

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

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, 15th 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-audit¹ 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'² 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 Meeting³ 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.

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

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

³ 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 members⁴. 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 lands⁵. 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.

⁴ <https://yorkpublishing.escribemeetings.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.

⁵ <https://yorkpublishing.escribemeetings.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 forecast⁶. 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"⁷. 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.

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

Eight local municipalities provided Council-endorsed positions on proposed forecasts

⁷ <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 solution⁸.

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?

⁸ 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 consultation¹. 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

¹

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 panel². The other demands the Region complete and submit their 2051 Official Plan update by July, 2022³. 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 hypocritical⁴.

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 influence⁵.

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 features⁶.

Block 41 landowners received special treatment through approval of a MZO request for residential development on non-Greenbelt land⁷. Block 41 landowners are seeking endorsement of a ROPA from Vaughan and York Region Councils to redesignate Greenbelt prime agricultural to rural⁸. 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

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

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

⁴ 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.

⁵ <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>

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

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

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

to Vaughan Council⁹. 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 plan¹⁰.

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.

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

¹⁰ 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

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

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, 5th Floor
Toronto ON M7A 1Z8
416 327-9200
www.ontario.ca/transportation

**Ministère des
Transports**

Bureau de la ministre

777, rue Bay, 5^e étage
Toronto ON M7A 1Z8
416 327-9200
www.ontario.ca/transports



August 12, 2021

107-2021-2130

Allan Thompson
Mayor
The Corporation of the Town of Caledon
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.

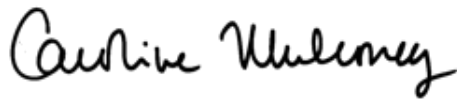
.../2

-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,

A handwritten signature in black ink, reading "Caroline Mulroney". The signature is written in a cursive, flowing style.

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

The Honourable Caroline Mulroney
Minister of Transportation
5th 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 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 | 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
Phil Verster, President and Chief Executive Officer, Metrolinx,
CEO@metrolinx.com
Kathryn Lockyer, Regional Clerk, Director of Clerk's, Region of Peel,
kathryn.lockyer@peelregion.ca
Chris Raynor, Regional Clerk, York Region, regionalclerk@york.ca
Peter Fay, City Clerk, City of Brampton, peter.fay@brampton.ca
John Elvidge, City Clerk, City of Toronto, john.elvidge@toronto.ca
Todd Coles, City Clerk, City of Vaughan, todd.coles@vaughan.ca
Andrew Pearce, Director, Engineering Services, Town of Caledon,
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Arash Olia, Manager, Transportation Engineering, Town of Caledon,
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Staff Report 2021-0201

Meeting Date: May 18, 2021

Subject: Caledon GO Rail Line Status Update

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

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

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

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

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

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

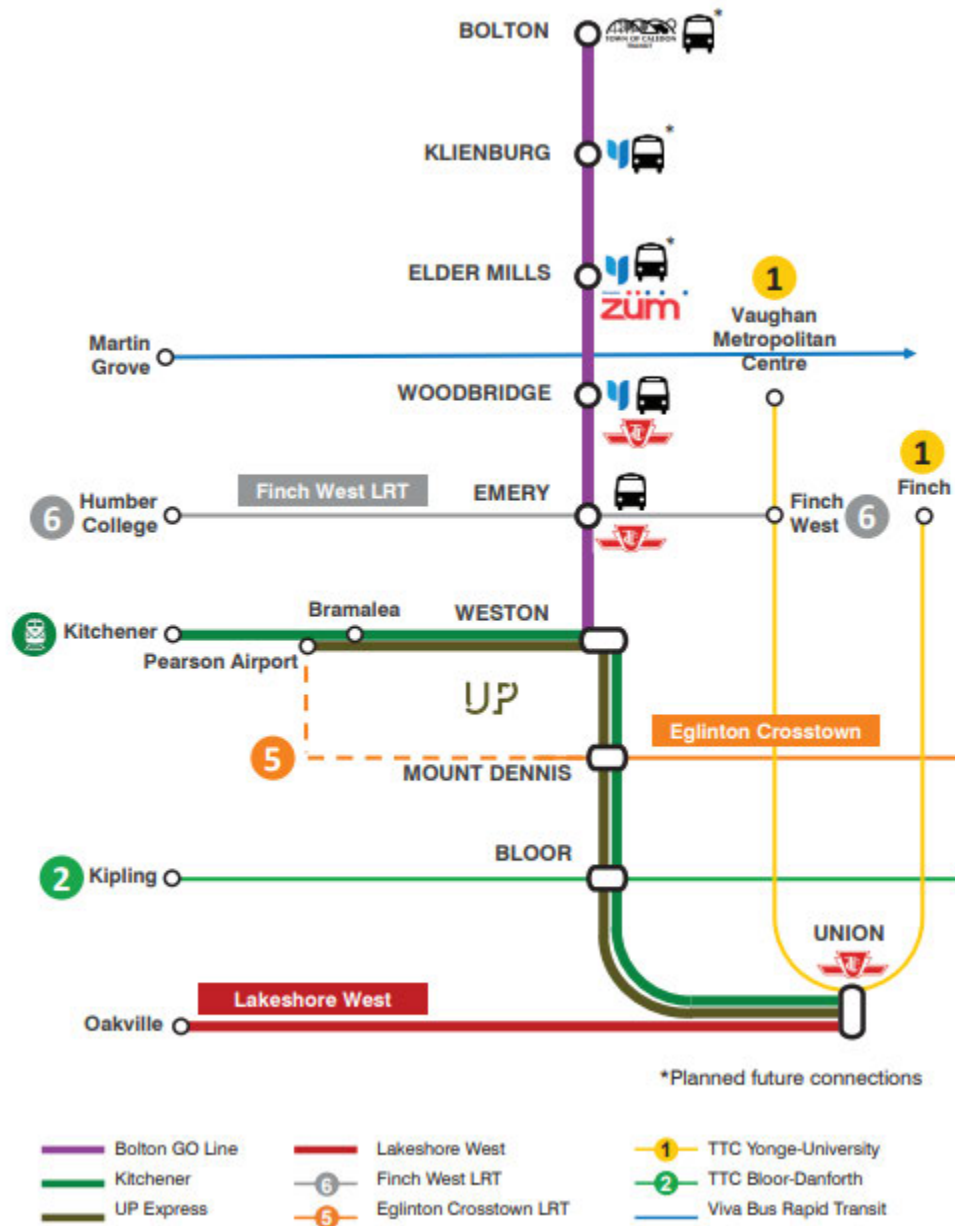
Sustainable Growth
Connected Community
Improved Service Delivery
Good Governance

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

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bruce.macgregor@york.ca

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 expansion¹. 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)². 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

¹ 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>

² 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, 2018³).

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, 1998⁴.

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

³ Refer to 2 above.

⁴ Refer to Lake Simcoe Protection Plan, 2009 pg. 27. See: https://rescuelakesimcoe.org/wp-content/uploads/2018/11/merged-pdf.io_.pdf

expands and intensifies across southern Ontario⁵. 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

⁵ 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 responses⁶ 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 Planning⁷

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.

⁶ 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>

⁷ <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

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](#)