

IRENE FORD [REDACTED]
Wed 2022-04-06 4:40 PM

RECEIVED

April 6, 2022
REGION OF PEEL
OFFICE OF THE REGIONAL CLERK

To:

- ZZG-COUNCIL;
- ZZG-RegionalClerk

Cc:

- Steve Clark <steve.clark@pc.ola.org>;
- Caroline Mulroney <caroline.mulroney@pc.ola.org>;
- Comments <comments@auditor.on.ca>

+3 other 3 attachments

Hello,

REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED

I apologize as I know this is after the deadline but hope you will still consider adding my correspondence to tomorrow's planning committee meeting.

I am opposed to the significant urban boundary expansion proposed in Peel Region. Attached are written versions of delegations given to Caledon and Vaughan Council recently. They outline significant issues with the ongoing MCR process, and highlight how MZOs are being used to promote transit led sprawl both the traditional greenfield as well as high rise sprawl. Development is likely to come long in advance of transit, W/W serving as well as other needed community services to make complete healthy, sustainable, climate-friendly communities. Meanwhile **the province Town of Caledon and York Region continue to advocate and prioritize Highway 413 ahead of all these things.**

The in fighting that is going on between Peel and Caledon Council is particularly troublesome and suggests a level of dysfunction that is being ignored. Worse the provincial government appears to be biased and has made decisions that advance the interests of the town of Caledon, and undermine Regional governance. The complex Bolton SABE study, Option 3 (MZO for residential portion not asked for by Caledon Council but supported by the Province) vs. Option 6 (MZO asked for by Peel but not approved by the Province) and political spin surrounding the Caledon-Vaughan Go Line exemplifies this. The latter item is not just a Go Station but a whole Go Line and multiple Go Stations that need to be planned but the Mayors of Brampton, Caledon and Vaughan act like the fact that the province said they will consider it over the next 30 yrs in the recently released GGH Transportation Plan means that shovels will hit the ground any day.

Political decisions are being made that will compound the very problems that politicians purport to address. Politicians will not address Climate Change, affordable housing, car dependency or achieve sustainable, healthy, livable communities if they continue to fail to understand, or be open to the research, evidence, best practices and professional recommendations brought forward by your own staff, the public, NGOs and independent professionals and experts. Instead decisions are based on what is being brought forward by landowners privately paid professionals and special interest lobbyist groups.

It is irresponsible and negligent to bring such an excessive amount of land into the urban boundary when future municipal comprehensive reviews will allow a future Council to decide what is needed based on information available at that time. To bring land into the urban boundary that can not be developed within the 30 year planning cycle, as is happening in York Region is fiscally, legally and environmentally irresponsible and willful negligence. The only interests who are being served are the landowners who lobby for this land to be brought into the urban boundary.

I hope that Peel Council members are fully aware of what and whom they are supporting as they consider 10,000 acres of farmland for urbanization through urban boundary expansion.

Yesterday the front page of the Toronto Star carried a stark warning, that we only have a few years to act to stop the Climate Crisis from being irreversible. Changes in land use from rural, farmland, open space, naturalized areas to urbanization is a major driver of climate change, loss of biodiversity, species extinction, food insecurity and more. Local governments have an increasingly important role to play in international climate policy and this stems from their roles in planning communities the transportation styles, the form of those communities take and the approval of land use changes.

Peel Council has two choices:

- **Do you make the easier choice that has been done for too long to sprawl, to drive climate change and make your communities less resilient, less able to adopt and more vulnerable to the impacts and risks that are inevitable in a world facing a Climate Emergency by endorsing an excessive urban boundary expansion? or**
- **Do you make the choice to mitigate climate change to make your communities more resilient and to lower the impacts and risks to lives and property by holding a firm urban boundary (or a significantly reduced urban boundary)?**

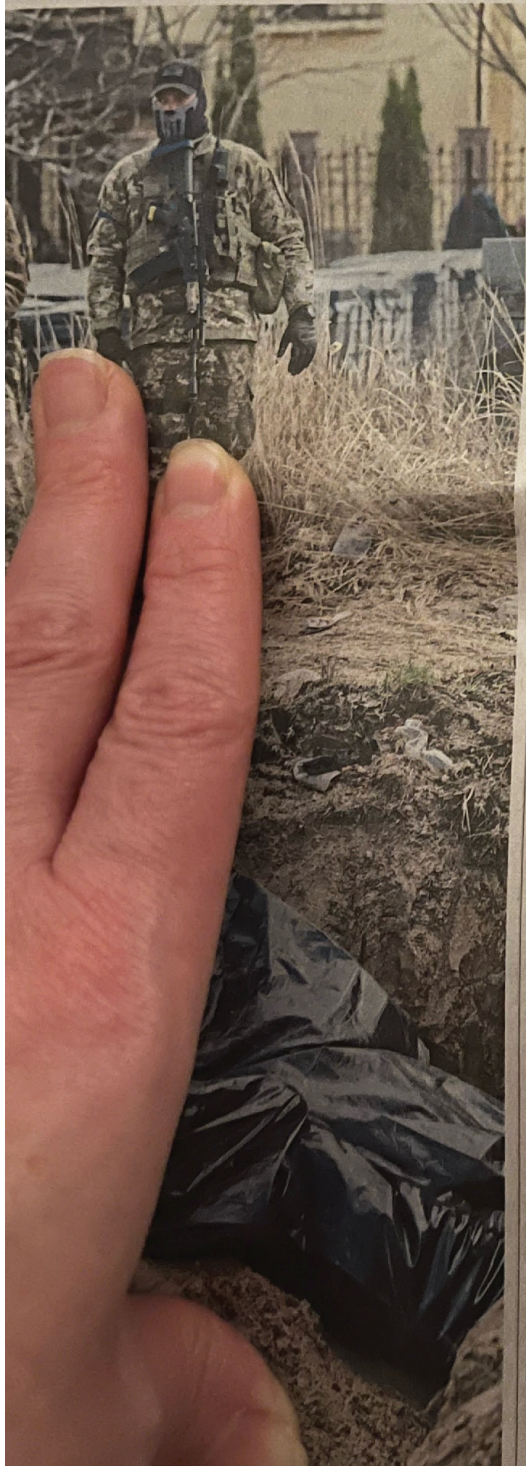
Will the Region of Peel be the example of what to do, or, what not to do in a world where Climate Action is desperately needed?

Thank you,
Irene Ford

WAR IN UKRAINE

THESE ARE CRIMES'

mark outrage, calls for more sanctions



ENVIRONMENT

Climate crisis nears point of no return: UN

Slash emissions by 2025 or prepare for worst, agency says

ALEX BALLINGALL
OTTAWA BUREAU

OTTAWA The world must stop increasing its greenhouse gas emissions within the next three years — and then rapidly slash them — to prevent the more extreme consequences of climate change, according to the latest United Nations report that highlights the need for stronger action to address the global climate crisis.

Published Monday by the UN's Intergovernmental Panel on Climate Change (IPCC), the report says global greenhouse gas emissions must peak by 2025 "at the latest" to keep average world temperatures from increasing beyond 2 C before the end of the century. Reductions in emissions that cause climate change will need to be steeper beyond that — 43 per cent globally by 2030 — to restrain warming to 1.5 C with "no or limited overshoot," the report says.

That 1.5-degree threshold is the aspirational aim of the 2015 Paris Agreement. A previous IPCC report warned global warming higher than 1.5 C would lead to more frequent extreme weather, more widespread food shortages, and the broader destruction of coral reefs, thawing of polar ice and permafrost, and loss of plant and animal species.

UN Secretary-General Antonio Guterres said the latest report shows the result of a "litany of broken climate promises" that has prevented global emissions reductions over the past 30 years.

SEE CLIMATE, A11

“

It is a file of shame, cataloguing the empty pledges that put us firmly on track toward an unlivable world.

UN SECRETARY-GENERAL ANTONIO GUTERRES ON THE LATEST CLIMATE REPORT

REAL ESTATE

Home prices dip

February 22, 2022

Mayor and Members of Council,
Town of Caledon

RE: Agenda Item 10.2.3¹ - Request for a Ministerial Zoning Order (MZO) on behalf of Humber Station Village Landowners Group Inc. - Humber Station Village - Option 6 Lands

Thank you for allowing me the opportunity to express my concerns about the Minister's Zoning Order request on the agenda². This evening I am asking Council to not endorse the developer's MZO request.

My understanding is that these lands were part of the Bolton Residential expansion study initiated in 2012 by the Town of Caledon. The purpose of the study was to identify suitable lands for urban expansion that would accommodate growth until 2031 of 11,000 people and 3400 jobs. It is incredibly confusing to follow the Town of Caledon and Region of Peel have a long-standing disagreement on the fate of these lands; Peel's decision on ROPA 30 was appealed by the Town of Caledon and numerous land owners³. On top of this the decision of the provincial government to include Option 6 lands as provincially significant employment lands in 2019⁴ as well as the announced route changes for Highway 413 with a preferred interchange on Humber Station Road⁵ have further eroded the Option 6 preference as residential by Peel Region Council and supported the Town of Caledon's preference for Option 3 as residential.

Given the level of contention and uncertainty surrounding these lands it would seem irresponsible of Caledon Council to support or entertain this request from the Option 6 landowners. It would also appear dismissive of the Region of Peel's provincially legislated roles and responsibilities. It is also unfair to all Peel Region taxpayers who pay into the regional tax base. Beyond this there is great uncertainty surrounding Highway 413. I have serious ethical concerns about any planner or planning firm that would bring forward a request for a MZO that cannot be appealed on lands with such a contentious history. It would not seem consistent with OPPI's Professional Code of Practice⁶ and advocate for using a process that undermines the provincial planning process and responsible land-use planning.

MZO's circumvent regional government, enable lower tier councils to approve zoning in the absence of water/wastewater and/or adequate transportation infrastructure, force Conservation Authorities to give permit approval that they would not approve under the normal planning

¹ <https://pub-caledon.escribemeetings.com/Meeting.aspx?Id=b9e2532f-148a-47a6-b96c-c0ecd6c6aaa5&Agenda=PostAgenda&lang=English>

² <https://pub-caledon.escribemeetings.com/filestream.ashx?DocumentId=20053>

³ <https://www.caledon.ca/en/town-services/resources/Documents/business-planning-development/zoning-by-law/By-law-2021-092---Interim-Control-By-law-ACCESSIBLE.pdf>

⁴ https://ontario-mma.maps.arcgis.com/apps/Embed/index.html?webmap=fffbd80e29fc485d8e213d4179ea9c4c&extent=-81.671,42.5185,-77.6143,44.4062&home=true&zoom=true&scale=true&search=true&searchextent=true&legend=true&basemap_gallery=true&isable_scroll=false&theme=light

⁵ <https://www.highway413.ca/wp-content/uploads/2021/06/Draft-Straw-Model-Designs-Section-6.pdf>

⁶ <https://ontarioplanners.ca/oppi/about-oppi/professional-code-of-practice-standards>

process, they are not appealable and they open up a Pandora's box of planning unknowns. As an example, I cannot understand why the Town of Caledon has passed an Interim by-law to put both the Caledon Go and Mayfield Phase 2 MZO planning processes on hold⁷. Why did Council endorse the MZOs if they were not shovel ready, when there are clearly so many unresolved planning matters?

Minister Clark has repeatedly stated that he will not endorse MZO's unless he receives a Council resolution of endorsement and that he expects the local governments have conducted adequate public consultation prior to endorsing a MZO request. The recent Auditor General's report stated the following: *"the recent rise in the use of and lack of transparency in issuing MZO's is inconsistent with good land-use planning principles and the purposes of the Planning Act and Places to Grow Act, which are to provide for planning process that are fair, encourage co-operation and co-ordination among various interests."*⁸

For Option 3 lands Caledon Council⁹ asked for protection of a Go Station that does not exist, on a Go Line that does not exist and at the time was not not a Metrolinx priority until post 2051¹⁰. Saying that it might become a priority does not make it so, if Metrolinx does not have or, is not working on approving a business case¹¹. If my understanding is correct the developer's MZO conversion request for Option 6 indicates there are approximately 300 developable acres of land and estimates 3400 jobs will be created. If it is as simple as dividing the number of jobs by developable land this would suggest approximately 11 jobs/Ha. A target I doubt would be supported in the local or regional official plans. The West Vaughan Employment lands target 30 jobs/Ha in York Region's endorsed Draft 2051 Official Plan, lower than what is required in Stouffville or Nobleton¹². I find this concerning since this is an existing urbanized area. It would appear that the employment uses anticipated do not create a corresponding number of jobs to match the purported economic benefits. When economic benefits are touted surrounding warehousing, I question who really is benefiting? Who will pay for externalized social, environmental and public health impacts as well as increased capital costs that result for increased requirements for stormwater management and increased wear and tear on roads, or additional required road capacity? I wonder if Bolton residents can attest to these concerns who are living with the increases in truck traffic resulting from the Canadian Tire and Amazon warehouses.

If Council members want a foreshadowing of what's to come, I would suggest they drive south down Highway 50, head east on Rutherford to Vaughan then south down Huntington where warehouses have started to erupt surrounding the recently expanded Highway 427. Somehow an

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⁸ https://www.auditor.on.ca/en/content/annualreports/arreports/en21/AR_LandUse_en21.pdf

⁹ <https://pub-caledon.escribemeetings.com/Meeting.aspx?Id=52c18e03-69d2-4937-ab17-38db05acbec7&Agenda=Merged&lang=English&Item=29&Tab=attachments>

¹⁰ <https://pub-caledon.escribemeetings.com/filestream.aspx?DocumentId=16670>

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interim servicing strategy¹³ has been approved for some of this land ahead of York Region infrastructure arriving in 2028.

The Caledon Council asked for protection of a Go Station that does not have an approved Go Line via a MZO endorsement request to the Minister of the Ministry of Municipal Housing and Affairs. Nonetheless, MZO (On. Reg. 171/21) was approved to protect the transit station lands and significant adjacent residential land on the basis of an impending Go (ghost) Station in the near future. **Supporting employment lands for warehouses will not bring sufficient employment density to justify supporting the Bolton Go Line¹⁴, this is compounded by the warehouses that are being built in West Vaughan Employment Land/Vaughan Enterprise Zone¹⁵ surrounding the Highway 427 expansion.**

Respectfully, I ask Council **not** endorse or consider this MZO request further and seriously consider the implications of supporting warehouses for your community and your vision for the Bolton Go Line.

Thank you,
Irene Ford
Vaughan, York Region Resident

CC: Peel Council and Chair
Vaughan Council & York Region Chair
Highway 413 Project Team
Auditor General
Minister Mulroney
Minster Clark
Impact Assessment Agency of Canada

¹³ <https://pub-vaughan.escribemeetings.com/filestream.ashx?DocumentId=52370>

¹⁴ <https://pub-caledon.escribemeetings.com/filestream.ashx?DocumentId=16604>

¹⁵ <https://vaughanbusiness.ca/major-projects/vaughan-enterprise-zone/>

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