

THE REGIONAL MUNICIPALITY OF YORK

BILL NO. 71

BY-LAW NO. 2008-69

A by-law to adopt Amendment No. 52
to the Official Plan for the Region of York

The Council of The Regional Municipality of York under section 17(22) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended, HEREBY ENACTS as follows:

1. Regional Official Plan Amendment No. 52 to the Official Plan for The Regional Municipality of York (ROPA No. 52) consisting of text and figures attached hereto as Schedule “A” is hereby adopted.
2. ROPA No. 52, by virtue of the Minister’s Order No. 525/97 is exempt from approval by the Minister of Municipal Affairs and Housing.
3. Schedule “A” attached hereto shall form part of this By-law.
4. This By-law shall come into force and take effect on the day of the final passing thereof.

ENACTED AND PASSED this 20th day of November, 2008.

Denis Kelly
Regional Clerk

Bill Fisch
Regional Chair

Authorized by Clause 6, Report 9 of the Planning and Economic Development Committee, adopted by Regional Council at its meeting on November 20, 2008.
#713129

SCHEDULE "A"

**Proposed Amendment
52
to the
Official Plan
for The
Regional Municipality
of York**

AMENDMENT 52 TO THE OFFICIAL PLAN FOR THE REGION OF YORK

PART A - THE PREAMBLE

1. Purpose of the Amendment:

The purpose of this Amendment is to:

- Add site-specific policies in Section 3.3 of the Regional Plan to facilitate the establishment of a new Regional-scale employment area to meet the long-term employment land needs of York Region and the City of Vaughan in keeping with the direction of the Provincial Growth Plan for the Greater Golden Horseshoe to ensure an adequate supply of lands for a variety of employment uses, and to plan for, protect and preserve employment areas for current and future use.
- In section 6.1, add a policy for the protection of the "GTA West Transportation Corridor" and promotion of the timely completion of the Environmental Assessment
- Designate the lands in the Provincial Greenbelt Area - Natural Heritage System within the subject lands as "Regional Greenlands" on Map 4 of the Regional Plan and provide site specific policies for the lands in advance of the Regional Greenbelt conformity exercise.
- Delete the subject lands from the "Agriculture" Policy area on Map 6.
- Designate the subject lands as "Urban Transit Service Area" on Map 10.
- Provide policies in section 2.1 of the Regional Plan implementing the Provincial Greenbelt Plan as it related to the subject site.

2. Location:

The lands subject to this Amendment are located adjacent to Highway 400 within the City of Vaughan bounded by Teston Road to the south, the King-Vaughan boundary to the north, Weston Road in the west and Jane Street to the east (see *Location Map*). The area of the subject lands is approximately 800 hectares (2,000 acres).

3. Basis for the Amendment:

This Amendment has been initiated by York Region at the request of the Council for the City of Vaughan, following the City's adoption of OPA 637 on June 26, 2006. This Regional Amendment adds the OPA 637 planning area to the Region's "Urban Area" by re-designating the subject lands from "Agricultural Policy Area" to "Urban Area" while expanding the existing "Regional Greenlands System" to implement the Provincial Greenbelt Plan within the subject area.

The objective of this amendment is to expand the Urban Area to establish a new, Regional-scale Significant Employment area which protects and preserves these lands as employment lands for current and future employment growth. The addition of these

lands will help to ensure an adequate supply of employment land is provided which provides for a variety of appropriate employment uses.

Strategic Employment Land Preservation

These lands in particular provide large contiguous parcels of employment land with a high degree of exposure and access for goods movement adjacent to Provincial Highway 400. The addition of these lands is required to meet the forecast growth of York Region, the City of the Vaughan, and the Provincial Growth Plan.

The majority of employment growth is expected within the three southern municipalities within York Region with the most rapid growth occurring between 2006 and 2021. There is a need to ensure there is enough land preserved in large strategically located geographic area to accommodate all categories of employment lands: major office, population related and employment land employment. As of June 2008, there is only a 8.5 year supply of readily available vacant employment lands. If the encumbered employment lands are included, there is currently a total of 14 years supply. These updated employment forecasts were considered by Regional Planning and Economic Development Committee on September 3, 2008. The inclusion of these additional employment lands will help provide for a supply that provides for the long term prosperity of the Region and provide for a healthy live work balance.

To support the planning process for the amendment, the City initiated the *Highway 400 North Employment Lands Secondary Plan Study* in February 2005. Conclusions of this study support the redesignation of the site for employment purposes and were the basis for the City's adoption of OPA 637.

The site specific policy amendment also deals with the long term planning and protection for the proposed GTA West Transportation Corridor and the function of the area as Regionally Significant Employment Lands.

Greenbelt Plan Implementation

This amendment will implement the Provincial Greenbelt Plan for the lands on the west side of Highway 400 by designating the lands as "Greenbelt Plan: Natural Heritage System" and providing policy in the Regional Plan which incorporates the Provincial Greenbelt Plan policies. The Provincial Greenbelt extends through the Purpleville Creek corridor which forms part of the East Humber River watershed system and provides a major opportunity to reconnect the remnant natural features in the western half of the amendment area.

Local Plan Implementation

The Regional amendment is the first step to be followed by a Secondary Plan, Block Plan and Plan of subdivision process carried out at the local level, with input from Regional staff.

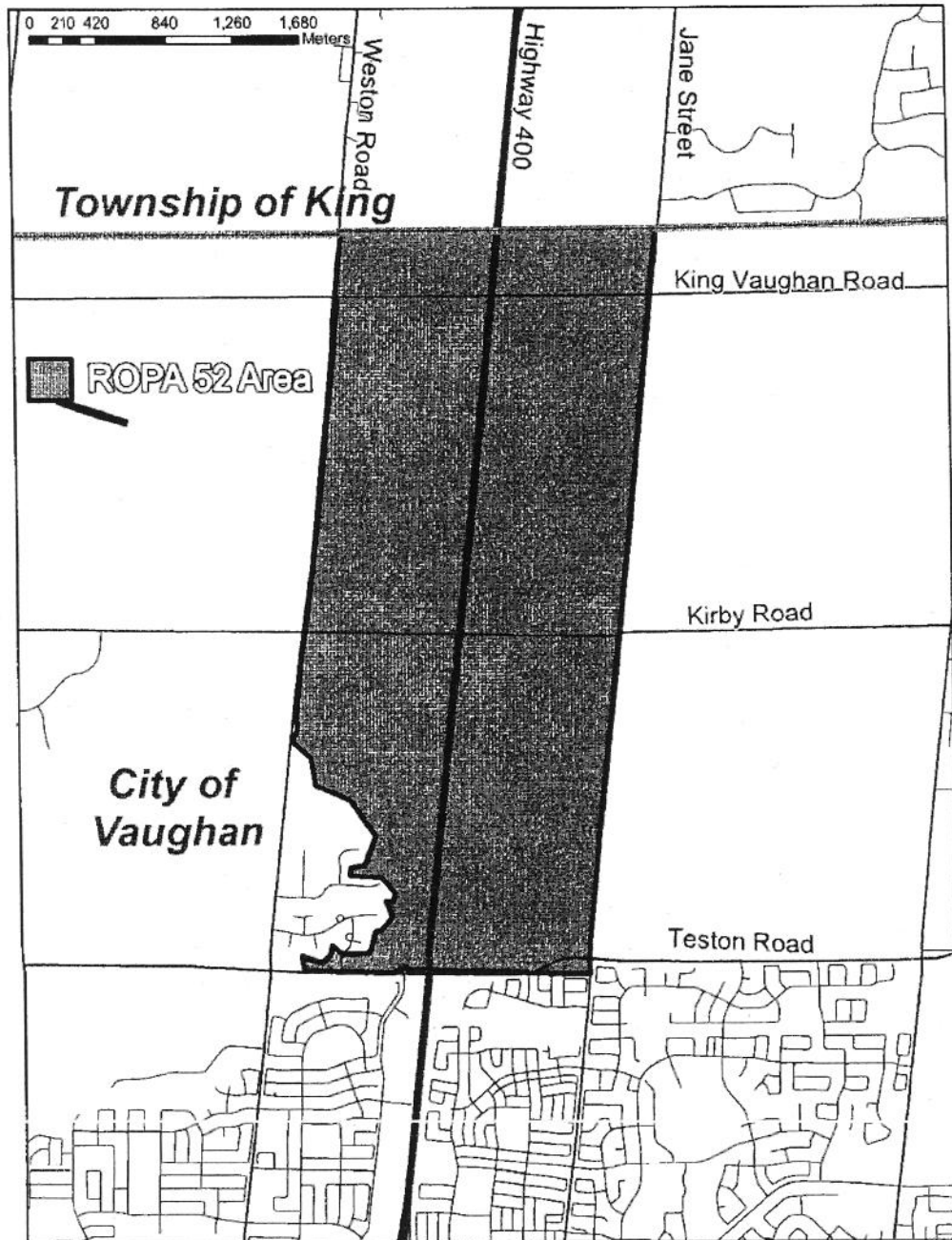
The subsequent secondary plan process will establish appropriate specific land use designations and policies to implement the employment area function, preserve the opportunity for a provincial GTA West Transportation Corridor, and protect the significant environmental features.

The amendment has been evaluated within the context of the Provincial Growth Plan, Greenbelt Plan and criteria for urban boundary expansions set out in the Regional Official Plan. The amendment is in keeping with the intent of the Growth Plan and the Natural Heritage policies of the Greenbelt Plan. The subsequent secondary plan will provide the necessary designations and policies to implement the Natural Heritage policies of the Greenbelt Plan and Growth Plan at a more detailed level.

Statutory Public Meeting

A statutory public meeting was held under *Section 17(15) of Planning Act* to consider the proposed ROPA as part of the October 4, 2006 meeting of the Regional Planning and Economic Development Committee.

Location Map (not an Operable portion of ROPA 52)



PART B - THE AMENDMENT

All of the Amendment entitled PART B - THE AMENDMENT, consisting of the text changes noted below and attached Map changes as shown on Figures 1, 2, 3, and 4 constitutes Amendment 52 to the Official Plan for the Region of York.

The Official Plan for the Region of York is hereby amended by the following:

1. Section 2.1 by adding a new subsection 19 as follows:

"2.1.19 Within the Greenbelt Area in Lots 26 through 35 of Vaughan Concession 5 and Lot 1 of King Concession 5 of the City of Vaughan known as the *Vaughan 400 North Employment Area*, the Regional Greenlands System shall include the Greenbelt Area – Protected Countryside designation lands, subject to the policies of the Greenbelt Plan including the Natural Heritage System policies for this area. This designation is reflected on Map 4 to this Plan.

In the event of a conflict between the Greenbelt Plan and the Regional or local municipal official plan policies in this area, the more restrictive policy shall prevail.

Nothing in this policy prevents the further definition and enhancement of the Regional Greenland System in accordance with Policy 2.1 of this Plan."

2. Section 3 - Economic Vitality, Section 3.3 - Locations for Economic Development by adding a new Policy 3.3.8 as follows:

"3.3.8 Lands within the City of Vaughan between Teston Road, Weston Road, Jane Street and the northern limit of the City of Vaughan known as the Highway 400 North Employment Lands are identified as a Regionally-significant employment area located adjacent to a Provincial 400-series highway corridor. These lands shall be preserved and protected for employment uses. Any conversion of these lands, from employment to non-employment uses shall require an amendment to the Plan supported by a municipal comprehensive review. The development of these lands is subject to a comprehensive local municipal secondary plan.

3. Section 6.1 The Road Network, is amended by adding a new subsection 6.1.22 as follows:

"6.1.22 The Province be requested to undertake and approve, in a timely manner, the Environmental Assessments for Future Transportation Corridors, identified conceptually through Places to Grow - the Growth Plan for the Greater Golden Horseshoe.

Local Official Plans shall provide corridor protection, as required, to ensure the Transportation Corridor implementation.

4. That Map 4 – Regional Greenlands System is amended by adding the “Greenbelt Area: Natural Heritage System” designation to the legend and by designating lands as “Greenbelt Area: Natural Heritage System” cross-hatched in black on the attached Figure 1.
5. That Map 5 – Regional Structure is amended by:
 - a. adding the “Greenbelt Area: Natural Heritage System” to the legend as shown on the attached Figure 2; and
 - b. designating as “Urban Area” the lands shown hatched in black as shown on the attached Figure 2; and
 - c. designating as “Greenbelt Area: Natural Heritage System” the lands shown as cross-hatched in black as shown on the attached Figure 2.
6. That Map 6 - Agriculture and Rural Area is amended by deleting the subject lands, from the “Agriculture Policy Area” as shown hatched in black as shown on the attached Figure 3.
7. That Map 10 – Conceptual Transit Network is amended by designating as “Urban Transit Service” the lands shown hatched in black as shown on the attached Figure 4.

Figure 1
Regional Official Plan
Amendment 52

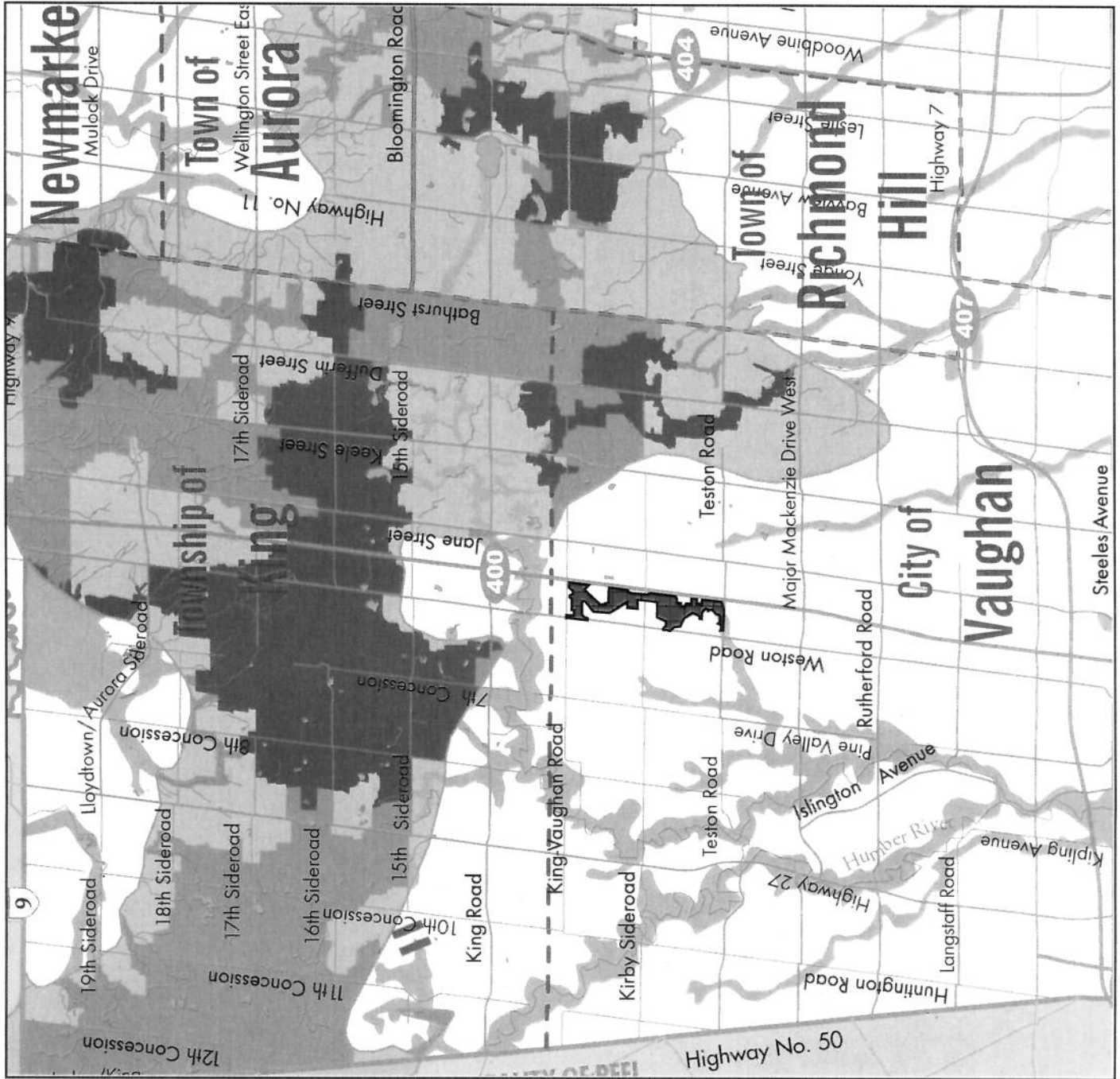
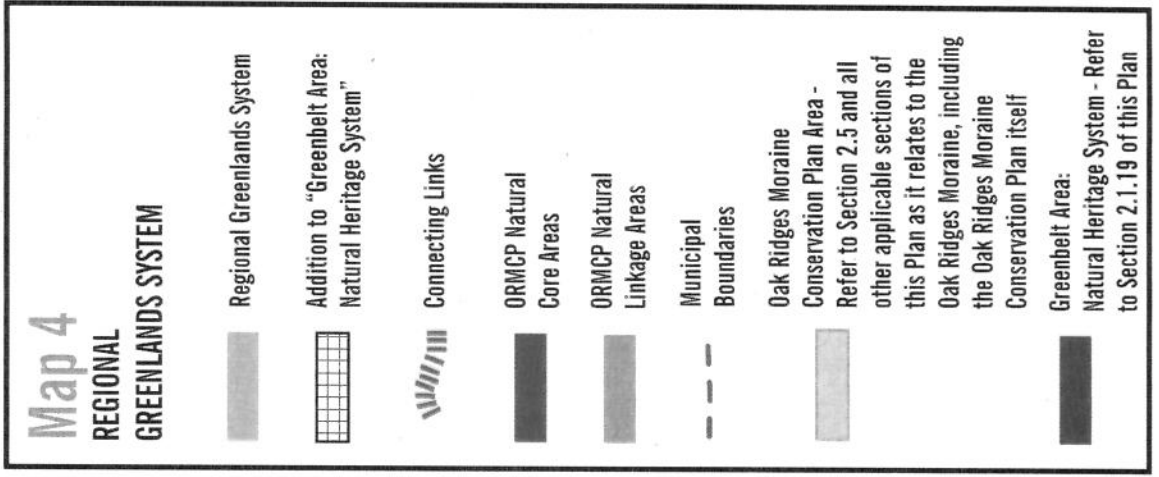


Figure 2
Regional Official Plan
Amendment 52





Figure 3
Regional Official Plan
Amendment 52

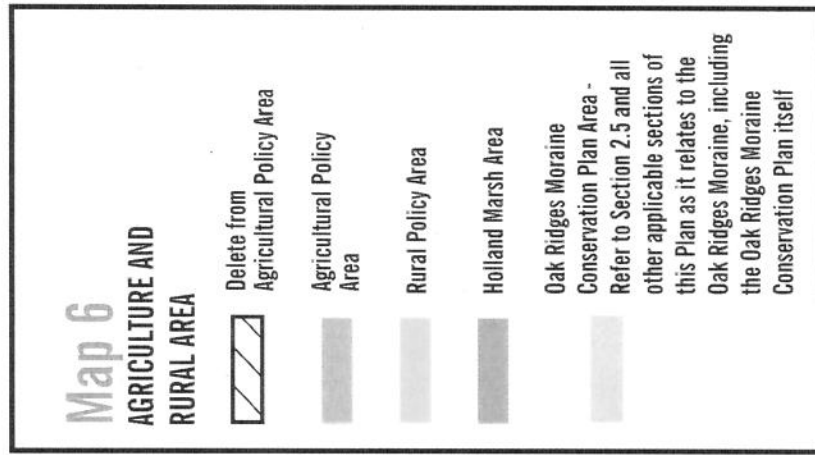


Figure 4

Regional Official Plan Amendment 52

