

York Region OFFICIAL **Plan**



June 2009
DRAFT

Draft York Region Official Plan – June 2009

This Draft York Region Official Plan - June 2009, has been released to permit discussion and review over the Summer and early Fall of 2009. Public Information Sessions, in several places in the Region, will be scheduled for the early Fall of 2009, with notices in local newspapers prior to the dates

The release of this Draft document is one of the final steps in the Planning for Tomorrow growth management initiative commenced in 2005. This Plan integrates the York Region Master Plans for Pedestrian and Cycling, Transportation and Transit, and Water and Wastewater.

This Plan conforms to Places to Grow: The Growth Plan for the Greater Golden Horseshoe, the Greenbelt Plan, the Oak Ridges Moraine Conservation Plan and other provincial initiatives.

This Plan will be refined with the benefit of public and stakeholder input and submitted for Regional Council adoption in the Fall of 2009.

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Table of Contents

1	Introduction	1
	1.1 A Snapshot of the Region	1
	1.2 Towards a Sustainable Region	1
	1.3 The Provincial Context	2
	1.4 Purpose and Organization	3
	Towards a Sustainable Region	
2	A Sustainable Natural Environment	5
	2.1 Regional Greenlands System: A Sustainable Natural Environment Legacy	5
	2.2 Natural Features: Components of the Greenlands System	10
	▪ Key Natural Heritage Features and Key Hydrologic Features	10
	▪ Oak Ridges Moraine and Greenbelt Features	12
	▪ Endangered, Threatened and Special Concern Species and their Habitats	14
	▪ Wetlands	14
	▪ Significant Woodlands	15
	▪ Landform Conservation	17
	2.3 Water Systems	18
	▪ Lake Simcoe Protection Plan	20
	▪ Natural Hazards	20
	▪ Watershed Planning	21
	▪ Stormwater Management	22
3	Healthy Communities	23
	3.1 Human Health and Well-Being	23
	3.2 Air Quality and Climate Change	24
	3.3 Provision of Human Services	25
	3.4 Cultural Heritage	26
	3.5 Housing Our Residents	28
4	Economic Vitality	31
	4.1 Supporting the York Region Economic Strategy	31

4.2 City Building	33
4.3 Protecting Employment Lands	33
4.4 Planning for Retail	35
4.5 Financial Management	36

Growth Management

5

An Urbanizing Region: Building Cities and Complete Communities	39
5.1 Forecasting and Phasing Growth	39
▪ Table 1 Population and Employment Forecast by Municipality	41
5.2 Sustainable Cities, Sustainable Communities	42
5.3 Intensification	45
▪ Table 2 Residential Intensification Targets by Municipality	46
5.4 Regional Centres and Corridors	47
▪ City Building	48
▪ Regional Centres	51
▪ Regional Corridors	53
5.5 Local Centres and Corridors	54
5.6 Building Complete, Vibrant Communities	56
▪ New Community Areas	56
▪ Towns and Villages	59
▪ Hamlets	60

6	Agricultural and Rural Areas	63
	6.1 The Greenbelt Plan	63
	6.2 The Oak Ridges Moraine Conservation Plan	64
	6.3 Agricultural and Specialty Crop Areas	68
	▪ Local Food	69
	6.4 Rural Area	70
	6.5 Mineral Aggregate Resource Areas	74

7	Servicing Our Population	77
	7.1 Reducing the Demand for Services	77
	▪ Trip Reduction	77
	▪ Water Conservation and Efficiency	79
	7.2 Moving People and Goods	79
	▪ Active Transportation	79

▪ Transit	81
▪ Streets	84
▪ Goods Movement	86
▪ Airports	88
7.3 Water and Wastewater Servicing	89
▪ Wellhead and Intake Protection	92
7.4 Waste Management	94
7.5 Energy and Utilities	95

Implementation

8

Implementation	99
8.1 Engagement and Partnerships	99
8.2 Monitoring and Measuring Success	99
8.3 The Planning Process	101
▪ Table 3 Possible Regional Planning Studies Required to Evaluate a Proposed Amendment to this Plan	104
8.4 Interpreting This Plan	104

Definitions	107
--------------------	------------

List of Maps and Figures	113
---------------------------------	------------

Map 1	Regional Structure
Map 2	Regional Greenlands System
Map 3	Environmentally Significant Areas and Life Science Areas of Natural and Scientific Interest
Map 4	Key Hydrologic Features
Map 5	Significant Woodlands
Map 6	Wellhead Protection Areas
Map 7	Oak Ridges Moraine Aquifer Vulnerability Areas
Map 8	Agricultural and Rural Areas
Map 9	Mineral Aggregate Resource Areas
Map 10	Cycling Master Plan
Map 11	Transit Network
Map 12	Street Network
Figure 1	Oak Ridges Moraine Conservation Plan Landform Conservation Area
Figure 2	York Region Strategic Employment Lands

Introduction

1.1 A Snapshot of the Region

York Region and its nine local municipalities are part of a broader economic region where over 6 million people live, work and play. Over one million people in York Region, from a variety of cultural backgrounds, live across 1,776 square kilometres (686 square miles) stretching from Steeles Avenue in the south to Lake Simcoe and the Holland Marsh in the north.

York Region's diverse communities, emerging urban centres, competitive industries, attractive natural environment, and strategic location in the Greater Toronto and Hamilton Area continue to attract dynamic growth. By 2031, it is anticipated that York Region will reach 1.5 million residents, 780,000 jobs, and 510,000 households.

Originally a First Nations hunting, gathering and foraging society, York Region evolved into an agricultural based economy and has, over time, attracted a broad spectrum of business activity and over 29,000 businesses. Growth in recent years has seen an increase in service-oriented employment and the emergence of a strong knowledge-based economy.

Sixty-nine percent (69%) of York Region's land base is protected agricultural land and natural environment in the Oak Ridges Moraine and the Greenbelt. Woodlands cover more than 23% of the Region and an extensive network of trails provide quality outdoor recreation for walking and cycling. The Region also has 32 small lakes and close to 100 kilometres of shoreline on Lake Simcoe.

York Region's natural beauty is complemented by a rich cultural heritage, including First Nations heritage sites, art galleries, museums and wineries. The Region's agricultural industry produces a wide-variety of locally-grown fruit, vegetables, livestock, and dairy products.

The 1994 Regional Official Plan defined the structure of York Region which was rooted in the Region's Vision 2026: Creating Strong, Caring, Safe Communities. The Oak Ridges Moraine and Greenbelt legislation further defined the Region by protecting 69% of its land base. It is now time to take the next step by refocusing on city building, maintaining a dynamic economy, providing integrated and responsive human services and enhancing the Regional Greenlands System.

1.2 Towards a Sustainable Region

Sustainability is the lens through which York Region formulates, enhances and implements policy. The award-winning York Region Sustainability Strategy: Towards a Sustainable Region provides a long-term framework for making smarter decisions about all municipal responsibilities that fully evaluates economic, environmental and community considerations. This "triple bottom line approach" will be used to evaluate a number of key emerging trends facing York Region, including:

- an aging and diverse society
- an urbanizing region defined by vibrant centres
- the impact of the built environment on social cohesion among and within communities

IN THIS CHAPTER:

- 1.1 A Snapshot of the Region
- 1.2 Towards a Sustainable Region
- 1.3 The Provincial Context
- 1.4 Purpose and Organization

York Region's Vision 2026: Creating Strong, Caring, Safe Communities Goal Areas

- Quality Communities for a Diverse Population
- Enhanced Environment, Heritage and Culture
- A Vibrant Economy
- Responding to the Needs of Our Residents
- Housing Choices for Our Residents
- Managed and Balanced Growth
- Infrastructure for a Growing Region
- Engaged Communities and a Responsive Region



Sustainable Communities

- Promote active lifestyles
- Meet the diverse needs of residents of all ages, cultures, and abilities
- Include a diversity of jobs and affordable housing
- Provide quality schools, public spaces, recreation facilities and other amenities
- Achieve the highest standard in urban design and green building
- Provide safe, accessible mobility systems that prioritize pedestrian and cycling connections, public transit and streets

Key Provincial Initiatives

- The Oak Ridges Moraine Conservation Plan
- The Greenbelt Plan
- Places to Grow: Growth Plan for the Greater Golden Horseshoe
- The Lake Simcoe Protection Plan
- Metrolinx Regional Transportation Plan: The Big Move
- The Clean Water Act, 2006
- The Parkway Belt West Plan
- The Provincial Policy Statement

- climate change, energy conservation and renewable sources
- societal health issues such as obesity, mental illnesses, and cardiovascular and respiratory diseases

This Official Plan represents York Region's ongoing collaboration with its partners and stakeholders to rethink the way communities are designed, serviced and supported. Key elements of this Plan include:

1. City building, focusing on Regional Centres and Corridors and including innovation in urban design and green building.
2. A minimum of 40% residential intensification within the built-up area.
3. New community areas, designed to a higher standard that includes requirements for green buildings, water management, public spaces, mixed-use, compact development, and urban design.
4. Identification and protection of strategically located employment lands beyond 2031.
5. Promotion of a well-designed and intensified built form for new commercial, industrial and institutional developments.
6. Updated York Region Master Plans for transportation and transit, water and wastewater, and pedestrian and cycling.
7. Enhanced mobility systems using a "people and transit first approach" to connect land use and transportation planning.
8. Progressively higher standards in energy and water efficiency, renewable systems and waste management.
9. Urban development and infrastructure projects that contribute to enhancements of the Regional Greenlands System.
10. A natural heritage legacy based on a linked and enhanced Regional Greenlands System.
11. A minimum 25% affordable new housing units.
12. A full-cost accounting approach to financial management that considers the economic, environmental and social costs.
13. Protection of the rural and agricultural countryside.

The policies in this Plan will strengthen the connections between the natural and built environment, job opportunities, human services, transportation, public health and fiscal capacity. Making these connections will also foster citizen participation in the economic, social and cultural development of the Region's communities.

1.3 The Provincial Context

Since 2001, the Province of Ontario has approved several key plans that affect where and how York Region and other municipalities in the Greater Golden Horseshoe will grow.

The Province enacted the Oak Ridges Moraine Conservation Plan in 2001. The Plan protects, restores and enhances the Oak Ridges Moraine's ecological and hydrological features and functions. Approximately 31% of York Region is within the Oak Ridges Moraine.

In 2005, the Greenbelt Plan, affecting an additional 38% of the Region, was approved by the Province. The Greenbelt Plan identifies where urban development should not occur and provides permanent protection for the agricultural land base and ecological features and functions.

In 2006, the Province enacted Places to Grow: Growth Plan for the Greater Golden Horseshoe, and the Places to Grow Act, 2005, which guide decisions on a wide range of issues, including transportation, infrastructure and land use

planning, urban form, housing, natural heritage and resource protection in the interest of promoting economic prosperity.

In 2009, the Province approved the Lake Simcoe Protection Plan which identifies measures required to restore the ecological health of Lake Simcoe. Provisions of the Plan will impact the way future growth occurs in the watershed.

As well, the Metrolinx Regional Transportation Plan: The Big Move is the 25-year blueprint to achieve a transportation system for the Greater Toronto and Hamilton Area that is effective, integrated and multi-modal.

York Region's Official Plan conforms with these provincial planning documents and is consistent with the Provincial Policy Statement issued under the Planning Act.

1.4 Purpose and Organization

The policies of this Plan will guide economic, environmental and community building decisions to manage growth. A series of regional strategies, plans and guidelines will support and implement the policies in this Plan.

The policies in this Plan will help co-ordinate and set the stage for more detailed planning by local municipalities. This Plan will also provide a framework for co-ordinated planning with adjacent municipalities, as well as with other jurisdictions. These efforts can provide certainty on how to approach environmental, economic and community issues when creating sustainable communities.

The goals, objectives, policies, Tables 1, 2 and 3, Definitions and Maps constitute the York Region Official Plan. Chapter 1, Figures 1 and 2, other tables, graphics, text contained in the sidebars and introductory text are intended to be illustrative and are provided for information only. Italicised terms contained in this Plan are included in the definition section.

This Plan consists of three main sections: Towards a Sustainable Region, Growth Management, and Implementation.

Towards a Sustainable Region

This section details the policies as they relate to this Plan's triple bottom line objectives:

- *Chapter 2: A Sustainable Natural Environment* provides direction on enhancing a linked Regional Greenlands System and the treatment of its components.
- *Chapter 3: Healthy Communities* sets out policies to improve the health and well-being of the people who live and work in the Region by planning and developing sustainable and active communities.
- *Chapter 4: Economic Vitality* establishes a framework to create a competitive and flexible economic environment that encourages investment and a diversity of employment opportunities.

Growth Management

This section sets a new standard for development in York Region's communities and presents a co-ordinated and integrated approach to growth management and infrastructure delivery.



York Region Triple Bottom Line Objectives

Sustainable Natural Environment	Healthy Communities	Economic Vitality
Identify, protect and enhance the Regional Greenlands System	Promote a mix and range of housing types	Balance job creation with population growth
Ensure a healthy system, rich in biodiversity	Promote the health and well-being of residents in accessible and safe communities	Encourage entrepreneurship
Ensure that significant environmental features and functions are protected	Work with partners to provide adequate and quality human services	Retain and attract highly skilled labour
Integrate with infrastructure delivery	Recognize, conserve and promote cultural heritage	Promote economic diversity and resilience
	Improve air quality, the health of communities, and address climate change	Deliver context sensitive and efficient infrastructure
		Attract green industry employment

- *Chapter 5: An Urbanizing Region: Building Cities and Complete Communities* outlines the Regional Structure and provides development direction on:
 - o city building in Regional Centres and Corridors, linked by rapid transit
 - o planning for a minimum target of 40% intensification in key strategic areas
 - o new community areas planned to a higher standard in urban design, green building, mobility and sense of place
- *Chapter 6: Agricultural and Rural Areas* sets out policies that preserve the rural character of many York Region communities.
- *Chapter 7: Servicing Our Population* focuses on:
 - o reducing the demand for services
 - o mobility: pedestrian and cycling connections, transit, and streets
 - o efficiency and savings in water and wastewater
 - o composting, recycling and waste diversion
 - o efficient and renewable energy systems

Implementation

Chapter 8: Implementation provides direction on the implementation of the policies in this Plan with respect to public engagement, monitoring progress, clarity in review processes, and interpretation.

Using this Plan's integrated approach to growth, infrastructure, environment and community, York Region is committed to a sustainability approach in addressing its challenges and building on its successes. This includes creating jobs, protecting and enhancing natural heritage and culture, creating well-designed communities and providing quality human services.

Over the next 25 years and beyond, York Region will continue to evolve as it experiences rapid growth. By embracing change and making smarter decisions, York Region will mature into a more attractive community in which to live, work and play.

YORK REGION OFFICIAL PLAN SUSTAINABILITY FRAMEWORK



A Sustainable Natural Environment

IN THIS CHAPTER:

2.1

Regional Greenlands System:
A Sustainable Natural Environment
Legacy

2.2

Natural Features: Components of the
Greenlands System

2.3

Water Systems

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 Region’s natural areas are dependent upon and contribute to a system of surface and sub-surface water that goes beyond local municipal and Regional boundaries. These areas are the habitat of a variety of species and play an important role in the Region’s ecology and native biodiversity. Changes to these natural areas and systems can affect the delicate balance between plant, animal, water, air and landscape systems.

York Region contains some of the most significant and environmentally sensitive geological landforms in Ontario, of which the most predominant is the Oak Ridges Moraine. The Moraine is composed of complex geological systems which have been shaped by glaciation.

The Oak Ridges Moraine and the Greenbelt are key defining features of the Region’s land structure, comprising 69% of its land base and providing finite limits to growth.

York Region’s natural areas provide clean water, water supply and storage, water quality improvements, greenhouse gas mitigation, erosion control, nutrient cycling, native biodiversity, habitat, recreation and cultural pursuits. A strong natural heritage system is fundamental to ensuring the sustainability of York Region. This helps the Region remain an attractive place to invest

and ensures economic prosperity; enhances liveability in communities; provides opportunities for active and passive recreation; and contributes to health and a high-quality of life for residents and workers.

A Sustainable Natural Environment Goal

To conserve and improve the natural environment for this and future generations so that it will sustain life, maintain health and provide an improved quality of life.

2.1 Regional Greenlands System: A Sustainable Natural Environment Legacy

The policies of this section are designed to identify, protect, and enhance a linked Regional Greenlands System as a permanent legacy for York Region. The Regional Greenlands System on Map 2 contains key natural heritage features

Sustainability Benefits of the Regional Greenlands System		
Sustainable Natural Environment	Healthy Communities	Economic Vitality
Provides habitat for plant and animal species	Contributes to liveable neighbourhoods, feeling of well-being, health and quality of life, community identity and sense of place	Encourages eco- and agri-tourism
Maintains native biodiversity		Enhances property values, creating desirable communities for investment
Supports species richness and ecosystem complexity	Provides educational and research opportunities	Helps to prevent disease, resulting in reduced healthcare costs
Improves air quality	Provides active and passive recreation for healthier lifestyles	Reduces infrastructure costs; reduces peak flows and flooding
Contributes to water management		Helps make York Region an attractive places for businesses
Mitigates the impacts of climate change		

The Regional Greenlands System has been assembled with data from the Province, the Toronto and Region Conservation Authority and Lake Simcoe Region Conservation Authority, and local municipal natural heritage studies.

Regional Greenlands System functions include:

- Climate Regulation
- Water Management
- Soil Retention
- Nutrient Cycling
- Habitat for Flora and Fauna
- Genetic Resources
- Recreation
- Food Production

and key hydrologic features and the adjacent lands necessary to maintain these features, in a linked system throughout York Region. York Region's Greenlands are connected to a larger system across the Greater Toronto and Hamilton Area, Ontario and North America.

The original Regional Greenlands System was established in 1994, and there has been a number of successes in identifying, protecting and securing elements of the System through the Regional Greening Strategy partnerships and programs. The Province's Oak Ridges Moraine Plan and Greenbelt Plan have expanded the System. These policy areas cover 69% of York Region's land area, and have placed finite limits to growth and permanent protection to a number of significant natural areas.

The focus of this Plan will now be on connecting and enhancing the Regional Greenlands System through continued partnerships and investment.

The Regional Greenlands System is composed of cores, corridors, and linkages. Core areas are the most significant natural features on the landscape, and include significant woodlands and wetlands, Areas of Natural and Scientific Interest, and Environmentally Significant Areas. Corridors can include existing significant valleylands, and watercourses. Linkages connect core areas, and are either existing or to be established through restoration.

In order to have a healthy, functioning system the cores must be interconnected by natural or restored corridors and linkages. These connections provide a system that allows for the movement of animals and plant dispersion, and provide opportunities for pathways for walking and cycling, and for the creation of a Regional Trail System. All elements of the Regional Greenlands System need to be enhanced through strategic greening initiatives and continued investment.

Urban uses and infrastructure projects should contribute net gains to the Regional Greenlands System and ensure overall health through innovative design, construction and strategic enhancement opportunities.

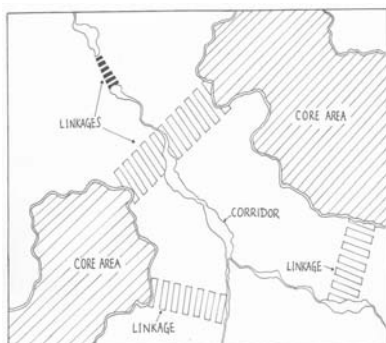
The Regional Greening Strategy implements the vision for the System. The continued successful implementation of this vision lies in creating new and nurturing existing partnerships and seizing every opportunity to invest in enhancing the Greenlands System.

Objective

To identify, protect and enhance the Regional Greenlands System and its functions to ensure a healthy system rich in biodiversity.

It is the policy of Council:

1. To protect and enhance the Regional Greenlands System and its functions shown on Map 2 and to direct new *development* and *site alteration* away from the System.
2. That the Regional Greenlands System consists of cores, corridors, and linkages. These include the Oak Ridges Moraine Conservation Plan Natural Core Area and Natural Linkage Area designations, the Natural Heritage System within the Protected Countryside of the Greenbelt Plan, key natural heritage features, key hydrologic features and the *adjacent lands* necessary to maintain these features within a system.
3. That the Regional Greenlands System includes regional linkages and will be the focus of enhancement and land securement initiatives.
4. To require local municipalities to develop local greenlands systems that identify enhancement areas and linkage opportunities and include



policies, initiatives, and mapping that protect and complement the Regional Greenlands System.

5. That the boundaries and the extent of the Regional Greenlands System on Map 2 outside of the Oak Ridges Moraine Conservation Plan Area and the Greenbelt Plan Area are approximate. Refinements to the boundaries may occur through periodic updates by the Region and local municipalities, neither of which will require an amendment to this Plan.
6. That in the Urban Area and Towns and Villages, the Regional Greenlands System shall be identified more specifically in local official plans and secondary plans and integrated into community design. These plans shall contain policies and detail initiatives that encourage System remedial works and enhancement opportunities.
7. That the Regional Greenlands System shall be enhanced through Regional greening initiatives, partnerships, infrastructure projects and urban development to achieve net ecological gains for the System.
8. That development applications within or in close proximity to the Regional Greenlands System but outside of the Oak Ridges Moraine and the Greenbelt shall be accompanied by an environmental impact statement. This statement shall detail the impact of the development on the Regional Greenlands System and shall provide details of enhancement opportunities and any mitigative measures. Within the Oak Ridges Moraine and the Greenbelt, study requirements for key natural heritage features and key hydrologic features are identified in policy 2.2.16.
9. That in *new community areas*, local official plans shall include policies, programs and initiatives to link and enhance the Regional Greenlands System through community design and the development process. Enhancement opportunities shall be focused on the Natural Heritage System within the Protected Countryside of the Greenbelt.
10. That local greenlands systems within *new community areas*, identified in accordance with policies 2.1.4 and 2.1.9, and shown schematically on Map 2 of this Plan, shall be permanently protected from *development* and *site alteration*.
11. That notwithstanding policy 2.1.10, within *new community areas*, 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.
12. To require a Greenlands System Plan as a component of secondary plans within *new community areas* that:
 - a. evaluates the potential impact of development on the System and ensures the protection, enhancement and securement of all elements of the Regional Greenlands System;
 - b. identifies strategic areas for enhancement and restoration to maximize the quality and connectivity of the entire System;
 - c. identifies how infrastructure projects within the System, including stream crossings for streets, water and wastewater systems, contribute to an overall net system gain by increasing natural cover, enhancing ecological function, providing recreational access and/or contributing to offsite enhancements;

Net ecological gain means achieving an ecological benefit or improvement in the Regional Greenlands System. This could include improvement in the ecological services or functional capacities, providing trails and passive recreational amenities, or enhancing a degraded part of the System and providing linkages.

Environmental Impact Statement

An environmental impact statement determines the potential impacts, direct and indirect, of a proposed development on the Regional Greenlands System or on a key natural heritage feature or key hydrologic feature.

Key components of an environmental impact statement can include:

- a biophysical inventory and analysis
- identification of development constraints and System enhancement opportunities
- an assessment of impacts from the proposed activities
- the analysis of mitigation measures
- the determination of net effects
- the identification of monitoring for developments within and/or adjacent to natural areas or hazards



St. John's Sideroad context sensitive design

York Region's Greening Strategy

The Regional Greening Strategy has had a number of successes between 2001 and 2008 including:

- Over 750,000 trees and shrubs planted with annual planting numbers ranging from 50,000 to 100,000 trees and shrubs
- Environmental education provided to over 10,000 participants, with approximately 1,000 participating every year
- Partnerships with over 50 government and non-government organizations, stakeholders and community groups
- Public programs and stewardship initiatives, which include support for private rural reforestation projects, urban private-yard tree planting, community engagement, and more



- d. identifies securement opportunities and management requirements;
 - e. identifies a trail network which is integrated into the mobility system of the community; and,
 - f. examines the feasibility of providing local community gardening plots where appropriate, within the System.
13. That infrastructure design and construction be sensitive to the features and functions of the System, and include context sensitive design and innovative technologies to minimize impacts and enhance the Regional Greenlands System.
 14. That the planning, design and construction of infrastructure projects shall enhance and invest in the Regional Greenlands System, including providing passive recreational amenities and environmental restoration where appropriate.
 15. To undertake land securement, with partners, focused primarily within the Regional Greenlands System. Land securement can include conservation easements, donations, or land purchases, and education and stewardship promotion.
 16. That where lands within the Regional Greenlands System are held in private ownership, nothing in this Plan requires that these lands be free and available for public use. Similarly, York Region Council is not obligated to purchase lands identified as part of the Regional Greenlands System.
 17. To update the Regional Greening Strategy, including the land securement criteria, to ensure implementation complementary to the policies of this Plan.
 18. To undertake a Regional Trails Master Plan to identify a Greenlands System trails network that connects local municipal trail systems.
 19. To focus strategic land securement initiatives on the proposed alignment of the Regional Greenlands System trails network.
 20. To work with local municipalities and trail organizations on initiatives that contribute to, or complement, the creation of a Regional Greenlands System trails network.
 21. That applications for *development* or *site alteration* within the Oak Ridges Moraine will be considered only if they comply with the provisions of the Oak Ridges Moraine Conservation Plan. The following land use designations and permitted uses apply:
 - a. The Natural Core Area, as identified on Map 1, has a high concentration of key natural heritage features, hydrologically sensitive features, and/or landform conservation areas and are critical to maintaining and improving the integrity of the Moraine as a whole. New permitted uses are very limited and may include conservation and resource management, low intensity recreation, or agriculture uses, as detailed in the Oak Ridges Moraine Conservation Plan; and,
 - b. The Natural Linkage Area forms part of a corridor system that support or have the potential to support the movement of plants and animals between the Natural Core Area, Natural Linkage Area, river valleys and stream corridors. Limited new uses may include those permitted in the Natural Core Area designation as

well as mineral aggregate operations and wayside pits, as detailed in the Oak Ridges Moraine Conservation Plan.

22. To ensure that within the portions of the Regional Greenlands System that are identified as the Natural Heritage System of the Protected Countryside within the Greenbelt:
 - a. the full range of existing and new *agricultural, agricultural-related* and *secondary agricultural uses* and *normal farm practices* is permitted;
 - b. new buildings or structures for *agriculture, agricultural-related* and *secondary agricultural uses* are not subject to policies 2.1.22.c(i) through 2.1.22.c(iii), but are subject to Section 2.2 of this Plan;
 - c. new *development* or *site alteration* permitted by the Greenbelt Plan shall:
 - i. cause no negative effects on key natural heritage features or key hydrologic features or their functions;
 - ii. enhance connectivity between key natural heritage features and key hydrologic features for the movement of native plants and animals across the landscape; and,
 - iii. ensure that the disturbed area of any site does not exceed 25%, and the impervious surface does not exceed 10%, of the total developable area, except where otherwise permitted within the Greenbelt Plan.
 - d. where permitted non-agricultural uses are proposed within the Natural Heritage System of the Protected Countryside, applicants shall demonstrate that:
 - i. at least 30% of the total developable area of the site will remain or be returned to natural self-sustaining vegetation;
 - ii. connectivity between key natural heritage features or key hydrologic features located within 240 metres of each other is maintained or enhanced; and,
 - iii. buildings or structures do not occupy more than 25% of the area outside of key natural heritage features and key hydrologic features and their minimum vegetated protection zones.
23. To prohibit pits or quarries, wayside pits or quarries, batching/asphalt plants and new waste disposal sites within the Regional Greenlands System as identified on Map 2. Notwithstanding the above, mineral aggregate operations or wayside pits are permitted within those portions of the Regional Greenlands System designated as Natural Linkage Area and Countryside Area on Map 1 and are subject to all applicable provisions of the Oak Ridges Moraine Conservation Plan.
24. To examine the feasibility of undertaking studies complementary to the Regional Greenlands System, such as wildlife and terrestrial linkage plans.
25. To work with conservation authorities, local municipalities and the Province in establishing, maintaining and improving a database on the Regional Greenlands System.

Land Securement in York Region

Between 2001 and 2008, over 879 hectares of conservation lands have been protected in perpetuity.

Securement depends on successful partnerships. York Region's securement partners include:

- Local Municipalities
- York Environmental Stewardship
- Ontario Streams
- Nature Conservancy of Canada
- Oak Ridges Moraine Land Trust
- Toronto and Region Conservation Authority
- Lake Simcoe Region Conservation Authority
- The Province
- University of Toronto
- Oak Ridges Moraine Foundation
- Natural Resources Canada
- GTA Clean Air Committee



26. To work with municipal partners and stakeholders in implementing and monitoring the Rouge North Management Plan.

2.2 Natural Features: Components of the Greenlands System

Key natural heritage features and key hydrologic features are the building blocks of York Region's natural system. Many of these features are cores and corridors and can function as potential linkages.

Key natural heritage and key hydrologic features within York Region are subject to three policy regimes: the Oak Ridges Moraine Conservation Plan, the Greenbelt Plan, and the Provincial Policy Statement. The three policy regimes contain minor differences in terminology. For consistency in terminology, natural features within York Region are identified as "key natural heritage features" and "key hydrologic features."

Key natural heritage features and key hydrologic features can exist within the Regional Greenlands System or outside of the System. Key features within the System are subject to the policies in Section 2.1 and 2.2. Key features outside of the System shall be protected subject to the policies of Section 2.2.

The following sections contain specific requirements for key natural heritage features and key hydrologic features throughout the Region, including the Oak Ridges Moraine and Greenbelt.

Key Natural Heritage Features and Key Hydrologic Features

Policies of this section identify the key natural heritage features and key hydrologic features within York Region, and provide general policy requirements for all features. More specific feature policies can be found in the sections following.

Objective

To ensure that key natural heritage features and key hydrologic features and functions are protected.

It is the policy of Council:

1. That key natural heritage features and key hydrologic features within York Region include:
 - a. habitat of endangered species, threatened species and special concern species;
 - b. fish habitat;
 - c. wetlands;
 - d. Life Science Areas of Natural and Scientific Interest;
 - e. Environmentally Significant Areas;
 - f. significant valleylands;
 - g. significant woodlands;
 - h. significant wildlife habitat;
 - i. sand barrens, savannahs and tallgrass prairies;
 - j. lakes and their littoral zones;
 - k. permanent and intermittent streams;

- l. kettle lakes; and,
 - m. seepage areas and springs.
- 2. That key natural heritage features and key hydrologic features in policies 2.2.1.b through 2.2.1.e, 2.2.1.g, and 2.2.1.j through 2.2.1.l above are shown on Maps 3, 4, 5 and Figure 1 of this Plan.
- 3. That key natural heritage features and key hydrologic features in policies 2.2.1.a, 2.2.1.f, 2.2.1.h, 2.2.1.i and 2.2.1.m above are not mapped in this Plan. These features shall be identified in accordance with criteria provided by the Province on a site-by-site basis or through the appropriate study such as a watershed plan, environmental impact statement, or natural heritage or hydrological evaluations, prior to undertaking any *development* or *site alteration*.
- 4. To prohibit *development* and *site alteration* within key natural heritage features, key hydrologic features, and *adjacent lands*, unless it is demonstrated through a natural heritage evaluation, hydrological evaluation, or environmental impact statement that the *development* or *site alteration* will not result in a negative impact on the feature or its functions.
- 5. To prohibit removal of a key natural heritage feature or a key hydrologic feature by unauthorized *development* or *site alteration*. Such removal will result in the features and functions being restored to their previous state.
- 6. That notwithstanding policy 2.2.4 of this Plan *development* and *site alteration* is not permitted within fish habitat except in accordance with federal and provincial requirements.
- 7. To require local municipalities to identify key natural heritage features and key hydrologic features or equivalents in local official plans and zoning by-laws, to provide appropriate policies for their protection, including the definition of permitted uses, and to discourage incompatible uses.
- 8. That where a key natural heritage feature or key hydrologic feature overlaps the boundaries of the Oak Ridges Moraine, the Natural Heritage System of the Protected Countryside in the Greenbelt or the remainder of York Region, the policies which are most protective of the feature will apply.
- 9. That the policies of this section must be read in conjunction with the policies of Section 2.1.
- 10. To prohibit lands identified on Map 3 as Environmentally Significant Areas or Life Science Areas of Natural and Scientific Interest from being used for the purpose of a pit or quarry, a wayside pit or quarry, batching/asphalt plants or a new waste disposal site.
- 11. To co-operate with conservation authorities, the Province and local municipalities in order to further define and better understand key natural heritage features and key hydrologic features and to promote improved stewardship and protection strategies.
- 12. To encourage private and public landowners with lands containing key natural heritage features and key hydrologic features to manage the lands in a manner that conserves and enhances the features in accordance with the policies of this Plan.

Oak Ridges Moraine and Greenbelt Features

The Province has established specific policies for the protection of key natural heritage features and key hydrologic features in the Oak Ridges Moraine Conservation Plan and the Greenbelt Plan.

A Natural Heritage System has been identified for the Protected Countryside of the Greenbelt Plan. Only key natural heritage features within this Natural Heritage System are protected by the policies of the Greenbelt Plan. All key hydrologic features are protected by the policies of the Greenbelt Plan regardless of their inclusion within this Natural Heritage System.

This section of this Plan addresses the protection requirements for these two Provincial Plans.



Objective

To ensure that the key natural heritage features and key hydrologic features on the Oak Ridges Moraine and within the Greenbelt are protected in accordance with Provincial Plans.

It is the policy of Council:

13. That within key natural heritage features and key hydrologic features on the Oak Ridges Moraine or in the Natural Heritage System of the Protected Countryside in the Greenbelt, *development* or *site alteration* are not permitted in the feature or its associated vegetation protection zone, except as provided in the Oak Ridges Moraine Conservation Plan and the Greenbelt Plan.
14. That on the Oak Ridges Moraine, the minimum vegetation protection zone for key natural heritage features and key hydrologic features is 30 metres or as required by the Oak Ridges Moraine Conservation Plan.
15. That within the Natural Heritage System of the Protected Countryside of the Greenbelt Plan, the minimum vegetation protection zone shall be a minimum of 30 metres for wetlands, seepage areas and springs, fish habitat, permanent and intermittent streams, lakes, and significant woodlands.
16. That applications for *development* or *site alteration* shall be supported by a natural heritage and/or hydrological evaluation as detailed in the Oak Ridges Moraine Conservation Plan and the Greenbelt Plan, if it occurs:
 - a. within 120 metres from a key natural heritage feature or key hydrologic feature anywhere within the Oak Ridges Moraine;

Vegetation Protection Zones are vegetated buffers surrounding a key natural heritage feature or a key hydrologic feature. These areas protect the feature and its functions from the impacts of land use changes and associated activities that will occur before, during and after construction, and where possible, restore or enhance the features and its functions.

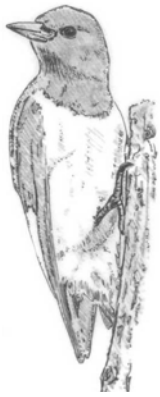
- b. within 120 metres of a key natural heritage feature within the Natural Heritage System of the Protected Countryside of the Greenbelt Plan; or,
 - c. within 120 metres of a key hydrologic feature anywhere within the Protected Countryside of the Greenbelt Plan.
 - 17. That minor changes to the extent or presence of key natural heritage features and key hydrologic features resulting from site specific studies conducted in accordance with the requirements in the Oak Ridges Moraine Conservation Plan, the Greenbelt Plan, and updated information from the Province or the appropriate conservation authority, will not require an amendment to this Plan.
- However, where a minor change may negatively affect a wetland, Life Science Area of Natural and Scientific Interest, fish habitat or significant portions of endangered, rare or threatened species, confirmation will be required from the Province prior to any *development* or *site alteration* occurring in these areas. In regard to minor changes to Environmentally Significant Areas, confirmation will be required by the appropriate conservation authority.
- 18. That Environmentally Significant Areas on the Oak Ridges Moraine or within the Natural Heritage System of the Protected Countryside of the Greenbelt Plan, which have been identified by a conservation authority, are also considered to be key natural heritage features, subject to the same requirements for protection and study as those identified in the Oak Ridges Moraine Conservation Plan and Greenbelt Plan for Life Science Areas of Natural and Scientific Interest.
 - 19. That within the Oak Ridges Moraine Conservation Plan, and the Greenbelt Plan Areas, no new *agricultural uses*, *agriculture-related uses*, or accessory uses shall be permitted within key natural heritage features and key hydrologic features and their associated minimum vegetation protection zone if the lands were not being used for that use on November 15, 2001, and February 28, 2005 respectively.
 - 20. That in the Urban Area and Towns and Villages, as designated on April 22, 2002, where secondary plans, official plans, zoning by-laws, or Master Environmental Servicing or Functional Servicing Plans are approved based on environmental studies that have identified minimum vegetation protective zones that are different from those identified in the Oak Ridges Moraine Conservation Plan, then the standards established within those plans shall prevail.
 - 21. That in the Urban Area, Towns and Villages, and Hamlets designated on February 28, 2005, where secondary plans, official plans, zoning by-laws, or Master Environmental Servicing or Functional Servicing Plans are approved based on environmental studies that have identified minimum vegetation protective zones that are different from those identified in the Greenbelt Plan, then the standards established within those plans shall prevail.
 - 22. That every application for *development* or *site alteration* on the Oak Ridges Moraine shall identify planning, design and construction practices that ensure that no buildings or other site alterations impede the movement of plants and animals between key natural heritage features, key hydrologic features and *adjacent lands* within the Natural Core Area and the Natural Linkage Area as identified on Map 1.

Oak Ridges Moraine

The Oak Ridges Moraine is one of Ontario's most significant landforms.

Located north of and parallel to Lake Ontario, the Moraine in York Region divides the watersheds draining south into Lake Ontario from those draining north into Lake Simcoe.

The Moraine shapes the present and future form and structure of the Greater Toronto Region. The Moraine's ecological and hydrological features and functions are critical to the Region's continuing health.



Red Headed Woodpecker
(special concern)



Monarch Butterfly (special concern)

Species at Risk in Ontario List Categories

- **EXTIRPATED** - a native species that no longer exists in the wild in Ontario, but still exists elsewhere
- **ENDANGERED** - a native species facing extinction or extirpation
- **THREATENED** - a native species at risk of becoming endangered in Ontario
- **SPECIAL CONCERN** - a native species that is sensitive to human activities or natural events which may cause it to become endangered or threatened



Butternut Tree (endangered)

23. That the technical papers associated with the Oak Ridges Moraine Conservation Plan and the Greenbelt Plan be consulted to provide clarification in implementing the policies related to key natural heritage features and key hydrologic features within the Provincial Plans. In the event of a conflict in the interpretation of the provincial guidelines and the policies of this Plan, the policy which is more protective of the feature will apply.

Endangered, Threatened and Special Concern Species and their Habitats

Habitats of endangered, threatened and special concern species contain species that have been listed by the Province as occurring in significantly low population numbers, restricted geographic areas, or are threatened by human activities that their continued presence in Ontario is a matter of conservation concern. The actual species falling into categories of threatened or endangered vary from region to region throughout the Province, and can change over time.

Endangered, threatened and special concern species are listed in regulations under the Endangered Species Act. Current lists of endangered, threatened, vulnerable, and species of conservation concern are designated by the Committee on the Status of Species at Risk in Ontario and are placed on the Species at Risk in Ontario List regulation.

Objective

To protect endangered, threatened and special concern species and their habitats to ensure that biological diversity within the Region is not diminished.

It is the policy of Council:

24. That notwithstanding policy 2.2.4 of this Plan, *development* and *site alteration* is not permitted within the habitat of endangered or threatened species, as identified on the Species at Risk in Ontario List.
25. That within the Oak Ridges Moraine and the Natural Heritage System of the Protected Countryside of the Greenbelt, notwithstanding policy 2.2.4, and 2.2.24 of this Plan, *development* and *site alteration* is not permitted within the habitat of endangered, threatened, or special concern species as identified on the Species at Risk in Ontario List.
26. To encourage private land stewardship which protects and enhances the habitat of threatened, endangered and special concern species.
27. To work with the Province, as appropriate, on the preparation of recovery strategies or management plans for endangered, threatened, and special concern species in York Region.

Wetlands

Wetlands are essential natural elements of the Regional ecosystem, providing environmental, economic and social benefits. These lands, which are seasonally or permanently covered by shallow water or where the water table is close to or at the surface, are characterized by hydric soils and hydrophytic or water-tolerant plants. Among other functions, wetlands control and store surface water to assist in flood control and groundwater recharge. Wetlands also act as sediment traps to improve water quality and act as habitat for a wide variety of plant and animal species.

The Province has enacted a policy statement under the Planning Act that prohibits development in provincially significant wetlands. Wetlands that have not been identified as provincially significant also exist within the Region. Map 4

shows the general location of evaluated wetlands in the Region. More detailed information, as well as more recent wetland evaluations may be available through the Province.

Objective

To ensure no loss of wetland function or area in the Region.

It is the policy of Council:

28. To prohibit *development* or *site alteration* within wetlands as shown on Map 4, notwithstanding policy 2.2.4 of this Plan, and to require a minimum vegetation protection zone of 30 metres from any part of the feature.
29. To permit *development* or *site alteration* in accordance with other policies of this Plan within 120 metres of wetlands, but not within the 30-metre minimum vegetation protection zone, only if it does not result in any of the following:
 - a. loss of wetland function, including maintenance of water balance;
 - b. demand for future development that will negatively affect existing wetland functions;
 - c. conflict with existing site-specific wetland management practices; or,
 - d. loss of contiguous wetland area.
30. To encourage local municipalities, public agencies and private landowners to protect wetlands not identified in this Plan.
31. That boundary refinements or reclassification of existing wetlands by the Province will not require an amendment to Map 4 of this Plan. Where new wetlands are identified by the Province, the Region will consider an amendment to this Plan.

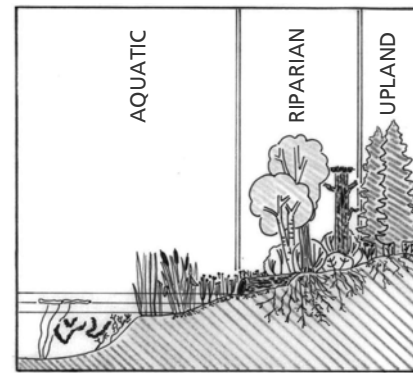
Significant Woodlands

Woodlands are significant components of York Region's natural systems and provide a variety of important environmental, social and economic benefits. These benefits include clean air and water, erosion prevention, water retention, provision of wildlife habitat, recreation and the sustainable harvest of woodland products.

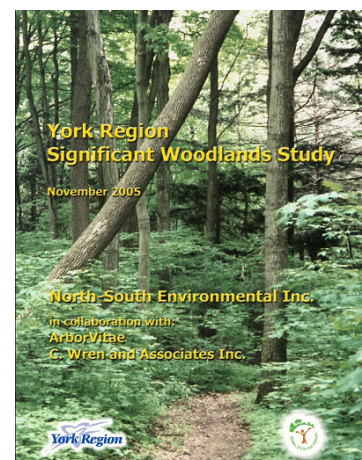
At the time of settlement by Europeans, woodlands covered 90% of the Region. Woodland cover has dwindled to 22.5% today. Because much of the remaining woodland cover is fragmented and lacking in interior habitat areas, maintaining and enhancing significant woodlands and integrating them into the Region's communities is extremely important.

York Region has a Woodland Conservation By-law, requiring that permits be issued to restrict and regulate the destruction of trees on private lands. There are many tools available to private landowners to assist in the sustainable management of woodlands, including the Managed Forest Tax Incentive Program and the Ontario Stewardship Program.

York Region manages 22 Regional Forest tracts, totalling over 2,200 hectares. These areas undergo silvicultural management (tree planting, tending and harvesting activities) and hazard tree management, and are important for educational initiatives. The York Regional Forest is the first publicly owned forest in Canada to be certified by the Forest Stewardship Council. This third



Typical Wetland



York Region Continues to Work Towards 25% Woodland Cover

Since 2001, York Region has been working to increase forest cover through initiatives including:

- the York Natural Planting Partnership, delivered by the Conservation Authorities, which provides subsidized tree planting on private lands
- support of community naturalization initiatives on public and private land
- large-scale reforestation of public lands (e.g., Rouge Park)
- acquiring strategic lands for reforestation

Reforestation of existing public lands will help achieve a portion of the Region's woodland cover target. Private land reforestation and stewardship are essential to achieving this target.

party audit process ensures that the Region is maintaining the forest in a sustainable manner.

The policies of this section of this Plan support the York Region Significant Woodlands Study. This section provides policies for the identification, management and improvement of woodlands to ensure that the Region will have better-quality woodland cover in the future and greater biodiversity, and that the Region will continue to recognize the importance of the urban forest.

Objective

To protect significant woodlands and encourage reforestation to provide environmental, social and economic benefits for the residents of York Region.

It is the policy of Council:

32. To increase woodland cover to a minimum of 25% of the Region's total land area.
33. To prohibit *development* and *site alteration* within significant woodlands.
34. That significant woodlands, confirmed through site level analysis, include any *woodland* meeting one of the following criteria:
 - a. contains G1, G2, G3, S1, S2, or S3 plant or animal species, or community as designated by the Natural Heritage Information Centre;
 - b. contains species designated by the Committee of the Status of Endangered Wildlife in Canada or by the Committee on the Status of Species at Risk in Ontario as threatened, endangered, or of special concern;
 - c. is within 30 metres of a watercourse, surface water feature or evaluated wetland;
 - d. is over 2 hectares and:
 - i. is within 100 metres of another significant feature; or,
 - ii. occurs within the Regional Greenlands System.
 - e. is south of the Oak Ridges Moraine and is 4 hectares or larger in size;
 - f. is north of the Oak Ridges Moraine and is 10 hectares or larger in size; or,
 - g. on the Oak Ridges Moraine the *woodland* will be evaluated for significance based on the requirements of the Oak Ridges Moraine Conservation Plan and associated technical papers.
35. That an amendment to this Plan shall not be required if a site level analysis of a significant woodland determines that a *woodland* does not meet the criteria identified in policy 2.2.34.
36. That Map 5 identifies significant woodlands based on available information and data. Due to the scale of the mapping in this Plan the extent of the significant woodland coverage may not be clearly visible on Map 5. Detailed mapping of significant woodlands, based on available data, will be provided by York Region upon request.
37. That outside of the Oak Ridges Moraine and the Greenbelt, a minimum vegetation protection zone of 10 metres shall be provided from the outer limits of a significant woodland.

38. That notwithstanding policy 2.2.33 of this Plan, within *new community areas, development and site alteration* may be permitted within a significant woodland if all of the following are met:
- a. the *woodland* does not meet criteria in policies 2.2.34.a and 2.2.34.b of this Plan;
 - b. the *woodland* is located in an area strategic to the development of a *new community area*, is evaluated in the context of the secondary plan process required in Section 5.6 of this Plan, and it is determined that the woodland functions can be maximized through relocation and will be replaced by an appropriate urban use meeting the sustainable community objectives of this Plan; and,
 - c. the Greenlands System Plan, required by Section 5.6 of this Plan, details the location and implementation plan for the replacement of the woodland to enhance the Regional Greenlands System consistent with policy 2.2.39 of this Plan.
39. That should the criteria in policy 2.2.38 be met, the *woodland* may be replaced as detailed in Greenlands System Plan, as required in Section 5.6 of this Plan, with significant enhancements to the Regional Greenlands System within *new community areas* or adjacent areas to the satisfaction of York Region.
40. That local municipalities shall develop an Urban Forest Management Plan, together with York Region that may include additional locally significant woodlands.
41. That York Regional Forests shall be sustainably managed in a manner that enhances their ecological, educational and recreational functions to ensure their long-term health.
42. To encourage and work with the Province and other stakeholders involved in woodlands management, to maintain and enhance publicly and privately owned forested lands, and to encourage landowners through stewardship initiatives, to use good forestry practices.

Landform Conservation

Significant landscapes exist throughout York Region, providing scenic views and vistas, and a sense of place. Such significant landscapes include many portions of the Oak Ridges Moraine, the former Lake Algonquin shoreline, major river valleys, Earth Science Areas of Natural and Scientific Interest and the Lake Simcoe shoreline.

Landform features help define the Regional character. The policies of this Plan encourage appropriate treatment of these areas during development and incorporate these features into the Regional Greenlands System.

Objective

To encourage and support the conservation of significant landscapes, views and vistas.

It is the policy of Council:

- 43. To encourage the protection of significant landscapes in a manner compatible with surrounding lands, and minimize the disruption and destruction of landscape features caused by extensive land alteration activities including mass grading, locating and constructing streets, pipelines and transmission lines.

Good Forestry Management is the proper implementation of woodland harvest, renewal and maintenance activities which are known to be appropriate for the forest and environmental conditions under which they are being applied. These practices minimize injury to significant ecosystems, important fish and wildlife habitat, soil and water quality and quantity, forest productivity and health, and the aesthetic and recreational values.

Urban Forest Effects Model, also known as "UFORE", is an evaluation tool that can be used in urban forest management to measure the type, value and extent of the economic and environmental benefits of the urban forest. Urban forests provide more than aesthetic values, they assist in increasing energy efficiency and pollution abatement. The data generated from the Urban Forest Effects Model analysis is key to an urban forest management plan.

44. That local municipalities shall adopt site alteration by-laws in conformity with the Municipal Act to prevent the removal of topsoil or vegetation prior to the approval of an application for *development* or *site alteration*.
45. That landform conservation areas within the Oak Ridges Moraine are shown on Figure 1. Figure 1 is to be consulted whenever *development* or *site alteration* is proposed to determine whether the landform conservation policies of this Plan and the Oak Ridges Moraine Conservation Plan apply.
46. That within the Oak Ridges Moraine, applications for *development* or *site alteration* in a landform conservation area shall be accompanied by the appropriate study as required by the Oak Ridges Moraine Conservation Plan. Planning, design and construction practices for any *development* or *site alteration* are required to satisfy the Oak Ridges Moraine Conservation Plan.
47. To require local municipalities to incorporate the Oak Ridges Moraine landform conservation mapping and policies into local official plans. Policies in the local plans shall require that applications for *development* or *site alteration* in a landform conservation area identify planning, design and construction practices that will keep disturbance to landform character to a minimum, subject to the requirements established in the Oak Ridges Moraine Conservation Plan. Local municipalities are also encouraged to consider the need for landform conservation planning outside of the Oak Ridges Moraine.
48. That mineral aggregate operations are exempt from certain landform conservation requirements in accordance with the Oak Ridges Moraine Conservation Plan.
49. That in considering *development* and *site alteration* applications in the Urban Area and Towns and Villages, local municipalities shall consider the importance of adopting planning, design and construction practices that will keep disturbance of landform character to a minimum, so as to satisfy the requirements of the Oak Ridges Moraine Conservation Plan.
50. That applications for *development* and *site alteration* in an Earth Science Area of Natural and Scientific Interest on Figure 1, or within the related minimum area of influence, shall be accompanied by an earth science heritage evaluation that meets the requirements of the Oak Ridges Moraine Conservation Plan.

2.3 Water Systems

York Region's water systems and key hydrologic functions include underground aquifers as well as rivers, streams, ponds, wetlands and lakes, including Lake Simcoe. Although Lake Ontario is not located in York Region, rivers and drinking and wastewater systems connect the Region to the lake. These systems are part of the hydrological cycle and interact through rain, runoff, percolation and evaporation. These systems are not static, but are constantly evolving and changing elements of a broader ecosystem and can continue to be a sustainable, renewable resource for the Region if protected, conserved and enhanced.

Groundwater is important as a supply of drinking water, and provides significant quantities of cool water to the Region's streams and rivers as base flow. Water systems play a crucial role in ecological function and are also important for recreation, agriculture and industrial purposes.

River drainage basins, known as watersheds, provide an ecological basis for the protection of land and water resources. This Plan recognizes the watershed as the basic ecological unit upon which planning should be based. The Oak Ridges Moraine is the origin of headwaters for the watersheds in York Region, and is also a significant source of groundwater recharge and discharge.

Water balance must be managed to maintain the ecological integrity of key natural heritage features and hydrologic function. Changes in land use must take into account immediate impacts and cumulative changes to watersheds, and off-site impacts, such as increased stormwater runoff or water contamination.

Because water resources are part of a more complex system and are essential to ecosystem and human function, policies relating to water resources are also contained elsewhere in this Plan, specifically Chapters 5 and 7. These chapters collectively articulate the Region's objectives for water resources.

Objective

To maintain and enhance water system health to ensure water quality and quantity, and to maintain the natural hydrologic function of water systems.

It is the policy of Council:

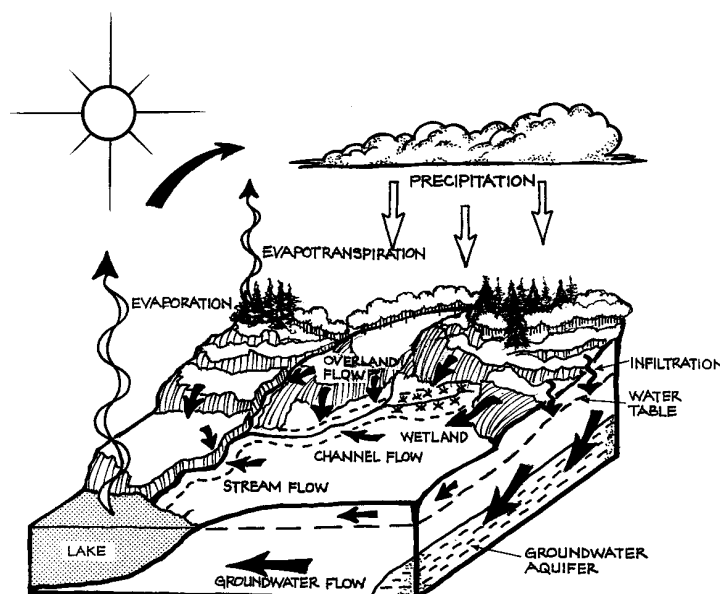
1. To prepare a comprehensive Regional water strategy for both piped services and surface and groundwater sources that will include long-term protection strategies, enhancement guidelines and monitoring requirements for streams, lakes, wetlands, groundwater, kettle lakes, Lake Simcoe, and other natural aquatic systems.
2. That the natural quality and hydrological characteristics of watercourses and lakes, including aquatic habitat, base flow, water quality, temperature, storage levels and capacity, will be maintained, and that development be designed with the goal of maintaining water balance.
3. To maintain linkages and related functions among surface water features, ground water features, hydrologic function and natural heritage features.
4. To direct development away from sensitive groundwater recharge and discharge areas.
5. To amend mapping and policies in this Plan when significant recharge areas or vulnerable aquifer areas are identified.
6. To prepare source water protection plans with the Province, local municipalities, and conservation authorities to protect the quality and quantity of Regional water supply from incompatible uses and sources of contamination.
7. To continue to partner with the Regions of Peel and Durham, the City of Toronto and the conservation authorities to study, analyze and monitor groundwater and surface water resources to ensure a unified approach to protecting and enhancing water quality and quantity.
8. To monitor the quantity and quality of surface water and groundwater systems in York Region, in co-operation with local municipalities and conservation authorities, by:

York Region's water strategies include the York Region Water and Wastewater Master Plan, watershed plans prepared with our partner conservation authorities, as well as groundwater and stream studies.

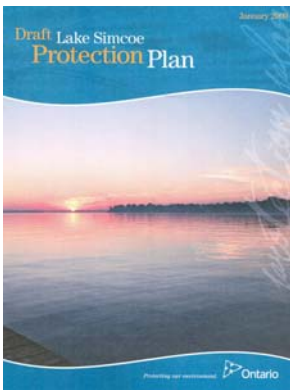
The York Region Water and Wastewater Master Plan's action areas address:

- the provision of safe and clean drinking water
- healthy watersheds
- respect for natural and cultural heritage
- the wise use of water
- community well-being
- full and equitable funding and value for money
- timely and integrated service delivery
- climate change and energy efficiency
- communications, consultation and engagement
- monitoring, performance measurement and adaptive management

THE HYDROLOGICAL CYCLE



- a. assessing the sustainability of current activities and land uses; and,
 - b. identifying those areas that are susceptible to, or currently experiencing, water quality and quantity problems.
9. To require local municipalities to establish policies and programs to protect, enhance and monitor water systems.
10. To work with the Province, local municipalities, conservation authorities and other relevant agencies in establishing procedures for water taking permits that protect and enhance water resources.
11. To require the preparation of a community water management plan as part of secondary plans to protect and enhance the natural hydrologic function of water systems. Such plans will emphasize water conservation and reuse, and will incorporate innovative technologies with a goal that water balance and hydrologic functions will be maintained.
12. To encourage agricultural land management practices that minimize the application of pesticides and nutrients.



Lake Simcoe Protection Plan

The Province has released the Lake Simcoe Protection Act, 2008 and the Lake Simcoe Protection Plan to restore and protect the ecological health of the lake. The Lake Simcoe Plan is a watershed-based plan to improve the quality of the water in the lake, protect the watershed's natural heritage resources, and manage the effects of climate change and invasive species.

This Plan recognizes the importance of restoring and protecting the health of Lake Simcoe.

It is the policy of Council:

13. To review the final Lake Simcoe Protection Plan and incorporate the appropriate policies to enable its implementation.

Natural Hazards

Natural hazards such as flooding, erosion and slope failures pose a risk to human health and safety, as well as property. It is important to reduce the potential risks and costs associated with natural hazards by ensuring that development is directed away from these areas.

It is the policy of Council:

14. To direct *development* away from areas subject to flood and erosion risk, including lands adjacent to rivers, streams or inland lake systems.
15. To support conservation authorities in the management of floodplain areas based on the one zone concept, with two zone and *Special Policy Areas* concepts used only with provincial approval.
16. That *development* be planned and designed to minimize flooding impacts.
17. That *development* and *site alteration* are generally prohibited within defined portions of the floodplain, subject to conservation authority regulations.
18. To prohibit new lot creation in hazardous lands.
19. To require setbacks, buffers and/or access allowance from hazardous lands based on a minimum buffer defined by the Conservation

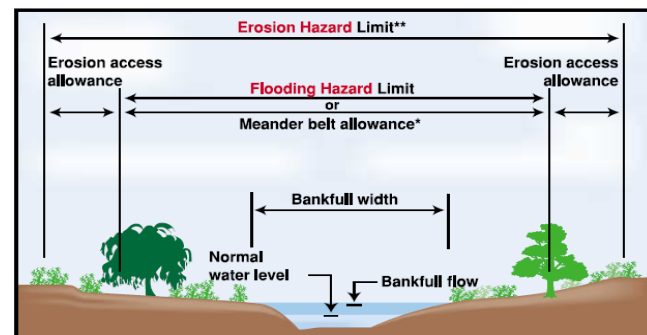
Approved Special Policy Areas in York Region

- Woodbridge Special Policy Area
- Unionville Special Policy Area
- Lake Wilcox Special Policy Area
- Schomberg Special Policy Area

Authority, or such greater distance as may be determined through a geotechnical study or to conform to provincial regulations.

20. To dedicate public ownership of hazardous lands to public agencies through the development process.
21. To require local official plans and zoning by-laws to contain appropriate mapping and/or policies to:
 - a. identify floodplain and regulated lands;
 - b. identify permitted uses and minimum setbacks or buffers; and,
 - c. regulate land use within and adjacent to floodplains and regulated areas which may include *Special Policy Areas*.
22. To work with conservation authorities and local municipalities to update floodplain mapping.
23. To protect and enhance aquatic habitats, including fish and wildlife habitats, in co-operation with the Province and conservation authorities.
24. To work with local municipalities and conservation authorities to prepare for climate change impacts by ensuring public health and safety, infrastructure security, emergency services, and that evacuation routes are maintained during flood events.
25. That emergency management plans be updated regularly and reflect disaster response best practices for severe weather events, including flooding.
26. To work with local municipalities, conservation authorities and other partners to ensure that climate change effects are considered in flood management and natural heritage areas.

Hazard Land Cross-Section



Watershed Planning

Watershed plans emphasize the importance of managing both ground and surface water systems in a comprehensive way that support more sustainable land use planning decisions. This is particularly important in new and intensifying areas of growth. The Region works closely with the Toronto and Region Conservation Authority and the Lake Simcoe Region Conservation Authority in the preparation of watershed plans for York Region.

It is the policy of Council:

27. That the goals and objectives of watershed plans shall be achieved through the implementation of this Plan.
28. To work in partnership with local municipalities, conservation authorities, adjacent regions/cities and other agencies to co-ordinate watershed planning initiatives and implement watershed plan recommendations that:
 - a. protect and enhance river system function, linkages and sensitivities;
 - b. achieve water quality and quantity objectives for the watershed in the Urban Area and *new community areas*;
 - c. address the long-term cumulative impact of development on the watershed through regular monitoring, reporting and adaptive management as necessary;

- d. protect and enhance existing geology, hydrology, hydrogeology, groundwater recharge areas, limnology, aquatic and terrestrial habitats;
- e. provide guidelines for sustainable development, design and construction; and,
- f. provide retrofits of existing neighbourhoods to ensure better hydrologic function.

- 29. To increase public awareness and the understanding of watershed health and protection in partnership with local municipalities, conservation authorities and other stakeholders.
- 30. That *major development* on the Oak Ridges Moraine shall comply with the applicable watershed plan.

Stormwater Management

Stormwater is the runoff that occurs in urbanized areas, increasing downstream watercourse erosion, pollution and increased water temperatures. Stormwater can intensify flooding during storm events. Careful management of stormwater through innovative techniques is required, especially in new development.

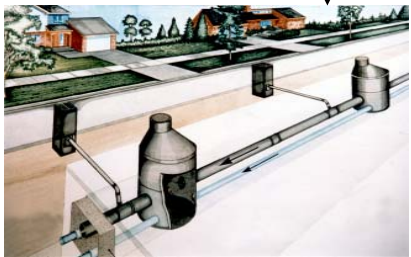
It is the policy of Council:

- 31. To work in partnership with local municipalities, the Province, conservation authorities and other agencies in the implementation of stormwater management initiatives.
- 32. To require the preparation of community water management plans as a component of secondary plans to manage stormwater quality, quantity, and infiltration through an integrated treatment approach, which may include techniques such as rainwater harvesting, runoff reduction of solids and materials at source, constructed wetlands, bioretention swales, green roofs, permeable surfaces, clean water collection systems, and the preservation and enhancement of native vegetation cover.

The Stormwater Management Treatment Approach



Source Controls



Conveyance Controls



"End of Pipe" Controls

CHAPTER 3

Healthy Communities

Healthy communities are places where people can live, work, play and learn in an accessible and safe environment. Communities that provide a strong sense of belonging and identity contribute to a high-quality of life, health and well-being. Healthy communities offer affordable housing choices and access to transit, a range of quality human services, schools, public spaces, and local amenities. The natural environment, including clean air, land and water, is an essential component of a healthy community. A vibrant economy offers meaningful employment and opportunities for local business to thrive.

York Region has a wide variety of communities, ranging from Hamlets to Regional Centres. As York Region continues to grow there is a unique opportunity to create healthier, more sustainable and compact communities.

York Region reflects the Canadian cultural mosaic and continues to attract an increasingly diverse population that contributes to a rich and changing cultural landscape. Accessible and responsive human services play an important role in developing a sense of community.

Healthy Communities Goal

To improve the health and well-being of residents and workers in the Region by planning and developing sustainable active communities.

3.1 Human Health and Well-Being

Human health is strongly related to the built and natural environments. Personal health and well-being is linked to opportunities to live, work, play and learn in their own community.

Designing and building communities to encourage active lifestyle choices, protecting the natural environment and ensuring access to clean air, water, and healthy food can significantly improve overall health and well-being and can prevent or delay the onset of diseases and premature death.

Community design has an important role to play in increasing levels of physical activity. Reducing the amount of automobile dependency helps prevent obesity and other physical and mental health diseases related to physical inactivity, adverse air and environmental quality.

York Region plays an important role in promoting health and well-being. This includes increasing public understanding and attitudes towards health and lifestyle choices, as well as providing human services.

Objective

To promote human health and well-being in York Region, where people can live, work, play and learn in accessible and safe communities.

It is the policy of Council:

1. To recognize that the design of communities is directly related to human health.
2. To promote healthy active lifestyle choices and disease prevention through education, information and supportive communities.

IN THIS CHAPTER:

- 3.1 Human Health and Well-Being
- 3.2 Air Quality and Climate Change
- 3.3 Provision of Human Services
- 3.4 Cultural Heritage
- 3.5 Housing Our Residents

The definition of a healthy community as adopted by the World Health Organization is one that is “continually creating and improving those physical and social environments and expanding those community resources which enable people to mutually support each other in performing all the functions of life and in developing to their maximum potential.”

Key Elements of Healthy Communities

- Opportunities to live, work and play in the same community
- Acceptable and affordable housing
- Linked natural heritage system
- A range of quality human services
- Sustaining a vibrant and competitive economy
- Community design that promotes active lifestyles, human interaction, safety and accessibility
- Protection of heritage and culture
- Public transit
- Clean air, land and water
- Safe, efficient infrastructure
- Access to locally grown food

The World Health Organization defines health as “a state of complete physical, mental and social well-being and not merely the absence of disease or infirmity.”

York Region recognizes that the health of a community is based on the following social factors defined as the determinants of health:

- Income and social status
- Social support networks
- Education and literacy
- Employment/working conditions
- Social environments
- Physical environments
- Personal health practices and coping skills
- Healthy child development
- Biology and genetic endowment
- Health services
- Gender equity
- Culture

Count me in! Ontario Prevention Clearinghouse, 2006

3. To require high-quality urban design and pedestrian-friendly communities that provide safety, comfort and mobility so that residents can walk to meet their daily needs.
4. To encourage citizen engagement and shared responsibility in decisions affecting individual and community health and well-being.
5. That public health and other human services be incorporated into the design and evaluation of *new community areas* and Regional Centres and Corridors.
6. To work with local municipalities to understand the impacts of climate change on the health and well-being of residents.
7. To design communities to be more resilient to the effects of climate change.
8. To promote the development of local food production and distribution and community gardens.
9. To support a continuum of healthcare needs at all stages of life.
10. To encourage a strong sense of community and belonging through volunteerism.

3.2 Air Quality and Climate Change

The release of air pollutants and greenhouse gases into the atmosphere contributes to poor air quality, with far-reaching impacts on health and the environment. Human activities and the use of fossil fuels for transportation, manufacturing, electricity generation, heating, and cooling contribute to climate change.

Climate change has significant implications for services that York Region provides. As our climate continues to change and the Region continues to grow, more people, property and infrastructure will be at risk, including air quality, water, wastewater, transportation, energy, and healthcare systems, and emergency response capabilities.

Almost half of York Region's air pollution comes from sources beyond our borders, however, we can reduce local sources of air pollution. York Region is committed to addressing air quality and climate change by pursuing initiatives that reduce emissions and greenhouse gases. This will be accomplished through compact urban form, a mix of land uses, active transportation, public transit, energy conservation and renewable energy sources, and by protecting natural areas and agricultural lands.

The York Region Sustainability Strategy: Towards a Sustainable Region contains over 117 action items of which half are underway, including the implementation of the Corporate Clean Air Strategy.

Objective

To improve air quality, and mitigate and adapt to the impacts of climate change.

It is the policy of Council:

1. To implement the York Region Sustainability Strategy: Towards a Sustainable Region.
2. To prepare a climate change adaptation action plan in keeping with the York Region Sustainability Strategy: Towards a Sustainable Region.

Health and Economic Impacts of Ground Level Ozone and Fine Particulate Matter – York Region		
Impacts of Air Pollution	2008	2018
Health impact		
Premature deaths	592	775
Economic impact (in \$ millions)		
Pain and suffering	\$0.8	\$1.0
Premature death	\$1,470	\$1,926
Healthcare costs	\$6.6	\$8.7
Lost productivity	\$0.2	\$0.2
Total	\$1,480	\$1,936

Canadian Medical Association

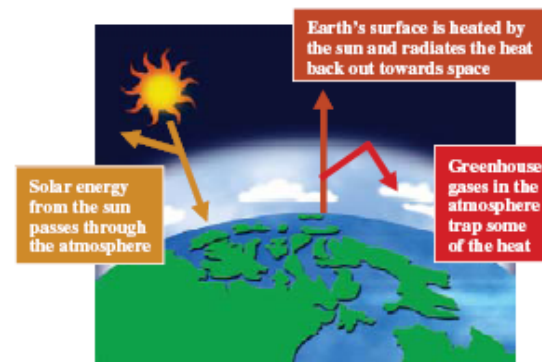


3. To reduce vehicle emissions by ensuring that communities are designed to prioritize pedestrians, reduce single occupancy automobile use, and support public transit and transportation demand management initiatives.
4. To establish greenhouse gas reduction targets for York Region in partnership with community stakeholders and local municipalities.
5. To require health, environmental and cumulative air quality impact studies that assess the impact on human health for development with significant known or potential air emission levels near sensitive uses such as schools, daycares and seniors' facilities.
6. That sensitive uses such as schools, daycares and seniors' facilities not be located near significant known air emissions sources such as controlled access provincial 400-series highways.
7. To work with partners such as the GTA Clean Air Council to conduct research, develop toolkits and share information on air quality and climate change impacts.
8. To work with local municipalities, agencies and stakeholders on the development and implementation of clean air initiatives.
9. To work with other levels of government, agencies, and stakeholders to identify the links between climate change, community planning and public health.
10. To work with other levels of government, agencies and stakeholders to develop climate change adaptation measures that address such issues as urban heat island effect, infrastructure resiliency, emergency preparedness, vector-borne diseases, and extreme-weather event responses.
11. To work with the Province to increase air quality monitoring stations in York Region and to improve air quality monitoring.
12. To investigate emissions trading and carbon offsets to finance and showcase clean air initiatives in consultation with the Province and Federal government.
13. To investigate strategies related to reducing the industrial use of toxic materials in consultation with provincial, municipal and business partners.
14. To work with local municipalities and the building industry to develop best practices in construction to reduce airborne pollutants.

3.3 Provision of Human Services

Human services such as healthcare, education, community and social services, housing, public safety and transit have a significant impact on the quality of life of York Region's residents and workers. It is important that these services, which address social, physical, mental health, cognitive and spiritual needs, are accessible and responsive.

The greenhouse effect

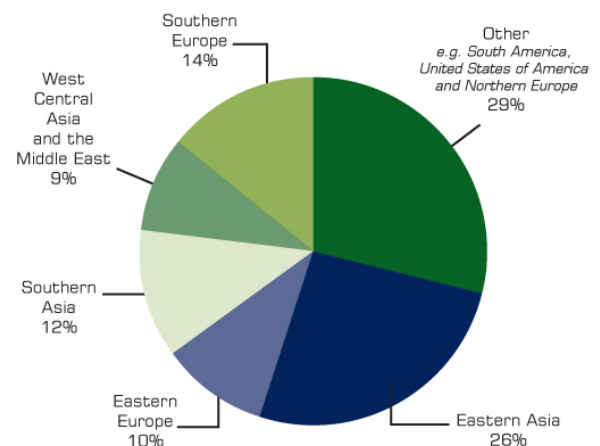


© Environment Canada, 2008

"Preparing for climate change is not a "one size fits all" process. It is...necessary that... government decision-makers take an active role in preparing for climate change, because it is in their jurisdictions that climate change impacts are felt and understood most clearly."

Preparing for Climate Change: A Guidebook for Local, Regional, and State Governments, 2007

Top Five Places of Birth, Total Immigrants, 2006



Source: Statistics Canada, Census 2006

A definition and framework of 'Inclusion' created by the Count Me In! project:

A society where everyone belongs creates both the feeling and the reality of belonging and helps each of us reach our full potential. The feeling of belonging comes through caring, cooperation, and trust. We build the feeling of belonging together. The reality of belonging comes through equity and fairness, social and economic justice, and cultural as well as spiritual respect. We build the reality of belonging together by engaging our society to ensure it.

Diversity: Respecting, valuing and responding to the evolving cultural diversity of the municipalities, communities and groups that make up York Region.

Accessibility: Providing programs, services and facilities that are available to all, regardless of location or personal mobility.

Between 2001 and 2006 immigrants accounted for almost 60% of the Region's growth, representing 43% of the population.

Just the Facts About Your Community, 2007

York Region delivers many human services, including policing, health, housing, family and children's services, and employment and financial support. In addition, over 1,000 other agencies also provide a host of required human services.

The needs of individuals and families vary with age, abilities, skills, background and interests. As a result, expectations for basic material needs, learning, recreation, public safety, health, well-being and social supports change over time. Implementation of this Plan must be co-ordinated with the provision of quality community and human services to meet the needs of the residents and workers of York Region.

Objective

To ensure that human services are provided to meet the needs of residents and workers.

It is the policy of Council:

1. To implement, update and monitor the York Region Human Services Strategy, in conjunction with other growth management initiatives to ensure the integration of human services planning with land use, infrastructure and fiscal planning.
2. To provide leadership in human services planning and to support integrated human services planning initiatives that are consistent with the Region's strategic plans.
3. To direct the location of major human service facilities to Regional Centres and Regional Corridors.
4. To encourage the co-location or campusing of human services with other uses such as recreational, public buildings and arts and cultures facilities.
5. To ensure that human services buildings and facilities are designed to be accessible, and are located in proximity to pedestrian, cycling and transit systems.
6. To attract new educational and skills training facilities, including community college campuses and a university.
7. To prepare and regularly update a Community and Health Services multi-year plan.
8. To develop guidelines, criteria and policies for human services needs for consideration in the development review process.
9. To advocate for adequate funding of human services from senior levels of government to meet the needs of York Region's residents.
10. To support and encourage the delivery of human services in a manner that respects the diverse needs of residents and workers.
11. That communities be designed in a manner that facilitates inclusivity and accessibility for residents, workers and visitors.
12. To promote inclusivity and awareness of diversity to encourage respect, trust and a sense of belonging in communities.

3.4 Cultural Heritage

York Region has a rich cultural heritage. It is believed that aboriginal hunting bands first arrived in the area approximately 11,000 years ago. The vibrant history of these and subsequent First Nations groups is found in the Region's

significant archaeological resources. Today, the Chippewas of Georgina Island First Nation is located both on and off the east shore of Lake Simcoe on Snake, Fox and Georgina islands and celebrates a number of cultural events including Aboriginal Day Celebrations, an Annual Pow Wow and a Mother Earth Music Festival.

York Region's more recent European influenced cultural heritage is evident in buildings like the Sharon Temple in East Gwillimbury, Hillary House in Aurora, and Newmarket's Quaker Meeting House. This legacy is also reflected in heritage streetscapes like Main Street in Old Unionville, Yonge Street in downtown Richmond Hill and in Thornhill (Markham/Vaughan) as well as other resources such as waterways and rail lines. A number of festivals celebrate the Region's heritage and culture, such as the Kleinburg Binder Twine Festival and the Schomberg Agricultural Fair. Elements of the Region's cultural heritage, including archaeology, are documented in the Whitchurch-Stouffville and Georgina Village museums.

This diverse cultural heritage enhances quality of life and helps make York Region unique. Some of this legacy has been lost. The policies of this section are designed to promote cultural heritage activities and to conserve cultural heritage resources.

Objective

To recognize, conserve and promote cultural heritage and its value and benefit to the community.

It is the policy of Council:

1. To encourage local municipalities to compile and maintain a list of significant cultural heritage resources, and other significant heritage resources, in consultation with heritage experts, local heritage committees, and other levels of government.
2. To ensure that cultural heritage resources under the Region's ownership are conserved.
3. To require local municipalities to adopt official plan policies to conserve significant cultural heritage resources.
4. To promote heritage awareness and support local municipal efforts to develop heritage conservation districts.
5. To ensure that identified cultural heritage resources are evaluated and conserved in capital public works projects.
6. To require that cultural heritage resources within secondary plan study areas be identified, and any significant resources be conserved.
7. To encourage local municipalities to use community improvement plans and programs to conserve cultural heritage resources.
8. To encourage local municipalities to consider urban design standards in core historic areas that reflect the areas' heritage, character and streetscape.
9. To encourage access to core historic areas by walking, cycling and transit, and to ensure that the design of vehicular access and parking complements the historic built form.
10. To prepare a York Region Archaeological Resources Master Plan in consultation with appropriate, government and non-governmental organizations and First Nations communities.

A Brief History of York Region

The first known inhabitants of this area were the Mississauga, Huron, Iroquois (the Five Nations) and Algonquin Indians. Their settlements, hunting grounds and long portage routes linking the lower and upper lakes, and the Schomberg and Black Rivers, to the Humber and Don Rivers provide the beginnings of the Region's rich cultural heritage.

Other settlers began arriving in the 1600s and 1700s, (including French, Pennsylvania Germans, United Empire Loyalists and Quakers). Lieutenant Governor John Graves Simcoe in 1792 established the original limits of York County. The Region's early pattern of community development was influenced by the river system and by road and rail construction.

Communities grew around saw, grist and flour mills along the Region's rivers. Yonge Street, a rough track, later improved, was cleared by 1800, linking communities between Lake Simcoe and Lake Ontario. Influences of the three rail lines built in the mid-1800s are still with us today. The railways encouraged significant growth in the communities they passed through.

In the twentieth century, further urbanization was encouraged by mechanization, which increased manufacturing and production causing the rural population to begin migrating to urban centres in search of work. The car replaced the railway as the major mover of people, provided people with more independence, encouraged growth throughout the Region and gave rise to suburban development. In the years following the Second World War, growth by both natural increase and immigration gained momentum. There was remarkable growth in York Region between 1951 and 1991 and 2008, when the population increased from 59,000 to 505,000 and then to over one million.

First Nations with Cultural or Historical Interests in York Region

- Anishinabek
- Huron
- Iroquois



11. That prior to approval of *development* or *site alteration* on lands containing significant or potentially significant archaeological resources, a plan for the protection and/or management of these resources will be developed, in co-operation with the local municipality and Region, in accordance with provincial legislation and guidelines and, if the archaeological resources pertain to First Nations heritage, in consultation with appropriate First Nations communities.
12. To recognize and celebrate the rich cultural heritage of New Canadians.

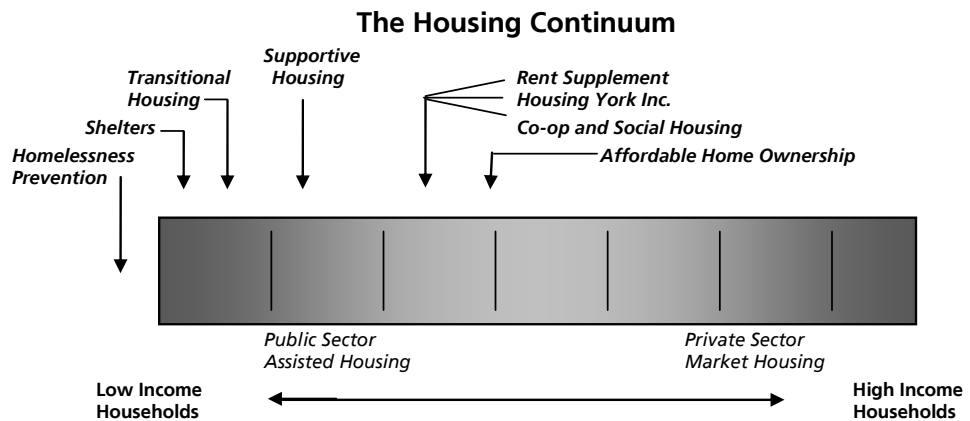
3.5 Housing Our Residents

Acceptable housing is a key component to quality of life. It contributes to an individual's sense of belonging, worth and security, and supports sustainable and complete communities.

The housing market is faced with demand for a broader variety of housing types and sizes to meet the diverse range of needs of the Region's residents and workers. Meeting these needs allows people to live and work in their communities as they progress through the stages of life.

The provision of a full mix and range of housing includes emergency shelters, affordable housing for low- and moderate-income families, and special needs accommodations. The Region will promote these types of housing through the use of targets, incentives, partnerships, community education and monitoring.

A full mix and range of housing options in optimal locations allows residents to contribute positively to the economy and society. Encouraging residents to work in and contribute to the area in which they live supports the Region's urban structure and transportation networks, thus promoting vibrant, healthy communities, a strong economy, and a clean environment.



Acceptable Housing

"Acceptable housing" refers to housing that is:

- **AFFORDABLE** – dwellings that cost less than 30% of before tax household income
- **ADEQUATE** – dwellings that do not require major repairs
- **SUITABLE** – dwellings that have enough bedrooms for residents according to National Occupancy Standard requirements

Canada Mortgage and Housing Corporation

Objective

To promote an appropriate mix and range of acceptable housing to meet the needs of residents and workers.

It is the policy of Council:

1. To update the York Region Housing Needs Study on a regular basis.
2. To implement and monitor the York Region Housing Supply Strategy in consultation with local municipalities, the Province and other stakeholders.
3. To ensure an adequate supply of housing by:

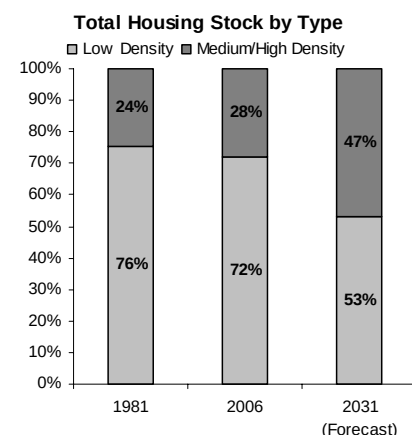
- a. maintaining a minimum 10-year supply of land designated for housing; and,
 - b. maintaining a 3 to 7 year supply of registered and draft approved plans of subdivision, condominium plans and site plans.
4. To require that local municipal official plans and zoning by-laws permit a mix and range of housing types, lot sizes, unit sizes, functions, tenures and levels of affordability within each community. The mix and range of housing shall be consistent with Regional forecasts, and intensification and density requirements.
5. To require that all new secondary plans include a strategy to implement the *affordable* housing policies found in this Plan. The strategy shall include:
 - a. specifications on how the *affordable* housing targets in this Plan will be met;
 - b. policies to achieve a mix and range of housing types within each level of affordability;
 - c. policies to ensure larger sized, family units within each housing type and level of affordability; and,
 - d. consideration of locations for non-profit housing developments.
6. That a minimum 25% of new housing units across the Region be *affordable*, and distributed within each local municipality. *Affordable* housing units must include a mix and range of types, lots sizes, unit sizes, functions and tenures to provide opportunity for all household types, including larger families and residents with special needs.
7. That, in addition to policy 3.5.6, a minimum 35% of new housing units in Regional Centres and Regional Corridors be *affordable*, offering a range of affordability for moderate income households.
8. To encourage the development of intrinsically *affordable* housing, which includes modest amenities, standard materials, minimal details and flexibility within units.
9. To work towards an *affordable* housing implementation framework in partnership with local municipalities and the development industry to achieve the targets in this Plan.
10. To consider innovative financial arrangements, tools, policies and partnerships to encourage and support local municipalities, the private sector and other stakeholders in the development and maintenance of non-profit and *affordable* housing, such as:
 - a. height and density incentives;
 - b. Community Improvement Plans;
 - c. grants in lieu of development charges; and,
 - d. reduced municipal fees and charges.
11. To consider the introduction of a social housing development charge.
12. That *affordable* housing initiatives be given priority on suitable publicly owned lands.
13. To encourage the construction of new non-profit housing.

Average Annual Housing Targets

2006-2011: 10,000 units
 2011-2016: 10,000 units
 2016-2021: 10,000 units
 2021-2026: 9,000 units
 2026-2031: 8,000 units

Housing in the Region should contain a mix and range of:

- TYPES – such as single detached, semi-detached, townhouse, apartment or duplex
- UNIT SIZES – such as family-sized apartment units
- FUNCTIONS – such as special needs housing
- TENURES – rental and ownership
- COSTS – such as housing that is affordable to low- and moderate-income residents and workers



"Low Density Housing" refers to single family dwelling structures. "Medium and High Density Housing" refers to all other structure types, including semi-detached, townhouses, apartments and duplexes.

Examples of accessibility features include:

- An accessible washroom on the entry level
- Zero-step entrance
- Wide interior doorways

14. To encourage that emergency, *affordable* and special needs housing be located in proximity to rapid transit and other human services.
15. To encourage local municipalities to adopt policies for an equitable distribution of social housing types, including:
 - a. municipal and private non-profit and co-operative developments;
 - b. special needs housing; and,
 - c. group, rooming, boarding and lodging homes.
16. To prepare education and awareness programs with community stakeholders, other levels of government, the building industry and the business community to highlight the economic and social advantages of incorporating *affordable* housing into our communities.
17. To identify optimal sites for *affordable* housing early in the development process, particularly in centres and corridors, to maximize *affordable* housing funding opportunities in consultation with the building industry, non-profit agencies and other stakeholders.
18. To encourage innovative new building design that will facilitate subsequent conversion to provide additional housing units, such as secondary suites.
19. To encourage accessibility features in all new housing.
20. To encourage the construction of new rental units with a full mix and range of unit sizes, including family-sized and smaller units.
21. To allow for the conversion or demolition of rental units only if the rental vacancy rate in the local municipality would be greater than 3.0% after the conversion or demolition.
22. That local municipalities shall include "as-of-right" secondary suite policies, on a municipal-wide basis, in local official plans and zoning by-laws.
23. To prohibit the approval of local municipal official plan and zoning by-law amendments that would have the effect of reducing the density of a site in areas that have been approved for medium- or high-density development.
24. To advocate the Province and Federal government to:
 - a. commit to integrated and sustainable provincial and national housing strategies; and,
 - b. provide long-term, stable and flexible funding for the provision and maintenance of *affordable* housing.

CHAPTER 4

Economic Vitality

A strong and stable economy is essential to York Region's health and prosperity. Strengthening the links between the natural environment, healthy communities and the economy is required to improve the overall well-being of York Region's residents and businesses. The Region's natural heritage and diverse communities attract a skilled labour force and progressive employers that help to maintain a high-quality of life.

The Region's economy is heading in a new direction; one that encourages entrepreneurship and investment, protects the natural environment and local markets, and attracts a high-quality workforce. The Region's economy will depend more in the future on well-educated and trained people, new technologies, and the exchange of ideas and information.

This Plan is intended to promote innovation, economic diversity and resilience. Its policies are intended to encourage investment and prosperity in a way that creates a competitive business environment. It is important that the Region leverage its diversity, strategic location and investment in infrastructure to respond to an ever-changing business environment.

Economic Vitality Goal

To create a competitive and flexible economic environment that encourages investment and a diversity of employment opportunities.

4.1 Supporting the York Region Economic Strategy

York Region is located in one of the most attractive and vibrant economic areas on the continent. As of 2009, over 490,000 people were employed in approximately 30,000 businesses across the Region. Employment in the Region is distributed across a diverse economy within a broad range of industry sectors. Prominent high growth industry sectors are anticipated to play a more important role in the Region's economy, including information and communication technologies, health and life sciences, transportation and logistics and advanced manufacturing. There are also a number of emerging sectors in York Region including green industries, such as sustainable agriculture and alternative energy, as well as an increase in knowledge based creative industries.

The York Region Economic Strategy provides an action plan to maintain and support a vibrant economy. Industry needs will increasingly be tied to continuous improvement and education, cultural, environmental, recreational and tourism opportunities and the development of a greener economy. In an increasingly competitive world, vibrant, liveable and healthy communities that offer high-quality services and infrastructure will attract employees and employers to York Region.

Objectives

To encourage and accommodate economic activities that diversify and strengthen the Region's economic base, employment opportunities for residents and competitive advantage for its businesses.

To encourage cultural, recreational, institutional and tourism opportunities that enhance the Region as a place to work, live and visit.

IN THIS CHAPTER:

- 4.1 Supporting the York Region Economic Strategy
- 4.2 City Building
- 4.3 Protecting Employment Lands
- 4.4 Planning for Retail
- 4.5 Financial Management

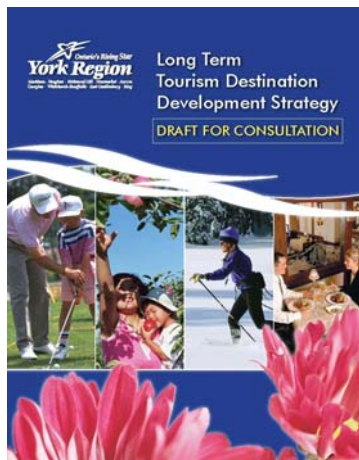


York Region Economic Strategy Strategic Directions

- Create an environment to share information and ideas
- Sustain a high-quality workforce
- Strengthen entrepreneurship and industry clusters
- Enhance the quality of place
- Encourage the efficient movement of goods and people

Major environmental features that support economic vitality:

- Lake Simcoe
- The Holland Marsh
- The Oak Ridges Moraine
- The Greenbelt



Top Employers in York Region

- Magna International
- IBM Canada
- American Express
- Canada's Wonderland
- AMD Technologies

It is the policy of Council:

1. To create high-quality employment opportunities for residents with the goal of 1 job for every 2 residents.
2. To create vibrant and healthy communities that attract and retain youth, a highly skilled labour force, and quality employers.
3. To annually monitor the location, type and characteristics of business and the supply of serviced employment lands with local municipalities.
4. To work with local municipalities to create a business friendly environment that includes:
 - a. a diverse range, size and mix of available employment lands;
 - b. state-of-the-art communications facilities and networks, including broadband technology;
 - c. advanced infrastructure;
 - d. a range of quality human services facilities and programs;
 - e. a protected and enhanced natural environment; and,
 - f. employment areas that are well designed and include business support services.
5. To work with local municipalities to promote the Region as a location for knowledge-based activities by leveraging existing employment clusters and the Region's highly skilled diverse workforce, and establishing and maintaining strong links to educational and research institutions and companies.
6. To encourage and support the development of a green industry cluster through training programs, business attraction, export development, and other support programs.
7. To research and analyze the Region's economy, including conducting an annual comprehensive survey of York Region businesses in partnership with local municipalities.
8. To work with local municipalities to encourage telecommuting where appropriate.
9. To work with local municipalities to promote work-at-home through the adoption of enabling zoning provisions that allow for live-work units where appropriate.
10. To work with local municipalities, the Province and Federal government to ensure that the Region is a high-priority location for major sporting, trade and convention facilities, natural heritage interpretive centres, and venues for showcasing arts and entertainment activities.
11. To work with local municipalities to establish and promote destinations for recreation and tourism.
12. To work with local municipalities to leverage Community Energy Plans as a tool to promote economic development.
13. To demonstrate leadership in corporate sustainability to York Region's businesses through the implementation and annual monitoring of the York Region Sustainability Strategy: Towards a Sustainable Region and associated programs.

14. To review and implement the York Region Economic Strategy at least every 5 years, concurrent with the 5-year review of this Plan.

4.2 City Building

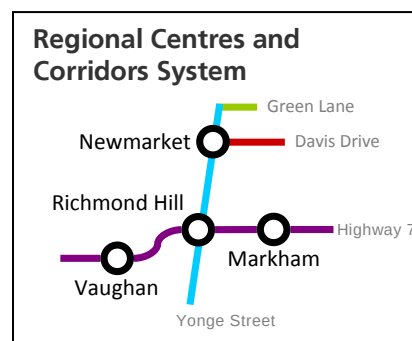
Regional Centres and Corridors are the focal point of commerce, business and cultural activities in the Region. The Region and local municipalities will continue to support the development of Regional Centres and Corridors by encouraging attractive community design and the clustering of economic activities. This will promote creativity, the exchange of ideas, ease of business transactions and an increased opportunity for economic spin-offs. Regional Centres and Corridors are planned to become the economic hubs of the Region and the preferred locations for major office, mixed-use commercial and high-density residential development.

Objective

To support Regional Centres and Corridors as the focus of economic activity and culture in York Region.

It is the policy of Council:

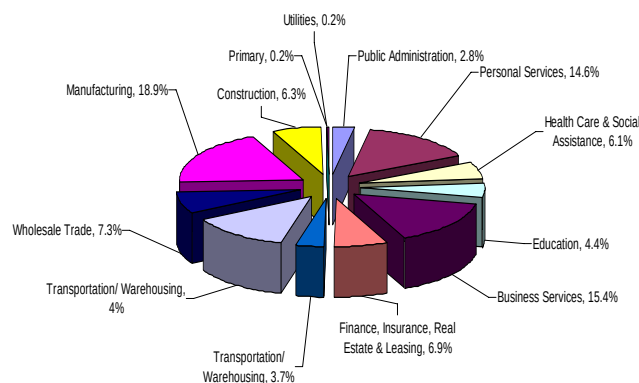
1. To recognize Regional Centres and Corridors as hubs of commerce, business and entertainment activities.
2. To recognize Regional Centres and Corridors as the preferred location for major office uses and to develop incentives to attract major office uses to these locations.
3. To encourage the Province and Federal government to provide incentives to attract major office, institutional, educational, cultural and entertainment facilities to Regional Centres and Corridors.
4. To require a mixed-use pedestrian environment in Regional Centres and Corridors that promotes transit use and enhances these areas as destinations for business, entertainment and recreation.
5. That government, educational, institutional, major office, cultural and entertainment uses be located and designed to support the Regional Centres and Corridors structure of this Plan.
6. To work with local municipalities to ensure that Regional Centres and Corridors include a significant amount of mixed-use and pedestrian oriented street-level retail.
7. To ensure the efficient movement of goods and services in Regional Centres and Corridors through effective planning, urban design and infrastructure planning.



4.3 Protecting Employment Lands

York Region is committed to maintaining and enhancing the long-term viability of strategic employment lands. Employment lands are major drivers of economic activity, and contain over 50% of the Region's employment. These lands are forecasted to continue to play a significant role in the Region's economy, primarily accommodating industrial and business uses. The ongoing viability of these lands is contingent upon long-term protection, effective planning

York Region Employment by Industry, 2008



York Region Employment Survey, 2008

and design, and a shift towards increasingly sustainable and innovative industrial processes.

Objective

To ensure the long-term supply and effective planning and design of employment lands to 2031 and beyond.

It is the policy of Council:

1. That the employment forecasts in Table 1 of this Plan and the detailed employment land employment forecasts in the Region's land budget studies be used as the basis for planning for employment lands.
2. That employment land development be designed to be both walkable and transit accessible where possible.
3. That development applications on fully serviced employment lands be compact and achieve an average minimum density of 40 jobs per hectare in the *developable area*. This target is expected to be higher for lands within or adjacent to centres and corridors.
4. To work with local municipalities to provide a diverse mix of lot sizes on employment lands.
5. To require flexible and adaptable employment land and building design that includes a street pattern that allows for both redevelopment and *intensification*.
6. To work with local municipalities to review and monitor opportunities for employment land *intensification*.
7. To require local municipalities to conduct 5-year reviews of employment lands to accommodate employment *intensification*.
8. To encourage employment *intensification* and higher density employment uses in Regional Centres and Corridors, in support of the policies in Section 5.4 of this Plan.
9. That industries on private services be limited to existing approved sites.
10. To protect strategic employment lands, as identified in Figure 2, beyond the planning horizon of this Plan. Strategic employment lands are identified based on their proximity to existing or planned 400-series highways.
11. To require local municipalities to give priority to strategic employment lands when considering additional employment land designations.
12. That the conversion of employment lands to non-employment land uses is not permitted. For the purposes of this policy:
 - a. employment lands are lands that are designated for employment uses including but not limited to land designated as industrial and business park in local official plans; and,
 - b. uses not permitted on employment lands include residential, institutional, major retail and non-ancillary commercial/retail.
13. That notwithstanding policy 4.3.12, the conversion of employment lands to non-employment land uses may be considered, together with local municipalities, provided that a municipal comprehensive review has been completed in accordance with the applicable policies, forecasts and land budgets of the Province and the Region.

14. To require local municipalities to include employment land non-conversion policies within local official plans and secondary plans that are consistent with policies of the Province and the Region.
15. To allow a limited number of *ancillary uses* on employment lands, provided that the proposed use is designed to primarily service the employment lands and that ancillary uses collectively do not exceed 20% of total employment in the employment area.
16. To require local municipalities, through official plan policies, to determine the location, amount and size of *ancillary uses* on employment lands that is commensurate with the planned function, size and scale of the overall employment land area.

4.4 Planning for Retail

Retail trade is an essential component of a healthy economy. York Region is home to significant retail uses that are continually evolving. The Region, in partnership with local municipalities, is committed to providing an appropriate amount of retail activities in suitable locations. Local retail areas are key components of mixed-use communities and should incorporate effective urban design to ensure the integration of retail uses within the community. Well-designed and strategically located retail allow residents and workers to purchase goods and services locally by walking, cycling or taking public transit. Shopping locally reduces travel times and congestion, and supports the Region's economy.

Major retail facilities should be designed and located to serve the needs of residents, but not detract from existing and proposed urban centres, mainstreets, employment lands and the urban structure of this Plan.

Objective

To ensure retail is well-designed and appropriately integrated into communities so that residents can meet their daily needs through walking, cycling, and transit.

It is the policy of Council:

1. To require that new retail be designed to be walkable, transit-supportive, and integrated into communities and pedestrian and cycling networks, with high-quality urban design.
2. To work with local municipalities to improve urban design in new retail developments and to identify opportunities for the *intensification* and revitalization of existing retail.
3. To work with local municipalities to identify and protect the historical mainstreets in the Region.
4. To direct a significant amount of mixed-uses, including street-level retail, to Regional Centres and Corridors.
5. To require local municipalities to define major retail uses within the context of the local commercial hierarchy.
6. That major retail is not permitted on designated or strategically located employment lands.
7. That major retail should be designed to support redevelopment or retrofitting.
8. To work with local municipalities to identify and designate lands for major retail that is integrated within the community.

York Region's historical mainstreets include:

- Aurora Mainstreet
- Sharon Mainstreet
- Kleinburg Mainstreet
- Markham Mainstreet
- Markham Unionville Mainstreet
- Woodbridge Mainstreet
- King City Mainstreet
- Newmarket Mainstreet
- Stouffville Mainstreet
- Mount Albert Mainstreet
- Thornhill Mainstreet
- Langstaff Mainstreet
- Sutton Mainstreet
- Old Richmond Hill Mainstreet

9. That new retail facilities in excess of 30,000 gross leasable square metres shall require a Regional impact analysis that addresses the following:
 - a. transportation requirements;
 - b. the impact on existing and approved future retail facilities;
 - c. pedestrian, cycling and transit access to the facilities; and,
 - d. the manner in which the proposal is supportive of the centres and corridors policies of this Plan.
10. To undertake a detailed study of the Region's retail sector.

4.5 Financial Management

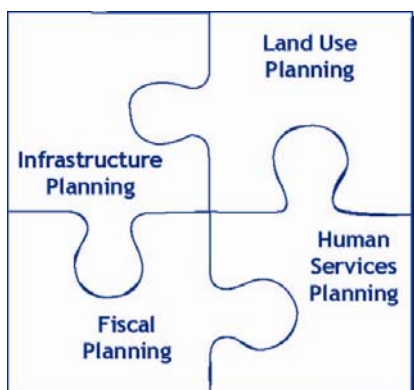
York Region is dedicated to implementing the policies of this Plan in a fiscally efficient and effective manner. This includes co-ordinating and streamlining service delivery, optimizing service levels, eliminating duplication and seeking innovative and efficient approaches to implementing this Plan. The Region will need the support of the Province and Federal government in funding major infrastructure including transit, 400-series highways and interchanges, housing and human services. This Plan promotes a comprehensive full cost accounting approach, the equitable distribution of costs, and ensuring that the funds required to provide the necessary services for growth are paid by the proponents of growth.

Objective

To ensure that growth is fiscally responsible.

It is the policy of Council:

1. To implement a full cost accounting approach to financial management that considers the economic, environmental and social costs.
2. To ensure that development proponents provide the funds required to deliver the additional services and costs related to growth.
3. To ensure that the non-growth share of servicing costs is funded from the municipal tax base and municipal user rates.
4. To use financial mechanisms such as development charges, tax increment financing and user rates to offset the financial impact of development and to ensure that development proceeds in a fiscally responsible manner.
5. To consider innovative infrastructure financing initiatives including public/private partnerships and tax increment financing.
6. To update the York Region 25-Year Fiscal Impact Study at least every 5 years, concurrent with the 5-year review of this Plan.
7. To co-ordinate the York Region 10-Year Capital Plan with the phasing policies in Section 5.1 of this Plan.
8. To update the York Region 10-Year Capital Plan annually to adjust for variations in the timing and location of development.
9. To regularly update the Development Charges By-law to reflect adjustments in Regional forecasts and costs related to growth.
10. To advocate the Province and Federal government to examine a new funding formula for expanding Regional funding sources to accommodate growth.



11. To advocate for revisions to the Development Charges Act for the recovery of costs that place greater emphasis on projected service levels, particularly for those service areas that are maturing or have had historically lower levels of capital investment, such as transit and emergency medical services.
12. To encourage local municipalities and school boards to provide a 10-year forecast of capital expenditures.
13. To review and co-ordinate the delivery of Regional services with local municipalities, school boards and agencies to ensure infrastructure and operational efficiencies.
14. To require that an economic/fiscal impact analysis be completed for secondary plans, comprehensive plans and any other significant proposal, as determined by Council. This analysis shall be co-ordinated between the Region and local municipalities, boards and agencies and shall include but not be limited to:
 - a. an assessment of Regional service costs including transportation, water, wastewater, police, community and health services;
 - b. the impact on operating and capital budgets, and the financing implications related to the impact on tax levy, user rates and development charges; and,
 - c. the ability to financially and technically provide for the required servicing infrastructure in order to allow the development to proceed on a timely basis.
15. That all agreements required to provide servicing infrastructure, including financial and development agreements, be in place before any development proceeds.
16. To monitor and report annually on the effectiveness of the policies in Section 4.5 of this Plan in achieving fiscally responsible financial management.

CHAPTER 5:

An Urbanizing Region: Building Cities and Complete Communities

IN THIS CHAPTER:

- 5.1 Forecasting and Phasing Growth
- 5.2 Sustainable Cities, Sustainable Communities
- 5.3 Intensification
- 5.4 Regional Centres and Corridors
- 5.5 Local Centres and Corridors
- 5.6 Building Complete, Vibrant Communities

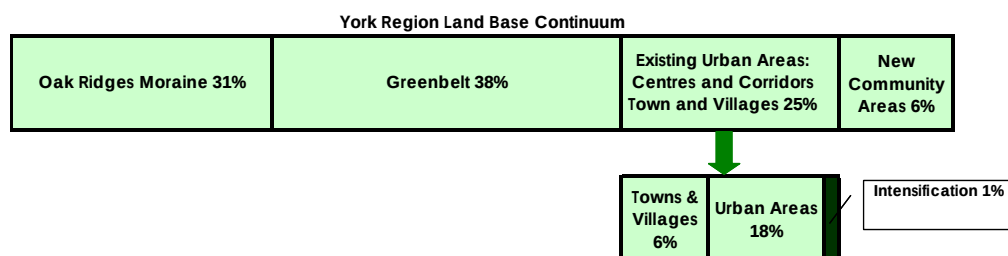
In the next 25 years, York Region will face significant growth. It is anticipated that the Region will reach a population of 1.5 million people, 780,000 jobs, and 510,000 households by 2031. The Region is committed to plan for this growth in a sustainable way while providing a high-quality of life for its residents.

The Region's urban structure has evolved and is composed of a series of centres and corridors surrounded by the Urban Area, and a number of rural towns, villages, and hamlets. All of these areas will play a part in accommodating the forecasted growth while still maintaining their character. This chapter focuses on the enhancement of the Regional structure to achieve a more sustainable urban form.

York Region will be a role model for sustainability and enter into a new era of city building, while protecting natural heritage and agricultural lands. Intensification within the Urban Area will accommodate a significant portion of the planned growth in the Region. Regional Centres and Corridors will be prominent locations for the highest levels of intensification. Growth will also occur in new community areas, Towns and Villages throughout the Region.

While the form and character of growth will vary across the Region, all development will be held to high standards. Each community will have a unique sense of place and an integrated and linked natural heritage system, and each will promote active lifestyles through pedestrian-oriented environments.

This chapter lays the foundation for creating the next generation of communities within York Region. The policies set new standards to ensure that growth is based on innovation, place making, and decision making that integrates the environment, community and economy.



An Urbanizing Region Goal

To enhance the Region's urban structure through city building, *intensification*, and compact and complete new communities.

5.1 Forecasting and Phasing Growth

York Region continues to experience rapid population and employment growth. Since its creation in 1971, the Region's population has increased from 169,000 to over one million in 2008. Employment growth has increased tenfold, from 49,000 in 1971 to 490,000 in 2008. This dramatic growth makes York Region one of the fastest-growing municipalities in Canada.

The population and employment forecasts contained in this Plan are intended to be used as a guideline for growth in the Region. These forecasts aid in designating settlement and land use boundaries, planning for future transportation requirements, calculating water and wastewater capacity needs, determining housing needs and associated land requirements, estimating the need for social programs and new schools, and providing a basis for other services and program planning in the Region. These forecasts are also used by industry and business in making investment decisions.

Table 1 identifies the population and employment forecasts for York Region and its nine local municipalities to the year 2031. These forecasts were developed using an integrated and comprehensive approach. This approach included an analysis of human services, water and wastewater, transportation, environmental and fiscal impacts.

The forecast is based on several assumptions. Unexpected changes to these assumptions, such as shifts in federal immigration levels or the strength of the economy, could alter the outlook. York Region will continue to carefully monitor and update its forecasts and phasing to ensure a pace of growth that creates complete communities.

To achieve the forecast, new communities will be required in the Region. Complete communities require a variety of services to provide structure and create healthy, liveable places. These include human services and capital infrastructure, such as streets and wastewater systems. While the timing of delivery for these services can vary, co-ordination among agencies and organizations is required for their effective delivery. The phasing plans and policies of this Plan ensure the effective co-ordination of services and encourage orderly, sustainable growth.

Objective

To ensure that growth in York Region occurs in an orderly and sustainable manner.

It is the policy of Council:

1. That the land use planning horizon for York Region is the year 2031.
2. That the population and employment forecasts in Table 1 be used as the basis for planning of new *development*.
3. That a minimum 10-year supply of lands for housing be designated in this Plan and that the York Region 10-Year Capital Plan ensures timely servicing.
4. That local official plans shall not designate more than a 20-year supply of land for *development*, redevelopment and *intensification*.

Service Delivery in New Communities

Prior to Home Occupation	At an Early Stage
• Streets • Transit • Water • Wastewater • Energy utilities • Cable/Communications • Natural gas	• Schools • Police, fire and ambulance Services • Public open space • Healthcare facilities • Libraries • Community centres • Preventive health programs • Social service support programs

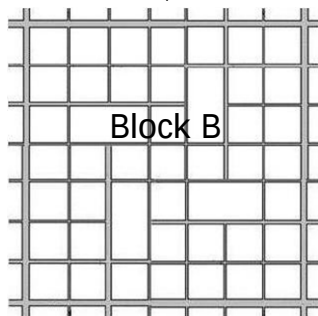
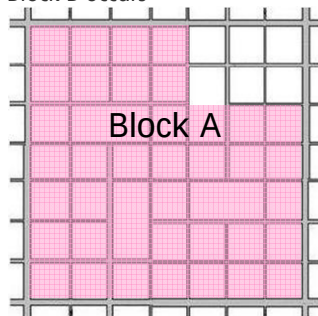
Table 1
York Region Population and Employment
Forecast by Local Municipality

	2006	2011	2016	2021	2026	2031
Aurora						
Population	49,600	57,300	63,700	68,200	69,700	70,400
Employment	20,300	24,200	29,000	32,400	33,500	34,200
East Gwillimbury						
Population	21,900	26,300	34,700	48,300	66,800	88,000
Employment	5,900	7,100	11,600	18,700	26,500	34,400
Georgina						
Population	44,500	48,700	52,800	58,000	64,100	70,700
Employment	8,000	9,000	11,000	13,900	17,300	21,200
King						
Population	20,300	23,400	27,000	29,900	32,600	35,100
Employment	7,100	7,800	9,700	11,000	11,500	11,900
Markham						
Population	272,500	303,500	337,800	370,500	399,100	423,500
Employment	144,800	170,500	200,300	221,500	231,300	240,600
Newmarket						
Population	77,400	84,000	88,700	91,900	94,600	97,300
Employment	42,100	45,400	47,600	48,700	49,100	49,400
Richmond Hill						
Population	169,500	195,000	216,900	231,500	239,400	242,800
Employment	61,100	72,600	86,100	94,300	97,400	99,400
Vaughan						
Population	248,800	294,200	329,100	360,600	389,700	418,800
Employment	162,200	193,700	226,000	248,900	257,600	266,100
Whitchurch-Stouffville						
Population	25,400	38,700	49,400	55,800	59,200	60,800
Employment	10,900	14,200	19,200	22,000	22,700	23,000
York Region						
Population	929,900	1,071,100	1,200,100	1,314,700	1,415,200	1,507,400
Employment	462,300	544,600	640,500	711,300	746,900	780,300

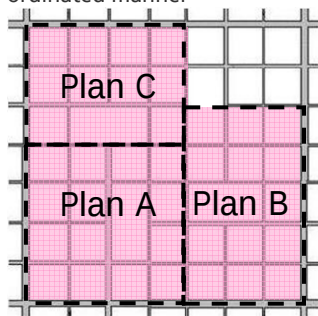
5. To require local municipalities to maintain a housing supply of 3 to 7 years in registered and draft approved plans of subdivision, condominium plans and site plans.
6. To require local municipalities to develop a phasing plan for *new community areas* that is co-ordinated with the following Regional plans and policies:
 - a. the *new community areas* criteria in Section 5.6 of this Plan;
 - b. the fiscal policies in Section 4.5 of this Plan;
 - c. the York Region 10-Year Capital Plan;
 - d. the York Region Water and Wastewater Master Plan; and,
 - e. the York Region Transportation Master Plan.
7. To require that local official plans, master plans, capital plans and secondary plans be consistent with phasing plans prepared in accordance with policy 5.1.6.b through 5.1.6.e.
8. To require, within each local municipality, that a phase of *new community area development* is substantially complete (i.e., generally

Phasing:

Block A must be generally 75% complete before development of Block B occurs

**Sequencing:**

Within a block, each plan must be developed in an orderly and co-ordinated manner



- 75% of building permits have been issued) before a subsequent phase may be registered, to ensure the orderly development of land.
9. To require local municipalities to prepare detailed sequencing plans within each secondary plan that are supported by water, wastewater, and transportation infrastructure, and the provision of human services.
10. To require the Town of East Gwillimbury to develop a phasing plan for employment land growth based policies 5.1.6.b through 5.1.6.e.
11. That the forecasts in Table 1 be monitored annually and reviewed at least every 5 years, taking the following into account:
 - a. the latest population and employment forecasts for the Region;
 - b. the fiscal policies in Section 4.5 of this Plan;
 - c. the York Region Water and Wastewater Master Plan;
 - d. the York Region Transportation Master Plan;
 - e. the York Region 10-Year Capital Plan; and,
 - f. the pace of growth and shifts in the marketplace.
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:
 - a. population and employment forecasts for the Region;
 - b. the role of the lands proposed for expansion in the context of local municipal growth management;
 - c. the protection of and integration with the Regional Greenlands System;
 - d. the amendment is large enough (e.g., a concession block) with clear and identifiable boundaries, such as concession streets, major natural features, rail or major utility corridors;
 - e. the role of the lands proposed for expansion that is supportive of the Region's urban structure of centres and corridors; and,
 - f. other policies of this Plan.
13. That the land area requirements for the urban expansion have been identified as part of York Region's land budget exercise and do not require an additional comprehensive review. The Region will work with the Town of East Gwillimbury, the Town of Markham and the City of Vaughan to finalize the land budget and to identify the preferred amount, location and phasing of Urban Area boundary expansions prior to the adoption of local official plans. The general locations where urban expansions may be considered are identified with asterisks on Map 1.

5.2 Sustainable Cities, Sustainable Communities

By 2031 there will be an additional 577,000 residents, 234,000 households, 318,000 jobs, and over 180 million square feet of employment floor space across the Region. This growth will be accommodated in Regional Centres and Corridors, the Urban Area, Towns and Villages, and new community areas. While each of these areas is unique, they will be knitted together by common principles and policies that set a high standard for development. These complete

communities will be designed to be sustainable by incorporating green building technologies, and renewable and alternative energy options, and over time will evolve into zero carbon and zero waste communities. Standards will help to create well-designed communities that have integrated greenspace, pedestrian and transit networks, and that offer a variety of housing, transportation, human services, and employment options.

Objective

To create high-quality, sustainable communities.

It is policy of Council:

1. That the policies in this section apply throughout York Region.
2. That local municipalities, in co-operation with the Region, are required to develop and monitor growth management strategies that implement the policies of this Plan.
3. That communities be designed to ensure walkability through interconnected and accessible mobility systems. These systems will give priority to pedestrian movement and transit use, provide pedestrian and cycling facilities, and implement the York Region Pedestrian and Cycling Master Plan.
4. That *development* requiring Regional approval shall be supported by a transportation study that assesses impacts on the Region's transportation system and surrounding land uses. Significant *development* shall prioritize walking, cycling and transit.
5. That a mix of residential and employment uses shall be provided throughout the Region to improve the possibilities for working and living in close proximity.
6. That *development* incorporate live-work opportunities through a combination of flexible zoning permissions and accommodations for combined residential and office or retail uses.
7. That communities be designed to ensure accessibility to people of all ages, cultures and abilities.
8. To employ the highest standard of urban design, which:
 - a. provides pedestrian scale, safety, comfort and mobility;
 - b. complements the character of existing areas and fosters each community's unique sense of place;
 - c. promotes attractive buildings, landscaping and public streetscapes;
 - d. ensures compatibility with and transition to surrounding land uses;
 - e. emphasizes walkability and accessibility through strategic building placement and orientation; and,
 - f. follows the York Region Transit-Oriented Development Guidelines.
9. That retail, commercial, office, and institutional structures be carefully designed in a compact form and be pedestrian-oriented, transit-supportive, and multi-storey where appropriate.

Community Energy Plans set out a strategy to help the community reach goals of energy conservation, energy efficiency, and the reduction of greenhouse gas emissions that include:

- Passive solar gains through design
- On-site generation and district energy options such as solar, wind, water, biomass, and geothermal energy
- Use of green and white roofs, greening to provide shade and light coloured surface materials

10. That secondary plans and zoning by-laws shall, in consultation with the Region and related agencies, incorporate parking management policies and standards that include:
 - a. reduced minimum and maximum parking requirements that reflect the walking distance to transit and complementary uses;
 - b. shared parking requirements, where possible, reflecting variances in parking demand between complementary uses on a time-of-day, weekday/weekend, and monthly basis;
 - c. site design that orients the main building entrance(s) towards the street(s), and that does not permit the placement of surface parking spaces between the main building entrance and the major street; and,
 - d. preferential locations for carpooling and car-sharing spaces.
11. That *development* have an integrated and innovative approach to water management, be water efficient, and maximize stormwater quality, quantity, and infiltration through an integrated treatment approach, which may include techniques such as rainwater harvesting, runoff reduction of solids and materials at source, constructed wetlands, bioretention swales, green roofs, permeable surfaces, clean water collection systems, and the preservation and enhancement of native vegetation cover.
12. To encourage the use of sustainable design and construction techniques to increase energy efficiency and the use of *renewable energy systems*.
13. That *development* shall be designed to maximize solar gains and be constructed in a manner that facilitates future solar installations.
14. That *renewable energy systems* and *alternative energy systems* shall be permitted throughout the Region in accordance with provincial and federal requirements, and that these permissions be incorporated into local official plans and zoning by-laws. Local municipalities shall specify in more detail where renewable and alternative technologies will be permitted.
15. To encourage local municipalities to undertake municipal-wide Community Energy Plans. These plans will detail the municipality's energy use requirements and establish a plan to reduce energy demand and consider the use of alternative and renewable energy generation options and district energy systems, and will ensure that communities are designed to optimize passive solar gains.
16. To encourage that existing *development* be retrofitted to attain the highest standard in energy efficiency and to incorporate *renewable energy systems* and *alternative energy systems* where appropriate.
17. That all new mid- and high-rise residential, mixed-use, major office, commercial and institutional *development* shall be built to a minimum:
 - a. LEED® Silver, prior to and including 2015;
 - b. LEED® Gold, 2016 up to and including 2021; and,
 - c. LEED® Platinum, post-2021.

Based on the applicable LEED® rating system or alternative equivalent.

18. To work with local municipalities and the development industry to achieve the highest possible standard in energy and water efficiency in new industrial *development*.
19. To require that all new ground-related residential units be constructed to a minimum ENERGY STAR® standard or equivalent alternative prior to 2012. Post 2012, this policy shall be reviewed to incorporate LEED® standards for ground-related residential.
20. To encourage retrofitting the existing ground-related residential building supply within the Urban Area to an ENERGY STAR® standard at minimum or equivalent alternative.
21. To encourage all new buildings to include on-site *renewable or alternative energy systems* which produce 5% of building energy use. Where on-site *renewable or alternative energy systems* are not feasible, consideration of purchasing grid-source renewable energy is encouraged.
22. To require that the *designated greenfield area* achieve an average minimum density that is not less than 50 residents and jobs per hectare in the *developable area*.
23. To require that approved secondary plans that are not completely built, within the *designated greenfield area* be re-examined to achieve 50 residents and jobs per hectare in the *developable area*.
24. To encourage that secondary and subdivision plans within the *designated greenfield area* that are not approved be developed in accordance with policies 5.6.5 through 5.6.19.
25. That all new *development* be encouraged to reduce urban heat island effects, by considering the use of green and white roofs, greening to provide shade, and light-coloured surface materials.
26. To establish, in co-operation with the Province and local municipalities, common density and *intensification* measurements, definitions and monitoring tools.

5.3 Intensification

York Region's urban structure will intensify into a new generation of sustainable and quality compact areas, with a focus on the Region's Centres and Corridors. These areas will provide a diverse and compatible mix of land uses, including residential and employment uses, to support vibrant neighbourhoods.

Intensification will occur in strategic locations in the built-up area to maximize efficiencies in infrastructure delivery, human services provision and transit ridership. These strategic locations are based on an intensification framework that recognizes that the highest density and scale of development will occur in the Regional Centres followed by the Regional Corridors. Local municipalities will identify smaller intensification areas within these strategic locations to accommodate a significant portion of future residential and employment growth. Planning effectively for intensification ensures clarity and certainty as to where development should occur.

Planning and design in intensification areas will provide well-designed public open spaces that create attractive and vibrant places; support walking, cycling and transit for everyday activities; and achieve an appropriate transition of built form to adjacent areas. It is also essential that human services and affordable

housing locate in intensification areas. In this way, the services themselves become part of the urban community.

Intensification will further enhance the planned urban structure and advance the Region's city building initiative.

Objective

To create vibrant and sustainable urban areas.

It is policy of Council:

1. That by the year 2015 and for each year thereafter, a minimum of 40% of all residential *development* will occur within the built-up area as defined by the Province's Built Boundary in Places to Grow: Growth Plan for the Greater Golden Horseshoe.
2. That the York Region 2031 Intensification Strategy shall be implemented.
3. That local municipalities shall complete and adopt their own *intensification* strategies based on the York Region 2031 Intensification Strategy and on the Region's Intensification Guide. The local municipal *intensification* strategies, developed in co-operation with the Region, shall:
 - a. plan to meet and/or exceed *intensification* targets identified in Table 2.

The Intensification Matrix Framework

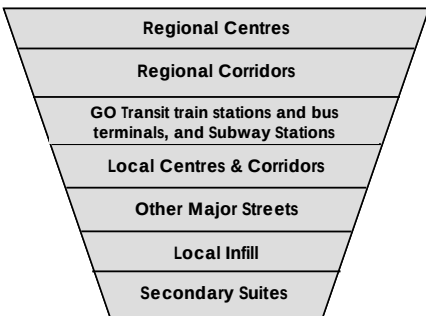


Table 2: York Region Residential Intensification Targets by Local Municipality 2006-2031

	Units
Aurora	3,140
East Gwillimbury	1,030
Georgina	2,690
King	920
Markham	31,590
Newmarket	5,250
Richmond Hill	15,300
Vaughan	29,300
Whitchurch-Stouffville	1,500
York Region	90,720

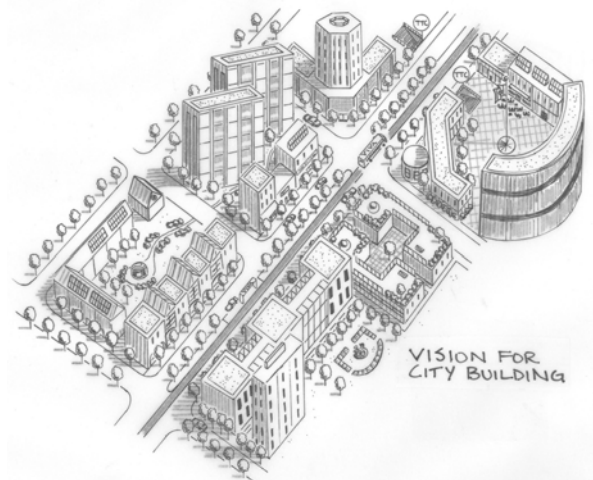
- b. identify the role for each of the following:
 - i. Regional Centres and Corridors;
 - ii. GO Transit train stations and bus terminals, and subway stations;
 - iii. Local Centres and Corridors;
 - iv. Other major streets;
 - v. Local infill; and,
 - vi. Secondary suites.
- c. identify and map *intensification* areas and provide targets for each area;
- d. identify appropriate density ranges for *intensification* areas that support the Intensification Matrix Framework;
- e. incorporate employment opportunities into *intensification* areas;

- f. plan for a range and mix of housing, taking into account *affordable* housing needs; and,
 - g. identify implementation policies and strategies.
- 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.
- 5. That *intensification* areas are planned and designed to meet:
 - a. the York Region Transit-Oriented Development Guidelines; and,
 - b. the Region's implementation guidelines for Regional Centres and Corridors.
- 6. That *intensification* areas be planned and designed to achieve an appropriate transition of built form to adjacent areas.
- 7. That open spaces shall be provided that include:
 - a. active recreational facilities;
 - b. passive parks and open spaces; and,
 - c. meeting places and urban squares that incorporate art, culture and heritage.
- 8. That the Regional Greenlands System shall be protected and enhanced and include pedestrian-accessible green spaces and passive parks, where appropriate.
- 9. That parking shall be managed in a manner consistent with policies 5.4.7, 5.4.8 and 5.4.26.c of this Plan.
- 10. That retail, commercial, office, and institutional structures shall be well designed, street-oriented and include mixed-use and pedestrian-scaled *development*, multi-storey buildings, and public meeting spaces.
- 11. That human services facilities be located in close proximity to public transit.
- 12. To work with local municipalities to raise awareness on the benefits of *intensification* with the public and stakeholders.
- 13. To encourage the redevelopment of *brownfield sites* to revitalize lands that may be contaminated, underutilized, derelict or vacant.

5.4 Regional Centres and Corridors

York Region's evolution into a diverse and robust urban system within the Greater Toronto and Hamilton Area is rooted in the planning and implementation of the Regional Centres and Corridors which form the foundation of the Region's city building model of development.

A forward-looking and co-ordinated planning approach for the Regional Centres and Corridors is necessary to realize the vision of a vibrant and liveable city. This approach combines the Region's significant investments in rapid transit with a land use planning system that creates compact, sustainable, and people-oriented places, integrates community needs with effective services, bolsters the Region's economic competitiveness, and preserves natural heritage and agricultural areas.



The Region is advancing this vision by strategically focusing growth within the Urban Area to conserve resources and to create sustainable and lively communities. The Regional Centres and Corridors are the focus of this city building approach to sustainable growth and place making, and are the foundation of the Region's urban structure.

City Building

City building is an approach to planning and development in the Urban Area that is socially inclusive, environmentally sustainable, and economically vibrant. City building creates communities that are compact, well-designed and lively, are served by subways and rapid transit, and have exciting opportunities to live, work, and play. This approach is a shift in how growth is accommodated. It is about building "up and not out," to protect valuable resources and creating a sense of place, for today and tomorrow, and for a growing and changing population. The policies in this section direct how city building will shape the Regional Centres and Corridors, combining a bold vision for the future with practical and adaptable directions to meet community needs in changing times.

Objective

To achieve an urban, integrated and connected system of Regional Centres and Corridors.

It is the policy of Council:

1. That the Regional Centres and Corridors, as shown on Map 1, serve a critical role as the primary locations for the most intensive and greatest mix of *development* within the Region.
2. To recognize and support a hierarchy within the system of Regional Centres and Corridors, in keeping with the York Region 2031 Intensification Strategy, wherein Regional Centres are focal points for the highest densities and mix of uses.
3. To recognize that the Regional Centres and Corridors form part of a larger regional system of urban growth centres and *intensification* corridors, which are vital to the long-term prosperity and identity of communities within the Greater Toronto and Hamilton Area.
4. To work with local municipalities, the Province and Federal government, related agencies and the development industry in implementing the Regional Centres and Corridors system.
5. That *development* within Regional Centres and Corridors be of an urban form and design that is compact, mixed-use, oriented to the street, pedestrian- and cyclist-friendly, and transit supportive.
6. That comprehensive secondary plans for the Regional Centres and Corridors be prepared by local municipalities and implemented in co-operation with the Region and related agencies. These secondary plans shall include:
 - a. minimum density requirements and targets established by the Region and the Province;
 - b. the establishment, implementation and/or continuation of a fine-grained street grid that incorporates sidewalks and bicycle lanes;
 - c. an urban built form that is massed, designed and oriented to people, and creates active and attractive streets for all seasons with ground-floor uses such as retail, human and personal services;

- d. a concentration of the most intensive *development* and greatest mix of uses within a reasonable and direct walking distance of rapid transit stations and/or planned subway stations;
 - e. a minimum requirement of 35% *affordable* new housing units that includes a range of compact housing forms and tenures, and intrinsically *affordable* units;
 - f. policies that sequence *development* in an orderly way, co-ordinated with the provision of human services, transit and other infrastructure;
 - g. policies to ensure excellence in urban design and sustainable construction methods, including winter design;
 - h. requirements to reduce and/or mitigate urban heat island effects, by considering the use of green and white roofs, greening to provide shade and light-coloured surface materials;
 - i. policies that establish urban greening targets, which may be achieved through tree canopy, green walls and minimum requirements for on-site greening;
 - j. provisions for an urban public realm, including passive and active parks and meeting places, such as urban squares, which incorporate art, culture and heritage, and that contribute to a sense of place and clear identity;
 - k. policies that encourage the inclusion of public art in all significant private sector developments and that require the dedication of 1% of the capital budget of all major municipal buildings to public art;
 - l. connections to local and Regional Greenlands Systems;
 - m. policies to require innovative approaches to urban stormwater management, including alternatives to conventional retention ponds, low-impact development, green roofs, and water capture and reuse;
 - n. a mobility plan that addresses the criteria in policy 5.6.15, with an emphasis on delivering a weather-protected system of pedestrian and cycling paths and facilities;
 - o. requirements for new school sites to be constructed to an urban standard, including the consideration of alternative site size and design standards, multi-storey buildings and shared facilities; and,
 - p. provisions for human services that meet local community and Region-wide needs.
7. That secondary plans and zoning by-laws shall, in consultation with the Region and related agencies, incorporate parking management policies and standards that include:
- a. reduced minimum and maximum parking requirements that reflect the walking distance to transit and complementary uses;
 - b. shared parking requirements where possible, reflecting variances in parking demand between complementary uses on a time-of-day, weekday/weekend, and monthly basis;

York Region has a "Sustainable Development Through LEED®" incentive program for high density residential development constructed to LEED® Silver or higher standards. Development can qualify for water and wastewater Servicing Allocation Credits for 20%, 35% or 40% of the total residential units within the proposed development that can be used to reduce the required allocation from the local municipality and/or to facilitate planning approvals for additional units on a site.

- c. site design that orients the main building entrance(s) towards the street(s), and that does not permit the placement of surface parking spaces between the main building entrance and the major street;
 - d. an approach that anticipates and plans for the transition of surface parking to structured/underground parking as site *development* evolves; and,
 - e. preferential locations for carpooling and car-sharing spaces.
8. That all new buildings shall front the major street. Reverse lotting on, and/or surface parking between a building's main entrance and the street are not permitted.
9. That all new residential, mixed-use, commercial, major office and institutional *development* in the Regional Centres and Corridors shall be built to a minimum:
- a. LEED® Silver, prior to and including 2015;
 - b. LEED® Gold, 2016 up to and including 2021; and,
 - c. LEED® Platinum, post-2021.

Based on the applicable LEED® rating system or alternative equivalent.

10. That local municipalities consider innovative implementation strategies for Regional Centres and Corridors that include as-of-right zoning, streamlined development approvals, development permits and other applicable tools.
11. That Regional Centres and Corridors shall be considered as the primary locations for public facilities and services such as government offices, educational institutions, and hospitals.
12. To prepare, in consultation with local municipalities, a comprehensive and innovative suite of implementation guidelines for the Regional Centres and Corridors. The guidelines will address:
- a. transit-oriented development;
 - b. urban design and built form;
 - c. parking management;
 - d. *affordable* housing; and,
 - e. financial and planning instruments.
13. To work with local municipalities to regularly monitor and report on planning and *development* activity within the Regional Centres and Corridors.
14. To require innovative approaches for the delivery of infrastructure that support city building in Regional Centres and Corridors, including:
- a. utility design and placement, including burying cables and structures; and,
 - b. transit and surface subway infrastructure, including transformer stations, vent shafts, turning loops, transit stations and emergency exits.
15. To require local municipalities to enact official plan policies and related zoning by-law amendments, to provide community benefits in Regional Centres and Corridors in exchange for additional height and density,

consistent with the Increased Density provision of the Planning Act. Community benefits shall include consideration of:

- a. transit station improvements, in addition to lands required as a condition of development approval;
 - b. social housing;
 - c. direct pedestrian connections to transit stations;
 - d. Regional community and health facilities;
 - e. Regional emergency medical services and police stations;
 - f. additional facilities and services identified by local municipalities; and,
 - g. appropriate provisions for pedestrian and cycling facilities.
16. To require, as a condition of development approval, the provision of facilities to encourage an increase in the mode share of cycling trips, including covered bicycle storage, lockers, and shower facilities.
 17. To consider designating the Regional Centres and segments of the Regional Corridors as Community Improvement Project Areas, in partnership with local municipalities.
 18. To encourage the redevelopment of *brownfield sites* within Regional Centres and Corridors to revitalize lands that may be contaminated, underutilized, derelict or vacant.

Regional Centres

The Regional Centres are planned as the most important and intense concentrations of development within the Region. They are vibrant urban places for living, working, shopping, entertainment, cultural identity and human services. The four Regional Centres are strategically located in Markham, Newmarket, Richmond Hill and Vaughan, and are connected along the Regional Corridors to enhance the mobility of people and goods to, from and within these places.

The Regional Centres will mature throughout and beyond the period of this Plan to become exciting “downtowns,” containing the highest concentration and greatest mix of uses in the Region, including a range of employment and housing opportunities oriented to rapid transit hubs.

Objective

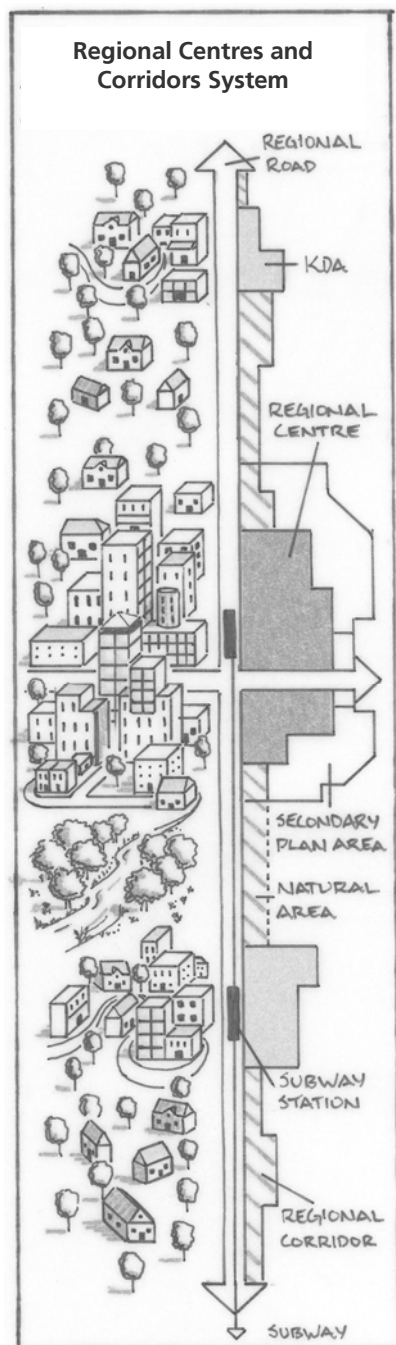
To achieve complete, diverse, compact, vibrant, integrated and well-designed Regional Centres that serve as focal points for housing, employment, cultural and community facilities, and transit connections.

It is the policy of Council:

19. That the Regional Centres, identified on Map 1, will contain a wide range of uses and activities, and be the primary focal points for intensive development, that concentrates residential, employment, live-work, mobility, investment, and cultural and government functions.
20. That the planning and implementation of Regional Centres will provide:
 - a. the greatest intensity of *development* within the Region;
 - b. a diverse mix of uses and built form, to create vibrant and complete communities with live-work-shop opportunities;

Regional Centres meet and expand on the urban growth centre and anchor hub concepts, as detailed in the Places to Grow: Growth Plan for the Greater Golden Horseshoe and the Metrolinx Regional Transportation Plan: The Big Move, by including:

- Minimum density requirements
- Multimodal mobility planning
- Resident-to-employee ratio targets
- Co-ordinated development sequencing
- Transitions in built form to adjacent communities
- Environmental sustainability requirements
- Community services planning



- c. mobility choices and associated facilities for all residents and employees for walking, cycling, transit, and carpooling, which shall be supported through the preparation of a mobility plan;
 - d. the construction of a fine-grained street grid that facilitates the flexible and efficient movement of people and goods to, from and within the Centre;
 - e. accessible human services and related facilities, identified by and delivered through a community and human services plan to ensure integration with *development*;
 - f. sequencing of *development* that is co-ordinated with infrastructure availability, including transportation, water and wastewater, and human services; and,
 - g. an overall resident-to-employee target ratio of 1:1.
21. That local municipalities shall delineate the boundaries of the Regional Centres in Markham, Newmarket, Richmond Hill and Vaughan in a manner generally consistent with the boundaries of the urban growth centres as identified by the Province, and prepare secondary plans, consistent with policy 5.4.6 for each Regional Centre.
 22. That secondary plans may include additional lands located adjacent to the boundaries of urban growth centres, on the basis that such lands have an important supportive or transitional role to the Regional Centres in terms of community compatibility, building forms, land uses and connectivity.
 23. That the Regional Centres contain the highest *development* densities and greatest mix of uses in the Region, and shall achieve a minimum density of:
 - a. 2.5 *floor space index* per development block. This requirement meets and exceeds the Places to Grow: Growth Plan for the Greater Golden Horseshoe gross minimum density requirement of 200 residents and jobs combined per hectare; and,
 - b. 3.5 *floor space index* per development block, at, and adjacent to, the Vaughan Corporate Centre Station on the Spadina Subway Extension, and the Langstaff/Longbridge and Richmond Hill Centre Stations on the Yonge Subway Extension.
 24. That local municipalities shall develop Community Energy Plans for each Regional Centre.
 25. To encourage the location of Regional-scale hospitals and entertainment and meeting facilities, including stadiums, arenas, and convention centres, in the Regional Centres.
 26. To work with local municipalities in the area of parking management, for the 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 placement of parking in structured or underground facilities in the final phase of all site *development*.
 27. To co-ordinate and work with the Towns of Markham and Richmond Hill, and the neighbouring City of Vaughan, in the planning and

implementation of the secondary plans for the Richmond Hill Centre/Langstaff Gateway, to achieve a complete and integrated Regional Centre.

Regional Corridors

The Regional Corridors are more than just the main arteries for moving people and goods between neighbourhoods and the Regional Centres. They are diverse places that support a range and mix of activities that enrich the character and meet the needs of the communities located along the Regional Corridors. The character and pace of development on Regional Corridors may be dramatically different along various stretches, including segments that are historical mainstreets, protected natural areas, or higher-density nodes.

Lands adjacent to these Corridors are at different stages in the land development lifecycle and will be subject to specialized policies and supportive programs that recognize this fact. These policies encourage redevelopment in appropriate areas, while maintaining the character and integrity of areas where little change is expected, thereby supporting and strengthening local community character.

Objective

To achieve attractive and vibrant urban Regional Corridors that link Regional Centres.

It is the policy of Council:

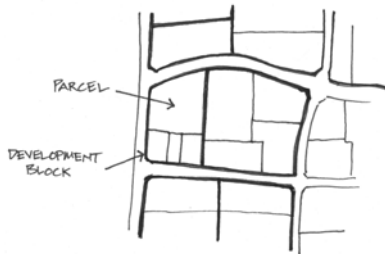
28. That Regional Corridors are planned to function as urban mainstreets that have a compact, mixed-use, well-designed, pedestrian-friendly and transit-oriented built form.
29. That the Regional Corridors shown on Map 1 shall be designated in local official plans and planned for in a comprehensive manner that identifies the role and function of each Corridor segment, consistent with the policies of this Plan.
30. That the precise boundaries of the Regional Corridors be delineated by the local municipality, based on:
 - a. reasonable and direct walking distances between the Regional Corridor street frontage and adjacent lands;
 - b. contiguous parcels that are desirable and appropriate locations for *intensification* and mixed-use *development*; and,
 - c. compatibility with and transition to adjacent and/or adjoining lands.
31. That the most intensive and widest range of uses within the Regional Corridors be directed to specific *intensification* areas, identified by local municipalities as key development areas. These areas shall include the following segments of the Regional Corridor:
 - a. lands within a reasonable and direct walking distance from all planned subway stations, and select rapid transit stations as identified by local municipalities;
 - b. major transit station areas immediately adjacent to transit stations and terminals, including GO Transit; and,
 - c. large and/or contiguous properties that are under-utilized, and are appropriate and desirable locations for redevelopment or *intensification*.

Key Development Areas

- Are intensification areas on Regional Corridors
- Are focused on existing and planned rapid transit
- Have the highest densities and mix of uses in the Regional Corridor
- Are identified and planned by local municipalities

Development blocks can:

- be identified by the local municipality
- include a single parcel or a collection of smaller, contiguous parcels



32. That secondary plans, consistent with criteria in policy 5.4.6, shall be prepared by local municipalities for the following key development areas:
 - a. all planned subway stations outside of the Regional Centres;
 - b. lands immediately adjacent to transit terminals, including GO Transit terminals and gateway hubs; and,
 - c. other key development areas identified by local municipalities.
33. That minimum densities for key development areas be established within secondary plans, consistent with:
 - a. a 3.5 *floor space index* per development block at, and adjacent to, the Steeles West Station on the Spadina Subway Extension, and the Steeles Station on the Yonge Subway Extension;
 - b. a 2.5 *floor space index* per development block, at, and adjacent to, the 407 Transitway Station on the Spadina Subway Extension, and the Clark and Royal Orchard Stations on the Yonge Subway Extension; and,
 - c. an appropriate *floor space index* per development block for lands at or adjacent to other rapid transit stations and/or other select areas, as determined by the local municipality, in consideration of community context and character.
34. That new *development* and *intensification* along Regional Corridors support an overall, long-term density target of 2.5 *floor space index* for developable lands.
35. To consider extensions to existing Regional Corridors, and the designation of new Regional Corridors, in consultation with local municipalities and based on the following:
 - a. the status and function of existing Regional Corridors;
 - b. opportunities for the extension of well-planned and transit-supportive *intensification*; and,
 - c. the introduction of new or expanded rapid transit services to Regional streets.

5.5 Local Centres and Corridors

Local Centres and Corridors are important components of the local urban structure. Local Centres are focal points for residential, human services, commercial and office activities for the surrounding community and play a supporting role to Regional Centres and Corridors and enhance the network of connectivity throughout York Region. The smaller scale and scope of Local Centres do not diminish their importance to the overall urban structure. Some of these centres include Woodbridge, Downtown Newmarket, Keswick, Old Unionville, and Downtown Richmond Hill. Given the diversity of communities across York Region, Local Centres can vary greatly in size, nature and characteristics. Local Centres are also used to reflect the culture and history of York Region through heritage streetscapes and are the locations for a number of festivals.

Certain Local Corridors, which may be Regional arterial streets, in existing and proposed urban areas, have the potential for intensive and mixed-use land development, supported by public transit services. Local Corridors link Regional and Local Centres and may be identified as routes for transit services and

facilities. The appropriate level of development and density will depend on site-specific circumstances and the nature of the surrounding area.

Local Centres and Corridors have a role to play in achieving the Region's intensification objectives, and will be addressed within local intensification strategies.

Objective

To establish Local Centres as focal points of activity and culture for surrounding communities and to enhance Local Corridors as part of the network of connectivity within the urban structure.

It is policy of Council:

1. That local centres and corridors serve as important neighbourhood focal points and mainstreets that provide a range of employment, shopping, recreation, human services and housing opportunities with appropriate forms and scale that complement the surrounding community.
2. To require local official plans to identify the location of Local Centres and Corridors within the Urban Area.
3. That local municipalities shall address in secondary plans or other appropriate studies the following criteria for Local Centres:
 - a. that the specific location and boundaries of the Local Centres are identified;
 - b. that a wide range of residential, commercial and institutional uses, including retail, offices, mixed-use and human services is provided;
 - c. that urban design requirements are consistent with policy 5.2.8 of this Plan;
 - d. that Local Centres connect efficiently with and contribute to the vitality of the surrounding area;
 - e. that focal points for community activity and civic pride are created;
 - f. that pedestrian and cycling systems, and local greenspaces, including parks and natural features, are integrated;
 - g. that the size and context for *development* should be in relation to the surrounding community and corridors;
 - h. that specific employment targets that contribute to live/work opportunities be identified;
 - i. that land use and transit is co-ordinated to ensure that Local Centres are focal points for current and/or future public transit services and infrastructure and that they prioritize pedestrian movement, transit use and access; and,
 - j. to revitalize and preserve cultural heritage resources within core historic areas through urban design standards which reflect local heritage, character, and streetscape.
4. That *development*, secondary plans, or other appropriate studies in the Local Corridors address the following criteria:
 - a. to identify the function of each section of the corridors, considering the historic function and preservation and revitalization of historic mainstreet areas;

- b. to establish a range of residential and commercial land uses, including retail, office, mixed-use, human services and other amenities;
 - c. that new employment uses be generally located within 200 metres of transit stops;
 - d. to establish consistent setback provisions to encourage a continuous building form adjacent to the street right-of-way;
 - e. be consistent with the urban design and built form policy 5.2.8;
 - f. to encourage pedestrian activity through the arrangement and design of land *development* sites and related streetscaping treatments; and,
 - g. be consistent with Regional streetscaping policies.
- 5. That the planning and implementation of Local Centres and Corridors shall be consistent with the *intensification* policies of Section 5.3 of this Plan.
 - 6. That Local Corridors located on existing or planned rapid transit corridors be subject to the Regional Corridor policies of Section 5.4 of this Plan.

5.6 Building Complete, Vibrant Communities

New Community Areas

Communities are fundamental building blocks of this Plan. Communities are much more than the architecture of buildings and the design of neighbourhoods. Communities are places where people interact, learn, work, play and reside. Excellence in community design is essential to creating a physical place where people have the opportunities and choices required to lead rewarding lives. York Region has a history of villages and communities with mainstreets, commercial areas, community activities, and places to work, live, and play. The challenge is to include some of these proven elements in creating new communities.

York Region's new community areas will be state of the art, compact, vibrant, inclusive and diverse. They will prioritize people, sustainability and liveability. A Regional Greenlands System that is connected to a network of parks and open spaces is a key component of new community areas. Each complete community will have a unique sense of place and identity, and offer a variety of housing, employment and mobility choices. They will be mixed-use communities with high-quality urban design, attracting residents and workers alike.

Objective

To ensure the Region's *new community areas* prioritize people, sustainability, and liveability.

It is the policy of Council:

- 1. That local municipalities, in consultation with York Region, prepare a comprehensive secondary plan for *new community areas* 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.

Complete Communities meet people's needs for living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, a full range of housing and community infrastructure including affordable housing, schools, recreation and open spaces for their residents. Convenient access to public transportation and options for safe, non-motorized travel is also provided.

Places to Grow: Growth Plan for the Greater Golden Horseshoe

2. That the policies in this section of this Plan are supported by the Guidelines for Implementing the Criteria for New Community Development in York Region.
3. That *new communities areas* within each local municipality shall be planned in a comprehensive and co-ordinated manner.
4. That *new community areas* shall be designed to meet or exceed a minimum density of 20 residential units per hectare and a minimum density of 70 residents and jobs per hectare in the *developable area*.
5. That *new community areas* shall contain a wide range and mix of housing types, sizes and affordability.
6. That *new community areas* shall be designed to contain community core areas, which will be the focus of local retail, personal services, human services, community services and provide connections to rapid transit. The community cores shall be within a reasonable walking distance from the majority of the population.
7. That within *new community areas*, live-work opportunities be provided through a combination of flexible zoning permissions and accommodations for combined residential and office or retail uses.
8. That *new community areas* shall be designed to have high-quality urban design, attractive buildings, landscaping and public streetscapes, consistent with policy 5.2.8 of this Plan.
9. That *new community areas* shall be planned to consider human services needs, including educational, social, health, arts, culture, and recreational facilities.
10. To design communities to maximize passive solar gains, and to ensure that all buildings are constructed in a manner that facilitates future solar installations.
11. That the local municipality shall develop a Community Energy Plan for each *new community area* to reduce community energy demands, optimize passive solar gains through design, and make use of renewable, on-site generation and district energy options including but not limited to solar, wind, water, biomass, and geothermal energy.
12. That all new residential, mixed-use, commercial, major office, and institutional *development* shall be built to a minimum:
 - a. LEED® Silver, prior to and including 2015;
 - b. LEED® Gold, 2016 up to and including 2021; and,
 - c. LEED® Platinum, post-2021.

Based on the applicable LEED® rating system or alternative equivalent.

13. To encourage all new buildings to include on-site *renewable or alternative energy systems* which produce 5% of building energy use. Where on-site *renewable or alternative energy systems* are not feasible, consideration of purchasing grid-source renewable energy is encouraged.
14. That water management plans shall be prepared and implemented. These plans will examine all water systems in a comprehensive and integrated manner to:
 - a. understand the integration of all water systems to increase efficiencies;

The Places to Grow: Growth Plan for the Greater Golden Horseshoe requires a minimum density target of 50 residents and jobs combined per hectare for the designated greenfield areas. Some built and approved greenfield areas in York Region have densities lower than the provincial requirement, and others are achieving densities close to the required density.

The new community areas will be built to a minimum density of 20 units per hectare in the in the developable area which equates to approximately 70 residents and jobs per hectare. While this requirement is higher than what is in the Places to Grow: Growth Plan for the Greater Golden Horseshoe, it is necessary in order to achieve 50 people and jobs per hectare across the entire designated greenfield area in York Region.

- b. maximize water conservation in buildings and municipal infrastructure, including water-efficient landscaping and rainwater collection for reuse; and,
 - c. maximize stormwater quality, quantity and infiltration through an integrated treatment approach, which may include techniques such as rainwater harvesting, runoff reduction of solids and materials at source, constructed wetlands, bioretention swales, green roofs, permeable surfaces, clean water collection systems, and the preservation and enhancement of native vegetation cover.
15. That mobility plans shall be completed to ensure that:
- a. communities are designed to have interconnected and accessible mobility systems, with a priority on pedestrian movement, and on transit use and access;
 - b. communities are designed to include a system of pedestrian and bicycle paths linking the community internally and externally to other areas, and providing access to the transit system;
 - c. a transit plan is completed in consultation with York Region Transit, which identifies transit routes and corridors, co-ordinates transit with land use patterns and ensures the early integration of transit into the community;
 - 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;
 - e. all schools shall be integrated into the community mobility system and provide the ability to walk, cycle, transit and carpool to school;
 - f. the street network includes continuous collector streets that run both north-south and east-west and/or a grid system of streets linked to the Regional Street network;
 - g. *new community areas* are designed to meet the York Region Transit-Oriented Development Guidelines;
 - h. a rapid transit corridor and/or transit terminal that connects to a rapid transit corridor is included in the community;
 - i. parking standards, consistent with policy 5.2.10, encourage and support transit use and include reduced minimum and maximum parking standards for all residential units within 500 metres of any rapid transit connection; and,
 - j. trip-reduction strategies consistent with the policies of Section 7.1 are promoted.
16. That *new community areas* shall be designed to implement the York Region Pedestrian and Cycling Master Plan.
17. That a Regional Greenlands System Plan shall be provided that:
- a. evaluates the potential impact of *development* and ensures the protection, enhancement, and securement of all elements of the System;
 - b. identifies strategic areas for enhancement and restoration to maximize the quality of the entire System;

- c. identifies how infrastructure projects within the System, including permitted stream crossings for streets, water and wastewater systems, contribute to an overall net system gain by increasing natural cover, enhancing ecological function, providing recreational access or contributing to off-site enhancements;
 - d. identifies securement opportunities and management requirements;
 - e. includes a trail system, which is integrated into the mobility systems of the community; and,
 - f. examines the feasibility of providing local community gardening plots where appropriate, outside of the lands dedicated for parkland.
18. That *new community areas* be designed to include an integrated open space network that includes both active recreational facilities and meeting places, urban squares, parks, outdoor seating and informal gathering spaces generally within 500 metres of all residents.
 19. That *new community areas* be designed to reduce urban heat island effects and consider integrating green and white roofs, greening to provide shade, and light coloured surface materials.

Towns and Villages

York Region has a tradition of tightly knit villages that each have their own unique sense of place and identity, with mainstreets and places to work, live and play. Each Town and Village in York Region will have a role to play in accommodating growth.

Some Towns and Villages act as Local Centres that serve the needs of the surrounding rural settlements, the Agricultural Area and the Rural Area. Historic streetscapes and mainstreet areas within Towns and Villages should be retained and enhanced.

Objective

To ensure the continued vitality of Towns and Villages throughout York Region.

It is the policy of Council:

20. That the boundaries of Towns and Villages identified on Map 1 of this Plan shall be defined within local official plans.
21. That the local community plans for Towns and Villages may also include rural and agricultural designations within their boundaries. Any redesignation of agricultural and rural uses within the local community plan boundary to urban uses are subject to the provisions of policy 5.1.12 of this Plan.
22. That within the Greenbelt Plan Area, the following policies apply to Towns and Villages:
 - a. there shall be no extension or expansions of lake-based water and wastewater services to areas where they do not currently exist; and,
 - b. modest expansion of the outer community plan boundary of the Towns and Villages can only be considered at the timing of the review of the Greenbelt Plan, subject to:

Towns and Villages are identified on Map 1 of this Plan and include the communities of Nobleton, King City, Schomberg, Ballantrae/Musselman Lake, Mount Albert, Sutton, Pepperlaw, and Maple Lake Estates.

- i. the availability of municipal water and wastewater service;
 - ii. the availability of lands within the community plan boundary;
 - iii. the expansion does not extend into the *Specialty Crop Areas* or the Natural Heritage System of the Protected Countryside;
 - iv. other applicable policies of the Greenbelt Plan; and,
 - v. the urban boundary expansion policies in Section 5.1 of this Plan.
- 23. That new development areas within Towns and Villages, be subject to comprehensive secondary plans based on the following:
 - a. water and wastewater services are available;
 - b. the plan considers the entire Town or Village and integrates the *development* into the existing community;
 - c. a minimum density requirement that is not less than 50 residents and jobs per hectare in the *developable area*;
 - d. best efforts are made to incorporate policies 5.6.5 through 5.6.20 of this Plan; and,
 - e. *development* within the built-up area of the Towns and Villages is consistent with policies in Section 5.3 of this Plan.
- 24. That Local Centres located within Towns and Villages should meet the following criteria, in addition to the policies of Section 5.5 of this Plan:
 - a. identify the area of the commercial core;
 - b. protect the significant natural features of the community such as rivers, lakes, etc.;
 - c. recognize the potential for commercial and tourist activity;
 - d. recognize the servicing capacity of the community; and,
 - e. provide human services for surrounding rural and agricultural areas.

Hamlets

A Hamlet is a small settlement of existing residential and limited commercial, industrial or institutional uses within the Protected Countryside Area designation of the Greenbelt Plan and within the Countryside Area designation of the Oak Ridges Moraine Conservation Plan.

These communities are usually serviced by individual private on-site wastewater systems and drilled wells. Hamlets were often the first settlements in the Region and are valued for their part in retaining the rural character and cultural heritage resources of the past.

Objective

To retain the rural character and cultural heritage of Hamlets while permitting limited growth through infilling.

Policies on Hamlets in the Oak Ridges Moraine and Greenbelt are included in Chapter 6 Agricultural and Rural Areas.

It is the policy of Council:

25. That local official plans and zoning by-laws shall designate the boundaries of Hamlets and provide policies that limit future growth to minor residential infilling, subject to the ability to service growth by individual private on-site water and wastewater systems.
26. That limited small-scale industrial, commercial and institutional uses may be permitted in local official plans, subject to the ability to service the growth by individual private on-site water and wastewater systems.
27. That *major development* shall not be permitted in Hamlets.
28. That consents may be permitted in Hamlets, subject to local official plan consents policies and the ability to service the *development* by individual private on-site water and wastewater systems.
29. That residential infilling shall be encouraged to occur in depth rather than along strips and should complement the historic character of the settlement. Any increase in the number of residents through infilling must not change the rural nature of the Hamlet.
30. That the expansion of a Hamlet into a *Specialty Crop Area* is prohibited.
31. That local municipalities may undertake minor rounding out of Hamlet boundaries in accordance with the Greenbelt Plan.
32. That where Hamlets occur in *new community areas*, growth in the Hamlet shall be co-ordinated with new *community development* on the surrounding lands to permit the orderly extension of municipal services to the Hamlet.
33. That local municipalities are required to update Hamlet policies in accordance with policies of this Plan and applicable provincial policies.

Hamlets in York Region include:

- Pottageville
- Lloydtown
- Snowball
- Laskay
- Kettleby
- Ansnorveldt
- Victoria Square
- Dickson Hill
- Cedar Grove
- Locust Hill
- Almira
- Teston
- Purpleville
- Holt
- Brown Hill
- Udora
- Ravenshoe
- Baldwin
- Bellhaven
- Virginia
- Musselman's Lake
- Vandorf
- Bloomington
- Gormley
- Gormley-Richmond Hill

CHAPTER 6

Agricultural and Rural Areas

Agricultural and Rural Areas form an important part of the fabric of York Region, supporting a vibrant agricultural community and contributing to the economy, quality of life and natural heritage legacy. The diverse landscape is one of the things that makes the Region attractive to citizens and business. Approximately 38% of York Region's land use is devoted to farming activities. The Agricultural Area contains land primarily devoted to agricultural use, smaller communities and important natural resources.

The Region has some of the most productive agricultural lands in Canada. The black organic soils in the Holland Marsh in King Township and East Gwillimbury areas, other market gardening areas and the equine industry distinguish the Region. Agricultural production is an important part of the Region's economy, providing jobs and agricultural products.

Approximately 69% of the Region is within the Greenbelt Plan Area, including the Oak Ridges Moraine Conservation Plan Area. The Protected Countryside designation of the Greenbelt Plan contains the land base for agricultural production and protects prime agricultural lands as Agricultural Area, Specialty Crop Areas and the Rural Area. York Region agriculture is evolving due to the influence of the large urban areas within the Region and in the balance of the Greater Toronto Area. This near-urban influence is expected to provide new opportunities and markets for farm operators.

In an effort to assist in identifying the Agricultural Area and Rural Area, a Land Evaluation Area Review, was undertaken. This study analyzed Canada Land Inventory soil capability as well as fragmentation by non-farm uses, conflicting uses and current production. The results of the review were augmented with local knowledge to arrive at the identification of Agricultural and Rural Areas. Specialty Crop areas in current agricultural production were also reviewed based on provincial identification of the Specialty Crop Areas and local knowledge. Provincial policy requires that Agricultural Areas and Specialty Crop Areas receive the highest level of protection from incompatible land uses in municipal planning documents.

Agricultural and Rural Areas Goal

To protect and support Agricultural and Rural Areas and the agricultural industry as essential components of the Regional fabric.

6.1 The Greenbelt Plan

The Greenbelt Plan, which includes 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.

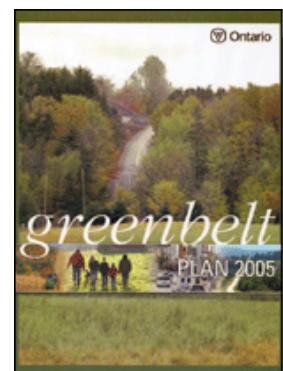
The majority of lands outside of the Urban Area and Towns and Villages of the Region are within the Greenbelt Plan and Oak Ridges Moraine Conservation Plan, which comprise 69% of the Region's land base. These two Provincial Plans provide permanent protection to agricultural and rural lands and ecological features and functions.

Objective

To protect agricultural, rural, specialty crop and natural heritage areas within the Greenbelt.

IN THIS CHAPTER:

- 6.1 The Greenbelt Plan
- 6.2 The Oak Ridges Moraine Conservation Plan
- 6.3 Agricultural and Specialty Crop Areas
- 6.4 Rural Area
- 6.5 Mineral Aggregate Resource Areas



Policies relating to land uses and permitted uses within the Greenbelt Plan are dispersed throughout this Plan, specifically within the following sections:

- 2.1 Regional Greenlands System: A Sustainable Natural Environment Legacy
- 2.2 Natural Features: Components of the Greenlands System
 - Oak Ridges Moraine and Greenbelt Features
- 3.4 Cultural Heritage
- 5.6 Building Complete, Vibrant Communities
- 6.3 Agricultural and Specialty Crop Areas
- 6.4 Rural Area
- 6.5 Mineral Aggregate Resource Areas
- 7.3 Water and Wastewater Servicing

It is the policy of Council:

1. That lands within the Greenbelt Plan are identified as Protected Countryside on Map 1 of this Plan. While the Greenbelt Plan includes the Oak Ridges Moraine Conservation Plan Area, the policies of the Oak Ridges Moraine Conservation Plan prevail in the area of its coverage.
2. That within the Town of Richmond Hill, the Greenbelt Plan policies apply only to those lands within major river valleys, as defined by provincial regulations.
3. That prime agricultural lands and specialty crops lands within the Greenbelt Plan in York Region are designated as Agricultural Area and *Specialty Crop Area*, respectively on Map 8.
4. To require local municipalities to identify the Greenbelt Protected Countryside and the Natural Heritage System in local official plans and to determine permitted uses in the Protected Countryside designation to meet the intent of the Greenbelt Plan and this Plan.
5. That new multiple units or multiple lots for residential dwellings, such as estate residential developments, adult lifestyle, and retirement communities are prohibited.
6. That transportation, infrastructure and utilities are permitted in the Greenbelt Plan Area, in all land use designations shown on Map 8, and key natural heritage features and key hydrologic features, where the provisions of the Greenbelt Plan have been met. Demonstrated need for a project and conformity with the Greenbelt Plan will be assessed and included as part of an Environmental Assessment Act process. If an Environmental Assessment Act process does not apply, the requirements of the Greenbelt Plan will be met through Planning Act, Condominium Act, Local Improvement Act processes, or other applicable approval processes.
7. That where applications, matters or proceedings within the Protected Countryside designation were commenced on or after December 16, 2004 they must conform with the Greenbelt Plan.
8. That where applications, matters or proceedings within the Protected Countryside designation were commenced before December 16, 2004, the Greenbelt Plan does not apply unless prescribed by regulations made pursuant to the Greenbelt Act, 2004.
9. That where there is a conflict between policies of this Plan and the Greenbelt Plan, the more restrictive policy shall apply, except in the case of agriculture, mineral aggregate and wayside pits when the Regional and local official plans cannot be more restrictive than the Greenbelt Plan.
10. That existing uses in the Protected Countryside of the Greenbelt Plan are governed by Section 4.5 of that Plan unless local official plans and zoning by-laws are more restrictive. In this case the more restrictive policies apply.

6.2 The Oak Ridges Moraine Conservation Plan

The Oak Ridges Moraine is one of Ontario's most significant landforms. Located north of Lake Ontario, the Moraine in York Region divides the watersheds draining south into Lake Ontario from those draining north into Lake Simcoe. The Moraine shapes the present and future form and structure of the Greater

Toronto Area. Its ecological and hydrological features and functions are critical to the area's continuing health.

Through the Oak Ridges Moraine Conservation Act, 2001 and the accompanying Oak Ridges Moraine Conservation Plan, the Province has directed the protection, restoration, and enhancement of the Oak Ridges Moraine's ecological and hydrological features and functions.

The major provisions of the Oak Ridges Moraine Conservation Plan that are relevant at the Regional level have been incorporated into this Plan, however, these policies must be read in conjunction with the detailed provisions of the Oak Ridges Moraine Conservation Plan and applicable local official plans and zoning by-laws.

Objective

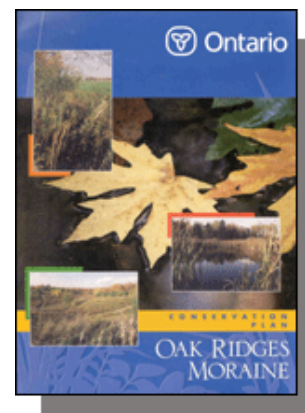
To protect and where possible improve or restore the ecological and hydrological integrity of the Oak Ridges Moraine.

It is the policy of Council:

1. To recognize the boundary and land use designations of the Oak Ridges Moraine Conservation Plan Area as shown on Map 1. Along the southern boundary of the Moraine, east of Bathurst Street, the Oak Ridges Moraine Conservation Plan applies to lands within that Plan boundary and above the 245 metre above sea level Canadian Geodetic Datum contour line. In the event of a question regarding plan applicability in this area, the Region will require a topographic survey certified by an Ontario Land Surveyor, and based on field surveys tied to Ontario Geodetic Datum before planning decisions are made on specific applications.

Where lands are within the Oak Ridges Moraine Conservation Plan boundary, but below the elevation of 245 metre above sea level Canadian Geodetic Datum, the lands are deemed to be within the Protected Countryside of the Greenbelt Plan and all of the policies of the Greenbelt Plan apply.

2. That the Oak Ridges Moraine Conservation Plan, identifies land use designations and permitted uses, including the following:
 - a. Natural Core Areas have a high concentration of key natural heritage features, key hydrologic features, and/or landform conservation areas and are critical to maintaining the integrity of the Moraine as a whole. New permitted uses are very limited and may include conservation and resource management, low intensity-recreation, or *agricultural uses*, as detailed in the Oak Ridges Moraine Conservation Plan.
 - b. Natural Linkage Areas form part of a central corridor system that supports or has the potential to support movement of plants and animals between the Natural Core Areas, Natural Linkage Areas, river valleys and stream corridors. Limited new uses may include those permitted in the Natural Core Area designation, as well as mineral aggregate operations and wayside pits, as detailed in the Oak Ridges Moraine Conservation Plan.
 - c. Countryside Areas contain rural land uses, which may include agriculture, land extensive *major recreational uses*, Hamlets, mineral aggregate operations, recreational and open space. Small-scale industrial, commercial, institutional and recreational



Policies relating to specific land uses within the Oak Ridges Moraine Conservation Plan are dispersed throughout this Plan, specifically within the following sections:

- 2.1 Regional Greenlands System: A Sustainable Natural Environment Legacy
- 2.2 Natural Features: Components of the Greenlands System
 - Oak Ridges Moraine and Greenbelt Features
- 3.4 Cultural Heritage
- 5.6 Building Complete, Vibrant Communities
- 6.3 Agricultural and Specialty Crop Areas
- 6.4 Rural Area
- 6.5 Mineral Aggregate Resource Areas
- 7.3 Water and Wastewater Servicing

uses shall be directed to Hamlets, Towns and Villages and the Urban Area.

Hamlets, designated within local official plans and located within the Countryside Area are generally depicted on Map 1 and are intended to provide opportunities for minor residential infill and small-scale industrial, commercial and institutional and recreational uses in accordance with the policies of this Plan and local official plans.

Land extensive *major recreational uses* are not permitted to locate in the Agricultural Area shown on Map 8.

- d. The Urban Area and Towns and Villages are intended to be the focus of growth. These areas permit a full range of residential, commercial, industrial, and institutional uses.
3. That the Oak Ridges Moraine Conservation Plan designation of Settlement Areas includes portions of the Urban Area (Aurora, Newmarket, Richmond Hill, and Vaughan) and Towns and Villages (Ballantrae, King City, Mount Albert, Nobleton, and Stouffville). In these areas, policies contained in Chapter 5 of this Plan and local official plans shall guide development subject to the applicable provisions of the Oak Ridges Moraine Conservation Plan.
4. To work with local municipalities, adjacent Regions, the Province and stakeholders in implementing the Oak Ridges Moraine Conservation Plan.
5. To require local municipal official plans and zoning by-laws to include appropriate policies to implement and refine the requirements of the Oak Ridges Moraine Conservation Plan.
6. To support local municipalities in adopting innovative approaches to implementing the Oak Ridges Moraine Conservation Plan, including but not limited to the use of development permits or zoning.
7. That local municipalities shall adopt site alteration and tree-cutting by-laws in conformity with the Municipal Act in accordance with provisions of the Oak Ridges Moraine Conservation Act, 2001.
8. That applications for *development* or *site alteration* within the Oak Ridges Moraine Conservation Plan Area will only be considered where they comply with the provisions of the Oak Ridges Moraine Conservation Plan.
9. That under the Oak Ridges Moraine Conservation Plan, uses, buildings and structures legally existing on November 15, 2001 are permitted in every land use designation.
10. That existing institutional uses and expansions are permitted subject to the Existing Use provisions of the Oak Ridges Moraine Conservation Plan and local official plans and zoning by-laws. When expansion of such uses is applied for, the applicant shall demonstrate that the expansion will not adversely affect the ecological integrity of the Oak Ridges Moraine Conservation Plan Area. Additional studies as identified in Parts III and IV of the Oak Ridges Moraine Conservation Plan may be required.
11. That all applications, matters or proceedings as defined under the Oak Ridges Moraine Conservation Act, 2001, commenced on or after November 17, 2001 are required to conform with the Oak Ridges Moraine Conservation Plan.

12. That applications in Natural Core, Natural Linkage and/or Countryside Areas that were commenced but were not decided prior to November 17, 2001, as defined in the Oak Ridges Moraine Conservation Act, 2001, are required to conform with the prescribed provisions of the Oak Ridges Moraine Conservation Plan.
13. 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.
14. That notwithstanding policies 6.2.10, 6.2.11 and 6.2.12, 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.
15. That where a term is defined in the Oak Ridges Moraine Conservation Plan, those definitions shall prevail over definitions in this Plan, and shall be consulted as part of the Region's review of planning applications.
16. That new multiple units or multiple lots for residential dwellings, such as estate residential developments, adult lifestyle, retirement communities created by plans of subdivision or condominium are prohibited in the Oak Ridges Moraine unless all required applications have transitional status.
17. That applications for *major development* are required to meet the provisions of the Oak Ridges Moraine Conservation Plan.
18. That transportation infrastructure and utilities are permitted in all Oak Ridges Moraine land use designations, and key natural heritage features and key hydrologic features, where the Infrastructure provisions of the Oak Ridges Moraine Conservation Plan have been met. Demonstrated need for a project and conformity with the Oak Ridges Moraine Conservation Plan will be assessed and included as part of an Environmental Assessment Act process. If an Environmental Assessment Act process does not apply, the requirements of the Oak Ridges Moraine Conservation Plan will be met through Planning Act, Condominium Act, Local Improvement Act, or other applicable approval processes. The opening of a street within an unopened street allowance is prohibited unless all other requirements of the Oak Ridges Moraine Conservation Plan are met.
19. That where a term is defined in the Oak Ridges Moraine Conservation Plan, those definitions shall prevail over those contained in this Plan.
20. That where there is a conflict between this Plan, local official plans and the Oak Ridges Moraine Conservation Plan, the more restrictive policies shall apply.



Holland Marsh Specialty Crop Area

York Region's Land Evaluation Area Review

A numerical rating system for each lot and concession, designed to determine the long-term agricultural potential of land and assist in identifying prime agricultural areas.

York Region has utilized this review to refine Map 8 and the policies of the Agricultural and Rural sections of this Plan.

Land Evaluation	Area Review
Canada Land Inventory values	Fragmentation; Conflicting uses; Current production
65% of total score	35% of total score
Threshold of 6.0	
Score > 6.0 is potential Prime Agriculture	
Score < 6.0 is potential Rural	

6.3 Agricultural and Specialty Crop Areas

York Region has some of the most productive agricultural lands in Canada, including the black organic soils of the provincially significant Holland Marsh Specialty Crop Area in King Township and East Gwillimbury, as well as muck soil areas in Georgina. The Region also has several areas with world-renowned equine facilities.

While agricultural lands are protected within the Greenbelt Plan Area, there are also prime agricultural lands outside of the Greenbelt within the *new community areas*. This Plan recognizes and encourages agricultural uses on lands in the *new community areas* until urban expansion is necessary. Agricultural uses in the *new community areas* and in the Rural Area are important to the Region's economy and as a source of local food.

Objectives

To protect Agricultural and Specialty Crop Areas for the future to ensure a sustainable agricultural industry.

To support York Region's farmers and agricultural organizations as valuable contributors to the community.

It is the policy of Council:

1. To recognize and protect the Agricultural Area and the *Specialty Crop Area*, designated on Map 8, as natural resources of major importance to the economic and social viability of the Region.
2. That within the Agricultural Area and *Specialty Crop Areas* of the Region *normal farm practices* and a full range of *agricultural uses, agriculture-related uses* and *secondary agricultural uses* are supported and permitted.
3. To work with the farm community, agricultural organizations and conservation authorities to implement best management practices for integrated pest management, phosphorus reduction, nutrient management and soil and water conservation on agricultural lands.
4. To promote agricultural practices that minimize impacts on air quality and climate change, such as no-till farming.
5. That the Agricultural Area and *Specialty Crop Area* shall be designated and protected in local municipal official plans and zoning by-laws.
6. To discourage the removal of topsoil and encourage local municipalities to enact by-laws, under the Municipal Act, to regulate the removal of topsoil.
7. That temporary farm related uses such as farm-gate sales of produce or goods primarily grown or made on the farm shall be permitted subject to local municipal requirements.
8. That new land uses, consents, and new or expanding livestock operations shall comply with the Province's *Minimum Distance Separation Formulae*.
9. That consents will only be permitted in the Agricultural Area and *Specialty Crop Area* in the following instances:
 - a. acquisition of land by a public body for infrastructure projects;
 - b. conveyances to public bodies or non-profit agencies for natural heritage or conservation purposes, providing no separate residential lot is created;

- c. minor boundary adjustments to enlarge existing farm lots providing no separate residential lot is created;
 - d. agricultural uses where both the subject and retained lands are a minimum size of 16 hectares (40 acres) in the *Specialty Crop Area* and 40 hectares (100 acres) in the Agricultural Area;
 - e. existing or new *agriculture-related uses*, such as farm, related commercial and farm-related industrial uses that are small in scale and directly related to the farm operation and required to be located in close proximity to the farm operation. In these cases, the new lot will be limited to the minimum size required for the use and appropriate individual private on-site water and wastewater systems will be required; or,
 - f. severance of an existing residence that is surplus to a farming operation as a result of a farm consolidation, providing no additional residence can be constructed on the retained farmland.
10. That additional residential structures for farm help required for *agricultural uses* on the farm, may be permitted, subject to local municipal requirements and if grouped with existing farm structures. A consent to sever these structures from the main *agricultural use* is prohibited.
 11. That within the Agricultural Area in those portions of Markham, Vaughan and East Gwillimbury, not within the Oak Ridges Moraine Conservation or Greenbelt Plans, *normal farm practices* and a full range of *agricultural uses*, *agriculture-related uses* and *secondary agricultural uses* shall be permitted and encouraged until and if the lands are required for urban expansion. Redesignation of lands required for *new community areas* will not require an agricultural justification report but shall be subject to the urban expansion and phasing policies in Chapter 5 of this Plan and local official plans.
 12. That *alternative energy systems* and *renewable energy systems* shall be permitted within the Agricultural Area, but not within the *Specialty Crop Area* in accordance with provincial and federal requirements. Any such systems within the Greenbelt Plan Area shall be subject to the policies of the Greenbelt Plan and shall be designed to minimize disturbance on agricultural operations.

Local Food

Access to a safe, secure food supply is a basic human right. York Region supports activities to ensure that food sources remain available locally and will work with local organizations to assist farmers in bringing locally grown and produced food from farm to table.

Objective

To ensure agricultural land is available for growing and producing, among other things, local food that is accessible to York Region residents and neighbouring communities.

It is the policy of Council:

13. To support local food production and procurement through means such as a Local Food Charter, buying and production co-operatives, farm-to-table programs, and farmers' markets at key locations in York Region's communities.

The State of Our Agriculture

	2001	2006
Total number of farms	1,020	972
Area in farms	71,210 hectares	67,613 hectares
Total number of operators	1440	1400
Average Age of farm operator		
<34 years	115	80
35-54 years	690	685
>55 years	640	635
Acreage leased from others	36,187 hectares	30,565 hectares

Farms Classified by Type

Dairy	52	43
Beef	139	104
Pork	14	5
Chicken	5	4
Equine	165	182
Soybean	34	41
Corn	34	12
Hay	78	88
Potato	8	7
Fruit and vegetables	6	4
Other vegetables	116	117

Statistics Canada Census of Agriculture, 2006

Eating Locally:

- Sustains small farms
- Supports the local economy
- Improves air quality and pollution by reduced travel time
- Keeps us in touch with the seasons
- Provides fresher and healthier food choices
- Reduces vulnerability to oil shortages and transportation problems
- Reduces chance of large-scale food contamination

Farmer's Markets and Agricultural Festivals in York Region

- Aurora Farmer's Market
- Newmarket Main Street Farmer's Market
- Georgina Farmer's Market
- Markham Farmer's Market
- Downtown Stouffville's Farmer's Market
- Sutton Fair and Horse Show
- Markham Fair
- Woodbridge Fall Fair
- Kettleby Fair
- Kleinburg Binder Twine Festival
- Whitchurch-Stouffville's Strawberry Festival

14. To support York Region's agricultural industry and assist the industry in responding to changing conditions and markets, by considering:
 - a. supporting local farm organizations in promoting the availability of local food and value-added products, including the development of local farm markets and farm-gate sales, subject to public health and safety standards;
 - b. promoting a variety of agricultural products originating within the Region and where possible assisting local farmers in diversifying agricultural products;
 - c. encouraging continuing agriculture on lands adjacent to all communities in York Region as a source of local food;
 - d. encouraging the provision of community gardens and other urban agriculture practices, but not including animal agriculture in new and existing communities;
 - e. developing local food-sourcing policies for Regional facilities and encouraging other public sector agencies within the Region to adopt similar policies; and,
 - f. encouraging dialogue with other levels of government, local farmers and farm organizations in York Region to ensure that the agricultural industry remains competitive, sustainable and viable in the long term.
15. To support the Greater Toronto Area Agricultural Action Plan as a blue print to strengthen the agricultural economy in the Greater Toronto Area.
16. To encourage the Province to proactively assess, encourage and promote policies and programs directed to the production, distribution and use of local food by residents and business.

6.4 Rural Area

The Rural Area includes viable farms, businesses, and land uses such as equestrian facilities, farm markets, rural settlements, existing rural residential and estate residential development and golf courses. A number of factors, including soil capability, topography, land use fragmentation by non-agricultural uses such as large churches and cemeteries, as well as natural features and conflicting uses in the area have combined to make these lands more rural in character than lands in the Agricultural Area designation. Regardless of these challenges, viable agriculture and agriculture-related activities within the Rural Area are expected to continue for the long term.

The Rural Area is protected by the Greenbelt Plan and the Oak Ridges Moraine Conservation Plan and contains areas of environmental significance, including large portions of the Natural Core Area and Natural Linkage Area designations of the Oak Ridges Moraine Conservation Plan. Within the Rural Area, outside of Towns and Villages and Hamlets, development will be limited in order to retain the rural character of the landscape and ensure viable agricultural uses remain.

Objective

To retain the character of lands in the Rural Area and to protect the viability of existing *agriculture, agriculture-related and secondary agricultural uses.*

It is the policy of Council:

1. To recognize and protect the Rural Area on Map 8, as a natural resource of major importance to the economic and social viability of the Region.
2. The Rural Area designation of this Plan and local municipal official plans establishes the permitted uses within the Greenbelt Plan and acts as an overlay within the Oak Ridges Moraine Conservation Plan to inform the range of uses permitted within some of the Oak Ridges Moraine Conservation Plan land use designations.
3. That existing and new *agricultural uses, agriculture-related uses, normal farm practices*, forestry, conservation, land extensive recreational uses, and resource-based commercial and industrial uses are permitted in the Rural Area, consistent with the policies of the Provincial Plans and local municipal official plans and zoning by-laws.
4. That new land uses, consents, and new and expanding livestock operations shall comply with the Province's *Minimum Distance Separation Formulae*.
5. That within the Rural Area, applications for redesignation of lands for non-agricultural uses are only permitted if they comply with the Oak Ridges Moraine Conservation and Greenbelt Plans.

Such applications may require an amendment to this Plan and the local official plan and zoning by-law, demonstrating:

- a. that the proposed use is appropriate in the Rural Area when considered in the context of Provincial Plans and local official plans;
 - b. that the proposed use will not adversely impact the ability of adjacent agricultural activities to undertake normal farm practices;
 - c. that the proposed water and wastewater servicing is appropriate for the type of use; and,
 - d. that there are no negative impacts on key natural heritage or hydrologic features and functions, biodiversity or connectivity of the Regional Greenlands System.
6. That non-resource-based industrial and commercial uses and institutional uses shall be directed to the Urban Area, Towns and Villages and Hamlets.
 7. That new land extensive *major recreational uses*, such as golf courses and outdoor playing fields, or expansion to these uses where they currently exist, may be permitted in the Rural Area subject to an amendment to this Plan and the local official plan and zoning by-law, where the following provisions are met to the satisfaction of the Region and local municipality:
 - a. the size of the use is appropriate for the area and will not further fragment the Rural Area;
 - b. the proposed use will not introduce a conflicting use that adversely impacts ongoing agricultural activities or related uses in the immediate and surrounding areas;
 - c. there is a plan to enhance and improve connections between key natural heritage features and key hydrologic features;

- d. there is an integrated pesticide and fertilizer management plan that minimizes or excludes applications; and,
 - e. water, wastewater and stormwater management plans that ensure adequate water quality and quantity are submitted.
8. That notwithstanding policy 6.4.5, new *cemeteries* and accessory uses such as mausolea, columbaria, small scale chapels, expansions of existing *cemeteries*, but not freestanding places of worship, may be permitted in the Rural Area of the Greenbelt Plan subject to an amendment to this Plan and the local municipal official plan and zoning by-law, where the following provisions are met to the satisfaction of the Region and local municipality:
- a. the area and capacity of the *cemetery* and the accessory uses are appropriate for the Rural Area and intended to serve the Region's population, as demonstrated by a demand analysis based on the 2031 planning horizon;
 - b. the proposal demonstrates opportunities for alternative internment or burial practices meeting the needs of a diverse cultures and efficient use of the land area;
 - c. lands are not available for *cemetery* uses in the existing Urban Area, Towns and Villages or Hamlets in the Regional market area;
 - d. the *cemetery* and accessory uses will not create the need to develop other uses, such as a freestanding place of worship on the site in the future;
 - e. appropriate hydrological and hydrogeological studies have been completed, which indicate that the use will not have adverse impacts on the quality and quantity of ground and surface water on or nearby the site or a *Wellhead Protection Area*;
 - f. the proposal has no adverse traffic, parking or visual impacts on the surrounding land uses or residents and maintains the rural character of the area;
 - g. there is an enhancement plan that demonstrates the use of existing site characteristics, such as topography and vegetation, identifies natural native vegetation enhancement and sequential plantings, including opportunities for memorial groves and the establishment of arboreta, improvements to connectivity between key natural heritage features and key hydrologic features, provides for the development of a forest canopy; and,
 - h. the use conforms with the policies in Chapter 2 of this Plan.
9. That consents may be permitted in the Rural Area subject to the criteria contained in policy 6.3.9, and local official plans and zoning by-laws.
10. That notwithstanding policy 6.4.9, fragmentation of the Rural Area in existing *agricultural use* through consents shall generally be discouraged.
11. To work with the Town of Georgina and others in formulating additional local official plan policies to recognize the unique aspects of the municipally serviced lakeshore areas between the urban area of Keswick and Sutton/Jackson's Point. Such policies will conform with the Greenbelt Plan and the Lake Simcoe Protection Plan and the policy direction of this Plan.

12. That *alternative energy systems* and *renewable energy systems* shall be permitted within the Rural Area in accordance with provincial and federal requirements. Any such systems within the Greenbelt Plan Area shall be subject to the policies of the Greenbelt Plan.
13. That within the Oak Ridges Moraine Conservation Plan Countryside Designation in the Town of Aurora, on lands described as Part 2 of Plan 65R-11866 and Plan 65R-15508, a cluster residential development in condominium ownership is permitted subject to the following:
 - a. servicing shall be by a privately owned and operated communal wastewater treatment system and a privately owned and operated communal water system, approved through a Class Environmental Assessment or equivalent process which includes the following:
 - i. an inventory of the existing environment and possible impacts;
 - ii. an evaluation of alternatives in consultation with affected agencies;
 - iii. preliminary design of the preferred alternative, which will ensure construction of collection and distribution systems to municipal standards;
 - iv. specifications of the interrelationship with the adjacent recreational use; and,
 - v. preparation of a maintenance, monitoring and system failure contingency plan.
 - b. a Responsibility Agreement(s) being executed for the communal wastewater treatment and water systems, identifying among other things the following:
 - i. operation and maintenance standards;
 - ii. the definition of default and required remediation;
 - iii. financial guarantees that no public funds will be required in the case of a malfunction;
 - iv. easements, rights of entry and inspection; and,
 - v. monitoring systems.
 - c. an economic/fiscal impact analysis shall be completed to confirm the financial viability of the proposal, the proposed economic benefits to the Region and to ensure that the local and Regional financial impacts are accounted for in keeping with policy 4.5.14;
 - d. prior to any development taking place, approval shall have been given to an amendment to the local official plan, supported at a minimum by the following:
 - i. a market support study;
 - ii. an engineering report;
 - iii. an environment and landscaping analysis; and,
 - iv. an economic/fiscal impact analysis confirming the viability of the proposal and the proposed economic benefits to the municipality.

- e. overall density of development shall generally be compatible to that achieved through estate residential policies of the local municipal plan and shall be determined through supporting environmental and servicing studies; and,
- f. design shall effectively screen development from arterial roads and existing uses through sensitive siting and landscaping. Access shall be from internal paved streets constructed to municipal standards and designed to discourage through traffic.

6.5 Mineral Aggregate Resource Areas

The Region has limited sand and gravel resources remaining. The majority of these are located on the Oak Ridges Moraine. Oak Ridges Moraine land use designations permit new aggregate extraction only in Natural Linkage and Countryside Areas and subject to Oak Ridges Moraine Conservation Plan provisions for key natural heritage features. It is important that remaining aggregate resource areas be protected from incompatible uses or uses that would limit the extraction of the resource in the future, as they provide local building materials for communities and infrastructure.

The availability of aggregates close to market is important for economic and environmental reasons. It is equally important that these resources are extracted in an environmentally sensitive way and that exhausted pits and quarries be rehabilitated to uses compatible with agriculture, rural or open space.

Objective

To protect mineral resources for possible future extraction and to ensure rehabilitation of extraction areas.

It is the policy of Council:

1. To protect remaining primary and secondary Mineral Aggregate Resource Areas as shown on Map 9.
2. To recognize and provide for the continued operation of currently licensed pits and quarries and to encourage the extraction of mineral aggregate from locations within Mineral Aggregate Resource Areas, subject to the policies of this Plan and local official plans and by-laws.
3. To protect Mineral Aggregate Resource Areas from land uses and activities incompatible with extractive operations. New uses, other than extractive uses may be considered within these areas only if it can be shown through detailed studies that:
 - a. the proposed land use would not significantly preclude future extraction of mineral aggregate resources;
 - b. the proposed land use would serve the long-term interest of the public better than would aggregate extraction; and,
 - c. aggregate extraction would not be economically, socially or environmentally feasible.
4. That local official plans shall identify Mineral Aggregate Resource Areas and existing licensed Aggregate extraction uses and provide policies for the location, expansion, operation and rehabilitation of pits and quarries.
5. To consult with the Province and local municipalities regarding new licences to establish or expand pits or quarries.

6. That local municipalities enact by-laws that:
 - a. regulate truck traffic to minimize adverse impacts on surrounding residents; and,
 - b. regulate the removal of topsoil.
7. That local municipalities may protect additional areas for extraction.
8. To ensure that all extraction and processing activities are conducted in a manner that minimizes negative environmental and social impacts, in accordance with all government legislation, standards and policies.
9. To permit portable asphalt plants, wayside pits and quarries on a temporary basis, in consultation with local municipalities, without requiring an official plan amendment or zoning by-law amendment. A zoning by-law amendment shall be required to permit such facilities in areas of existing development.
10. To minimize the adverse effects of wayside pits and quarries in accordance with all government legislation, standards and policies.
11. To encourage the use of alternative materials to sand and gravel and the reuse of construction materials where possible to ensure conservation of existing aggregate supply.
12. To require the rehabilitation of abandoned pits and quarries and the progressive rehabilitation of operating pits and quarries in a manner that is in conformity with other policies of this Plan.
13. That where the rehabilitation of a pit or quarry uses fill materials, the owner/operator may be required to provide financial guarantees to ensure groundwater or adjacent Regional or private well supplies will not be contaminated. Further, the owner/operator of the pit or quarry shall be required to retain an on-site environmental inspector to ensure that all fill materials are appropriate.
14. That mineral aggregate extraction and accessory uses are temporary uses and that the policies of this Plan are applicable to the temporary use and the rehabilitated use.
15. That mineral aggregate extraction may occur in the Agricultural Area on an interim basis provided rehabilitation of the site will be carried out so that substantially the same areas and same average soils quality for agriculture is restored. In the following cases, complete agricultural rehabilitation is not required:
 - a. where there is a substantial quantity of aggregate below the water table such that the depth of the extraction makes restoration to pre-extraction levels unfeasible; or,
 - b. where other alternatives have been considered by the applicant and found unfeasible in accordance with the Provincial Policy Statement.
16. That within the Greenbelt Plan Area and the Oak Ridges Moraine Conservation Plan Area, existing and new mineral aggregate operations shall comply with the provisions of the applicable Provincial Plans.

CHAPTER 7

Servicing Our Population

York Region is committed to providing state-of-the-art services for both residents and businesses, which are vital to maintaining and improving quality of life and economic competitiveness. Services include transit, streets, water, wastewater, waste management, energy, rail, airport, utilities, and communications operated by a variety of public and private sector agencies. The effective provision of services involves reducing demand while expanding and updating existing infrastructure. This approach requires a strong policy framework, dynamic partnerships and sustainable infrastructure investment from all levels of government.

The policies of this section co-ordinate the provision of services with the city and community building policies of this Plan, in keeping with the goals of the York Region Sustainability Strategy: Towards a Sustainable Region. The policies support the long-term vision of the York Region Pedestrian and Cycling, Transportation, and Water and Wastewater Master Plans.

Servicing Our Population Goal

To provide the services required to support the Region's residents and businesses to 2031 and beyond, in a sustainable manner.

7.1 Reducing the Demand for Services

York Region has adopted a conservation-first approach to servicing the needs of residents. This approach aims to maximize the use of existing infrastructure while strategically leveraging future infrastructure investments. The intent is to improve the quality of life of residents by promoting healthy lifestyles while also managing the financial impacts of growth and enhancing the natural environment.

A reduction in the relative demand for services across the Region is predicated on a greater awareness and behavioural change by residents and policy makers. The policies of this Plan create an environment that supports conservation as a comfortable cost-effective and convenient alternative to traditional consumptive lifestyles.

Trip Reduction

York Region's approach to transportation planning is focused on making efficient use of existing and future transportation infrastructure. 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. To reduce automobile dependency, alternative transportation options need to be safe, convenient, and reliable. Diverting automobile trips towards more sustainable modes of transportation will reduce the need to expand infrastructure, enhance air quality and protect the Region's natural heritage. This goal requires a combination of infrastructure investment, supportive policies and partnerships.

A more compact, mixed-use urban form is required to encourage alternative modes of transportation and to make people, rather than vehicles, the focus of street activity. 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

IN THIS CHAPTER:

- 7.1 Reducing the Demand for Services
- 7.2 Moving People and Goods
- 7.3 Water and Wastewater Servicing
- 7.4 Waste Management
- 7.5 Energy and Utilities

ways to reach employment, recreation and cultural destinations in York Region and across the Greater Toronto and Hamilton Area.

Objective

To reduce automobile dependency by enhancing opportunities for residents and workers to walk, cycle, take transit, and carpool.

It is the policy of Council:

1. To require that appropriate transportation demand management measures to reduce single occupancy automobile trips are identified in transportation studies, including environmental assessments, traffic impact studies, and in *development* proposals.
2. To work with local municipalities, Metrolinx and other stakeholders to support local Smart Commute associations.
3. To manage the supply of parking in Regional Centres and Corridors, consistent with the policies in Section 5.4 of this Plan.
4. To investigate establishing a Regional Parking Authority or municipal parking authority framework in conjunction with local municipalities.
5. To work with local municipalities to develop a co-ordinated approach to parking and parking management, consistent with the parking policies in Chapter 5 of this Plan.
6. To work with local municipalities to update the York Region Transit-Oriented Development Guidelines to provide greater emphasis on trip reduction and to identify key benchmarks and targets.
7. To require new *development* proposals to demonstrate that the *development* meets or exceeds the York Region Transit-Oriented Development Guidelines.
8. To work with developers to provide all new-home buyers with information on available pedestrian, cycling and transit facilities and carpooling options within the community, including local transit routes and schedules.
9. To require new institutional, commercial and industrial *development* proposals to provide preferential carpool parking and bicycle storage facilities.
10. To require local municipalities to adopt land use and site design policies that promote alternative modes of transportation, including walking, cycling, transit, and carpooling.
11. To implement transit pass bulk-buying programs for employers and to encourage employers to provide transit passes in lieu of parking.
12. To partner with the Province and GO Transit to provide transit service to carpool lots along 400-series highways.
13. To promote, in partnership with Smart Commute, employer-based initiatives and policies that reduce the need for peak-period trips, including alternative work arrangements, transit incentives, and carpooling.
14. To encourage retailers and community facilities to provide discounts and incentives for students and seniors using transit.
15. To develop a discounted university and college transit pass program, (i.e., U-Pass, with York University, Seneca College and other partners).



Alternative work arrangements and incentive programs include:

- Telework - Allowing staff to occasionally work from home using internet technology
- Compressed Work Week - Working longer days to earn regular time off and reduce trips to work
- Flex time - Shifting the start and end of the work day to avoid peak period travel.
- Employer-discounted transit passes
- Preferential parking spaces for carpoolers

16. To partner with Metrolinx, the private sector and non-governmental agencies to deliver real-time information on commuting options.
17. 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.

Water Conservation and Efficiency

Water conservation and efficiency measures are essential components of York Region's long-term water supply strategy. These measures help to meet new demand in a cost-effective manner. The savings resulting from water conservation and efficiency measures assist in deferring other more costly capital projects.

York Region's Water for Tomorrow Program is a comprehensive water conservation and efficiency program that aims to lower demand for water, increase the efficiency of water infrastructure through leakage reduction, provide water audits for large water users, retrofit residential and commercial buildings, and provide education and outreach. This program demonstrates York Region's commitment to water conservation and efficiency.

Objective

To ensure adequate water resources for today's residents and future generations, through conservation and efficiency.

It is the policy of Council:

18. To develop a long-term, innovative strategy for water conservation and efficiency.
19. To update and implement the York Region 10-Year Water Efficiency Master Plan to ensure long-term water efficiency, conservation, cost savings, and public education.
20. To investigate full cost pricing of water, in co-operation with local municipalities, to encourage water conservation and facilitate system improvements.
21. To pursue with local municipalities and conservation authorities the implementation of water efficiency innovations such as water reuse systems, rainwater harvesting and innovative stormwater management.
22. To investigate innovative wastewater treatment technologies and approaches including grey water reuse, naturalized wastewater treatment and water recycling in residential, commercial, institutional and industrial uses.
23. To reduce the amount of water used in the Region's construction projects.

7.2 Moving People and Goods

Active Transportation

York Region is committed to implementing a comprehensive, active transportation network. The Region's approach to transportation planning is focused on trip reduction, providing transportation choices and a shift to more sustainable modes of transportation such as walking, cycling and transit. Active transportation provides significant environmental, health and economic



Water for Tomorrow Successes

Since 1998:

- Over 20-million litres of water savings per day (enough to supply a town of 70,000 people)
- Reduction of 14,375 tonnes per year of carbon dioxide emissions
- Over 350,000 water-efficient fixtures installed
- Over 1,800 kilometres of municipal watermain tested for leakage
- Over 8,000 water-efficient landscape audits completed
- Over 37,000 students have attended the annual York Children's Water Festival
- Recipient of numerous national and international awards

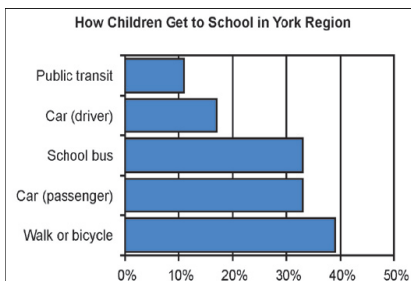


People will consider walking and cycling for recreational or utilitarian purposes only if these activities are convenient, safe and comfortable.

York Region Pedestrian and Cycling Master Plan

Active Transportation includes:

- Walking
- Cycling
- Wheeling
- Skateboarding
- In-line skating
- Any other human-powered form of transportation, including a combination of walking or cycling with public transit.



York Region Transportation Master Plan



benefits, including reduced traffic congestion, improved air quality, reduced infrastructure and user costs, and increased street safety.

Improving opportunities for active transportation such as walking and cycling and reducing automobile traffic can help make communities more liveable by creating an environment that is pleasant and safe with less noise and pollution. This can help to encourage more social interaction within a neighbourhood and create a stronger sense of community.

Objective

To create an active transportation system and programs that encourage walking, cycling and the use of public transit.

It is the policy of Council:

1. To implement the York Region Pedestrian and Cycling Master Plan shown on Map 10.
2. To update the York Region Pedestrian and Cycling Master Plan at least every 5 years, concurrent with the 5-year review of this Plan.
3. To apply the York Region Pedestrian and Cycling Master Plan's Planning and Design Guidelines in the implementation of the Regional pedestrian and cycling network.
4. To develop an integrated Regional cycling network connecting people to places of recreation, services and employment.
5. To provide safe, comfortable and accessible pedestrian and cycling facilities that meet the needs of York Region's residents and workers, including children, youth, seniors and people with disabilities.
6. To partner with local municipalities and other stakeholders to implement pedestrian and cycling programs.
7. To work with local municipalities to co-ordinate infrastructure within Regional rights-of-way for operating and capital components, including illumination, sidewalks and cycling facilities.
8. To work with local municipalities to ensure that sidewalks and street lighting are provided on both sides of all local arterial and collector streets with transit services.
9. To ensure the safe year-round operation of Regional pedestrian, cycling and transit facilities through design, signage, enforcement and effective maintenance.
10. That the construction of proposed pedestrian and cycling routes will protect and enhance the Regional Greenlands System.
11. To integrate pedestrian, cycling and transit activities through improvements such as bicycle racks and storage at transit stops, bicycle racks on buses, and improved access for pedestrians and bicycles at transit stops, rapid transit stations and terminals.
12. To encourage property owners to provide facilities such as benches, shelters and secure bicycle storage at major destinations, including employment, educational, institutional and shopping locations.
13. To co-ordinate Regional and local pedestrian and cycling networks with trail connections to the Regional Greenlands System trails network, where appropriate.

14. To develop and promote a continuous pedestrian and cycling path from Lake Simcoe to Lake Ontario in partnership with local municipalities and the City of Toronto.
15. To encourage the development and implementation of local municipal pedestrian and cycling master plans.
16. To partner with the York Region District and Catholic School Boards to implement the Active and Safe Routes to School program, and to design and locate school campuses to promote walking, cycling and transit as a primary means of transportation.
17. To work with the Province, Metrolinx and other partners to develop innovative programs that support active transportation, such as cycling safety training, education and information, bicycle sharing programs and bicycle libraries.
18. To encourage the Province and Federal government to provide funding and tools to support the development and promotion of active transportation as part of a healthy, active lifestyle.

Transit

An expanded, well-integrated public transit system is required, both to reduce vehicular traffic and to provide access to jobs and services. A well-integrated public transit system in York Region is essential to enhancing the quality of life for residents and workers. The York Region Transportation Master Plan sets immediate and long-term public transit goals that form the basis for the transit network.

The establishment of two subway routes and a series of rapid transit and transit priority corridors are the cornerstones of York Region's transit network. This system complements a comprehensive pedestrian and cycling network, expanded GO Transit rail and bus service, an aggressive transportation demand management program and the development of transit-supportive complete communities. All major communities within the Region should be linked by public transit. An integrated and co-ordinated public transit system will serve most of the travel needs of potential riders at a reasonable cost.

York Region's continued commitment to improving transit services in partnership with local municipalities, Metrolinx, the Toronto Transit Commission, the Province, Federal government and other stakeholders is consistent with the Places to Grow: Growth Plan for the Greater Golden Horseshoe and with the Metrolinx Regional Transportation Plan: The Big Move.

Objective

To provide transit service that is convenient and accessible to all residents and workers of York Region.

It is the policy of Council:

19. To recognize transit as a strategic investment priority and a key element of York Region's urban structure.
20. To develop effective transit services to connect rural communities.
21. To develop transit corridors and related infrastructure necessary to establish the York Region Transit and Viva network as illustrated on Map 11.

A bicycle-friendly facility or business may include:

- covered and locked spaces or bicycle racks for bicycle storage
- bicycle wash stations
- showers and lockers
- laundry facilities
- emergency or pay phones

and provide information on:

- safe cycling
- benefits of cycling
- bicycle routes
- repair shops
- bicycle-friendly local businesses





The Metrolinx Regional Transportation Plan: The Big Move defines the Regional Centres of Markham, Newmarket, Richmond Hill and Vaughan as Anchor Hubs.

Gateway Hubs are identified at the following locations:

- Leslie and Highway 7
- Newmarket GO Train Station
- Don Mills and Steeles
- Jane and Steeles
- Yonge and Steeles

Transit Modal Split

The percentage of person-trips made using public transit and school buses relative to the total number of person-trips made by other modes of transportation including private vehicles, walking or cycling.

22. To work with partners to complete the transit network, as illustrated on Map 11, including subway line extensions, GO Transit enhancements, the 407 Transitway and other rapid transit corridors.
23. To ensure communities are planned with the early integration of transit.
24. To provide preferential treatment for transit vehicles on Regional streets, including the construction of *high-occupancy vehicle lanes*, dedicated transit lanes, transit signal priority and other transit priority measures.
25. To achieve higher transit usage by supporting improvements in service, convenient access and good urban design, including the following:
 - 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 to 90% of residents within 500 metres and 50% of residents within 200 metres to transit stops in the Urban Area;
 - b. connecting transit stops directly to sidewalks and adjacent buildings in the Urban Area;
 - c. providing bus bays, transit shelters and bus loops with sufficient lighting;
 - d. directing medium- and high-density urban development to rapid transit corridors;
 - e. creating a system of parking and drop-off facilities for commuters;
 - f. providing intermodal terminals or hubs;
 - g. providing transit service on mid-block collectors;
 - h. giving priority to pedestrian and cycling access to transit through site plan control;
 - i. utilizing the York Region Transit-Oriented Development Guidelines and related tools in the review and evaluation of development applications and related studies; and,
 - j. requiring all new *development* applications to demonstrate the proposal's approach to mobility and transit.
26. To achieve an overall transit modal split of 30% during peak periods in the Urban Area and 50% in the Regional Centres and Corridors by 2031.
27. To work with local municipalities to provide walkways, sidewalks and street lighting along Regional streets serviced by transit.
28. To work with local municipalities to ensure that sidewalks and street lighting are provided on all streets within the Urban Area, and Towns and Villages that are serviced by transit.
29. To encourage the provision of sidewalks and streetlighting on all streets in York Region.
30. To support and implement an equitable transit fare strategy that is integrated with transit services in adjacent regions and with Metrolinx.
31. To require, at no expense to the Region, the dedication of public transit rights-of-way and lands for related facilities under the provisions of the Planning Act for the purpose of implementing the Transit Network shown on Map 11.

32. To support the transit network shown on Map 11 by securing lands, at no expense to the Region, for facilities such as:
- a. intermodal terminals or mobility hubs, including rapid transit stations, subway stations and related passenger drop-off and commuter parking areas;
 - b. related infrastructure, including vent shafts, transit operation and maintenance facilities at strategic locations, passenger standing pads and passenger pick-up and drop-off areas, electrical substations and passenger safety facilities;
 - c. pedestrian and cycling facilities;
 - d. intelligent transit and travel information systems;
 - e. public streetscape enhancements; and,
 - f. surface and sub-surface rights-of-way.
33. That the land dedications and related transit network elements described in policies 7.2.30 and 7.2.31 be consistent with the transit requirements set out in one or more of the following documents:
- a. approved environmental assessments or approved transit project assessments;
 - b. the York Region Transit 5-Year Service Plan, as updated from time to time;
 - c. the York Region Transportation Master Plan, as updated from time to time;
 - d. Regional Rapid Transit Standards, as updated from time to time; and,
 - e. the Regional Rapid Transit Network Plan, as updated from time to time.
34. To manage the movement of traffic in the Regional Rapid Transit Corridors shown on Map 11 to improve the safety and efficiency of all movements including that of pedestrians, cyclists and transit vehicles.
35. To provide accessible and integrated public transit to people with disabilities.
36. To require local municipalities to include policies in local official plans to implement the Transit Network shown on Map 11, consistent with the policies of this Plan.
37. That rapid transit vehicles may operate in mixed traffic on limited segments of Rapid Transit Corridors, where the ability to provide dedicated rights-of-way is constrained.
38. To co-ordinate the planning, integration and operation of existing and new transit services with local municipalities, GO Transit, the Toronto Transit Commission, the Province, Metrolinx and adjacent municipalities.
39. To work with local municipalities, GO Transit, the Toronto Transit Commission, Metrolinx and adjacent municipalities to encourage the Province and the Federal government to provide sustainable capital and operational funding and tools to support transit.

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Streets

The street network in York Region is composed of a system of urban and rural streets, and highways owned and operated by local municipalities, the Region and the Province. The street network is an essential component of the Region's overall transportation network. Regional streets accommodate a wide variety of uses including pedestrian, cycling, transit, automobile and goods movement.

There is also a strong relationship between transportation and urban form. Where streets travel through urban communities, streetscapes need to be designed to encourage walking, cycling and transit use. A more compact, mixed-use urban form will encourage and support a higher level of transit service, while helping to reduce the overall average trip length required for work, shopping, school, recreation and other purposes. Effective urban form is also essential in creating vibrant streetscapes that will attract commerce and enhance recreational use.

Objectives

To ensure streets support all modes of transportation including walking, cycling, transit, automobile use, and the efficient movement of goods.

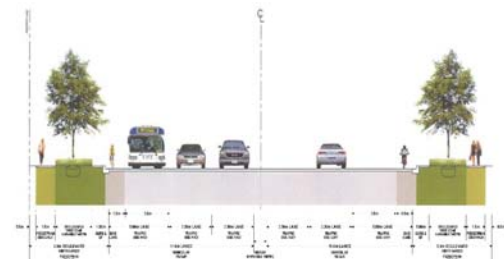
To plan and protect future urban and rural streets to accommodate transportation demands.

It is the policy of Council:

40. That the hierarchy of streets on Map 12 supports the Region's proposed urban structure. These corridors are to accommodate all modes of transportation including walking, cycling, transit, automobile use and the movement of goods, as well as public and private utilities.
41. To improve the street network identified on Map 12, based on the following:
 - a. the York Region Transportation Master Plan or the York Region 10-Year Capital Plan;
 - b. the completion of the necessary planning and environmental assessment studies for each project;
 - c. street improvement projects that take into account the needs and requirements of all forms of transportation including walking, cycling, transit, automobiles, and goods movement; and,
 - d. priority accorded to the needs of pedestrians, cyclists and transit and the integration of adjacent land uses in Regional Centres and Corridors, to promote these forms of transportation.
42. To implement transit improvements on urban streets as identified on Map 12, which may include transit lanes, *high-occupancy vehicle lanes*, reserved bus lanes, queue jump lanes, bicycle lanes and transit signal priority.
43. To require transit or *high-occupancy vehicle lanes* and bicycle lanes within the right-of-way of 6-lane Regional streets.
44. To encourage the planning and implementation of *high-occupancy vehicle lanes* on all 400-series highways within and/or adjacent to York Region.
45. To investigate establishing a continuous alternative east-west corridor(s) in the central part of the Region.

46. That street widenings and proposed Regional streets shall protect and enhance the Regional Greenlands System.
47. That within the Oak Ridges Moraine, all improvements to the Regional Transportation and Street Network shall conform with the policies of the Oak Ridges Moraine Conservation Plan.
48. That priority be given to protecting existing heritage streetscapes using techniques such as variable rights-of-way, as identified on Map 12, and innovative street cross-section standards.
49. That the street widths shown in Map 12 be considered as basic right-of-way widths, and additional widths may be required for elements such as sight triangles, cuts, fills, streetscaping and extra turn lanes at intersections, and shall be conveyed at no expense to the Region.
50. That, in general, street widenings shall be taken equally from the centre line of the street. Landowners may be required to provide land at no expense to the Region for street widenings based on the following principles:
 - a. that land will be conveyed to the Region for street widenings as a result of new development, changes in use that generate significant traffic volumes, or additions that substantially increase the size or usability of buildings or structures;
 - b. that unequal or reduced widenings may be required where topographic features, public lands, historic buildings or other cultural heritage resources such as archaeological features, significant environmental concerns or other unique conditions necessitate taking a greater widening or the total widening on one side of the existing street right-of-way; and,
 - c. that additional land may also be required to construct future grade separations where there is an existing at-grade crossing of a Regional street and a railway line.
51. That land required for new Regional streets be conveyed, at no expense to the Region, up to and including the first 26 metres of the required right-of-way.
52. To restrict vehicle access from developments adjacent to Regional streets to maximize the efficiency of the Regional street system through techniques such as suitable local street access, shared driveways and interconnected properties. Exceptions may be made to this policy in Regional Centres and Corridors, and mainstreets.
53. To request that the Province expedite the planning, corridor protection and early construction of the following facilities:
 - a. Highway 427 north beyond Highway 7;
 - b. Highway 404 north beyond Green Lane to the Highway 48/Highway 12 junction;
 - c. the Bradford Bypass;
 - d. the GTA West Corridor; and,
 - e. interchanges on 400-series highways at Regional and other arterial street crossings as identified in the York Region Transportation Master Plan.

Typical Regional Street Cross-Section



54. To require local municipalities to design street systems to accommodate pedestrian, cycling and transit facilities.
55. To work with local municipalities to complete missing sidewalk links on Regional streets in the Urban Area.
56. That arterial streets identified on Map 12 that are currently not part of the Regional street network may be considered for a transfer in jurisdiction to York Region, and such a transfer shall not require an amendment to this Plan.
57. To require local municipalities to protect arterial streets under local jurisdiction, as illustrated on Map 12, as major transportation corridors.
58. To require local municipalities to plan and implement, including land takings necessary for, continuous collector streets in both east-west and north-south directions in each concession, in all new urban developments, including *new community areas*.
59. To require local municipalities to plan and implement, including land takings necessary for, mid-block crossings of 400-series highways, as shown on Map 12.
60. To encourage all appropriate agencies to expedite the construction of street/railway grade separations where warranted.
61. To plan and co-ordinate cross-boundary transportation needs with adjacent municipalities and appropriate agencies.
62. To update the York Region Transportation Master Plan at least every 5 years concurrent with the 5-year review of this Plan.
63. To update and implement York Region's Towards Great Regional Streets – A Path to Improvement: Design Guidelines for 6-Lane Regional Streets.



Importance of Goods Movement to the Regional Economy

With a total value of approximately \$10 billion in 2006, York Region's total exports exceed that of several Canadian provinces.

Statistics Canada, 2006

Goods Movement

The movement of goods by truck and rail is integral to York Region's economic vitality. The Region's manufacturing and logistics sectors serve both American and Canadian markets and require a transportation network that links all modes of goods movement. York Region's transportation system should allow for efficient goods movement that has regard for the sensitivities of residents and different land uses. As the Region continues to grow, it is increasingly important that lands surrounding major goods movement corridors be reserved for employment activities that require heavy truck and rail traffic.

Objective

To promote a linked and efficient network for goods movement that supports economic vitality and minimizes conflicts with sensitive land uses.

86THE REGIONAL OFFICIAL PLAN

JUNE 2009 DRAFT

It is the policy of Council:

64. To promote an interconnected goods movement network that links local municipalities and surrounding areas, utilizing provincial highways, Regional streets and rail corridors.
65. To work with Metrolinx, the Province, local municipalities, and surrounding jurisdictions to plan for an effective and integrated goods movement system throughout the Greater Toronto and Hamilton Area.
66. To support the optimization of the existing transportation network for goods movement, through methods such as access management and intelligent transportation systems.
67. To support the protection of existing rail lines and promote rail as an efficient goods movement method.
68. To encourage the protection of abandoned railway rights-of-way for public uses such as trails, cycling paths, and transit.
69. To discourage the location of noise sensitive and incompatible uses in proximity to rail facilities, rail corridors and intermodal yards.
70. To encourage freight and logistics uses to locate in clusters that create synergies within the goods movement industry.
71. To encourage employment uses and activities that require heavy truck traffic to locate in areas near and adjacent to provincial highways.
72. To support an interconnected and efficient system for goods movement through:
 - a. the completion of the 400-series highway network, including the GTA West Corridor, the Highway 427 Extension, the Highway 404 Extension, and the Bradford Bypass;
 - b. the addition of 400-series highway interchanges and overpasses; and,
 - c. the widening of existing 400-series highways for *high-occupancy vehicle lanes*.
73. To recognize that provincial highways and Regional streets are generally corridors for goods movement, subject to existing truck and load restrictions.
74. To promote an urban structure and street network in Regional Centres and Corridors that allows for the efficient movement of goods.
75. To work with other levels of government, agencies and the private sector to minimize risks and ensure the safe and efficient movement of goods by either rail or streets in the Region.
76. To direct the movement of hazardous goods to rail and roadways outside of the Urban Area, where possible.
77. To consider restrictions on the haulage of chemicals and volatile materials in *Wellhead Protection Areas*, shown on Map 6, and Areas of High Aquifer Vulnerability, shown on Map 7.
78. To encourage grade separation of railways and major streets, where warranted.
79. To encourage businesses to move towards more energy efficient and effective freight modes and technologies.

80. To encourage rail and truck operators to investigate new technologies and increase the efficiency of the design and operations of their facilities.

Airports

Convenient access to modern air travel facilities provides an important economic advantage to businesses and can contribute to the quality of life of residents. The policies of this section reflect York Region's role in supporting airport infrastructure within the Greater Toronto and Hamilton Area and in maintaining efficient transportation connections, including transit, to nearby airport facilities. Uncertainty about the long-term future of the Toronto Buttonville Municipal Airport is also considered within the policies of this section. It is important to ensure that new development does not conflict with the operations of the proposed Pickering Airport.

Objective

To support strong airport infrastructure within the Greater Toronto and Hamilton Area, while minimizing conflicts between airport operations and surrounding lands.

It is the policy of Council:

81. To encourage and support the Province and Federal government, local municipalities, the Greater Toronto Airports Authority, airline companies and airport operators to provide airline and airport services to the Greater Toronto and Hamilton Area that meet the needs of York Region's residents and businesses.
82. To encourage the continued operation of the Toronto Buttonville Municipal Airport, until such time that services can be met by another nearby facility, such as the proposed Pickering Airport.
83. That should airport operations at the Toronto Buttonville Municipal Airport cease, the subject lands shall be retained as employment lands.
84. To support efficient transportation connections, including transit, streets and rail, from York Region to both Toronto Pearson International Airport and the proposed Pickering Airport.
85. To comply with the Federal Aeronautics Act and Regulations, which provide that buildings and structures in the vicinity of airports shall not interfere with airport operations and the movement of air traffic.
86. To encourage the Province to revise the Minister's Provincial Zoning Order for the Pickering Airport site, in light of the current planning context and the Greater Toronto Airport Authority's Pickering Airport Draft Plan Report, 2004.
87. 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.
88. That upon finalization of the Pickering Airport Operating Area, development of residential and other sensitive land uses shall be prohibited within the appropriate updated *Noise Exposure Forecast* contour.

7.3 Water and Wastewater Servicing

York Region is committed to providing long-term water and wastewater services to its communities that are safe, well-managed, sustainable and delivered in a fiscally responsible manner, in addition to ensuring that the Region's environment is protected and enhanced. It is York Region's goal that the delivery of works and services will be integrated with the Region's other infrastructure, planning, and growth management responsibilities.

Without direct access to the Great Lakes, York Region relies on agreements with the City of Toronto, and the Regions of Durham and Peel to provide the safe and effective delivery of water and wastewater services to the Urban Area. There are two main sources of drinking water in the Region: surface water from Lake Ontario and Lake Simcoe and a limited amount of groundwater from Regional aquifers.

The policies of this Plan support the sustainability principles within the York Region Water and Wastewater Master Plan, and ensure the careful co-ordination of infrastructure delivery, land use planning and financial planning.

Objective

To deliver safe, clean drinking water and provide long-term water and wastewater services to York Region's communities, that are safe, well-managed, and sustainable.

It is the policy of Council:

1. To regularly update water and wastewater service planning through the Master Plan process and to co-ordinate infrastructure and phasing growth by:
 - a. undertaking groundwater studies to support source water protection planning;
 - b. regularly evaluating existing infrastructure;
 - c. using a 40- to 50-year time horizon to ensure full life cycle infrastructure planning and costing;
 - d. considering the value of ecological services in all infrastructure investment decisions;
 - e. investigating new technologies and sustainable innovative practices; and,
 - f. providing implementation and phasing plans including the York Region 10-Year Capital Plan.
2. To ensure that the provision of appropriate water and wastewater infrastructure and servicing capacity is co-ordinated with plans of subdivision, plans of condominium, site plans or any other *development* applications in order to ensure services are available prior to occupancy.
3. To plan water and wastewater services to ensure co-ordinated land use approvals, capital plans and master plans.
4. That the provision of water and wastewater servicing within communities be co-ordinated with land use planning approvals to:
 - a. achieve complete communities;
 - b. achieve balanced communities with residential and employment opportunities;



ISO 14001 and ISO 9000 are internationally recognized standards of excellence for environmental management and business practices. In order to achieve registration status, an organization must establish, maintain and continually improve upon their activities to reduce pollution, improve compliance and efficiency. This process also includes evaluations and reviews by a third party registrar at least annually.

York Region has been a leader in the implementation of these management systems in the municipal sector.

Key milestones include:

- 2000: First in North America to apply the ISO 14001 to a wastewater distribution system (York-Durham Wastewater System)
- 2001: First municipality in Canada to register five wastewater treatment plants
- 2001: Achieved ISO 9001:2000 registration for the York Water System (distribution system for City of Toronto water)
- 2002: Achieved ISO 9001:2000 registration for the North Water System (treatment and supply from production wells)

- c. assist in the sequencing of growth within communities;
 - d. achieve intensification targets;
 - e. promote energy efficient green buildings; and,
 - f. capitalize on intensification and more compact development opportunities as they arise.
5. To work with partners in the provision of water and wastewater services for the Region.
 6. To provide full municipal water and wastewater servicing to accommodate growth in the Urban Area.
 7. To consider alternatives to servicing northern York Region in keeping with the requirements of the Environmental Assessment Act, the York Region Water and Wastewater Master Plan and the Upper York Servicing Solution Individual Environmental Assessment.
 8. To require local official plans to identify Regional water wells and wastewater treatment plants, and appropriate buffer areas according to provincial guidelines.
 9. To require local official plans to identify all Regional wells to protect drinking water quality.
 10. That where local official plans permit minor infill in Towns and Villages and Hamlets on private individual wastewater systems, these systems will be permitted only if it can be demonstrated to the local municipality that there are no adverse impacts on soil or groundwater quality.
 11. That where the protection of public health is an issue, in areas of existing groundwater contamination as determined by a Medical Officer of Health, and where full municipal water and wastewater services cannot be provided, communal water supply and wastewater treatment systems may be considered. Consideration of communal systems shall be reviewed in the context of suitable administrative and financial arrangements to the satisfaction of the Region and the Province.
 12. To supply the Urban Area and Towns and Villages with water from the Great Lakes or from Lake Simcoe, subject to the restrictions of the Greenbelt Plan or other provincial statutes. A limited amount of groundwater resources will be used and managed in a way that sustains healthy flow into creeks, streams and rivers.
 13. To support the Great Lakes water balance by returning flow to Lake Ontario and support current investment in Lake Ontario oriented infrastructure.
 14. To provide water and wastewater treatment capacity from Lake Simcoe to service the Keswick, Sutton and Georgina Lakeshore communities.
 15. That *development* within and expansions to the urban uses within Towns and Villages identified on Map 1 will occur on the basis of full municipal water and wastewater treatment services where such facilities currently exist. For existing or previously approved *development* in Towns and Villages, water and wastewater treatment services will be continued where feasible and in keeping with the provisions of local official plans and this Plan.
 16. That within the Oak Ridges Moraine, all improvements to water and wastewater infrastructure systems shall conform with the Transportation, Infrastructure and Utilities provisions of the Oak Ridges

Moraine Conservation Plan and the Infrastructure provisions of the Greenbelt Plan. These provisions will be met through the Environmental Assessment Act process.

17. That the construction or expansion of partial services is prohibited in the Oak Ridges Moraine unless it has been deemed necessary to address a serious health or environmental concern identified by the Medical Officer of Health or other designated authority.
18. To provide reliable water and wastewater services to residents and businesses to ensure continuing community well-being and the economic vitality of the Region.
19. To provide high-quality, safe, and clean drinking water while protecting surface and groundwater resources by:
 - a. meeting and exceeding water quality standards defined by the Safe Drinking Water Act;
 - b. protecting the drinking water supply through source water protection strategies;
 - c. protecting and enhancing the Region's system of lakes, rivers and streams;
 - d. ensuring groundwater use sustains the long-term health of aquifers;
 - e. maintaining and updating the groundwater monitoring program; and,
 - f. identifying source water protection areas.
20. To ensure that the Region continues to provide state-of-the-art wastewater treatment while investigating innovative new technologies.
21. To protect surface water quality by addressing both point and non-point sources of pollution in partnership with local municipalities and conservation authorities.
22. To encourage local municipalities to promote safe and effective maintenance of individual private wastewater systems in order to protect and improve groundwater quality.
23. To work with local municipalities to reduce the amount of inflow and infiltration in both local and Regional wastewater systems.
24. To ensure that wastewater effluent is managed to minimize impacts on the quality of the receiving water.
25. To ensure that biosolids resulting from wastewater treatment are managed sustainably.
26. To incorporate energy-recovery systems into water and wastewater facilities where possible in order to reduce the health and environmental impacts of greenhouse gas and other emissions on air quality.
27. That water and wastewater facilities will be designed and operated to reduce energy use and, where possible, energy recovery.
28. To ensure that full cost recovery applies to all water and wastewater services reflecting social and environmental, as well as internal and external economic costs.
29. That the planning and design of water and wastewater infrastructure will consider potential impacts from climate change.

30. To ensure secure and resilient Regional water and wastewater systems to maintain continual service.
31. That water and wastewater services will be planned, constructed and operated in a manner that protects, enhances, and provides net benefit to the Region's natural and cultural heritage.
32. To work with local municipalities to engage the public on water resource use reduction and conservation, pollution prevention and awareness of lifestyle decisions that can reduce carbon footprints.
33. That the water and wastewater systems be sized to consider the potential for expansion of the service area, intensification and increased allocation where permitted by York Region Master Plans and Provincial Plans.

Wellhead and Intake Protection

Wellhead Protection Areas are zones around wells where land uses must be planned to protect the quality and quantity of the water supply. In these areas, it may be necessary to restrict or even prohibit certain land uses due to their potential to impact groundwater quality and drinking water quality. These restrictions will be identified in Regional and local municipal official plans and zoning by-laws.

Intake Protection Zones are those land and water zones around surface water intakes where it may be necessary to restrict or even prohibit certain land and water uses to protect the quality and quantity of the water supply. Intake Protection Zones are not currently delineated in this Plan but will be identified in the future.

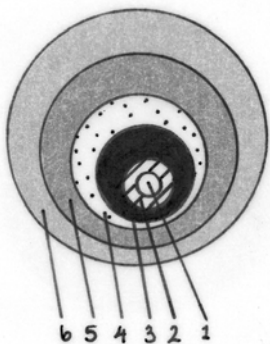
Objective

To ensure that municipal well water quality is protected from contamination from incompatible land uses.

It is the policy of Council:

34. That the *Wellhead Protection Areas* shown on Map 6 are based on *time of travel* zones as follows:
 - a. a 100-metre pathogen zone around each wellhead; and,
 - b. *time of travel* zones of 0 to 2 years, 2 to 5 years, 5 to 10 years and 10 to 25 years.
35. To require local municipalities to incorporate *Wellhead Protection Area* policies and mapping into local official plans and zoning by-laws, in consultation with the Region.
36. To update this Plan to identify Intake Protection Zones and policies for Keswick and Sutton to protect the quality and quantity of the water supplies.
37. To update wellhead studies and modeling at least every 5 years to refine the location and extent of *Wellhead Protection Areas* for all municipal wells. Changes to *Wellhead Protection Areas* or policies will require an amendment to this Plan.
38. That in *Wellhead Protection Areas* outside of the Oak Ridges Moraine, a *Risk Assessment* for new and existing land uses shall be conducted as prescribed by the Clean Water Act, 2006, and a *Risk Management Plan* developed and approved prior to the establishment of new land uses that involve the storage or manufacture of:

Wellhead Protection Area Schematic



1. ACTIVE WELLHEAD
2. 100 METRE ZONE
3. 0-2 YEAR ZONE
4. 2-5 YEAR ZONE
5. 5-10 YEAR ZONE
6. 10-25 YEAR ZONE

- a. petroleum-based fuels and or solvents;
 - b. pesticides, herbicides, fungicides or fertilizers;
 - c. construction equipment;
 - d. inorganic chemicals;
 - e. street salt and contaminants as identified by the Province;
 - f. the generation and storage of hazardous waste or liquid industrial waste, and waste disposal sites and facilities;
 - g. organic soil conditioning sites and the storage and application of agricultural and non-agricultural source organic materials;
 - h. snow storage and disposal facilities; and,
 - i. ground source and geothermal heating systems.
39. That where existing land uses in Wellhead Protection Areas outside the Oak Ridges Moraine involve the storage or manufacture of materials detailed in policy 7.3.38, a *Risk Assessment* and a *Risk Management Plan* may be required in areas with high potential for groundwater contamination.
40. That the storage or use of *pathogen threats* by new land uses, including the siting and development of stormwater management ponds and rapid infiltration basins or columns, except for the storage of manure for personal or family use, is prohibited within the 100-metre pathogen zone around each municipal well shown on Map 6 and may be restricted within the 100-metre to 2-year *time of travel*.
41. That expansion of existing incompatible land uses within the 100-metre pathogen zone is prohibited and expansion of existing incompatible land uses within the 100-metre to 5-year *time of travel* zone will be discouraged, unless a *Risk Assessment* and *Risk Management Plan* has been undertaken to the satisfaction of the Region. Redevelopment of these uses to more compatible uses is encouraged, subject to an appropriate *Risk Assessment* and a *Risk Management Plan*.
42. To investigate the need and potential for undertaking risk management planning, including spills response, contaminant recovery, aquifer rehabilitation plans and public education in consultation with other partners, where existing land uses involve the storage of contaminants in identified *Wellhead Protection Areas*.

On the Oak Ridges Moraine:

43. That notwithstanding policy 7.3.38, within *Wellhead Protection Areas*, new land uses which involve the storage or manufacture of materials detailed in policy 7.3.38 are prohibited.
44. That in the 0-to-2 year *time of travel* zone the storage of animal manure, undertaking of animal agriculture and the storage of agricultural equipment for other than personal or family use is prohibited for new uses.
45. To assist local municipalities in the review and approval of site management and contingency plans as required by the Oak Ridges Moraine Conservation Plan to ensure that land uses do not pose a *significant threat* to Regional wells.

46. That in the case of a conflict between the *Wellhead Protection Area* policies in this Plan and the Oak Ridges Moraine Conservation Plan policies, the more restrictive policies shall apply.

7.4 Waste Management

The policies outlined in this section are key to achieving the public health and sustainable environment goals of the York Region Sustainability Strategy: Towards a Sustainable Region. The Region is taking a sustainable approach to waste management that focuses on the 4R hierarchy of reduce, reuse, recycle and recover, and is dramatically reducing dependence on landfills.

Continued waste diversion, innovative waste disposal alternatives and opportunities to make use of waste as a resource are important elements of the Region's waste management planning. In addition to achievable near-term waste diversion targets, the Region will advocate for waste prevention at source, consistent with the principles of the zero waste ideal. The Region will strive to achieve a flexible and adaptable waste management system which takes a progressive policy direction and utilizes innovative technologies.

Objective

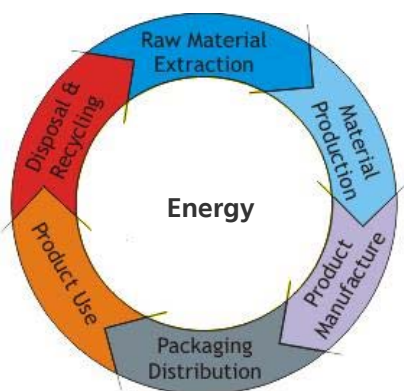
To achieve an efficient waste management system that minimizes material entering the waste stream, and is managed in the most economically efficient, environmentally sensitive and socially responsible manner.

It is the policy of Council:

1. To develop a York Region Waste Management Master Plan based on a sustainable life-cycle approach containing comprehensive strategies to reduce, reuse, recycle, and recover all forms of waste in York Region.
2. To surpass waste management regulatory requirements by:
 - a. achieving at least 80% diversion from landfill by 2010;
 - b. achieving over 90% diversion from landfill by 2016; and,
 - c. eliminating the disposal of unprocessed waste in landfill by 2020.
3. To encourage the Province and Federal government to provide comprehensive packaging reduction and extended producer responsibility legislation that supports the goal of waste prevention.
4. To work with local municipalities to achieve consistent delivery of waste management services across the Region.
5. To work with local municipalities to develop and implement a comprehensive public awareness program, including waste reduction strategies, strategies to increase 4R participation rates and education regarding the environmental, economic and social effects of waste.
6. To work with local municipalities to streamline and co-ordinate waste collection and diversion responsibilities to optimize program delivery.
7. To require tripartite agreements with local municipalities and their collection contractors to encourage compliance with the Region's processing facility requirements.
8. To achieve ISO 14001 environmental management system certification for Regional waste operations by 2012.
9. To require that all new multi-unit residential buildings incorporate three-stream waste collection capabilities.



Life Cycle Analysis



Zero Waste Ideal

Zero Waste is a visionary manufacturing-based ideal focused on minimizing and avoiding the creation of waste throughout the production, packaging, use and end-of-life of goods.

Progress towards this ideal requires strong federal and provincial leadership on packaging reduction and full extended producer responsibility.

York Region's progressive waste management approach, including the 4R hierarchy with careful management of residuals, embraces this ideal and is derived from the York Region Sustainability Strategy: Towards a Sustainable Region.

10. To work with local municipalities to require existing multi-unit residential buildings to participate in three-stream waste collection.
11. To work towards three-stream waste collection in Regional facilities.
12. To encourage the industrial, commercial and institutional sectors to develop waste reduction programs that support York Region's diversion goals.
13. To encourage the Province to require waste reduction programs in the industrial, commercial and institutional sectors.
14. To encourage the diversion of construction and demolition waste to meet or exceed the Region's diversion targets of policy 7.4.2.
15. To investigate ways to reduce, reuse, recycle, and recover waste in Regional functions and facilities and incorporate reused or recycled material in operations and maintenance.
16. To pursue environmentally responsible purchasing practices for Regional operations and services.
17. To develop regular monitoring tools and operational policies in support of achieving substantial waste reduction in Regional operations and services.
18. To require that the Region and its contractors follow socially and environmentally responsible waste management practices.
19. To pursue innovative energy-from-waste technologies.
20. To pursue partnerships with local municipalities and other jurisdictions for shared infrastructure and resources to optimize efficiencies and provide consistent waste management programs across municipal boundaries.
21. To promote local solutions for waste management and to ensure that the location of any new solid waste management facility has regard for public health and environmental impacts.
22. That local municipalities shall work with the Province to track decommissioned landfill sites and sites contaminated by industrial and commercial activity, and that such sites be rehabilitated to an appropriate use.
23. To require local official plans to identify all known closed and active waste disposal facilities and provide policies for development within or on lands in close proximity to such sites, and their future rehabilitation.

7.5 Energy and Utilities

Connections to a wide range of utility networks, including facilities and corridors required for the transmission of electricity, gas and telecommunication services, sustain a high standard of living in York Region. It is important that these networks have regard for potential impacts on the surrounding area, including existing communities and the natural environment.

As the Region grows, additional utility infrastructure will be integrated with innovative technologies, renewable energy systems and energy conservation practices. York Region will lead the way by championing best practices for energy use and demand management.

Extended producer responsibility is an environmental policy approach in which a producer's responsibility for a product is extended to the post-consumer stage of a product's life cycle.

Canadian Council of Ministers of the Environment

Diversion from Landfill Rate

Residential: Curbside Collection + Municipal and York Region Drop-off Depots + Special Waste Collection Events



An ISO 14001-based Environmental Management System is a tool enabling an organization of any size or type to:

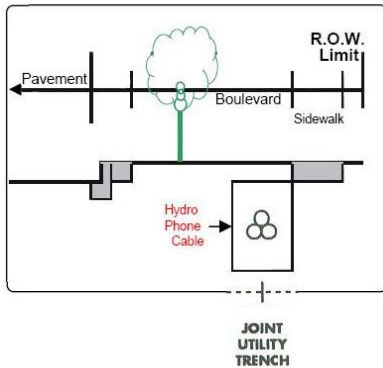
- identify and control the environmental impact of its activities, products or services
- improve its environmental performance continually
- implement a systematic approach to setting environmental objectives and targets
- achieve these objectives and targets, and demonstrate that they have been achieved

International Organisation for Standardisation

Energy policies are found in this section and throughout this Plan, including:

- Section 5.2
- Section 5.4
- Section 5.6

Infrastructure in Shared Right-of-Way



In 2006, York Region Council established a minimum standard of LEED® Silver for all new Regional buildings. Since then, a number of facilities have been constructed including:

- Vaughan Fire/EMS Station – LEED® Gold awarded
- Tom Taylor Place – LEED® Silver targeted
- Vaughan Community Environmental Centre – LEED® Silver targeted

Objective

To demonstrate leadership in energy conservation and innovation, and to encourage the co-ordinated, efficient and safe integration of utilities to better serve residents and businesses.

It is the policy of Council:

1. To encourage utility networks that can adapt to emerging technologies, such as smart power grids, smart metering, and advanced telecommunications.
2. To promote shared rights-of-way to minimize land requirements and increase the efficiency of utility construction and maintenance.
3. To work with corporations, commissions, and government agencies responsible for the regulation, transmission and delivery of utilities to co-ordinate the provision of services, encourage the integration of utilities, and minimize exposure to electromagnetic fields.
4. To require underground installation of utilities in *new community areas* and Regional Centres and Corridors, and to encourage buried utilities in the balance of the Region.
5. To require local municipalities to engage cellular service providers early in the development process, to facilitate the integration of cellular transmission facilities with new buildings.
6. To encourage the use of steel poles instead of lattice towers when it is not feasible to install major utilities underground or integrate cellular transmission facilities with buildings.
7. To encourage complementary uses on utility corridors, such as trails, transit, commuter parking, community gardens, and appropriate vegetation.
8. To engage local municipalities, local utilities and other stakeholders in the advancement of energy conservation, demand management, renewable energy systems and local generation.
9. To investigate the development of an Energy for Tomorrow program that raises awareness of the benefits of energy efficiency and conservation, and renewable energy systems in partnership with local utilities and other stakeholders.
10. To encourage the land development, building and construction industries to obtain the expertise and training required to implement green building standards such as LEED® and ENERGY STAR®, and other emerging technologies.
11. To advocate the Province for the elimination of coal generation and the promotion of demand management and *alternative energy systems* and *renewable energy systems* such as solar, wind, water, biomass, geothermal energy, energy-from-waste, local generation and district energy facilities.
12. To work with local municipalities, the Province and other stakeholders to investigate suitable criteria for the construction and use of renewable energy systems within York Region.
13. To advocate for flexibility in the Ontario Building Code to allow municipalities to set higher standards for energy and water efficiency, and the use of *renewable energy systems*.

14. To demonstrate leadership in energy efficiency and the use of *renewable energy systems* and *alternative energy systems* in York Region operations, by:
 - a. implementing progressively higher LEED® standards for all new Regional buildings, and re-examining these standards periodically;
 - b. retrofitting existing Regional buildings to improve energy conservation and incorporate renewable energy sources;
 - c. preparing an energy conservation and demand management plan;
 - d. purchasing a portion of electricity used in Regional buildings from clean and emissions-free sources;
 - e. investigating methods to reduce electricity use during normal- and high-demand periods;
 - f. incorporating energy efficient technologies and alternative fuels into the Regional fleet, including transit, police and public works vehicles;
 - g. developing and operating an energy-from-waste system for York Region; and,
 - h. developing a tracking system to monitor and set a target to reduce greenhouse gas emissions from Regional operations.
15. To encourage local municipalities, schools boards and conservation authorities to adopt sustainable building policies for all buildings and facilities.
16. To permit on-site *alternative energy systems* and *renewable energy systems* for residential, commercial, institutional and industrial buildings and to work with local municipalities on design requirements.
17. To develop incentive programs complementary to the LEED® development standards included in this Plan together with local municipalities. These programs may include water and wastewater servicing allocation credits, density bonusing, expedited processing of development approvals or the use of local municipal community improvement plans and associated financial tools.
18. To review the LEED® and alternative equivalent green building standards in this Plan as building standards evolve.

CHAPTER 8

Implementation

Sustainability is the guiding principle of the York Region Official Plan. Each decision York Region makes should produce value and positive outcomes within the economy, community and environment. The Region will provide leadership by applying the policies of this Plan fairly and equitably.

The primary goal in implementing the policies of this Plan is to ensure resiliency and the ability to adapt to changing economic and environmental conditions and increasing social diversity. The effectiveness of this Plan is contingent upon:

- applying innovative approaches and integrated solutions to decision-making processes
- regular monitoring of policies
- co-ordinating with the public, governments, agencies, and the development industry to ensure proactive implementation, consensus-building, accountability and transparency
- co-ordinating human services delivery and infrastructure investment with population and employment growth

8.1 Engagement and Partnerships

York Region is committed to engaging its diverse population and strengthening community inclusivity to help ensure a stronger Plan. Through extensive engagement and effective partnerships, the Region's policies, strategies and operations will continue to respond to the unique needs of residents and businesses.

Objective

To continuously engage and partner with communities, stakeholders and other levels of government.

It is the policy of Council:

1. To consult with the public to ensure an accountable and transparent government.
2. To provide sufficient information about amendment applications and engage the public using methods including public meetings, information centres, open houses, stakeholder workshops, newspaper, radio and television advertising, e-mail, internet, telephone and written correspondence.
3. To engage and consult, as appropriate, with First Nations communities.
4. To ensure public meetings and materials are accessible for people with disabilities.

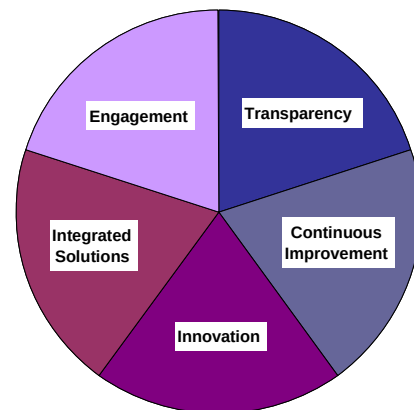
8.2 Monitoring and Measuring Success

Comprehensive monitoring will help York Region measure the success of this Plan. Monitoring also allows the Region to respond to new trends and to continuously improve the effectiveness of this Plan. Ongoing monitoring and assessment will:

IN THIS CHAPTER:

- 8.1 Engagement and Partnerships
- 8.2 Monitoring and Measuring Success
- 8.3 The Planning Process
- 8.4 Interpreting This Plan

Implementation Principles



**York Region Sustainability Strategy:
Towards a Sustainable Region
Guiding Principles for
Implementation**

- Provide a long-term perspective on sustainability
- Evaluate using the triple-bottom-line elements of environment, economy and community
- Create a culture of continuous improvement, minimizing impact, maximizing innovation and increasing resiliency
- Identify specific short-term achievable actions that contribute towards a sustainability legacy
- Set targets, monitor and report progress
- Foster partnerships and public engagement
- Create a spirit of stewardship, shared responsibility and collaboration
- Raise the level of sustainability awareness through education, dialogue and reassessment
- Promote sustainable lifestyles and re-evaluation of our consumption and expectations

- identify emerging trends and related issues that could impact the relevancy of the policies in this Plan
- analyze the effectiveness of the policies and strategies within this Plan and other Regional initiatives
- provide the basis for adjustments and updates where required

Objective

To ensure policy directions in this Plan are successfully implemented to improve the economy, environment and community.

It is the policy of Council:

1. To develop a series of indicators to measure success, based on the three themes of this Plan.
2. To produce regular monitoring reports that measure the success of this Plan.
3. To develop, in co-operation with local municipalities, common measuring and reporting tools to monitor progress towards targets established in this Plan, including:
 - a. a minimum of 40% of all residential development will occur within the built-up area as defined by the Province's Built Boundary in Places to Grow: Growth Plan for the Greater Golden Horseshoe, by 2015 and each year thereafter;
 - b. an average minimum density that is not less than 50 residents and jobs per hectare in the *developable area* within the York Region *designated greenfield area*;
 - c. a minimum 25% new *affordable* housing units across the Region;
 - d. a minimum density of 2.5 *floor space index* per development block in the Regional Centres;
 - e. a minimum density of 3.5 per development block at, and adjacent to, the Vaughan Corporate Centre Station on the Spadina Subway Extension, and the Langstaff/Longbridge and Richmond Hill Centre Stations on the Yonge Subway Extension; and,
 - f. energy efficiency standards.
4. To conduct comprehensive reviews of this Plan at least every 5 years to ensure that:
 - a. the policies and targets of this Plan are being met;
 - b. the objectives and policy directions remain realistic and appropriate with regard to changing social, economic, environmental and technological circumstances;
 - c. *intensification* and density targets are being met or exceeded;
 - d. this Plan conforms with Provincial Plans; and,
 - e. progress is being made towards sustainability, including energy and water efficiency, and waste reduction.
5. To develop and maintain Regional information systems.
6. That monitoring shall occur to ensure infrastructure is co-ordinated with the phasing of *new community areas*. Regular status reports will be

provided on the pace of growth, timing of infrastructure, and the impact of *development* phasing on the Region's capital works plans.

7. To develop an effective and publicly accessible data management system for natural heritage and water systems within the areas of the Oak Ridges Moraine Conservation Plan, the Greenbelt Plan and the Lake Simcoe Protection Plan in partnership with the Province and other stakeholders.

8.3 The Planning Process

The Regional Official Plan sets the strategic policy framework for the structural elements of York Region. Local official plans shall establish policies that refine the policies of this Plan. Within this mutually supportive framework, a clear and effective planning process can be established.

An effective and efficient development review process is essential to the successful implementation of this Plan. This review process includes working with partners and stakeholders to achieve excellence in planning and implementation, which includes:

- ensuring positive outcomes for the economy, community and environment
- ensuring that new development meets or exceeds the energy and water efficiency standards specified in this Plan
- emphasizing excellence in urban design and transit-oriented development; and to ensure a diversity in housing types and affordability
- involving interested stakeholders at the outset of the review process to ensure that concerns and requirements are identified and addressed

Objective

To ensure that the planning process is conducted in a transparent and timely manner.

It is the policy of Council:

1. To work with communities, agencies and local municipalities to better co-ordinate the planning review process by such measures as eliminating duplication, co-ordinating reviews, simplifying procedures and resolving conflicts.
2. That local official plans and comprehensive zoning by-laws shall be brought into conformity with this Plan in a timely manner.
3. To support local official plan and secondary plan policies that are more specific or restrictive than this Plan, provided such policies are consistent with the general intent and provisions of this Plan and applicable Provincial Plans. Policies on agriculture, mineral aggregate and wayside pits may not be more restrictive than the Oak Ridges Moraine Conservation Plan or the Greenbelt Plan.
4. To consider the following factors in determining conformity between this Plan and local official plans:
 - a. conformity and consistency with Provincial Plans, statutes, and regulations;
 - b. consistency between the overall direction and long-term objectives of the local official plan and those of this Plan; and,

- c. reasonable efforts in the local official plan to accommodate matters encouraged by the policies of this Plan, or to provide a statement indicating why such a policy direction is not appropriate in the local context.
5. That the following timeframe targets shall be used in the review of local official plans and amendments:

A request for exemption from Regional approval as per policy 8.3.8 of this Plan	20 days
A minor or routine matter with no adverse Regional implications and no objectives (staff-delegated approval authority)	30 days
A regionally significant local official plan or official plan amendment	180 days

6. To use the Community Improvement provisions of the Planning Act to implement the policies of this Plan. In doing so, the Region may:
- a. designate any part of the Region as a Community Improvement Project Area;
 - b. enact a Regional Community Improvement Plan that utilizes incentive programs including making grants or loans within the Community Improvement Plan Area either to registered property owners or to local municipalities; and,
 - c. participate in a Community Improvement Plan of a local municipality.
7. That York Region may use Community Improvement Plans for:
- a. infrastructure that is within York Region's jurisdiction;
 - b. land and buildings within and adjacent to existing or planned transit corridors that have the potential to provide a focus for higher density mixed-use development and redevelopment; and,
 - c. affordable housing.
8. That amendments to local official plans may be exempt from Regional approval where they are of local significance and no Regional interest is adversely affected. Amendments impacting any one of the following areas are not eligible for exemption:
- a. applications directly and substantially affecting Regional servicing infrastructure: i.e., streets, water, wastewater;
 - b. applications that substantially change Regional capital forecasts;
 - c. urban boundary expansions;
 - d. major applications that will adversely affect Regional traffic flows;
 - e. major secondary plans;
 - f. retail applications having a Regional impact;
 - g. applications which are not consistent with the Provincial Policy Statement;
 - h. applications within the Regional Greenlands System;

- i. applications with cross-boundary impacts;
 - j. applications in the Parkway Belt West Plan, Oak Ridges Moraine Conservation Plan, Greenbelt Plan and lands subject to the Lake Simcoe Protection Plan; or,
 - k. applications that have had a statutory public meeting.
- 9. To prepare, in consultation with the public and local municipalities, strategies, guidelines and documents to facilitate the implementation of the policies of this Plan.
- 10. To co-ordinate planning efforts with surrounding municipalities so that natural heritage systems and corridors, water and wastewater services, streets, transit, utilities and communities are linked across Regional boundaries.
- 11. That amendments to this Plan shall be guided by the following:
 - a. the need for the proposed change;
 - b. the effect of the proposed change on the need for Regional services and facilities;
 - c. the implications that the amendment may have for other parts of this Plan;
 - d. the impact of the proposed change on the ability of the Region to achieve the goals, objectives and policies expressed in this Plan, or on other Regional policies, programs or interests; and,
 - e. the Provincial Policy Statement and other applicable Provincial Plans, statutes and regulations.
- 12. To determine whether an application to amend this Plan is complete, the following will be required:
 - a. a completed Regional Official Plan Amendment application form;
 - b. the current application fee;
 - c. a draft of the proposed amendment, including the proposed text and all proposed schedules;
 - d. at least one pre-application meeting to determine the required information and materials; and,
 - e. other requisite information and materials as determined through the pre-application meeting(s).
- 13. That Table 3 below contains a list of studies that may be required to properly evaluate the proposed amendment. The required studies will be determined in consultation with the applicant during the pre-application meeting.

Table 3: Possible Regional Planning Studies Required to Evaluate a Proposed Amendment to this Plan

Planning Studies	Circumstance
Planning Justification	All Regional Official Plan Amendment applications
Environmental Impact Statement	Development within or in close proximity to the Regional Greenlands System but outside of the Oak Ridges Moraine and the Greenbelt
Natural Heritage Evaluation	Development within the Oak Ridges Moraine or the Protected Countryside of the Greenbelt that is within 120 metres of a key natural heritage feature
Hydrological Evaluation	Development within the Oak Ridges Moraine or the Protected Countryside of the Greenbelt that is within 120 metres of a hydrological feature
Agricultural Impact Study	Non-agricultural development within the Natural Heritage System of the Protected Countryside of the Greenbelt
Landform Conservation Area Study	Development on landform conservation areas within the Oak Ridges Moraine
Earth Science Heritage Evaluation	Development within the minimum area of influence of an earth science area of natural or scientific interest
Lake Simcoe Protection Plan Conformity	Development within the Lake Simcoe Protection Plan
Archaeological Assessment	Development on lands containing significant or potentially significant archaeological resources
Regional Impact Analysis	Applications for retail spaces greater than 30,000 square metres of gross leasable area
Transportation Study	All Regional Official Plan Amendment applications
Greenbelt Plan Conformity	Development within the Greenbelt Plan
Oak Ridges Moraine Conservation Plan Conformity	Development within the Oak Ridges Moraine Conservation Plan
Mineral Aggregate Study	Development adjacent to mineral aggregate resources
Detailed Service Plan	All Regional Official Plan Amendment applications

14. That, for an amendment application that has been deemed complete, additional reports and studies may be identified and required. These additional requirements do not affect the original complete application date.
15. That all Regional studies required in this Plan be included in local municipal official plan complete applications listings.

8.4 Interpreting This Plan

The following provides a guide for the interpretation of individual policies of this Plan.

Objective

To provide clarity in the interpretation of this Plan.

It is the policy of Council:

1. That the goals, objectives, policies, Tables 1, 2 and 3, Definitions and Maps contained herein constitute the York Region Official Plan. Chapter 1, other tables, graphics, text contained in the sidebars and introductory text of each section in this Plan, and Figures 1 and 2 are intended to be illustrative and are provided for information only. Unless otherwise specified in this Plan, any deviation from these provisions is prohibited or will require an amendment to this Plan.

2. That all policies of this Plan must be considered together to determine conformity. Individual policies should not be read or interpreted in isolation.
3. That the boundaries and facilities identified on Maps 1 to 12 are intended to indicate the general location. Exact boundaries shall be defined in local official plans and zoning by-laws, except in the following cases:
 - a. the boundary of the Oak Ridges Moraine Conservation Plan and the Greenbelt Plan. In this case, the boundary may only be clarified through reference to the applicable Provincial Regulations; and,
 - b. the boundaries of the Urban Area identified on Map 1, which are considered to be fixed where they are identified by a municipal street, rail line or other clearly identifiable physical features.
4. That no amendments to land use designations will be considered within the Oak Ridges Moraine Conservation Plan Area unless part 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. In no case will amendments be considered 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.

Notwithstanding the above, technical amendments to correct mapping errors within the Oak Ridges Moraine Conservation Plan Area are permitted in accordance with policy 8.4.9.

5. That no amendments to the Protected Countryside land use designation of the Greenbelt Plan will be considered unless part of the provincial review of that Plan in 2015, except as provided for in the Greenbelt Plan or the Greenbelt Act, 2005. As part of the review of the Greenbelt Plan, the Region will monitor and review the availability of strategically located employment lands and determine whether there is a need to consider redesignation of Greenbelt lands for employment. Factors that will be considered in this review include the balance of employment and residential opportunities, access to services, and access to 400-series highways.
6. That nothing in this Plan prevents local municipal official plans and zoning by-laws from being more restrictive.

Notwithstanding the above, neither this Plan nor local municipal official plans or zoning by-laws may be more restrictive than the Greenbelt Plan or the Oak Ridges Moraine Conservation Plan Areas insofar as agricultural uses, mineral aggregate operations and wayside pits are concerned.
7. That the boundaries and policies of the Parkway Belt West Plan, as amended, take precedence over the designation shown on the Maps of this Plan. Where the Parkway Belt West Plan is amended to remove lands, the Regional land use designation of the abutting lands outside of the Parkway Belt West Plan will apply without amendment to this Plan.
8. That in the case of a discrepancy between the text and the related map, the policies will take precedence.
9. That an amendment to this Plan is not required and changes may be made during office consolidations for:

- a. additions or deletions to the Region's area and application of the land use designation of the abutting lands, when the addition is a result of realignments to provincial highways or Regional boundary streets;
 - b. altering the numbering and arrangement of provisions in this Plan;
 - c. updating the base mapping used in this Plan or adding base information to maps to show existing and approved infrastructure;
 - d. correcting clerical, grammatical, spelling and technical mapping errors;
 - e. changing format or presentation; or,
 - f. altering punctuation to obtain a uniform mode of expression.
10. That applications requiring Regional approval received on/or after the date of this Plan's adoption be subject to the policies of this Plan.
11. That proponents with pending applications requiring Regional approval at the time of this Plan's adoption be encouraged to work with the Region to re-examine the proposed applications based on the policies in this Plan.

Definitions

ADJACENT LANDS

Lands abutting or nearby a key natural heritage feature or key hydrologic feature where *development* or *site alteration* can reasonably be expected to have an impact on the feature.

AFFORDABLE

In the case of ownership housing, the least expensive of:

- a. housing for which the purchase price results in annual accommodation costs not exceeding 30% of gross annual household income for low- and moderate-income households; or,
- b. housing for which the purchase price is at least 10% below the average purchase price of a resale unit in the regional market area;

In the case of rental housing, the least expensive of:

- a. a unit for which the rent does not exceed 30% of gross annual household income for low- and moderate-income households; or,
- b. a unit for which the rent is at or below the average market rent of a unit in the regional market area.

For the purposes of this definition, “low- and moderate-income households” means, in the case of ownership housing, households with incomes in the lowest 60% of the income distribution for the regional market area or, in the case of rental housing, households with incomes in the lowest 60% of the income distribution for renter households for the regional market area.

AGRICULTURAL USES

The growing of crops, including nursery and horticultural crops; raising of livestock; raising of other animals for food, fur or fibre, including poultry and fish; aquaculture; apiaries; agro-forestry; maple syrup production; and associated on-farm buildings and structures, including accommodation for full-time farm labour where the size and nature of the operation requires additional employment.

AGRICULTURE-RELATED USES

Those farm-related commercial and farm-related industrial uses that are small in scale, directly related to the farm operation and required to be in close proximity to the farm operation.

ALTERNATIVE ENERGY SYSTEMS

Sources of energy or energy conversion processes such as co-generation and energy from waste that significantly reduce the amount of harmful emissions to the environment when compared with conventional energy systems.

ANCILLARY USES

Small scale retail and commercial uses that primarily serve the business functions on employment lands.

BROWNFIELD SITES

Undeveloped or previously developed properties that may be contaminated. They are usually, but not exclusively, former industrial or commercial properties that may be underutilized, derelict or vacant.

CEMETERIES

Religious or commercial enterprises that include the in-ground and above-ground internment of human remains.

DESIGNATED AREA

Areas designated either "Urban Area" or "Towns and Villages" shown on Map 1 of this Plan.

DESIGNATED GREENFIELD AREA

The *designated area* that was outside of the built-up area as of June 2006 as defined by the Province's Built Boundary in Places to Grow: Growth Plan for the Greater Golden Horseshoe.

DEVELOPABLE AREA

This area includes all lands available for *development* for both private and public uses, including residential and employment uses, open space and infrastructure (i.e. local and Regional streets and stormwater management ponds).

The *developable area* excludes environmental features identified in Places to Grow: Growth Plan for the Greater Golden Horseshoe, environmental features identified in this Plan, major infrastructure right-of-ways (i.e. 400-series highways, transmission lines, and rail lines) and existing uses as identified in the York Region Land Budget report, to be released Fall 2009.

DEVELOPMENT

The creation of a new lot, a change in land use, or the construction of buildings and structures, requiring approval under the Planning Act, but does not include:

- a. activities that create or maintain infrastructure authorized under an environmental assessment process; or,
- b. works subject to the Drainage Act.

FLOOR SPACE INDEX

The ratio of gross floor area of a building to its respective lot area. For example, a building with a gross floor area of 25,000 square metres situated on a lot with an area of 10,000 square metres has a floor space index of 2.5.

HEADWATER AREA

The uppermost portion of the drainage basin of a stream.

HIGH-OCCUPANCY VEHICLE LANES

Reserved rights-of-way for public transit vehicles and other vehicles such as emergency vehicles, taxis or multiple-person vehicles.

INTAKE PROTECTION ZONE

The area within Lake Simcoe and surrounding lands that may contribute water to the municipal drinking water systems and through which contaminants are reasonably likely to reach the pumping station.

INTENSIFICATION

The *development* of a property, site or area at a higher density than currently exists through:

- a. redevelopment, including the use of *brownfield sites*;
- b. the *development* of vacant and/or underutilized lots within previously developed areas;
- c. infill *development*; or,
- d. the expansion or conversion of existing buildings.

MAJOR DEVELOPMENT

Consists of:

- a. the creation of four or more lots;
- b. the construction of a building or buildings with a ground floor area of 500 square metres or more; or,
- c. the establishment of a *major recreational use*.

MAJOR RECREATIONAL USE

Recreational uses that require large-scale modification of terrain, vegetation or both and usually also require large-scale buildings or structures, including but not limited to the following:

- a. golf courses;
- b. serviced playing fields;
- c. serviced campgrounds; and,
- d. ski hills.

MINIMUM DISTANCE SEPARATION FORMULAE

Formulae developed by the Province to separate uses to reduce incompatibility concerns about odour from livestock facilities.

NEW COMMUNITY AREAS

Lands added to the Urban Area as shown on Map 1, at the time of the Plan's adoption for community purposes such as residential and population-related employment. *New community areas* are generally located:

- a. north of Major Mackenzie Drive East and south of the Town of Markham boundary, extending east to Warden Avenue and possibly north of Major Mackenzie Drive East, south of Elgin Mills and east of Warden Avenue;
- b. north of Teston Road, between Jane Street and Keele Street, and north of Teston Road, between Weston Road and Pine Valley Drive; and,
- c. in the vicinity of Green Lane, and between Highway 404 and Sharon.

NOISE EXPOSURE FORECAST

A prediction of noise annoyance levels caused by aircraft near airports.

NORMAL FARM PRACTICES

Any practice, as defined in the Farming and Food Production Protection Act, 1998, that is conducted in a manner consistent with proper and acceptable customs and standards as established and followed by similar agricultural operations under similar circumstances, or that makes use of innovative technology in a manner consistent with proper advanced farm management practices. *Normal farm practices* shall be consistent with the Nutrient Management Act, 2002 and regulations made under that Act.

OAK RIDGES MORAINES CONSERVATION PLAN DEFINITIONS

Definitions for terminology specific to the Oak Ridges Moraine Conservation Plan that are included in the Oak Ridges Moraine Conservation Plan, Ontario Regulation 140/02.

PATHOGEN THREATS

Threats to drinking water quality that are related to conditions or activities having the potential to introduce living microorganisms that cause disease into the groundwater. Sources of pathogens include, but are not limited to, septic systems, animal manure, sewage systems and stormwater management ponds.

RENEWABLE ENERGY SYSTEMS

The production of electrical power from an energy source that is renewed by natural processes including, but not limited to, wind, water, a biomass resource or product, or solar and geothermal energy.

RISK ASSESSMENT

Study completed by a qualified person that examines the relevant hydrologic pathways and qualitatively evaluates the level of risk associated with a land use or land use activity that may pose a threat to the quantity or quality of a municipal drinking water supply.

RISK MANAGEMENT PLAN

A document completed by a qualified person that describes the results of the Risk Assessment, proposes a plan for the mitigation and management of the identified risks, and outlines an emergency response plan to be executed in the event that a risk occurs.

SECONDARY AGRICULTURAL USES

Uses secondary to the principal use of the property, including but not limited to, home occupations, home industries, and uses that produce value-added agricultural products from the farm operations on the property.

SECONDARY SUITE

A single accessory dwelling unit in a house that consists of one or more rooms that are designed, occupied or intended for use, including occupancy, by one or more persons as an independent and separate residence in which a facility for cooking, sleeping facilities and sanitary facilities are provided for the exclusive use of such person or persons.

SIGNIFICANT THREAT

A condition or activity that has a high potential to have a negative impact on the quantity and/or quality of groundwater that supplies a municipal well.

SITE ALTERATION

Activities such as grading, excavation and the placement of fill that would change the landform and natural vegetative characteristics of a site.

SPECIALTY CROP AREAS

Areas designated using evaluation procedures established by the Province, where specialty crops such as tender fruits (peaches, cherries, plums), grapes, other fruit crops, vegetable crops, greenhouse crops, and crops from agriculturally developed organic soil lands are predominantly grown, usually resulting from:

- a. soils that have suitability to produce specialty crops, or lands that are subject to special climatic conditions, or a combination of both; and/or,
- b. a combination of farmers skilled in the production of specialty crops, and of capital investment in related facilities and services to produce, store, or process specialty crops.

SPECIAL POLICY AREA

An area within a community that has historically existed in the flood plain and where site-specific policies, approved by the Province, are intended to provide for the continued viability of existing uses (which are generally on a small scale) and to address the significant social and economic hardships to the community that would result from strict adherence to provincial policies concerning

development. A *Special Policy Area* is not intended to allow for new or intensified *development* and site alteration if a community has feasible opportunities for *development* outside the flood plain.

SPECIAL NEEDS HOUSING

The integration of housing and support services for individuals who require specific services to maintain their housing and well-being. *Special needs housing* includes both transitional and permanent housing, most commonly in not-for-profit residential housing.

TIME OF TRAVEL

Refers to the estimated time required for groundwater to move from a given location in an aquifer to the intake of a water well. A *wellhead protection area* is typically divided into several *time of travel* zones.

TRANSIT OPERATION AND MAINTENANCE FACILITY

Land and/or structures used for the purpose of repairing, maintaining, storing and/or testing conventional and rapid transit vehicles, up to and including subway cars. These facilities may also include offices and other accommodations for on-site workers and transit vehicle operators.

TREE

Any species of woody perennial plant, including its root system, that has reached or can reach a height of at least 4.5 metres at physiological maturity, provided that where multiple stems grow from the same root system, the number of trees shall be the number of stems that can be counted at a point of measurement 1.37 metres from the ground.

WELLHEAD PROTECTION AREA

The surface and sub-surface area surrounding a water well or well field that supplies a municipal water system and through which contaminants are reasonably likely to move so as eventually to reach the water well or well field.

WOODLAND

An area of land at least 1 hectare in area with at least:

- a. 1000 *trees* of any size, per hectare;
- b. 750 *trees* measuring over 5 centimetres diameter at breast height, per hectare;
- c. 500 *trees* measuring over 12 centimetres diameter at breast height, per hectare; or,
- d. 250 *trees* measuring over 20 centimetres diameter at breast height, per hectare,

but does not include a cultivated fruit or nut orchard, a plantation established for the purpose of producing Christmas trees or nursery stock.

List of Maps and Figures

- Map 1 Regional Structure
- Map 2 Regional Greenlands System
- Map 3 Environmentally Significant Areas and Life Science Areas of Natural and Scientific Interest
- Map 4 Key Hydrologic Features
- Map 5 Significant Woodlands
- Map 6 Wellhead Protection Areas
- Map 7 Oak Ridges Moraine Aquifer Vulnerability Areas
- Map 8 Agricultural and Rural Areas
- Map 9 Mineral Aggregate Resource Areas
- Map 10 Cycling Master Plan
- Map 11 Transit Network
- Map 12 Street Network
- Figure 1 Oak Ridges Moraine Conservation Plan Landform Conservation Areas
- Figure 2 York Region Strategic Employment Lands



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