

THE REGIONAL MUNICIPALITY OF YORK

BILL NO. 1

BY-LAW NO. 2009-1

A by-law to adopt Amendment No. 63
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. 63 to the Official Plan for The Regional Municipality of York (ROPA No. 63) consisting of text and figures attached hereto as Schedule “A” is hereby adopted.
2. ROPA No. 63, 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 22nd day of January, 2009.

Regional Clerk

Regional Chair

Authorized by Clause 6, Report 1 of the Planning and Economic Development Committee, adopted by Regional Council at its meeting on January 22, 2009.

#836045

**Amendment 63
to the
Official Plan
for the
Regional Municipality
of York**

D05.102.63

AMENDMENT 63
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 provide for minor policy and mapping updates and changes.

2. Location:

This amendment applies throughout the Regional Municipality of York.

3. Basis:

From time to time, minor amendments to policies and mapping in the Regional Official Plan are required in response to changing circumstances such as road jurisdiction changes, mapping corrections and land use changes.

Proposed Amendment 63 provides some additional minor changes that are required.

PART B - THE AMENDMENT

All of the Amendment entitled PART B - THE AMENDMENT, consisting of the attached Policy and Map changes on Figures 1, 2 and 3 attached constitutes Amendment 63 to the Official Plan for the Regional Municipality of York.

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

1. Section 2.5 – OAK RIDGES MORaine, Policy 2.5.1 is amended by deletion of the words “as identified through” on the last line to be replaced by the words “as defined by” in the same place.
2. Section 5.4 - LOCAL CENTRES, Policy 5.4.1 is amended by the addition of the words “East Gwillimbury and Georgina” at the end of the clause.

3. Section 5.8, AGRICULTURAL POLICY AREA, Policy 5.8.7 is deleted in its entirety to be replaced by the following:

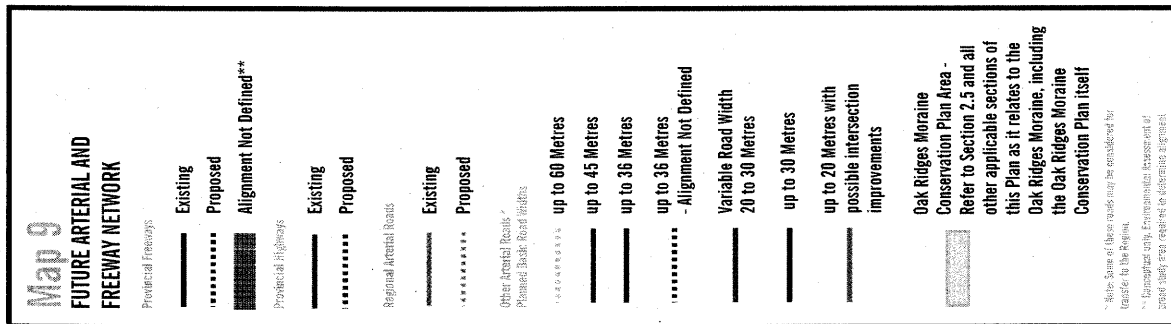
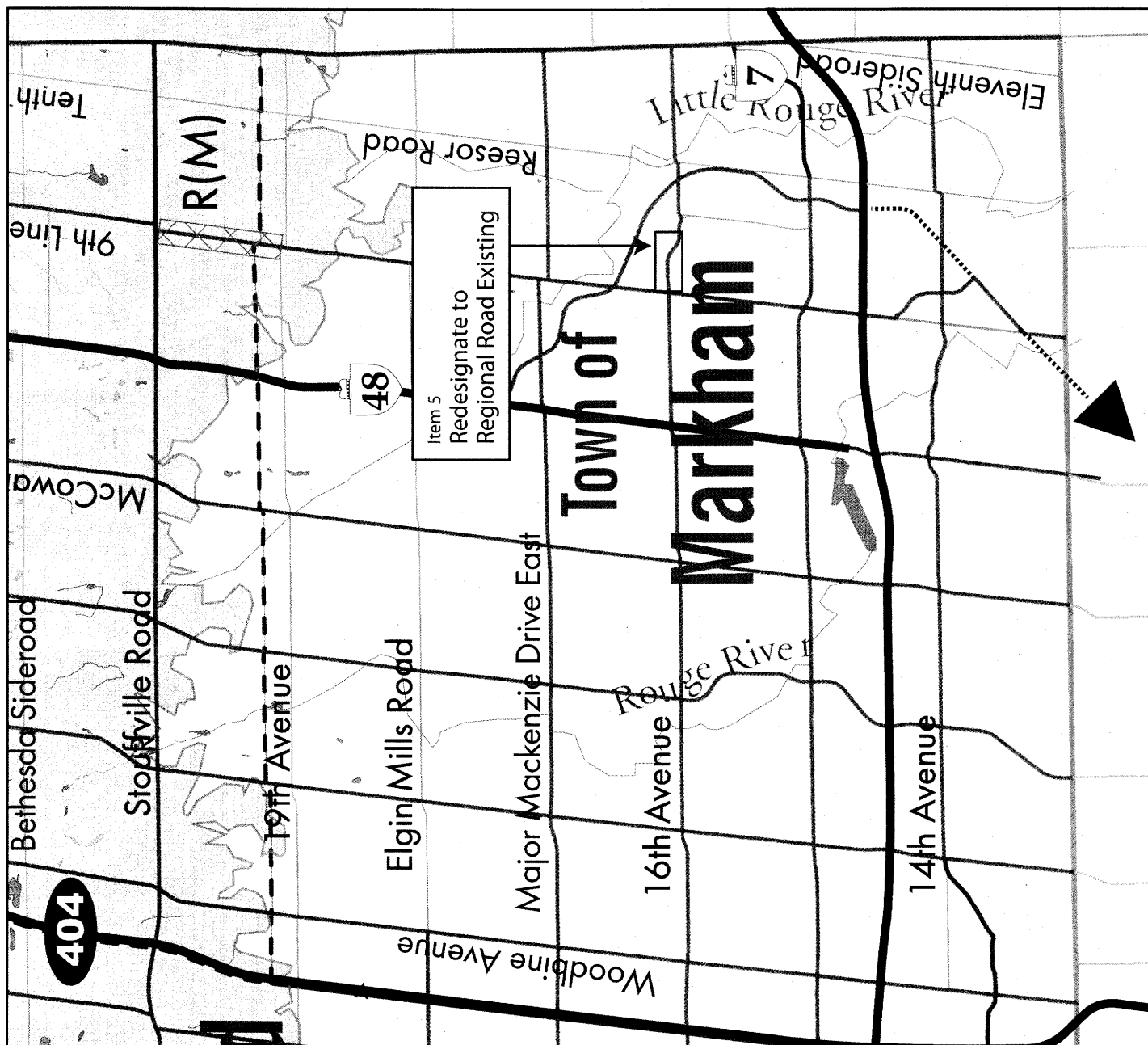
“That a development proposal for a non-farm land uses in the Agriculture Policy Area will require an amendment to this Plan and will be evaluated in accordance with the Provincial Policy Statement, the Oak Ridges Moraine Conservation Plan or the Greenbelt Plan whichever has applicability and is the more restrictive.”

4. That Map 5 – Regional Structure is amended by designating the lands shown outlined in RED on Figure 1 attached, as “Urban Area”.
5. That Map 9 - FUTURE ARTERIAL AND FREEWAY NETWORK is hereby amended by the redesignation of 16th Avenue between 9th line and just west of the Old Markham Bypass from “Other Arterial Road - Planned Basic Road Width up to 36 metres” to “Regional Arterial Road Existing” as shown on Figure 2 attached as Item 5.
6. That Map 10 - Conceptual Transit Network is amended by:
 - a) The addition of the designation of “Regional Rapid Transit Corridor” along Yonge Street from Davis Drive to Green Lane; East on Green Lane to the GO Train Station in East Gwillimbury and East along Davis Drive to Highway 404 in the Town of Newmarket as shown on Figure 3 attached as Item 6 a).
 - b) Amending the location of the “Proposed GO Station” on the Bradford GO train line from its current location along Highway 7, southwards to a location between Highway 7 and Highway 407 as shown on Figure 3 attached as Item 6 b).
 - c) By designation of the Go Station at Bethesda Road and the Tenth Line (Lincolnville Station) in Whitchurch-Stouffville as “Existing GO Stations” as shown on Figure 3 attached as Item 6 c).
 - d) By redesignation of the Go Rail Line from Stouffville Station to the Lincolnville Station from “Potential Commuter Rail Lines” to “Existing Commuter Rail Lines” as shown on Figure 3 attached as Item 6 d).
 - e) By designating the lands shown outlined in RED on Figure 1 attached, as “Urban Transit Service Area”.

Figure 1
ROPA 63



Figure 2
For Proposed ROPA 63



York Region

Figure 3
For Proposed ROPA 63

