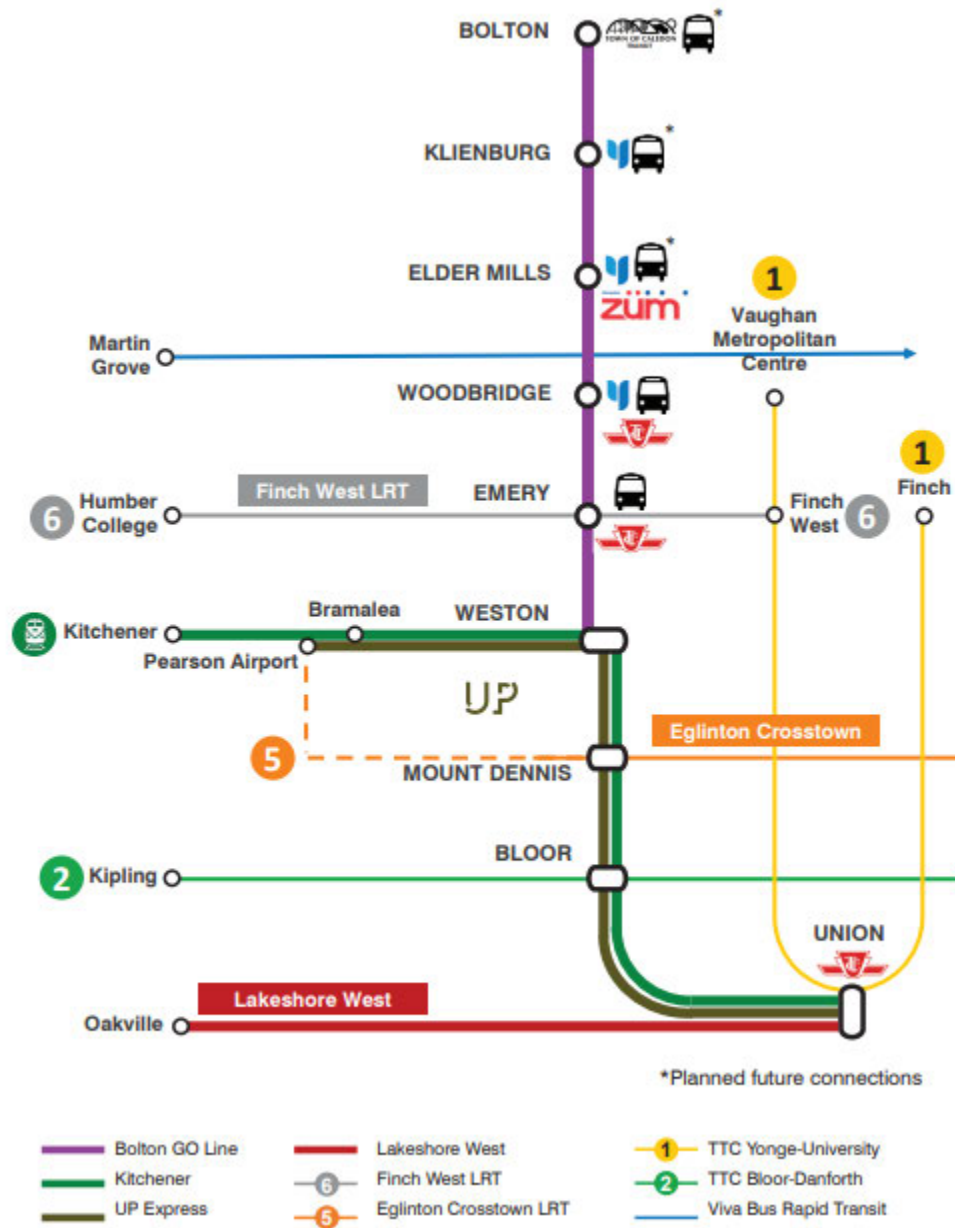
Sustainable Growth  
Connected Community  
Improved Service Delivery  
Good Governance

**ATTACHMENTS**

Schedule 1: Conceptual Transit Network Connectivity - Caledon Go Rail Line

# SCHEDULE A to Staff Report 2021 – 0201

## PROPOSED CALEDON GO RAIL LINE - CONCEPTUAL TRANSIT NETWORK CONNECTIVITY



Rescue Lake Simcoe Coalition

120 Primeau Dr.

Aurora, ON

L4G 6Z4

To Future York [futureyork@york.ca](mailto:futureyork@york.ca)

[erin.mahoney@york.ca](mailto:erin.mahoney@york.ca)

[bruce.macgregor@york.ca](mailto:bruce.macgregor@york.ca)

[paul.bottomley@york.ca](mailto:paul.bottomley@york.ca)

September 24th, 2021

The Rescue Lake Simcoe Coalition wishes to follow up with some procedural and policy questions that have yet to be answered by staff or Council. They relate to Lake Simcoe Protection Plan policy 4.1DP; Growth Plan 3.2.6.2 Water and Wastewater Systems; and the PPS.

East Gwillimbury (EG) and BILD are requesting all of EG's whitebelt lands be included in the proposed 2051 urban boundary expansion<sup>1</sup>. This would result in an additional 715 Ha of farmland potentially lost to development. As noted by staff there are servicing constraints that make this risky and development in northern York Region is the most expensive to service on a per capita basis (\$3,000 more compared to the southeast)<sup>2</sup>. The development of these lands rely on a Sewage Treatment Plant (STP) that doesn't exist and even if it is built, may never be expanded to accommodate the proposed urban expansion. In the absence of the STP approval, and given the extremely unlikely scenario that Lake Simcoe can accommodate MORE pollution in 20 years, we urge that 25% or less of EG's whitebelt lands be included in the 2051 forecasted

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<sup>1</sup> Refer to Staff Report entitled: Alternate 2051 Forecast and Land Needs Assessment Scenarios in Response to Consultation. Dated: Sept 16, 2021. Pg. 5: *"Comments from BILD request that the Region consider alternative growth scenarios in determining 2051 land needs. Specifically, a consultant technical submission proposed a growth scenario that included the entirety of the East Gwillimbury Whitebelt as urban expansion."* See: <https://yorkpublishing.escribemeetings.com/Meeting.aspx?Id=a062ebc1-1f89-4b91-9834-3396d052757f&Agenda=Merged&lang=English&Item=11&Tab=attachments>

<sup>2</sup> Refer to Staff Report entitled: Proposed 2051 Forecast and Land Needs Assessment Dated: March 18, 2021. Pg. 10: "Regional water, wastewater, and transportation infrastructure costs per capita (at full buildout) of Whitebelt lands are lowest in the southeast (\$4,600), higher in the southwest (\$6,900), and highest in northern York Region (\$7,600)". See: <https://yorkpublishing.escribemeetings.com/filestream.ashx?DocumentId=20344>

land needs and urban boundary expansion (consistent with staff's initial recommendation March, 2018<sup>3</sup>).

We would also like to express concern with Mayor Hackson's continued advocacy to expand the urban boundary and the advanced stage of the East Gwillimbury lower tier Official Plan which appears to be duplicating and possibly undermining forecasted land needs assessments.

### **1. The Lake Simcoe Protection Plan, settlement area expansions**

**Policy 4.1-DP says:** For a proposed *settlement area* expansion, establishment of a new *settlement area* or a *development* proposal outside of a *settlement area* that requires an increase in the existing *rated capacity* of a *sewage treatment plant* or the establishment of a new *sewage treatment plant*, an environmental assessment of the undertaking shall be completed or approved prior to giving any approvals for the proposal under the Planning Act or the Condominium Act, 1998<sup>4</sup>.

### **2. Growth Plan: Water and Wastewater Systems**

**Policy 3.2.6.2 says:** Municipal water and wastewater systems and private communal water and wastewater systems will be planned, designed, constructed, or expanded in accordance with the following: ....

c) a comprehensive water or wastewater master plan or equivalent, informed by watershed planning or equivalent has been prepared to: i. demonstrate that the effluent discharges and water takings associated with the system will not negatively impact the quality and quantity of water; ii. identify the preferred option for servicing growth and development, subject to the hierarchy of services provided in policies 1.6.6.2, 1.6.6.3, 1.6.6.4 and 1.6.6.5 of the PPS, 2020, which must not exceed the assimilative capacity of the effluent receivers and sustainable water supply for servicing, ecological, and other needs; and iii. identify the full life cycle costs of the system and develop options to pay for these costs over the long-term.

### **3. Provincial Policy Statement: Water**

**Policy 2.2.1 says:** Planning authorities shall protect, improve or restore the quality and quantity of water by: a) using the watershed as the ecologically meaningful scale for integrated and long-term planning, which can be a foundation for considering cumulative impacts of development.....

An example of cumulative effects is included in the Minister's 10 Year Report on Lake Simcoe published March, 2020, which re-enforces a trend observed across Ontario that **chloride concentrations are steadily rising in our groundwater, lakes, rivers and streams** as urbanization

<sup>3</sup> Refer to 2 above.

<sup>4</sup> Refer to Lake Simcoe Protection Plan, 2009 pg. 27. See: [https://rescuelakesimcoe.org/wp-content/uploads/2018/11/merged-pdf.io\\_.pdf](https://rescuelakesimcoe.org/wp-content/uploads/2018/11/merged-pdf.io_.pdf)

expands and intensifies across southern Ontario<sup>5</sup>. The Lake Simcoe Region Conservation Authority documented that levels of chloride are highest in tributaries draining from urban areas. A recent study completed on 4 urban rivers in the Greater Toronto Area documented that chloride levels are elevated even in the summer months due to accumulation of chloride in soils and groundwater at levels that typically exceed the federal chronic level and frequently exceed the acute threshold for aquatic life. This is one of many stresses facing Lake Simcoe that would be amplified by urbanization.

We would appreciate answers to the following questions that relate to the content above:

- a. How will York Region consider the cumulative impacts on source water for the entire region and for Lake Simcoe?
- a. Has York Region identified the increases in rated capacity that would be needed from the expansion?
- b. Has York Region done an environmental assessment of the impacts of that increase in rated capacity?
- c. The LSPA/LSPP is overseen and administered by the Ministry of Environment, Conservation and Parks. Have they been consulted due to the quantum of land proposed for development in the Lake Simcoe Watershed? This has been requested by the Rescue Lake Simcoe Coalition, and we believe it should be requested by both York Region and other Lake Simcoe local governments.
- d. Should the Region of York choose to proceed with expanding the settlement area boundary, will staff reports and the draft official plans document that any proposed settlement expansion must comply with Section 4.1 DP of the LSPP and will be subject to approval by the government of the day?

## **Other Concerns**

### **4. Whitchurch-Stouffville Continued Requests for Urban Expansion in Greenbelt and Oak Ridges Moraine Settlement Areas**

We are concerned by Mayor of Stouffville's proposed motions and continued requests to expand settlement areas against the recommendations of York Region staff. These requests are forcing both staff and Council to contemplate and support planning that does not conform to

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<sup>5</sup> 1) Ministers' 10 Year Report on Lake Simcoe. March, 2020. See: <https://www.ontario.ca/page/ministers-10-year-report-lake-simcoe>

2) Salty summertime streams—road salt contaminated watersheds and estimates of the proportion of impacted species. Published in Facets. Dated: Mar 11, 2021. See: <https://www.facetsjournal.com/doi/10.1139/facets-2020-0068>

3) Canadian Environmental Law Association

provincial plans. It is also advocating for growth that is fiscally irresponsible as it will require water and waste infrastructure where it is most costly for York Region and not capitalize on existing infrastructure. The continued requests, when informed responses<sup>6</sup> on why it is not in the best interests of the Region of York as a whole, is undermining the Municipal Comprehensive Review process, is a poor use of staff time and resource and distracts Council's time and attention away from responsible planning. We are concerned that the persistent and repeated attempts may be influencing and affecting staff's ability to report autonomously and provide recommendations that uphold and conform with provincial plans.

We would appreciate answers to the following questions that relate to the content above:

- a. What additional information could staff bring forward on Mayor Lovitt's proposed motions if they are of the opinion that the requests are not consistent with provincial plans and have already provided their response?
- b. Are staff required to respond to the same question presented in different ways?

## **5. Establishment and Membership of Working and Advisory Groups**

It was noted in BLDG communication that technical and advisory groups were established early in the process. Any answers you can provide about the working and advisory groups would be helpful.

- a. Is the membership of these groups publicly available? If so could a list be provided?
- b. Are there minutes or other information that was presented and shared at these meetings that is publicly documented and available?
- c. Were any other working groups established to help inform the MCR?

## **6. Addressing Climate Change, Preservation of Agricultural Land, Public Health and Complete Communities through Land Use Planning<sup>7</sup>**

How does the draft forecasted land needs satisfy the above policy, goals and objectives to promote the above mentioned items? The staff report presented to Council December, 2020 discussed the public health benefits of complete communities.

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<sup>6</sup> Staff Memo from Paul Freeman dated September 15, 2021. See: <https://yorkpublishing.escribemeetings.com/filestream.ashx?DocumentId=25572> and Staff Report entitled: East Gormley Water and Wastewater Servicing Request. Presented to Council June 24, 2021 and was deferred from the Feb 11, 2021 Committee of the Whole Meeting.

<https://yorkpublishing.escribemeetings.com/filestream.ashx?DocumentId=24770>

<sup>7</sup> <https://yorkpublishing.escribemeetings.com/filestream.ashx?DocumentId=17340>

**Summary**

All three water and growth related policy issues mentioned above, (LSPP, Growth Plan, PPS) have not been adequately addressed in staff reports and/or by discussions held at Council meetings. We are concerned that the deadline of the province's MCR conformity exercise is leading to procedural problems and a lack of due diligence on some aspects of the MCR, including those presented here that are meant to protect Lake Simcoe, the Oak Ridges Moraine, the Greenbelt, our environment, source water and health. It is clearly leading to impossible review times for the interested public.

We would appreciate it if these constraints were acknowledged, and if these issues were brought to the attention of YR Council decision-makers, by staff. Further we would like to know what the process is for ensuring that these policies are followed in the MCR process.

We would also appreciate a written response to these questions, or a phone call to discuss these questions.

Signed,

Claire Malcolmson

Executive Director, Rescue Lake Simcoe Coalition

Irene Ford, York Region resident

To contact Claire Malcolmson:

[rescuelakesimcoecoalition@gmail.com](mailto:rescuelakesimcoecoalition@gmail.com)

647-267-7572

Irene Ford  
Woodbridge, ON  
L4L 3W8

May 11, 2018

Vaughan Council,

**Re: Agenda Item 6 (8) entitled: YORK REGION PRESENTATION ON PROPOSED 2051 FORECAST AND LAND NEEDS ASSESSMENT**

I am very concerned about the current direction provided from the Province for Official Plan Updates. It is not typical to plan 30 years into the future and to rush this process during a pandemic when local councils are unable to engage with the public is irresponsible. There is so much uncertainty from Covid and we do not yet know how the pandemic may have changed our working and living habitats temporarily or permanently. On top of this there is a global Climate Crisis, Biodiversity Crisis and Vaughan has declared a Climate Emergency.

What is the Mayor and our Regional Councillors doing to raise awareness about York Region's ongoing Official Plan Updates? Vaughan will be committed and married to the urban boundary expansion approved in the Region's Official Plan. As Regional representatives have you promoted, told residents, included this in your news letters to let them know what the Region is planning or do you continue only to promote what the City of Vaughan is doing, the job of our local Councillors. What are you doing to rectify the fact that Vaughan Council no longer supports the proposed highway but York Region is still moving full steam ahead and planning for the highway.

The land in Vaughan proposed for the urban boundary expansion all surrounds the proposed GTA West Corridor/Highway 413. The Toronto Star's Recent "Friends with Benefit's" article identifies the ownership. Most if not all is owned by developers known for their powerful and at times inappropriate use of political influence. At York Region's Special Council Meeting on March 18 reports with the revised provincial direction for the Region's Official Plan update were added to an already controversial agenda. These reports are of paramount importance to the future of Vaughan and York Region and were added without announcement to an already highly controversial agenda that contained the GTA West Corridor/Highway 413. As a member of the public giving a deputation, it was like being ambushed. The narrative literally changed from the highway will not cause sprawl to we need the highway because we plan to build sprawl.

Vaughan will lose 100% of its remaining white belt lands if York Region's Official Plan is approved as currently recommended. White belt lands are not lands destined for growth or sprawl it is land that's fate has not yet been decided; it is neither within the urban boundary nor designated Greenbelt most if not all is prime farmland.



The level of greenfield development being recommended on Class 1 soil, the best in Canada is irresponsible, short sighted and does not adequately demonstrate the 'need' to permanently remove these lands from agricultural production. Soil is a non-renewable finite resource; local food production will be increasingly important in the face of Climate Change. The price of food has and is rising. Regardless of ownership, or how the current lands are being farmed or not farmed it is our elected official responsibilities at all levels of government to create plans and policies that support, preserve and enhance local agriculture.

If Vaughan Council supports what York Region has presented then Council will have succeeded in enabling every inch of Vaughan that is not protected by the Greenbelt, ORM or Conservation Authorities to be developed and paved. Recently the Mayor equated the wellbeing of the City with economic growth, this is a business indicator, perhaps even a development indicator it is not an indicator of community well-being or livability. What is before you if measured only by economic growth would be very positive but if environmental and public health externalities were included it would no longer be positive. Quite likely a liability to the long-term prosperity and future vitality of Vaughan. The research is clear sprawl amplifies climate and environmental impacts, results in poorer public health and other social determinant of health outcomes and in the long run infrastructure is subsidized by taxpayers.

Please be critical today as the Province has clearly demonstrated they have no regard for protecting the environment or acting on Climate Change. Local Councils must be strong, must advocate and they must act in the best interests of their communities and their citizens.

Thank you,  
Irene Ford  
Ward 3 - Resident, Citizen, Taxpayer and Voter

### **Municipal Motions Supporting Hard Urban Boundaries**

Hamilton Request to delay submission of growth plan: <https://pub-hamilton.escribemeetings.com/filestream.ashx?DocumentId=264330> unanimous

Hamilton survey: <https://pub-hamilton.escribemeetings.com/filestream.ashx?DocumentId=264331> 13/2 with 2 abstentions

Halton motion to delay: [Extend Official Plan](#)

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**From:** [REDACTED]  
**Sent:** Tuesday, October 12, 2021 12:04 PM  
**To:** Clerks@vaughan.ca  
**Subject:** [External] Vaughan Official Plan Comments.

Attention City of Vaughan planning staff

As you are preparing to update the Vaughan Official Plan I would like to provide my comments for consideration.

My main concern is the intensification of development on Highway 7 specifically between **Pine Valley Drive and Islington Avenue**. This is one of the only areas on Highway 7 that cuts through an established residential community. Specifically for this reason, the 2010 VOP made an exception that no development can exceed the 6 story in height in this area. I would request that this be reconsidered to reduce the height specification in this area. This area already has 3 condo developments and the area cannot sustain much more. This is not a neighborhood designed for intensification (or infill for that matter).

Allowing for a six (6) story building on certain small plots of lands must be removed. A six (6) story building has no place within an in-fill site within an established low density designated community. The senseless rezoning and modern building standards will dilute any sense of character. This relentless pursuit of profit masked by policies and mandates will alienate the hard-working citizens and will destroy the very fabric of community; its heart and soul.

Regards  
Nadia Libralesso

Communication : C12  
Special Committee of the Whole  
October 13, 2021  
Agenda Item # 1

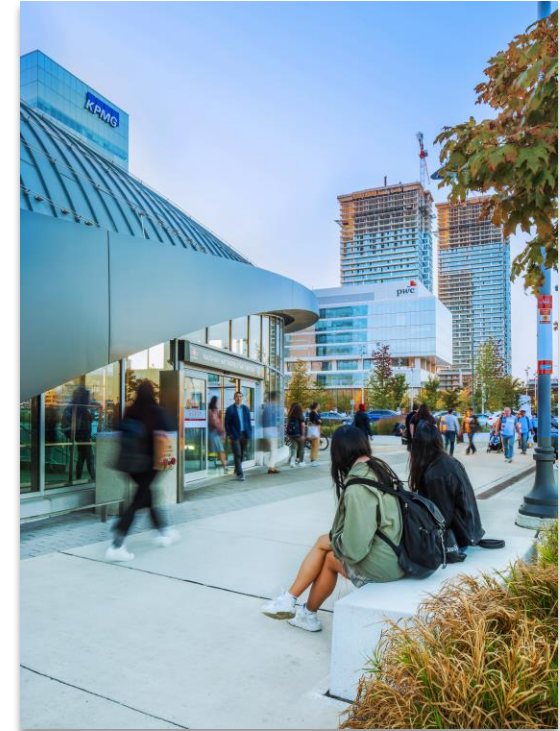
# Forward Vaughan Vaughan's Official Plan Review

Special Committee of the  
Whole Public Meeting

October 13, 2021

# Purpose of the Meeting

- To fulfill the requirements of Section 26(3) of the *Planning Act* for an Official Plan Review
  - Required to hold a Special Meeting of Council to identify the need for the Review, including giving Council and the public an opportunity to identify matters to be considered.
- To also provide an update to Council and the public on the project workplan and the Communication and Engagement Strategy.
- To seek Council endorsement of the Project timeline as it appears in the October 13, 2021 report



# Introduction



## **Project Executive Team**

- Haiqing Xu, Project Sponsor
- Christina Bruce, Project Owner

## **Core City Project Management Team**

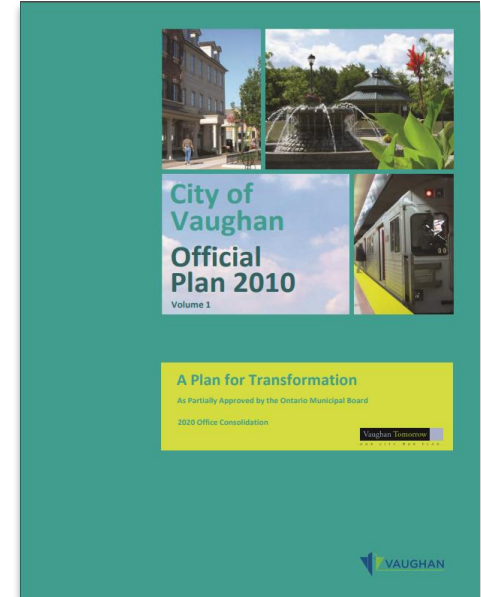
- Fausto Filipetto, Project Manager
- Ash Faulkner, Deputy Project Manager
- Vivian Wong, Planner/Core Team Member
- Carly Murphy, Planner I/Core Team Member

## **Consultant Team**

- Lead: WSP
  - Chris Tyrrell, Executive Sponsor
  - Greg Bender, Project Manager
  - Sabrina Coletti, Engagement Lead

# What is an Official Plan?

- The Official Plan is a land use policy document that guides the physical, social, environmental and economic development of the city. It also:
  - Implements goals, objectives and land use policies to serve the city's communities;
  - Guides growth and development to implement the vision for the city's long-term evolution; and
  - Guides the application of density, tools to increase housing supply, protection of environmental features and agricultural areas, conserves cultural heritage preservation and where to add or optimize infrastructure.





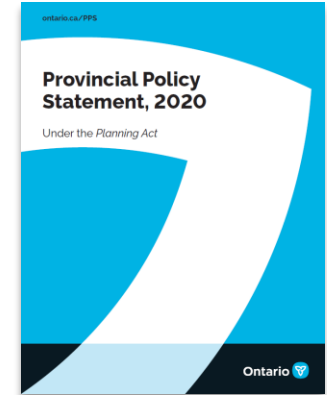
# Purpose of the Official Plan Review



- Vaughan's current Official Plan was completed in 2010.
- The City is required to update the Vaughan Official Plan (VOP) 2010 to be in conformity with several provincial plans and policies:
  - Provincial Policy Statement (2020);
  - Growth Plan for the Greater Golden Horseshoe (2020);
  - Oak Ridges Moraine Conservation Plan (2017);
  - Greenbelt Plan (2017); and,
  - York Region Official Plan (upon completion of MCR).
- The update will address the City's continued growth and adapt to the forces and drivers of change.
- The policy update will also consider changes to land use and development policies.

## Provincial Policy Statement (2020)

- The Provincial Policy Statement, 2020 provides updated guidance on various Provincial interests. Recent changes include:
  - Updated policies to guide the use of employment lands
  - Indigenous engagement policies
  - Larger emphasis on climate change resiliency



## A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)

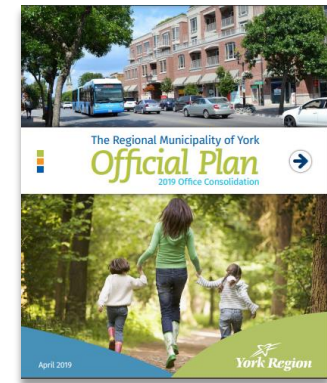
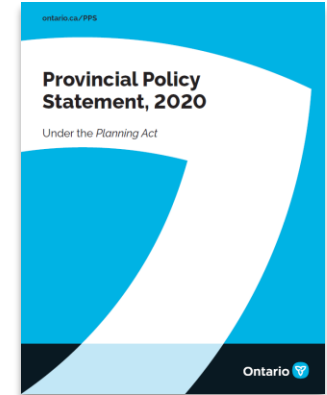
- Provides a new 2051 planning horizon and updated growth forecasts
- Provides new directives for employment land conversions
- Increased responsibility for upper tier municipalities with respect to planning for employment areas, major transit station areas and housing





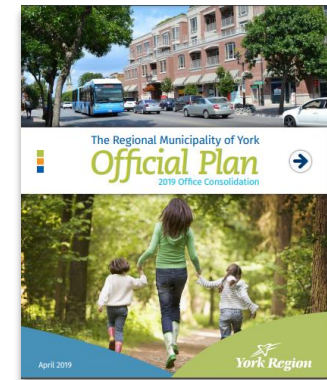
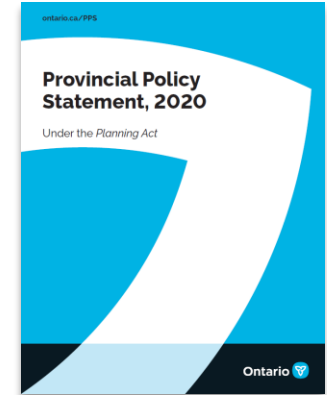
## York Region Municipal Comprehensive Review (MCR)

- The *Planning Act* requires the City to amend its Official Plan to conform to the York Region Official Plan (YROP)
- YROP is currently being updated to conform with Provincial Policy through their Municipal Comprehensive Review Process
- Vaughan Policy Planning staff has provided input into preliminary policy directions and mapping changes to the YROP and has been actively involved in the Municipal Comprehensive Review Process since project initiation



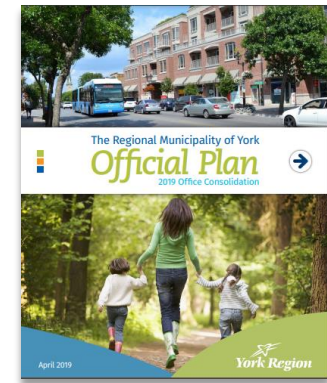
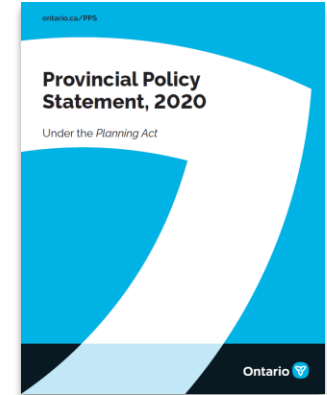
## Key MCR Outcomes (to date)

- Over the last several years, York Region released a series of background reports on topics including intensification, agriculture, employment, growth and infrastructure alignment and consultation
- In March 2021, York Region released its Proposed 2051 Forecast and Land Needs Assessment report
- The forecast numbers currently proposed for Vaughan include a minimum increase of 227,100 more people and 111,800 more jobs by the year 2051, bringing the total population to 568,700 people and 352,000 jobs



## Key MCR Outcomes (to date)

- In September 2021, York Region held a Special Meeting of Council to discuss alternative scenarios to the Proposed 2051 Forecast and Land Needs Assessment
- This matter is expected to return to Regional Council in October 21 for a final decision
- It is expected that the Region will be releasing its draft Official Plan for comments in Q4 of 2021
- Adoption of the Regional Official Plan is expected in mid-2022



# Vaughan Official Plan Review Principles

## Five Principles guide the Vaughan Official Plan Review Process

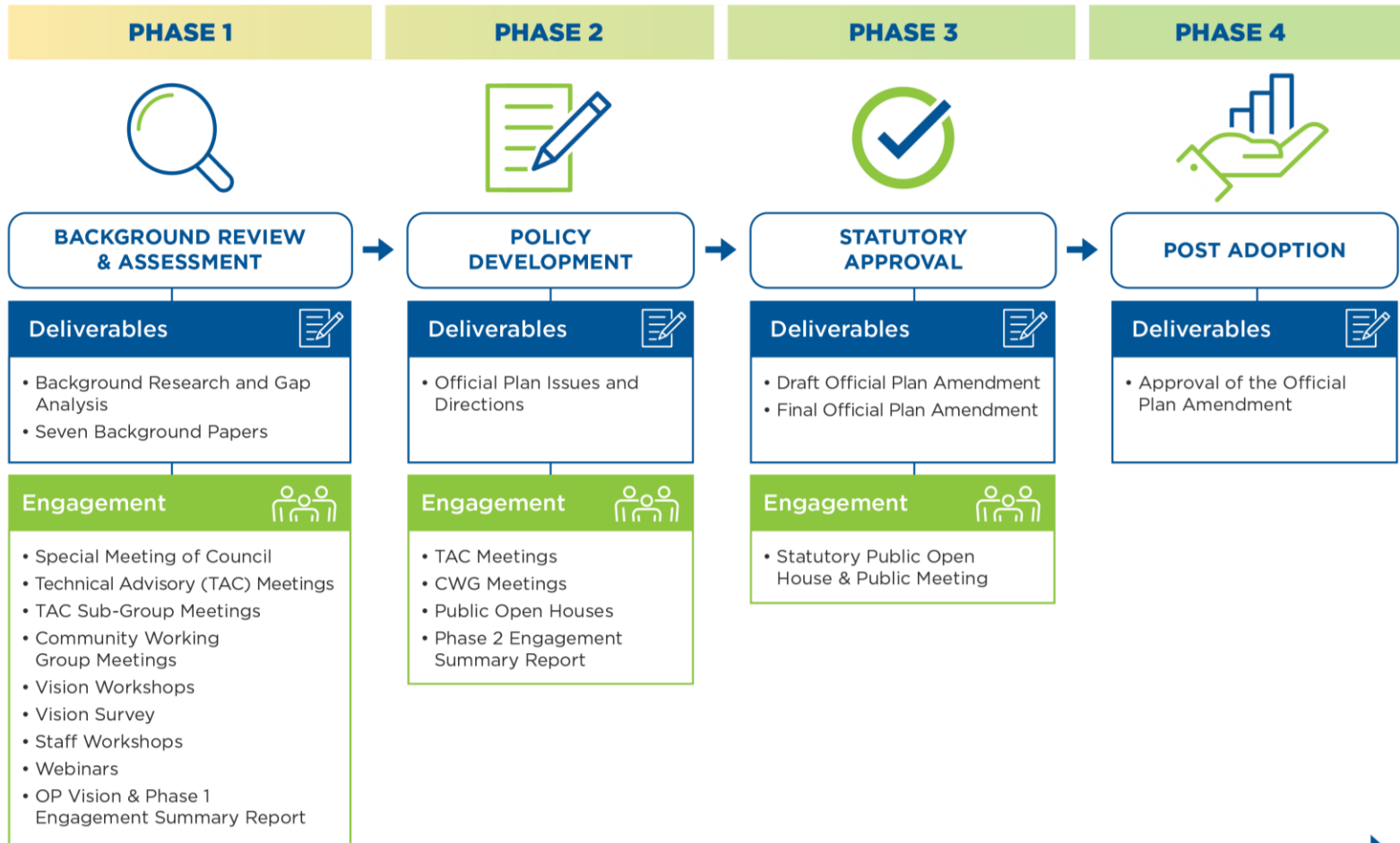
1. Reinforce the City's image through the development of a signature urban structure plan
2. Create strong communities for Vaughan's residents and businesses
3. Place environmental sustainability at the core of city-building
4. Support a healthy economy
5. Seek meaningful public input to strengthen the Vaughan Official Plan



# Project Timeline

2020 2021 2022 2023

We're here!



ONGOING ONLINE COMMUNICATIONS AND ENGAGEMENT

# Phase 1: Work Completed to Date

- Background Research and Gaps Analysis
- Seven Background Papers are underway
  - Staff workshops were completed in June 2021 to inform the Background Papers
- Online public launch







## **Residential Growth, Intensification and Housing Needs Strategy**

- Review of opportunities and strategies for intensification, housing diversity and affordability



## **Employment Land Use Review**

- Review of employment areas, development trends and opportunities to accommodate growth within employment areas



## **Commercial Land Use Review**

- Review of retail commercial land use structure, distribution and long-term retail space requirements



## **Urban Design and Sustainable Development Review**

- Review of various urban design and sustainable development themes, such as land use compatibility and transitions and microclimate design



## **Agriculture System Policy Review**

- Review of agricultural and rural area policies and identification of economic and ecological opportunities and drivers of change





## **Natural Heritage Network Review**

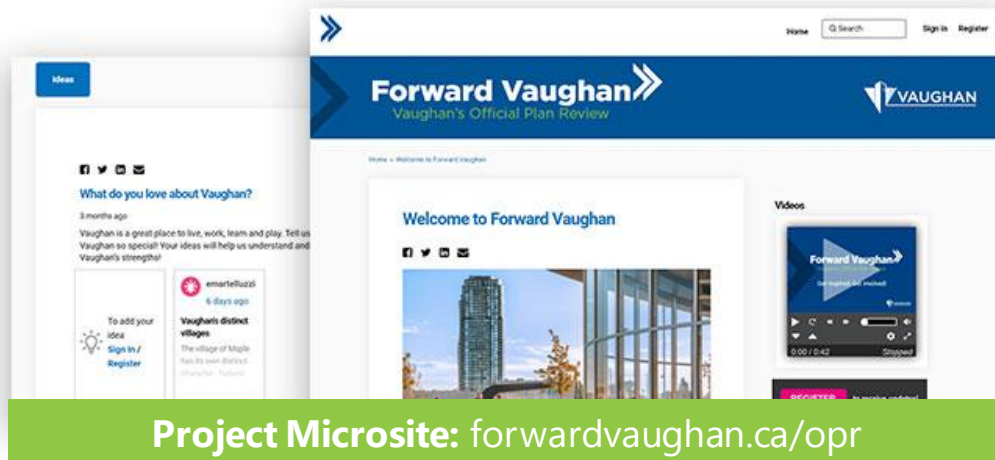
- Review of natural heritage policies and best practices to enhance protection and resilience of natural systems



## **Climate Change Adaptation and Resilience Framework**

- Review of best practices and completion of a risk assessment to develop climate change policies and opportunities

# Communications and Engagement



## Work Completed to Date

- Stakeholder interviews
- Staff workshops
- TAC Plenary and TAC Sub-groups
- Online public launch

## What is Next?

- Vision workshops
- Online engagement through **forwardvaughan.ca/opr**
- Background Papers near completion
- Community working group
  - Call for volunteers



# Who is Participating?

## TECHNICAL EXPERTS (E.G., TRCA)

Through Technical  
Advisory Committee  
(TAC)

## MUNICIPAL STAFF

Through staff  
workshops and  
the TAC

## COMMUNITY MEMBERS

Through open houses,  
workshops, surveys and  
online engagement,  
Community Working Group  
(CWG) meetings

## DEVELOPERS & LANDOWNERS

Through York Region  
MCR BILD Committee

## YORK REGION

Through Technical  
Advisory Committee  
(TAC) and meetings

## INDIGENOUS COMMUNITIES

City is leading; based  
on the communities'  
preferred level  
of involvement

## CITY COUNCIL

Through Council  
meetings and regular  
Council updates

# Get Inspired; Get Involved!



The feedback provided by the community throughout the review process will help the City:

- Identify needs
- Outline priorities
- Draft the updated Vaughan Official Plan

As the Official Plan Review progresses, questions and opportunities for public input will continue to be shared, including the upcoming recruitment for the Community Working Group.

Details will be posted to [vaughan.ca/OPR](https://vaughan.ca/OPR) once confirmed

# Get Inspired; Get Involved!



Your participation in the Official Plan Review will help answer questions like:

- What should communities look and feel like in the future?
- What kind of business development and job opportunities should the City plan for?
- How will people move around Vaughan?
- How can the City continue to act as environmental stewards, create a sustainable environment and increase resilience to climate change?
- How can the city continue to be a vibrant place for people to live, work and play?
- How can the City design accessible communities which include everyone?
- How can the City design a community which will continue to meet the needs of all residents and allow people to age-in-place?

# Next Steps



## **Phase 1: Visioning and Background Papers (Q4 2021)**

- Finalization of the seven Background Papers
- Development of the OPR vision informed by engagement efforts
- Phase 1 Engagement Summary Report

## **Phase 2: Policy Development (Q1 2022 to Q1 2023)**

- Draft and Final Official Plan Issues and Directions Report
- Draft 1 and Draft 2 of the Official Plan Amendment
- Ongoing engagement and Phase 2 Engagement Summary Report

## **Phase 3: Statutory Phase/Adoption (Q1 2023 to Q2 2023)**

- Statutory Public Open House and Public Meeting
- Council Adoption

## **Phase 4: Post Adoption/Regional Approval (Q2 2023 Onward)**

- Submission to York Region for approval



# Thank You!

Visit **[forwardvaughan.ca/opr](https://forwardvaughan.ca/opr)** to register for updates



What issues and matters should be  
addressed by the Official Plan  
Review?