

Modifications to Official Plan Amendment No. 122

1. That all reference to “the Region of York” be changed to “*York Region*” or “*the Region*” throughout the document.
2. That the planning period in Section 1.4 be changed to “*2004 to 2026*”.
3. That the anticipated population at the end of the planning period in Subsection 1.5.1 be revised to “*9,200*” from 8,400.
4. That the Vision Statement in Section 2.2 include the following new Subclause (v):
“strive to be a sustainable, safe, diverse, compact and transit-supportive community”.
5. That the words “*and transit facilities*” be added to the end of Subclause 3.2(i)(c)
6. That the following new Subclause (iii) be added to the end of Subsection 3.6.3.2:
“(iii) are located in close proximity to public transit, where possible.”
7. That following text be inserted between the second and third sentences of Subsection 3.7.3(i):
“Elementary school sites should be located such that they are central to the community to be better served by transit and school buses.”
8. That the maximum permitted density of the Low Density Residential designation listed in subsection 3.9.3(iii) be changed to 12-20 units per gross hectare.
9. That the text of Subsection 3.10.1 be deleted and replaced with the following:
“The Medium Density Residential Area designation on Schedule A permits medium density residential development at a density of 30 to 40 units per gross hectare. The purpose of the designation is to recognize the potential for higher intensity residential development in the areas west of Leslie Street, and to ensure that such development is generally compatible with the existing character of the Sharon Community. Medium density residential development should be located in appropriate areas but remain small scale to allow for its integration with low density forms of development.”
10. That the words “*single detached*” be deleted from Subsection 3.10.2(i).
11. That the words “and buildings set back from the street” be deleted from the end of Subclause 5.2.4.2(ii).
12. That the words “*in accordance with Section 6.4 of this Plan*” be added to Subsection 5.2.6.2(i) after the words “on Leslie St.” and that Subclause 5.2.6.2(i)(b) be deleted and replaced with the following wording:

- “b) *improved design of the pedestrian areas with respect to matters such as pavement width, surface materials, lighting, seating, landscaping and other street furniture; and,*”

13. That Section 5.6 be revised as follows:

- a) the following wording be added to the end of 5.6(i):

“Where appropriate, new tree plantings will be of a species native to the area.”

- b) that the text of Subclause 5.6(ii) be deleted and replaced with the following:

“In all public works, no trees may be destroyed unnecessarily and trees that must be destroyed to implement the works shall be replaced by other trees sufficient in number, and of a species native to the area, to enhance the appearance of the works at the time they are completed.”

- c) that the text of Subclause 5.6(iii) be deleted and replaced with the following:

“When considering applications for development, the Town shall request that the applicant enter into an agreement whereby only such trees that directly impede the construction of buildings and services may be destroyed and that the applicant shall replace them, in reasonable amount, by trees of a species native to the area and of sufficient maturity to enhance the appearance of the development at the time it is completed. Where appropriate, tree protection measures shall be used to protect those trees to be maintained from the indirect impacts of construction activities. In addition, the Town may require significant forested areas to be placed in a separate block and zoned in an open space category to ensure the long term preservation and management of the stand. The Town shall, wherever possible, encourage these lands to be brought into public ownership.”

14. That the word “shall” in Subsection 6.2(vii) be replaced with “should”.

15. That the following new Subclauses be added to the end of Subsection 6.2:

- “(xiii) *Arterial and collector roads are to be designed to accommodate transit vehicles to the satisfaction of the Town and York Region Transit. The minimum pavement width for transit vehicles shall be 3.5 m and the minimum curb radius for transit vehicles shall be 15 m.*

and,

- (xiv) *Any new traffic calming measures proposed for existing or planned transit routes shall be designed and constructed in such a way, and in consultation with York Region Transit, that properly considers the negotiation of transit vehicles.”*

16. That the words “from Davis Drive in Newmarket” be deleted from the end of the first sentence of Subsection 6.3.2(i) and replaced with “from Green Lane East”.
17. That the words “*the boundaries of*” be deleted where it repeats in the last sentence of Subsection 6.3.3(i).
18. That the following text be added to the end of Subclause 6.3.3(iii):

“Final determination of the right-of-way and alignment will be part of an environmental assessment process, as required. Such review may also include the determination of the need and location for additional east-west collector road(s)”.

19. That Section 6.4 be deleted and replaced with the following:

“6.4 LESLIE STREET

Leslie Street serves as the “main street” of the Community of Sharon. The design of this road is critical as it serves as a focal point for the community, and it is the intent of Council to recognize and maintain the character and function of the Heritage Policy District area. As such, Council has maintained that there should only be two lanes of through traffic with a possible provision of a centre turning lane at specific locations and intersections within the existing Leslie Street road allowance. Any changes to the design of the actual roadway must only be made after careful assessment and study.

Notwithstanding the typical requirements for an arterial road, no major right-of-way widening is intended for Leslie Street, specifically through the Heritage Policy District area except as required to provide for left hand turning lanes and related improvements at certain locations.

Changes to the Leslie Street roadway shall only be permitted if justified through an Environmental Assessment process. Any changes shall be in keeping with Council’s position that there shall only be two lanes of through traffic and that any change would relate only to turning movements at intersections.

Changes to Leslie Street through the Heritage Policy District shall only be permitted after improvements have been made to the 2nd Concession Road and the north-south collector road has been built. This will facilitate a thorough review of the broader transportation needs to determine necessary improvements to Leslie Street while minimizing the impacts of such improvements on the Heritage Policy District area and the existing community.

As part of this process, the Town shall work with the Region to redesign Leslie Street while maintaining the principles of the Urban Design Concepts of this Community Plan, the Regional Streetscape Policy and the Regional Streets: Standards of Rights-of-Way and Boulevards publications. Such redesign shall also be in a manner which promotes traffic

calming, improves the amenity of the area for pedestrians and minimizes impacts on the existing right-of-way.”

20. That the text of Subsection 6.7 be deleted and replaced with the following text:

- “(i) The Community of Sharon shall be planned to accommodate public transit services. The Town will work with York Region Transit to maintain and enhance transit services within Sharon and provide interconnections within the Community and between the Community and the other urban areas of the Town and Region. Road designs will accommodate the provision of transit service.*
- (ii) Key transit corridors, such as Leslie Street, should accommodate intensified and transit supportive forms and densities of development. On-street parking is not to interfere with transit services and stop locations.*
- (iii) Transit routes shall be located so that all residents, employment areas, secondary and elementary schools, shopping areas and public facilities are generally located within a walking distance of no more than 500 metres of a transit stop.*
- (iv) Sidewalks shall be located on both sides of the streets that accommodate transit routes. Transit stops and shelters are to be incorporated into public sidewalks with walkway connections to adjacent buildings and streets, where possible.*
- (v) Transit stops will be generally placed at most intersections, passenger generators and transfer points and not be less than 200 metres apart.*
- (vi) To accommodate residential growth within the Community, a new local transit route will be established with service potentially being provided on Leslie Street and the new north-south mid-block collector road.”*

21. That the following wording be added as a new Subsection 7.7.4:

“Notwithstanding Section 7.4, prior to the approval of new development, a Pre-paid Development Charge Credit Agreement shall be executed between the Region and developer(s) and, if determined by Town Council, the Town shall also be a party to such agreement. The Agreement will address all costs for sewer, water and road infrastructure improvements.”

22. That clause (vi) to Subsection 7.2.1 be deleted and replaced with the following:

“(vi) Transportation facilities, including consideration of:

- a) the existing traffic volumes and capacities of Leslie Street, Second Concession and Woodbine Avenue;*
- b) traffic volumes generated by the proposed development;*
- c) traffic volumes projected from development in the Queensville Community;*

- d) *a phasing plan identifying the timing of improvements as triggers for the respective phases of development in Sharon including consideration of the timing of the north-south collector road from Green Lane to Doane Road and the extension of Highway 404; and,*
- e) *transportation improvements needed to support specified population thresholds to allow development to occur in phases.*

Should the transportation study propose transportation improvement options that would support new growth, the study should indicate how and when these options can be implemented.”

23. That the following text be added as new clause (iv) to Subsection 8.4:

“(iv) Transportation Study

As outlined in Section 7.2.1(vi), an analysis of existing and required transportation facilities shall be prepared.”

24. That text of Subsection 10.1.6 be deleted and replaced with the following:

“a) It is the general intent of this Community Plan that an amendment shall only be required when a principle or policy is added to, deleted from, or significantly altered in the text or on the schedules. Technical or housekeeping amendments to this Plan can be undertaken without amendment such as, but not necessarily limited to, the following:

- (i) to change the numbers of sections or the order of sections in the Plan, without adding or deleting sections,*
- (ii) to consolidate approved Plan amendments in a new document without altering any approved policies or maps,*
- (iii) to correct grammatical or typographical errors which do not affect the intent or purpose of policies, regulations or maps,*
- (iv) to re-illustrate maps for the purposes of clarity that would serve to aid understanding, without affecting the intent or purpose of the policies, regulations or maps,*
- (v) to change reference to legislation or to changes where such legislation has changed,*
- (vi) to add base information to maps to show existing and approved infrastructure, and*
- (vii) to alter language or punctuation to obtain a uniform mode of expression throughout the Plan.”*

25. All references to the “Heritage District” throughout the document and on Schedule A be amended to read “*Heritage Policy District*”.

26. Revise Table 1: Function of Major Road Facilities as follows:

TABLE 1 FUNCTION OF MAJOR ROAD FACILITIES		
ROAD CLASSIFICATION	FUNCTION	DESIGN REQUIREMENTS
Provincial Freeways	• Serve inter-regional travel demands including movement of heavy trucks	• Full access control • Minimum 4 travel lanes
Provincial Highways and Major Arterial Roads	• Serve inter-regional and inter-municipal car and truck traffic	• High degree of access control, with direct access from abutting properties discouraged • Maximum 6 travel lanes • Right-of-way width up to 36 metres • Pavement width up to 22 metres excluding turning lane requirements • Sight triangles 30 metres x 30 metres at intersections with highways and other arterials and 15 metres x 15 metres at all other roads
Collector Roads	• Serves local travel demands • Connects arterial and local roads	• Some degree of access control, with direct access from abutting properties discouraged • Maximum 4 travel lanes • Right-of-way width up to 26 metres • Pavement width maximum 12-14 metres to accommodate transit and bicycle use. • Sight triangles 15 metres x 15 metres at intersections with arterials, and 10 metres x 10 metres at intersections with collectors

Local Roads / Scenic Roads / Lanes	• Serves residential neighbourhood and employment area travel demands • Connects individual properties to collector and arterial roads • Scenic roads also connect Arterial and Local roads and provide access to major community focal points, while being designed to maximize “traffic calming”	• No access control • Maximum 2 travel lanes • Right-of-way width 20 metres, however, reduced standards may be established for individual development applications having regard for the need for sidewalks, bicycle lanes, underground utilities, etc. • Pavement width max. 10 metres • Sight triangles at intersections with collectors and other local streets 5 metres x 5 metres
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27. Revise Schedule A to:

- change the name of the “Heritage District Area” land use category to “Heritage Policy District Area”.
- delete the MDR overlay designation and replace it with a “Medium Density Residential” designation.

28. Revise Schedule B to:

- change the land use in the eastern portion of the Plan to reflect a missing designation of “Supporting Area”