

COMMITTEE OF THE WHOLE (2) – SEPTEMBER 17, 2024

COMMUNICATIONS

Distributed September 13, 2024

Item No.

- | | | |
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| C1. | Presentation material | 7 |
| C2. | Irene Ford, dated September 12, 2024 | 4 |
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Distributed September 16, 2024

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| C5. | Lindsay Moore, SCS Consulting Group Ltd., Centurian Drive, Markham, dated September 16, 2024 | 2 |
| C6. | Angela Grella, dated September 16, 2024 | 4 |
| C7. | Paul DeMelo, Kagan Shastri DeMelo Winer Park LLP, Avenue Road, Toronto, dated September 16, 2024 | 5 |
| C8. | Claudio Brutto, Brutto Consulting, Miranda Avenue, Toronto, dated September 17, 2024 | 4 |

Distributed September 17, 2024

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| C9. | Memorandum from the Deputy City Manager, Planning and Growth Management, dated September 17, 2024 | 6 |
| C10. | Deb Schulte, Mira Vista Place, Woodbridge, dated September 17, 2024 | 4 |

Disclaimer Respecting External Communications

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Please note there may be further Communications.



C1.
Communication
CW(2) – September 17, 2024
Item No. 7

YORK REGION TRANSIT'S 2025 TRANSIT INITIATIVES CITY OF VAUGHAN

Presented by
Tamas Hertel
Manager, Service Planning

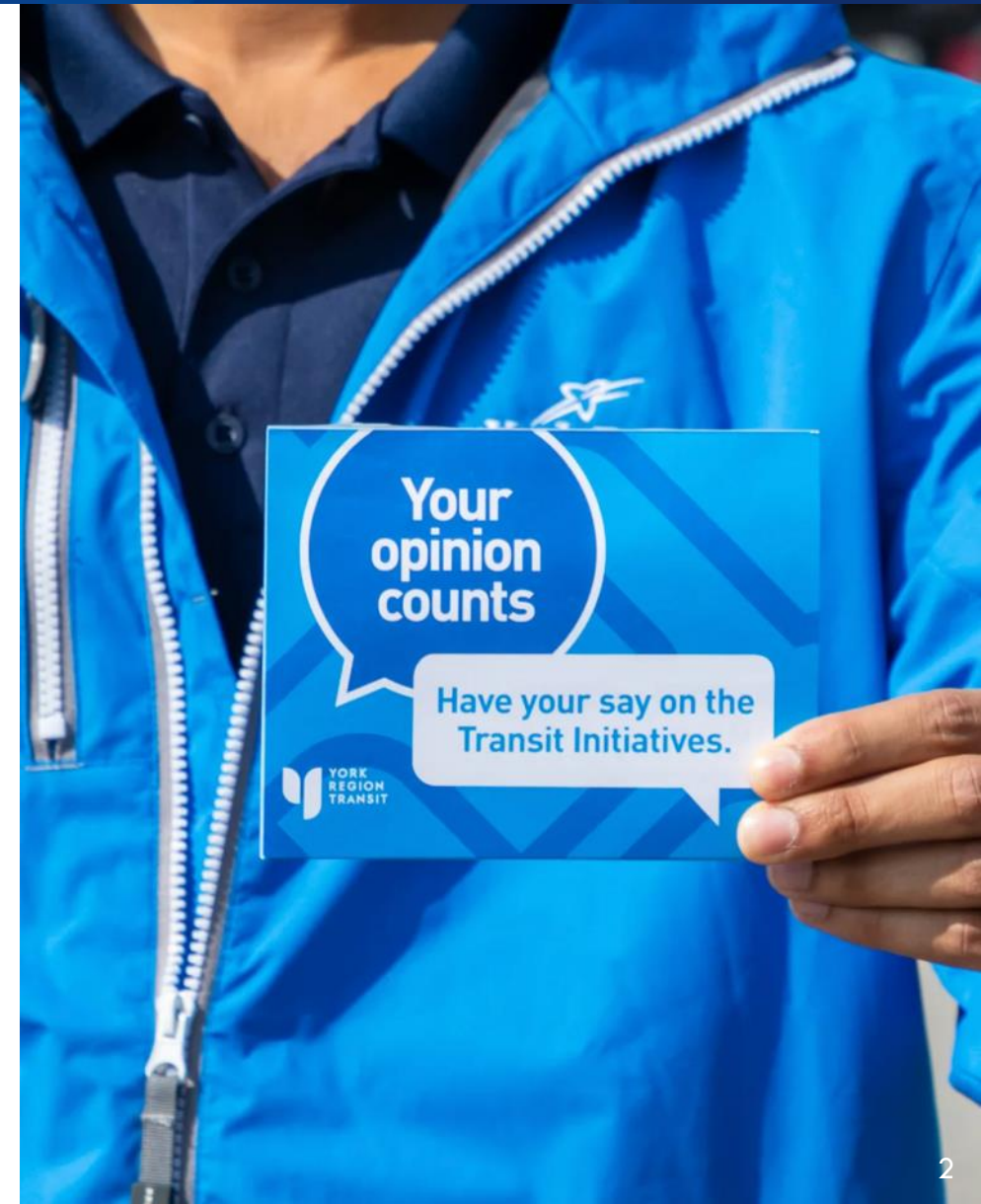
Presented to
City of Vaughan Council

Presented on
September 17, 2024



Agenda

- Overview of the annual plan process
- Summary of 2024 service improvements
- Summary of stakeholder and public consultations
- Summary of 2025 Transit Initiatives
- Ridership trends
- Next steps



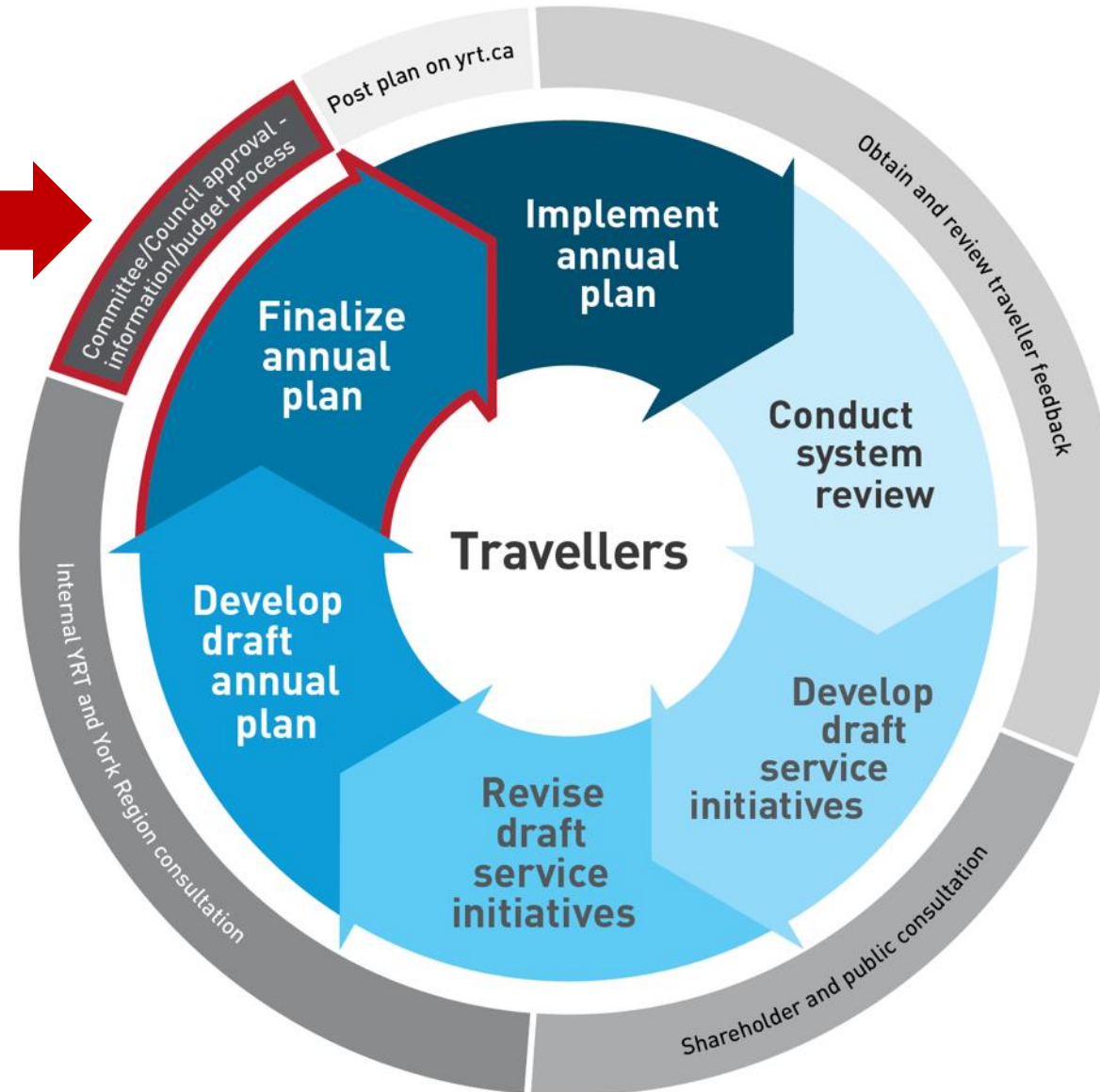
Annual Transit Initiatives Process

We are here



**Finalize
annual plan**

**Committee/
Council approval –
information/
budget process**



2024 Service Improvements in City of Vaughan

Routes/Service	Implemented Service Change
7 – Martin Grove	Introduced Sunday/holiday service
10 – Woodbridge	Introduced weekday rush hour service
On-Request Woodbridge	Adjusted service area and hours with introduction of Route 10
20 – Jane*	Improve midday and afternoon rush hour frequency Extend early morning service
26 – Maple	Extended service to Maple GO Station
88 – Bathurst	Improved frequency on Saturdays
165 – Weston	Extended service to Major Mackenzie West Terminal
Viva blue B*	Improve frequency on Yonge Street south of Bernard Terminal

* **Note:** To be implemented in November 2024.

**YRT and Brampton Transit provide integrated service on Highway 7,
and frequency improved between Highway 50 and Vaughan Metropolitan Centre.**

Stakeholder and Public Consultation

Consultation	Date (2024)	Location
City Staff	March 12	Municipal Office
YRDSB and YCDSB	April 19	York Region Office
Neighbouring Transit Agencies	April 29	York Region Office
Virtual Public and Business Engagement	May 5 to June 8	yrt.ca/TransitPlan or YRT Contact Centre
Accessibility Advisory Committee (YRAAC)	May 5 to June 8	yrt.ca/TransitPlan or YRT Contact Centre
Public Outreach Event #1	May 6	Pierre Berton Resource Library
Public Outreach Event #2	May 13	Vaughan Mills Terminal
Route Survey #1	June 9 to 29	Routes 4 & 6 – Major Mackenzie
Route Survey #2	June 9 to 22	Route 7 – Martin Grove
Route Survey #3	June 11 to 29	Route 87 – Autumn Hill

Feedback Received

- Support for restructuring Route 469 – Father Bressani School Special to service the community of Vellore
- Support for increased frequency and weekend service to Humber College on Route 7 – Martin Grove
- Support for increased Saturday frequency on Route 85 – Rutherford
- Request to improve frequency and service span on Route 165 – Weston
- Request to extend Route 13 – Islington north to Kleinburg Village and south of Steeles Avenue to Finch Avenue
- Request for weekend service on Route 13 – Islington
- Request to extend Viva orange to Pearson Airport
- Request for overnight On-Request service

2025 Transit Initiatives in City of Vaughan

Routes/Service	Proposed Service Change
4 – Major Mackenzie	Restructure route to terminate at Major Mackenzie West Terminal
6 – Major Mackenzie	New route connecting Nashville Heights to Jane Street
7 – Martin Grove	Improve frequency and service Humber College on weekends
77 – Highway 7*	Improve Saturday frequency
85 – Rutherford*	Improve afternoon rush hour and Saturday frequency
87 – Autumn Hill	Restructure route to end at Maple GO Station
96 – Keele-Yonge*	Introduce Sunday service and expand Saturday service span
107B – Keele	Improve afternoon rush hour frequency
165 – Weston	Improve afternoon rush hour frequency
463 – St. Joan of Arc SS via Keele	New School Special route
469 – Father Bressani SS	Restructure School Special route and add new morning trip
473 – Stephen Lewis SS via Thomas Cook*	New School Special route
On-Request Kleinburg-Nashville	Expand service area east to Pine Valley Drive

* **Note:** Implemented in 2024 in response to ridership increases and the need for additional service before 2025.

YRT Services in City of Vaughan



Transit Services - Vaughan

YRT Routes

- 3 - Thornhill
- 4 - Major Mackenzie
- 5 - Clark
- 7 - Martin Grove
- 12 - Pine Valley
- 13 - Islington
- 20 - Jane
- 21 - Vellore
- 23 - Thornhill Woods
- 25 - Maple
- 77 - Highway 7
- 85 - Rutherford
- 88 - Bathurst
- 96 - Keele-Yonge
- 98/99 - Yonge (Late Night)
- 99 - Yonge
- 105 - Dufferin
- 107/107B - Keele
- 165 - Weston
- 320 - Jane Express
- 360 - Vaughan Mills/Wonderland
- 361 - Nashville Express
- 446 - St Theresa SS via McCollum
- 460 - Holy Cross SS
- 461 - Emily Carr SS via Royalpark
- 462 - Maple SS
- 464 - St Joan of Arc SS via Amersia
- 465 - St Joan of Arc SS via Melville
- 466 - Tommy Douglas SS via Fossil Hill
- 467 - Tommy Douglas SS via Cityview
- 468 - Emily Carr SS via Kitchburg
- 469 - Father Bressart SS
- 470 - Westminster SS
- 471 - Stajon Lewis SS via Ten Oaks
- 472 - Mac
- 473 - orange
- On-Request Kitchburg-Nashville Service Area
- On-Request Maple-Rutherford EO Service Area

TTC Routes

- 60/60B/60C - Steeles West
- 760 - Bathurst North

Brampton Transit Routes

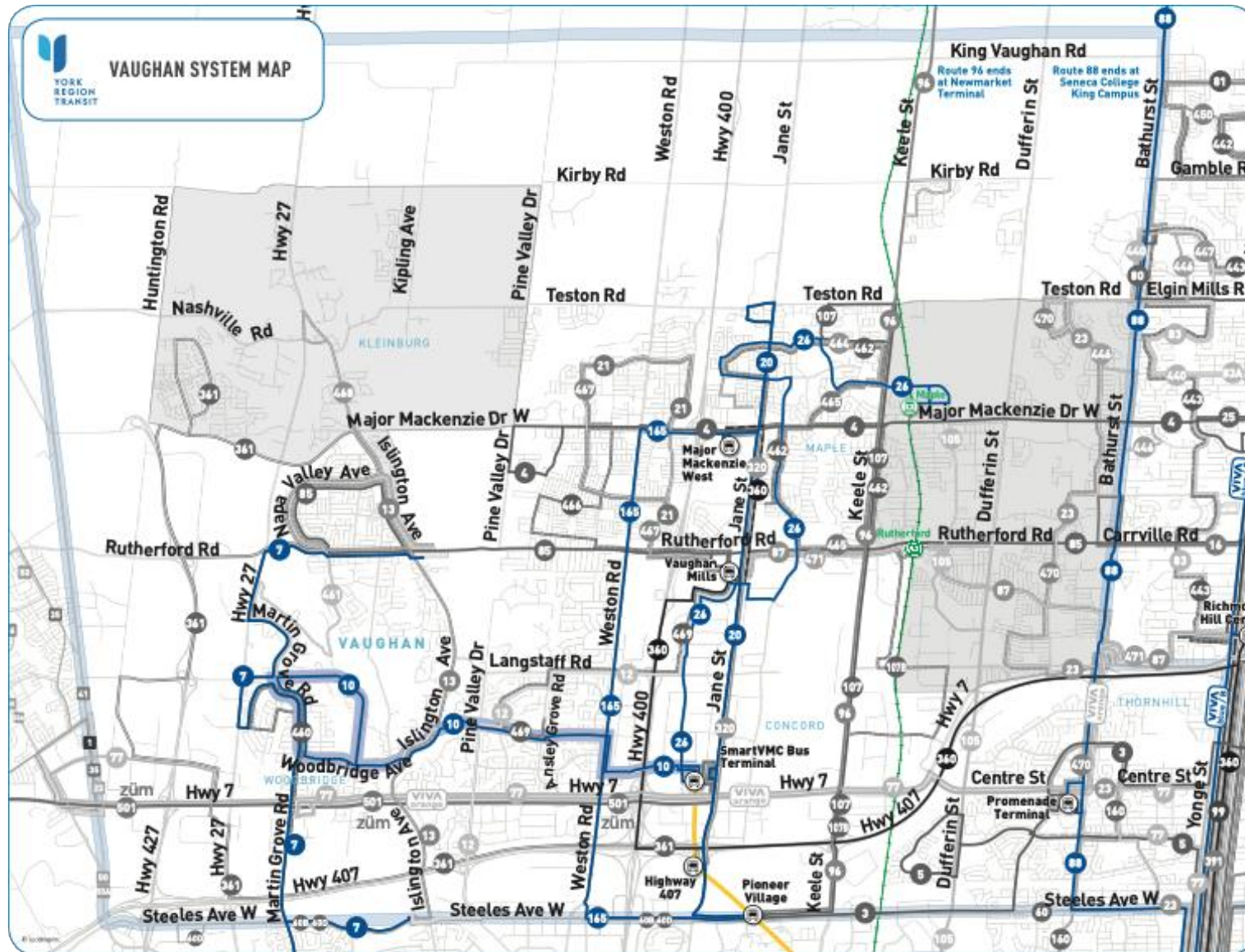
- 1 - Queen
- 23 - Sandalwood
- 35 - Clarkson
- 501/501C - Zum Queen

On-Request 65+ and Paratransit services are available to all eligible travellers across the Region.

- GO Rail
- TTC Subway Line 1
- Municipal Boundary

Accessible formats or communication supports are available upon request.

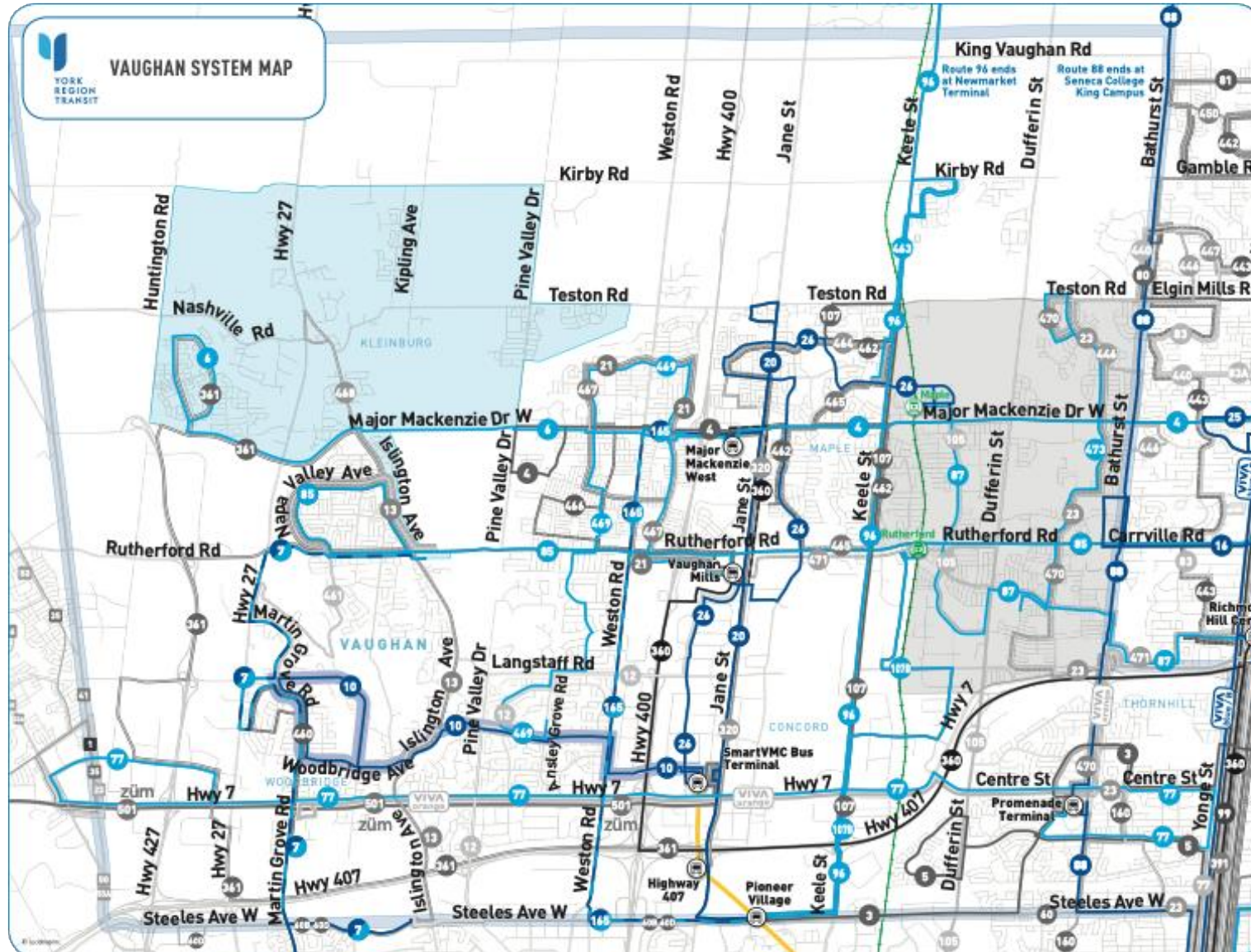
2024 Service Improvements in City of Vaughan



- ### Transit Services - Vaughan
- YRT Routes**
 - 3 - Thornhill
 - 4 - Major Mackenzie
 - 5 - Clark
 - 7 - Martin Grove
 - 10 - Woodbridge
 - 12 - Pine Valley
 - 13 - Islington
 - 19 - Jane
 - 21 - Vellere
 - 23 - Thornhill Woods
 - 24 - Maple
 - 77 - Highway 7
 - 85 - Rutherford
 - 88 - Bathurst
 - 86 - Keele-Yonge
 - 98/99 - Yonge (Late Night)
 - 99 - Yonge
 - 105 - Dufferin
 - 107/107B - Keele
 - 145/145F - Weston
 - 220 - Jane Express
 - 340 - Vaughan Mills/Wonderland
 - 361 - Nashville Express
 - 446 - St Theresa SS via McCollum
 - 448 - Holy Cross SS
 - 451 - Emily Carr SS via Royalpark
 - 462 - Maple SS
 - 464 - St Joan of Arc SS via America
 - 465 - St Joan of Arc SS via Metville
 - 466 - Tommy Douglas SS via Fossil Hill
 - 467 - Tommy Douglas SS via Cityview
 - 468 - Emily Carr SS via Kleinburg
 - 469 - Father Bressani SS
 - 471 - Westmount SS
 - 471 - Stephen Lewis SS via Ten Oaks
 - Viva - Blue/B
 - Viva - Orange
 - De-Request Kleinburg-Nashville Service Area
 - De-Request Maple-Rutherford EO Service Area
 - De-Request Woodbridge Service Area
 - TTC Routes**
 - 620/620/620 - Steeles West
 - 160 - Bathurst North
 - Brampton Transit Routes**
 - 1 - Queen
 - 23 - Sandalwood
 - 35 - Clarkway
 - 41 - Bolton
 - 501 - Zim Dunes
- De-Request 65+ and Paratransit services are available to all eligible travellers across the Region.
- GO Rail
 - TTC Subway Line 1
 - Municipal Boundary
 - 2024 Transit Initiative Changes

Accessible formats or communication supports are available upon request.

2025 Transit Initiatives in City of Vaughan



Accessible formats or communication supports are available upon request.

2025 Projects and Programs



Planning for the future



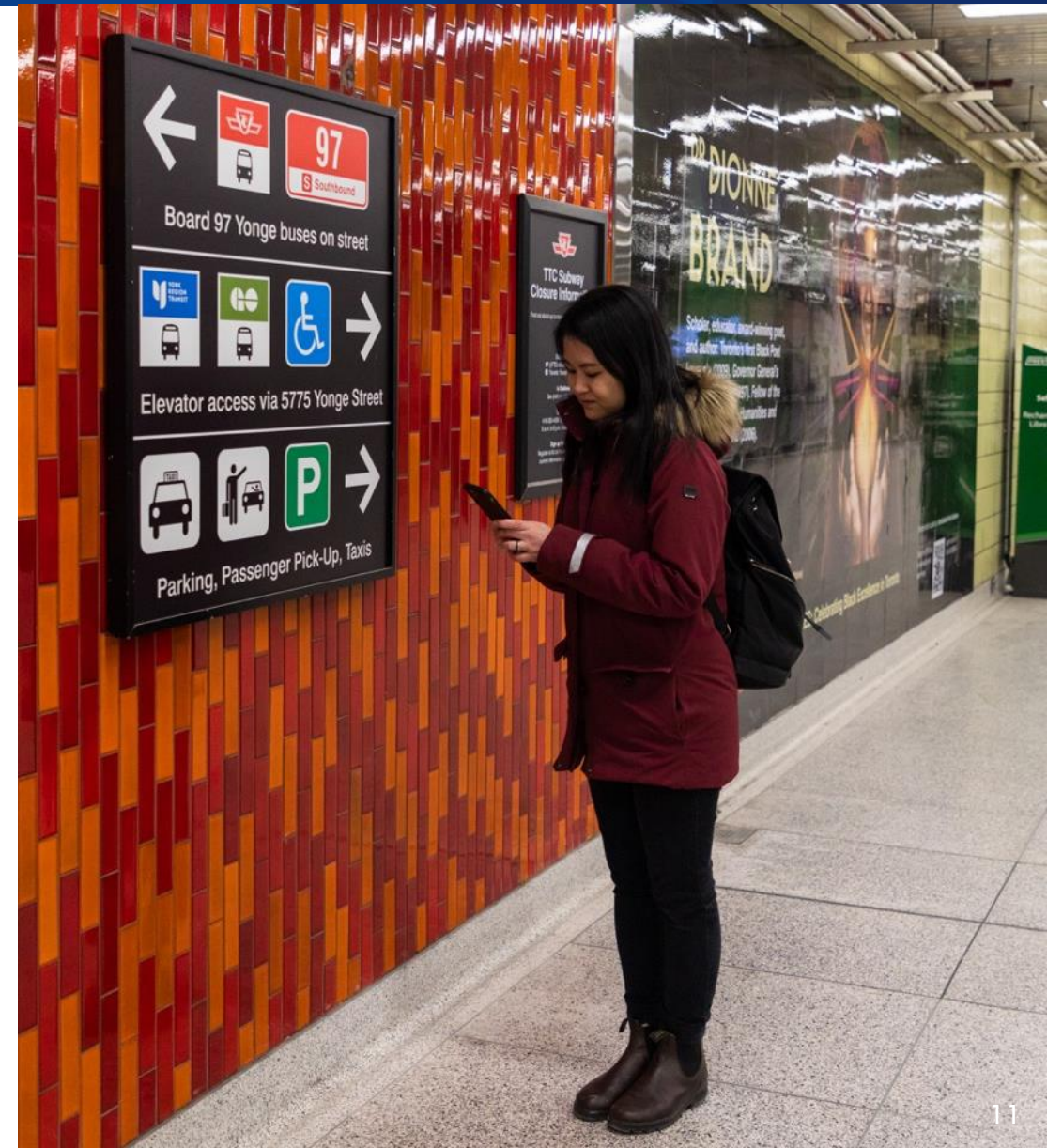
Fare and service integration



Technology and innovation

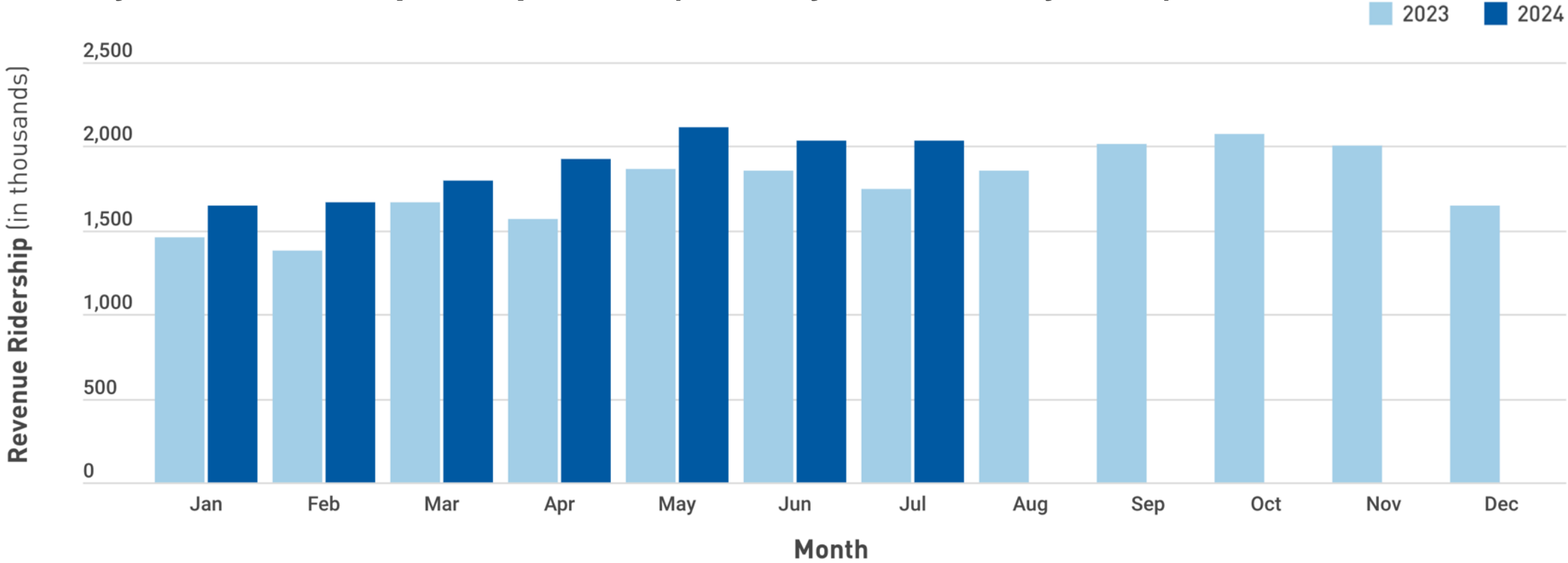


Customer service



System Ridership Trends

YRT System Ridership Comparison (January 2023 to July 2024)



Ridership in City of Vaughan increased approximately 17% compared to 2023.

Next Steps

- Seek York Regional Council approval of the 2025 Transit Initiatives through the operating and capital budget approval process
- Communicate 2025 Transit Initiatives to customers and residents
- Begin 2026 Transit Initiatives annual plan process



Thank You

For more information, please contact:

Tamas Hertel

Manager, Service Planning

tamas.hertel@york.ca



C2.
Communication
CW(2) – September 17, 2024
Item No. 4

From: [Todd Coles](#)
To: Clerks@vaughan.ca
Subject: Fw: [External] Block 41 - Response Required In order to Speak to Sept 17 Staff Report
Date: Thursday, September 12, 2024 1:56:17 PM

Communication for CW2, Item #4.

Thanks,

Todd

Todd Coles, BES, MCIP, RPP
City Clerk
905-832-8585, ext. 8281 | todd.coles@vaughan.ca

City of Vaughan | Office of the City Clerk
2141 Major Mackenzie Dr., Vaughan ON L6A 1T1
vaughan.ca



From: IRENE FORD [REDACTED]
Sent: Thursday, September 12, 2024 1:51 PM
To: Todd Coles <Todd.Coles@vaughan.ca>
Subject: [External] Block 41 - Response Required In order to Speak to Sept 17 Staff Report

CAUTION! This is an external email. Verify the sender's email address and carefully examine any links or attachments before clicking. If you believe this may be a phishing email, please use the Phish Alert Button.

Explain how ROPA 7 was endorsed by Vaughan Council?
Was ROPA7 approved by the Minister?
Are staff applying the policies of ROPA7 or the policies of YROP upon initial approval to facilitate active parkland?

I remember this meeting well in June of 2021. The recommendations of the CofW were not ratified by Council, it was Council's intent only to receive the staff report not to endorse any recommendations. So I can't understand why the CofW recommendations stand. I probably will need to see the video on this one. I think that the suggestion is that all recommendations from CofW stand, but that is not what Council made it sound like at all. Isn't it only the below recommendations stand that the amendment?

Council Minutes.

<https://pub-vaughan.escribemeetings.com/filestream.ashx?DocumentId=79631>

MOVED by Regional Councillor Jackson
seconded by Councillor DeFrancesca

THAT Item 9, Committee of the Whole Report No. 32 be adopted and amended, as follows:

By receiving the report of the Deputy City Manager, Planning and Growth Management, dated June 8, 2021; and

By receiving the following communications:

- C6. Kim Empringham, York Region Federation of Agriculture, dated June 8, 2021;
- C31. David R. Donnelly, Donnelly Law, Carlaw Avenue, Toronto, dated June 8, and June 18, 2021;
- C44. Andre Willi, Strategic Benefits, Steeles Avenue West, Vaughan, dated June 19, 2021;
- C45. Angela Grella, dated June 20, 2021;
- C46. David Toyne, Upper Cold Creek Farm, Pine Valley Drive, Woodbridge, dated June 21, 2021;
- C47. Louisa Santoro, dated June 21, 2021;
- C54. Irene Ford, dated June 21, 2021;
- C57. Jean-François Obregón, Laurel Valley Court, Concord, dated June 21, 2021;
- C60. Frank Troina, Kilmuir Gate, Woodbridge, dated June 21, 2021; and
- C61. Mary and Ferdinando Torrieri, Kilmuir Gate, Woodbridge, dated June 21, 2021.

CARRIED

Committee of the Whole Minutes

<https://pub-vaughan.escribemeetings.com/filestream.ashx?DocumentId=79631>

9. RESPONSE TO YORK REGION'S REQUEST FOR COMMENTS ON REGIONAL OFFICIAL PLAN AMENDMENT 7

The Committee of the Whole recommends:

- 1) Whereas the Greenbelt lands in Blocks 27 and 41 are designated Agriculture within the York Region Official Plan are planned to be surrounded by urban uses, compromising their ability to be used for farming and other agricultural uses;**

Whereas the Region of York has requested comments on ROPA 7, which would redesignate these lands within Blocks 27 and 41 from Agriculture to Rural in its Official Plan;

Whereas the Greenbelt Plan permits and promotes recreational uses within its Protected Countryside designation;

Whereas the City wants Greenbelt lands within Blocks 27 and 41 to be used for parks, active recreation, passive recreation and infrastructure in accordance with the Greenbelt plan;

and whereas the City does not support the use of lands within Blocks 27 and 41 for uses such as schools, fire halls, cemeteries and places of worship within rural areas in the Greenbelt Plan;

Now Therefore Let It Be Resolved that the Council of the City of Vaughan supports the redesignation of Greenbelt lands from Agriculture to Rural as proposed by ROPA 7 and further direct staff to send a copy of this resolution to the Regional Municipality of York;

- 2) That the report of the Deputy City Manager, Planning and Growth Management, dated June 8, 2021, be received;**
- 3) That the following comments and Communications be received:**

The Committee of the Whole recommends:

- 1) Whereas the Greenbelt lands in Blocks 27 and 41 are designated Agriculture within the York Region Official Plan are planned to be surrounded by urban uses, compromising their ability to be used for farming and other agricultural uses;**

Whereas the Region of York has requested comments on ROPA 7, which would redesignate these lands within Blocks 27 and 41 from Agriculture to Rural in its Official Plan;

Whereas the Greenbelt Plan permits and promotes recreational uses within its Protected Countryside designation;

Whereas the City wants Greenbelt lands within Blocks 27 and 41 to be used for parks, active recreation, passive recreation and infrastructure in accordance with the Greenbelt plan;

and whereas the City does not support the use of lands within Blocks 27 and 41 for uses such as schools, fire halls, cemeteries and places of worship within rural areas in the Greenbelt Plan;

Now Therefore Let It Be Resolved that the Council of the City of Vaughan supports the redesignation of Greenbelt lands from Agriculture to Rural as proposed by ROPA 7 and further direct staff to send a copy of this resolution to the Regional Municipality of York;

Even if Council endorsed ROPA7 it doesn't mean that ROPA7 applies. The Block 41 staff report seems to suggest that the policies of ROPA 7 apply and they do not. Unless staff can explain when and how they were formally adopted by the Minister. I will need evidence and legislative authority etc. Unfortunately, the legislation is such a mess it is open to erroneous interpretations at this point. If the landowner somehow got ROPA 7 approved the public deserves to know when, how and by who. If the Minister did not approve ROPA7 and staff are proceeded to allow the Block Plan proceed in the absence of approval of these very, very controversial policies this requires investigation.

Upon approval of York Region's Official Plan there were changes adopted that reflected more direct wording in ROPA 7 but these changes were not kept upon the enactment of Bills 150 and 162. The Mapping remains as per Map 1c and the policies are as set out in Sections 3.2.5, 5.3.5 and 5.3.6. There is a paragraph in the staff report that suggest ROPA7 was 'amended' and applied to YROP, 2010 and I am not aware of this happening at any point in time.

This is a big deal and precedent setting so the decision path and authority are critical. There should be no room for interpretation to protect all parties involved. The suggestion here is that Vaughan Council endorsed active parkland and I don't think they did. Further the Minister to my knowledge has not permitted active parkland.

Response
Regional Official Plan Amendment No. 7 (“ROPA 7”) was endorsed by Vaughan Council in June of 2021 to modify policy and mapping of the YROP within Blocks 27 and 41, from “Agricultural” to “Rural”, to permit active parkland and recreational uses on lands located within the Greenbelt Plan Area. YROP 2022 integrates the mapping change intended as per ROPA 7, therefore the proposed park and stormwater management facilities that are proposed within the Greenbelt Area, are in accordance with the mapping and policies of YROP 2022 and the Greenbelt Plan.

Was ROPA7 approved and applied to YROP 2010 Official Plan?

Regional Official Plan Amendment No. 7 (“ROPA 7”) amended mapping and policies of the YROP 2010 to redesignate Greenbelt areas within Block 41 from “Agricultural” to “Rural”, to permit active parkland and recreational uses on lands located within the Greenbelt Plan Area. As identified in the YROP 2022 section above, the Block Plan is consistent with the amendments made through ROPA 7 as the LOG proposes to locate

parks/recreational uses within the Greenbelt Plan Area, on lands that were designated “Rural” by ROPA 7.

York Region Official Plan has been updated

The 2022 *York Regional Official Plan* is now updated to reflect November 2022 [modifications](#) by the Province of Ontario's Ministry of Municipal Affairs and Housing. The update also reflects changes from Provincial [Bill 150](#) in December 2023 and [Bill 162](#) in February 2024 to reverse some of those modifications.

This is from Section 3.2.5.

- ii. authorized through an *Environmental Assessment*;
- e. *Urban agriculture*, recreational and parkland uses on rural lands within the linear river valleys identified in policy 5.3.5, which may include serviced playing field and golf courses. The location, range and types of parkland and recreational uses permitted will be determined by the local municipality through its official plan and/or *secondary plans*.

5.3.5 That rural lands within the linear river valleys of the Greenbelt Protected Countryside shown on *Map 1C*, that are surrounded by the urbanizing *Designated Greenfield Areas* of Vaughan and Markham, per *Map 1B*, shall be identified in local official plans and protected for natural heritage restoration and *urban agriculture*.

5.3.6 That, notwithstanding policy 5.3.2, permitted uses within the rural lands identified in policy 5.3.5 are limited to the following:

- a. *Passive recreation*;
- b. Environmental management, restoration, and enhancement;
- c. Compatible urban *agricultural uses*; and
- d. Recreational and parklands uses in accordance with the Greenbelt Plan and local municipal *secondary plans* on the basis of appropriate technical studies and natural systems planning.

Passive Recreational Uses

Outdoor recreational uses, such as non-motorized trails, that have minimal environmental impact and contribute to health and a high-quality of life for residents and workers.

I will leave my comments about Greenbelt conformity above and beyond for next week.

Thank you,
Irene

Council Information Session

Area Specific Development Charges – Teston Road East and West Sanitary Sewer Infrastructure



C3.

Communication

CW(2) – September 17, 2024

Item No. 2

Today we will discuss

- DCA Requirements
- Overview of Development Area and Key Assumptions
- ASDC Calculation:
 - Summary of Benefitting Area
 - Summary of Proposed Works
 - Draft Calculated Rates
- Timelines and Next Steps

What Are Development Charges?

- Charges imposed on development to fund “growth-related” capital costs
- Pays for new infrastructure and facilities to maintain service levels
- Principle is “growth pays for growth”

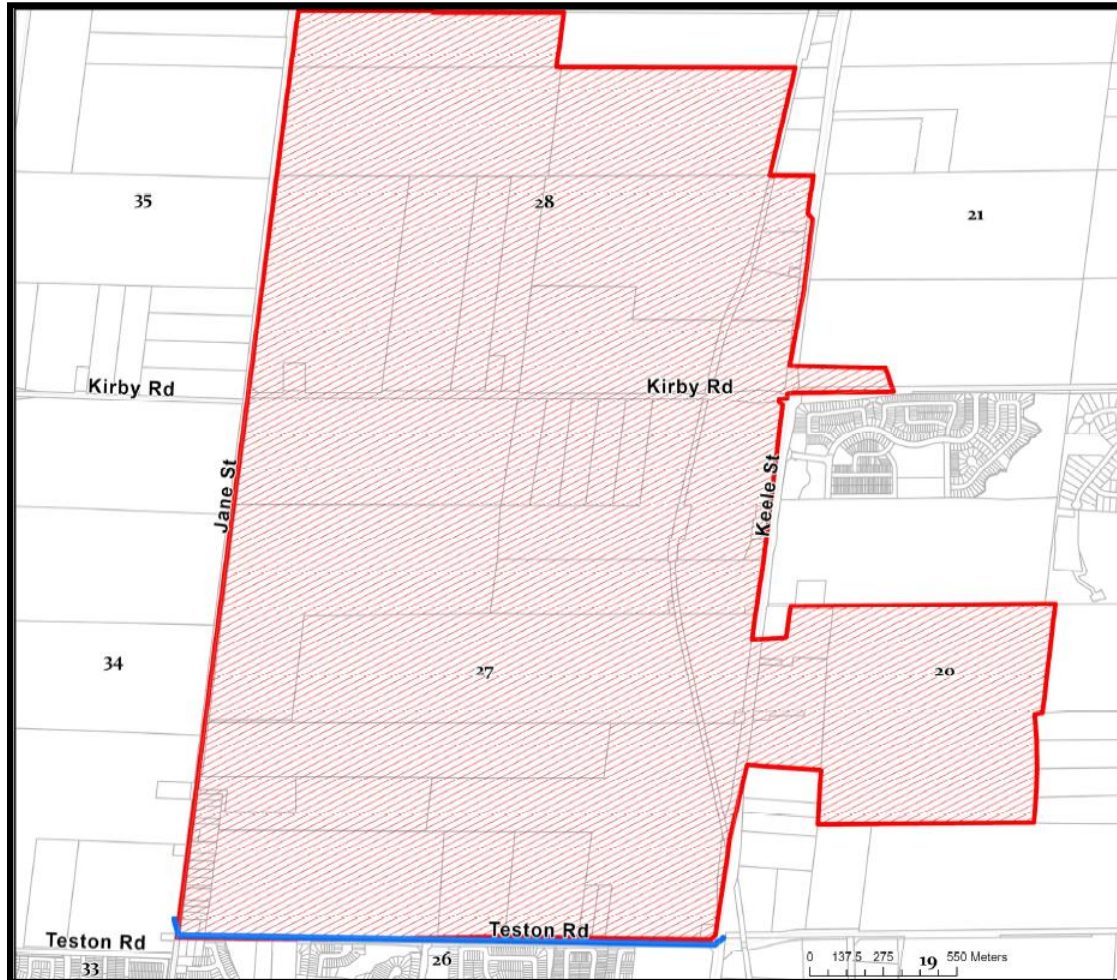
Development Charges Act Requirements (DCs)

- DCs imposed through by-law
 - City imposes both City-wide and ASDC by-laws
- New Area-Specific Development Charges will require new by-law(s) to impose a charge
 - New ASDC is to be levied in addition to the existing City-Wide DCs imposed
- Prior to passing a by-law City must:
 - Undertake a background study
 - Hold at least one public meeting
- DC by-law will expire 10-years after it comes into force
 - City has authority to update earlier

ASDC Consultation Program

- City staff and Hemson have initiated discussions with interested stakeholders
 - Two formal meetings with landowners have been held to date
- Continued dialogue with interested stakeholders is expected over the coming months to review the materials and information prior to the passage of new by-laws
- Statutory Public Meeting planned for October 8th 2024.

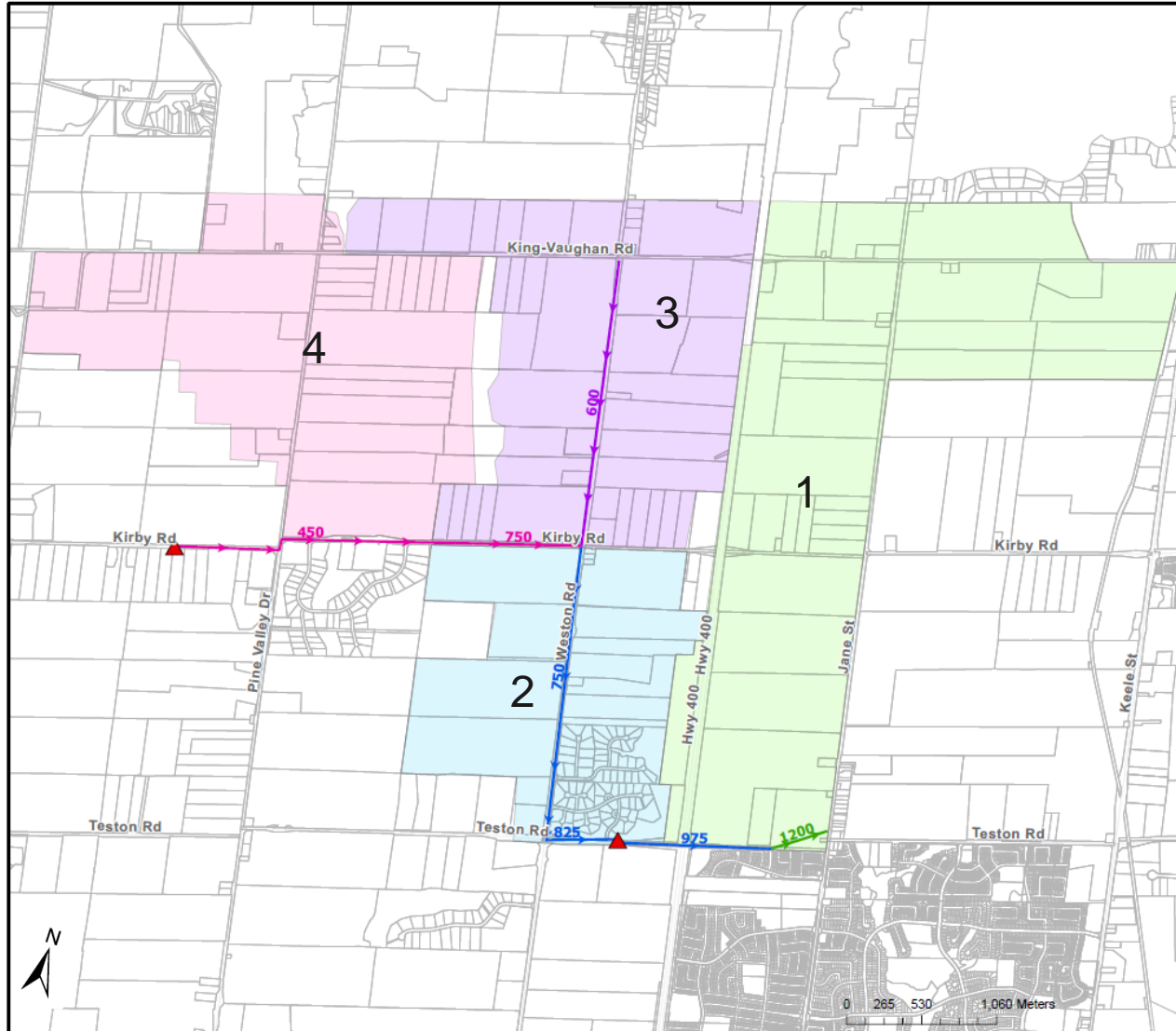
Teston Road – Sanitary Sewer East



- 5 Legend
- ▭ SERVICE AREA
 - PROPOSED SANITARY WORKS

Capital Works	Teston Road Sanitary Sewer East
Capital Cost ⁽¹⁾	\$27,573,405
Benefitting Area (net hectare)	443.55 ha
By-law Administration: DRAFT Calculated Charge (\$/ha)	\$62,165.21

Overview of Teston Road West Sanitary Sewer Infrastructure Benefitting Areas



▲ Pumping Station

Serviced Areas

1

2

3

4

Note: Colored Lines with arrows denote proposed linear works.

Note: Numbers on this map denote "Areas."

- ASDC is structured by "Maps"
 - Maps 1 to 4
- Maps are made up of "Areas" as shown on the map to the left
- 4 ASDCs (maps) made up of combination of areas determined by benefiting infrastructure

Teston Road West – ASDC Calculation Summary

Capital Works	Capital Cost ⁽¹⁾	Benefitting Area	By-law Administration: DRAFT Calculated Charge (\$/ha)
Segment A Servicing <i>Teston Road Sanitary Sewer</i> <u>Map 1</u>	\$4,363,580	Area 1,2,3 and 4 = 1,164.03 ha	\$3,748.68
Segment B Servicing <i>Weston (Teston/Kirby) & Teston Road incl. Teston SPS</i> <u>Map 2</u>	\$90,716,184	Area 2, 3 and 4 = 731.55 ha	\$124,005.07
Segment C Servicing <i>Weston (Kirby to K/V) Sanitary Sewer</i> <u>Map 3</u>	\$7,973,003	Area 3 = 274.14 ha	\$29,084.04
Segment D Servicing <i>Kirby Sanitary Sewer and SPS (Kirby)</i> <u>Map 4</u>	\$45,750,200	Area 4 = 265.05 ha	\$172,609.70

Note 1: Figures include financing costs

Teston Road West – ASDC Calculation Summary

Development	Benefitting Infrastructure	By-law Administration: Total Applicable Charges (\$/net ha)
Lands Located in Area 1	Segment A (Map 1)	\$3,748.68
Lands Located in Area 2	Segment A (Map 1) Segment B (Map 2) Total	\$3,748.68 <u>\$124,005.07</u> \$127,753.75
Lands Located in Area 3	Segment A (Map 1) Segment B (Map 2) Segment C (Map 3) Total	\$3,748.68 \$124,005.07 <u>\$29,084.04</u> \$156,837.78
Lands Located in Area 4	Segment A (Map 1) Segment B (Map 2) Segment D (Map 4) Total	\$3,748.68 \$124,005.07 <u>\$172,609.70</u> \$300,363.44

Key Steps in Passing a DC By-Law

Task	Description
Release DC Background Study to Public	<ul style="list-style-type: none"> • 60 days before by-law passage and 2 weeks before public meeting • By September 20, 2024
Advertise for Public Meeting	<ul style="list-style-type: none"> • 20 days notice • By September 17, 2024
Release Proposed DC By-law	<ul style="list-style-type: none"> • 2 weeks before Public Meeting (or sooner) • September 24, 2024
Hold Statutory Public Meeting	<ul style="list-style-type: none"> • October 8th, 2024 • Receive submissions from public and Council • Amend proposed charges and by-law if warranted • Determine if additional Public Meeting is required
DC By-law Passage	<ul style="list-style-type: none"> • November 19, 2024
Notice of By-law Passage	<ul style="list-style-type: none"> • 20 days after DC by-law passage
Appeal Period	<ul style="list-style-type: none"> • 40 days following DC by-law passage
DC Pamphlet	<ul style="list-style-type: none"> • 60 days after passage of DC by-law

C4.
Communication
CW(2) – September 17, 2024
Item No. 3

From: Clerks@vaughan.ca
To: [Assunta Ferrante](mailto:Assunta.Ferrante)
Subject: FW: [External] Potential Future Woodbridge Go Station
Date: Friday, September 13, 2024 12:13:15 PM

From: IRENE FORD [REDACTED]
Sent: Friday, September 13, 2024 11:58 AM
To: Clerks@vaughan.ca; oprmanager@vaughan.ca
Cc: York Region <yorkregion@metrolinx.com>; MMAH Official Plans (MMAH) <mmahofficialplans@ontario.ca>
Subject: [External] Potential Future Woodbridge Go Station

CAUTION! This is an external email. Verify the sender's email address and carefully examine any links or attachments before clicking. If you believe this may be a phishing email, please use the Phish Alert Button.

Vaughan Clerks,

Please submit this communication in response to Agenda Item 6(3) entitled: WOODBRIDGE GO STATION LAND USE STUDY FILE NO. BU-9571-20 VICINITY – KIPLING AVENUE AND MEETING HOUSE ROAD.

I am pleased to see that staff have taken a balanced approach to identifying land for a potential future Go Station and have acknowledge the very real and significant challenges as well as uncertain timelines.

I would ask that in approval of the Secondary Plan as recommended by staff that they ensure to delineate the Go Line and potential station by identifying them as 'subject to further study' or 'potential'. This would be consistent with both York Region's Official Plan, 2022 Map 10 Rapid Transit Network and Schedule 10 of Vaughan's 2010 Official Plan. This status should carry forward into the ongoing update to Vaughan's Official Plan and depicted upon approval to any other applicable plans and by-laws. There should be no confusion between existing versus proposed.

This is important to ensure when development is discussed in this area that residents, landowners, the City of Vaughan and the province who is the responsible for Go Transit, are all in agreement about the timing and reality of additional transit required to support intensification and higher density.

Often development comes with the promises of improved infrastructure but it doesn't come until long after, or worse government priorities change after an election. It is paramount that the reality of the timing of infrastructure be realistically presented for all so that there is no misconception or false pretense about the development that is

possible now versus decades from now.

Thank you,
Irene Ford

City of Vaughan Committee of the Whole
Vaughan City Hall
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

C5.
Communication
CW(2) – September 17, 2024
Item No. 2

Attention: Mr. Todd Coles, City Clerk

Members of the Committee of the Whole

Re: | Teston Road East and West Sanitary Sewer Area Specific Development Charge

SCS is the engineering consultant for the Vaughan 400 North Landowners Group Inc. (the Group). On behalf of the Group, we are writing regarding the Teston Road East and West Sanitary Sewer Area Specific Development Charge (“ASDC”). The Group lands are within the benefitting areas that are proposed to be included in and subject to the ASDC. The Group’s lands will benefit from some components of Wastewater Project MP-8 that is included within the ASDC and we appreciate that the City has undertaken to prepare an area specific development charge for this infrastructure.

We, along with members of the Group, have met with City staff on two occasions regarding the ASDC. We have provided comments which raised questions and concerns with the proposed ASDC to City staff via email on August 29, 2024. SCS is reviewing additional information recently provided by the City, including cost estimates and drainage area information. On Friday, we obtained a copy of the Draft DC Background Study and will be undertaking a detailed review. Upon completion of our review, we will provide further comments. We look forward to continuing to discuss the ASDC with City staff with the intent of resolving our questions and concerns with the ASDC prior to its passing.

Re: **Teston Road East and West Sanitary Sewer Area Specific
Development Charge**

File #: 1958
September 16, 2024
Page 2 of 2

Please contact the undersigned if you have any questions or require any additional information.

Sincerely,

SCS Consulting Group Ltd.



Lindsay Moore, P.Eng.

lmoore@scsconsultinggroup.com

- c. Ms. Meaghan McDermid, Davies Howe LLP
- Ms. Rosemarie Humphries, HPGI
- Mr. Andrew Orr, Trustee, Vaughan 400 North Landowners Group Inc.

P:\1958 Block 34W\Correspondence\Letters\City-lcm-draft ASDC 16Sep2024 (02393720-2xCDE1C).docx



C6.
Communication
CW(2) – September 17, 2024
Item No. 4

From: Clerks@vaughan.ca
To: [Assunta Ferrante](mailto:Assunta.Ferrante)
Subject: FW: [External] Protect the Greenbelt Lands of Block 41 (Committee of the Whole)
Date: Monday, September 16, 2024 11:47:10 AM

From: Angela Grella [REDACTED]
Sent: Monday, September 16, 2024 11:28 AM
To: Clerks@vaughan.ca
Subject: [External] Protect the Greenbelt Lands of Block 41 (Committee of the Whole)

CAUTION! This is an external email. Verify the sender's email address and carefully examine any links or attachments before clicking. If you believe this may be a phishing email, please use the Phish Alert Button.

Dear Vaughan Council and Planning Department,
After Reading the Sunday, September 15, 2024, Toronto Star Article about Block 41 I am advocating that Vaughan Council permanently protect the existing 137 hectares of Greenbelt Lands of Block 41 from development. The Greenbelt lands need to be protected. Parks, fields and other infrastructure must not be permitted on lands within the Greenbelt Area of Block 41. Section 3.4.2 of the Greenbelt Plan: “Settlement Areas outside of the Greenbelt are not permitted to expand into the Greenbelt”. Parks are part of the new Block 41 settlement and expansion into the Greenbelt has never been allowed. If Vaughan Council approves the expansion of parks, recreational fields and other recreational infrastructure into the Greenbelt, it will be the beginning of the end of the Greenbelt in Vaughan. Urban active parkland will bleed into the Greenbelt lands everywhere adjacent new developments are approved. Parks, fields, and other infrastructure **must** remain within the approved settlement area of Block 41. **Suppose the Block 41 settlement area was not approved for development, would Vaughan Council have approved/permitted the expansion of parks, fields and other recreational infrastructure on the existing 137 hectares of Greenbelt Lands of Block 41?** I am advocating that Vaughan Council set a precedent and not permit active parkland, fields and recreational infrastructure to be built on the Greenbelt lands of Block 41. **Parks, fields, and other infrastructure must remain within the approved settlement area of Block 41.** Please demonstrate environmental leadership, uphold Greenbelt Protection and keep your Greenbelt Promise.
Sincerely,
Angela Grella



Kagan | Shastri
DeMelo | Winer | Park
LAWYERS | LLP

Paul DeMelo
Direct: (437) 780-3435
pdemelo@ksllp.ca

File No. 24011

September 16, 2024

VIA EMAIL clerks@vaughan.ca
City of Vaughan, Office of the City Clerk
Vaughan City Hall
2141 Major Mackenzie Dr.
Vaughan, ON L6A 1T1
Canada

C7.
Communication
CW(2) – September 17, 2024
Item No. 5

Dear Sirs;

Re: Official Plan Amendment File OP.22.022
Zoning By-law Amendment File Z.22.043
87 Keatly Drive
OLT Case file No: OLT-24-000220 & OLT-24-000221

We are the solicitors for QF Development Group (BT) Inc. (the “Applicant”) the owner of the above noted lands and the appellant with respect to the above noted appeals. We have had the opportunity to review the “Committee of the Whole (2) Report” (the “Report”) and respond herein.

We are more than appreciative of the considerable amount of work undertaken by Staff in reaching its conclusions. After careful consideration, we respectfully disagree with the findings of the Report. We believe there are alternative considerations that have not been fully addressed in the Staff recommendation.

We do not believe it will be appropriate for agents of the Applicant to make a public deputation at the Committee as the Ontario Land Tribunal is now the approval authority on the applications. Formal submissions should be directed at the Ontario Land Tribunal in this matter.

The Applicant will continue to work with Staff and local residents to resolve issues. The Applicant remains committed to the iterative planning process.

00407943-2

Yorkville Office:
188 Avenue Road,
Toronto, ON, M5R 2J1
P. 416.368.2100 | F. 416.368.8206 | ksllp.ca

Downtown Office:
250 Yonge Street, Ste 2302, P.O. Box 65
Toronto, ON, M5B 2L7
P. 416.645.4584 | F. 416.645.4569 | ksllp.ca

We will not be in attendance at the Committee meeting to make a deputation. If you have any questions regarding the above, please do not hesitate to contact me at (437) 780-3435 or via email at pdemelo@ksllp.ca.

Yours truly,

KAGAN SHASTRI DeMELO WINER PARK LLP

A handwritten signature in black ink, appearing to read 'Paul DeMelo', written over a horizontal line.

Paul DeMelo
PD/dp

cc: client.
Please reply to the: Yorkville Office

C8.

Communication

CW(2) – September 17, 2024

Item No. 4

Presentation For Block 41 Plan File BL.41.2020

Part of Lot 26, Concession 6 City of Vaughan, ON

COMMITTEE OF THE WHOLE PUBLIC MEETING
SEPTEMBER 17th, 2024

Brutto Consulting

PINE VALLEY DR

WESTON RD

BLOCK 41-28W DEVELOPMENTS LIMITED

BLOCK 41-28E DEVELOPMENTS LIMITED

BURDI, M;
BURDI, V

TACC DEVELOPMENTS (BLOCK 41) INC.

1212763 ONTARIO LIMITED

SUBJECT PROPERTY (24.8 ac)

1212765 ONTARIO LIMITED

RICHMOND
PROPERTIES
(BLOCK 41) INC.

PAGNANI, M
(ESTATE);
PAGNANI, M;
SACCOCCIA, G;
PAGNANI, V;
PAGNANI, S

MIRACLE
ARENA
FOR ALL
NATIONS

TESTON RD

RITINA
HOMES LTD.

FOUR SEASONS
(PINE VALLEY) INC.


LEGEND

 Block 41 Secondary Plan Area (Subject Lands)

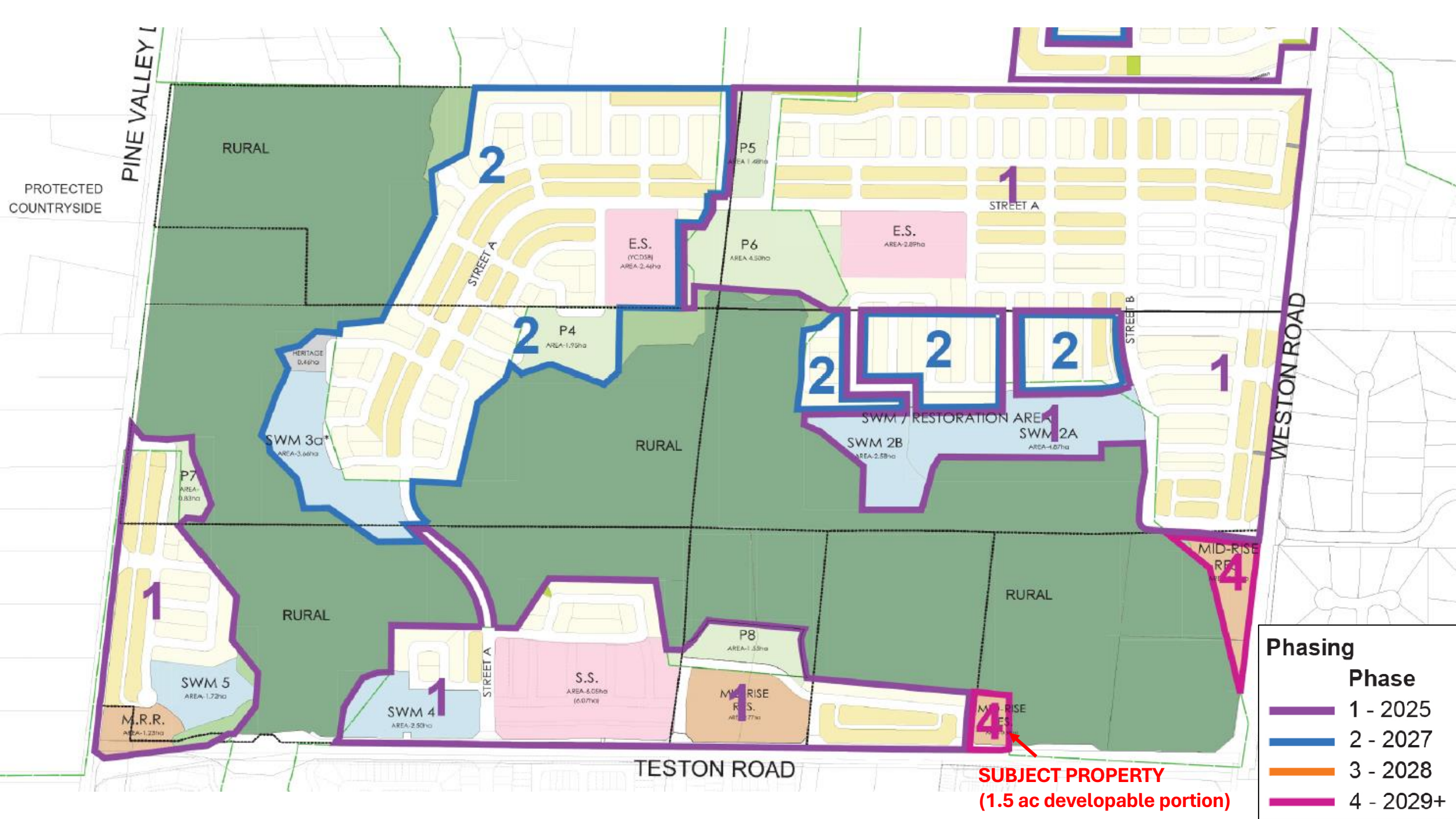
 Block 41 Concession





 Participating Landowner

 Non-Participating Landowner

 TransCanada Pipelines Limited
(Federally Regulated Neighbouring Owner)

 Greenbelt Plan Area



Phasing	
Phase	Year
	1 - 2025
	2 - 2027
	3 - 2028
	4 - 2029+

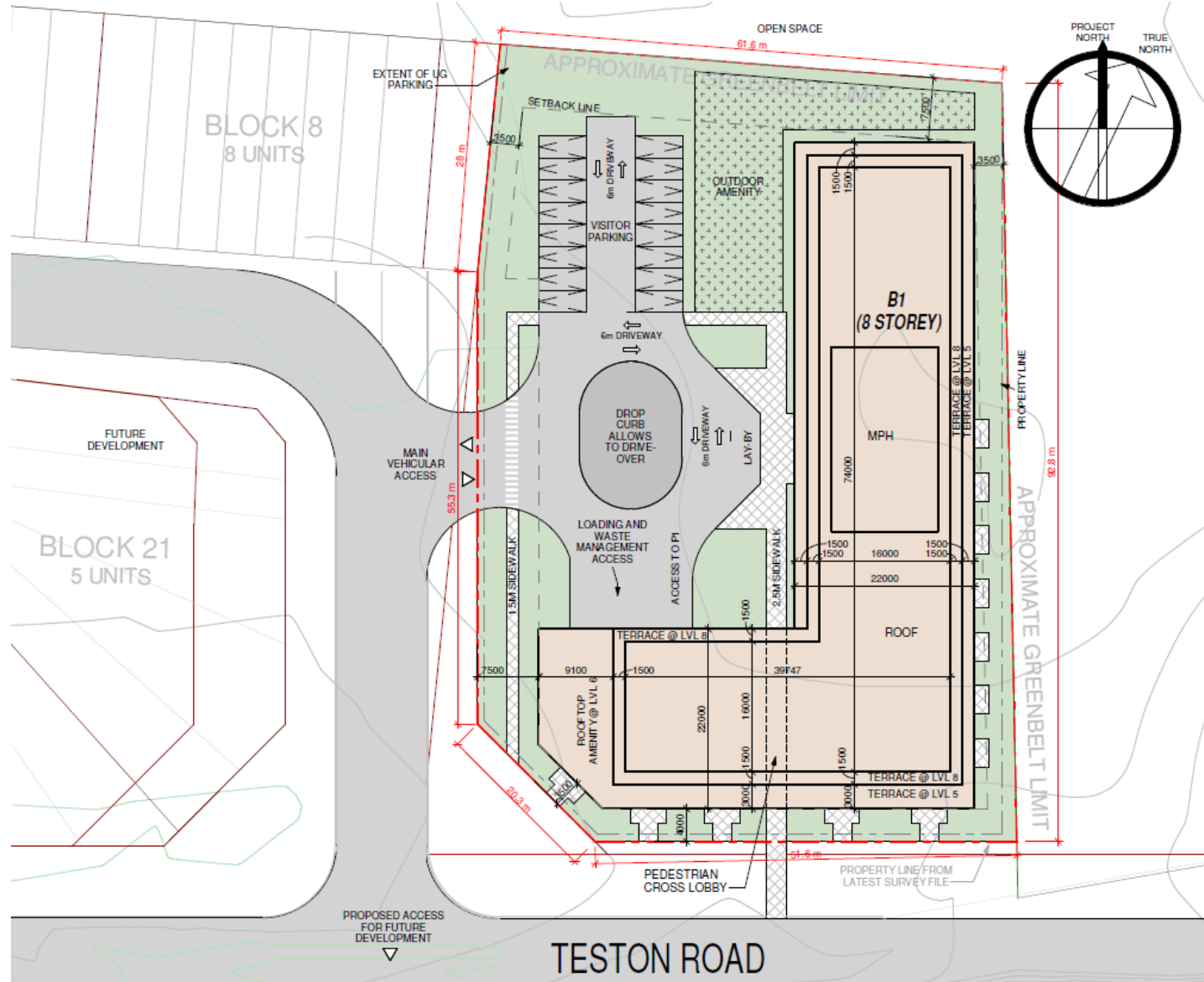
SUBJECT PROPERTY
 (1.5 ac developable portion)

Map Labels:

- Streets:** PINE VALLEY I, WESTON ROAD, TESTON ROAD, STREET A, STREET B
- Zones:** RURAL, E.S. (AREA-2.46ha), S.S. (AREA-6.07ha), M.R.R. (AREA-1.23ha), HERITAGE (0.46ha), SWM 3a (AREA-3.66ha), SWM 2B (AREA-2.58ha), SWM 2A (AREA-1.87ha), SWM 5 (AREA-1.72ha), SWM 4 (AREA-2.59ha)
- Other Labels:** P5 (AREA-1.49ha), P6 (AREA-4.50ha), P4 (AREA-1.92ha), P7 (AREA-0.83ha), P8 (AREA-1.53ha)
- Phasing Numbers:** 1, 2, 3, 4

OUR COMMENTS

- From our engineering consultant's perspective, they advise there is no difference between our client's property (Phase 4) and the immediately adjacent Richmond Properties (Phase 1) to the west.
- Our client is familiar with servicing in the area having been heavily involved on servicing matters for Block 40 immediately to the south.
- With respect for Block 41 our client has undertaken a pre-consultation meeting and is in the process of preparing a development application for Site Plan approval for a mid-rise building which can provide much needed housing units in the City of Vaughan.
- Our client is considering market-rental units.
- We would respectfully ask the consultant and the City to reconsider the phasing and allow our client's 1.5 acre developable portion to be included in Phase 1.





C9.

Communication

CW(2) – September 17, 2024

Item No. 6

DATE: September 17, 2024
TO: Mayor and Members of Council
FROM: Haiqing Xu, Deputy City Manager, Planning and Growth Management
RE: Communication – Committee of the Whole (2), September 17, 2024

ITEM #6

**ROYAL 7 DEVELOPMENTS LIMITED
DRAFT PLAN OF CONDOMINIUM FILE 19CDM-24V008
2920 HIGHWAY 7
VICINITY OF JANE STREET AND REGIONAL ROAD 7**

Purpose

The purpose of this communication is to inform Council that revisions to the conditions of the Draft Plan of Condominium, included in Attachment 1 of the report of the Deputy City Manager, Planning and Growth Management dated September 17, 2024, have been proposed by the applicant, and are currently under review by City staff.

The proposed revisions are primarily related to the required parking for Expo Tower 5, which are located in the underground public parking garage. A final version of the conditions (Attachment 1) will be provided for Council's consideration at the September 24, 2024 meeting.

For more information, please contact Michelle Perrone, VMC Planner, Policy Planning and Special Programs Department, ext. 8483.

Respectfully submitted by

A handwritten signature in black ink, appearing to read "Haiqing Xu".

Haiqing Xu, Deputy City Manager,
Planning and Growth Management

Date: Sept 17, 2024

To: Mayor and Members of Council

Subject: Committee of the Whole –Block 41 Application for Approval

I want to thank you for giving me the opportunity to yet again come before you to share my thoughts on Block 41. It was just over a year and a half ago when I was standing here at the Public Hearing expressing my concerns regarding the Greenbelt incursions that were being proposed (**see attached submission**). Unfortunately, in the interim, despite a lot of work by staff, a confusing back and forth with the Greenbelt rules by the Province and the release of the Government of Canada “Recovery Strategy and Action Plan for the Redside Dace (*Clinostomus elongatus*) in Canada”, the Block Plan is essentially the same as what was being proposed at the Public Hearing, hence my disappointment and reason for appearing again today.

My name is Deb Schulte and I live at 76 Mira Vista Place in Woodbridge. At the Public Hearing I shared my role on the Greenbelt Task Force and my interest in Block 41. I am keenly aware of why approximately 40% of Block 41 was designated Greenbelt. It was because of its important natural heritage features; the East Purpleville Creek valley and stream corridors, significant wetlands and woodlands, the presence of endangered and many threatened species, including Endangered Red Side Dace (**Map A**), and its significance to surrounding and downstream areas of natural and scientific interest. This is identified in the Report; however, it does not seem to be enough to ensure that the Greenbelt boundaries are respected.

The meddling in the planning process by the Province, the silencing of York Region with regard to planning matters, and the neutering of the TRCA, has the ultimate protection of this important natural heritage in Vaughan Council’s hands.

Recently the Government of Canada has released its “**Recovery Strategy and Action Plan for the Redside Dace (*Clinostomus elongatus*) in Canada**” and Purpleville Creek and areas of Block 41 have been identified as significant habitat for the Red Side Dace (**Map B**). The report states, “The Redside Dace Recovery Implementation Team acknowledges that intensively developed areas will present additional challenges to the protection of Redside Dace and its habitat. **For this reason, it is especially important that subwatersheds supporting Redside Dace in areas not yet developed, and outside of designated high-density growth areas, be effectively managed and protected.**” Activities that occur adjacent to identified critical habitat (riparian vegetation/meander belt/stream) can still damage or destroy such habitat features, particularly when they negatively impact the existing magnitude, timing, and frequency of

stormwater flows.” It is imperative to integrate Redside Dace habitat protection into the urban development planning process, particularly with regard to stormwater management.

In Section 8.4 of the Strategy, **Proposed measures to protect critical habitat**, states, “Section 35 of the *Fisheries Act*, which prohibits the carrying out of any work, undertaking, or activity that results in the harmful alteration, disruption, or destruction of fish habitat, applies to all fish habitat, including the critical habitat for the Redside Dace as described in section 8.1.1 (including the entire bankfull channel width, the meander belt width and the riparian vegetation within it, and associated riparian vegetation extending 30 m out from the meander belt width).

It is clear to me that this Block Plan does not respect this section of the Recovery Strategy or Action Plan. We need an independent/impartial/knowledgeable arbitrator to determine if this Block Plan will be adequate to meet the requirements of the Recovery Strategy and Action Plan. From my knowledge of this issue, it does not.

I shared with you at the Public Hearing that the Elder’s Mills Nature Reserve is an excellent example of what will happen to a PSW wetland when a stormwater pond is connected to it. All the sensitive species die and it fills up with invasive species. Stormwater management ponds do not remove road salt or contaminants, just sediment, and if their outflows are connected to a wetland or a creek/stream, all that warmed, contaminated water will kill sensitive species. Red side dace needs clean cool water to survive and that will be significantly impacted by the many stormwater management ponds to be constructed either in existing wetlands, like 2A and 2B, or adjacent to Purpleville Creek and its tributaries.

I do not believe that the Province intended to allow for significant wetlands to be destroyed, nor have active parkland uses in the natural heritage areas of the Greenbelt when they made the change from agricultural to rural greenbelt designation. What is the point of having a Natural Heritage Area designation in the Greenbelt if we are going to allow development activities to occur there? I believe it was to be appropriate where already disturbed land and farmland in the Greenbelt was adjacent to developing areas, not in the Greenbelt Natural Heritage Areas, in critical endangered species habitat. I believe that the development industry has taken advantage of the confusion caused by the Province with their Greenbelt changes and reversals and we need to push back if we are to preserve the few remaining high quality natural heritage quality areas in Vaughan.

In fact, on page 9 of the report staff states that, “The MZO does not propose development on lands with existing woodlots or PSW’s.” So why do we have SWM 2A and 2B on previously designated PSW’s in the Greenbelt (**Map C**)? Probably, as has been identified in the report, the Land Owner Group has been able to reclassify some of these former PSW’s based on a

Provincial amended Ontario Wetland Evaluation System. Who has verified these changes? It reminds me of the story of the fox looking after the hen house. The TRCA has been neutered, so who has the expertise to evaluate the Landowner redesignations?

It is also troubling to read the staff assessment that, “ The Block Plan does not conflict with the policies of YROP 2022 as it: Protects natural heritage features within the Regional Greenlands System **to the extent possible.**” Having re-read the YROP 2022 as amended after the Provincial flip flop, this does not meet the intent of the policies on natural heritage, hence the qualifier. I won't even get into where did some of the existing forested areas go in the Plan (**Map D**)?

The report states that there are already 6 identified tableland wetlands, outside of the Greenbelt (**Map C**), to be removed to facilitate more homes, so you don't have to remove ones in the Greenbelt. Locate some of the SWM ponds on the currently isolated wetlands that are to be removed and create a central water feature that the community can enjoy, rather than pushing them onto the Greenbelt. Let's get creative, rather than the same old sprawl development that Vaughan has become so well known for.

All the changes were done with the preface that it was to build more homes faster, which is clearly not possible when you are creating a new development block. Despite all the rhetoric in the report I have yet to see new home construction create affordable housing options in Vaughan. Townhomes and condos were supposed to be the answer, however even those are running around \$1 million. Definitely not affordable to low to middle income residents, as targeted in the report.

Some of the most egregious incursions into the Greenbelt in this proposed Block Plan are the internal residential streets that jut into the Greenbelt in multiple locations. This is not allowed by any of the rules. When you add this to the parks and stormwater management ponds incursions, it destroys the intended buffer that was to provide protection to the red side dace habitat in this area. These incursions are simply not necessary. This block is now identified with a density of 90.6 jobs and people per hectare. The planning policy identifies 70 jobs and people per hectare, so we can lose a few homes and get those roads and Stormwater Management ponds out of the Greenbelt. You let it happen here and you will be unable to say no elsewhere. This sets a very bad precedent.

All this intrusion is supposed to be necessary because we are in desperate need of more homes. There is lots of opportunity for more development in Vaughan. Block 29 is also coming along and is a lot less environmentally complex. If you accept this block plan as proposed you will be signing the death warrant for the endangered red side dace in this area, one of the last quality sites in Ontario, and you will be setting a grave precedent for other development areas in Vaughan. I raised these very concerns at the Public Hearing and despite what has been

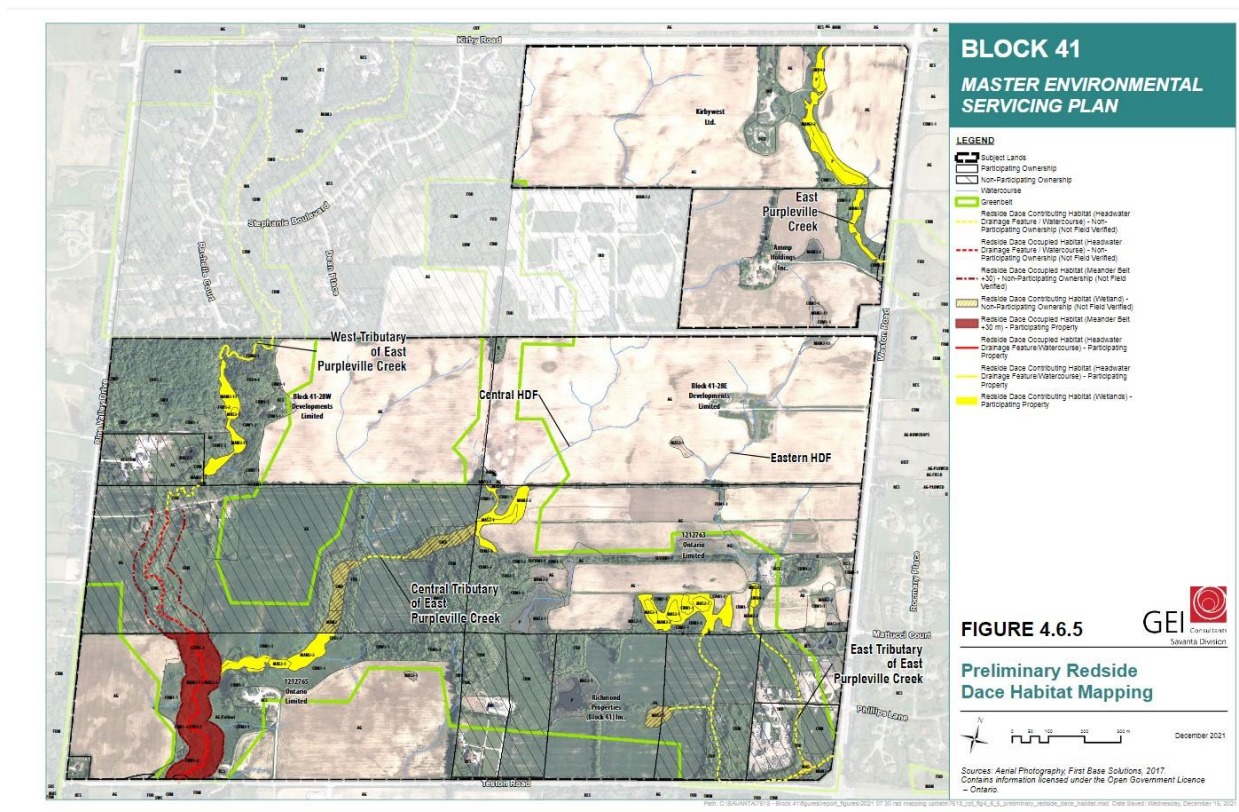
commented in the report, my concerns and the concerns of other members of the public have not been adequately addressed.

Please send the report back to staff to get those local roads out of the Greenbelt, I am not talking about the necessary and allowed collector roads. Relocate SWM 2A and 2B, as they are currently being located on top of existing previously designated PSW's. Don't let the Stormwater Management ponds drain into wetlands or the creek without getting the salt and contaminants out of the water first. We must do better. The fate of the endangered red side dace in Purpleville Creek is in your hands, along with several other threatened species.

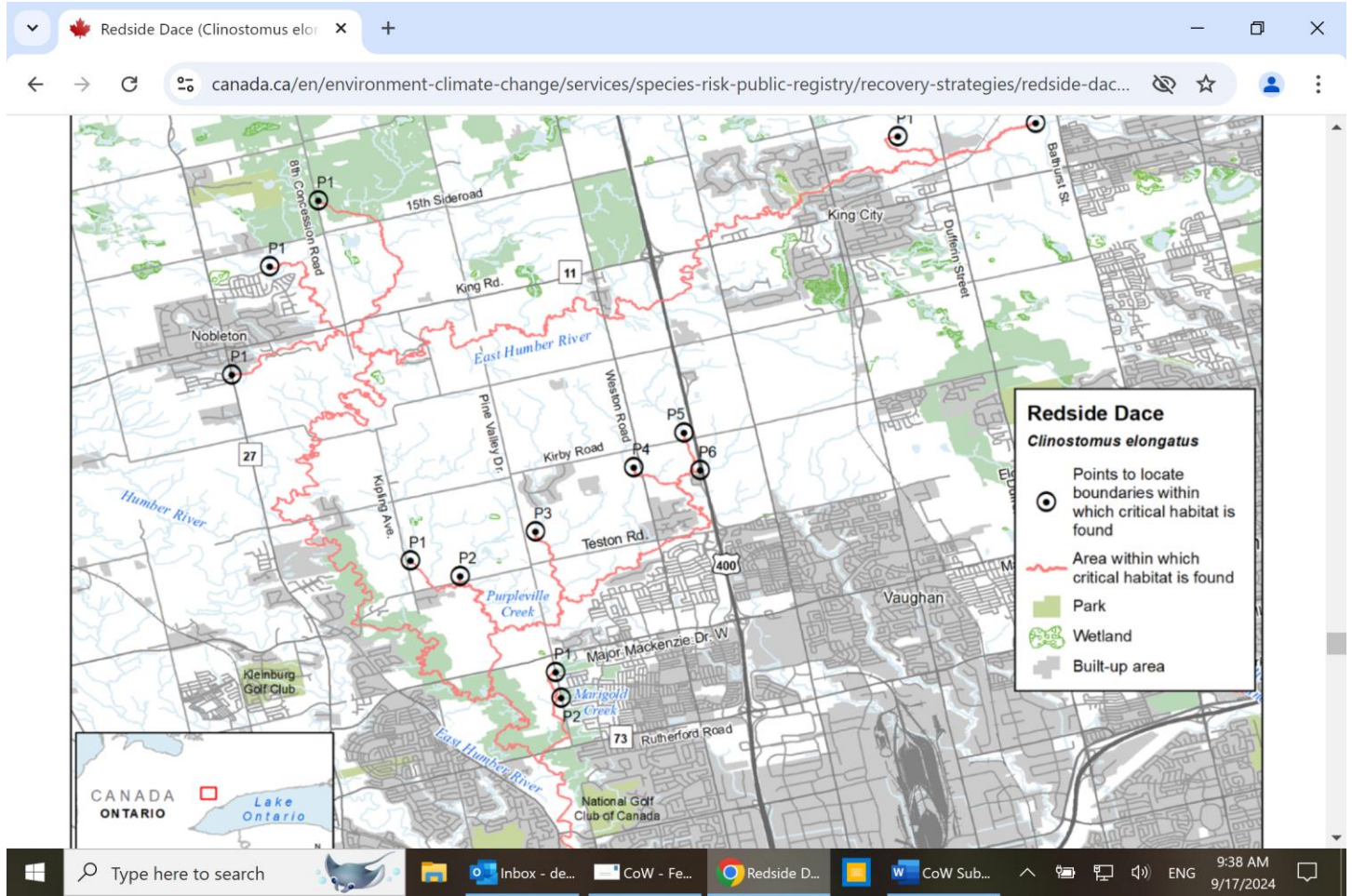
Sincerely,

Hon. Deb Schulte

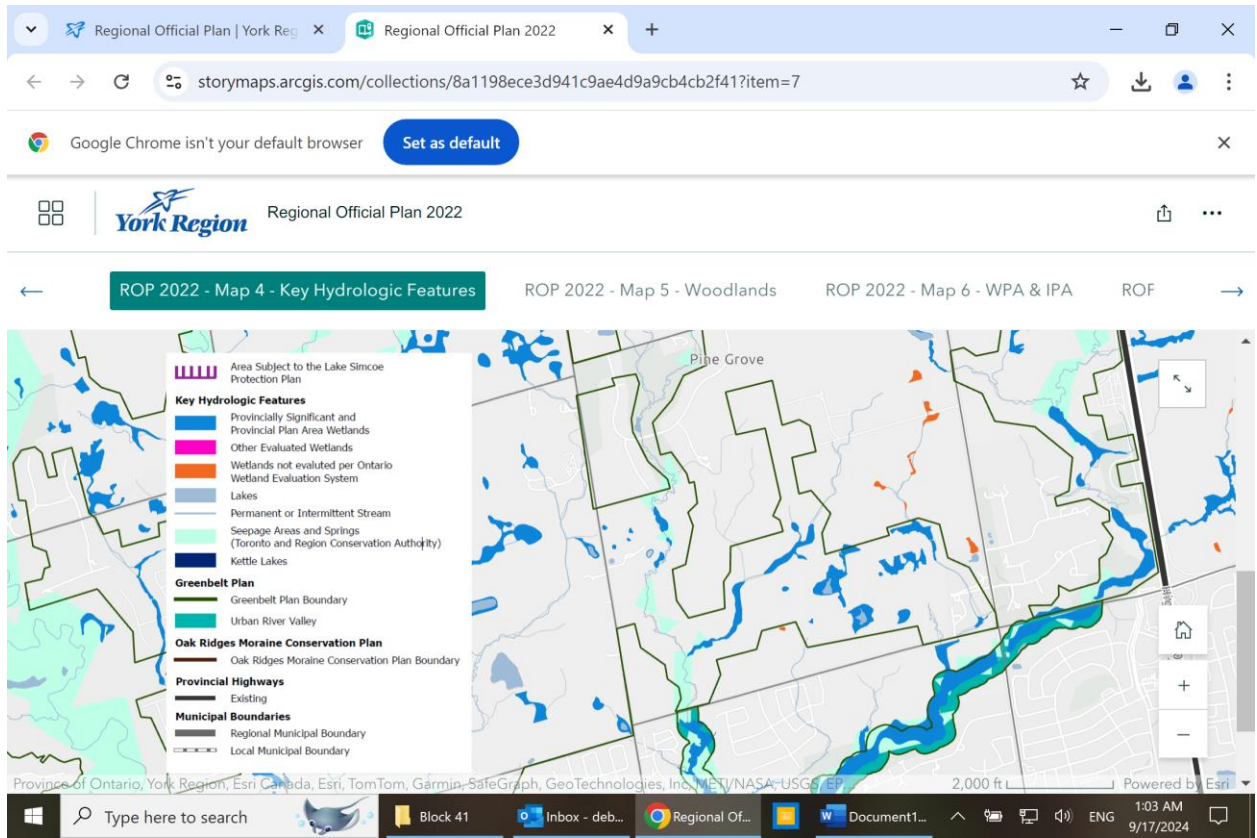
Map A: Preliminary Redside Dace Habitat Mapping



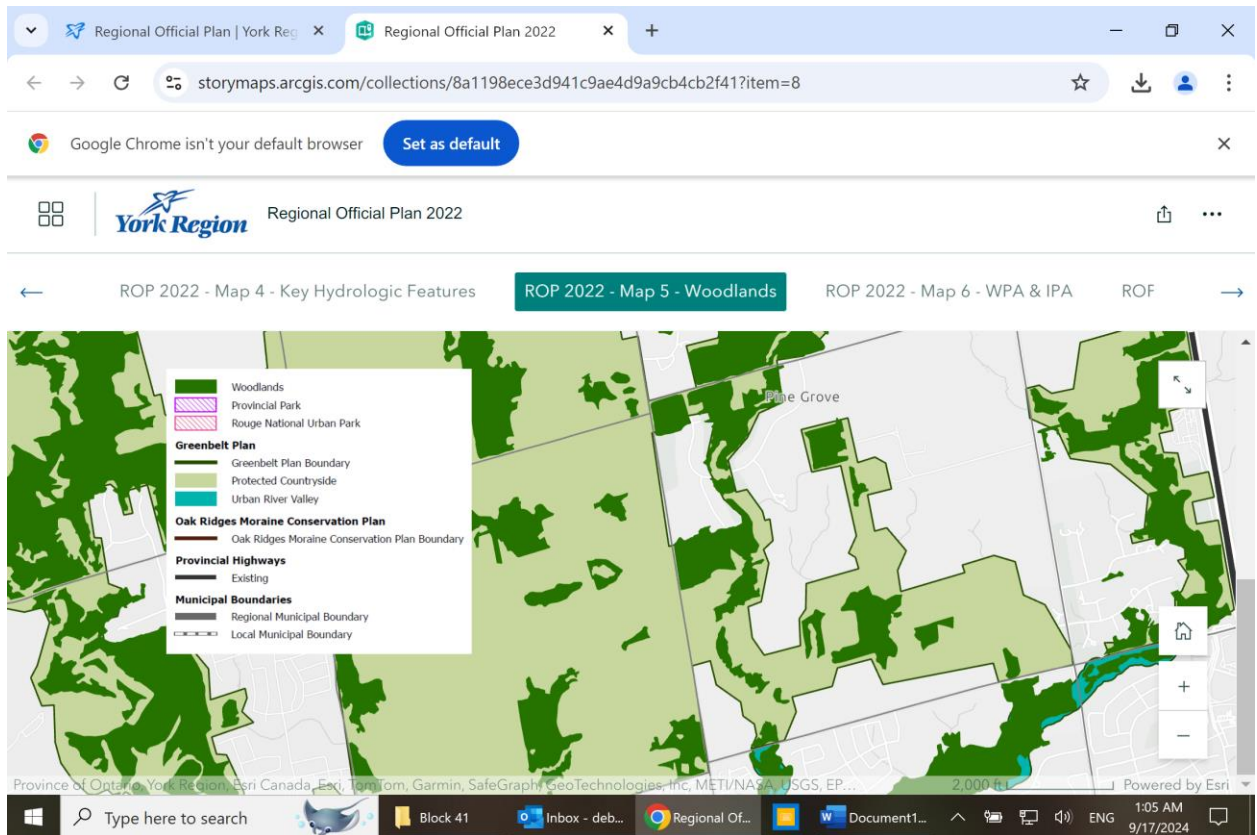
Map B: Redside Dace Habitat Identified in Government of Canada's Recovery Strategy and Action Plan, in and around Block 41.



Map C: ROP 2022 Key Hydrologic Features



Map D: ROP 2022 Woodlands



Date: February 7th, 2023
To: Mayor and Members of Council
Subject: Public Hearing – Item 4, Block 41 Block Plan

First, I want to thank you for giving me an opportunity to voice my concerns regarding the Block 41 Block Plan being presented today. My name is Deb Schulte and I live at 76 Mira Vista Place in Woodbridge. As a former member of the Greenbelt Task Force, that worked to determine the framework for establishing a Greenbelt and its boundaries, I am keenly aware of why approximately 40% of Block 41 was designated Greenbelt. It was because of its important natural heritage features; the East Purpleville Creek valley and stream corridors, significant wetlands and woodlands, the presence of endangered and many threatened species, and its significance to surrounding and downstream areas of natural and scientific interest. The Greenbelt boundaries in Block 41 generally follow north-south valley stream systems and an east-west corridor across the southern portion of the Block containing wetlands and forested areas.

I hope each one of you will come to appreciate the significance of this area as much as I have. I have many concerns with this Block Plan, several of them are also identified in the Committee of the Whole (Public Meeting) report by City, York Region and TRCA staff. I urge Councillors to not approve this Block Plan until the issues raised are properly addressed. Once the Block Plan is approved there is no going back and it will set a grave precedent for the remaining new community areas in Vaughan.

As resident's representatives you have a huge responsibility to balance the needs of a growing City with the protection of some of our most sensitive and significant natural heritage areas. We have a city blessed with rich resources and we heard loud and clear during our Official Plan process that residents want Council to be respectful of our natural heritage as we grow our city. It is also now clear that the clarion call of more housing at all costs is a false flag. Vaughan has identified in its Official Plan enough housing to meet our portion of the Provincial Growth Plan and we have seen how the planned number is regularly exceeded; just review the past several years. It is also clear that little of what will be built in this block will be affordable or near term.

Despite what you may have been told by those wishing to diminish the Greenbelt in this Block, there was an important rationale for including significant portions of Block 41 in the Greenbelt, using science-based methods & criteria. These are identified in the Technical Report on Criteria, Rationale and Methods (The Regional Natural Heritage System for the

Growth Plan for the Greater Golden Horseshoe) published by the Ontario Ministry of Natural Resources and Forestry and its significance was reconfirmed in the Final East Purpleville Creek Subwatershed Study Report produced by the developers' consultants.

Natural Heritage:

This area is particularly important because it is critical habitat for an endangered species of fish – the Redside Dace – as well as several other threatened species. The rationale for protecting and enhancing the existing natural heritage in the area was to improve the conditions for Redside Dace and other threatened species to survive, especially if there was to be development surrounding the critical habitat areas. This is why in the Greenbelt determination there was enhanced set backs and larger areas identified around habitat features. Please see Figure 4.6.5 Preliminary Redside Dace Habitat Mapping in the Block 41 Master Environmental Servicing Plan.

Including the important Natural Heritage Network in Block 41 in the Greenbelt was to ensure that while we address the need for growth, we did so while also respecting the environment and the threatened species that inhabit this area. Allowing for active parkland, roadways (other than limited community connector roads and trails) and stormwater/salt run off management ponds in the Greenbelt, as has been proposed in this Block Plan, in these sensitive natural areas is not consistent with the Greenbelt Plan, nor the protection of our precious natural heritage features and critical Redside Dace habitat. York Region Official Plan 2022, in Section 3.4.5 Natural Features, requires an environmental impact study showing that any development or site alteration will not result in a negative impact on the natural feature or its ecological function. This has not been done. In fact, it is clear that it will cause the destruction of the sensitive habitat for Redside Dace in this area.

Stormwater Management:

I would like to delve into the Block Plans use of Greenbelt lands and wetlands for stormwater management and for stormwater ponds. This should not be allowed in this sensitive habitat system, especially as Redside Dace need clean, clear and cool water to survive, not contaminated and warmed road run-off. Let's be clear, there is no water purification that is provided by these ponds. They are installed to manage sedimentation and flow, not toxic chemicals or salt contamination.

I can share with you what happened in my Sonoma Heights community when the storm water ponds in the Elder's Mills Nature Reserve were connected to a network of wetlands in the

valley below our community. The peepers, gray treefrogs and other amphibians that were plentiful before, providing a beautiful chorus of sounds in the spring, vanished. It was devastating to the sensitive species that lived in the area and should not be repeated.

The wetland at the corner of Pine Valley Dr. and Teston is also a home to peepers and treefrogs, as are the wetlands in Block 41, as evidenced by the deafening chorus of their calls in the spring. **If we don't better manage the stormwater/road run off from our new developments in Block 41, with regard to their connection to the sensitive wetlands and Purpleville Creek, we will be ensuring the destruction of the sensitive species in this area, including endangered Redside Dace.** We should not have to drive up north to hear and see these beautiful creatures when they can be saved with careful management in our own city.

Development Density:

During my term on York Region Council, 2010-2014, I had the opportunity to be serving when we proposed guidelines for New Community Areas development to help create denser, more sustainable and more complete communities than were being developed at the time; with a mix of housing types, employment and commercial opportunities and better active and passive transportation options. It was clear at the time that each new development Block had unique opportunities and challenges, and the insistence of a consistent people and jobs per hectare ratio to each new Block was not appropriate. It was determined that the increased ratio was to be a target for the city as a whole, not an absolute for each Block. I was a proponent for this clarification, as I was thinking of Block 41 at the time.

It is clear that with almost 40% of the Block to be preserved as natural Heritage, and with limited public transportation, jobs, and commercial availability in the area, this Block did not lend itself to the high density being proposed through the New Community Guidelines, especially along the west side of the Block adjacent to Pine Valley Dr. In contrast, Block 27, which has the GO rail line running through it, is much better able to incorporate higher densities.

I believe that the plan is too limited in its employment and commercial opportunities. There are no rapid transit options and very limited public transit, which needs to be considered as we design the higher density portions of the Block. We need more affordable housing, but very little of what is to be built in Block 41 will be affordable to our young people, new Canadians, or many seniors. In the area, just to the south of Teston Rd., the homes are selling in the millions and townhomes at Pine Valley and Major Mack., a year ago, were selling for over \$1M. Locating 8 story residences along Weston Rd. abutting an employment area is appropriate, but not along Teston, that dead ends in the Village of Kleinburg, just to the west

of this Block, nor along Pine Valley, that is so close to the sensitive natural areas in the Block. I hope the City supports reducing the density of this Block from the current proposal, keeping in mind all the areas of density that are being created along our rapid transit corridors. We have no shortage of more appropriate intensification opportunities in Vaughan, which has been proven over the past decade or more.

There are very few employment/commercial opportunities proposed for this Block, so that people living in Block 41 will likely need to go elsewhere for employment and supplies. With limited public transit opportunities in the area, it will necessitate car transport, creating even more gridlock on our surrounding roads. This reality requires careful consideration as to appropriate Block densities and density locations.

Financial Impact:

We heard loud and clear through our Official Plan 2010 process and more recently through development consultations, **that the residents want you to preserve our precious natural heritage while developing the City.** Residents do not want every nook and cranny crammed with homes, especially as they are not going to be affordable. If not for our residents, for whom are we doing this?

It seems inappropriate to say there is no financial impact with this Block development when you know that development charges are going to be curtailed from future development and we do not know who will be making up the shortfall. Actually, we do know who will be paying for this; it is our taxpayers again.

The residents are counting on you to do a better job as we develop our few remaining new greenfield areas in Vaughan. These are precious opportunities to do better. Do not be fooled into believing it is housing at all cost. We need housing, but not more of the same. We need more multi-generational housing, more rent geared to income housing, more three four plex housing (missing middle), employment/housing options, not more of the same, which is what we are seeing in this Block Plan. Citizens of Vaughan are counting on you to be careful with our last remaining blocks for development. **Don't waste these precious opportunities to make Vaughan the very special place it can be and our residents want it to be; a careful balance of nature and community where we can all live, work and play, and still be surrounded by nature.**

Sincerely,

Hon. Deb Schulte