

### **Policy Principles and the ROPA 43 Response**

*The Region should promote and encourage appropriate development in the Regional Centres and Corridors in support of large public investments in rapid transit.*

- Articulate the role and importance of Regional Centres and Regional Corridors in the Region's urban structure (introductory text to Section 5.2)
- Update the introductory text to Chapter 6 - Regional Infrastructure to recognize the completion of the Transportation Master Plan, the creation of York Region Transit, and the public-private partnership to implement the York Region Rapid Transit Plan (YRTP)
- Describe the YRTP and related Regional Rapid Transit Corridors (new Policies 6.2.2. and 6.2.3), including updates to Map 5 and Map 10 to show the four Regional Rapid Transit Corridors

*A sustainable urban structure needs to be reinforced which includes a connected hierarchy of centres and corridors.*

- Establish a hierarchy of centres and corridors by distinguishing Regional Centres/Corridors from Local Centres/Corridors (new Sections 5.4 and 5.6)
- Increase the existing long-term, Region-wide intensification target from 20% to 30% (Policy 5.2.4)

*Investment in public buildings, community facilities and human services needs to be supportive of the urban structure hierarchy and strategic focal points.*

- Describe Regional Centres as priority locations for major public buildings and services (Policy 5.3.8)

*Development should be transit supportive with the highest densities located in the Regional Centres. Overall densities in the Regional corridors and centres should achieve an average density of 2.5 FSI.*

- Establish an overall, long-term density target of 2.5 FSI for Regional Centres and Regional Corridors (Policy 5.3.4 and Policy 5.5.4)

This policy was refined to address comments from the local municipalities and the public, as outlined in Section 4.2.1 of this report.

*Development in the Regional Centres should provide for the broadest land use mix including a variety of housing types, range of employment opportunities, human services and entertainment uses.*

- Establish separate, specific policies for Regional Centres to distinguish them from Local Centres (Section 5.3)
- Add new introductory text to Section 5.3 to describe Regional Centres as the Region's "downtowns," and "hubs of business, cultural, government and social activity."

*Key development opportunities should be identified within the Regional Centres and Corridors.*

- Direct intensification in Regional Corridors to locally-identified Key Development Areas (Policy 5.4.4)

This policy was refined to address comments from the local municipalities and the public, as outlined in Section 4.2.1 of this report.

*Stable residential communities should be supported.*

- Direct most intensive development to Key Development Areas, away from existing residential areas (Policy 5.4.4)
- Ensure that new development enriches existing areas, and is compatible (Policy 5.2.7.q.ii and iv)
- Integrate new development with surrounding land uses and built form through appropriate scale, design and land use (Policy 5.3.9.a.v)

*A high quality of urban design should be promoted, which achieves a pedestrian friendly, transit oriented development form. The development of urban design guidelines for both the Regional Centres and Corridors can achieve this.*

- Establish enhanced urban design criteria for local secondary plans for Regional Centres and Regional Corridors (Policy 5.2.7.q and Policy 5.3.9.b)

*Development should be facilitated through a streamlined process using innovative policies, programs and financial tools to ensure implementation.*

- Encourage area municipalities, working with the Region, to develop implementation strategies for secondary plans (Policy 5.3.12)

*The timing and delivery of appropriate infrastructure should be considered through the development process.*

- Coordinate infrastructure investment to coincide with the build-out of Regional Centres (Policy 5.3.9.c)