

From: Andre Willi

Sent: Wednesday, November 24, 2021 10:56 AM

To: comments@auditor.on.ca

Cc: Regional Clerk <ClerkGeneralLine@york.ca>; JBurch-QP@ndp.on.ca; Emmerson, Wayne <Wayne.Emmerson@york.ca>; Gino Rosati <gino.rosati@vaughan.ca>; steve.clark@pc.ola.org; Steve Pellegrini <spellegrini@king.ca>; Maurizio Bevilacqua <Maurizio.bevilacqua@vaughan.ca>; mayor@townofws.ca; Joe DiPaola <joe.dipaola@richmondhill.ca>; Mario Ferri <mario.ferri@vaughan.ca>; John Taylor <jtaylor@newmarket.ca>

Subject: Letter to Auditor general regarding York region Municipal Comprehensive Review and Draft Official Plan

Thank you

Andre Willi

Nov 24, 2021

Office of the Auditor General
Bonnie Lysyk
220 Dundas St. W., Ste #1530,
Toronto, ON M5G 2C2

Re: York Region Municipal Comprehensive Review and Draft Official Plan

I am writing today to express deep concern over the quantum of land that will be brought into York Region's urban boundary based on the current draft Official Plan that will be voted upon and endorsed at the York Region Council meeting on November 25, 2021. At this point public concern falls upon mostly deaf ears at York Region Council. I have chosen to send a letter to the Auditor General's office in support of your ongoing value-for-money audit on the Provincial direction provided in the Growth Plan, Minister Zoning Orders and land use. At this point it seems pointless to attempt to engage York Region Council on this issue any further.

There is nothing in this plan that reflects public consultation completed by staff since the Municipal Comprehensive Review process commenced. I remain deeply concerned about the Provincial direction and lack of scrutiny from York Region Council. This sentiment was compounded recently when 16 Regional Council members chose to support the private ROPA7 developers request when there were unified recommendations and concerns expressing opposition by staff from Vaughan, Markham, York and the TRCA as well as from York Region's Federation of Agriculture, the Greenbelt Foundation and the public. The only interests that were represented in this decision were the landowners, the developers.

I have ethical concerns about Mayor Hackson and Mayor Lovatt's insistence upon expanding the urban boundaries within their municipalities. They appear to be using the lower tier official plan process to duplicate and conduct their own analysis to challenge and undermine York Region staff recommendations. It wastes staff time and resources and forces staff and council to repeatedly contemplate planning changes that are fiscally irresponsible, inconsistent with provincial planning legislation and contemplates changes that are not within York Region Council's authority. On the opposite extreme Vaughan Council has not taken any position or debated the growth that will be forced upon the municipality and until recently resisted any attempt to provide information that demonstrated that growth could be managed within Vaughan's existing urban boundary. Now that the information is available it is too late for comment as York Region Council as they've already endorsed the forecasted land needs.

The scenarios presented in York Region's staff report at the September 16, 2021 Regional Special Council meeting did not include employment lands. The analysis has

not been updated to consider what impacts COVID may have. I fail to understand why Vaughan will bring 710Ha of employment land into the 2051 urban boundary when 19 employment conversion requests were recently approved. It is unclear if this change was reflected in the draft official plan and if so, how this affected the proposed urban boundary expansion elsewhere. The proposed urban boundary expansion in Vaughan surrounds the proposed Highway 413. In this same area Minister Mulroney confirmed the Bolton Go Line is not a priority or planned until 2051. Development in northwest Vaughan will likely happen long before transit. These will not be complete communities, a requirement of provincial planning legislation.

The greenfield density target in York Region's 2010 Official Plan is 70 people & jobs/Ha but for the land needs exercise scenario's staff used only 60. At some point the direction from York Region Council was to lower the density target for the 2051 municipal comprehensive review and presumably increased the amount of land required for the urban boundary expansion.

York Region's presentation of key staff reports which dictate how York Region will grow over the next thirty years has been rushed and has allowed the public only the bare minimum of time to review lengthy complex documents. This is not fair or meaningful public consultation.

- Sept 16, 2021 Regional Special Council Meeting for Forecasted Land Needs
 - Decision deferred until Oct 21 to enable more scenarios be brought forward and because it was brought to Council's attention that it was Yom Kippur
- Oct 21, 2021 Regional Special Council Meeting for Forecasted Land Needs
 - York Region endorses a slightly higher intensification scenario that is relatively meaningless.
 - The only rationale provided for not acting on the level of public concern was NIMBY. Essentially, York Region Council members will not be able to overcome their bad planning decision of the past through intensification in existing communities due to anticipated local opposition. So instead they support expanding the urban boundary and building sprawl in areas that have no known servicing solution, are inconsistent with provincial planning policy and will result in more car-centric sprawl with known negative impacts on social determinants of health, the environment and climate change.
- Nov 11, 2021 Committee of The Whole Meeting, Draft Official Plan
 - Draft Official Plan is presented but does not include Council direction from Oct 21, 2021
- Nov 22, 2021 Council Meeting, Draft Official Plan
 - Draft Official Plan is edited to include direction from Oct 21, 2021 and errors corrected on surrounding densities of MTSA.

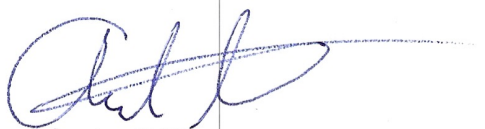
There's nothing in this official plan that benefits existing residents. It will create more car dependency, increase traffic and congestion (which tragically is becoming a matter of

public safety for our children) and is an abandonment of regional representation for current constituents because it prioritizes infrastructure investment away from existing communities to greenfield development. Investment in established areas is shifted to new communities and priorities are spread too thinly to be effective.

The lack of civic engagement and submissions to the November 11, 2021 meeting is not a reflection of a well-supported plan but instead a reflection of the fact that concerned residents do not feel that the majority of York Regional Councillors are listening to them, or representing their needs.

Thank you and I look forward to the impending value-for-money audit.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Andre Willi', with a long horizontal flourish extending to the right.

Andre Willi

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