

Amendment 3 to the Official Plan for the Regional Municipality of York

File 19OP-2009-003

As approved by the Ontario Municipal Board
through orders issued
December 17, 2012, May 29, 2015 and November 5, 2015

**AMENDMENT 3
TO THE OFFICIAL PLAN FOR
THE REGIONAL MUNICIPALITY OF YORK**

PART A - THE PREAMBLE

1. Purpose of the Amendment:

This Amendment expands the Urban Area of the Town of Markham to provide opportunities for urban growth to the year 2031.

2. Location:

This urban expansion is within the Town of Markham as shown on attached Figures 1 to 8, being excerpts from Maps 1 to 6, Maps 8 and 11 of the York Region Official Plan – December 2009.

3. Basis:

Places to Grow, The Growth Plan for the Greater Golden Horseshoe requires that Regional population and employment forecasts prescribed through Schedule 3 to the Growth Plan be allocated to local municipalities. Further the Growth Plan\ requires that comprehensive municipal reviews undertake land budget analysis to justify urban expansions.

Regional population and employment forecasts and land budget was received and endorsed by Regional Council in January 2009 and population and employment forecasts were confirmed when the Draft York Regional Official Plan was released for public review and comment in June 2009.

The updated York Region Official Plan was adopted in December 2009 with Table 1 to the Plan identifying the population and employment forecasts to 2031 allocated to local municipalities.

A refined Regional land budget analysis, endorsed by Regional Council in March 2010, has resulted from ongoing discussions with local municipalities regarding land supply, the reduction in the total employment numbers to 780,000 and refinement of land take-outs for environmental features and non-developable lands within white belt areas. Further, urban expansion is not permitted into either the Protected Countryside of the Greenbelt Plan Area or into the Oak Ridges Moraine Conservation Plan Area.

The land budget analysis has indicated that additional urban land designations are required in each white belt community to meet the 2031 growth forecasts.

The Ministry of Municipal Affairs and Housing has advised that that designation of proposed urban expansions in the white belt communities requires a public review and amendment process separate from the Official Plan.

This Proposed Amendment provides for identification of an urban expansion area in the Town of Markham consistent with the growth management work undertaken by the Region and the Town of Markham and a policy that identifies the requirement to remove or amend Minister's Zoning Order 104/72 before development is approved in the portion of the urban expansion lands subject to the Ministers Zoning Order.

PART B - THE AMENDMENT

All of the Amendment entitled PART B - THE AMENDMENT, consisting of the attached Figures 1 to 9 being excerpts from Maps 1 to 6, Map 8, and Maps 11 and 12 of the York Region Official Plan – December 2009, constitutes Amendment 3 to the Official Plan for the Region of York.

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

1. The addition of a new Policy 7.2.89 as follows, with renumbering of subsequent policies:

“7.2.89 That within the portion of the urban expansion area in the Town of Markham subject to Minister's Zoning Order 104/72, development shall not be approved until the Minister's Zoning Order has been removed from the lands or amended to permit the proposed development.”
2. That Map 1 – Regional Structure as shown on Figure 1 following is amended by designating the lands outlined in black and coloured pink within the Town of Markham as Urban Area.
3. That Map 2 - Regional Greenlands System as shown on Figure 2 following is amended by designating the lands outlined in black and coloured pink within the Town of Markham as Urban Area and continuing to identify lands in the area as part of the Regional Greenlands System within the subject lands.
4. That Map 3 - Environmentally Significant Areas and Life Science Areas of Natural and Scientific Interest as shown on Figure 3 following is amended by designating the lands outlined in black and coloured pink within the Town of Markham as Urban Area.

5. That Map 4 – Key Hydrologic Features as shown on Figure 4 following is amended by designating the lands outlined in black and coloured pink within the Town of Markham as Urban Area and continuing to identify Wetlands and Permanent or Intermittent Streams in the area within the subject lands.
6. That Map 5 – Woodlands as shown on Figure 5 following is amended by designating the lands outlined in black and coloured pink within the Town of Markham as Urban Area and continuing to identify Woodlands within the subject lands.
7. That Map 6 – Wellhead Protection Areas as shown on Figure 6 following is amended by designating the lands outlined in black and coloured pink within the Town of Markham as Urban Area and as lands within the Greenbelt Plan.
8. That Map 8 – Agricultural and Rural Areas as shown on Figure 7 following is amended by deleting the lands hatched in black from the Agricultural Area in the Town of Markham.
9. That Map 11 Transit Network as shown on Figure 8 following is amended by:
 - (a) designating the lands outlined in black and coloured pink within the Town of Markham as Urban Area;
 - (b) designating the Woodbine Avenue bypass between Major Mackenzie Drive East and 19th Avenue, as “Regional Transit Priority Network”
 - (c) designating Warden Avenue between Major Mackenzie Drive East and the proposed Donald Cousens Parkway right-of-way as “Regional Transit Priority Network”, and
 - (d) designating Kennedy Road between Major Mackenzie Drive and the proposed Donald Cousens Parkway right-of-way as “Regional Transit Priority Network”.
10. That Map 12 – Street Network as shown on Figure 9 following is amended by:
 - (a) redesignating the Woodbine Avenue from Major Mackenzie Drive East following the Markham Bypass to its intersection with the existing travelled roadway from “Proposed Up to 36 metres” Regional Planned Basic Street Width to “Proposed Up to 43 metres” Regional Planned Basic Street Width and from the intersection of the Bypass with the existing travelled roadway to 19th Avenue from “Up to 36 metres” Regional Planned Basic Street Width to “Up to 43 metres” Regional Planned Basic Street Width;
 - (b) redesignating Warden Avenue between Major Mackenzie Drive East and the proposed Donald Cousens Parkway right-of-way from “Up to 36 metres” Regional Planned Basic Street Width to “Up to 43 metres” Regional Planned Basic Street Width; and
 - (c) redesignating Kennedy Road between Major Mackenzie Drive and the proposed Donald Cousens Parkway right-of-way from “Up to 36 metres” Regional Planned Basic Street Width to “Up to 43 metres” Regional Planned Basic Street Width.

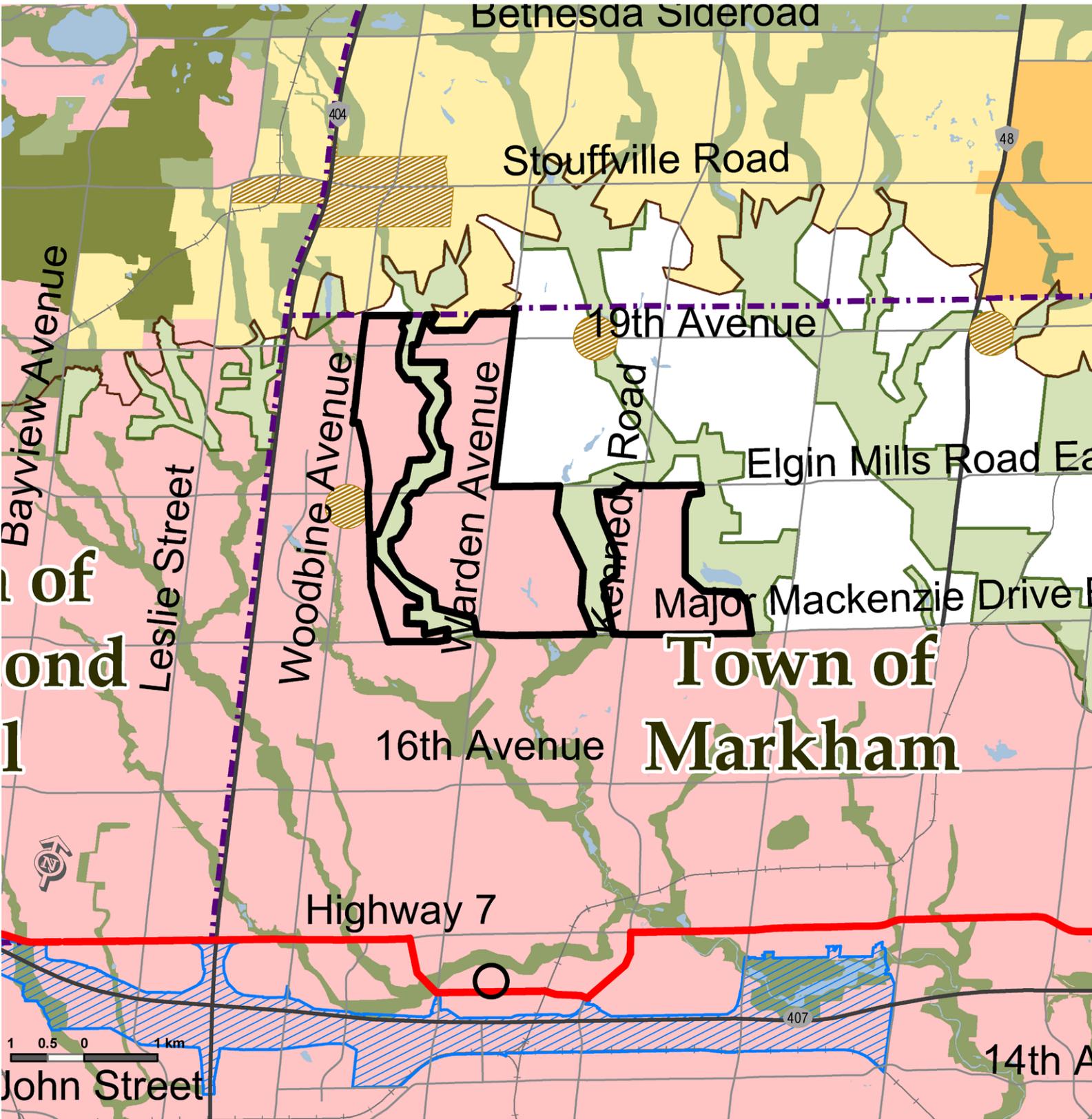
11. The addition of new policy 7.2.48 as follows, with renumbering of subsequent policies:

“7.2.48 That the road widths identified on Map 12 at the following locations may be reduced from the maximum planned street widths prior to or concurrent with secondary plan approval subject to a functional design study, an Environmental Assessment or other study by the Region, without amendment to this Plan:

 - (a) Woodbine Avenue from Major Mackenzie Drive East following the Woodbine Bypass and along the existing travelled roadway to 19th Avenue;
 - (b) Warden Avenue between Major Mackenzie Drive East and the proposed Donald Cousens Parkway right-of-way; and
 - (c) Kennedy Road between Major Mackenzie Drive East and the proposed Donald Cousens Parkway right-of-way.”

12. Revise existing ROP policy 7.2.49 (now policy 7.2.50) as follows:

“7.2.50 That notwithstanding policy 7.2.48b of this Plan, where a street widening results in a greater requirement for land on one side of the centre line of the right-of-way, which extends beyond the road allowance width identified on Map 12 or as confirmed through application of policy 7.2.48 (assuming an equal distribution of that planned width from the existing right-of-way centre line), and if the constraint is the result of existing or approved development, man-made physical obstructions which cannot reasonable be relocated, or other development related constraint the Region will, unless otherwise agreed to, compensate the landowner for those lands in excess of the planned road allowance limit.”



EXCERPT FROM MAP 1

REGIONAL STRUCTURE

- Regional Centre
- Regional Corridor
- Subway Extension
- Urban Area
- Towns and Villages
- Regional Greenlands System (Schematic, See Map 2 for details)
- 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
- Area Subject to the Lake Simcoe Protection Plan
- Parkway Belt West Plan
- Ministers Decision on ORMCP Designation Deferred
- Provincial Highways
- Existing
- Under Construction
- Proposed
- Conceptual - Alignment Not Defined
- Municipal Boundary
- Regional Boundary

Note: For detailed land use designations outside of the Urban Area, Towns & Villages and Natural Core and Natural Linkage Areas of the Oak Ridges Moraine Conservation Plan see Map 8 - Agricultural and Rural Area

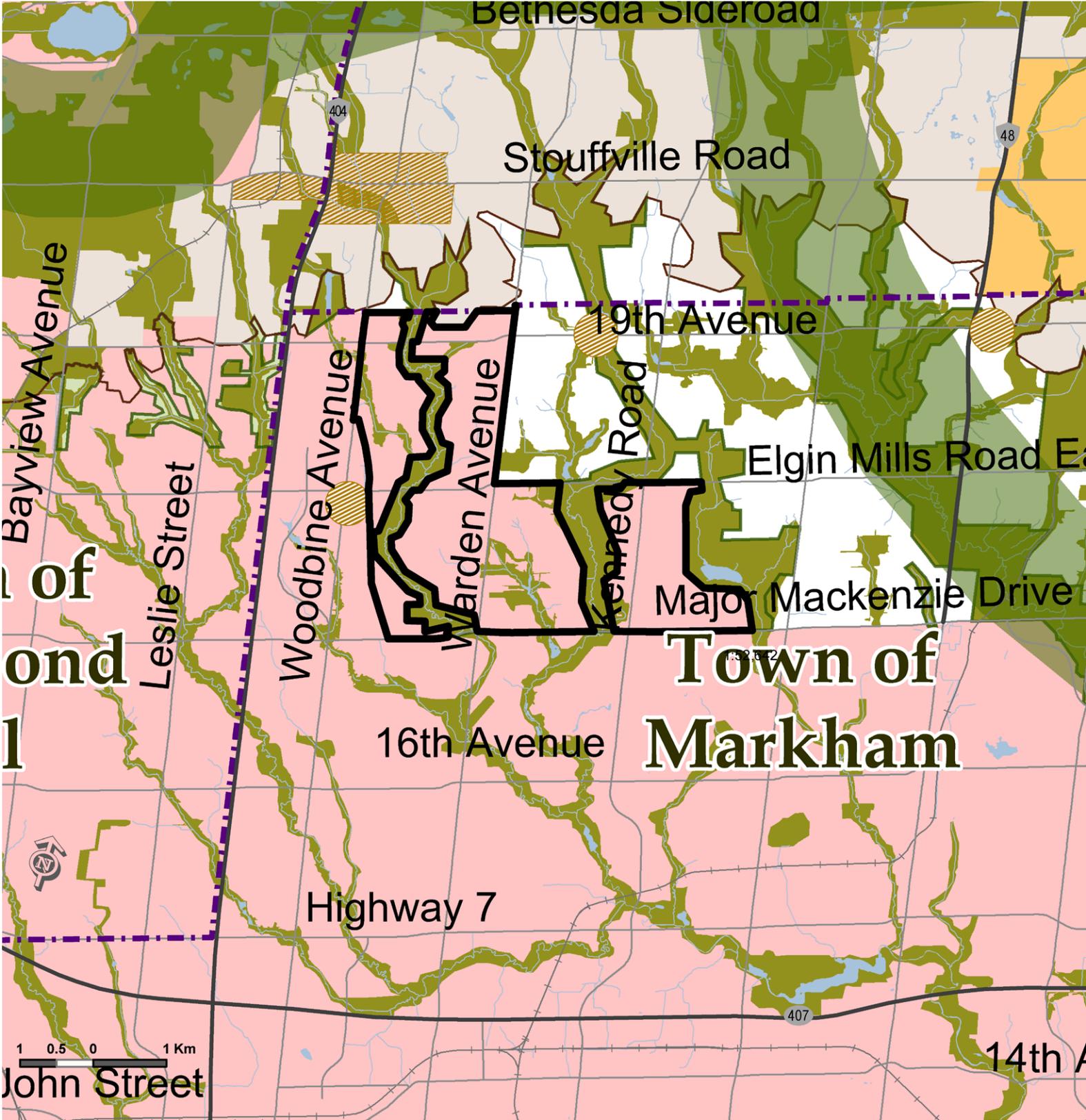


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Figure 1 to 190P-2009-003
 as modified
 September 2010

1 0.5 0 1 km



EXCERPT FROM MAP 2

REGIONAL GREENLANDS SYSTEM

- Regional Greenlands System (includes Greenbelt Natural Heritage System and ORMCP Natural Core and Natural Linkage Designations)
- Greenlands System Vision
- Urban Area
- Towns and Villages
- Hamlet
- Oak Ridges Moraine Conservation Plan
- Oak Ridges Moraine Boundary
- Oak Ridges Moraine Plan Area
- Greenbelt Plan
- Greenbelt Plan Area Boundary
- Greenbelt Protected Countryside / Hamlet
- Provincial Highways
- Existing
- Controlled Access Highway
- Under Construction
- Municipal Boundary
- Regional Boundary



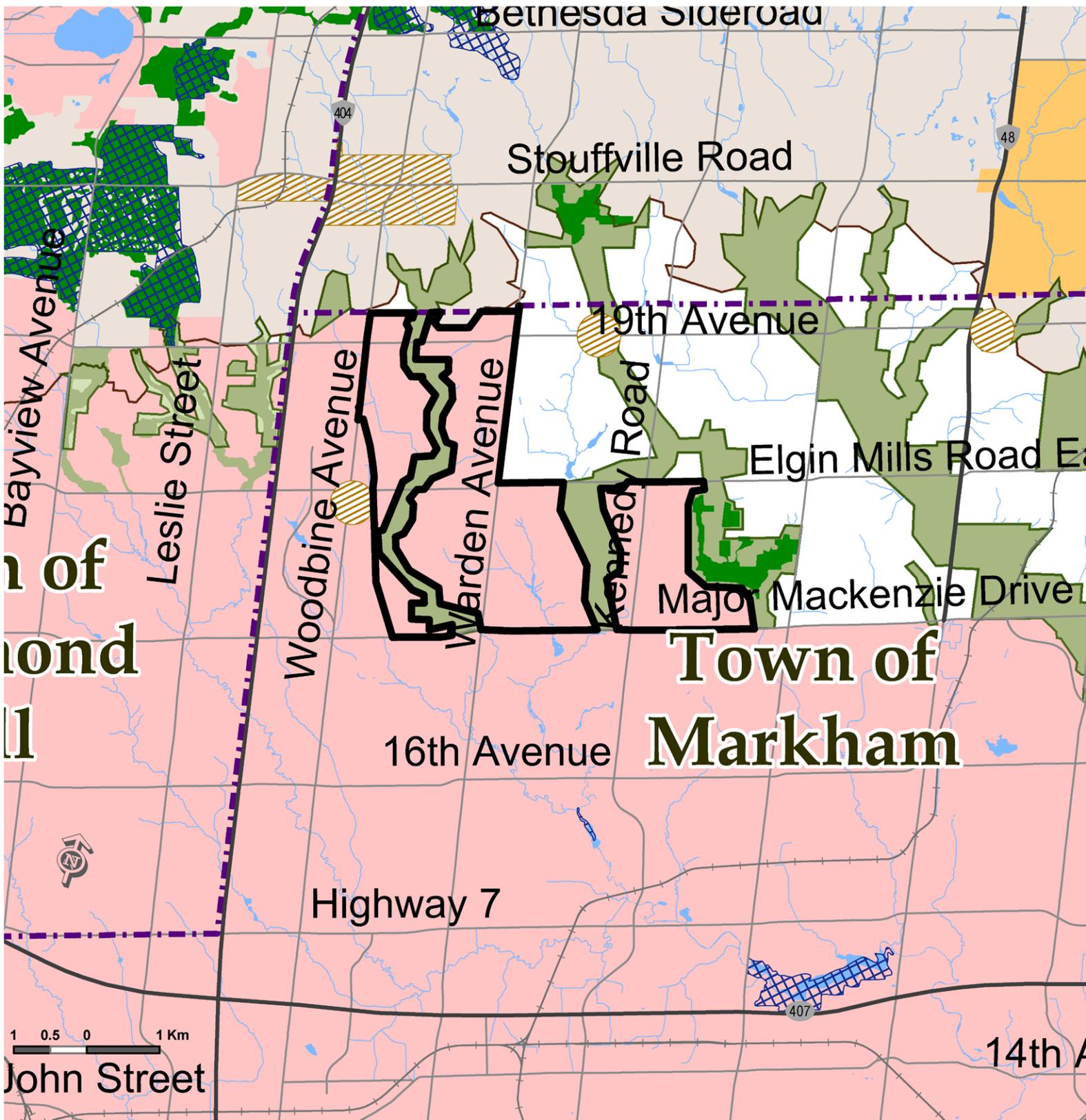
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1 0.5 0 1 Km

Figure 2 to 190P-2009-003
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ENVIRONMENTALLY SIGNIFICANT AREAS AND AREAS OF NATURAL AND SCIENTIFIC INTEREST

-  Environmentally Significant Area
-  Earth Science Areas of Natural and Scientific Interest
-  Life Science Areas of Natural and Scientific Interest
- Oak Ridges Moraine Conservation Plan
 -  Oak Ridges Moraine Boundary
 -  Oak Ridges Moraine Plan Area
- Greenbelt Plan
 -  Greenbelt Plan Area Boundary
 -  Greenbelt Protected Countryside / Hamlet
 -  Natural Heritage System
- Urban Area 
- Towns and Villages 
- Hamlet 
- Provincial Highways
 -  Existing
 -  Under Construction
 -  Municipal Boundary
 -  Regional Boundary



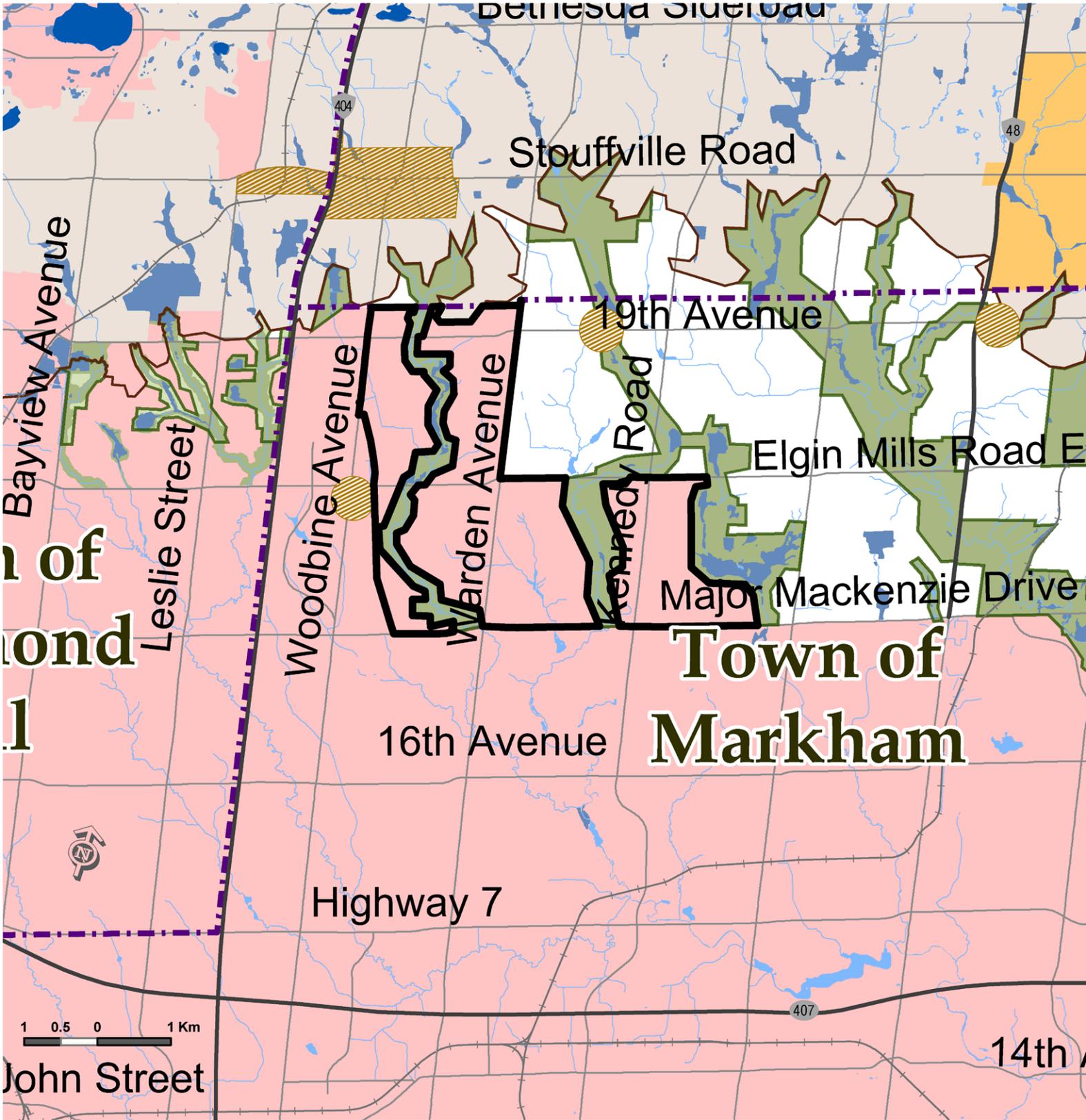
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Figure 3 to 190P-2009-003
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John Street

14th A



EXCERPT FROM MAP 4

KEY HYDROLOGIC FEATURES

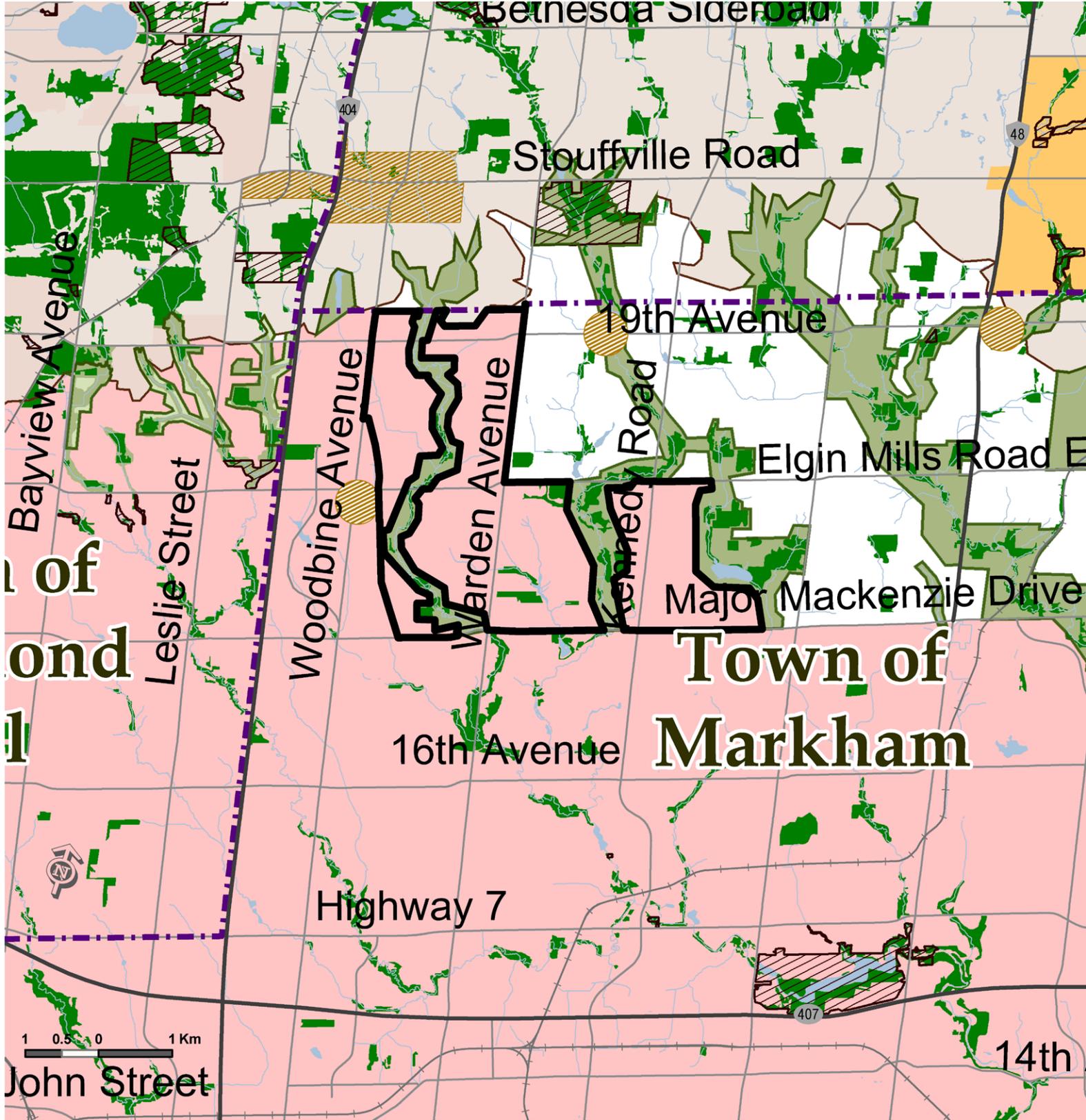
-  Wetland
-  Kettle Lake
-  Permanent or Intermittent Stream
- Oak Ridges Moraine Conservation Plan**
 -  Oak Ridges Moraine Boundary
 -  Oak Ridges Moraine Plan Area
- Greenbelt Plan**
 -  Greenbelt Plan Area Boundary
 -  Greenbelt Protected Countryside / Hamlet
 -  Natural Heritage System
- Urban Area**
 -  Urban Area
 -  Towns and Villages
 -  Hamlet
- Provincial Highways**
 -  Existing
 -  Under Construction
 -  Municipal Boundary
 -  Regional Boundary



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Figure 4 to 190P-2009-003 as modified September 2010

WOODLANDS



-  Woodlands
-  Conservation Area / Regional Forest
-  Provincial Park/ Nature Reserve
-  Rouge Park
- Oak Ridges Moraine Conservation Plan
 -  Oak Ridges Moraine Boundary
 -  Oak Ridges Moraine Plan Area
- Greenbelt Plan
 -  Greenbelt Plan Area Boundary
 -  Greenbelt Protected Countryside / Hamlet
 -  Natural Heritage System
- Urban Area
- Towns and Villages
- Hamlet
- Provincial Highways
 -  Existing
 -  Under Construction
- Controlled Access Highway
 -  Municipal Boundary
 -  Regional Boundary



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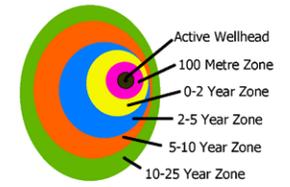
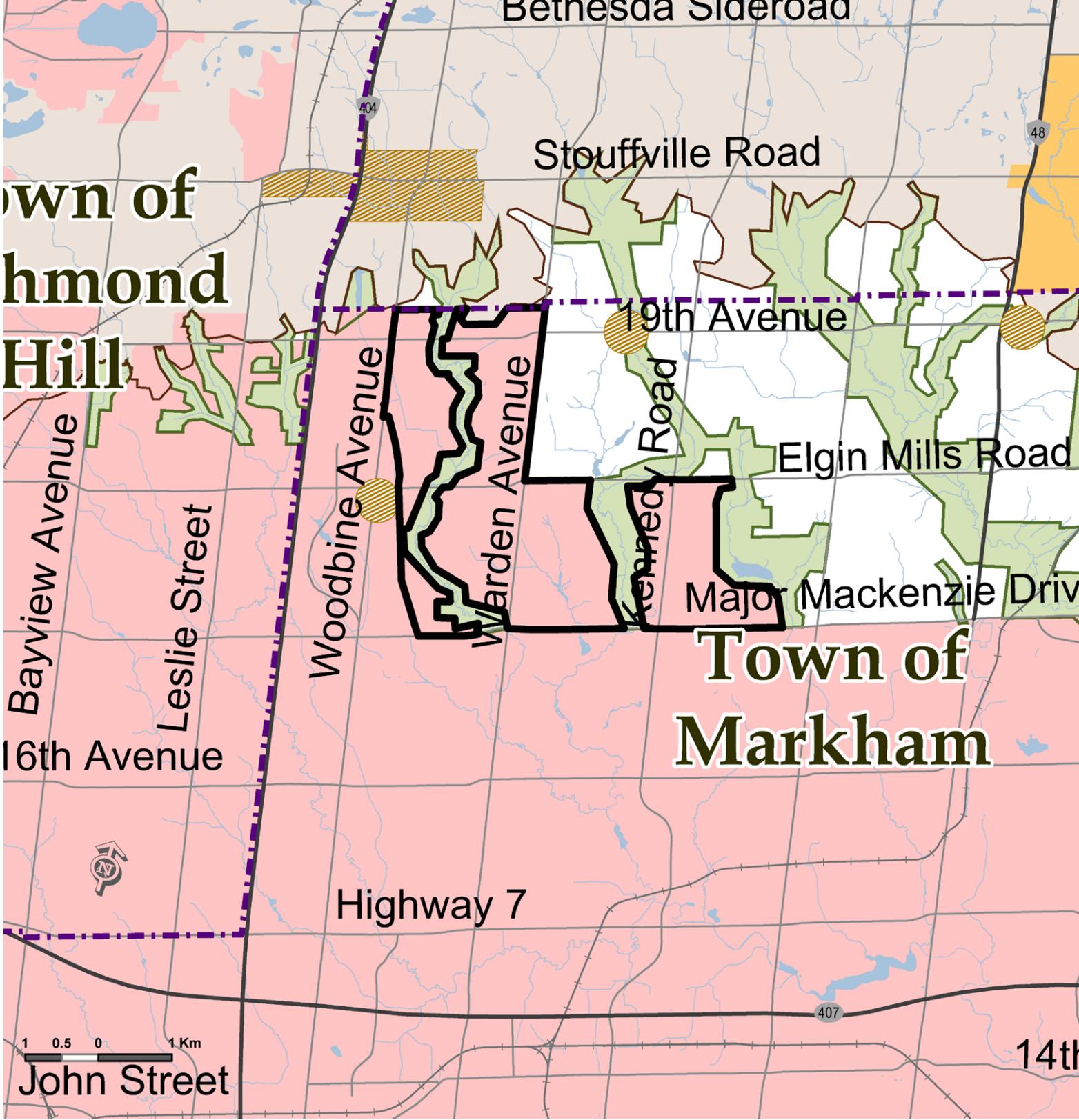
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John Street

EXCERPT FROM MAP 6

WELLHEAD PROTECTION AREAS

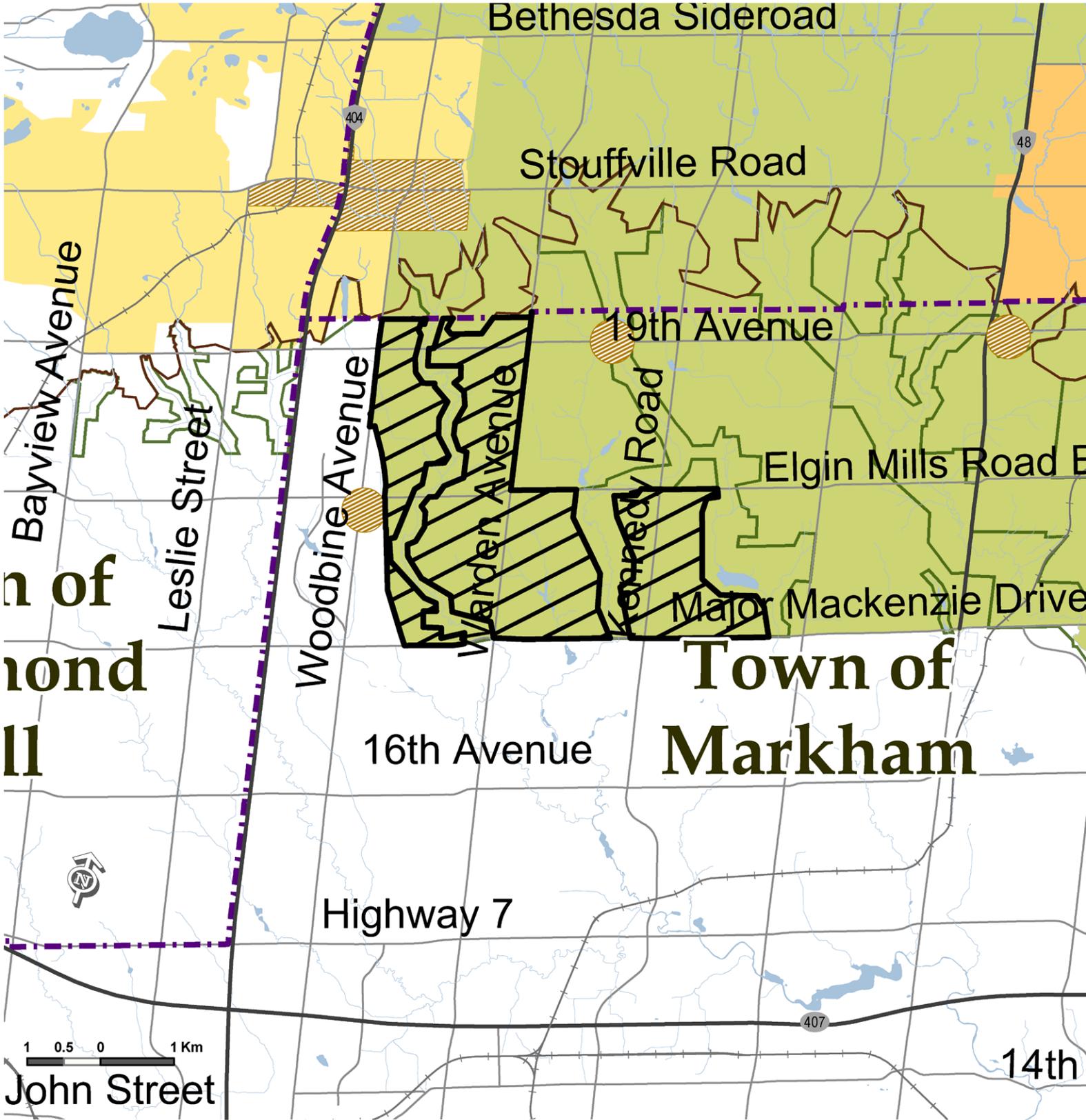


- Urban Area
- Towns and Villages
- Hamlet
- Municipal Boundary
- Oak Ridges Moraine Conservation Plan
 - Oak Ridges Moraine Boundary
 - Oak Ridges Moraine Plan Area
- Greenbelt Plan
 - Greenbelt Plan Area Boundary
 - Greenbelt Protected Countryside / Hamlet
- Area Subject to the Lake Simcoe Protection Plan
- Provincial Highways
 - Existing
 - Controlled Access Highway
 - Under Construction



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Figure 6 to 190P-2009-003
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EXCERPT FROM MAP 8
AGRICULTURAL AND RURAL AREA

- Rural Area
- Agricultural Area
- Holland Marsh Specialty Crop Area
- Towns and Villages
- Hamlet
- Oak Ridges Moraine Boundary
- Greenbelt Plan Area Boundary
- Provincial Highways
- Existing
- Controlled Access Highway
- Under Construction
- Municipal Boundary
- Regional Boundary

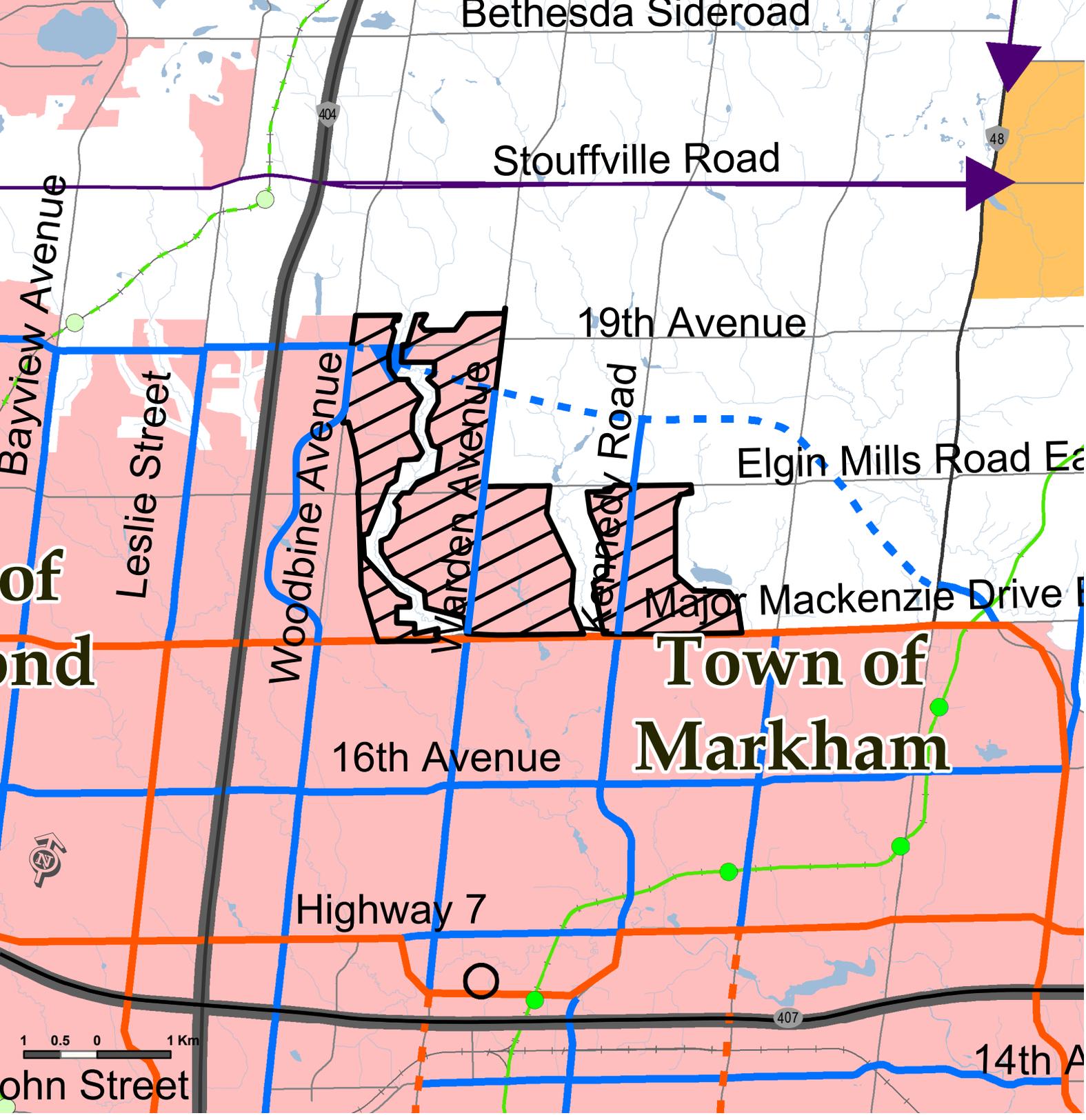


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Figure 7 to
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1 0.5 0 1 Km

John Street



EXCERPT FROM MAP 11

TRANSIT NETWORK

- Urban Transit Service
- Towns and Villages
- Regional Centre
- Potential Commuter Rail Line
- Existing Commuter Rail Line
- Proposed GO Station
- Existing GO Station
- Railyards
- Regional Rapid Transit Corridors
- Special Study Areas *
- Rural Transit Links
- Subway Extension
- Highway 407 Transit Way
- Regional Transit Priority Network
- Regional Transit Priority Network Proposed
- Highway Bus Service
- Highway Bus Service Proposed
- Railway
- Provincial Highways
- Controlled Access Highway
- Under Construction
- Proposed *
- Conceptual - Alignment Not Defined **

* Warden Avenue / McCowan Road N/S Rapid Transit Corridor and Bathurst Street / Dufferin Street N/S Rapid Transit Corridor.
 * Highway 404 extension past Ravenshoe and Highway 400-404 link - route approved
 Highway 427 extension to Major Mackenzie Drive West EA approved

**Conceptual only. Environmental Assessment of the broad study area required to determine alignment.

The proposed alignment and location of specific projects remains conceptual at this time. These concepts remain subject to review and confirmation through the applicable environmental assessment process established under the Environmental Assessment Act.

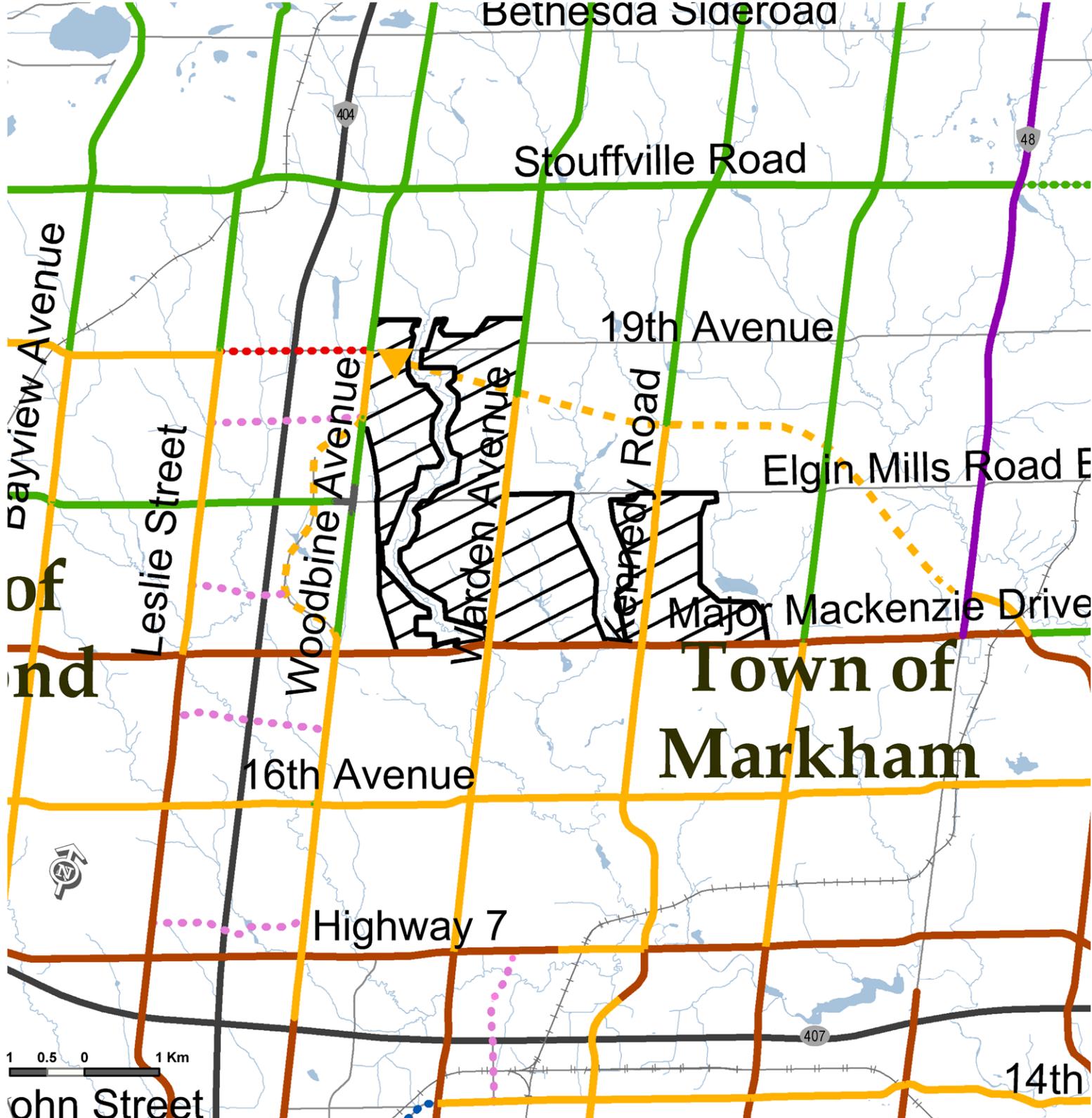


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Figure 8 to 190P-2009-003
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STREET NETWORK



- Provincial Highways
 - Provincial Highway
- Controlled Access Highways
 - Existing
 - Under Construction
 - Proposed *
 - Conceptual - Alignment Not Defined **
- Regional Planned Basic Street Widths
 - Up to 60 metres
 - Up to 45 metres
 - Up to 43 metres
 - Up to 40 metres
 - Up to 36 metres
 - Variable 30 to 36 metres
 - Up to 30 metres
 - Up to 26 metres
 - Proposed Up to 26 metres
 - Up to 20 metres
 - Proposed Up to 36 metres
 - Proposed Up to 43 metres
- Other Arterial Streets ***
 - Planned Basic Street Widths
 - Up to 36 metres
 - Up to 26 metres
 - Up to 30 metres
 - Up to 43 metres

* Highway 404 extension past Ravenshoe and Highway 400-404 link - route approved
 Highway 427 extension to Major Mackenzie Drive West EA approved

**Conceptual only. Environmental Assessment of the broad study area required to determine alignment.

***Note: Some of these roads may be considered for transfer to the Region subject to Policies of Regional Council.

The proposed alignment and location of specific projects remain conceptual at this time. These concepts remain subject to review and confirmation through the applicable environmental assessment process established under the Environmental Assessment Act.



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Figure 9 to
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