

**Proposed Amendment
54
to the
Official Plan
for the
Regional Municipality
of York**

AMENDMENT 54
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 a number of minor revisions and mapping changes

2. Location:

This Amendment applies throughout the Region of York to specific road sections, Policies within the Regional Official Plan land use designations and mapping additions and identified in the Amendment

3. Basis:

The York Region Official Plan was originally adopted by Regional Council in April 1994 and approved by the Minister of Municipal Affairs and Housing in October 1994. Since that time there have been over 50 amendments to the Regional Official Plan either in process or approved.

Some of these amendments were initiated in response to applications, others are requested by area municipalities and a number have been initiated by the Region in response to changing circumstances such as road jurisdiction changes, Regional road bypass approvals, and open space acquisitions, mapping errors and policy updates.

The purpose of this report is to provide for a number of updates to Regional Official Plan policies and maps to reflect new information, changed jurisdictions and correct minor errors.

PART B - THE AMENDMENT

All of the Amendment entitled PART B - THE AMENDMENT, consisting of the attached Policy and Map changes constitutes Amendment 54 to the Official Plan for the Regional Municipality of York.

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

1. Section 2.5 Oak Ridges Moraine, Policy 2.5.1 is amended by adding the following as a new second sentence of the Policy:

“Where lands are within the Oak Ridges Moraine Conservation Plan boundary, but below the 245 metre ASL CGD, the lands are deemed to be within the Protected Countryside and all of

the policies of the Provincial Greenbelt Plan, 2005 apply to the lands in accordance with Policy 2.1 of the Greenbelt Plan.”

2. Section 5.2 Community Building, is hereby amended by deletion of Policy 5.2.13 in its entirety with renumbering of subsequent policies.
3. Section 5.9 – Rural Policy Area is hereby amended by deletion of Policy 5.9.7 in its entirety with renumbering of subsequent policies.
4. Section 6.1 The Road Network, is amended as follows:
 - a) Policy 6.1.12, by deletion of the second sentence in its entirety
 - b) Policy 6.1.13, by deletion of clauses a) and e) with renumbering of subsequent clauses
5. Section 6.2 The Transit Network, Policy 6.2.14, is hereby amended by deletion of clause b) with renumbering of subsequent policies
6. Section 7.1 The Planning Horizon, is hereby amended by deletion of Policy 7.1.3 in its entirety, with renumbering of subsequent policies
7. Section 7.6 Interpretation, Policy 7.6.8 is amended by adding reference to “mapping errors” in the 4th bullet point as follows: “ • correcting clerical, grammatical and mapping errors;”
8. Section 7.7 Amendments to the Plan, Policy 7.7.2 is amended by the addition of the following new sentence at the end of the Policy: “Notwithstanding the above, technical amendments to correct mapping errors within the Oak Ridges Moraine Conservation Plan Area are permitted in accordance with Policy 7.6.8.”
9. That Map 3 – Forest Resources is amended by the addition of a “Conservation and Regional Forest identification in the following areas as shown on the attached excerpt from Map 3:
 - a) The Jefferson Forest lands outlined and hatched in purple on the attached excerpt of Map 3 on the north side of Stouffville Road east of Yonge Street.
 - b) The Slokker lands outlined and hatched in blue at the southwest corner of the 8th Concession and 15th Sideroad in King Township
10. That Map 5 – Regional Structure is amended by designation of the lands in the Town of East Gwillimbury, shown outlined and hatched in black on the attached excerpt from Map 5, located between Leslie Street and Highway 404 on the south side of Green Lane as “Urban Area”.
11. That Map 8 – Regional Roads Network is amended as follows as shown on the attached excerpt from Map 8:
 - a) By deletion of Eagle Street between Yonge Street and Leslie Street from the Regional Roads Network.

- b) By Designation of Warden Avenue between Ravenshoe Road and Baseline Road as part of the Regional Roads Network with a Planned Basic Road Width of “ up to 36 metres”,
- c) By designation of the 2nd Concession between Green Lane and Queensville Sideroad as part of the Regional Roads Network with a Planned Basic Road Width of “ up to 36 metres”.
- d) By redesignation of Highway 50 between Steeles Avenue and Highway 7 from a Planned Basic Road Width of “up to 36 metres” to a Planned Basic Road Width of “up to 45 metres”
- e) By redesignation of McCowan Road between Davis Drive and Ravenshoe Road as part of the Regional Road Network with a Planned Basic Road Width of “ up to 36 metres”,
- f) By designation of Doane Road between Leslie Street and Woodbine Avenue as part of the Regional Road Network Planned Basic Road Width of “up to 36 metres”
- g) By deletion of the traveled right of way for Highway 7, 185 metres east of Donald Cousens Parkway (formerly Markham Bypass) to the York Durham Line from the Regional Road Network.
- h) By deletion of Teston Road between Dufferin Street and Keele Street from the Regional Road Network .
- i) By Deletion of Kennedy Road between Davis Drive and Herald Road from the Regional Roads Network.
- j) By designation of the 9th Line realignment south of Highway 407 to the Markham By-pass Alignment as a Regional Road with a Planned Basic Road Width of “up to 36 metres” and

By designation of the Markham By-pass alignment from its intersection with 9th Line realignment to existing 9th Line alignment north of the CNR crossing as a Regional Road with a Planned Basic Road Width of “up to 36 metres” and

By deletion the existing 9th Line alignment from its intersection with the 9th Line realignment south of 407 to the intersection with the Markham By-pass alignment north of the CNR from the Regional Road Network.

12. That Map 9- Future Arterial and Freeway Network is amended as follows as shown on the attached excerpt from Map 9:

- a) By designation of McCowan Road between Davis Drive and Ravenshoe Road as “Regional Arterial Road – Existing”

- b) By deletion of the designation of “Other Arterial Road – up to 36 metres – Alignment Not Defined” on the south side of Philips Lake between Yonge Street and Bathurst Street north of Jefferson Road, in the Town of Richmond Hill.
- c) By designation of the traveled right of way for Highway 7, from 185 metres east of Donald Cousens Parkway (formerly Markham Bypass) to the York Durham Line as a “Provincial Highway - Existing”.
- d) By deletion of the Provincial Highway designation for Highway 48, from Highway 407 to a point just north of Highway 407 to coincide with the ownership of former Highway 48 by the Region of York.
- e) By the redesignation of Teston Road between Dufferin Street and Keele Street from “Regional Arterial Road - Existing” to a “Regional Arterial Road - Proposed”
- f) By the designation of Bathurst Street from Green Lane West to Yonge Street as a “Regional Arterial Road- Existing”
- g) By designation of Kennedy Road from Herald Road to existing designation as a “Regional Arterial Road- Existing”
- h) By designation of 9th Line between Bloomington Road and Aurora Road as a “Regional Arterial Road- Existing”
- i) By redesignation 9th Line realignment south of Highway 407 to the Markham By-pass Alignment from “Regional Arterial Road- Proposed” to “Regional Arterial Road- Existing” and

By redesignation of the Markham By-pass alignment from its intersection with 9th Line realignment to existing 9th line alignment north of the CNR crossing from “Regional Arterial Road- Proposed” to “Regional Arterial Road- Existing” and

By deletion of the existing 9th line alignment from its intersection with the 9th line realignment south of 407 to the intersection with the Markham By-pass alignment north of the CNR as a “Regional Arterial Road- Existing”
- j) By designation of Warden Avenue between Ravenshoe Road and Baseline Road as a “Regional Arterial Road- Existing”
- k) By designation of the 2nd Concession between Green Lane and Queensville Sideroad as a “Regional Arterial Road- Existing”
- l) By redesignation of the proposed Markham By-pass alignment from north of its intersection with 9th Line realignment to Highway 407 and south of the existing 9th line alignment north of the CNR crossing to Steeles Avenue as “Other Arterial Roads” with a Planned Basic Road Width of “up to 36 metres - Alignment not defined”

13. That Map 10 – Conceptual Transit Network is hereby amended as follows as shown on the attached excerpt from Map 10:

- a) By designation of the Go Station at Rutherford Road and the CNR line in the City of Vaughan as “Existing GO Stations” and redesignation of the Go Stations at Highway 48 north of 16th Avenue (Mt Joy Station) and Bullock Drive east of McCowan Road (Centennial Station) in the Town of Markham as “Existing Go Stations” and

By designation of a “Proposed Go Stations” on the Bradford Go train line north of Highway 7.

14. That Map 11- Oak Ridges Moraine Conservation Plan Land Use Designations is hereby amended as shown on the excerpt from Map 11:

- a) By redesignation of the lands in the Town of Richmond Hill, outlined and hatched red from “Natural Linkage Area” to “Countryside Area” in accordance with the approved designation in the Oak Ridges Moraine Conservation Plan and approved Amendment 218 to the Town of Richmond Hill Official Plan
- b) By designation of the lands in the Town of Richmond Hill outlined and hatched in Orange on the attached excerpt from Map 11 to the Regional Official Plan to “Countryside Area” in accordance with the approved Oak Ridges Moraine Conservation Plan and approved Amendment 218 to the Town of Richmond Hill Official Plan.