

Proposed ROP Modifications by Regional Staff:

Mod #	Page #	Chapter	Policy Number	Existing Policy	Modification proposed and/or action recommended with reasons
1.	7	2	Chapter 2 Preamble	First Sentence: York Region is rich in natural features, from the shores of Lake Simcoe to the major valleys of the Humber, Don, Rouge, Black, Holland and Maskinonge rivers, to the extensive woodlands, the rich, productive soils of the Holland marsh and the rolling hills of the Oak Ridges Moraine.	Preamble is modified to replace agricultural features with natural heritage features. Policy now reads: York Region is rich in natural features, from the shores of Lake Simcoe to the major valleys of the Humber, Don, Rouge, Black, Holland and Maskinonge rivers, to the extensive woodlands, the rich, productive soils of the Holland marsh, <u>wetlands,</u> and the rolling hills of the Oak Ridges Moraine.
2.	9	2	2.1.12	That notwithstanding policy 2.1.11, within the Regional Greenlands System in <i>new community areas</i> , non-motorized trails, community gardens, passive recreational uses, and new infrastructure required to service the community including stormwater management systems/facilities, water and wastewater systems, and streets shall be permitted within the Regional Greenlands System subject to the policies of the Greenbelt Plan, and that no other practical location exists for this infrastructure.	Recommended change for clarity and to reduce redundancy. Policy now reads: That notwithstanding policy 2.1.11, within the Regional Greenlands System in <i>new community areas</i> , non-motorized trails, community gardens, passive recreational uses, and new infrastructure required to service the community including stormwater management systems/facilities, water and wastewater systems, and streets shall be permitted within the Regional Greenlands System subject to the policies of the Greenbelt Plan, and that <u>if</u> no other practical location exists for this infrastructure.
3.	9	2	2.1.13	To require a Regional Greenlands System Plan as a component of secondary plans within new community areas that is consistent with policy 5.6.14 of this Plan.	Policy modified to remove "Regional" from Greenlands System plan.
4.	14	2	2.2 "Oak Ridges Moraine, Greenbelt, and Lake Simcoe Watershed Features" Preamble	First Sentence: The Province has established specific policies for the protection of <i>key natural heritage features</i> and <i>key hydrologic features</i> in the Oak Ridges Moraine Conservation Plan, the Greenbelt Plan, and the Lake Simcoe Protection Plan	Punctuation (period) is added to the end of the sentence.
5.	17	2	2.2.31	That within the Oak Ridges Moraine and the Natural Heritage System of the Protected Countryside of the Greenbelt, notwithstanding policy 2.2.4, and 2.2.30 of this Plan, <i>development</i> and <i>site alteration</i> is not permitted within the habitat of endangered, threatened, or special concern species as identified on the Species at Risk in Ontario List.	Add "and Provincially rare species on the Oak Ridges Moraine." to the end of the policy to ensure consistency with the Oak Ridges Moraine Conservation Plan.

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6.	19-20	2	2.2.39.d(i)	is within 100 metres of another <i>key natural heritage feature</i> or <i>key hydrologic feature</i> or,	Redundant wording, key hydrologic feature is covered in policy 2.2.39c. Delete "key hydrologic feature".
7.	23	2	2.3.5	That notwithstanding policy 2.3.4, an application for major development within a significant groundwater recharge area shall be accompanied by an environmental impact study that demonstrates that the quality and quantity of groundwater recharge areas will be protected and enhanced.	The term "significant groundwater recharge area" is italicized, as it is defined.
8.	30	3	3.2 Sidebar	"Health and Economic Impacts of Air Pollution" Sidebar	Incorrect spelling in title "Econocmic" changed to "Economic"
9.	31	3	3.2.3	To reduce vehicle emissions by ensuring that communities are designed to prioritize pedestrians and cyclists, reduce single occupancy automobile use, and support public transit and transportation demand management initiatives.	The term "transportation demand management" is capitalized in the policy.
10.	31	3	3.2.9	To work with other levels of government, agencies, and stakeholders to identify the links between climate change, community planning and public health.	Duplicate policy to 3.2.10; delete policy in its entirety. Existing policies 3.2.10 through 3.2.15 now renumbered as 3.2.9 through 3.2.14.
11.	32	3	3.3.4	To encourage the co-location or campusing of human services with other uses such as recreational, public buildings and arts and cultures facilities.	Modified to correct typographical error. Second last word ("cultures") should be "cultural".
12.	34	3	3.4.11	Last sentence of the policy: ... In situations where archaeological resources are to be preserved on site, the Region in consultation with local municipalities shall consider regulatory tools such as zoning restrictions and heritage easements.	For spelling consistency replace "on site" with "on-site".
13.	42	4	4.3.1	That the employment forecasts in Table 1 of this Plan and the Region's land budget, which form part of the municipal comprehensive review, be used as the basis for planning for employment lands.	Modified to include "Regional" in front of "municipal comprehensive review" for clarity. To ensure that comprehensive reviews are undertaken at a Regional level. Policy now reads: That the employment forecasts in Table 1 of this Plan and the Region's land budget, which form part of the <u>Regional</u> municipal comprehensive review, be used as the basis for planning for employment lands.

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14.	42	4	(new) 4.3.2		To strengthen the strategic value of employment lands from a regional perspective, new policy 4.3.2 was inserted. This policy reads: To recognize that employment lands are strategic and vital to the Regional economy and are major drivers of economic activity in the Region.
15.	42	4	(new) 4.3.3		To enforce that the Region has an interest in maintaining employment lands for employment lands, new policy 4.3.3 was inserted. This policy reads: To protect, maintain and enhance the long term viability of all employment lands for employment land uses.
16.	42	4	4.3.3 (re-numbered as 4.3.4)	To require local municipalities to designate and protect employment lands in local municipal official plans.	Policy re-numbered for proper logical sequencing.
17.	42	4	4.3.2 (re-numbered as 4.3.5)	To protect all employment lands identified in local municipal official plans. These lands are strategic and vital to the Regional economy and are to be protected for employment land uses.	Policy was modified to protect <i>designated</i> employment land, and re-numbered for proper logical sequencing.
18.	42	4	4.3.4 (re-numbered as 4.3.6)	To protect strategic employment lands, as identified in Figure 2, including lands beyond the planning horizon of this Plan. Strategic employment lands are identified based on their proximity to existing or planned 400-series highways. Strategic employment lands should be identified and protected in local municipal official plans.	Policy was modified to provide more clarity for lands identified on Figure 2. Policy now reads: To protect strategic employment lands, <u>including lands</u> as identified in Figure 2, including lands beyond the planning horizon of this Plan. Strategic employment <u>These</u> lands are identified based on their proximity to existing or planned 400-series highways. Strategic employment lands <u>and</u> should be identified and protected in local municipal official plans.
19.	42	4	4.3.5 (re-numbered as 4.3.7)	To require local municipalities to give priority to strategic employment lands when considering additional employment land designations.	Policy was modified to provide more clarity for lands identified on Figure 2. Policy now reads: To require local municipalities to give priority to <u>the</u> strategic employment lands <u>identified in Figure 2</u> when considering additional employment land designations.
20.	43	4	4.3.8	That the conversion of employment lands within Regional Centres and <i>key development areas</i> along Regional Corridors do not require a municipal comprehensive review for mixed-use development that supports the policies contained in Section 5.4 of this Plan.	Delete policy and re-numbering subsequent policies in section accordingly. Policy deleted to address concerns by local municipalities with respect to conversions in Regional Centres and Corridors.

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21.	43	4	4.3.12 (re-numbered as 4.3.13)	That local municipalities include official plan and secondary plan policies and zoning provisions to exclude land uses other than employment and <i>ancillary uses</i> on Local Corridors and other major streets within and/or adjacent to employment lands.	Policy modified to provide clarity to address local municipal submissions. Policy now reads: That local municipalities include official plan and secondary plan policies and zoning provisions to exclude land uses other than employment and <i>ancillary uses</i> on Local Corridors and other major streets within and/or adjacent to employment lands <u>and to the centreline of streets adjacent to employment lands.</u>
22.	43	4	4.3.14 (re-numbered as 4.3.15)	That development on fully serviced employment lands be compact and achieve an average minimum density of 40 jobs per hectare in the <i>developable area</i> . This target is expected to be higher for lands within or adjacent to centres and corridors.	Policy modified for clarification. Densities within Regional Centres and Corridors are addressed within Section 5.4 of the Plan. Policy now reads: That development on fully serviced employment lands be compact and achieve an average minimum density of 40 jobs per hectare in the <i>developable area</i> . This target is expected to be higher for lands within or adjacent to centres and corridors.
23.	44	4	4.3.21	That the Strategic Employment land Symbol associated with the North leslie Secondary Plan Area, shown on Figure 2 is subject to an Ontario Municipal Board hearing which will determine the detailed land use designations at the local municipal level. When the Ontario Municipal Board decision and order are issued, Figure 2 will be revised accordingly.	Delete Policy in its entirety.
24.	50	5	5.1.12	That expansions of the Urban Area, identified on Map 1, shall only be initiated by the Region, in consultation with local municipalities, as part of a municipal comprehensive review that is consistent with the policies of the Places to Grow: Growth Plan for the Greater Golden Horseshoe and the following:	Wording Changed to ensure that it is clear that this policy applies only to post ROPA 1, 2, and 3 urban boundary modifications. Policy now reads: That expansions of the Urban Area, identified on Map 1 <u>subsequent to ROPA 1, 2 and 3</u> , shall only be initiated by the Region, in consultation with local municipalities, as part of a municipal comprehensive review that is consistent with the policies of the Places to Grow: Growth Plan for the Greater Golden Horseshoe and the following:
25.	53	5	5.2.15	That approved secondary plans within the <i>designated greenfield area</i> that are not completely built should be re-examined to determine if 50 residents and jobs per hectare in the <i>developable area</i> can be achieved.	Policy reworded for clarity. Policy now reads: <u>To encourage the re-examination of</u> That approved secondary plans within the <i>designated greenfield area</i> that are not completely built should be re-examined to determine if 50 residents and jobs per hectare in the <i>developable</i>

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					area can be achieved.
26.	53	5	5.2.19	That the policies of this Plan are supported by the Guidelines for Community Development in York Region. New <i>development</i> shall meet all required items, and be encouraged to achieve all optional items. The guideline document shall be amended from time to time without amendment to this Plan.	Delete last sentence in policy to avoid unnecessary concern and confusion with respect to the guidelines. Remove italics from " <i>development</i> ".
27.	57	5	5.3.4	That the distance to a transit stop be generally no more than 500 metres (a 5-to-10-minute walk) for 90% of the residents and no more than 200 metres for 50% of residents.	To provide consistent wording, with policy 7.2.25.a, the policy is modified as follows: That the distance to a transit stop <u>in the Urban Area is within</u> be generally no more than 500 metres (a 5-to-10-minute walk) for 90% of the residents and no more than 200 metres for 50% of residents.
28.	58	5	5.3.14	That intensification areas by planned to avoid special policy areas unless there exists no other alternatives outside of the floodplain.	Entire policy is deleted and replaced with the following: That floodplain <i>special policy area</i> should not be planned for intensification beyond the level of development that is currently provided for in the local municipal official plan, unless no other alternatives exist outside the floodplain and modifications to the <i>special policy area</i> have been comprehensively assessed by the municipality in accordance with Provincial criteria and procedures and approved by the Province. Any new <i>special policy area</i> or modifications to the policies or boundaries of an existing <i>special policy area</i> requires approval by the Province.
29.	63-64	5	5.4.26	To work with local municipalities in the area of parking management, for the long term establishment of the following within the Regional Centres: a. a system of municipal parking authorities to develop and/or operate shared public parking facilities; b. cash-in-lieu-of-parking policies; and, c. the planning for parking in structured or underground facilities in the final phasing of all site <i>development</i> .	Policy modified for clarify. The policy now reads as: To work with local municipalities in the area of parking management, for the long term establishment of the following within the Regional Centres: a. a system of municipal parking authorities to develop and/or operate shared public parking facilities; b. cash-in-lieu-of-parking policies; and, c. the planning for parking in structured or underground facilities in-by the final phasing of all site <i>development</i> .
30.	68	5	5.6.1	That local municipalities, in consultation with York Region, prepare a comprehensive secondary plan for <i>new community areas</i> that meets or exceeds the policies of this section of this Plan. The	To clarify, the policy will be re-worded as follows: That local municipalities, in consultation with York Region, prepare a

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				secondary plan preparation should include an innovative approach that involves a multidisciplinary team assembled by the local municipality in order to ensure an integrated and sustainable approach to the planning, design and approval of the secondary plan.	comprehensive secondary plans for <i>new community areas</i> that meets or exceeds the policies of this section of this Plan. The secondary plan preparation should include an innovative approach that involves a multidisciplinary team assembled by the local municipality in order to ensure an integrated and sustainable approach to the planning, design and approval of the secondary plan.
31.	68	5	5.6.2	That <i>new community areas</i> within each local municipality shall be planned in a comprehensive and co-ordinated manner.	To clarify, the policy will be re-worded as follows: That <u>each</u> <i>new community areas</i> within each local municipality shall be planned in a comprehensive and co-ordinated manner.
32.	69	5	5.6.12 d	the distance from a transit stop is generally no more than 500 metres for 90% of the population, and no more than 200 metres for 50% of the population;	To provide consistent wording with policy 7.2.25.a, 5.6.12.d has been modified as follows: d) the distance from to a transit stop <u>in the Urban Area</u> is generally no more than within 500 metres for of 90% of the population residents , and no more than within 200 metres for of 50% of the population residents ;
33.	70	5	5.6.14	That a Regional Greenlands System Plan shall be prepared that:	Removed "Regional" from Greenlands System Plan to reflect changes made to 2.1.13.
34.	75	6	6.1 Preamble	First sentence: The Greenbelt Plan, including lands within the Oak Ridges Moraine, provides limits to urban expansion in the Region and compliments Places to Grow: The Growth Plan for the Greater Golden Horseshoe.	Corrected typo. "compliments" replaced with "complements".
35.	76	6	6.1.4	That refinements to either the Agricultural Area or Rural Area designations found in the Greenbelt and shown on Map 8, are not permitted unless undertaken through a municipal comprehensive review or the provincial review of the Greenbelt Plan in 2015.	Modified to include "Regional" in front of "municipal comprehensive review" for clarity. To ensure that comprehensive reviews are undertaken at a Regional level. Policy now reads: That refinements to either the Agricultural Area or Rural Area designations found in the Greenbelt and shown on Map 8, are not permitted unless undertaken through a <u>Regional</u> municipal comprehensive review or the provincial review of the Greenbelt Plan in 2015.
36.	76	6	6.1.6	That new multiple units or multiple lots, as defined in the Greenbelt Plan, for residential dwellings, such as estate residential developments, adult lifestyle, and retirement communities are	Text added to the end of the policy as follows: That new multiple units or multiple lots, as defined in the Greenbelt Plan, for residential dwellings, such as estate residential developments, adult lifestyle,

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				prohibited, except in the Serviced Lakeshore Residential Area in the Town of Georgina.	and retirement communities are prohibited, except in the Serviced Lakeshore Residential Area in the Town of Georgina <u>existing at the date of approval of this Plan.</u>
37.	76	6	6.1.8	That where there is a conflict between policies of this Plan, local official plans and the Greenbelt Plan, the more restrictive policy shall apply, except in the case of agriculture, mineral aggregate and wayside pits, where this Plan and local official plans cannot be more restrictive than the Greenbelt Plan.	To ensure consistency with the Greenbelt Plan, the policy is amended as follows: That where there is a conflict between policies of this Plan, local official plans and the Greenbelt Plan, the more restrictive policy shall apply, <u>with the exception of lot creation policies as set out in the Greenbelt Plan. Local official plans and zoning bylaws shall not be more restrictive as they apply to agricultural uses and mineral aggregate resources.</u> except in the case of agriculture, mineral aggregate and wayside pits, where this Plan and local official plans cannot be more restrictive than the Greenbelt Plan.
38.	77	6	6.1.10	That within the Town of Richmond Hill, the Greenbelt Plan policies apply only to those lands within major river valleys and as defined by provincial regulations. Local municipal land use designations and special provisions within these portions of the Greenbelt Plan have been identified through the approval of the North Leslie Secondary Plan by the Ontario Municipal Board in 2006 and 2009/2010.	To ensure the policy is consistent with the dates that decisions were issued on the North Leslie Secondary Plan: That within the Town of Richmond Hill, the Greenbelt Plan policies apply only to those lands within major river valleys and as defined by provincial regulations. Local municipal land use designations and special provisions within these portions of the Greenbelt Plan have been identified through the approval of the North Leslie Secondary Plan by the Ontario Municipal Board in 2006 and 2009/2010 .
39.	77		6.1.12	That the Vandorf-Preston Lake Community Plan is subject to Section 3.4.4 of the Greenbelt Plan and Policy 5.6.31	The Vandorf-Preston Lake Community Plan (OPA 120), initiated in 2000 by the municipality, was approved by Region on March 25, 2010. The plan meets the requirements of Section 3.4.4 of the Greenbelt Plan. There were no appeals of the Region's decision. The Policy is therefore redundant and will be deleted by the Region. Town of Whitchurch-Stouffville concurs.
40.	79	6	6.2.12	That applications in the Natural Core and/or Natural Linkage Areas that were commenced and decided before November 17, 2001 as defined in the Oak Ridges Moraine Conservation Act, 2001 are not subject to the provisions of the Oak Ridges Moraine Conservation Plan provided that the use, building or structure for which the application was intended is legally existing as of March 27, 2003.	For clarification, the policy is being re-worded as follows: That applications in the Natural Core and/or Natural Linkage Areas that were commenced and decided before November 17, 2001 as defined in the Oak Ridges Moraine Conservation Act, 2001 are not subject to the provisions of the Oak Ridges Moraine Conservation Plan provided that the use, building or structure for which the application was intended <u>is was</u> legally existing <u>at that time as of March 27, 2003.</u>

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41.	79, 124	6	6.2.13	That notwithstanding policies 6.2.9, 6.2.10 and 6.2.11, where a planning application is submitted after November 17, 2001 as a direct result of a condition attached to a provisional consent, a draft plan of subdivision or a draft plan of condominium, the application shall be completed under the same system in effect as the original approval in accordance with the Further Approvals provisions of the Oak Ridges Moraine Conservation Act, 2001. In addition, any development permission established by such a further approval may be recognized in the local municipal official plan and zoning by-law.	Policy is modified by adding “as amended” after Oak Ridges Moraine Conservation Act, 2001, and the policy is deleted from this section and moved to Section 8.4 as the new policy 8.4.22. Subsequent policies in section 6.2 are re-numbered accordingly. The policy now reads: That notwithstanding policies 6.2.9, 6.2.10 and 6.2.11, where a planning application is submitted after November 17, 2001 as a direct result of a condition attached to a provisional consent, a draft plan of subdivision or a draft plan of condominium, the application shall be completed under the same system in effect as the original approval in accordance with the Further Approvals provisions of the Oak Ridges Moraine Conservation Act, 2001, <u>as amended</u> . In addition, any development permission established by such a further approval may be recognized in the local municipal official plan and zoning by-law.
42.	79-80	6	6.2.14 (re-numbered as 6.2.13)	That estate residential developments, adult lifestyle and retirement communities created by plans of subdivision or condominium are prohibited in the Natural Core, Natural Linkage and Countryside designations of the Oak Ridges Moraine unless all required applications meet the transitional provisions of the Oak Ridges Moraine Conservation Act, 2001.	Policy is modified by adding “as amended” after Oak Ridges Moraine Conservation Act, 2001. The policy now reads: That estate residential developments, adult lifestyle and retirement communities created by plans of subdivision or condominium are prohibited in the Natural Core, Natural Linkage and Countryside designations of the Oak Ridges Moraine unless all required applications meet the transitional provisions of the Oak Ridges Moraine Conservation Act, 2001, <u>as amended</u> .
43.	81	6	6.3.3	That non-agricultural uses are prohibited within the Agricultural Area and Holland Marsh Specialty Crop Area.	The entire policy is deleted and replaced with the following: That uses not related to Agriculture are prohibited within the Agricultural Area and Holland Marsh Area.
44.	81	6	6.3.4	That outside of the Greenbelt Plan and the Oak Ridges Moraine Conservation Plan, refinements to either the Agricultural Area or the Rural Area, shown on Map 8, are not permitted unless undertaken through a municipal comprehensive review.	Modified to include “Regional” in front of “municipal comprehensive review” for clarity. To ensure that comprehensive reviews are undertaken at a Regional level. Policy now reads: That outside of the Greenbelt Plan and the Oak Ridges Moraine Conservation Plan, refinements to either the Agricultural Area or the Rural Area, shown on Map 8, are not permitted unless undertaken through a <u>Regional</u> municipal comprehensive review.
45.	82	6	6.3.11	That within the Agricultural Area in those portions of Markham,	The policy be modified by the addition of the Township of King. The policy

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				Vaughan and East Gwillimbury not within the Oak Ridges Moraine or Greenbelt, <i>normal farm practices</i> and a full range of <i>agricultural uses, agriculture-related uses</i> and <i>secondary agricultural uses</i> shall be permitted and encouraged.	now reads: That within the Agricultural Area in those portions of Markham, Vaughan, and East Gwillimbury and King not within the Oak Ridges Moraine or Greenbelt, <i>normal farm practices</i> and a full range of <i>agricultural uses, agriculture-related uses</i> and <i>secondary agricultural uses</i> shall be permitted and encouraged.
46.	89	6	6.5.17	To protect petroleum resources for long term use. Exploration and production of petroleum resources is a permitted activity in all land use designations except the Urban Area, Towns and Villages, the Natural Core Area of the Oak Ridges Moraine Conservation Plan, <i>wetlands</i> , and <i>significant habitat of endangered and threatened species</i> .	Policy modified to add the term “evaluated” in front of “wetlands” to ensure that the policy applies only to evaluated wetlands. The policy now reads: To protect petroleum resources for long term use. Exploration and production of petroleum resources is a permitted activity in all land use designations except the Urban Area, Towns and Villages, the Natural Core Area of the Oak Ridges Moraine Conservation Plan, <u>evaluated wetlands</u> , and <i>significant habitat of endangered and threatened species</i> .
47.	91	7	Chapter 7 Preamble	Second sentence: Services include transit, streets, water, wastewater, waste management, energy, rail, airport, utilities, and communications operated by a variety of public and private sector agencies.	To fix typing error, “s” is added to end of “airport” in second sentence of the preamble.
48.	91	7	7.1 Preamble	Last sentence: The policies of this Plan create an environment that supports conservation as a comfortable cost-effective and convenient alternative to traditional consumptive lifestyles.	To fix typing error, “,” is added after “comfortable” in the last sentence.
49.	91-92	7	7.1 “Trip Reduction” Preamble	Second sentence & Last sentence: At the forefront of this approach is a comprehensive transportation demand management program that promotes walking, cycling, transit use and a per capita reduction in trips taken. Changes to the transportation system, land use planning, and transportation demand management policies and programs will help create an environment where walking, cycling and transit are comfortable and convenient ways to reach employment, recreation and cultural destinations in York Region and across the Greater Toronto and Hamilton Area.	The term “transportation demand management” is capitalized in its two instances in the preamble.
50.	92	7	7.1.1	To require that appropriate transportation demand management measures to reduce single occupancy automobile trips are identified in transportation studies and in <i>development</i>	The term “transportation demand management” is capitalized in the policy.

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				applications.	
51.	92	7	7.1.9	To require that new institutional, commercial and industrial <i>development</i> applications include a transit demand strategy that consider preferential carpool parking, bicycle facilities, employee transit passes, and alternative work arrangements.	To provide clarification and proper nomenclature, policy 7.1.9 is revised to read as follows: To require that new institutional, commercial and industrial <i>development</i> applications include a transit demand <u>Transportation Demand Management</u> strategy that considers preferential carpool parking, bicycle facilities, employee transit passes, and alternative work arrangements.
52.	92	7	7.1.10	To work with institutional, commercial and industrial employers to undertake transit demand strategies to encourage preferential carpool parking, bicycle facilities, employee transit passes, and alternative work arrangements.	To provide clarification and proper nomenclature, policy 7.1.10 is revised to read as follows: To work with institutional, commercial and industrial employers to undertake transit demand <u>Transportation Demand Management</u> strategies to encourage preferential carpool parking, bicycle facilities, employee transit passes, and alternative work arrangements.
53.	93	7	7.1.11	To require local municipalities to adopt land use and site design policies that promote alternative modes of transportation, including walking, cycling, transit, and carpooling.	For clarification, policy has been reworded to read as follows: To require local municipalities to adopt land use and site design policies that promote alternative-sustainable modes of transportation, including walking, cycling, transit, and carpooling.
54.	93	7	7.1.16	To develop a discounted university and college transit pass program with educational institutions.	For clarification, to reflect direction of the partnership, policy has been reworded to read as follows: To develop a discounted university and college transit pass program <u>in partnership</u> with educational institutions.
55.	93	7	7.1.18	To explore and leverage opportunities for funding from the Province and Federal government, as well as from other funding sources, for transportation demand management measures and programs.	The term “transportation demand management” is capitalized in the policy.
56.	95	7	7.2 “Transit” Preamble	First sentence: An expanded, well-integrated public transit system is required,	For clarification, the first sentence is modified to read as follows:

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				both to reduce vehicular traffic and to provide access to jobs and services.	An expanded, well-integrated-comprehensive and inter-connected public transit system is required, both to reduce vehicular traffic and to provide access to jobs and services.
57.	96	7	7.2 "Transit" Preamble	Second paragraph, second sentence: This system complements a comprehensive pedestrian and cycling network, expanded Metrolinx rail and bus service, an aggressive transportation demand management program and the development of transit-supportive complete communities.	The term "transportation demand management" is capitalized in the preamble.
58.	96	7	7.2.24	To provide preferential treatment for transit vehicles on Regional streets, including the construction of <i>high-occupancy vehicle lanes</i> , dedicated transit lanes, transit signal priority and other transit priority measures.	Policy modified to reference the Regional Transit Priority Network on Map 11 for clarity purposes. Policy now reads: To provide preferential treatment for transit vehicles on Regional streets <u>designated as Regional Transit Priority Network on Map 11</u> , including the construction of <i>high-occupancy vehicle lanes</i> , dedicated transit lanes, transit signal priority and other transit priority measures
59.	96	7	7.2.25.a	minimizing walking distance to planned and existing transit stops through measures such as the provision of walkways, sidewalks and more direct street patterns. The Region will plan to provide transit service so that the distance to a transit stop is within 500 metres of 90% of residents, and within 200 metres of 50% of residents in the Urban Area;	To ensure consistency with policy 5.6.12.d the policy is re-worded as follows: minimizing walking distance to planned and existing transit stops through measures such as the provision of walkways, sidewalks and more direct street patterns. The Region will plan to provide transit service so that the distance to a transit stop <u>in the Urban Area</u> is within 500 metres of 90% of residents, and within 200 metres of 50% of residents in the Urban Area ;
60.	97	7	7.2 Sidebar	"Transit Modal Split" Sidebar	The text is modified to read as follows: The percentage of person-trips made using public transit and school buses relative to the total number of person-trips made by other <u>all</u> modes of transportation including private vehicles, walking or cycling.
61.	100	7	7.2.52.a	Highway 427 north beyond Highway 7;	To reflect 427 EA direction, modify clause a. read: a. Highway 427 north <u>to the GTA West Corridor</u> beyond Highway 7 ;
62.	101	7	(new) 7.2.63		Transportation Master Plan (Page 84) commits Region to undertaking an Individual EA for this segment of road. A new policy, 7.2.63, is proposed to reflect this commitment, in response to TRCA issues with this segment of road. The new policy reads: That an Individual Environmental Assessment will be undertaken for the unopened road allowance of Teston Road between Dufferin Street and Keele Street which will include a comprehensive network analysis and

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					environmental impact assessment to determine a preferred transportation strategy in the corridor.
63.	103		7.2.85 (re-numbered as 7.2.86)	To prohibit the development of residential and other sensitive land uses within the Interim Airport Protection Area, as defined by the Greater Toronto Airport Authority's Pickering Airport Draft Plan Report, 2004, until such time that an Airport Operating Area is clearly defined.	Modified to ensure that existing approvals would not be affected by this policy. Policy now reads as: To prohibit <u>new official plan approvals for residential development</u> the development of residential and other sensitive land uses within the Interim Airport Protection Area, as defined by the Greater Toronto Airport Authority's Pickering Airport Draft Plan Report, 2004, until such time that an Airport Operating Area is clearly defined.
64.	103	7	7.2.86 (re-numbered as 7.2.87)	That upon finalization of the Pickering Airport Operating Area, development of residential and other sensitive land uses shall be prohibited within the appropriate updated <i>Noise Exposure Forecast</i> contour, consistent with Transport Canada guidelines.	Through discussions with proponents and the Town of Markham, policy has been deleted in its entirety and replaced with: The Toronto Buttonville Municipal Airport lands are designated for business park use in the Town of Markham Official Plan, including permission to operate an airport. When airport operations at the Buttonville Airport cease, the significant majority of the subject lands shall be retained for business park use, as contemplated in the Town of Markham Official Plan. The Town of Markham will determine the details of the future use of these lands through an implementing secondary plan process.
65.	106	7	7.3.23	That no new on site wastewater system will be permitted within 100 metres of the Lake Simcoe Shoreline, other lakes, or any permanent streams within the Lake Simcoe watershed except as provided for under the provisions of the Lake Simcoe Protection Plan.	Replace "on site" with "on-site".
66.	112	7	7.5 Sidebar	"Municipal LEED® Buildings" Sidebar	Last bullet point modified as follows: Vaughan Community Environmental Centre – LEED® <u>Gold Awarded</u> Silver targeted
67.	120	8	8.3.15 Table 3	"Environmental Impact Statement" Row: <i>Development</i> within 120 metres of the Regional Greenslands System but outside of the Oak Ridges Moraine and the Greenbelt	Correct spelling error "Greenslands" is changed to "Greenlands"
68.	121-122	8	8.4.4	That amendments to land use designations will not be considered within the Oak Ridges Moraine Conservation Plan Area unless part	Reorder elements of this policy to provide better continuity. In addition, "as amended" has been added after Oak Ridges Moraine Conservation Act, 2001.

Mod #	Page #	Chapter	Policy Number	Existing Policy	Modification proposed and/or action recommended with reasons
				of the provincial review of that Plan, or except as provided for in the Oak Ridges Moraine Conservation Plan and the Oak Ridges Moraine Conservation Act, 2001, or within the Urban Area or Towns and Villages on the Oak Ridges Moraine. Amendments that have the effect of removing lands from the Natural Core Area and the Natural Linkage Area designations of the Oak Ridges Moraine Conservation Plan will not be considered.	The policy now reads as follows: That amendments to land use designations will <u>only not</u> be considered within the Oak Ridges Moraine Conservation Plan Area: a. unless as part of the provincial review of that Plan; b. or except as provided for in the Oak Ridges Moraine Conservation Plan and the Oak Ridges Moraine Conservation Act, 2001,<u>as amended;</u> or, c. within the Urban Areas or Towns and Villages on the Oak Ridges Moraine. Amendments that have the effect of removing lands from the Natural Core Area and the Natural Linkage Area designations of the Oak Ridges Moraine Conservation Plan will not be considered.
69.	122-123	8	(new) 8.4.12		New policy added as 8.4.12, causing the subsequent sections to be re-numbered. The new policy reads as follows: No amendment to this Plan is required to construct new or expanded infrastructure subject to and approved under the Environmental Assessment Act which considers the sustainability and growth management objectives of this Plan and is in conformity with Provincial Plans.
70.	124	8	8.4.20 (re-numbered as 8.4.21)	That within the Oak Ridges Moraine Conservation Plan, transition provisions for applications are established within the Oak Ridges Moraine Conservation Act, 2001, and the Oak Ridges Moraine Conservation Plan, 2002.	For clarity, the policy has been amended to include “as amended” after the “Oak Ridges Moraine Conservation Act, 2001”. The policy now reads: That within the Oak Ridges Moraine Conservation Plan, transition provisions for applications are established within the Oak Ridges Moraine Conservation Act, 2001, <u>as amended</u> and the Oak Ridges Moraine Conservation Plan, 2002.
71.	127	Definitions	Developable Area	DEVELOPABLE AREA The <i>developable area</i> includes all lands available for <i>development</i> for both private and public uses, including residential and employment uses, open space and infrastructure (e.g. local and Regional streets and stormwater management ponds). The <i>developable area</i> excludes:	Spelling Error: Under point d), “right-of-ways” changed to be “rights-of-way”.

Mod #	Page #	Chapter	Policy Number	Existing Policy	Modification proposed and/or action recommended with reasons
				a. environmental features identified in Places to Grow: Growth Plan for the Greater Golden Horseshoe; b. the Regional Greenlands System; c. <i>key natural heritage features and key hydrologic features</i>; d. major infrastructure right-of-ways (i.e. existing 400-series highways and finalized route alignments for extensions or future 400-series highways, utility lines, and rail lines); and, e. existing uses (e.g. cemeteries, estate subdivisions).	
72.	130	Definitions	New Community Areas	NEW COMMUNITY AREAS Lands added to the Urban Area for community purposes including residential and population-related employment which are illustrated by the asterisks on Map 1.	Modify the definition as follows: NEW COMMUNITY AREAS Lands added to the Urban Area <u>through a Regional municipal comprehensive review</u> , for community purposes including residential and population-related employment, <u>beyond those designated as Urban Area at the date of approval of this Plan</u> which are illustrated by the asterisks on Map 1.

Mapping Modifications

Maps	Recommended Modification	Reason
Map 1 – Regional Structure	Delete and replace Map for submission to MMAH to include the following changes: (a) Designate the north-east corner of Teston and Weston, outside of the Greenbelt Plan as Urban Area on Map 1 and all other maps where Urban Area is shown or depicted (b) Delete and replace the Parkway Belt West Plan boundary on Map (c) Modify “Regional Greenlands System” legend by the addition of the words “for details” at the end of the phrase in parentheses. (d) Modify Legend to contain reference “for detailed land use designations for lands outside of the Urban Area, Oak Ridges Moraine Conservation Plan and Greenbelt Plan in East Gwillimbury, Vaughan and Markham see Map 8 Agriculture and Rural” (e) Delete small man-made water feature in North Leslie Secondary Plan area (f) Redesignate the southwest quadrant of Pine Valley Drive and Teston Road, within the development area of the Block 47 Development Area (Vaughan) in the Greenbelt Plan as Urban Area on Map 1 and all other maps where Urban Area is shown or depicted.	Existing development limit to be redesignated as Urban Area consistent with surrounding areas of Proposed ROPA 2 and draft City of Vaughan Official Plan An updated consolidated Parkway Belt West Boundary has been obtained which acknowledges the deletion of lands in Markham, Vaughan and Richmond Hill from the original Plan coverage. Clarification Clarification Deletion of feature to coincide with agreed upon North Leslie Secondary Plan Lands have been designated as Urban Area since the approval of OPA 600 in 2000 and appear in the existing ROP as Urban. (see detailed map excerpt for Mod 1 (f) attached)
Map 2	Delete and replace Map for submission to MMAH to include the following changes: (a) Refine boundaries Regional Greenlands System in Aurora 2C	Updated information to provide consistency with approved features and natural heritage

Maps	Recommended Modification	Reason
	community as shown on attached Map 2	system as identified in the Aurora 2C background environmental work. (see detailed map excerpt for Mod 2 (a) attached)
	(b) Refinement of the boundaries of the Regional Greenlands System at 11750 and 11782 Ninth Line, Whitchurch-Stouffville	Existing residential lots contain no features and do not provide linkage or corridor function therefore removed from the Regional Greenlands System. (see detailed map excerpt for Mod 2 (b) attached)
	(c) Delete small man-made water feature in North Leslie Secondary Plan area Plan	Deletion of feature to coincide with agreed upon North Leslie Secondary Plan
	(d) Realign and re-order municipal boundaries on map for clarity	Boundary between King Township and City of Vaughan misaligned in map production and other east boundary of King Township and between Markham and Vaughan south of Richmond Hill require reordering in map production
	(e) Modify map to add Greenbelt Natural Heritage System in the northwest of the Town of East Gwillimbury, the Town of Georgina and the Township of King.	To correctly show Provincial Plan data. (see detailed map excerpt for Mod 2 (e) attached)
	(f) Modify legend to add "Greenbelt Natural Heritage System"	To clarify mapping features.
	(g) Remove "Regional Greenlands System" designation on the Georgina Island I.R.	Lands are under Federal jurisdiction.
Map 3	(a) Delete small man-made water feature and small remnant hedgerows on North Leslie Secondary Plan	Consistency with agreed upon North Leslie Secondary Plan
Map 4	(a) Designate evaluated wetlands in the City of Vaughan, Township of King, Town of East Gwillimbury and Town of Whitchurch-Stouffville on the ORM and within the Greenbelt.	Updated information obtained from MNR on wetlands in Vaughan, King and Whitchurch-Stouffville. Brings plan into conformity with updated Provincial information (see detailed map excerpt for Mod 4 (a) attached)
	(b) Delete small man-made water feature and small remnant hedgerows on North Leslie Secondary Plan	Consistency with agreed upon North Leslie Secondary Plan
Map 5	(a) Modifications to woodland boundaries in the Aurora 2C Secondary Plan Area as shown on attached Map 5	Updated information to provide consistency with approved features and natural heritage system as identified in the Aurora 2C background environmental work. (see detailed map excerpt for Mod 5 (a) attached)
	(b) Delete woodland at northeast corner of Major Mackenzie and	Approved secondary plan does not recognize woodlands and it is below the 4 hectare

Maps	Recommended Modification	Reason
	Highway 404 (c) Delete small man-made water feature and small remnant hedgerows in North Leslie Secondary Plan	minimum size for Regional significance. Consistency with agreed upon North Leslie Secondary Plan
Map 6	No modifications	
Map 7	No modifications	
Map 8	(a) Delete "Rural Area" from the north-east corner of Teston and Weston, outside of the Greenbelt Plan (b) Delete small man-made water feature and small remnant hedgerows in North Leslie Secondary Plan area (c) Designate lands at the southwest quadrant of Pine Valley Drive and Teston Road, outside of Block 47 Development Area (Vaughan) to Agricultural Area	Existing development limit to be redesignated as Urban consistent with surrounding areas of Proposed ROPA 2 and draft City of Vaughan Official Plan Deletion of feature to coincide with agreed upon North Leslie Secondary Plan See Map 1 (f) (see detailed map excerpt for Mod 1 (f) attached)
Map 9	No modifications	
Map 10	(a) Redesignate 19th Ave. between Leslie and Woodbine as a "Cycling Facility on Non-Regional Roads" (b) Redesignate Old 9th Line south of Hwy 407 to the Donald Cousens Parkway as a "Cycling Facility on Non-Regional Roads" (c) Delete Cycling gateways that do not connect to Regional or Non Regional Cycling Facility and denoted by circle surrounding the gateway (d) Add Cycling gateways denoted by triangle on map	Consistent with Pedestrian and Cycling Master Plan (PCMP) Roadway and bike lane section transferred to Markham after the opening of the 9th Line bypass. Region of Durham Cycling Master Plan approved in October 2009. Modify Regional Gateways shown to coincide with Durham Gateways locations and identify additional gateway at Yonge Street and Steeles Avenue. Add a Cycling gateway at Yonge Street and Steeles Avenue and at 14 th Avenue and the York Durham line.
Map 11	Delete and replace Map for submission to MMAH to include the following changes: (a) Designate a "Proposed Go Station" on the Richmond Hill GO line extension at 19th Ave. and Bayview Avenue (b) Identify the proposed Bolton GO line through Vaughan as	 Consistency with approved York Region Transportation Master Plan Consistency with approved York Region Transportation Master Plan

Maps	Recommended Modification	Reason
	"Potential Commuter Rail Line" (c) Revise Legend description of "Proposed" and "Conceptual" Controlled Access Highways as identified on Map 12. (d) Extend constructed portion of Highway 427 from Highway 7 north to Zenway Blvd and on all other Maps and add gray roadway line on the opened 15th Side road between Bathurst Street and Keele Street and on all Maps. (e) Delete the designation of "Transit Priority Network" on the stub road at Major Mackenzie Dr. and Highway 27. (f) Extend identification of "Highway Bus Service proposed" on Bradford By-pass corridor, from York Region Boundary to Highway 400, in Simcoe County. (g) Adjust alignment of Bradford GO line north of Yonge Street to reflect actual alignment (h) Designate Warden Ave. between Highway 7 and Enterprise Ave. as "Transit Priority Network" (i) Provide arrows at the north and south ends of the "Rural transit Link" along Weir Sideroad and Ravenshoe Road in Georgina. (j) Change Symbol in legend denoting "Special Study Areas" and change symbol on explanation to match legend symbol	Correction of information Accuracy to reflect current status Consistency with approved York Region Transportation Master Plan Consistency with approved York Region Transportation Master Plan Consistency with approved York Region Transportation Master Plan Consistency with approved York Region Transportation Master Plan Consistency with balance of Plan Clarification
Map 12	Delete and replace Map for submission to MMAH to include the following changes: (a) Designate additional locations of "flyovers" over Highways 400, 407 and 404 with "up to 26 metre" rights-of-way in the following locations: - Across Highway 427 extensions, north of Langstaff Road between Highway 27 and Huntington Road - Across Highway 400 between Kirby Road and King Vaughan	Consistency with approved York Region Transportation Master Plan

Maps	Recommended Modification	Reason
	Line in the Vaughan; - Across Highway 407 between Warden Avenue and Kennedy Road in Markham; - Across Highway 404: i. North of Highway 7 between Leslie Street and Woodbine Avenue in Richmond Hill and Markham; ii. North of 16th Avenue between Leslie Street and Woodbine Avenue in Richmond Hill and Markham; iii. North of Major Mackenzie Drive between Leslie Street and Leslie Street and the Woodbine Avenue Bypass around Victoria Square in Richmond Hill and Markham; iv. North of Elgin Mills between Leslie Street and Woodbine Avenue in Richmond Hill and Markham; v. North of the Herald Road between Leslie Street and Woodbine Avenue in East Gwillimbury; and vi. North of Doane Road between Leslie Street and Woodbine Avenue in East Gwillimbury. (b) Designate Woodbine Avenue Bypass around Victoria Square as "Other Arterial Street" with a Planned Basic Street Width of "up to 36 metres" (c) Designate Woodbine Ave. between Highway 407 and Major Mackenzie a Regional Street with a Planned Basic Street Width of "up to 43 metres" (d) Designate John St. between Yonge and Bayview as "Other Arterial Streets" with a Planned Basic Street Width of "up to 26 metres" (e) Designate John St. Bathurst St to Yonge Street and Bayview to Warden Ave. as "Other Arterial Streets" with a Planned Basic Street Width of "up to 30 metres", save and except for, (f) Designate 15th Sideroad (Bloomington Road) between Bathurst and Keele St. as "Other Arterial Street" with a Planned Basic Street Width of "up to 36 metres"	Consistency with approved York Region Transportation Master Plan Consistency with approved York Region Transportation Master Plan Consistency with approved York Region Transportation Master Plan Consistency with approved York Region Transportation Master Plan Consistency with approved York Region Transportation Master Plan

Maps	Recommended Modification	Reason
	(g) Designate 18th Sideroad between Bathurst and Dufferin as “Other Arterial Street” with a Planned Basic Street Width of “up to 36 metres” (h) Modify the Map Legend to add a new Regional Planned Basic Street Width of “Proposed up to 36 metres” and designate this with a dashed green line the same thickness as the as the existing “up to 36 metres line” (i) Redesignate the Teston Road Right- of- Way between Dufferin Street and Keele Street as Planned Basic Street Width “Proposed Up to 36 metres” (j) Redesignate Major Mackenzie Drive from Cram Street to the GoTrain crossing to Planned Basic Street Width of “up to 30 metres) (k) Delete designation from stub road at Major Mackenzie and Highway 27 (l) Redesignate Stouffville Road from Ninth Line in the Community of Stouffville to Reesor Road to “Other Arterial Street” with a Planned Basic Street width of “up to 30 metres” (m) Redesignate the proposed Major Mackenzie Drive extension from Highway 27, west to it’s intersection with the existing Nashville Road as a ‘regional Street” with a Planned Basic Street Width of “up to 43 metres”. (n) Redesignate Bathurst Street from Greenlane north to Yonge Street to a Regional Street with a Planned Basic Street Width of 36 metres”	Consistency with approved York Region Transportation Master Plan Modification on a request from MMAH/TRCA to acknowledge the special provisions dealing with this segment of Teston Road in the approved York Region Transportation Master Plan To acknowledge the special provisions dealing with this segment of Teston Road from the approved York Region Transportation Master Plan Consistency with approved York Region Transportation Master Plan Consistency with approved York Region Transportation Master Plan Consistency with existing ROP Consistency with transportation Master Plan Consistency with Environmental Assessment for Bathurst Street to be filed in the next
Figure 1	Though not part of the operative part of the Plan, Delete features shown as “Earth Science ANSI” and replace with correct Earth Science ANSI feature data	Incorrect features shown on Figure.

MAP 1

REGIONAL STRUCTURE

-  Regional Centre
-  Regional Corridor
-  Subway Extension
-  Urban Area
-  Potential Urban Expansions
Location, Size and Phasing to be Determined
-  Towns and Villages
-  Regional Greenlands System
(Schematic, See Map 2)
-  Oak Ridges Moraine Conservation Plan
-  Oak Ridges Moraine Boundary
-  Natural Core Area Designation
-  Natural Linkage Area Designation
-  Countryside Area Designation / Hamlet
-  Greenbelt Plan
-  Greenbelt Plan Area Boundary
-  Greenbelt Protected Countryside / Hamlet
-  Holland Marsh Specialty Crop Area
-  Parkway Belt West Plan
-  Ministers Decision on ORMCP Designation Deferred
-  Provincial Highways
-  Existing
-  Controlled Access Highway
-  Under Construction
-  Proposed
-  Conceptual - Alignment Not Defined
-  Municipal Boundary
-  Regional Boundary



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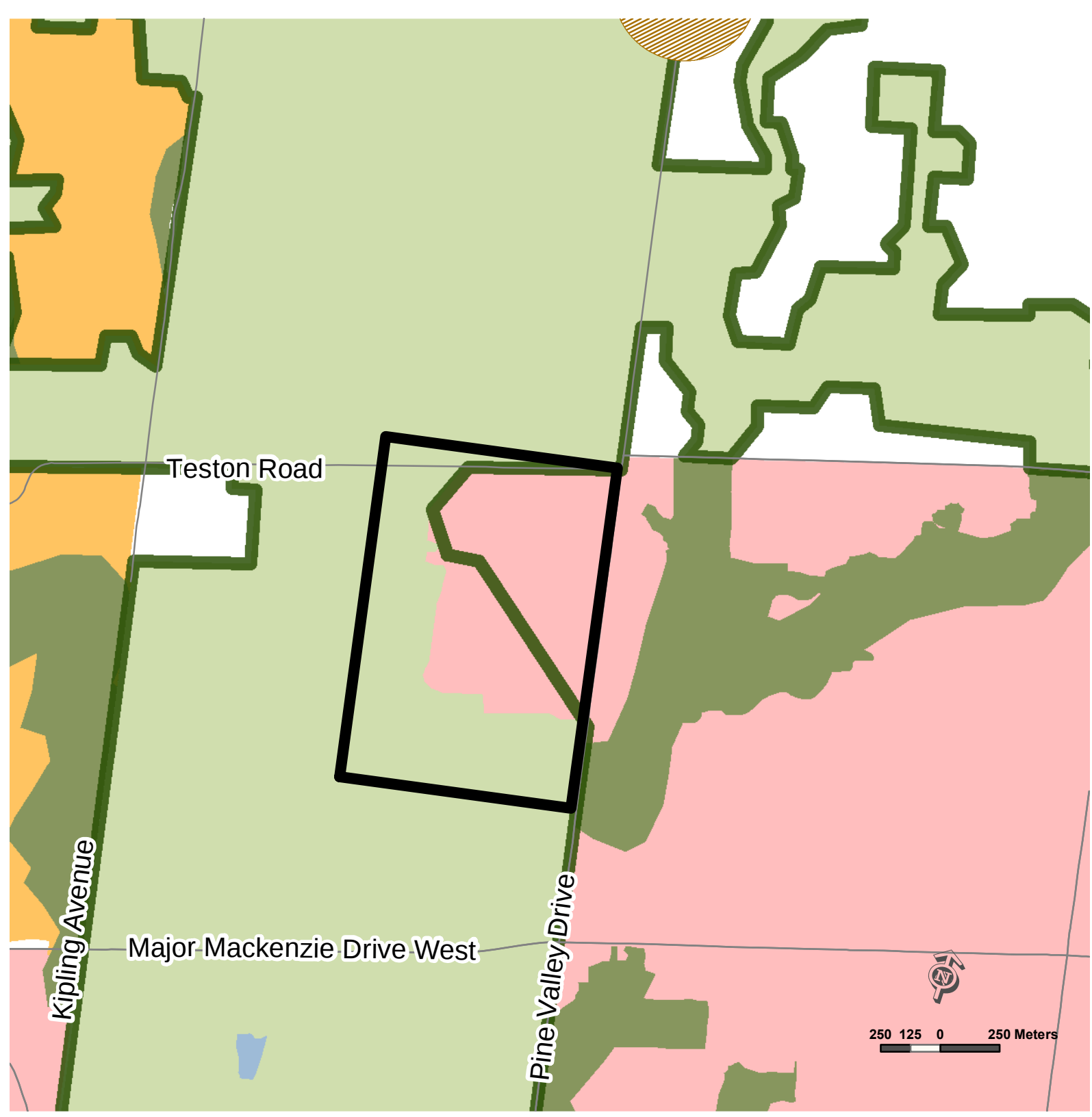
**Details on Modification
1 (f) to Map1 Regional
Structure**



Modification Area 1 (f)



250 125 0 250 Meters



Details on Modification 2 (a) to Map 2 Regional Greenlands System and 5 (a) to Map 5 Woodlands

-  Modified Significant Forest Boundary
-  Modified Greenland System
-  Original Greenland System
-  Original Significant Forest Boundary



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