

November 8, 2019

MGP File: 18-2753

Mayor and Members of CouncilCity of Vaughan
2141 Major Mackenzie Drive,
Vaughan, ON L6A 1T1via email: clerks@vaughan.ca**Attention: City Clerk's Office****RE: Request for Deputant Status in Response to Item # 10 – City of Vaughan
Committee of the Whole, November 12, 2019
GTA West Transportation Corridor Route Planning
Kleinberg-Nashville Secondary Plan, Huntington Road Community**

Malone Given Parsons Ltd. is the planning consultant to the land owners who own the lands south of Kirby Road and east of Huntington Road, known as the Kleinberg-Nashville Secondary Plan Huntington Road Community (Focus Area 2) within the City of Vaughan (the “Huntington Road Community”) (see Attachment 1).

The purpose of this letter is to provide comments, on behalf of the land owners, with respect to Section S8-3 of the GTA West Corridor Technically Preferred Alternative (“Route S8-3”) in response to *Item #10 – Committee of the Whole, November 12, 2019* regarding City staff’s recommendations regarding the same.

As shown in Attachment 2, Route S8-3 frustrates the development of the Huntington Road Community. Short Listed Route Alternative S8-1 (“Route S8-1”), shown in Attachment 3, avoids precluding the development of the approved Secondary Plan area and should be carried forward as the final route alternative for Section 8 of the GTA West Corridor.

REQUEST**I request that Council support Route S8-1 as the final route for the GTA West Corridor Alignment for the following reasons:**

- 1) Route S8-1 minimizes the impacts to developable community area lands and delivery of housing supply;**
- 2) Route S8-1 is more consistent with the York Regional Official Plan and the City of Vaughan Official Plan with respect to growth allocation and the intended alignment of the GTA West Corridor;**
- 3) Route S8-1 is consistent with the Provincial Policy as it relates to maintaining settlement area boundaries and increasing housing supply; and,**
- 4) Route S8-1 is consistent with Provincial Policy as it relates to ensuring planning for infrastructure and transportation projects occurs in an integrated manner;**

The basis of this request is elaborated upon in the following text.

BASIS

1) Minimizes Impacts to Developable Community Area Lands and Delivery of Housing Supply

The preparation of the North Kleinberg-Nashville Secondary Plan was initiated in May of 2007 when City Council approved the Terms of Reference for the New Vaughan Official Plan, which identified the “Rural Areas” and “Nashville Core” in the Kleinberg-Nashville Community Plan Official Plan Amendment No. 601 (“OPA 601”), adopted in the early 2000’s, as one of the Focused Area Reviews to be undertaken concurrently with the new Official Plan. OPA 601 identified the Huntington Road Community as a Rural Area land use designation within the Amendment Area Boundary (see Attachment 4). It should be noted, that since that time, the Amendment Area Boundary has become synonymous with Urban Area and/or Settlement Area in the York Region and Vaughan Official Plans. The policies of the Rural Area designation permit more urban development via amendment to the plan. This is evidenced by the development of the Nashville and Block 55 East communities which at the time, held the same Rural Area land use designation but have since developed.

Since that time, the North Kleinberg-Nashville Secondary Plan (the “Secondary Plan”) was adopted by City Council in November 2012. The Secondary Plan identifies discrete land uses for the Huntington Road Community which are intended for predominantly residential development, including 1,000 residential units, retail commercial and community uses such as schools and parks (see Attachment 5). The Huntington Road Community also has servicing available and could be developed quickly to help alleviate the land shortage for housing.

Based on the above, it is clear the City has maintained the Huntington Road Community as an emerging community area intended to accommodate future growth and development.

Route S8-3 is proposed to bisect this emerging community and would essentially destroy the ability for the community to be developed (see Attachment 6). It is likely that if the alignment of Section S8-3 were implemented the Huntington Road Community would have limited developable area and would no longer be developed as a residential community due to issues associated with sensitive uses proximal to the highway (i.e. noise). This would result in a displacement of allocated population and dwelling units that would need to be accommodated elsewhere within the City, for which the land use planning processes have not yet necessarily been completed, thereby delaying the timing of delivery for units to accommodate projected populations. Furthermore, in anticipation for development servicing investments have already been made to provide servicing infrastructure to the Huntington Road Community. If Route S8-3 were to be implemented the capital investments associated with providing servicing infrastructure to the Huntington Road Community would be of limited or no value.

Route S8-1 would locate the alignment of the GTA West Corridor north of the approved Huntington Road Community, and into whitebelt and Greenbelt Plan areas. This alignment would ensure the Huntington Road Community which has been approved and has servicing available, could be developed in a timely manner to accommodate population growth. Furthermore, acquiring land for the alignment will require the Province to pay market value for the lands anticipated to accommodate the GTA West Corridor. The market value for lands anticipated for development has reached a value of several million dollars per acre, whereas, Greenbelt or whitebelt lands are a fraction of the cost to acquire.

2) Consistency with the York Regional Official Plan and the City of Vaughan Official Plan with respect to growth allocation and the intended alignment of the GTA West Corridor

Both the York Regional Official Plan (2010) (“YROP”) and the City of Vaughan Official Plan (2010) (“VOP”) identify the Subject Lands as within the Settlement Area Boundary and contemplate the lands to accommodate a portion of the Region’s 2031 growth and development (see Attachment 7 and 8 respectively).

As shown in Attachments 9, 10 and 11, the YROP, the Region’s Transportation Master Plan 2016 and the VOP have anticipated that any extension of the Future GTA West Transportation Corridor would have regard for land use planning initiatives and would ensure that the alignment did not interfere with community areas intended to accommodate 2031 growth allocations.

The alignment of Route S8-3 ignores the planning that has been conducted to date by both the upper- and lower-tier municipalities as well as, their obligations to achieve the Province’s population allocation to 2031.

Route S8-1 proposes an alignment that is more consistent with the land use planning initiatives conducted by both the Region of York and City of Vaughan and would not disrupt the population assignments that have already been conducted to accommodate population growth to 2031.

3) Consistency with the Provincial Policy as it relates to maintaining settlement area boundaries and increasing housing supply

It is the policy of both the Provincial Policy Statement (“PPS”) 2014 and Draft 2019, that communities should be sustained by *“avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas...”* (Section 1.1.1.d). These policies indicate it is the Province’s priority to respect settlement area boundaries and their efficient expansion, of which the Huntington Road Community is a prime example.

The Minister of Municipal Affairs and Housing made clear the intention to increase housing supply and housing affordability in a statement made on May 2, 2019, *“More Homes, More Choice: Ontario’s Housing Supply Action Plan is a full-spectrum suite of legislative changes to increase the supply of housing that is affordable and provide families with more meaningful choices on where to live, work and raise their families...”* (see Attachment 12).

Route S8-3 would bisect the Huntington Road Community thereby preventing the efficient development of an existing settlement area and further would limit, or delay, the delivery of housing which is contrary to Provincial Policy and the Minister’s direction to increase housing supply.

Route S8-1 proposes an alignment that would maintain the integrity of the Huntington Road Community settlement area and provide the opportunity to assist in achieving the Minister’s direction to increase housing supply in a timely manner.

4) Consistency with Provincial Policy as it relates to ensuring planning for infrastructure and transportation projects occurs in an integrated manner

The 2019 Draft of the PPS provides policies that promote *“... the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns...”* (Section 1.1.1.e).

Although the 2019 PPS policies are in draft, they are consistent with the policies of A Place to Grow: Growth Plan for Greater Golden Horseshoe, 2019 (the “Growth Plan”) which is in effect. It is the policy of the Growth Plan that “...*Planning for new or expanded infrastructure will occur in an integrated manner, including evaluations of long-range scenario-based land use planning, environmental planning and financial planning, and will be supported by relevant studies...*” (Section 3.2.1.2). Further policies 3.2.1.1 and 3.2.2.1 of the Growth Plan require infrastructure and transportation planning be co-ordinated with land use planning.

Furthermore, with respect to infrastructure corridors it is the policy of the Growth Plan that “*The planning, location, and design of planned corridors and the land use designations along these corridors will support the policies of this Plan, in particular that development is directed to settlement areas...*” (Section 3.2.5.2).

Based on the above, it is clear that it is the Province’s priority to ensure various planning initiatives work together to optimize results and in particular, require that such infrastructure and transportation projects specifically be coordinated with land use and fiscal planning processes.

Selection of Route S8-3 would result in an alternative that seems to disregard in force and effect land use planning initiatives and cost-efficiency related to the costs associated with land acquisition.

As mentioned, Route S8-1 proposes an alignment that would push the alignment north of the Huntington Road Community which would result in an alternative that is more consistent with Provincial Policy as it provides consideration for land use planning initiatives and fiscal responsibility.

CONCLUSION

As discussed above, Route S8-3 essentially eliminates the potential development of the Huntington Road Community. I therefore request that Route S8-1 be carried forward as the final route alternative for Section 8 of the GTA West Corridor as it appears that Route S8-3 has not given consideration to delivering housing to accommodate 2031 population allocations, it ignores the long history of planning undertaken by both York Region and the City of Vaughan, and fails to take into account that infrastructure investments made in anticipation of residential development will be wasted. Furthermore, it appears that the Province’s objectives to increase housing supply have not been considered when S8-3 was identified through the Environmental Assessment process, nor were the costs of acquiring lands planned for urban growth versus the lesser cost of Greenbelt and whitebelt lands if the alignment were to be moved northward.

Furthermore, I ask that Council’s of the City of Vaughan and Region of York continue to support an alignment in accordance with the YROP and VOP which is best represented by Route S8-1; and, that this letter be forwarded to the Region as part of the City’s response to the Ministry of Transportation with respect to the GTA West Corridor Alignment.

Finally, I will be in attendance at the November 12th Committee of the Whole Meeting and intend to speak to this letter in response to Item #10 and that a copy of this letter be distributed to the Mayor and Members of Council in advance of the November 12th meeting.

I thank you for the opportunity to provide our input and look forward to working with you and your staff throughout this process. I would appreciate being added to the circulation list for any new information with respect to the GTA West Corridor as it arises.

If you have any questions, or would like to meet to discuss the content of this letter, please do not hesitate to contact me.

Yours very truly,

Malone Given Parsons Ltd.

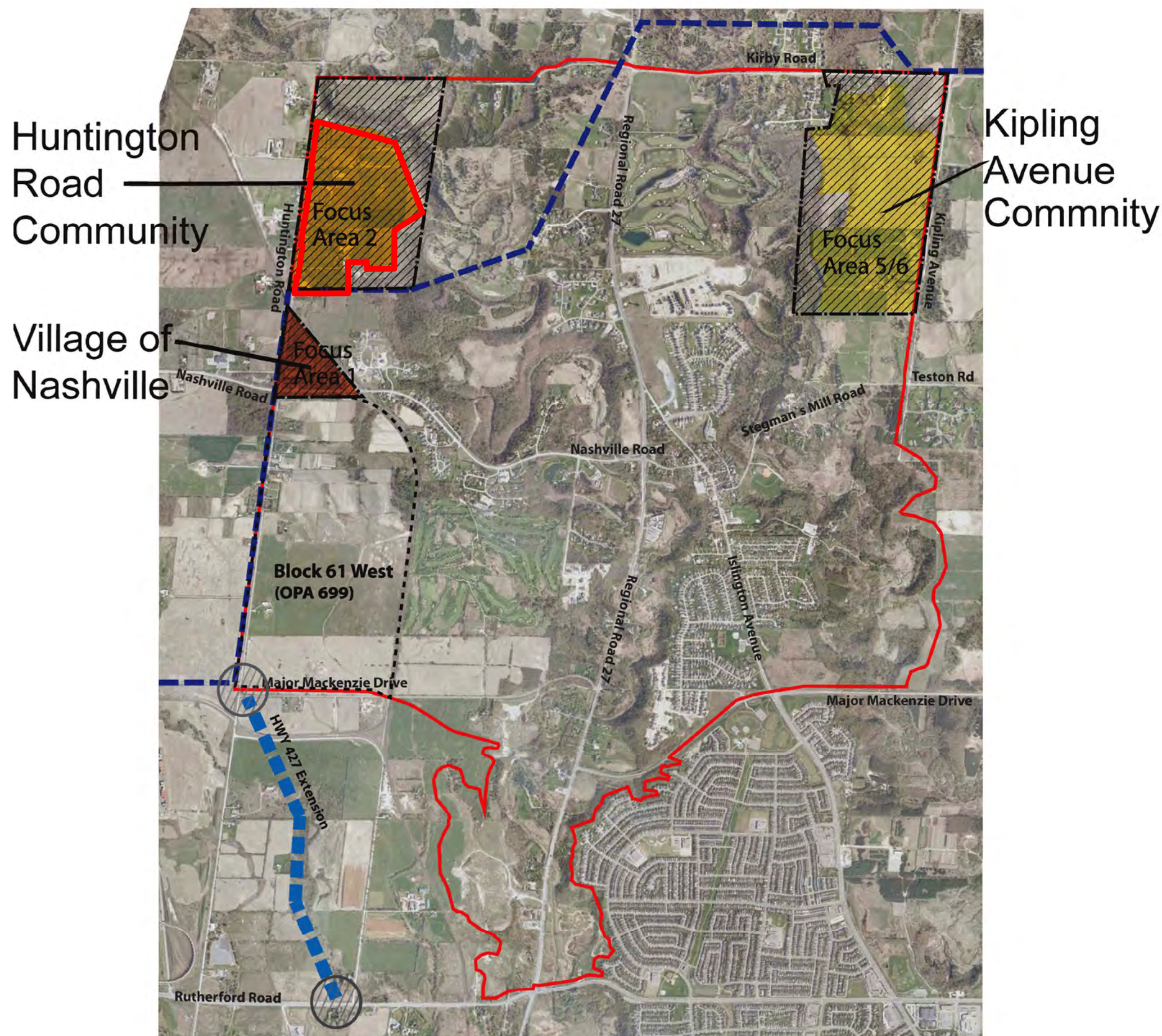




Don Given, MCIP, RPP

cc: Nick Spensieri, Deputy City Manager, Infrastructure Development
Jason Schmidt-Shoukri, Deputy City Manager, Planning and Growth Management
Maurice Stevens, Vice President, Castlepoint Investments Inc.

Attachments // 12

**SCHEDULE A :
SECONDARY PLAN
AREA
NORTH-KLEINBURG-NASHVILLE**



-  Subject Lands
-  Areas subject to the North Kleinburg-Nashville Secondary Plan
-  Official Plan Boundary- Kleinburg-Nashville Community Plan
-  Block 61 West Boundary
-  GTA West Transportation Corridor Protection Area
-  Highway 427 Extension

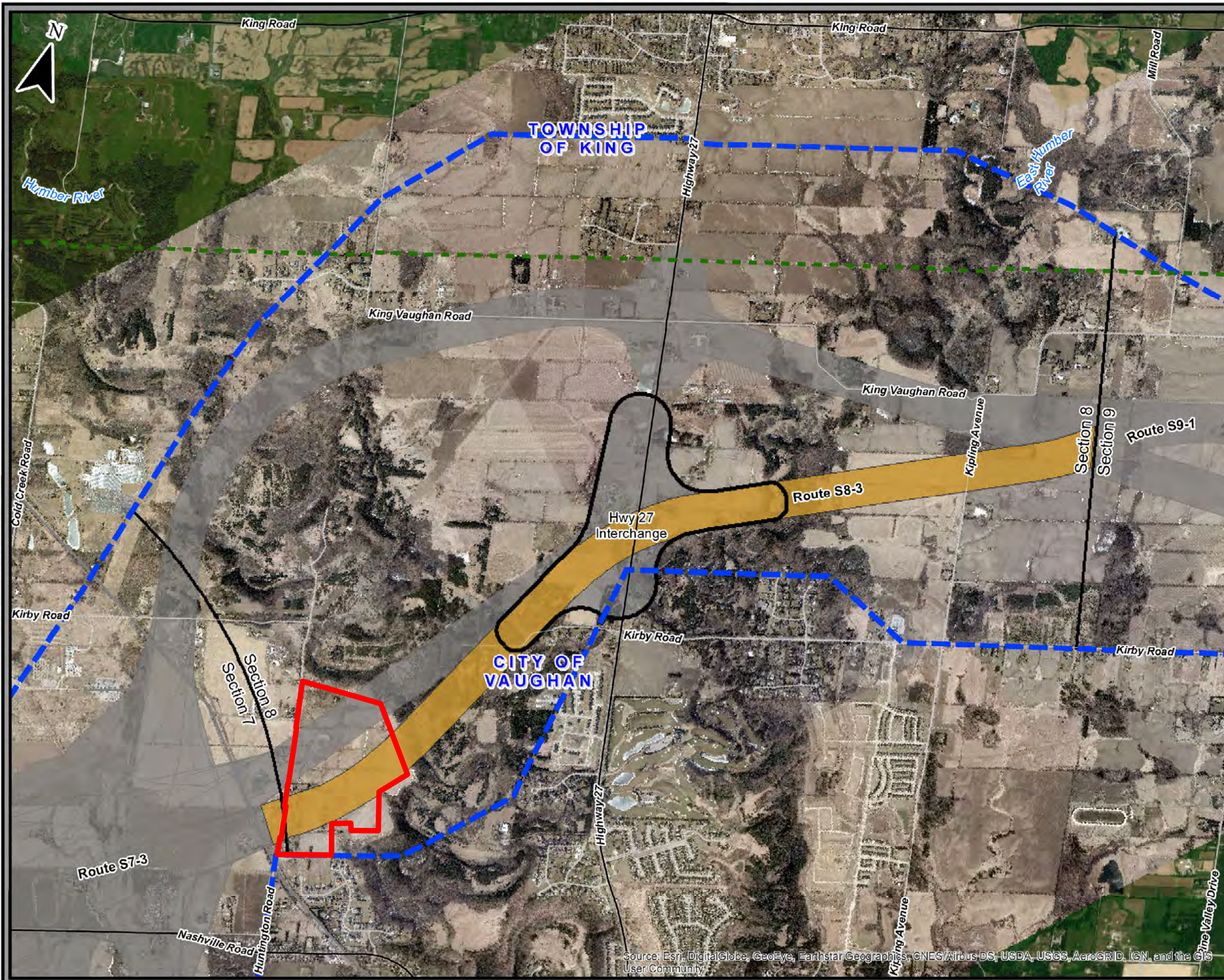
Estimated Population and Jobs at Build out: 5,480

Estimated New Dwelling Units at Build out: 1,650

Total Developable Area: 148 ha

Sources: Vaughan Official Plan - Volume 2: North Kleinburg-Nashville Secondary Plan - Schedule A - Secondary Plan Areas, 2018 Office Consolidation

2019/08/16 AECOM \\cart1313001\p\cd\3ac\m\p\j\50304724\0900-CAD_GIS\920-929 (GIS-G\sp\hies)920-EN-Design\010_Reports\FIC\MO\0604724\GTAW_Alternatives_PreferrorRouteBooklet.mxd



GTA West

Legend

- Railway
- Freeway
- 407 ETR
- Future Highway 427 Extension
- Highway
- Arterial Road
- Local Municipal Road
- Section Boundary
- Planned Municipal Improvements
- Municipal Boundary
- Route Planning Study Area
- Preferred Route Alternative
- Conceptual Interchange Footprint
- Short List of Route Alternatives

DRAFT

Sources:
Regional Municipality of York, Regional Municipality of Peel, Regional Municipality of Halton, Township of King, City of Vaughan, Town of Caledon, City of Brampton, City of Mississauga, Town of Halton Hills, Town of Milton

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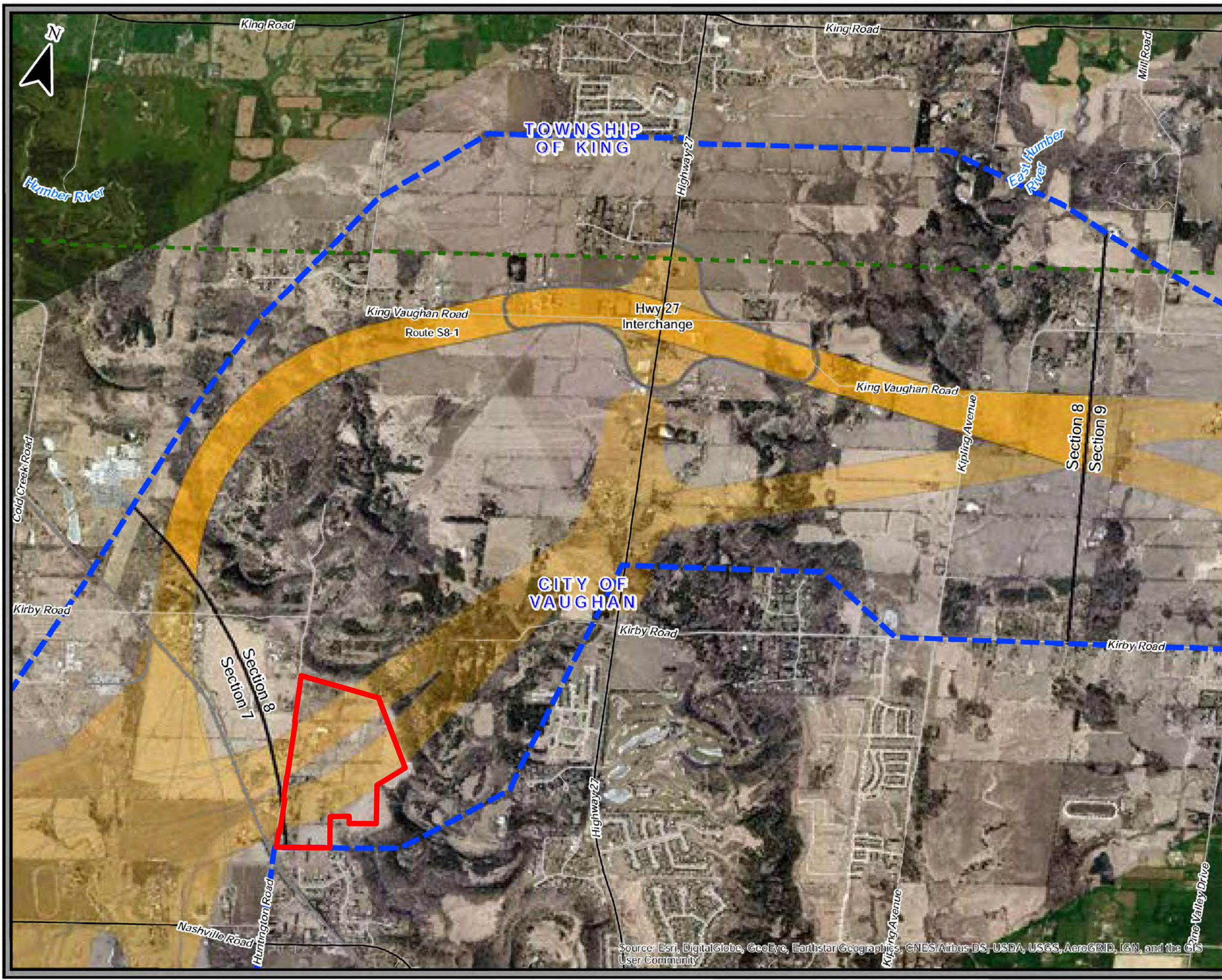
Route S8-3

Page 8 of 9
September 2019

0 0.35 0.7 1.05 1.4 km

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

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GTA West

Legend

- Railway
- Freeway
- 407 ETR
- Future Highway 427 Extension
- Highway
- Arterial Road
- Local Road
- Section Boundary
- Planned Municipal Improvements
- Municipal Boundary
- Route Planning Study Area
- Featured Route Alternative
- Conceptual Interchange Footprint
- Short List of Route Alternatives

DRAFT

Sources:
Regional Municipality of York, Regional Municipality of Peel, Regional Municipality of Halton, Township of King, City of Vaughan, Town of Caledon, City of Brampton, City of Mississauga, Town of Halton Hills, Town of Milton

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Alternative Route S8-1

Page 42 of 47
September 2019

0 0.35 0.7 1.05 1.4 km

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community


**THIS IS SCHEDULE 'A'
TO AMENDMENT NO. 601**

ADOPTED THE _____ DAY OF _____, 2001


















SIGNING OFFICERS

_____ MAYOR

_____ CLERK

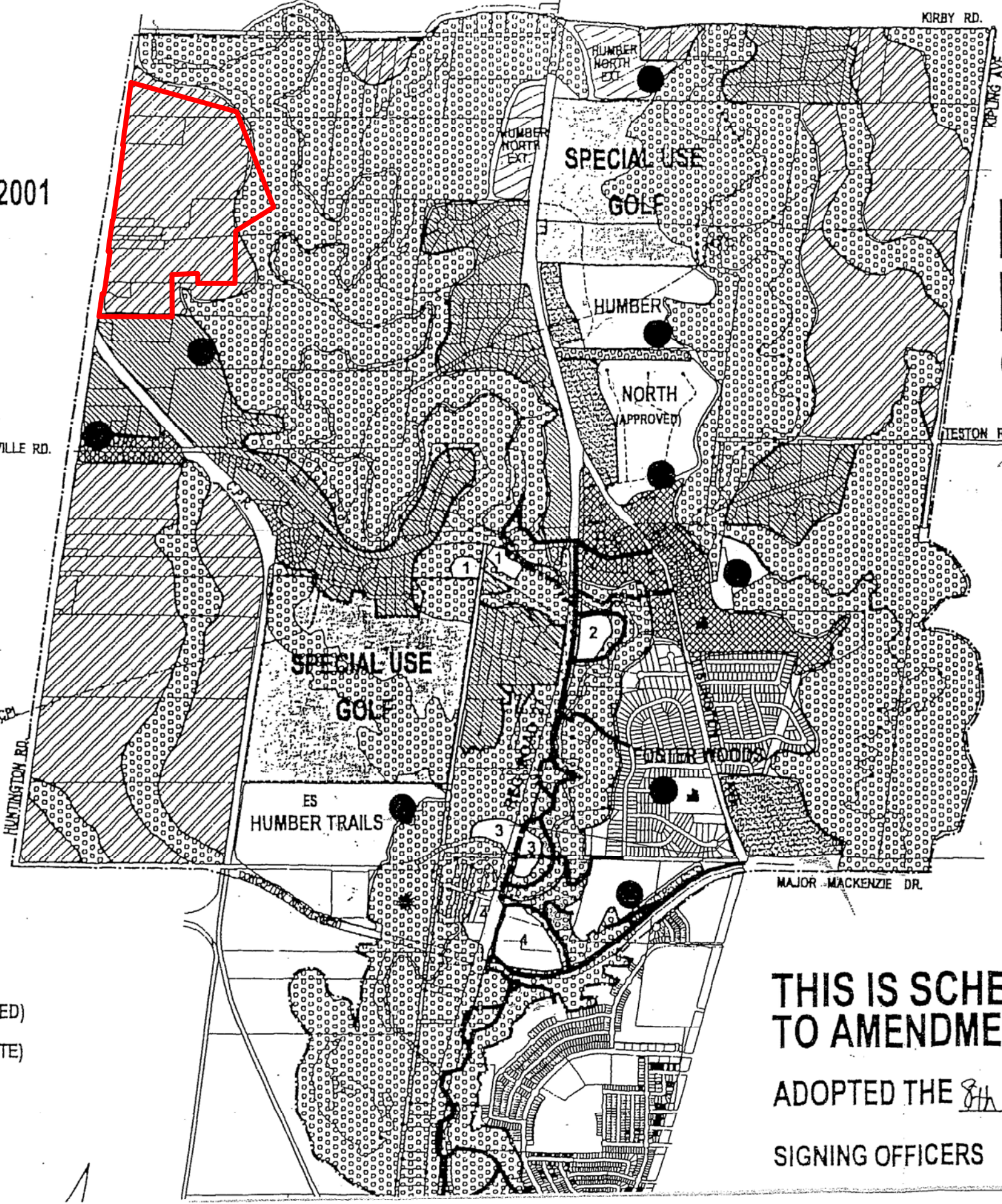
 Subject Lands

LEGEND

-  SERVICED RESIDENTIAL
-  FUTURE RESIDENTIAL
-  SUBURBAN RESIDENTIAL
-  CORE AREA
-  SPECIAL USE - GOLF
-  RURAL AREA
-  VALLEY AREA
-  OPEN SPACE
-  NEIGHBOURHOOD PARK
-  LINEAR PARK
-  INTER-REGIONAL TRAIL
-  WASTE DISPOSAL ASSESSMENT AREA
-  REGIONAL ROAD 27 TRAIL ROUTE (PREFERRED)
-  REGIONAL ROAD 27 TRAIL ROUTE (ALTERNATE)
-  ELEMENTARY SCHOOL
-  AMENDMENT AREA
-  VALLEY POLICY AREAS 1 TO 4

NASHVILLE RD.

HUNTINGTON RD.



**KLEINBURG
NASHVILLE
COMMUNITY PLAN**

**SCHEDULE 'A'
LAND USE**

**THIS IS SCHEDULE '2'
TO AMENDMENT NO. 610**

ADOPTED THE 8th DAY OF MAR., 2004

SIGNING OFFICERS

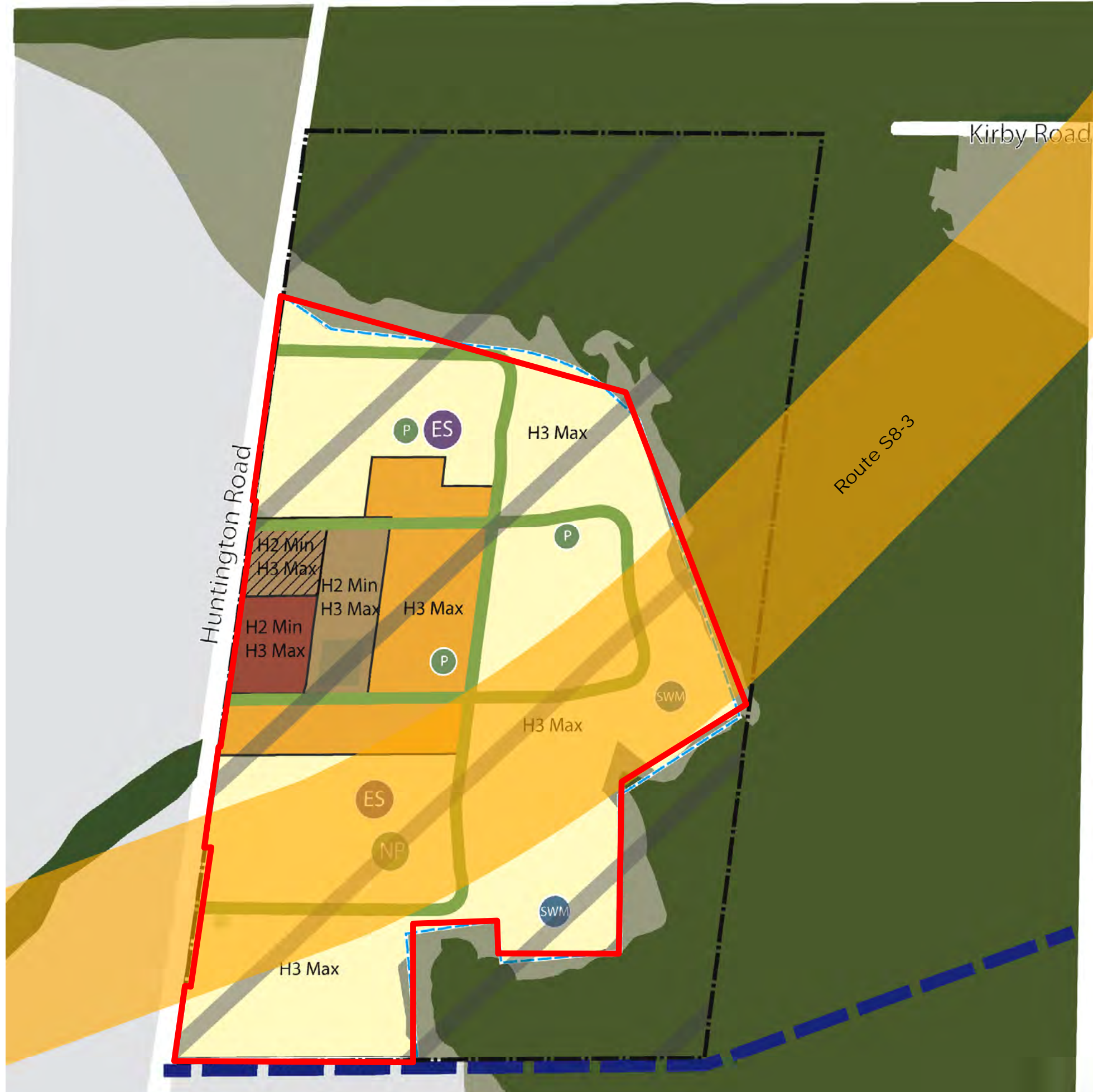
**SCHEDULE B2 :
LAND USE
HUNTINGTON ROAD
COMMUNITY
NORTH-KLEINBURG-NASHVILLE
SECONDARY PLAN**



- Subject Lands
- KN Low-Rise Residential I
- KN Low-Rise Residential II
- KN Low-Rise Residential III
- KN Low-Rise Mixed-Use I
- KN Low-Rise Mixed-Use II
- Elementary School
- Natural Areas
- Agricultural
- Neighbourhood Park
- Parkette
- Stormwater Management Pond
- Secondary Plan Area Boundary
- Greenbelt Plan Area Boundary
- GTA West Transportation Corridor Protection Area Boundary
- GTA West Transportation Corridor Protection Area
- Minor Collector Road

Sources: Vaughan Official Plan - Volume 2: North Kleinburg-Nashville Secondary Plan - Schedule B2 - Land Use: Huntington Road Community, Adopted 2012, 2018 Office Consolidation

**SCHEDULE B2 :
LAND USE
HUNTINGTON ROAD
COMMUNITY
NORTH-KLEINBURG-NASHVILLE
SECONDARY PLAN**



- Subject Lands
- Route S8-3
- KN Low-Rise Residential I
- KN Low-Rise Residential II
- KN Low-Rise Residential III
- KN Low-Rise Mixed-Use I
- KN Low-Rise Mixed-Use II
- Elementary School
- Natural Areas
- Agricultural
- Neighbourhood Park
- Parkette
- Stormwater Management Pond
- Secondary Plan Area Boundary
- Greenbelt Plan Area Boundary
- GTA West Transportation Corridor Protection Area Boundary
- GTA West Transportation Corridor Protection Area
- Minor Collector Road

Sources: Vaughan Official Plan - Volume 2: North Kleinburg-Nashville Secondary Plan - Schedule B2 - Land Use: Huntington Road Community, Adopted 2012, 2018 Office Consolidation

REGIONAL STRUCTURE

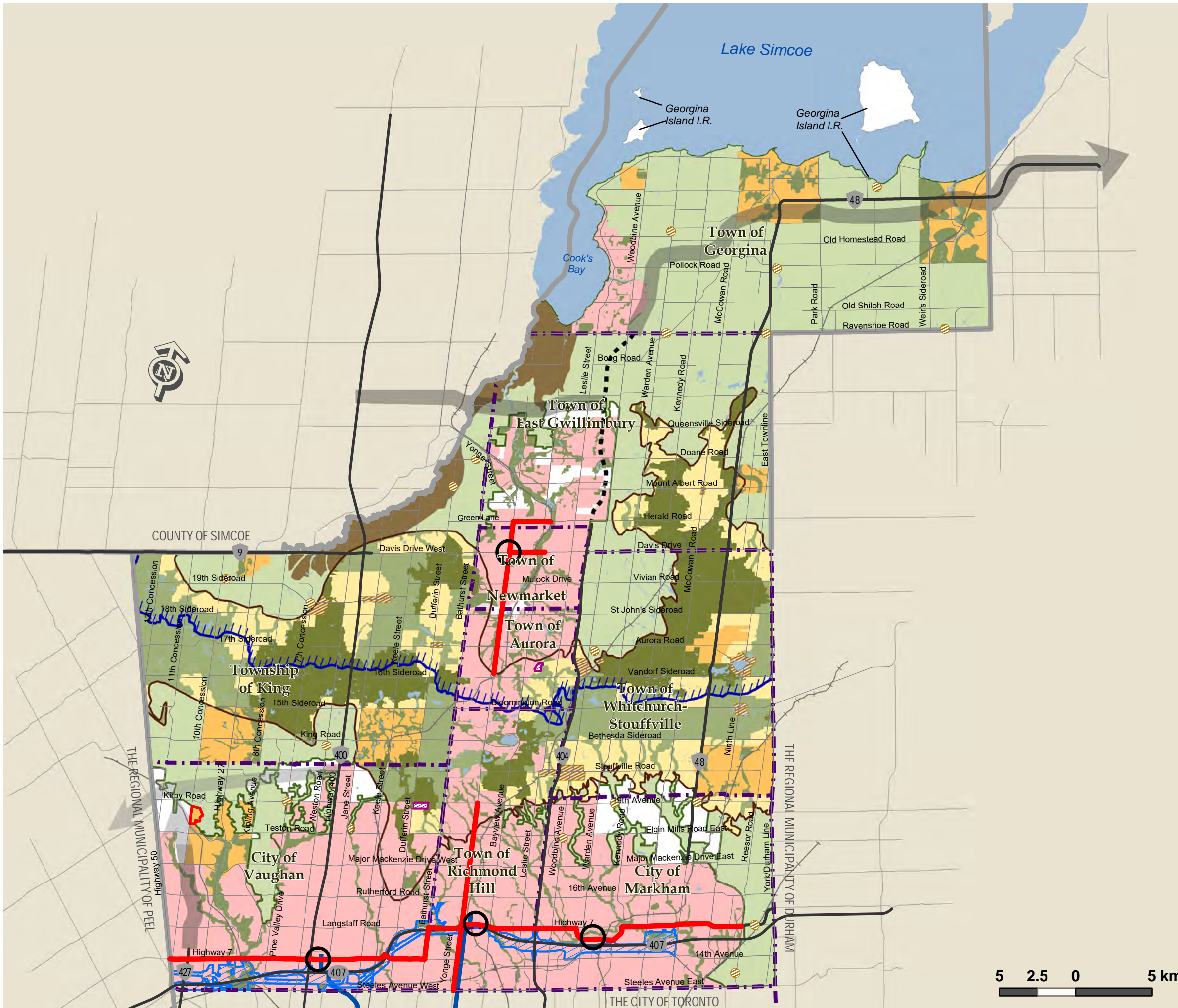
- Subject Lands
- Regional Centre
- Regional Corridor
- Subway Extension
- Urban Area
- Towns and Villages
- Regional Greenlands System (Schematic, See Map 2 for details)
- Oak Ridges Moraine Conservation Plan
- Oak Ridges Moraine Boundary
- Natural Core Area Designation
- Natural Linkage Area Designation
- Countryside Area Designation / Hamlet
- Greenbelt Plan
- Greenbelt Protected Countryside / Hamlet
- Holland Marsh Specialty Crop Area
- Area Subject to the Lake Simcoe Protection Plan
- Parkway Belt West Plan
- Ministers Decision on ORMCP Designation Deferred
- Provincial Highways
- Existing
- Controlled Access Highway
- Under Construction
- Planned Corridors - Transportation
- Proposed - EA Approved
- Conceptual - Alignment Not Defined
- Municipal Boundary
- Regional Boundary

Note: For detailed land use designations outside of the Urban Area, Towns & Villages and Natural Core and Natural Linkage Areas of the Oak Ridges Moraine Conservation Plan see Map 8 - Agricultural and Rural Area and policy 5.1.12

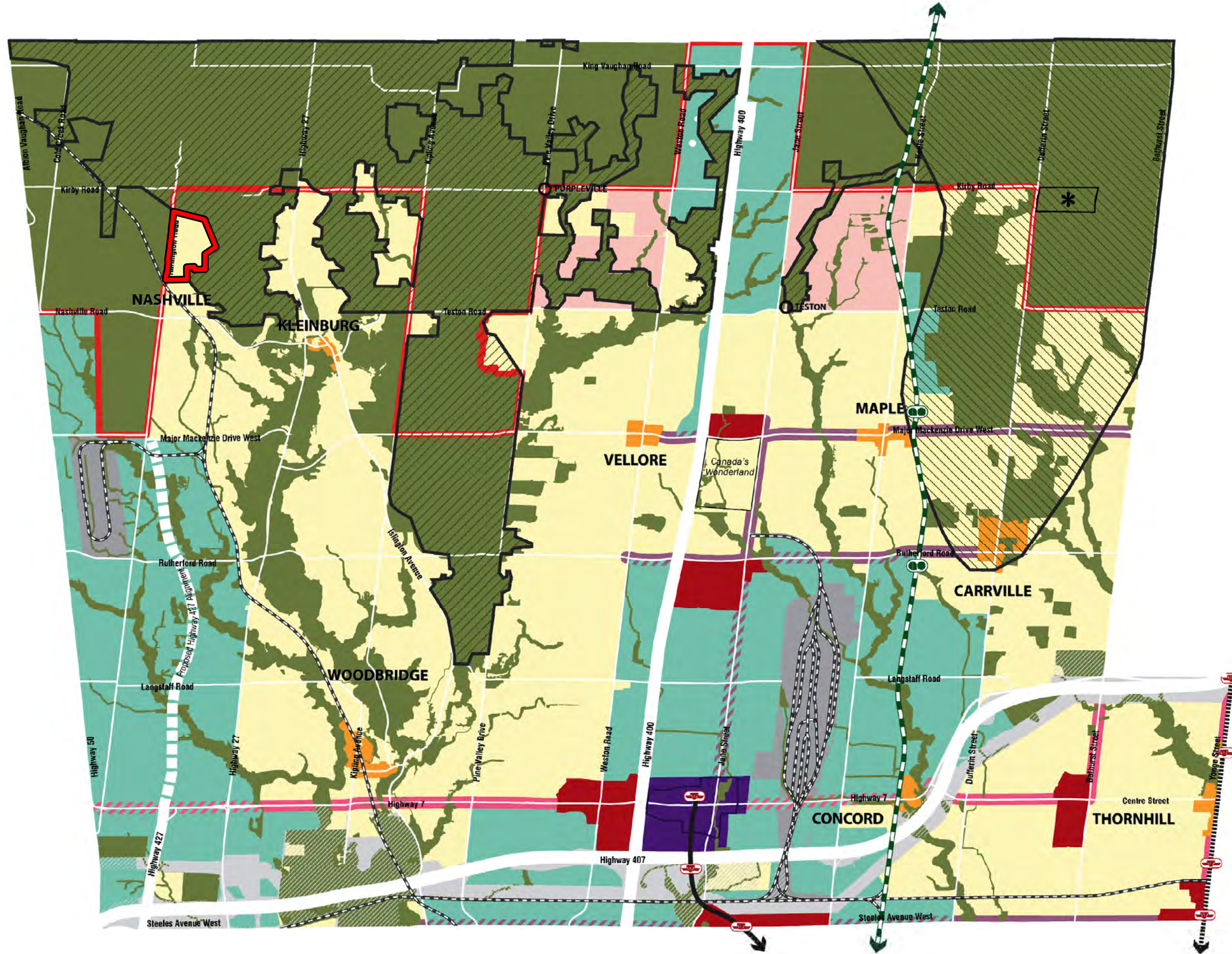


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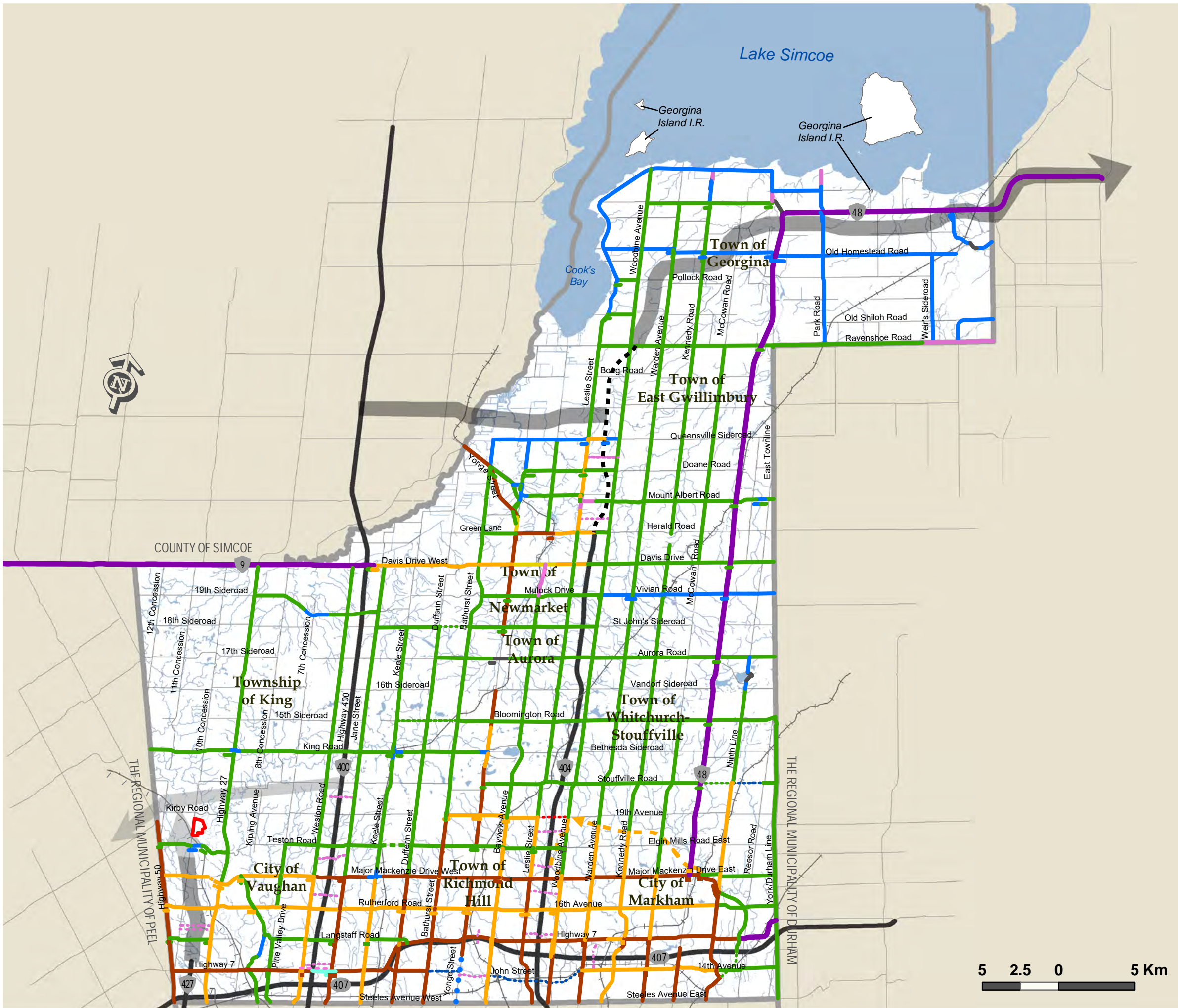
SCHEDULE 1: URBAN STRUCTURE VAUGHAN OFFICIAL PLAN



- Subject Lands
 - Urban Boundary
 - Urban Growth Centre Boundary
- Stable Areas**
- Natural Areas and Countryside
 - Community Areas
 - New Community Areas
 - Employment Areas
 - Rail Facilities
- Intensification Areas**
- Vaughan Metropolitan Centre (Regional Centre)
 - Primary Centres
 - Local Centres
 - Regional Intensification Corridors
 - Regional Intensification Corridors within Employment Areas
 - Primary Intensification Corridors
 - Primary Intensification Corridors within Employment Areas
- Parkway Belt West Lands
 - Railway
 - Subway Extension
 - Proposed Subway Extension
 - GO Transit Network
 - Greenbelt Plan Area¹
 - Oak Ridges Moraine Conservation Plan Area¹
 - Urban Growth Centre Boundary
 - Hamlet
 - See Minister's Decision on ORMCP Designation
 - Municipal Boundary

Sources: Vaughan Official Plan - Volume 1: Schedule 1 - Urban Structure, May 2019

MAP 12 STREET NETWORK



- Subject Lands
- Provincial Highways
 - Provincial Highway
- Controlled Access Highways
 - Existing
 - Under Construction
- Planned Corridors - Transportation
 - Proposed - EA Approved*
 - Conceptual - Alignment Not Defined**
- Regional Planned Street Widths
 - Up to 60 metres
 - Up to 45 metres
 - Up to 43 metres
 - Up to 40 metres
 - Up to 36 metres
 - Variable 30 to 36 metres
 - Up to 30 metres
 - Up to 26 metres
 - Proposed Up to 26 metres
 - Up to 20 metres
 - Proposed Up to 36 metres
 - Proposed Up to 43 metres
- Other Arterial Streets***
 - Up to 36 metres
 - Up to 26 metres
 - Up to 30 metres
 - Up to 43 metres

* Highway 404 extension past Ravenshoe and Highway 400-404 link - route approved
 Highway 427 extension to Major Mackenzie Drive West EA approved

**Conceptual only. Environmental Assessment of the broad study area required to determine alignment.

***Note: Some of these roads may be considered for transfer to the Region subject to Policies of Regional Council.

The proposed alignment and location of specific projects remain conceptual at this time. These concepts remain subject to review and confirmation through the applicable environmental assessment process established under the Environmental Assessment Act.



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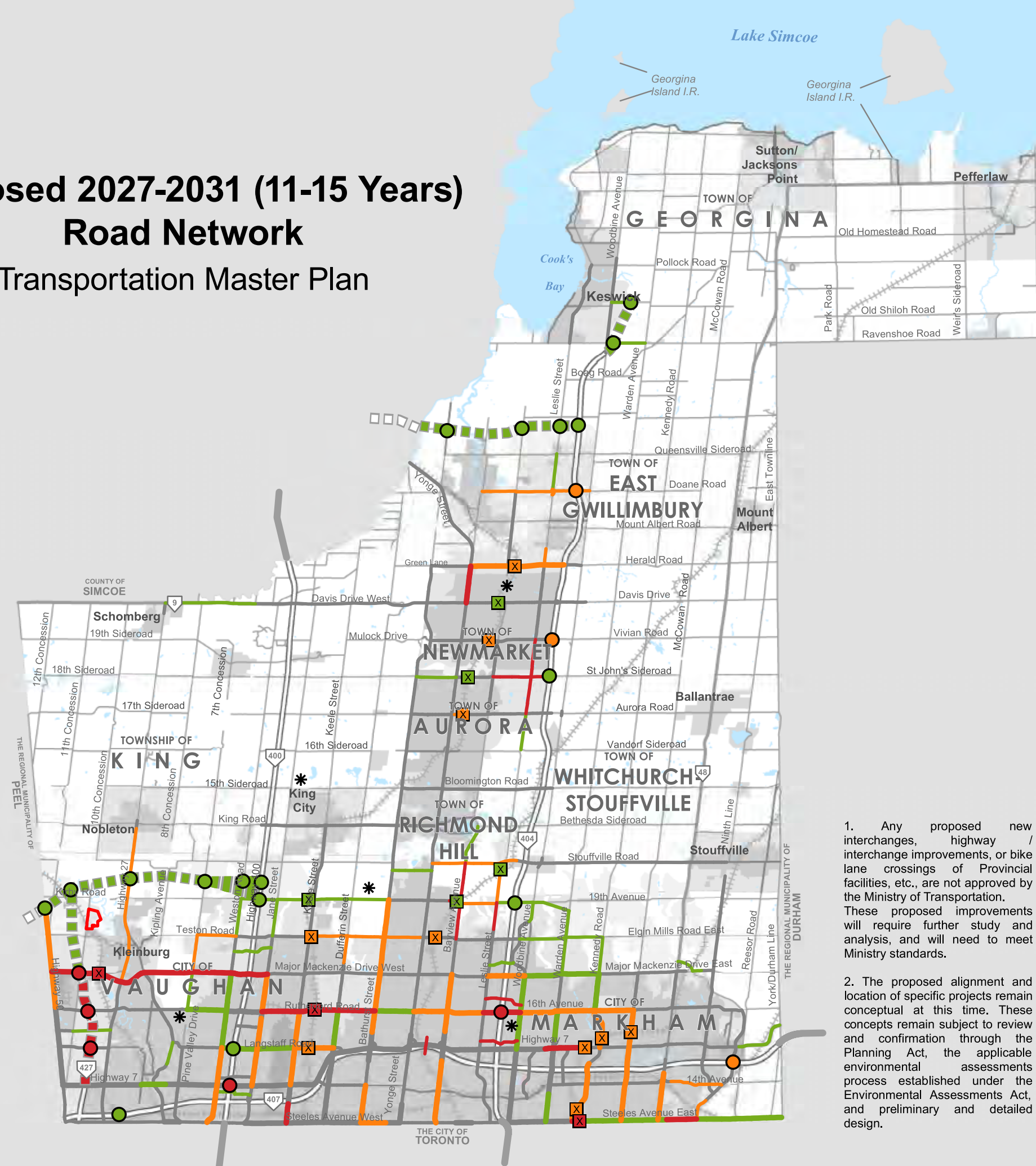
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MAP 18

Thursday, May 12, 2016

Proposed 2027-2031 (11-15 Years) Road Network Transportation Master Plan



Road Phasing

- 2017 - 2021
- 2022 - 2026
- 2027 - 2031
- 2032 - 2041

Grade Separations Phasing

- X 2017 - 2021
- X 2022 - 2026
- X 2027 - 2031
- X 2032 - 2041

Interchange Improvements Phasing (to be confirmed by MTO)

- 2017 - 2021
- 2022 - 2026
- 2027 - 2031
- 2032 - 2041

Note:

- * Special Study Area

BASE MAP INFORMATION

- Provincial Freeway
- Provincial Highway
- Road
- Railway



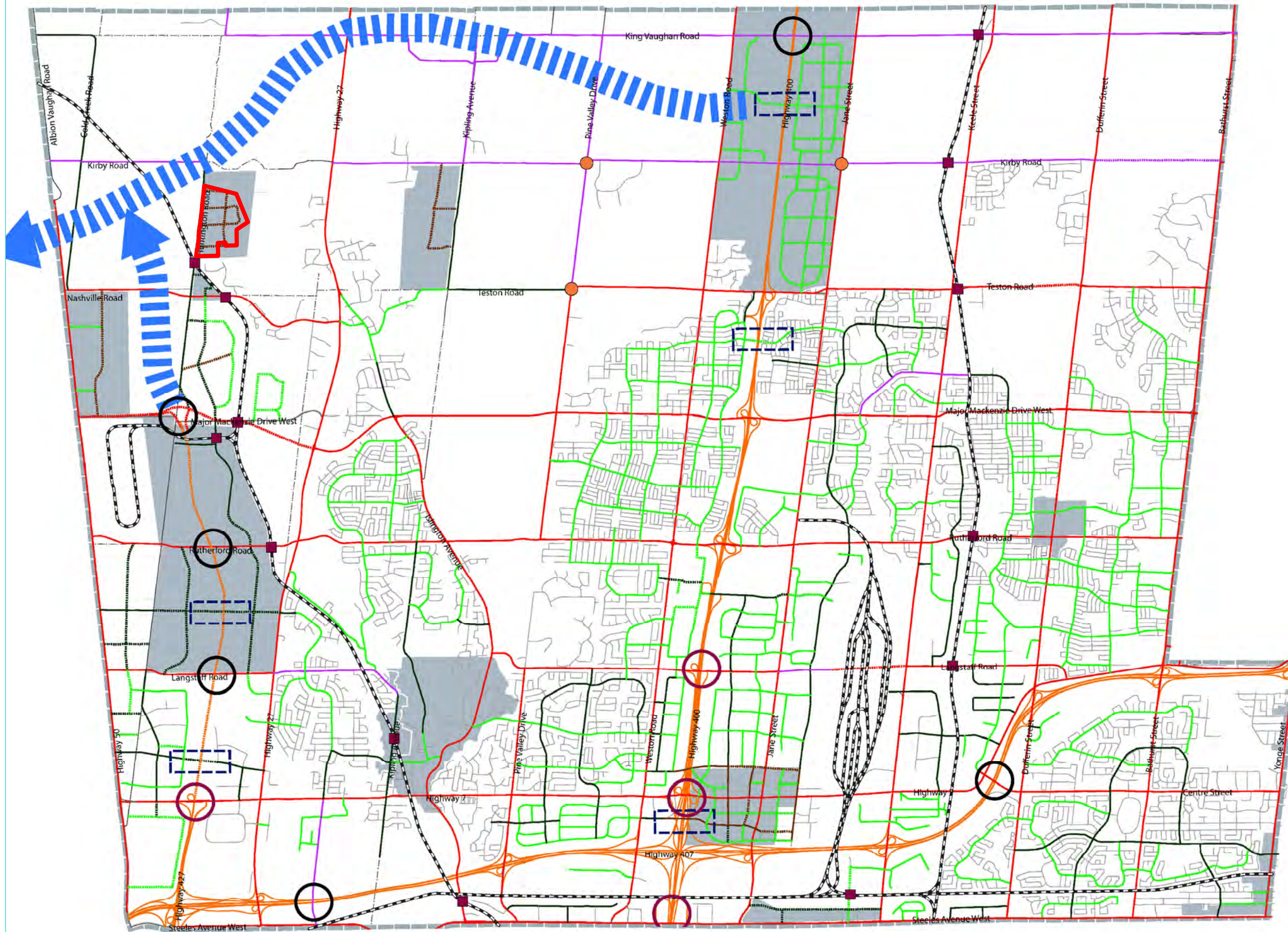
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Includes Greenbelt and Oak Ridges Moraine Boundaries and Water Features

1. Any proposed new interchanges, highway / interchange improvements, or bike lane crossings of Provincial facilities, etc., are not approved by the Ministry of Transportation. These proposed improvements will require further study and analysis, and will need to meet Ministry standards.

2. The proposed alignment and location of specific projects remain conceptual at this time. These concepts remain subject to review and confirmation through the Planning Act, the applicable environmental assessments process established under the Environmental Assessments Act, and preliminary and detailed design.

SCHEDULE 9 : FUTURE TRANSPORTATION NETWORK VAUGHAN OFFICIAL PLAN



- Subject Lands
- Freeway (Provincial)
- Major Arterial (Regional)
- Minor Arterial (36 m)
- Major Collector (26 m)
- Minor Collector (24 m proposed/23 m existing)
- Special Classification (Refer to Secondary Plans)
- Local
- Proposed New Road Link¹
- GTA West Corridor² & Hwy. 427 extension³
- Interchange Improvements
- New Interchanges
- Grade Separation
- Jog Elimination
- Future Hwy 400 Series Road Crossings
- Railway
- Areas subject to Secondary Plans
- Municipal Boundary

Sources: Vaughan Official Plan - Volume 1: Schedule 9 - Future Transportation Network, 2019 Office Consolidation

MGP File: 18-2753
Date: July 29, 2019





NEWS

Ministry of Municipal Affairs and Housing

Ontario's Government for the People to Make Home Ownership Affordable for More Ontario Families

More Homes, More Choice: Ontario's Housing Supply Action Plan will cut red tape, build more housing and increase number of affordable homes

May 2, 2019 10:30 A.M.

TORONTO - Today, Steve Clark, Minister of Municipal Affairs and Housing revealed [More Homes, More Choice: Ontario's Housing Supply Action Plan](#). People struggling to find affordable housing that fits their family budget will see real relief and real choices thanks to the Ontario Government's comprehensive housing supply action plan.

More Homes, More Choice: Ontario's Housing Supply Action Plan is a full-spectrum suite of legislative changes to increase the supply of housing that is affordable and provide families with more meaningful choices on where to live, work and raise their families.

"We've heard loud and clear from families across Ontario that finding housing that is affordable takes too long and costs too much," said Steve Clark, Minister of Municipal Affairs and Housing. "After years of neglect by the former government, there is now a housing crisis in Ontario and the dream of ownership is out of reach for too many. Our plan will make it easier to build the right type of homes in the right places, giving Ontarians and their families more flexibility when looking for a home they can afford."

Minister Clark highlighted that the Housing Supply Action Plan will require a provincewide effort that includes municipalities, nonprofits and private industry and will also be a comprehensive all-of-government initiative that will include legislative amendments to 13 government Acts. Minister Clark was joined by Raymond Cho, Minister for Seniors and Accessibility.

The new measures proposed in **More Homes, More Choice** would streamline the overly complex development approvals process to remove unnecessary duplication and barriers, making costs and timelines more predictable. The plan would also streamline and simplify the process for creating new rental housing options.

As part of the action plan, our government is also launching **A Place to Grow: Growth Plan for the Greater Golden Horseshoe** to address the needs of the region's growing population, diversity and local priorities.

More Homes, More Choice introduces new measures, across multiple ministries that focus on five themes: Speed, Cost, Mix, Rent and Innovation that will improve housing supply and affordability, while protecting health and safety, a vibrant agricultural sector and the environment

- including the Greenbelt. The increase in construction activity that will result from the action plan will also spur new investment and create thousands of private sector construction jobs.

"Whether you are a first-time homebuyer, a family looking for a larger apartment to rent or a senior hoping to downsize, our action plan puts people first," said Minister Clark. "Combined with our government's investment in renewed community housing, our Housing Supply Action Plan is sending a clear message that no matter what your situation you can count on our government to always put people first."

QUICK FACTS

- **More Homes, More Choice** was informed by a broad public consultation that included feedback from the public, as well as business and industry, research and development sectors, municipalities, the agricultural and environmental sector and many others. The government received more than 2,000 submissions and 85 per cent came from the public.
- 83 per cent of Ontario households couldn't afford the average price of a resale home in 2018, according to ministry estimates.
- It takes approximately 10 years to complete either a low-rise or high-rise development project in the Greater Toronto Area.
- Adding 10,000 housing starts per year is estimated to grow real GDP by 0.3 per cent and create about 15,000 new jobs over three years.
- Over the last 20 years, less than seven per cent of all housing built in Ontario was purpose-built rentals. The province's overall rental vacancy rate in 2018 was 1.8 per cent, close to historical lows (three per cent is considered a healthy market).

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