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.”
Figure 8 to 19OP-2009-003 as modified September 2010

EXCEPT 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
- Railways
- 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 407 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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EXEMPLARY FROM MAP 12
STREET NETWORK

- Provincial Highways
- 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 post 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 19P-2009-003
September 2010

Town of Markham
of
nd

16th Avenue
Woodbine Avenue
Warden Avenue
Kennedy Road
Elgin Mills Road
Major Mackenzie Drive

Highway 7
14th
ohn Street