

Ministry of Municipal Affairs
and Housing

Municipal Services Division

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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.

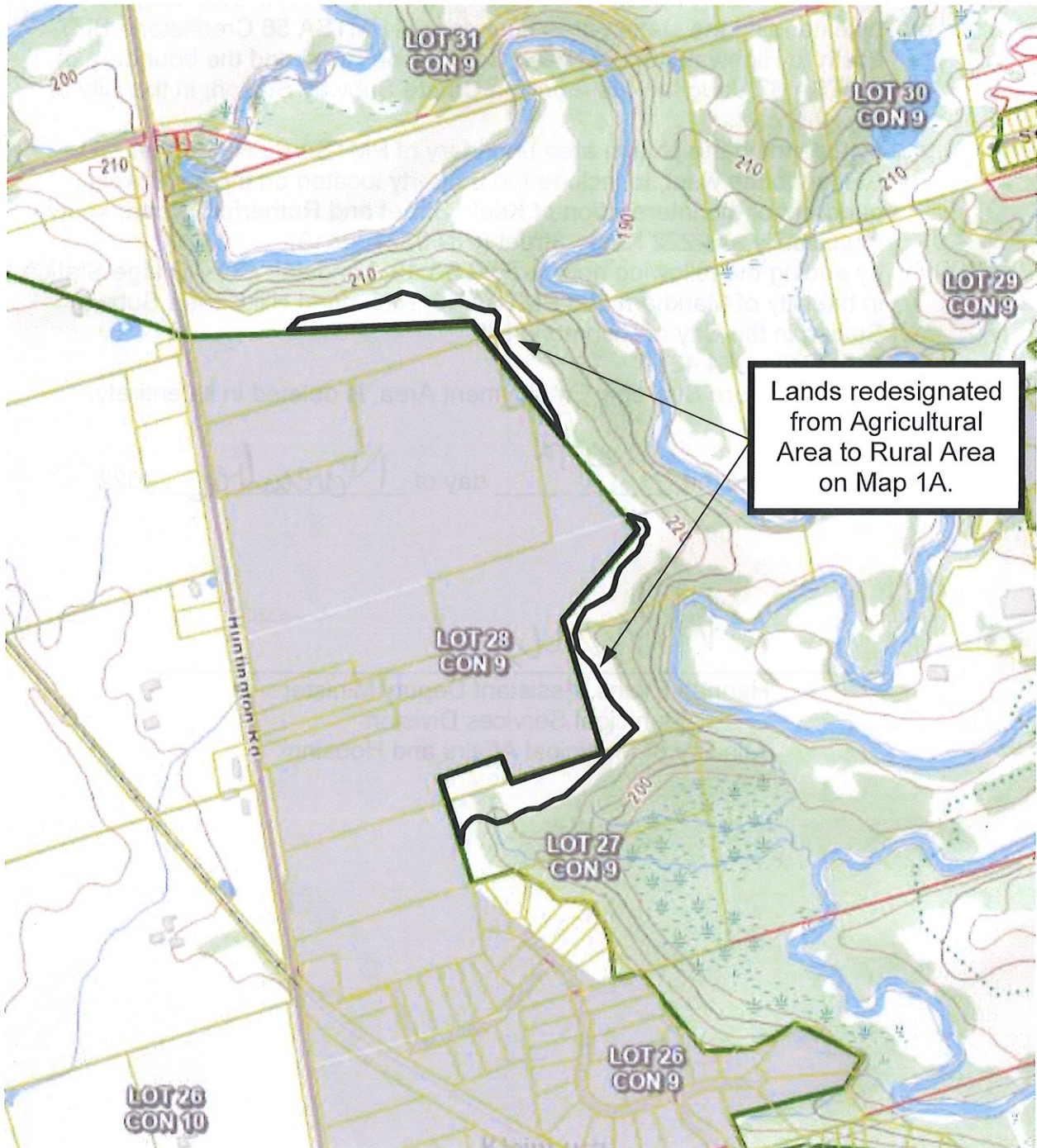
- iii) by deleting MTSA 72 Langstaff BRT, MTSA 73 Major Mackenzie BRT, MTSA 74 Norwood BRT, MTSA 75 Pennsylvania BRT, MTSA 76 Springside BRT, and MTSA 77 Vaughan Mills BRT, in their entirety.
 - iv) by extending the station area boundary of PMTSA 56 Creditstone BRT south to Highway 407, between Creditstone 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)
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