

Official Plan Amendment for Don Mills Road and Overlea Boulevard – Map 3 Right-of-Way – Request for Direction

Date:	April 20, 2009
To:	Planning and Growth Management Committee
From:	Chief Planner and Executive Director, City Planning Division
Wards:	Ward No. 25 and 26 Don Valley West and Ward No. 34 Don Valley East
Reference Number:	Pg090016

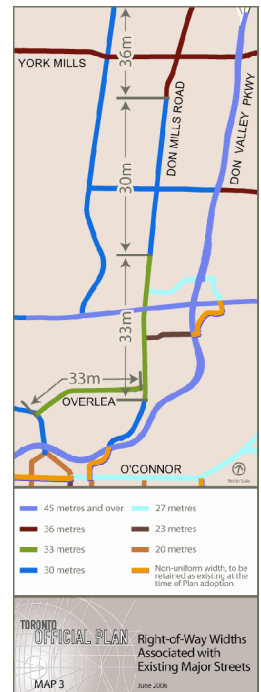
SUMMARY

On March 21, 2007, the Toronto Transit Commission endorsed a light rail transit plan for the City of Toronto which included seven projects across the City. Amongst them was the Don Mills route from Steeles Avenue to Bloor/Danforth subway. A preliminary planning study is currently underway that will lead to a Transit Project Assessment Process for the project.

The City’s Official Plan Map 3 Right-of-Way Widths Associated with Existing Major Streets designates the right-of-way for segments of Don Mills Road from Kern Road to Barber Greene Road/Greenbelt Drive and Barber Greene Road/Greenbelt Drive to Overlea Boulevard planned for 30 and 33 metres respectively and Overlea Boulevard as 33 metres.

The purpose of this report is to seek Council’s authorization for the preparation of a City initiated Official Plan Amendment to amend Map 3 of the Official Plan in order to designate the right-of way for Don Mills Road from Kern Road to Overlea Boulevard and Overlea Boulevard from Don Mills Road to Millwood Road to 36 metres.

The official plan amendment would enable the protection and development of a planned right-of-way for a 36 metre corridor associated with the Don Mills Transit City LRT line.



RECOMMENDATIONS

The City Planning Division recommends that:

1. Staff be directed to prepare an Official Plan Amendment to amend Map 3 to designate the planned right-of-way to 36 metres for Don Mills Road from Kern Road to Overlea Boulevard and Overlea Boulevard from Don Mills Road to Millwood Road.
2. Notice for the public meeting under the Planning Act be given according to the regulations under the Planning Act and to be brought forward with the results of the Transit Project Assessment Process for the Don Mills LRT project to the same meeting of the Planning and Growth Management Committee.

Financial Impact

The recommendations in this report have no financial implications.

DECISION HISTORY

In 2005 Toronto City Council adopted the recommendations of the Don Valley Corridor Transportation Master Plan. This plan investigated a variety of options aimed at improving person carrying capacity in the corridor extending from Steeles Avenue to the downtown core. Among the initiatives recommended as high priorities in this study is the introduction of improved higher order transit service along Don Mills Road between the Don Mills Station (Sheppard Subway line) and Bloor /Danforth subway with options for providing continuous service to the downtown area.

The study began as an Individual Environmental Assessment with public open house sessions seeking community input held in April 2006. In September 2006, a revised Draft EA Terms of Reference (ToR) and staff report was considered at the Planning and Transportation Committee seeking endorsement to proceed with the ToR with certain amendments.

In January 2007 the Terms of Reference was submitted to the Ministry of the Environment for formal review and approval.

At its meeting of March 21, 2007, the Toronto Transit Commission endorsed the Toronto Transit City-Light Rail Plan as the basis and priority for rapid transit expansion within the City. Don Mills Road is identified as one of seven Transit City's LRT lines.

On May 11, 2007 the City of Toronto and TTC submitted an Amended Terms of Reference that received Ministry of the Environment (MOE) approval in June 2007.

Staff report for action –OP Amendment for Don Mills Road and Overlea Boulevard –
Request for Direction

On June 15, 2007 the Province of Ontario announced the MoveOntario 2020 funding program for 52 transit initiatives in the Greater Toronto Area and Hamilton. This funding program included all the light rail lines in the Transit City Plan. In June 2008, the Ministry of the Environment also introduced a new regulation under the Environmental Assessment Act, to allow transit projects to proceed under a six-month Transit Project Assessment Process which allows municipalities to implement their transit policy objectives in a more streamlined and cost-effective manner. The study is now proceeding through a preliminary planning study which will lead to a Transit Project Assessment Process for an LRT project starting at Steeles Avenue East to the Bloor/Danforth Subway, as part of the Transit City program.

In November 2008 Metrolinx released “The Big Move” - Regional Transportation Plan and identified along with other Transit City Projects, the Don Mills LRT in the 15 year plan.

ISSUE BACKGROUND

Provincial Policy Statement and Provincial Plans

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The PPS sets the policy foundation for regulating the development and use of land. The key objectives include: building strong communities; wise use and management of resources; and, protecting public health and safety. City Council’s planning decisions are required to be consistent with the PPS.

The Growth Plan for the Greater Golden Horseshoe provides a framework for managing growth in the Greater Golden Horseshoe including: directions for where and how to grow; the provision of infrastructure to support growth; and protecting natural systems and cultivating a culture of conservation.

City Council planning decisions are required by the Planning Act to conform, or not conflict with the Growth Plan for the Greater Golden Horseshoe.

Official Plan

The City’s Official Plan, Map 3 Right-of-Way Widths Associated with Existing Major Streets identifies Don Mills Road from Kern Road south to Barber Greene Road/Greenbelt Drive as 30 metres and south from Barber Greene Road/Greenbelt Drive to Overlea Boulevard as 33 metres. Map 3 also identifies Overlea Boulevard from Don Mills Road to Millwood Road as 33 metres. Policy 2.2.3 provides for maintaining and development of the transportation network to support growth in part by: the protection and development of rights-of-way shown on Map 3 (policy 2.2.3a) and; implementing transit services in exclusive rights-of-way in the corridors identified on Map 4 as priorities are established, funding becomes available and the Environmental Assessment review processes are completed (policy 2.2.3f). The City’s Official Plan Map 4, Higher

Order Transit Corridors identifies Don Mills Road and Overlea Boulevard as a High Order Transit Corridor.

The amendment to redesignate the width to 36 metres for the subject road sections of Don Mills Road and Overlea Boulevard provides for the protection and development of right-of-way in association with the Transit City LRT line. The amendment would enable, through the development process, the acquiring of additional property needed to achieve the proposed designated width of 36 metres.

COMMENTS

Provincial Policy Statement and Metrolinx Regional Transportation Plan

The proposed official plan amendment is consistent with the PPS and supports the Growth Plan and the associated Metrolinx Regional Transportation Plan.

Transit Project Assessment Process

The project team is currently working on the preliminary planning in support of the Transit Project Assessment Process. The first round of public open house sessions were held in June 2008. The next round of open house sessions will be scheduled for late summer/early fall 2009. At these sessions the need for an amendment to the Official Plan associated with right-of-way will be identified.

It is staff's intention that notice for the public meeting under the Planning Act be brought forward to the same meeting of Planning and Growth Management Committee with the results of the Transit Project Assessment Process for the Don Mills LRT so as they may inform each other and be considered together.

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SIGNATURE

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