

July 22, 2020

Delivered by email
growthplanning@ontario.ca

Ontario Growth Secretariat
Ministry of Municipal Affairs and Housing
17th Floor
777 Bay St.
Toronto, ON M5G 2E5

RE: Town of WS Resolution - Report No. DS-028-20 New Growth Forecasts and the Town's Strategic Growth Directions: Proposed Amendment 1 to A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019

Please be advised the above-noted matter was placed before Council at its meeting held on July 21, 2020, and the following resolution was passed:

- 1) That Council request the Province of Ontario to re-consider its overall land use policy to balance the province's social, economic and environmental interests and to support economic development opportunities and employment growth along all 400-series highways; and
- 2) That Council request the Province of Ontario to undertake a review of the Provincial Plans to better align with a more sustainable and balanced model for growth based on:
 - the protection of valuable natural heritage features and prime agricultural lands;
 - the social, economic and environmental interests and needs for individual municipalities; and
 - local municipalities making land use planning decisions based on their local context and vision; and
- 3) That Council direct staff to plan for the required infrastructure to support future growth in the following four strategic growth areas:
 - the Lincolnville Major Transit Station Area and possible future expansion areas;
 - the Downtown Stouffville Major Transit Station Area;
 - the areas requested as PSEZ's along the Highway 404 corridor, including the existing settlement areas of Gormley and Vandorf-Preston Lake, and the proposed South Gormley Expansion Area;
 - all developable lands within the Highway 48 Visioning Area; and



TOWN OF
WHITCHURCH-STOUFFVILLE

111 Sandiford Drive, Stouffville, ON L4A 0Z8

Customer Service Centre: 905-640-1900
Toll Free: 1-855-642-TOWN (8696)
Automated: 905-640-1910
Toll Free: 1-855-642-TOWS (8697)
Fax: 905-640-7957
www.townofws.ca

4) That Council endorse Staff Report DS-028-20 and direct Staff to submit a copy to the Ontario Growth Secretariat at the Ministry of Municipal Affairs and Housing, as the Town's comments on proposed Amendment 1 to A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019; and

5) That Council direct Staff to forward Report No. DS-028-20 to the Honourable Paul Calandra, MPP, and York Region.

In accordance with Council's directive, please find attached a copy of Staff Report No. DS-028-20 regarding New Growth Forecasts and the Town's Strategic Growth Directions: Proposed Amendment 1 to A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019.

If you have any questions, please contact Haiqing Xu, Director, Development Services at haiqing.xu@townofws.ca or 905-640-1910 x 2431.

Yours truly,

Kristina Soolepp, Council Coordinator
(905) 642-4130

Attachments

cc. MPP for Markham-Stouffville, Paul Calandra
Regional Municipality of York

Town of Whitchurch-Stouffville Council Report**Item 7**

Subject: New Growth Forecasts and the Town's Strategic Growth Directions: Proposed Amendment 1 to A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 (L11)

Staff Report No. DS-028-20

Department: Development Services

Date: July 21, 2020

Recommendation:

- 1) That Council request the Province of Ontario to re-consider its overall land use policy to balance the province's social, economic and environmental interests and to support economic development opportunities and employment growth along all 400-series highways; and
- 2) That Council request the Province of Ontario to undertake a review of the Provincial Plans to better align with a more sustainable and balanced model for growth based on:
 - the protection of valuable natural heritage features and prime agricultural lands;
 - the social, economic and environmental interests and needs for individual municipalities; and
 - local municipalities making land use planning decisions based on their local context and vision; and
- 3) That Council direct staff to plan for the required infrastructure to support future growth in the following four strategic growth areas:
 - the Lincolnville Major Transit Station Area and possible future expansion areas;
 - the Downtown Stouffville Major Transit Station Area;
 - the areas requested as PSEZ's along the Highway 404 corridor, including the existing settlement areas of Gormley and Vandorf-Preston Lake, and the proposed South Gormley Expansion Area;
 - all developable lands within the Highway 48 Visioning Area; and

- 4) That Council endorse Staff Report DS-028-20 and direct Staff to submit a copy to the Ontario Growth Secretariat at the Ministry of Municipal Affairs and Housing, as the Town's comments on proposed Amendment 1 to A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019; and**
- 5) That Council direct Staff to forward Report DS-028-20 to the Honourable Paul Calandra, MPP, and York Region.**

1. Purpose:

The purpose of this Report is to:

- provide an overview of the key changes proposed to A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 (Proposed Amendment 1), including the Proposed Land Needs Assessment Methodology;
- highlight the potential planning implications for the Town, including focusing on where to grow;
- seek Council support for infrastructure planning to support future growth in four strategic growth areas; and
- provide Town staff's comments on proposed Amendment 1 to the Growth Plan, for submission to the Province and York Region for consideration.

2. Executive Summary:

On June 16, 2020, the Province released proposed Amendment 1 to A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 (Growth Plan), including a new Proposed Land Needs Assessment Methodology, for consultation. The Purpose of this Report is to provide Town staff's comments on the proposed Amendment and seek Council support for infrastructure planning to support future growth.

The most significant proposed change includes updated population and employment forecasts which extend the planning horizon from 2041 to the 2051. The updated forecasts are to be used by the Region in determining whether there is sufficient land available to accommodate growth to 2051 through the Municipal Comprehensive Review (MCR). Under the proposed Reference Growth Forecast, the Region of York is forecasted to grow to a total of 2,020,000 people and 990,000 jobs by 2051, which represents an increase of 230,000 persons and 90,000 jobs from the current 2041 forecasts. Furthermore, the proposed changes would allow the Region to plan beyond these minimum targets, where possible, as determined through their MCR.

Where and how this additional growth will be accommodated, will be determined through the Region's MCR. In accordance with provincial policy, municipalities are encouraged to plan for employment growth and infrastructure needs beyond the 25-year planning

horizon. In anticipation of accommodating additional growth, Council is requested to direct staff to plan for the required municipal servicing infrastructure to support future growth in the following strategic growth areas:

- the Lincolnville Major Transit Station Area and possible future expansion areas;
- the Downtown Stouffville Major Transit Station Area;
- the areas requested as Provincially Significant Employment Zones (PSEZs) along the Highway 404 corridor, including the existing settlement areas of Gormley and Vandorf-Preston Lake, and the proposed South Gormley Expansion Area; and
- all developable lands within the Highway 48 Visioning area.

Furthermore, Staff recommends that Council request the Province to undertake a review of the Provincial Plans to better align with a more sustainable and balanced model for growth based on the social, economic and environmental interests and the needs for our individual communities.

These recommendations are aligned with Council's Strategic Plan objectives to expand the tax base through a growing diversified economy, by focusing on servicing and developing the PSEZs and identifying commercial and industrial expansion areas for growth.

3. Background:

On June 16, 2020, the Province released proposed Amendment 1 to A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 (Growth Plan), including the Proposed Land Needs Assessment Methodology, which has been posted to the Environmental Registry for consultation and comment until July 31, 2020.

The Province's Growth Plan sets out a vision and policies to manage growth within the Greater Golden Horseshoe (GGH), to plan for complete communities, and to protect the natural environment. It establishes policies and targets to ensure that municipalities have the land base and the infrastructure to accommodate growth over the planning horizon.

The proposed Amendment 1 to A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 (ERO 019-1680), is available on the [Environmental Registry](#). The Proposed Land Needs Assessment Methodology for A Place to Grow: Growth Plan for the Greater Golden Horseshoe (ERO 019-1679), is also available on the [Environmental Registry](#).

The Province recently amended the Growth Plan, as part of a comprehensive review and consultation, which took effect on May 16, 2019. The changes were intended to address implementation challenges with the Growth Plan that were identified by the municipal and development sectors and other stakeholders. Staff comments on the proposed changes are outlined in Staff Report [DS-006-19: Proposed Amendment 1 to the Growth Plan for the Greater Golden Horseshoe, 2017 \(L11\), February 19, 2019](#). As a result of the review, Council requested the Minister of Municipal Affairs and Housing to extend the proposed

Provincially Significant Employment Zone (PSEZ) along the Highway 404 corridor to include lands within the Town of Whitchurch-Stouffville. To date, these lands have not been included as PSEZ's.

The current proposed Amendment 1 to A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 and the Proposed Land Needs Assessment Methodology is primarily focused on updates and policy changes to the population and employment forecasts. The result includes an extension of the planning horizon to the year 2051, and a new Land Needs Assessment Methodology to provide a consistent framework for determining future land needs in the GGH. Upper-tier and single -tier municipalities, including the Region of York will be required to implement the proposed changes through their current ongoing Municipal Comprehensive Review (MCR).

Other proposed changes include adjustments to the aggregates policy framework, revised policies to consider employment area conversions within Provincially Significant Employment Zones (PSEZs) that are located in a Major Transit Station Area (MTSA), and other policy revisions that better align with the updated Provincial Policy Statement, 2020 (PPS). The proposed changes are intended to support the Province's objectives to increase housing supply, create jobs, attract business investments and better align infrastructure.

The *Planning Act* requires that a municipal council decision, in respect of the exercise of any authority that affects a planning matter shall conform with the Provincial Growth Plan that is in effect on that date, or shall not conflict with the Plan, as the case may be.

York Region is currently undertaking a MCR which will comprehensively apply the policies and schedules of the Growth Plan. Under Proposed Amendment 1, there is no extension provided and the Region would still be required to complete its MCR and update the York Region Official Plan by July 1, 2022. Furthermore, the Region would be required to conform to the Proposed Amendment 1 changes to the Growth Plan and the updated Land Needs Assessment Methodology, once approved. At the time of writing this Report, the Region was still targeting the second quarter of 2021 to adopt amendments to the York Region Official Plan to implement the ongoing MCR. The Town is required to update its Official Plan to conform to the Region's new Official Plan and the Growth Plan within one-year following the approval of the Region's Official Plan by the Minister.

4. Analysis and Options:

The following section provides an overview and discussion of the key changes proposed to the Growth Plan, the potential implications on planning in the Town, and Town staff's comments on proposed Amendment 1 to the Growth Plan, including the Proposed Land Needs Assessment Methodology for consideration by the Province.

4.1 Growth Forecasts

The most significant changes being proposed include updated population and employment forecasts extending the planning horizon from 2041 to the 2051. This change is consistent with the new PPS, which extended the planning horizon from 20 to 25 years to better assist municipalities in planning and designating land for long-term growth.

The Minister is considering amending Schedule 3 of the Growth Plan to provide for a 2051 planning horizon with one of the following growth outlooks: the Reference Growth Forecast, High Growth Scenario, or Low Growth Scenario. As indicated by the Province, the Reference Growth Forecast represents the most likely future growth outlook and is the result of extensive modelling and analysis. The High and Low Growth Scenarios are variations based on different assumptions for comparative purposes. The Province's forecast review provided an opportunity to incorporate current information on a variety of matters into the development and allocation of the growth forecasts, including demographic and economic trends, land availability, infrastructure investment, market trends, and water and wastewater servicing capacity.

The review of the forecasts has indicated that the GGH will continue to experience healthy growth overall. Under the Reference Growth Forecast, the GGH is forecasted to grow to a total of 14.87 million people and 7.01 million jobs by 2051, compared to the current 2041 forecasts of 13.48 million people and 6.27 million jobs. Immigration will continue to be the most significant driver of population growth in the GGH as a large proportion of all immigrants to Canada settle in the region.

Table 1 summarizes the proposed growth forecasts for York Region from 2041 to 2051. It should be noted that the current growth forecasts to 2041 have not been revised from the current Growth Plan. In accordance with the Growth Plan, York Region through the ongoing MCR, is responsible for allocating the population and employment growth to each of the local municipalities.

Table 1: Proposed Growth Forecasts

	Population			Employment		
York Region	2041	2051	Increase	2041	2051	Increase
Low	1,790,000	1,930,000	140,000	900,000	950,000	50,000
Reference	1,790,000	2,020,000	230,000	900,000	990,000	90,000
High	1,790,000	2,110,000	320,000	900,000	1,040,000	140,000

Another key change being proposed is that the proposed forecasts in Schedule 3 would be applied at a minimum and the upper- and single-tier municipalities, such as York Region, could be permitted to plan beyond the minimum targets, where possible, through its respective MCR (Policy 2.2.1.1).

Staff Comments:

While it is encouraging to see the removal of a growth cap, the question of where to grow remains for the Town.

The Town of Whitchurch-Stouffville is strategically located for major employment growth along the Highway 404, and transit-oriented residential growth by connecting new developments with the two GO stations. However, the Town's prospects for growth are significantly limited by the Provincial Plans. Its growth has become increasingly distorted with a rapid increase in residential population and little growth in employment. As more people locate in Town, they are forced to commute to their workplaces in other municipalities contributing to traffic congestion, greenhouse gas emissions, and costly road repair and new road construction. According to the 2016 Census, 84% of residents commuted to work each day by car and 61% of commuters spent 30 minutes or more commuting to work. A significant portion of the Town's working population leaves each day, thus creating a bedroom community. This has led to a significant amount of pressure on the residential tax base.

If the Proposed Amendment 1 is intended to encourage growth through the "at a minimum" policy, some of the barriers must be removed. Staff suggest there is a need for the Province to re-consider its land use policies in all applicable Provincial Plans to balance its social, economic and environmental interests. Significant investment in infrastructure, such as the 400-series highways and GO stations should enable supportive development in their vicinity in order to realize their true potential.

The Town of Whitchurch-Stouffville values its natural heritage and has made significant effort to protect the natural heritage resources of the Oak Ridges Moraine Conservation Plan and Greenbelt Plan. In recent years, however, the Town has seen an increased interest in lands along the Highway 404 corridor, as it represents an essential major goods movement corridor. Although the development of these lands would provide the Town with the much-needed employment growth, these requests, to date have not been able to be accommodated through the local municipal planning mechanism. This has resulted in a lack of investment in higher order employment uses suitable for the 400-series highway. and in requests directly to the Minister of Municipal Affairs and Housing for zoning orders.

A model whereby the Province has policies in place to protect valuable natural heritage features and prime agricultural lands, but also allows municipalities to make land use planning decisions based on their local context would enable a more balanced approach to planning, particularly in the GGH. While each of the Provincial Plans focus on either where to grow or where not to grow, staff would suggest that all of the Provincial Plans be reviewed to better align with a more sustainable and balanced model for growth based on the social, economic and environmental interests and needs for our individual communities.

Future Infrastructure Planning Comments

In planning for more balanced and sustainable growth, the Town is actively pursuing opportunities to extend full municipal services to Gormley and the Proposed South Gormley Employment Expansion Area. The provision of full municipal services is a priority to advancing the Town's economic development objectives for this area. The future extension of municipal services should be considered as a logical northerly extension of services from the City of Markham's North Markham Employment Area, and Future Urban Area, which currently abut the Town's municipal boundary and the proposed South Gormley Employment Expansion Area. Discussions with the City and further analysis are ongoing to assess the feasibility of extending municipal services.

4.2 Provincially Significant Employment Zones

A change is proposed to employment Policy 2.2.5.10 c) which would allow the conversion of an employment area that is identified as a Provincially Significant Employment Zone (PSEZ) and is located within a Major Transit Station Area (MTSA), as delineated in an official plan, to occur before the next MCR. This proposed change does not change municipal zoning by-laws or other conversion policies within the Growth Plan. Employment area conversions are only permitted through an MCR, however, currently all employment areas within a PSEZ can not be considered for conversion until the next MCR.

Furthermore, the Province has indicated that the next phase of work on PSEZs will begin shortly, and will examine how PSEZs can support post-COVID economic recovery to support the retention and expansion of existing industrial and manufacturing operations and attract investment. The Province views PSEZs as an important tool and will continue engaging with stakeholders and municipalities to maximize opportunities within PSEZs.

Staff Comments:

The proposed employment policy changes will not have a direct impact on the Town, as the Town does not have any employment areas identified as PSEZs (or within a MTSA). It is uncertain as to what effect the proposed changes may have on the Region's ongoing MCR, as the Region's deadline for considering employment area conversion requests through the current MCR has lapsed.

Notwithstanding, and despite the Town's continued requests to identify lands along the Highway 404 Corridor as PSEZs, particularly the existing designated employment areas within the Gormley and Vandorf-Preston Lake Secondary Plan Areas, the Province has not identified any PSEZs within the Town to date.

Through the Province's next phase of work on the PSEZs, it is recommended that the Province consider the designation of the previously identified lands along the Highway 404 Corridor as PSEZs as outlined in the Town's submission to the Province: [Request to Identify Provincially Significant Employment Zones, November 2019.](#)

Further to Regional Council Resolution on April 30, 2020, Council directed Regional staff to report back on the competitive benefits to the Region if employment uses were permitted along 400 series Highways; and Regional Council requested the Minister of Municipal Affairs and Housing to permit, through modifications to the applicable Provincial Plans and policies, the designation of employment lands adjacent to 400 series Highways. Town staff fully support the Region's work in this regard and look forward to participating in the study to further the Town's objectives for designating additional employment lands along the Highway 404 Corridor and amending the applicable Provincial Plans and policies accordingly.

Future Infrastructure Planning Comments

Given the significance of the Highway 404 corridor land for employment growth, staff will continue to test different servicing scenarios, including undertaking a joint environmental assessment study with the City of Markham to service the Gormley area, and possible communal servicing solutions as supported by the new Provincial Policy Statement, 2020.

4.3 Major Transit Station Areas

While the Proposed Amendment 1 does not provide new policies on Major Transit Station Areas (MTSA), the signal to encourage growth by requiring the "at a minimum" forecasts through the MCR will likely affect the planning of the Lincolnville and Downtown Stouffville MTSA's. If approved, there is a strong likelihood the Town could experience growing interest for further northerly and westerly expansion of the Lincolnville MTSA, and intensification surrounding the Stouffville GO Station in the downtown area.

The existing Provincial Plans are more restrictive in contemplating settlement area boundary expansions within the Greenbelt Area, which includes the lands north of the Lincolnville MTSA. However, in accordance with the ORMCP, an upper-tier municipality may consider the need to change or refine the boundaries of Settlement Areas as part of a MCR undertaken in accordance with policy 2.2.8 of the Growth Plan for the Greater Golden Horseshoe and provided settlement area boundaries are not expanded into Natural Core Areas or Natural Linkage Areas. The lands north of the Lincolnville MTSA are primarily designated Countryside Area in the ORMCP, and therefore should be considered for a future settlement area expansion through the Region's ongoing MCR. Staff is of the opinion that a clear policy direction is needed from the Province between the need to establish a large buffer zone, or the "Countryside" designation, to protect the "Natural Core" and "Natural Linkage" areas in the Oak Ridges Moraine Conservation Plan, and the need to take advantage of the new GO Station, a major provincial investment in the area.

Future Infrastructure Planning Comments

As the new Lincolnville GO Station is a major investment, staff will include the lands in the testing of different servicing scenarios to prepare for possible growth in the area for

impacts on infrastructure planning, should there be a change of provincial policy direction or scientific evidence showing that the lands can be developed.

Servicing to support intensification for the downtown MTSA will balance the need to achieve the minimum density target and protect cultural heritage and community character through further consultations with members of the public.

4.4 Whitebelt Lands

Under the Growth Plan, all “whitebelt” lands, the lands that are outside the Greenbelt Plan and existing settlement areas, are eligible for future settlement area boundary expansions. Although the Proposed Amendment 1 does not provide new policies on “whitebelt” lands, it is an important component in planning for the Town’s future growth. The Town has only a few “whitebelt” pockets, all abutting the City of Markham. To date, the Town has not considered future growth scenarios to include these Whitebelt pockets.

Future Infrastructure Planning Comments

On April 24, 2020, FLATO Development secured a Minister’s Zoning Order (MZO) under the Planning Act for lands within the area currently subject to the ongoing Highway 48 Visioning exercise as directed by Council. Section 1.1.2 of the PPS does not limit the planning for infrastructure, public service facilities and employment areas beyond a 25-year time horizon. Staff recognize that this MZO may signal the possibility for further development interest in the Whitebelt lands. As such, staff will be testing servicing scenarios for all “whitebelt” lands within the Highway 48 Visioning area in order to prepare for possible future infrastructure needs.

4.5 Aggregate Mineral Extraction

Changes are proposed to the mineral aggregate extraction Policy 4.2.8.2 a) to make it easier to establish mineral aggregate operations closer to market and the product’s end users throughout the GGH. The proposed change to the Growth Plan’s aggregate extraction policies would be more permissive of new aggregate operations, wayside pits, and quarries within the Natural Heritage System for the Growth Plan. However, it is noted that this change does not apply to lands within the Province’s Greenbelt Area (i.e., Oak Ridges Moraine Conservation Plan and Greenbelt Plan), which provide more restrictive mineral aggregate extraction policies, and the proposed change would only apply to the Natural Heritage System for the Growth Plan, which extends beyond the Greenbelt Area (i.e., “outer-ring” municipalities).

Staff Comments:

The proposed changes do not directly impact the Town, as the mineral aggregate extraction policies of the Oak Ridges Moraine Conservation Plan and the Greenbelt Plan would continue to apply.

4.6 Alignment with Provincial Policy Statement, 2020

The new PPS came into effect on May 1, 2020. The proposed changes to the Growth Plan are mostly technical in nature and would ensure that it reflects up to date references to the new PPS and maintains consistency across the planning system. The changes are intended to align the Growth Plan with the PPS and generally include:

- updated PPS planning horizon (i.e., 25-year planning horizon);
- updated definitions, terms and housekeeping changes (i.e., definitions for cultural heritage landscape, ecological function, habitat of endangered species and threatened species, impacts of climate change, municipal water and wastewater systems, on-farm diversified uses, and public service facilities);
- reference to the housing policy statement (Policy Statement: Service Manager Housing and Homelessness Plan) for consideration in addressing housing needs; and
- requirements for Indigenous engagement (i.e., Planning authorities shall co-ordinate planning matters with Indigenous communities throughout the planning process to ensure that appropriate engagement is undertaken).

Staff Comments:

The proposed changes are largely technical in nature to better align the Growth Plan with the new PPS, 2020, and do not materially impact the intent of the Growth Plan.

4.7 Land Needs Assessment Methodology

The Growth Plan (Policy 2.2.1.5) requires upper- and single-tier municipalities to use the Land Needs Assessment Methodology (LNA) issued by the Minister to assess the quantity of land required to accommodate forecasted growth to the horizon of the Growth Plan (2051) and determine the need for any settlement area expansions. The Province is consulting on a proposed new LNA Methodology for the Greater Golden Horseshoe.

The proposed methodology outlines key steps for assessing community and employment land needs to the Plan horizon year. York Region must follow the steps of the methodology as part of the MCR to ascertain the amount of land required to accommodate the amount and type of additional housing units and jobs required to meet market demands in conformity with the Plan. The methodology is also used to determine whether there is a need for a settlement area boundary expansion for employment area or community area, which is all other settlement area land outside of employment areas.

Recognizing that local needs are diverse, the proposed new LNA Methodology aims to provide the key factors to be considered as municipalities plan to ensure that a sufficient and appropriate mix of land is available to: accommodate all housing market segments; avoid housing shortages; consider market demand; accommodate all employment types, including those that are evolving; and plan for all infrastructure services that are needed to meet complete communities objectives to the horizon of the Plan.

The proposed LNA Methodology outlines a simplified approach to land needs assessment that reduces the overall complexity of implementation of the Growth Plan. The proposed LNA is intended to provide more flexibility to municipalities, and be more forward-looking and account for demographics, employment trends, market demand, and concerns related to housing affordability in the Greater Golden Horseshoe.

In accordance with the PPS, 2020, planning authorities need to ensure an appropriate range and mix of housing options and densities are provided to meet projected requirements of current and future residents of the regional market area. This means:

- municipalities must, at all times, have enough land with servicing capacity to provide at least a three-year supply of residential units available through lands suitably zoned in lower-tier municipalities; and
- municipalities shall also plan to maintain the ability to accommodate residential growth for a minimum of 15 years

Next Steps

In accordance with provincial policy, municipalities are encouraged to plan for employment growth and infrastructure needs beyond the 25-year planning horizon. As discussed in this Report, it is recommended that Council direct staff to plan for the required infrastructure to support future growth in the following four strategic growth areas:

- the Lincolnville Major Transit Station Area and possible future expansion areas;
- the Downtown Stouffville Major Transit Station Area;
- the areas requested as PSEZ's along the Highway 404 corridor, including the existing settlement areas of Gormley and Vandorf-Preston Lake, and the proposed South Gormley Expansion Area; and
- all developable lands within the Highway 48 Visioning area.

The Province is accepting comments on proposed Amendment 1 to A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019, including the Proposed Land Needs Assessment Methodology, until July 31, 2020. The effective date for Proposed Amendment 1 will be determined once the proposed changes are finalized. Town staff will continue to monitor the proposed changes to the Growth Plan, and report back to Council as necessary.

Town staff is continuing work on the Town's Official Plan Review, concurrently with the Region's ongoing MCR work program. The proposed amendment may have implications on the timing and provincial policy directions for undertaking the required work to comprehensively implement the policies of the Growth Plan. Under Proposed Amendment 1, the Region would still be required to complete their MCR and update the York Region Official Plan by July 1, 2022, to conform to the proposed changes. Local municipalities are required to update their Official Plan to conform to the Region's Official

Plan and the Growth Plan within one-year following the approval of the Region's Official Plan by the Minister.

Town staff will continue to monitor and provide input into the Region's MCR work program as it relates to the Town's Official Plan review process.

5. Financial Implications:

None

6. Alignment with Strategic Plan:

2. Expanding the tax base through a growing, diversified economy
Building and maintaining a tax base that supports the highest quality program and service delivery.
 - Focus on servicing and development of Provincially Significant Employment Zones
 - Identify expansion areas for Industrial / Commercial growth

7. Attachments:

None

8. Related Reports:

- [DS-006-19: Proposed Amendment 1 to the Growth Plan for the Greater Golden Horseshoe, 2017 \(L11\), February 19, 2019](#)
- [DS-047-19: Proposed Changes to the Provincial Policy Statement \(D08\), October 8, 2019](#)
- [DS-052-19: Gormley Urban Settlement Area Boundary Expansion for Employment Growth and Greenbelt Enhancement \(D08\), October 22, 2019](#)
- [DS-001-20: York Region Municipal Comprehensive Review Update and Major Transit Station Area Delineation \(D08\), January 21, 2020](#)

Authors: Randall Roth, Senior Policy Planner
Meaghan Craven, Manager Policy Planning

For further information on this report, please contact the Department Head: Haiqing Xu, Director of Development Services at 905-640-1910 or 1-855-642-8697 ext. 2431 or via email at haiqing.xu@townofws.ca