

THE REGIONAL MUNICIPALITY OF YORK

BILL NO. 79

BY-LAW NO. 2008-76

A by-law to adopt Amendment No. 56
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. Official Plan Amendment No. 56 to the Official Plan for The Regional Municipality of York (OPA No. 56) consisting of text and map attached hereto as Schedule “A” is hereby adopted.
2. OPA No. 56, 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 18th day of December, 2008.

Denis Kelly
Regional Clerk

Bill Fisch
Regional Chair

Authorized by Clause 3, Report 11 of the Planning and Economic Development Committee, adopted by Regional Council at its meeting on 18th December, 2008.

**Proposed Amendment
56
to the
Official Plan
for The
Regional Municipality
of York**

AMENDMENT 56
TO THE OFFICIAL PLAN
FOR
THE REGIONAL MUNICIPALITY OF YORK

PART A - THE PREAMBLE

1. Purpose of the Amendment:

The purpose of this amendment is to clarify, add technical detail to, and update the policies of and schedule related to Section 6.2 – THE TRANSIT NETWORK. As such, this Amendment is largely technical in nature and maintains the intent of existing policies.

2. Location:

This amendment has a Region-wide impact, although it pertains more specifically to those lands located along and adjacent to areas served, or that will be served, by transit services.

3. Basis:

The Regional Official Plan, since it was approved in 1994, has encouraged the planning for and implementation of transit services and related infrastructure to support the community building objectives of the Plan. To that end, the Region has taken action to substantially improve transit services since that time, including the creation York Region Transit in 2001 and the launch of rapid transit services under Viva Phase I in September 2005.

Enhancements to the Plan through Regional Official Plan Amendment No. 43 were approved in January 2005, which strengthened the strategic focus of the Region's urban structure; being a network of Regional Centres linked by Regional Corridors, served by transit. The Amendment being proposed at this time supports the policy structure previously enhanced by ROPA 43 by focusing on refinements to, more specifically, the transit policies of the Plan.

This Amendment is therefore prepared in recognition of and in response to new conditions, directly involving transit, that have emerged in the time since the approval of ROPA 43. These include:

- The launch of Viva rapid transit services and the service requirements of subsequent phases;
- The announcement of and funding for the construction of the Spadina Subway north to Highway 7 in the Vaughan Corporate Centre;
- The announcement of the planned extension of the Yonge Subway north to Highway 7 in the Richmond Hill Centre;
- Regional Council adoption of Regional Transit Oriented Development (TOD) Guidelines;
- The approval of the Provincial Growth Plan for the Greater Golden Horseshoe; and,
- The inclusion of new planning implementation tools within the Planning Act, including those in effect January 1, 2007 under Bill 51.

PART B - THE AMENDMENT

All of the Amendment entitled PART B - THE AMENDMENT, consisting of the attached Policy and Map changes, constitutes Amendment 56 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 6.2 – THE TRANSIT NETWORK is amended as follows:

- a) The introductory text immediately following the title “6.2 THE TRANSIT NETWORK” is amended by adding the following paragraph immediately after the last paragraph:

“The Region’s commitment to improving transit services and infrastructure is consistent with the Provincial Growth Plan for the Greater Golden Horseshoe, which states that transit will be the first priority for transportation infrastructure planning and major transportation investments. As such, the Region is well-positioned to implement transit in a way that is highly-integrated with and dependant on the community building process.”

- b) Policy 6.2.1 is amended by deleting the word “conceptual” before the words “transit network”.
- c) Inserting the following new policy immediately after Policy 6.2.3, and renumbering subsequent sections accordingly:

“4. The next phase of surface rapid transit will comprise rapid transit vehicles operating within dedicated rights-of-way, as shown on Map 10. Where there are physical constraints, vehicles will operate in mixed traffic on some segments of the Regional Rapid Transit Corridors.”

- d) Policy 6.2.7 (formerly numbered as 6.2.6) is amended by deleting the “.” at the end of the end of clause g) and replacing it with “; and,”.
- e) Policy 6.2.7 (formerly numbered as 6.2.6) is further amended by adding the following new clause immediately following g):

“h) incorporating the Regional Council adopted Transit Oriented Development (TOD) Guidelines into the review and evaluation of development applications and related studies.”

- f) Policy 6.2.10 (formerly numbered as 6.2.9) is amended by deleting the policy in its entirety and replacing it with the following:

“10. To promote the implementation of the transit network including but not limited to the following elements:

- a) all-day two-way service on the Richmond Hill, Stouffville and Bradford GO Rail lines;
- b) extension of the Richmond Hill GO Rail line to the Highway 404/Bloomington Road area;
- c) additional GO Rail inter-modal stations, as required, in York Region and City of Toronto;
- d) extension of the Spadina Subway north to Highway 7 in the Vaughan Corporate Centre;
- e) extension of the Yonge Street Subway north to Highway 7 in the Richmond Hill Centre;
- f) a *transitway* in the Highway 407 corridor;
- g) high-occupancy vehicle (HOV) lanes to facilitate bus movement in congested areas; and,
- h) rapid transit services and related infrastructure within and along the four Regional Rapid Transit Corridors, as shown in Map 10.”

- g) Policy 6.2.11 (formerly numbered as 6.2.10) is amended by deleting the policy in its entirety and replacing it with the following:

“To support the transit network elements described in Policy 6.2.10 by securing lands and/or constructing facilities for, but not limited to, the following:

- a) *transit operation and maintenance facilities* at strategic locations;
- b) intermodal terminals or hubs that may be required to serve as both destinations and transfer points between different modes of travel including, but not limited to, rapid transit stations including subway stations, and related passenger drop-off and commuter parking areas;
- c) public streetscape enhancements; and,
- d) surface and sub-surface rights-of-way.”

- h) Policy 6.2.15 (formerly numbered as 6.2.14) is amended by deleting the policy in its entirety and replacing it with the following:

“That York Region and its area municipalities may require the dedication, at no expense, of public transit rights-of-way and lands for related facilities under the provisions of the Planning Act for the purpose of implementing the “Transit Network” shown on Map 10, on the basis that:

- a) the location and extent of the rights-of-way shall be determined by York Region, in consultation with the area municipalities;
- b) where the Official Plan of the area municipality provides more detailed policies relating to dedication of rights-of-way, these will guide the interpretation of this policy; and,
- c) the rights-of-way may be conveyed by either the Region or the area municipality to any other public agency for the purpose of providing a public transit service described on Map 10 or elsewhere in this plan.

- i) Inserting the following new policy immediately after Policy 6.2.15 (formerly numbered as 6.2.14) and renumbering subsequent policies accordingly:

“6.2.16 The dedications described in Policy 6.2.15 may include any additional property, located outside of the rights-of way, required to support the transit facility, such as bus terminals, passenger pick-up and drop-off areas, commuter parking, pedestrian entrances, and vent shafts.”

- j) Policy 6.2.17 (formerly numbered as 6.2.15) is amended by deleting the word “Conceptual Transit Network” and replacing it with “Transit Network”.

- k) Policy 6.2.17 (formerly numbered as 6.2.15) is further amended by adding a “.” at the end of the clause.

- l) Inserting the following new policy immediately after Policy 6.2.17 (formerly numbered as 6.2.15):

“18. To control and/or reorganize the movement of traffic in the Regional Rapid Transit Corridors shown on Map 10 to improve the safety and efficiency of transit vehicles and other traffic.”

2. The Definitions Section is amended by adding the following new definitions:

MAJOR STATION AREAS

Areas within an approximate 500 metre radius of a *rapid transit* station, including major bus depots, representing about a 10-minute walk.

TRANSIT OPERATION AND MAINTENANCE FACILITY

Land and/or structures used for the purpose of repairing, maintaining, storing and/or testing conventional and rapid transit vehicles, up to and including subway cars. Such may also include offices and other accommodations for on-site workers and transit vehicle operators.

TRANSIT-SUPPORTIVE

Elements of the built environment – including structures, streets, sidewalks and the relationship among these – that promote the accessible and easy use of transit services and facilities for the traveling public, including pedestrians. For example, a development that is compact, mixed-use, well-designed and within close proximity to transit services could be described as transit-supportive.

TRANSITWAY

A priority bus-only or rail-only *high-occupancy vehicle (HOV)* roadway and/or travel lane that forms part of the *rapid transit* and conventional transit networks.

TRAVEL DEMAND MANAGEMENT (TDM)

A strategy and related programs designed to influence travel patterns in a manner that modifies travelers' behaviour to optimize the efficiency of the transportation system. Examples of TDM include carpooling, alternative parking standards including preferred parking for carpoolers, flexible work hours, telecommuting and reduced-cost or free transit passes.

3. Map 10 – CONCEPTUAL TRANSIT NETWORK is amended as follows:
 - a) Deleting the title “Conceptual Transit Network” and replacing it with “Transit Network” as shown on Figure 1 of this Amendment.

Figure 1

