



**CITY OF VAUGHAN
SPECIAL COUNCIL MEETING
AGENDA**

Wednesday, November 29, 2023

+/- 5:00 P.M.

Council Chamber

2nd Floor, Vaughan City Hall

2141 Major Mackenzie Drive

Vaughan, Ontario

	Pages
1. CONFIRMATION OF AGENDA	
2. DISCLOSURE OF INTEREST	
3. COMMUNICATIONS	
4. DETERMINATION OF ITEMS REQUIRING SEPARATE DISCUSSION	
1. CITY OF VAUGHAN RESPONSE TO PROVINCIAL MODIFICATIONS TO YORK REGION OFFICIAL PLAN, 2022 Report of the Deputy City Manager, Planning and Growth Management with respect to the above.	3
2. BLANKET MUNICIPAL SUPPORT RESOLUTION FOR IESO LONG-TERM REQUEST FOR PROPOSALS Report of the Deputy City Manager, Planning and Growth Management with respect to the above.	33
5. ADOPTION OF ITEMS NOT REQUIRING SEPARATE DISCUSSION	
6. CONSIDERATION OF ITEMS REQUIRING SEPARATE DISCUSSION	
7. CONFIRMING BY LAW	

8. MOTION TO ADJOURN

ALL APPENDICES ARE AVAILABLE FROM THE CITY CLERK'S OFFICE
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AND VIDEO BROADCAST

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Council Report

DATE: Wednesday, November 29, 2023

WARD(S): ALL

TITLE: CITY OF VAUGHAN RESPONSE TO PROVINCIAL MODIFICATIONS TO YORK REGION OFFICIAL PLAN, 2022

FROM:

Haiqing Xu, Deputy City Manager, Planning and Growth Management

ACTION: DECISION

Purpose

The Ministry of Municipal Affairs and Housing is seeking feedback from municipalities on the Ministry’s modifications to the adopted York Region Official Plan issued in a Notice of Decision dated November 4, 2022. City of Vaughan staff have prepared recommendations to be presented to Council.

Report Highlights

- The Ministry of Municipal Affairs and Housing is seeking feedback from Vaughan relating to provincial modifications made to York Region’s Official Plan, 2022.
- Feedback is informed by analysis on circumstance, projects, and ongoing planning studies.
- Ongoing city studies that could be impacted by the provincial modifications is the Official Plan Review, and Vaughan Metropolitan Centre Secondary Plan update.
- All feedback is to be returned to Ministry staff by December 7, 2023.

Recommendations

1. That Council approve recommendations made in the staff recommendation column of the table in this report on the potential reinstatement or removal of the provincial modifications to the York Region Official Plan impacting the City of Vaughan; and,

2. That these recommendations as approved provide basis to respond to Ministry of Municipal Affairs and Housing before December 7, 2023.

Background

On October 23, 2023, the Minister of Municipal Affairs and Housing (MMAH) announced the intent to introduce legislation as soon as possible that would reverse the province's changes to Regional and Single tier Official Plans (see Attachment 1).

The legislation, known as "Bill 150, Planning Statute Law Amendment Act, 2023", was introduced on November 16, 2023, which, if passed, would wind back provincial changes to official plans and official plan amendments of the 12 municipalities, including York Region, except in circumstances where construction has begun or where doing so would contravene existing provincial legislation and regulations or for public health and safety.

Mayors of impacted single and lower-tier municipalities are asked to submit feedback, including proposed changes and updates to the Official Plans/Official Plan Amendments, to Ministry staff by December 7, 2023.

As outlined on Attachment 1, the Ministry has requested lower-tier municipalities provide input on provincial modifications to York Region Official Plan ('YROP 2022') in reference to specific criteria including circumstances, projects or planning studies aligned with municipal planning framework, or where construction has begun on a site-specific basis.

York Region Official Plan was adopted by York Region Council on June 16, 2022, and approved by the Province on November 4, 2022. The Province issued a Notice of Decision that approved eighty (80) modifications to the Region of York's Official Plan (see Attachment 2). York Region subsequently incorporated all provincial modifications identified in the Notice of Decision and released a consolidated version of the YROP 2022.

Vaughan's Official Plan Review was initiated in September 2021 to bring official plan policies in conformity with Provincial Plans and YROP 2022. Section 27 (2) of the Planning Act, R.S.O,1990, requires Vaughan's Official Plan, and associated bylaw, to be approved within a one-year period of the approval of YROP 2022.

October 3, 2023, a public meeting was held to present an Official Plan Amendment relating to policy conformity with YROP 2022. As of October 23, 2023, work on

Vaughan's Official Plan policies relating to regional conformity have been placed on hold considering the introduction of Bill 150. Official Plan policies not relating to regional conformity are under development.

Previous Reports/Authority

- October 3, 2023, [Official Plan Review: Proposed Part A Official Plan Amendment](#)
- September 12, 2023, [Official Plan Amendment \(Major Transit Station Areas\) City-Wide File No.26.18](#)
- October 4, 2023, [VMC Sub-Committee Report, VMC Secondary Plan Update: Phase IV - Recommendations \(Item #1\)](#)
- October 15, 2020, [York Region Proposed Employment Area Mapping and Employment Conversions](#)

Analysis and Options

In response to the Ministry's direction to single and lower-tier municipalities, City staff have reviewed the provincial modifications contained in the Notice of Decision issued by Ministry of Municipal Affairs and Housing ('MMAH') and subsequent modifications from Bill 150 that impact the City of Vaughan. Staff's review is based on consideration of a broader planning context including the circumstances, projects, and ongoing planning studies which may inform staff response to the request for feedback on specific modifications, as directed by MMAH.

The approval of York Region's Official Plan 2022, as outlined in the Notice of Decision (see attachment 2), included eighteen (18) site-specific modifications identified in the City of Vaughan, several of which are related to urban area expansion and employment area conversions (see Attachment 3).

Please see below the list of the site-specific modifications in the following table (Table 1) that indicate the status of the modification as of Bill 150 and the staff recommendation of supporting the removal of the modification or recommendation to reinstate the modification.

Table 1: Staff Recommendations on potential reinstatement of the provincial modifications to the York Region Official Plan

Site #	Mod#	Modification	Status as of Bill 150	Staff Recommendation
1	14	"4.2.32 Special provisions for the lands known municipally as 3812 Major MacKenzie Drive West in the City of Vaughan (PIN 037541553). Notwithstanding any other policies in this plan to the contrary, the minimum building height permitted is 28 storeys."	Modification removed	<ul style="list-style-type: none"> • support removal of modification • this was subject to an OLT appeal and a decision was made on June 28, 2023 with max height of 19-storeys • OLT decision stands
2,3,4	14	"4.2.33 Special provisions for the lands in the City of Vaughan, located in the southwest quadrant of the intersection of Highway 400 and Rutherford Road, comprised of the following PINS: 032800301, 032800173, and 032800289. Notwithstanding any other policies in this plan to the contrary, the minimum density of 200 units per hectare applicable to the whole of the lands and a minimum building height of 18 storeys for any high density residential built form on the site."	Modification removed	<ul style="list-style-type: none"> • support removal of modification • lands are subject to an inactive OLT appeal • removal of modification is consistent with council adoption as this was not previously supported by Vaughan Council or York Region as an employment conversion
5	14	"4.2.34 Special provisions for the lands located in the City of Vaughan, at the northeast corner of Teston Road and Dufferin Street, comprising the following PIN: 033420387. Lands outside the Natural Linkage Area are intended to be added to the Urban Area, subject to an amendment by the Minister Municipal Affairs and Housing to Map 227 of Ontario Regulation 140/02 (Oak Ridges Moraine Conservation Plan)."	Modification removed	<ul style="list-style-type: none"> • support removal of modification • no council support for this modification

Site #	Mod#	Modification	Status as of Bill 150	Staff Recommendation
6	25	<p>Policy 5.3.4 is deleted in its entirety and replaced with</p> <p>"5.3.4 Special Provisions for the lands municipally known as 11333 Dufferin Street. Notwithstanding the policies of this section, the lands legally described as PIN 03342- 0266, PT LT 29 Con 2 Vaughan; PT LT 30 Con 2 Vaughan PTS 1 - 8 64R6003 Except PT 3 Expropriation PL R602558; SIT VA41581 Partially Released by R283556; SIT VA82915, Vaughan are intended to be developed for urban uses. The lands shall only be developed on the basis of full municipal services, an approved and registered draft plan of subdivision, and an approved implementing zoning by-law."</p>	Modification retained	<ul style="list-style-type: none"> • support retaining modification • 11333 Dufferin Street Is subject to a Minister's Order under the ORMCP for urban uses. That site has draft plan of subdivision and ZBA approval. The City entered into Minutes of Settlement in April 2022 to support urban development for these lands (11333 Dufferin St.) and other nearby lands (11641 Dufferin St. and 11490 Bathurst St.). Council's past actions are aligned with the Regional adopted policy
7	66	<p>Map 1A is modified by redesignating lands identified in Appendix 1 to this Decision, from the Agricultural Area the Rural Area in the City of Vaughan.</p>	Modification removed	<ul style="list-style-type: none"> • support removal of modification • inconsistent with Greenbelt Plan
8,9,10	75	<p>Map 1A is modified by redesignating lands from Employment Area to Community Area in the City of Vaughan, located in the southwest quadrant of the intersection of Highway 400 and Rutherford Road, comprised of the following PINS: 032800301, 032800173, and 032800289.</p>	Modification removed	<ul style="list-style-type: none"> • support removal of modification • lands are subject to an inactive OLT appeal • removal of modification is consistent with council adoption as this was not previously supported by Vaughan Council or York Region as an employment conversion

Site #	Mod#	Modification	Status as of Bill 150	Staff Recommendation
11,12,13,14	76	Map 1A is modified by redesignating lands from Employment Area to Community Area in the City of Vaughan, known municipally as 132 Woodstream Boulevard, 144 Woodstream Boulevard, 154 Woodstream Boulevard and 166 Woodstream Boulevard	Modification removed	<ul style="list-style-type: none"> • support removal of modification • this employment conversion was not identified through the York Region Municipal Comprehensive Review (MCR)
15	79 v	by extending the station area boundary of PMTSA 65 Rutherford GO Station to the west, to include the property located on the southwest quadrant of the intersection of Keele Street and Rutherford Road, known municipally as 9222 Keele Street (PIN 032760813).	Modification removed	<ul style="list-style-type: none"> • support reinstatement of the modification to York Region Official Plan • this site should be part of the Major Transit Station Area (MTSA) due to its proximity to the Rutherford GO Station
16	79 ii	by deleting MTSA 35 Mulock GO, MTSA 47 Gormley GO, and MTSA 61 Kirby GO in their entirety.	Modification retained	<ul style="list-style-type: none"> • support removal of modification • removing modification will reinstate the Kirby GO MTSA which was approved by Vaughan Council
17	79 iv	by extending the station area boundary of PMTSA 56 Creditstone BRT south to Highway 407, between Creditstone Road and the boundary of PMTSA 67 Vaughan Metropolitan Centre Subway Station, in the City of Vaughan.	Modification removed	<ul style="list-style-type: none"> • support reinstatement of the modification to the York Region Official Plan • consistent with council approved boundary expansion study area of VMC Secondary Plan

Site #	Mod#	Modification	Status as of Bill 150	Staff Recommendation
18	79 iii	by deleting MTSA 72 Langstaff BRT, MTSA 73 Major Mackenzie BRT, MTSA 74 Norwood BRT, MTSA 75 Pennsylvania BRT, MTSA 76 Springside BRT, and MTSA 77 Vaughan Mills BRT, in their entirety.	Modification removed	<ul style="list-style-type: none"> • support removal of modification and request the Jane Street future MTSA's be upgraded to PMTSA's • Council previously approved the Jane Street MTSA's
Block 27,41	6	Section 3.2 is modified i) By revising the policy reference "5.3.7" to "5.3.5" in policy 3.2.5 e). ii) By adding a new policy: "3.2.9 Notwithstanding any policies to the contrary, active parkland and recreational uses are permitted within the linear river valleys identified in policy 5.3.5, which may include serviced playing fields and golf courses. The location, range and type of parkland uses permitted in the Rural Area will be determined by the local municipality through its official plan and/or approval of site-specific development applications. Golf course use and reconfigurations by Angus Glen Golf Courses is permitted within the Bruce Creek Greenbelt lands in the City of Markham."	Modification removed	<ul style="list-style-type: none"> • support reinstatement of the modifications to the York Region Official Plan with special reference to ROPA 7 which went through a full Planning Act process and was adopted by York Region Council • the affected lands in Block 27 and 41 are ready to proceed with draft plan approvals
Block 27,41	26	Policy 5.3.6 d) is deleted and replaced with the following: "5.3.6 d) Active recreational and parklands uses in accordance with the Greenbelt Plan, and implemented through local secondary plans and/or site specific development applications on the basis of appropriate	Modification removed	<ul style="list-style-type: none"> • support reinstatement of the modifications to the York Region Official Plan with special reference to ROPA 7 which went through a full Planning Act process and was adopted by York Region Council

Site #	Mod#	Modification	Status as of Bill 150	Staff Recommendation
		technical studies and natural systems planning."		<ul style="list-style-type: none"> the affected lands are ready to proceed with draft plan approvals
Block 27, 41	27	Section 5.3 is modified by adding a new policy: "5.3.7 Notwithstanding any policies to the contrary, active parkland and recreational uses are permitted within the linear river valleys identified in policy 5.3.5, which may include serviced playing fields and golf courses. The location, range and type of parkland uses permitted in the Rural Area will be determined by the local municipality through its official plan and/or approval of site-specific development applications. Golf course use and reconfigurations by Angus Glen Golf Courses is permitted within the Bruce Creek Greenbelt lands in the City of Markham	Modification removed	<ul style="list-style-type: none"> support reinstatement of the modifications to the York Region Official Plan with special reference to ROPA 7 which went through a full Planning Act process and was adopted by York Region Council the affected lands in are ready to proceed with draft plan approvals

Financial Impact

The announcement about the intent to retract Provincial modifications to York Region Official Plan 2022 has impacted the Vaughan Official Plan Review timeline and scope. Any financial implications will be funded through existing approved budget.

Staff are reviewing information related to planning costs that may have been incurred by a municipality arising out of the provincial decisions which may be submitted to the Ministry outside of the 45-day window through municipal staff.

Operational Impact

There are no operational impacts associated with this report.

Broader Regional Impacts/Considerations

Any changes to the provincial modifications to the YROP 2022 as identified in the provincial Notice of Decision, would be reflective of YROP 2022 as approved by Regional Council, dated June 16, 2022.

Conclusion

In response to a Ministerial request on the Provincial modifications to YROP 2022 adopted by Region Council on June 16, 2022, City staff have analyzed and provided recommendation herein and is seeking approval from Vaughan Council.

For more information, please contact: Christina Bruce, Director of Policy Planning & Special Programs, ext. 8231

Attachments

1. Attachment 1 – November 2, 2023, Letter from the Honourable Paul Calandra
2. Attachment 2 – November 4, 2022, Notice of Decision, Region of York 2022 Official Plan
3. Attachment 3 – Map of Vaughan Site-Specific Provincial Modifications

Prepared by

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Approved by



Haiqing Xu, Deputy City Manager,
Planning and Growth Management

Reviewed by



Nick Spensieri, City Manager

**Ministry of
Municipal Affairs
and Housing**

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234-2023-5307

November 2, 2023

**Re: Announcement Impacting Provincial Decisions on Municipal Official Plans/
Official Plan Amendments**

Dear Sir, Madam:

Since becoming the Minister of Municipal Affairs and Housing, I have made it a priority to review past decisions related to land use planning, including official plans and minister's zoning orders, to ensure that these earlier decisions support our goal of building at least 1.5 million homes in a manner that maintains and reinforces public trust.

In November 2022 and April 2023, the ministry issued decisions on official plans impacting the cities of Barrie, Belleville, Guelph, Hamilton, Ottawa and Peterborough, the regional municipalities of Halton, Niagara, Peel, Waterloo and York, and Wellington County. As a result of my review of these decisions, on October 23, 2023, I announced my intent to introduce legislation as soon as possible that would reverse the province's changes to these plans.

For clarity, the proposed legislation will, if passed, bring into effect the official plans or official plan amendments as adopted by municipal council without provincial modifications, except for any modifications that are necessary to protect matters of public health and safety, or which are required to align with legislation or regulations.

The ministry appreciates that the decisions that were made in November 2022 and April 2023 are currently in effect, and I understand that many municipalities are working to actively implement the decisions. I also appreciate that productive collaboration and coordination between the ministry and your municipality is going to be needed to ensure clarity going forward.

As stated in my announcement on October 23, 2023, we are providing 45 days for municipalities to submit information about the modifications to the official plans that were originally submitted to the Ministry, including:

1. Circumstances or projects where construction has already begun in relation to the official plan or official plan amendment decisions, particularly those projects that are directly reliant on the modifications made to the plan through the ministry's decision; and

2. If there are changes that the municipality would like to see made to the official plan, based on the modifications that the province had previously made, and which you support. Lower-tier municipal feedback on the original official plan submitted to the province will be important to supporting its implementation.

We are asking mayors of impacted single and lower tier municipalities to submit this feedback, including proposed changes and updates to the official plans/official plan amendments, to ministry staff **by December 7, 2023**. Please submit feedback to the following email address: MMAHOfficialPlans@Ontario.ca.

To ensure the province receives the necessary feedback within the 45-day window, we will accept changes directly from heads of council of single and lower-tier municipalities, including to official plans that were originally submitted with council endorsements from upper-tier municipalities. Heads of council may choose to seek a council endorsement of their proposed changes, but that is not required.

While I intend to introduce legislation prior to the conclusion of the 45-day period, please rest assured that municipal feedback received during the 45-day window, and through consultation on the legislation, will be carefully considered to determine the best approach for moving forward, including if further legislative steps or the use of other provincial tools are required.

We are also interested in receiving information and supporting documentation that outlines related planning costs that may have been incurred by your municipality arising out of the provincial decisions. This information can be submitted to the ministry outside of the 45-day window through municipal staff.

Official plans are an important tool for addressing Ontario's shortage of housing. To that end, as you prepare your feedback, I encourage you to ensure your proposed approach to meet your housing targets is ambitious and reflective of the serious need to get more homes built quickly. In particular, I encourage you to look for opportunities to systematically increase density and align this density with existing and planned transit within your municipality. Getting more homes built faster will help more people in your municipality find a home that meets their needs and budget and help municipalities access funding under Ontario's all-new \$1.2 billion Building Faster Fund.

If your staff have questions or concerns, ministry staff are available to discuss this matter further. Please have municipal staff contact the ministry at the email address above and we will connect you with the relevant staff in my ministry.

Thank you,



Hon. Paul Calandra
Minister of Municipal Affairs and Housing

Ministry of Municipal Affairs
and Housing

Ministère des Affaires municipales
et Logement

Municipal Services Division

Division des services aux municipalités

777 Bay Street, 16th Floor
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November 4, 2022

Christopher Raynor
Regional Clerk
Region of York
17250 Yonge Street
Newmarket, ON L3Y 6Z1
christopher.raynor@york.ca

**Re: Region of York 2022 Official Plan
MMAH File No.: 19-OP-211507**

Dear Christopher Raynor,

Please find attached a Notice of Decision regarding the above-noted matter.

If you have any questions regarding this matter, please feel free to contact Laurie Miller, Regional Director, Central Municipal Services Office, by email at Laurie.Miller@ontario.ca, or Heather Watt, Manager, Community Planning and Development (West), Central Municipal Services Office, by email at Heather.Watt@ontario.ca.

Sincerely,

<Original Signed By>

Hannah Evans
Assistant Deputy Minister, Municipal Services Division

cc. Paul Freeman, Chief Planner, Region of York

DECISION

With respect to the York Region Official Plan Subsection 17(34) of the *Planning Act*

I hereby approve the repeal of the Region of York Official Plan, adopted by 2009-58, and subsequent amendments thereto, pursuant to Region of York By-law 2022-40. Furthermore, I hereby modify and approve, as modified, the York Region Official Plan, as adopted by the Region of York by By-law 2022-40, as follows:

1. Policy 1.0 is modified by adding the word “ability,” to the first sentence of the subsection, *Planning for Complete and Inclusive Communities*, before the words “lifestyle or stage of life or background,”.
2. Policy 2.2.4 b) is modified by deleting the words “Achievement of” and replacing it with the words “Demonstrated progress in achieving”
3. Policy 2.3.12 is modified by adding a new subsection:
“d) incorporating vertical schools or urban schools into the base of multi-storey buildings in strategic growth areas.”
4. Policy 2.3.19 is modified by adding a subsection:
“g) Requirements for the implementation of best management practices for use of winter de-icing chemicals (including road salt) in the design of parking lots, roadways and sidewalks.”
5. Policy 2.3.33 c) is modified by adding the words, “including the use of *Green Infrastructure*” to the end of the sentence.
6. Section 3.2 is modified
 - i) by revising the policy reference “5.3.7” to “5.3.5” in policy 3.2.5 e).
 - ii) by adding a new policy:

“3.2.9 Notwithstanding any policies to the contrary, active parkland and recreational uses are permitted within the linear river valleys identified in policy 5.3.5, which may include serviced playing fields and golf courses. The location, range and type of parkland uses permitted in the Rural Area will be determined by the local municipality through its official plan and/or approval of site-specific development applications. Golf course use and reconfigurations by Angus Glen Golf Courses is permitted within the Bruce Creek Greenbelt lands in the City of Markham.”
7. Policy 3.3.13 d) is modified by adding the word “fuel” before the words “storage tanks”.
8. Policy 3.5.1 is modified by adding the words “in accordance with guidance developed by the Province,” after the words “site alteration”.
9. Policy 4.1.5 is modified:
 - i) by adding a new bullet to the list of Key Provincial Initiatives:
“Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe”

- ii) by revising the fifth bullet to state “Metrolinx 2041 Regional Transportation Plan”.
10. Policy 4.2.7 is modified by adding the following sentence to the end:
“The minimum density targets set out in Table 4 will collectively meet or exceed an overall minimum density target for the Region of 60 people and jobs per hectare.”
 11. Policy 4.2.23 is deleted and replaced with:
“4.2.23 To require local municipalities to include policies within local official plans and *secondary plans* for *New Community Areas*, which address the interface between urban and agricultural land uses. Impacts to agricultural operations are to be mitigated to the extent feasible through future planning approvals.”
 12. Policy 4.2.24 is modified by adding the words “, where appropriate” to the end.
 13. Policy 4.3.25 is modified by adding the words “minimize surface parking,” after the words “designed to”.
 14. Section 4.2 is modified by adding a new policy subsection after policy 4.2.29, titled “Special Provisions”, followed by new policies:
 - “4.2.30 Special provisions for the lands known municipally as 1289 Wellington Street East in the City of Aurora (PIN 036425499). Notwithstanding any other policies in this Plan to the contrary, the minimum density target to be achieved is 330 units per hectare and minimum building height of 12 storeys.”
 - “4.2.31 Special provisions for lands within the property known municipally as 10506 Warden Avenue and 10508 Warden Avenue in the City of Markham (PIN 030531745). Notwithstanding any other policies in this Plan to the contrary, the minimum density target to be achieved is 100 units per hectare across the whole of the lands and building heights up to 25 storeys for any high density residential built form on the site. Permitted uses shall include, but not be limited to, long-term care facility, retirement and senior’s residence together with healthcare clinics, low, medium, and high density housing in a variety of built-forms, schools, and a dual-use parkland/stormwater management facility.”
 - “4.2.32 Special provisions for the lands known municipally as 3812 Major MacKenzie Drive West in the City of Vaughan (PIN 037541553). Notwithstanding any other policies in this plan to the contrary, the minimum building height permitted is 28 storeys.”
 - “4.2.33 Special provisions for the lands in the City of Vaughan, located in the southwest quadrant of the intersection of Highway 400 and Rutherford Road, comprised of the following PINS: 032800301, 032800173, and 032800289. Notwithstanding any other policies in this plan to the contrary, the minimum density of 200 units per hectare applicable to the whole of the lands and a minimum building height of 18 storeys for any high density residential built form on the site.”
 - “4.2.34 Special provisions for the lands located in the City of Vaughan, at the northeast corner of Teston Road and Dufferin Street, comprising the following PIN: 033420387. Lands outside the Natural Linkage Area are intended to be added to the Urban Area, subject to an amendment by the Minister of

Municipal Affairs and Housing to Map 227 of Ontario Regulation 140/02 (Oak Ridges Moraine Conservation Plan).”

15. Policy 4.3.7 is deleted and replaced with the following:
“4.3.7 To protect *Employment Areas* located adjacent to, or in proximity of, goods movement facilities and corridors, including existing and future major highways and interchanges, for manufacturing, warehousing, and logistics, and appropriate associated uses.”
16. Section 4.3 is modified by adding a new policy:
“4.3.30 To require local municipalities to include policies within local official plans and *secondary plans* for new *Employment Areas*, which address the interface between urban and agricultural land uses. Impacts to agricultural operations are to be mitigated to the extent feasible through future planning approvals.”
17. Policies 4.4.11, 4.4.24 b) and 4.4.42 a) are modified by deleting the words “and maximum” where they appear in each policy.
18. Policy 4.4.24 is modified by adding a new subsection:
“u) The interface between *major facilities* and *sensitive lands uses* to ensure matters of land use compatibility are appropriately addressed in accordance with the PPS.”
19. Policy 4.4.37 is modified:
 - i) by deleting the words “, with the exception of those identified in policy 4.4.43,”
 - ii) by deleting the word “protected” before the words “*major transit station Area*”.
20. Policy 4.4.43 is deleted in its entirety, and replaced with:
“4.4.43
 - a) Notwithstanding the minimum density targets for *major transit station areas* set out in Appendix 2, the following station areas will achieve higher densities as a result of applicable Minister’s Zoning Orders:
 - i) PMTSA 13 Langstaff GO – Bridge Station, will plan for a minimum density target of 1,200 people and jobs per hectare for the lands referred to in section 2 of Ontario Regulation 345/22.
 - ii) PMTSA 49 Richmond Hill Centre Subway Station, will be planned for a minimum density target of 1,400 people and jobs per hectare for the lands referred to in section 2 of Ontario Regulation 344/22.
 - b) A future *major transit station area* will be delineated around the Gormley GO Station in Richmond Hill, subject to an amendment by the Minister of Municipal Affairs and Housing to Map 227 of Ontario Regulation 140/02 (Oak Ridges Moraine Conservation Plan). The station boundary will be delineated in a manner that maximizes the size of the station area and the number of potential transit users that are within walking distance of the station (generally lands within an approximate 800 metre radius of the station). The station will be planned for a minimum density of 150 people and jobs per hectare.”

- c) Other future *major transit station areas* have been identified on Map 1B. These station areas require further planning and consultation to finalize their location and delineation.”
- 21.** Policy 4.5.3 a) is modified:
- i) by adding the words “, which may include the consideration of *private communal sewage* and *private communal water services*” before the word “, and”.
 - ii) by adding the word “Boundary” after the word “Village” in the first sentence.
- 22.** Section 4.6 is deleted in its entirety.
- 23.** Policy 5.1.9 f) iii) is modified by adding the following to the end of the policy: “and that there are no reasonable alternative locations which avoid the Agricultural Area; and”
- 24.** Policy 5.1.12 is modified:
- i) by adding the words “where the facility or corridor cannot be accommodated through the use of easements or rights-of-way.” after the words “*infrastructure* projects” in subsection a).
 - ii) by adding the words “Within the Greenbelt Plan’,” before the words, “conveyances to public bodies” in subsection b).
 - iii) by adding the words “and the severance is limited to the minimum size needed to accommodate the use and appropriate sewage and water services.” to the end of subsection f).
- 25.** Policy 5.3.4 is deleted in its entirety and replaced with
“5.3.4 Special Provisions for the lands municipally known as 11333 Dufferin Street. Notwithstanding the policies of this section, the lands legally described as PIN 03342- 0266, PT LT 29 Con 2 Vaughan; PT LT 30 Con 2 Vaughan PTS 1 – 8 64R6003 Except PT 3 Expropriation PL R602558; S/T VA41581 Partially Released by R283556; S/T VA82915, Vaughan are intended to be developed for urban uses. The lands shall only be developed on the basis of full municipal services, an approved and registered draft plan of subdivision, and an approved implementing zoning by-law.”
- 26.** Policy 5.3.6 d) is deleted and replaced with the following:
“5.3.6 d) Active recreational and parklands uses in accordance with the Greenbelt Plan, and implemented through local *secondary plans* and/or site-specific development applications on the basis of appropriate technical studies and natural systems planning.”
- 27.** Section 5.3 is modified by adding a new policy:
“5.3.7 Notwithstanding any policies to the contrary, active parkland and recreational uses are permitted within the linear river valleys identified in policy 5.3.5, which may include serviced playing fields and golf courses. The location, range and type of parkland uses permitted in the Rural Area will be determined by the local municipality through its official plan and/or approval of site-specific development applications. Golf course use and reconfigurations by Angus Glen Golf Courses is permitted within the Bruce Creek Greenbelt lands in the City of Markham.”

28. Policy 5.4.3 is modified by adding the following to end of the policy:
“, provided that site conditions are suitable for the long-term provision of such services with no negative impacts.”
29. Policy 5.5.16 is modified by adding the words “where agricultural rehabilitation in remaining areas is maximized,” after the words “In the following cases,”.
30. Policy 5.5 is modified by adding a new subsection:
“5.5.22 *Development* on, abutting, or adjacent to lands affected by oil, gas and salt hazards or petroleum resource operations, may be permitted only if rehabilitation measures to address and mitigate known or suspected hazards are underway or have been completed.”
31. Policy 6.1 is modified by deleting the first sentence in the third paragraph and replacing it with:
“A compact, mixed-use urban form is required to minimize the length and number of vehicle trips and support current and future use of sustainable modes of transportation, such as transit and *active transportation*.”
32. Policy 6.2 is modified by deleting first sentence in the first paragraph and replacing it with:
“A key strategy of the Plan is the alignment of growth with the timing and delivery of Regional *infrastructure* and the importance of ensuring that this *infrastructure* is phased appropriately so that planning for *infrastructure* is financially viable over its lifecycle, and available to meet current and projected needs.”
33. Section 6.2 is modified by adding a new policy:
“6.2.5 That the Region work with local municipalities to plan for and protect corridors and rights-of-way for *infrastructure*, including transportation, transit and electricity generation facilities and transmission systems to meet current and projected needs.”
34. Policy 6.3.3 is modified by adding the following to the end of the policy:
“, with continuous linkages between strategic growth areas, adjacent neighbourhoods, *major trip generators*, and transit stations.”
35. Policy 6.3.9 is modified by deleting the word “protection” and replacing it with the words “preservation and reuse”.
36. Policy 6.3.40 is modified:
 - i) by changing the reference from “Map 11” to “Map 10”
 - ii) by adding a new subsection “g) 407 Transitway”
37. Policy 6.3.25 is deleted and replaced with the following:
“6.3.25 To recognize that all existing and planned regional arterial roads are designed, refurbished, or reconstructed to accommodate all vehicles and modes of travel including passenger vehicles, goods movement, transit, *active transportation* and users of all ages and abilities.”
38. Policy 6.3.52 is deleted and replaced with the following:
“6.3.52 To work with the Province, local municipalities, and surrounding jurisdictions to plan for, protect and promote an interconnected and efficient *multimodal* goods movement network that links local municipalities, *Employment Areas* and surrounding areas, utilizing freight-supportive

infrastructure (Provincial highways, airports, Regional streets and rail corridors) to meet current and future needs.”

39. Policy 6.3.54 is deleted and replaced with the following:
“6.3.54 To focus freight-intensive land uses to areas well served by major highways, airports, *rail facilities* and marine facilities, and encourage freight and logistics uses to locate in clusters that create synergies within the goods movement industry.”
40. Policy 6.4.11 is modified by adding the following sentence to the end of the policy:
“and in accordance with applicable policies in the South Georgian Bay Lake Simcoe and the Credit Valley, Toronto and Region and Central Lake Ontario Source Protection Plans.”
41. Policy 6.4.19 is modified by adding the following sentence to the end of the policy:
“Specific types of sewage *infrastructure* may not be permitted where the activity is identified as a *significant drinking water threat* in accordance with the South Georgian Bay Lake Simcoe and the Credit Valley, Toronto and Region and Central Lake Ontario Source Protection Plans.”
42. Policy 6.4.3.1 is modified by adding the following new subsections:
“j) tailings from mines;
k) Dense non-aqueous phase liquids (DNAPLS)”
43. Policy 6.4.35 is deleted and replaced with the following:
“6.4.35 That notwithstanding policy 6.4.31, within Wellhead Protection Areas, new land uses which involve the storage, manufacture of materials or uses detailed in 6.4.31 are prohibited where they pose a *significant drinking water threat*, in accordance with the requirements of the CTC and SGBLS Source Protection Plans.”
44. Policy 6.4.36 is deleted and replaced with the following:
“6.4.36 That in WHPA-A, the 0-to-2 year time of travel zone, or IPZ-1 as shown on Map 6, new storage of animal manure, undertaking of animal agriculture and the storage of agricultural equipment for other than personal or family use, is prohibited.”
45. Policy 6.5.2 is modified by adding the following sentence to the end of the policy:
“Specific types of stormwater management facilities may not be permitted where the activity is identified as a *significant drinking water threat* in accordance with applicable policies in the South Georgian Bay Lake Simcoe and the Credit Valley, Toronto and Region and Central Lake Ontario Source Protection Plans.”
46. Policy 6.5.7 is deleted and replaced with the following:
“6.5.7 That *development* take an integrated and innovative approach to stormwater management, be water efficient, and minimize, or where possible, prevent increases in stormwater volumes, contaminant loads and changes in water balance and maximize infiltration through an integrated treatment approach.”
47. Policy 6.3.53 is deleted and replaced with the following:

- “6.3.53 To avoid locating land uses that are sensitive to noise and vibration in proximity to *rail facilities*. If avoidance is not possible, appropriate design and buffering from *sensitive land uses* is required to protect the long-term viability of such facilities, in accordance with provincial guidelines.”
48. Policy 6.6.7 is modified by adding the following words to the end “, in accordance with provincial guidelines and legislation.”
 49. Policy 6.7.1 is deleted and replaced with the following:
“To work with municipalities and the province to identify and protect existing and planned utility corridors as determined through the Environmental Assessment Act process where applicable or identified in Provincial plans to support expected growth within York Region and its neighbouring municipalities.”
 50. Policy 6.7.12 is modified by adding the following sentence to the end of the policy:
“Ground-mounted solar facilities are permitted in the Agricultural Area and the Holland Marsh Specialty Crop Area, only as an *on-farm diversified use*.”
 51. Policy 7.3.4 c) is modified by deleting the words “and lot creation” and adding the words “as they apply to *agricultural uses* and *mineral aggregate resources* respectfully.” to the end of the policy.
 52. Policies 7.3.13, 7.3.14, and 7.3.15 are renumbered to 7.3.14, 7.3.15 and 7.3.16 respectfully.
 53. Section 7.3 is modified by adding a new policy:
“7.3.13 That required studies and plans shall comply with Terms of Reference, Standards and Guidelines prepared by the municipality, as amended.”
 54. Definition of *Major Development* is modified by adding the words “(as it applies within provincial plans and policy direction) after the words “*Major Development*”.
 55. Definitions is modified by adding the following new definitions and appropriately italicizing them where they appear in the Plan:

“Higher Order Transit: Transit that generally operates in partially or completely dedicated rights-of-way, outside of mixed traffic, and therefore can achieve levels of speed and reliability greater than mixed-traffic transit. Higher order transit can include heavy rail (such as subways and inter-city rail), light rail, and buses in dedicated rights-of-way.

Major Trip Generator: Origins and destinations with high population densities or concentrated activities which generate many trips (e.g., urban growth centres and other downtowns, major office and office parks, major retail, employment areas, community hubs, large parks and recreational destinations, post-secondary institutions and other public service facilities, and other mixed-use areas).

Multimodal: Relating to the availability or use of more than one form of transportation, such as automobiles, walking, cycling, buses, rapid transit, rail (such as commuter and freight), trucks, air, and marine.

Transportation Demand Management: A set of strategies that result in more efficient use of the transportation system by influencing travel behaviour by mode, time of day, frequency, trip length, regulation, route, or cost.

Transportation System: A system consisting of facilities, corridors and rights-of-way for the movement of people and goods, and associated transportation facilities including transit stops and stations, sidewalks, cycle lanes, bus lanes, high occupancy vehicle lanes, rail facilities, parking facilities, park-and-ride lots, service centres, rest stops, vehicle inspection stations, inter-modal facilities, harbours, airports, marine facilities, ferries, canals and associated facilities such as storage and maintenance.

Rail Facilities: means rail corridors, rail sidings, train stations, inter-modal facilities, rail yards and associated uses, including designated lands for future rail facilities.”

56. Table 3 is modified by deleting the first bullet in the Table notations and replacing it with:
“* In the Urban Area and Towns and Villages, as designated on April 22, 2002, where secondary plans, official plan, or zoning by-laws that were approved based on, or Master Environmental Servicing, or Functional Servicing Plans, or environmental studies that have identified minimum vegetation protective zones that are different from those identified in the Oak Ridges Moraine Conservation Plan, then the standards established within those Official plans / Secondary plans and/or by-laws shall prevail.”
57. Maps 1B and 2 are modified by deleting the Future Urban Area from the map and legend.
58. Map 1 of the Official Plan is modified:
- i) by deleting the overlay “Area within ORMCP conditional upon amendments to the Ontario Regulation 140/02” from the legend and map.
 - ii) by changing the lands underlying the overlay noted in i) above, south of the Hamlet of Gormley and north of the Community of Stouffville, from Urban Area and Towns and Villages to Agricultural System.
59. Map 1A of the Official Plan is modified:
- i) by deleting the “Area within ORMCP conditional upon amendments to the Ontario Regulation 140/02” from the legend and map.
 - ii) by redesignating the lands underlying the overlay noted in i) above, south of the Hamlet of Gormley from Employment Area to Agricultural Area.
 - iii) by redesignating the lands underlying the overlay noted in i) above, north of the Community of Stouffville from Community Area to Agricultural Area.

60. Map 1B of the Official Plan is modified:
 - i) by deleting the "Area within ORMCP conditional upon amendments to the Ontario Regulation 140/02" from the legend and map.
 - ii) by removing the lands underlying the overlay noted in i) above, south of the Hamlet of Gormley and north of the Community of Stouffville, from Designated Greenbelt Area.
61. Maps 2, 9A and 10 of the Official Plan are modified:
 - i) by deleting the "Area within ORMCP conditional upon amendments to the Ontario Regulation 140/02" from the legend and map.
 - ii) by removing the lands underlying the overlay noted in i) above, south of the Hamlet of Gormley, from Urban Area.
 - iii) by removing the lands underlying the overlay noted in i) above, north of the Community of Stouffville, from Towns and Villages.
62. Map 1 is modified by changing lands in the Town of Whitchurch-Stouffville that are south of Stouffville Road, north of the Markham/Whitchurch-Stouffville boundary, and outside the Greenbelt Area, from Agricultural System to Urban Area.
63. Map 1A is modified by redesignating lands in the Town of Whitchurch-Stouffville that are south of Stouffville Road, north of the Markham/Whitchurch-Stouffville boundary, and outside the Greenbelt Area, from Agricultural Area to Community Area.
64. Map 1B is modified by adding Designated Greenfield Area and New Community Area to lands in the Town of Whitchurch-Stouffville that are south of Stouffville Road, north of the Markham/Whitchurch-Stouffville boundary, and outside the Greenbelt Area.
65. Maps 2, 9A and 10 are modified by adding Urban Area to lands in the Town of Whitchurch-Stouffville that are south of Stouffville Road, north of the Markham/Whitchurch-Stouffville boundary, and outside the Greenbelt Area.
66. Map 1A is modified by redesignating lands identified in Appendix 1 to this Decision, from the Agricultural Area the Rural Area in the City of Vaughan.
67. Map 1 is modified by removing lands from the Agricultural System and adding them to Urban Area in the City of Markham, outside the Greenbelt Area, in Part Lots 23 and 24, Concession 8, identified by the following PINs: 030620011 and 030620015.
68. Map 1A is modified by redesignating lands from Agricultural Area to Community Area in the City of Markham, outside the Greenbelt Area, in Part Lots 23 and 24, Concession 8, identified by the following PINs: 030620011 and 030620015.
69. Map 1B is modified by adding lands to the Designated Greenfield Area and New Community Area in the City of Markham, outside the Greenbelt Area, in Part Lots 23 and 24, Concession 8, identified by the following PINs: 030620011 and 030620015.
70. Maps 2, 9A and 10 are modified by adding lands to the Urban Area in the City of Markham, outside the Greenbelt Area, in Part Lots 23 and 24, Concession 8, identified by the following PINs: 030620011 and 030620015.

71. Map 1 is modified by removing lands from the Agricultural System and adding them to Urban Area in the Township of King, located north of the Vaughan/King boundary, west of Weston Road, south of the Greenbelt Area boundary and known municipally as 12470 Weston Road and 12480 Weston Road, identified by the following PIN: 033630030.
72. Map 1A is modified by redesignating lands from Agricultural Area to Community Area in the Township of King, located north of the Vaughan/King boundary, west of Weston Road, south of the Greenbelt Area boundary and known municipally as 12470 Weston Road and 12480 Weston Road, identified by the following PIN: 033630030.
73. Map 1B is modified by adding lands to the Designated Greenfield Area and New Community Area in the Township of King, located north of the Vaughan/King boundary, west of Weston Road, south of the Greenbelt Area boundary and known municipally as 12470 Weston Road and 12480 Weston Road, identified by the following PIN: 033630030.
74. Maps 2, 9A and 10 are modified by adding lands to the Urban Area in the Township of King, located north of the Vaughan/King boundary, west of Weston Road, south of the Greenbelt Area boundary and known municipally as 12470 Weston Road and 12480 Weston Road, identified by the following PIN: 033630030.
75. Map 1A is modified by redesignating lands from Employment Area to Community Area in the City of Vaughan, located in the southwest quadrant of the intersection of Highway 400 and Rutherford Road, comprised of the following PINS: 032800301, 032800173, and 032800289.
76. Map 1A is modified by redesignating lands from Employment Area to Community Area in the City of Vaughan, known municipally as 132 Woodstream Boulevard, 144 Woodstream Boulevard, 154 Woodstream Boulevard and 166 Woodstream Boulevard.
77. Map 1A is modified:
 - i) by redesignating lands in the Town of Georgina, located south of Baseline Road, East of Warden Avenue and West of McCowan Road, from Rural Area to Agricultural Area.
 - ii) by redesignating lands in the Township of King, located south of the Hamlet of Kettleby, east of Highway 400, north of 18th Sideroad and west of Jane Street from Rural Area to Agricultural Area.
78. Map 1B is modified by:
 - i) adding the word "Future" before the words "major transit station area", in the fourth legend item.
79. Appendix 2 of the Official Plan is modified:
 - i) by extending the station area boundary of PMTSA 1 Aurora GO Station to the north, to include two properties known municipally as 6 Scanlon Court (PIN 036410837) and 10 Scanlon Court (PIN 03641387) in the Town of Aurora.
 - ii) by deleting MTSA 35 Mulock GO, MTSA 47 Gormley GO, and MTSA 61 Kirby GO in their entirety.

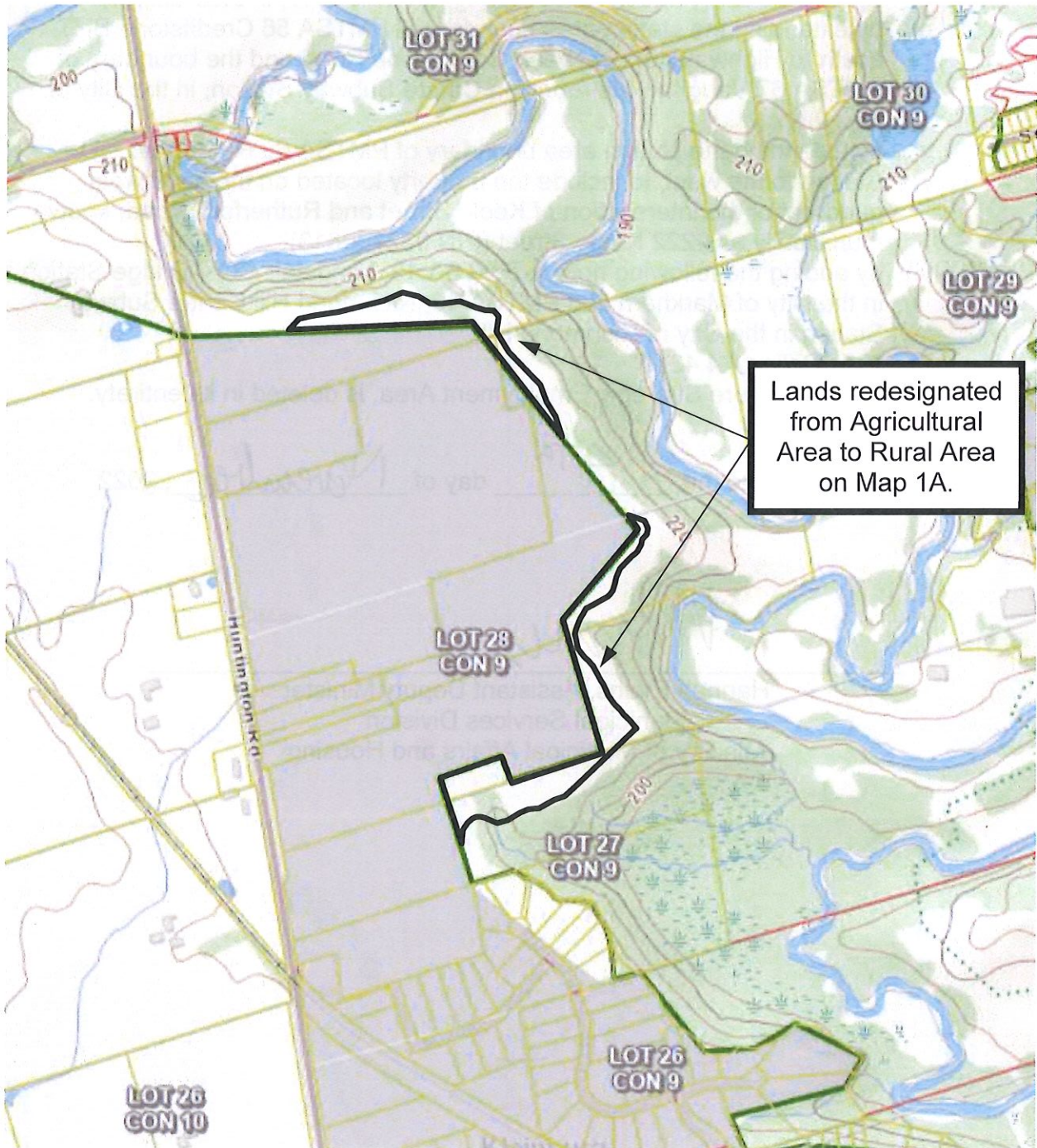
- iii) by deleting MTSA 72 Langstaff BRT, MTSA 73 Major Mackenzie BRT, MTSA 74 Norwood BRT, MTSA 75 Pennsylvania BRT, MTSA 76 Springside BRT, and MTSA 77 Vaughan Mills BRT, in their entirety.
 - iv) by extending the station area boundary of PMTSA 56 Creditstone BRT south to Highway 407, between Creditstone Road and the boundary of PMTSA 67 Vaughan Metropolitan Centre Subway Station, in the City of Vaughan.
 - v) by extending the station area boundary of PMTSA 65 Rutherford GO Station to the west, to include the property located on the southwest quadrant of the intersection of Keele Street and Rutherford Road, known municipally as 9222 Keele Street (PIN 032760813).
 - vi) by adding the following note to PMTSA 13, Langstaff GO – Bridge Station in the City of Markham and PMTSA 49, Richmond Hill Centre Subway Station in the City of Richmond Hill:
“See Policy 4.4.43 a)”
- 80.** Appendix 4, Future Strategic Employment Area, is deleted in its entirety.

Dated at Toronto this 4th day of November, 2022



Hannah Evans, Assistant Deputy Minister
Municipal Services Division
Ministry of Municipal Affairs and Housing

Appendix 1 – Modification



File No.: 19-OP-211507
Municipality: Regional Municipality of York
Subject Lands: Regional Municipality of York

Date of Decision: November 4, 2022
Date of Notice: November 4, 2022

NOTICE OF DECISION

With respect to an Official Plan Section 17(34) of the Planning Act

A decision was made on the date noted above to modify and approve, with 80 modifications, the 2022 York Region Official Plan, as adopted By-law No. 2022-40.

Purpose and Effect of the Official Plan

The approval York Region's Official Plan, as modified, repeals and replaces the in-effect official plan that was adopted by the Region 2009, including all amendments thereto. The new official plan outlines a comprehensive land use policy framework to guide growth and development within the Region to the year 2051, including policies and schedules that address strategic growth areas; housing; long-term planning for employment and infrastructure; protect water resources and natural heritage features and system; plan for climate change; and safeguard public health and safety.

The eighty (80) modifications to the official plan have been made by the Minister to address provincial policy direction and government priorities related to growth management, future urban areas, transportation, transit, infrastructure, land use compatibility, agricultural uses, hazards and the protection of drinking water. Changes were also made to the mapping of the official plan to add additional Urban Areas in the Township of King, City of Markham and Town of Whitchurch-Stouffville. Employment Areas in the City of Vaughan was also converted for non-employment uses.

The new official Plan applies to all lands within the Region of York.

Decision Final

Pursuant to subsections 17(36.5) and (38.1) of the *Planning Act*, the decision of the Minister of Municipal Affairs and Housing regarding an official plan adopted in accordance with section 26 of the Planning Act is final and not subject to appeal. Accordingly, the York Official Plan, as modified and approved with modifications by the Minister, came into effect on November 4, 2022.

Other Related Applications:

N/A

Getting Additional Information

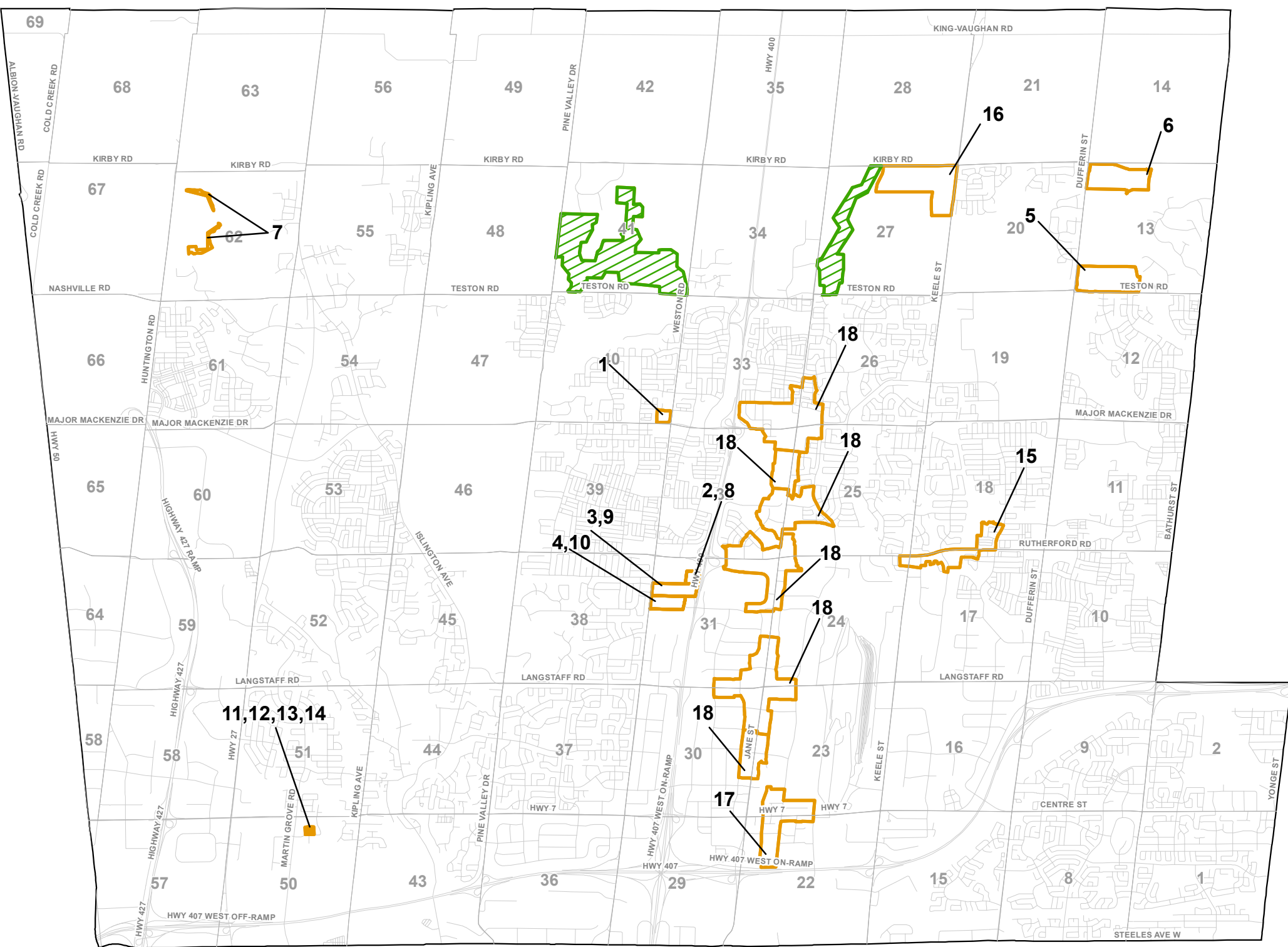
Additional information is available on the Region of York's website:

<https://www.york.ca/newsroom/campaigns-projects/municipal-comprehensive-review>

or by contacting the Ministry of Municipal Affairs and Housing:

Municipal Services Office – Central Ontario (MSO-C)
777 Bay Street, 16th Floor
Toronto, Ontario, M7A 2J3

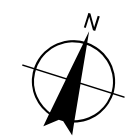
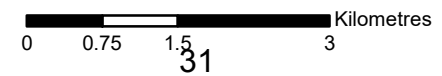
Modifications to the 2022 York Region Official Plan, as adopted By-law No. 2022-40



Site #	Modif#	Section	Amendment
1	14	4.2.32	Notwithstanding any other policies in this plan to the contrary, the minimum building height permitted is 28 storeys
2	14	4.2.33	Notwithstanding any other policies in this plan to the contrary, the minimum density of 200 units per hectare applicable to the whole of the lands and a minimum building height of 18 storeys for any high density residential built form on the site
3	14	4.2.33	
4	14	4.2.33	
5	14	4.2.34	Lands outside the Natural Linkage Area are intended to be added to the Urban Area, subject to an amendment by the Minister of Municipal Affairs and Housing to Map 227 of Ontario Regulation 140/02 (Oak Ridges Moraine Conservation Plan)
6	25	5.3.4	Notwithstanding the policies of this section for the lands municipally known as 11333 Dufferin Street, the lands legally described as PIN 033420433, PT LT 29 Con 2 Vaughan.; PT LT 30 Con 2 Vaughan. PTS1-864R6003 Except PT 3 Expropriation PL R602558; SIT VA41581 Partially Released by R283556; SIT VA82915, Vaughan are intended to be developed for urban uses. The lands shall only be developed on the basis of full municipal services, an approved and registered draft plan of subdivision, and an approved implementation zoning by-law
7	66		Map 1A is modified by redesignating lands identified in Appendix 1 to this Decision, from Agricultural Area to Rural Area in the City of Vaughan
8	75		Map 1A is modified by redesignating lands from Employment Area to Community Area in the City of Vaughan
9	75		
10	75		
11	76		Map 1A is modified by redesignating lands from Employment Area to Community Area in the City of Vaughan
12	76		
13	76		
14	76		
15	79		By extending the station area boundary of PMTSA 65 Rutherford GO Station to the west, to include the property located on the southwest quadrant of the intersection of Keele Street and Rutherford Road
16	79	ii	By deleting MTSA 35 Mulock GO, MTSA 47 Gormley GO, and MTSA 61 Kirby GO in their entirety
17	79	iv	By extending the station area boundary of PMTSA 56 Creditstone BRT south to Highway 407, between Creditstone Road and the boundary of PMTSA 67 Vaughan Metropolitan Centre Subway Station, in the City of Vaughan
18	79	iii	by deleting MTSA 72 Langstaff BRT, MTSA 73 Major Mackenzie BRT, MTSA 74 Norwood BRT, MTSA 75 Pennsylvania BRT, MTSA 76 Springside BRT, and MTSA 77 Vaughan Mills BRT, in their entirety
			<div style="display: flex; align-items: center;"> <div style="width: 15px; height: 10px; background: repeating-linear-gradient(45deg, transparent, transparent 2px, green 2px, green 4px); border: 1px solid black; margin-right: 5px;"></div> <div> <p>ROPA 7 reference sites*</p> </div> </div>
	6	3.2, 3.2.9	Section 3.2 is modified by revising the policy reference "5.3.7" to "5.3.5" in policy 3.2.5 e). and by adding a new policy 3.2.9 Notwithstanding any policies to the contrary, active parkland and recreational uses are permitted within the linear river valleys identified in policy 5.3.5, which may include serviced playing fields and golf courses. The location, range and type of parkland uses permitted in the Rural Area will be determined by the local municipality through its official plan and/or approval of site-specific development applications. Golf course use and reconfigurations by Angus Glen Golf Courses is permitted within the Bruce Creek Greenbelt lands in the City of Markham.
	26	5.3.6 d)	By deleting and replacing with the following: 5.3.6 d) Active recreational and parklands uses in accordance with the Greenbelt Plan, and implemented through local secondary plans and/or site-specific development applications on the basis of appropriate technical studies and natural systems planning.
	27	5.3.7	Notwithstanding any policies to the contrary, active parkland and recreational uses are permitted within the linear river valleys identified in policy 5.3.5, which may include serviced playing fields and golf courses. The location, range and type of parkland uses permitted in the Rural Area will be determined by the local municipality through its official plan and/or approval of site-specific development applications. Golf course use and reconfigurations by Angus Glen Golf Courses is permitted within the Bruce Creek Greenbelt lands in the City of Markham.

* Note, modifications to policies 3.2 and 3.2.9 apply to all lands located within the Regional Greenlands System as shown on Map 2 of YROP 2022. Modifications to policies 5.3.6 d) and 5.3.7 apply to all lands located within the Rural Area designation as shown on Map 1A of YROP 2022.

York Region Official Plan Amendments Area



Council Report

DATE: Wednesday, November 29, 2023

WARD(S): ALL

TITLE: **BLANKET MUNICIPAL SUPPORT RESOLUTION FOR IESO
LONG-TERM REQUEST FOR PROPOSALS**

FROM:

Haiqing Xu, Deputy City Manager, Planning and Growth Management

ACTION: DECISION

Purpose

To provide Council with a recommendation to endorse, in principle, the development, construction and operation of battery energy storage systems in the City of Vaughan, under Ontario’s Independent Electricity System Operator’s (IESO) Long-Term Request for Proposals (“LT1 RFP”).

Report Highlights

- Ontario is entering a period of emerging electricity system needs, driven by increasing demand, the retirement of the Pickering nuclear plant, and other factors.
- To address these needs, the Independent Electricity System Operator (IESO) has issued a Long-Term Request for Proposals (LT1 RFP) to competitively procure 2,518 megawatts of year-round effective capacity from dispatchable new build resources.
- The LT1 RFP provides Proponents with the opportunity to obtain Rated Criteria Points, to better position their proposal in the bid evaluation process should they provide a Municipal Support Resolution from the municipality in whose jurisdiction the proposal would exist.

Recommendations

1. That Council adopt the Blanket Municipal Support Resolution (**Attachment 1**) for the IESO’s LT1 RFP; and

2. That the Municipal Support Resolution's sole purpose is to enable the Proponent to receive Rated Criteria Points under LT1 RFP or to satisfy its obligations under any awarded LT1 Contract and may not be used for the purpose of any other form of approval in relation to the proposal or Long-Term Reliability Project or for any other purpose. Rated Criteria Points will be used to rank the Proponent's proposal in relation to other proposals received by the IESO under the LT1 RFP; and
3. That this Blanket Municipal Support Resolution does not supersede any applicable permits or approvals under applicable Laws and Regulations that may be required for a particular Long-Term Reliability Project; and
4. That if the Proponent is offered a LT1 Contract, the Proponent will engage with relevant City staff to meet all *Planning Act* approvals, permits and requirements.

Background

After more than a decade of strong supply, Ontario is entering a period of emerging electricity system needs, driven by increasing demand, the retirement of the Pickering nuclear plant, the refurbishment of other nuclear generating units, as well as expiring contracts for existing facilities.

To address these needs, the Independent Electricity System Operator (IESO) has issued a Long-Term Request for Proposals (LT1 RFP) to competitively procure 2,518 MW of year-round effective capacity from dispatchable new build resources.

The new build and eligible expansion resources, including new build and eligible expansion facilities incorporate electricity generation and storage that (i) are registered or able to become registered in the IESO Administered Markets; (ii) larger than one megawatt; and (iii) can deliver a continuous amount of electricity to a connection point on a distribution system or transmission system during the qualifying hours for at least four consecutive hours in the case of electricity storage facilities.

Battery energy storage systems (BESS) are rechargeable batteries that can store energy from different sources, or during off-peak hours, and discharge it to the electricity grid when needed. BESS have the capability to improve grid electricity grid stability and provide backup power, where applicable, acting as a climate change resiliency measure and also supporting municipal economic development goals by adding capacity-building infrastructure which is important for future investors and current companies looking to expand in the area.

The LT1 RFP provides Proponents with the opportunity to obtain Rated Criteria Points, which will be used to better position their proposal in the LT1 RFP evaluation process. Rated Criteria points are available for evidence of having obtained support in the form of

a Municipal Support Resolution from each Local Municipality in whose jurisdiction(s) the Long-Term Reliability Project is proposed to be located. Though the Municipal Support Resolution may impact the rank of the Proponent's proposal in relation to other proposals received by the IESO, it does not guarantee a contract will be offered to the Proponent under the LT1 RFP. A Blanket Municipal Support Resolution, in which a specific site is not referenced, is an acceptable alternative to a Municipal Support Resolution according to the IESO and their LT1 RFP Procurement Documents.

Previous Reports/Authority

None.

Analysis and Options

Ontario's policy framework provides basis for various energy systems and projects:

- "Planning authorities should provide opportunities for the development of energy supply including electricity generation facilities, transmission and distribution systems, district energy and renewable energy systems and alternative energy systems" (Provincial Policy Statement, 2020, Policy 1.6).
- "Municipalities shall identify opportunities for energy conservation, energy efficiency and demand management, and encourage land use patterns and urban design standards that support energy efficiency and demand reductions" (A Place to Grow, Growth Plan for the Greater Golden Horseshoe, 2020, Policy 4.2.9).
- York Region shall engage and collaborate with local municipalities, local utilities and other stakeholders in the provision of energy conservation, demand management of various energy systems and local generation (York Region Official Plan, 2022, Policy 6.7).
- The City of Vaughan shall support reductions in peak electricity consumption by encouraging innovative energy storage technologies through best practices and design guidelines that minimize peak electricity consumption (Vaughan Official Plan, 2010, Policy 8.5).

In principle, staff support BESS projects within the City of Vaughan as they will help to reduce peak electricity loads, as identified in Green Directions Vaughan, and new storage capacity reduces reliance on gas generation, thus acting as both a climate change adaptation and mitigation measure.

There are also economic development benefits, as BESS projects add capacity-building infrastructure in Vaughan, which is important for future investors and current companies looking to expand in the area. BESS support faster and more affordable connection of new loads which can contribute to strategic economic development when sourcing large projects.

The IESO has issued multiple Long-Term Requests for Proposals since 2022. As a result, City of Vaughan staff have been approached by several proponents about the possibility of obtaining a Municipal Support Resolution. To create further efficiencies in handling these requests, City Staff recommend a Blanket Municipal Support Resolution in accordance with the IESO's requirements.

Financial Impact

There is no financial impact resulting from the decision associated with this report.

Broader Regional Impacts/Considerations

According to the IESO, Ontario is anticipated to be facing a province-wide energy shortage of 3,500MW due to increased demand, the retirement of the Pickering nuclear plant, planned refurbishments of other nuclear generating units, and expiring contracts with facilities. The LT1 RFP program seeks to increase both energy production and storage capacity to meet Ontario's impending demand for electricity.

The Region of York as well as any other applicable agencies such as the Toronto and Region Conservation Authority ('TRCA') will be involved in the review of site-specific BESS projects once submitted by Proponents.

Conclusion

Battery energy storage systems have noted environmental and economic development benefits that are supported by Ontario's policy framework and Green Directions Vaughan.

Staff recommend that Council endorse, in principle, the Blanket Municipal Support Resolution, as appended hereto as Attachment 1, to be used by any proponent submitting a proposal to the IESO's LT1 RFP for battery energy storage systems within the municipal boundaries of the City of Vaughan.

The Municipal Support Resolution's sole purpose is to enable the Proponent to receive Rated Criteria Points under the LT1 RFP or to satisfy its obligations under any awarded LT1 Contract and may not be used for the purpose of any other form of approval. This Blanket Municipal Support Resolution does not supersede any applicable permits or approvals under applicable Laws and Regulations that may be required.

If a Proponent is offered a LT1 Contract, the Proponent will engage with relevant City staff to meet all *Planning Act* approvals, permits and requirements.

For more information, please contact: Will Baigent, Energy and Climate Change Specialist, ext. 8941

Attachments

1. City of Vaughan Blanket Municipal Support Resolution, Policy Planning and Special Programs, November 29, 2023

Prepared by

Will Baigent, Energy and Climate Change Specialist, Policy Planning and Special Programs ext. 8941

Rebecca Roach, Senior Planner, Policy Planning and Special Programs, ext. 8626

Fausto Filippetto, Senior Manager, Policy Planning and Special Programs, ext. 8699

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Approved by



Haiqing Xu, Deputy City Manager,
Planning and Growth Management

Reviewed by



Nick Spensieri, City Manager

ATTACHMENT 1 – City of Vaughan Blanket Municipal Support Resolution

Whereas, the Independent Electricity System Operator (IESO) has issued a Long-Term Request for Proposals (LT1 RFP) to competitively procure 2,518 MW of year-round effective capacity from dispatchable new build resources.

Whereas, the LT1 RFP provides Proponents with the opportunity to obtain Rated Criteria Points, which will be used to better position their proposal in the LT1 RFP evaluation process.

Whereas, Rated Criteria points are available for evidence of having obtained support in the form of a Municipal Support Resolution from each Local Municipality in whose jurisdiction(s) the Long-Term Reliability Project is proposed to be located.

Whereas, a Blanket Municipal Support Resolution is an acceptable alternative to a Municipal Support Resolution.

Whereas, one or more of these battery energy storage systems may be constructed and operated within the City of Vaughan's municipal boundaries.

Whereas, battery energy storage systems have the capability to improve grid stability and provide backup power, where applicable, acting as a climate change resiliency measure and also support municipal economic development goals by adding capacity-building infrastructure which is important for future investors and current companies looking to expand in the area.

It is therefore recommended:

1. That the Council of the City of Vaughan endorse, in principle, the development, construction and operation of Long-Term Reliability Projects located within the municipal boundaries of the City of Vaughan.
2. This resolution's sole purpose is to enable the Proponent to receive Rated Criteria points under LT1 RFP or to satisfy its obligations under any awarded LT1 Contract and may not be used for the purpose of any other form of approval in relation to the proposal or Long-Term Reliability Project or for any other purpose. Rated Criteria points will be used to rank the Proponent's proposal in relation to other proposals received by the IESO under the LT1 RFP.
3. That although this resolution may impact the rank of the Proponent's proposal in relation to other proposals received by the IESO, it does not guarantee a contract will be offered to the Proponent under the LT1.

4. That this blanket municipal support resolution does not supersede any applicable permits or approvals under applicable Laws and Regulations that may be required for a particular Long-Term Reliability Project.
5. That if the Proponent is offered a LT1 Contract, the Proponent will engage with relevant City staff to meet all *Planning Act* approvals, permits and requirements.

DULY RESOLVED BY THE LOCAL MUNICIPALITY

on the _ day of __ , 20_.

Steven Del Duca, Mayor, City of Vaughan

DULY RESOLVED BY THE LOCAL MUNICIPALITY

on the _ day of __ , 20_.

Haiqing Xu, Deputy City Manager, Planning and Growth Management