

C4
COMMUNICATION
COUNCIL – September 26, 2023
CW (PM) - Report No. 36, Items 3

From: [Asantha Fernandez](mailto:Asantha_Fernandez@vaughan.ca)
To: [Adelina Bellocchio](mailto:Adelina_Bellocchio@vaughan.ca)
Subject: FW: [External] Fwd: Nashville-Kleinburg Secondary Plan Block Plan OPA & Highway 413 - Section 8-5
Date: September-14-23 10:36:55 AM

From: Irene Zeppieri <[REDACTED]>
Sent: Wednesday, September 13, 2023 10:29 AM
To: clerks@vaughan.ca
Subject: [External] Fwd: Nashville-Kleinburg Secondary Plan Block Plan OPA & Highway 413 - Section 8-5

This can be added as a communication for tonight's meeting.

I understand I am past the deadline.

I want an answer from the province on why this application is proceeding in any manner whatsoever given the significant and highly controversial changes that have occurred under the Highway 413 EA. I apologize for another long-winded email but there is much complexity.

I hope Council CLEARLY UNDERSTANDS that the policies within the YR's Official Plan that gives authority to lower-tier Councils to approve active recreation on certain rural designated areas of the Greenbelt was not supported by Vaughan Markham York Region TRCA the Greenbelt Foundation York Region Federation of Agriculture & created strong public outcry. These policies were the result of a member's motions put forward by Jackson upon approval of the Secondary Plan in 2019 & again in 2022. In so doing she facilitated the private ROPA7 request becoming the official plan policy. She demonstrated a callous disregard for the potential consequences of this decision and provided no reasonable explanation for her dedication to developing on the Greenbelt. While staff recognized changes may have been necessary to the Greenbelt agricultural designation they also recognized rural was too permissive and would not adequately protect the natural heritage system/regional Greenlands system. What is permitted on these lands remains at Council's discretion you are under no obligation to permit parks on the rural areas of the Greenbelt for this development or in Blocks 41 and 27 for which these policies in York Region's Official Plan apply.

Landowners Vaughan York Region Councils as well as the province have all clearly demonstrated policies do not have to be followed or upheld. They are nice to have but not legislation. Tonight the landowner & their paid staff will compel you to believe you HAVE TO approve parks stormwater management etc on the Greenbelt THIS IS UNTRUE. It is merely what they have been able to manipulate at multiple levels of government as permissible. Predominately through use of Regional Councillor Jackson's willingness to bring forward Member's Motions that only have professional expert support from the landowners' paid staff if even that.

Let them go to the tribunal fight more spend more. You all know it will never be enough.

Regards
Irene Ford

Begin forwarded message

From: IRENE FORD <[REDACTED]>
Date: September 13, 2023 at 9:35:23 AM EDT
To: project_team@highway413.ca "Environmental Permissions (MECP)" <enviropemissions@ontario.ca>
Cc: 413@glcsolve.com iaac.ontarioregion-regionontario.asic@canada.ca Noor Javed <njaved@thestar.ca> Emma McIntosh <emma.mcintosh@thegarwhal.ca> Kim Zazour <kzazour@yrmg.com> Brian Capita <bcapitao@yrmg.com> "cc" <council@vaughan.ca> Paul Webster <[REDACTED]> Kara-Inc <kara@kara-inc.ca> "Minister (MMAH)" <minister.mah@ontario.ca> "Ministre / Minister (ECCC)" <ministre-minister@ec.gc.ca> MECP Minister <minister.mecp@ontario.ca> Francesco Sorbara <francesco.sorbara@parl.gc.ca> Stephen Lecce <stephen.lecceco@pc.ola.org> Michael Tibollo <michael.tibollo@pc.ola.org> anna.roberts@parl.gc.ca Board CCKT <board@cckt.ca> Oico On Info <info@oico.on.ca> Ombudsman On Info <info@ombudsman.on.ca> Comments <comments@auditor.on.ca> SmartProsperity Info <info@smartprosperity.ca> Jpc On Info <info@jpc.on.ca> Wayne Emmerson <wayne.emmerson@york.ca> Robert Benzie <rbenzie@thestar.ca> Joel Wittnebel <joel.wittnebel@thepointer.com> Mike Crawley <mike.crawley@cbc.ca> Todd Coles <todd.coles@vaughan.ca> Christopher Raynor <christopher.raynor@york.ca> Jeff Gray <jgray@globeandmail.com> Integrity Commissioner <integrity.commissioner@vaughan.ca> Ombudsman Ontario <thewatchdog@ombudsman.on.ca> Mike Schreiner <mischreiner@ola.org> Marit Stiles-QP <mstiles-qp@ndp.on.ca> John Fraser-OO <jfraser.mpp.co@liberal.ola.org> Isaac Callan <isaac.callan@globalnews.ca> Council@peelregion.ca <council@peelregion.ca> Caroline Mulroneycy <caroline.mulroneycy@pc.ola.org> Joseph Guigley <joseph@newmarkettoday.ca> OPP Registrar <registrar@ontarioplanners.ca>
Subject: Nashville-Kleinburg Secondary Plan Block Plan, OPA & Highway 413 - Section 8-5

MTO Highway 413 Project Team & MECP Permissions,

Can someone please explain to me why the City of Vaughan is seeking public consultation on the Block Plan for a significant development half of which is within the Focused Area of Analysis, of Highway 413 EA?

The landowners appear to be seeking public feedback on the [Block Plan](#) as well as an [Official Plan Amendment](#) at a public meeting Sept, 13, 2023.

Has the MTO been consulted and/or provided written direction that these development applications can proceed?

If the City of Vaughan approves this, will municipal land use approvals take precedence over the ongoing provincial Environmental Assessment, thereby reducing any future opportunity to realign and mitigate environmental impacts?

How does MTO balance in the evaluation, land that is taken out of study area as agricultural due to land use permissions that have progressed since the TOR was approved in 2007? Is the land no longer considered agricultural, is it of higher value because it's developable even if Class 1-3 farmland? The approval of York and Peel's Official Plans would have resulted in significant urban expansions changing the future use of lands? What does this do to the estimated expropriate value of these lands?

I am troubled by the landowners consultant who seems to suggest in deputations and communications to both Caledon (Mayfield West) and Vaughan Council, that in order for the MTO to recognize their proposed development intentions in the ongoing EA process they require land use approvals from municipalities. In this [letter](#) from Nov, 2019 the consultant refers to capital infrastructure investments. It is unclear to me if these investments have been made by the landowner in anticipation of future development or the City of Vaughan. It is remarkable to me the Consultant believes that servicing is available, especially since the NW Vaughan EA was only just approved at the time. Block 41 presented a similar narrative in their [MZO request](#). No one has been able to explain to me how the landowners claim in the MZO that they invested millions in infrastructure for lands that had not been approved for development, if even brought into the urban boundary. Remarkably, mid-Oct, 2020 somehow Vaughan found a massive amount of 'surplus' interim servicing capacity ahead of regional infrastructure so that these developments plus others could be advanced.

The City of Vaughan's own policy in the North Kleinburg Nashville Secondary Plan (NKNSP) indicates that any development will not preclude or predetermine the outcome of the EA and will not approve any application, that any application submitted would be considered premature unless written permission is provided by the MTO etc. refer to [Section 4.14](#). The Consultant & Vaughan staff have do not realize this policy exists or have chosen to ignore this policy. Unless of course provincial policy changes conflict with this policy. Sadly this is an all too familiar story under the Ontario PC Government publicly consulted and approved policies/planning documents are bent, manipulated and not followed by our public institutions/administrations & private landowners/developers.

I cannot express enough as a concerned resident how frustrating and nonsensical the development process, or lack thereof, has become. There is no procedural fairness, respect for rule of law, the rules of the game continually change & all levels of government operate in silos. It is endless circle of finger pointing & a game of 'not it'.

Last week the Highway 413 project team announced [public consultation](#), at the same time the city of Vaughan is proceeding to seek public consultation on an adjacent development that as far as I can tell is premature, is not consistent with the approved secondary plan.

Some additional comments and concerns that may overlap or be of interest to those currently investigating Greenbelt removals. Many of the same actors have connections to this land.

- The lands were [sold in 2018](#) just after the PC Government was elected, who resumed the Highway 413 EA in their campaign. It was [listed](#) for sale again, sometime after Preferred Route Announcement. There is a confidentiality clause and I have not found any additional details. It is an interesting coincidence to me that the real estate agent overlaps with and provides services to Infrastructure Ontario for leasing and surplus land sales. The listing states: *The landowners group commenced preparation of the Environmental inventory and mapping, and the Hydrogeological monitoring background studies back in 2011, however, these studies were put on hold for the GTA West Corridor study. Now that the Preferred Route (August, 2020) has been released the Block Plan process can resume.*
- The public was never presented or knew about the new or modified sections developed and considered by the MTO until they were released as the preferred route in August, 2020. TRCA, municipalities were consulted but for the general public it was presented as a done deal because they released so much if the FAA, allowed development applications to proceed that by default it is a done deal, even though there is no approval by MECP
- MTO's own project consultants in a presentation indicated that if the MTO proceeded with either of the new Section 8s this would undermine the entire EA
- TRCA provided extensive documented, evidence based concerns and clearly stated that if the MTO proceeded with these changes that they would not be able to uphold their legislative interests/responsibilities to protect the Humber Watershed (refer to [staff reports](#));
- It is possible that Peter Van Loan lobbied the province to relocate the route in order to preserve his clients developable lands. He has connections to the Minister of

Transportation at the time; Caroline Mulronee as well as the owners of TACC and Argo. I have not been able to find documentation of this but it is my understanding that TACC has a financial interest in these lands through [ARGO](#).

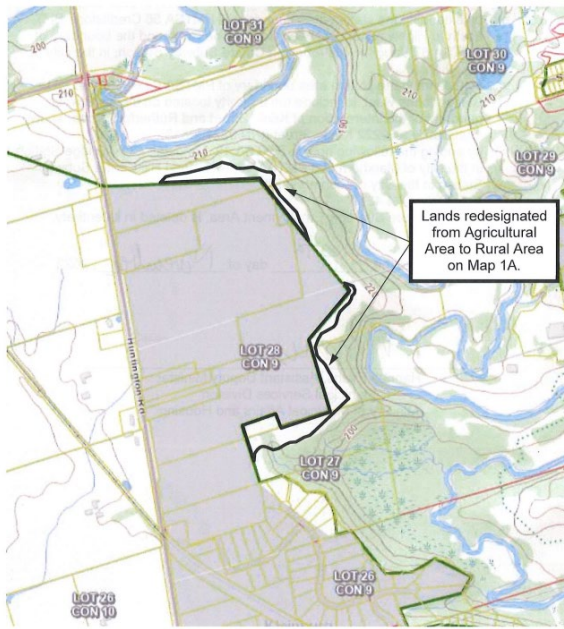
- Ryan Amato was Minister Mulronee's Director of Stakeholder relations in 2020. When I read both the Auditor General and Integrity Commissioners reports it made me wonder about the process by which it was decided and authorized to create and evaluate new routes in Section 8. The interaction w/ Mr Van Loan and Ryan Amato was most intriguing to me, that Mr. Van Loan had access to Mr. Amato and called him to inquire about Greenbelt removals ([paragraph 138](#)). Clearly they have a relationship professional or otherwise.
- In meetings earlier this year MTO & consulting staff were not able to immediately provide information that demonstrated the same level of studies and evaluation was completed for the new and/or modified routes. A [comparative analysis](#) was shared at the 2019 Public Consultation Session. MTO was asked if the [comparative analysis](#) was done for the new S8 Routes; it took almost 8 months to share something publicly that should have already been completed and on file. It appears that instead of the 2019 preferred route of impacting 46Ha of the NKNSP the new preferred route in S8-5 will impact 13.5 Ha. It was suggested that feedback was to move the route, to preserve the developable land. I'm quite certain that feedback didn't mean increase impacts upon the Heritage Humber River to preserve developable land.
- I pointedly and repeatedly asked who authorized the release of Section 8-5 as the preferred route during a Spring, 2023 community meeting with MTO and their consulting staff. I was given no answer and **made it understood that staff avoided & would not answer this question.**
- Upon approval of York Region's Official Plan Nov 4, 2022 there was a change to land use designation (agriculture to rural) on the Greenbelt adjacent to these lands. It is unclear why the Ministry of MAH made this change, if there was a request or if it just magically happened. [Refer to Appendix 1](#). It appears special policies that permit active recreation have also been extended to these lands. Even though this was never presented during the York Region Official Plan consultations or when ROPA7 was brought forward to lower & upper tier Councils. To add insult to injury the landowner is seeking to stuff all of the parks w/ unproven, underground storage water tanks under the Greenbelt portions that were redesignated from agriculture to rural. <https://pub-vaughan.escrimemeetings.com/filestream.ashx?DocumentId=148127>

- 70 ha Gross Developable Area.
- Higher density along Huntington Road.
- 1,450 Total Units.
- Approx. 4,740 persons and 350 jobs.
- 73 persons and jobs/ha.
- 2 school sites – Public in the south, Catholic north.
- 3 neighbourhood parks.
- Parks and infrastructure utilize accepted land use of Greenbelt lands, outside of feature limits and protective buffers.

- Legend
- Block Plan Study Area Boundary
 - Ownership Boundary
 - TRCA Staked Feature Limit October 13, 2015 (R-PE Surveying LTD.)
 - Dripline based on 2014 Air photography - Beacon Environmental
 - Greenbelt Boundary
 - Development Limit / Ultimate Constraints

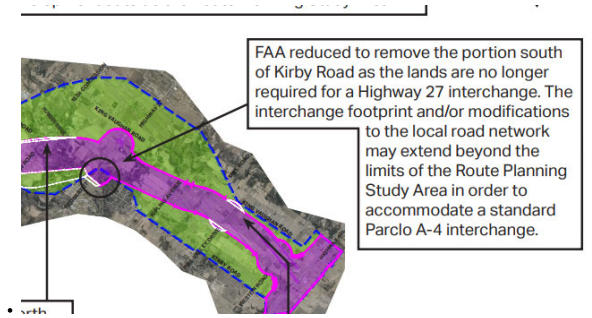


Appendix 1 – Modification #



Separate Issue but Perhaps of Interest

- Block 55 brought forward a Block Plan for Council approval at the Committee of the Whole Meeting Sept 12, 2023.
- In paragraph 85 of the Integrity Commissioners report the landowner indicates they spoke with Mr. Amato about MTO related business items. I couldn't help but wonder if they ever talked about the small portion of these lands that remained within the [FAA](#) and likely prevented the development from proceeding.
- These lands were also subject to a 2017 Greenbelt removal and there was much controversy and ambiguity at Council on if these lands were allowing development on the Greenbelt or not.



Thank you for reading and I look forward to your responses.

Irene Ford