# Appendix 1

# Statutory Public Meeting Background Material

# THE REGIONAL MUNICIPALITY OF YORK

Planning and Economic Development Committee
May 5, 2004
Report of the
Commissioner of Planning and Development Services

## DRAFT ROPA 43 –REGIONAL CENTRES AND CORRIDORS STATUS AND NEXT STEPS

## 1. RECOMMENDATIONS

It is recommended that:

1. This report be received.

2. A Statutory Public Meeting under the *Planning Act* be scheduled for the evening of June 24, 2004.

3. The latest version of Draft ROPA 43, attached as *Appendix 1* to this report, serve as the basis for the public meeting.

4. The Regional Clerk circulate this report to the area municipalities for information.

## 2. PURPOSE

The purpose of this report is to:

- Present the latest draft of Regional Official Plan Amendment (ROPA) 43 – Regional Centres and Corridors, attached as *Appendix I.*
- Provide an update on the related consultation and planning process.
- Schedule a statutory public meeting under Section 17(15) of the *Planning Act* to receive further public input to ROPA 43 prior to adoption by Regional Council.

## 3. BACKGROUND

Focusing growth and infrastructure investment in centres and corridors has been a key goal of the Regional Official Plan since its adoption in 1994. This approach represents good planning and is central to the Region's Growth Management Strategy. A focus on centres and corridors also forms the basis for growth management across the entire GTA region, as endorsed by Regional Planning Commissioners of Ontario – GTA Caucus in their December 2003 report, "Centres & Corridors – Growth Management in the GTA."

Regional initiatives including Vision 2026, Transportation Master Plan, York Region Rapid Transit Plan, and "Making it Happen! York Region Centres + Corridors Strategy"

have reaffirmed the need for and benefits of more compact and concentrated development patterns as a means of supporting infrastructure investment and improving the overall quality of our communities. The changes proposed under ROPA 43 aim to build on the success achieved to date.

Regional staff in a report dated January 7, 2004 presented the first consolidated draft of ROPA 43 and an update of the planning process up to that time. Since that time, there has been:

- An urban design charrette attended by 40 municipal planning staff, professional design consultants, and development representatives.
- Discussions with area municipal staff.
- Seven presentations to local area municipal Councils (see *Appendix 2*).
- Six public consultation sessions, attended by 170 people.

The feedback generated from these consultation opportunities has been incorporated into the latest draft of ROPA 43. The specifics of this feedback, and how it led to changes in the ROPA are discussed in Section 4 of this report.

## 4. ANALYSIS AND OPTIONS

The idea of concentrating development in a network of centres and corridors to focus growth and infrastructure investment has been a key objective of the Regional Official Plan for the past ten years. Enhancements proposed under ROPA 43 support this goal and therefore represent good planning. The proposed policy framework includes six key enhancements that aim to:

- Establish and review **secondary plans** for Regional Centres and Regional Corridors (Section 5.3.9a).
- Create and review **urban design guidelines** (Section 5.3.9b).
- Coordinate development and **infrastructure investment** (Section 5.3.9c).
- Encourage the use of a wide range of **implementation tools** and strategies (Section 5.3.12).
- Focus higher density and mixed-use development in **Key Development Areas** (KDAs) (Section 5.5.4).
- Establish a long-term **density target of 2.5 FSI** (Floor Space Index, being the total floor area divided by the total lot area) for Regional Centres and locally-identified KDAs in the Regional Corridors (Section 5.5.7).

### 4.1 Feedback

Excellent feedback from the local municipalities, related agencies and the public has been received. This adds value to the planning process and is instrumental in ensuring better policy. The general consensus so far is that ROPA 43 represents good planning and will help to enhance the Region's urban structure. Common themes that were heard include:

- The Region's long-term vision is appropriate and necessary.
- More clarity is needed with regard to the intent of the proposed policies and how they should be interpreted.
- Policies should allow for the protection and enhancement of historical areas.

- Established residential areas should be identified as stable.
- Higher-density development should be focused in specific locations of the Regional Corridor, generally away from established low density neighbourhoods.
- More intensive development should be phased in a manner that coincides with transit improvements to minimize traffic impacts on existing roads.
- 2.5 FSI should be treated as a long-term target, and applied to key development areas and Regional Centres.
- New higher-density development should be well-designed, and positively impact surrounding property values.
- Local planning decisions to implement ROPA 43 (i.e. define Key Development Areas) should be supported by the Region.
- The public should be involved in determining how and where Key Development Areas are defined.

Minutes from the six public consultation sessions are attached as *Appendix 3* to this report.

It should be noted that the public also provided significant feedback on the consultation process itself. Specifically, Regional staff were told that:

- The statutory public meeting should be held in the evening to allow more people to attend.
- The Region should consult on a regular basis (e.g. host public forums) with the public to discuss a wider range of planning matters.
- Regular "planning bulletins" should be posted on the Region's website.
- Mailings, newspaper notices and internet postings need to be higher-profile, and more frequent to notify the public of future consultation sessions.

## 4.2 Latest draft - Modification

The latest version of ROPA 43 was circulated to the area municipalities for review and comments on March 18, 2004. It aims to address and incorporate the comments received to date from the area municipalities and the public, as outlined in section 4.1 of this report. These comments affirmed the general intent of the draft policies and improved the policy by clarifying the language and the organization of those policies to better convey the message.

Language in the draft was also changed to clarify:

- 2.5 Floor Space Index (FSI) is a "long term target" applicable to Key Development Areas and Regional Centres (Section 5.5.7).
- The importance of Regional Centres and Regional Corridors in the context of the Region's entire urban structure (introductory text of Chapter 5.2).
- The role of local centres and local corridors (introductory text of Chapter 5.4).
- The importance of protecting and enhancing historical areas (introductory text of Chapter 5.5).
- The criteria for establishing Key Development Areas (Section 5.5.7).

- That identifying Key Development Areas will be a local exercise through the Secondary Plan process, in consultation with the Region (introductory text of Chapter 5.5).
- The scope and intent of urban design criteria in local secondary plans (Section 5.3.9b).

### 4.3 Next steps

The current draft is the summary of extensive consultation input. While more discussion is invited and planned, the draft ROPA 43 is mature enough to have the Regional Planning & Economic Development Committee formally hear from the public at a statutory public meeting. A final recommendation on ROPA 43 will not be made at that time. This meeting is intended to provide a further opportunity for the area municipalities and the public to shape the proposed policies. The key dates in the ROPA 43 approval process are:

- **June 24, 2004**: Statutory Public Meeting
- **September 2004**: final comment deadline for local municipalities and agencies
- **November 2004** (tentative): final ROPA approval from Regional Council

Comments can still be provided to Regional staff through September 2004. ROPA 43 will continue to be changed to reflect the comments received, up until the time that a final draft is considered by Regional Council for approval. Based on the current process, a final draft could be ready for consideration by Regional Council in November 2004.

### 4.4 Relationship to Vision 2026

The changes proposed under ROPA 43, and the Centres + Corridors Strategy as a whole, contribute to all eight goal areas of Vision 2026. In particular, enhancing growth in centres and corridors advances "Quality Communities for a Diverse Population," "Managed and Balanced Growth," and "Infrastructure for a Growing Region.

## 5. FINANCIAL IMPLICATIONS

The Region's Centres and Corridors Strategy identified several potential financial initiatives that could be undertaken to promote development in Regional Centres and Corridors. These initiatives included the review of the current development charge structure. The firm of Hemson Consulting Ltd. Has been retained to undertake a review of financial strategies and options for encouraging intensification in Regional centres and corridors.

Financial initiatives in conjunction with the other action areas of the Region's Centres + Corridors Strategy including the proposed policies of draft ROPA 43 will work towards achieving a more compact, mixed-use urban structure. This, in turn, will optimize Regional investments in existing and planned infrastructure. This includes higher-order transit services, water supply and wastewater treatment capacity, and human services.

Enhancing development in areas served by higher-order transit also creates further potential to attract prestige employers to the Region. This will generate net benefits including increased assessment revenue and job creation.

## 6. LOCAL MUNICIPAL IMPACT

Local municipal planning staff are taking an active role in shaping the draft policies of ROPA 43. The latest version of the draft policies reflect, in large part, the comments received from the local municipalities. A key objective of the ROPA 43 process has been to provide clear and supportive policy direction to bolster city-building efforts at the local level, which occurs through local Official Plans, zoning by-laws, site plan control, and programs.

## 7. CONCLUSION

The idea of concentrating development in a network of centres and corridors to focus growth and infrastructure investment has been a key objective of the Regional Official Plan for the past ten years. Although this is a long-term vision, immediate action is required to bring about sustainable development patterns. This concept is also the basis for the growth management model for the entire GTA region. Enhancements proposed under ROPA 43 support this objective and therefore represent good planning.

The current ROPA 43 draft reflects the latest comments received from local municipal staff, councils and the public. Changes made to the draft policies attempt to clarify the scope and purpose of the ROPA in a way that strengthens the city-building efforts of local municipalities. Based on these changes, it is recommended that a statutory Public Meeting under the *Planning Act* be held on the evening of June 24, 2004.

The Senior Management Group has reviewed this report.

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April 14, 2004

Attachment 1 – Appendix I, Draft ROPA 43
Attachment 2 – Appendix II, Presentations to Local Area Municipal Councils & Committees
Attachment 3 – Appendix III, Public Consultation Sessions – What We Heard
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Attachment 1

*Council Report Appendix*
*Appendix 1*

York Region

# DRAFT ROPA 43

## Regional Centres and Regional Corridors

**Draft ROPA 43 – Proposed enhancements to achieve an urban structure of Regional Centres and Regional Corridors, served by rapid transit**

Chapter 5 Policy Structure

5.1 Forecasting Growth
5.2 Community Building *(Refined)*
5.3 Regional Centres
5.4 Local Centres
5.5 Regional Corridors
5.6 Local Corridors
5.7 Hamlets
5.8 Agricultural Policy Area
5.9 Rural Policy Area
5.10 Mineral Aggregate Resource Areas
5.11 Estate Residential Development
5.12Consents
5.13Resort/Recreational Development

**REVISED DRAFT – March 17, 2004**

**Proposed changes:**

**Underscore indicates latest changes, further to changes made in the Draft dated November 18, 2003**

## 5.2 Community Building

Communities are a fundamental building block 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 has a tradition of tightly knit villages with mainstreets, community activities and places to work, live and play. The challenge in many ways is to include some of these proven elements in creating new communities. The creation of new communities also needs to complement an urban structure that provides a series of strong Regional Centres linked by Regional Corridors serving the Region as a whole.

Complete communities are healthy communities that incorporate principles of safety, accessibility, high quality urban design, adequate human services and choice for all citizens. Growth will require investment in infrastructure including human services. Communities are places that protect and enhance the natural environment and foster economic vitality. The policies of this Plan are intended to promote communities that are diverse and self-contained with opportunities to work, enjoy recreation and be housed. They are designed so that cost-effective and efficient transit systems can be operated and so that people have the choice of walking and bicycling throughout the community and

beyond. Policies are also included to encourage well designed streets and building locations that create vibrant, pedestrian-friendly, and transit-oriented streetscapes.

The municipalities in York Region are at different stages in preparing detailed community plans for their settlement areas. Consequently, the urban areas defined on Map 5 are not extensive enough to accommodate the 2026 forecasts in Table 1. Further community planning in accordance with the Plan may result in amendments to Map 5.

The primary focus of growth in the Region, however, needs to shift towards a growth management model that encourages intensification within the existing urban areas. The Regional Centres and Regional Corridors will be the prime locations for this type of growth within locally defined Key Development Areas. Local corridors and centres are also prime candidates for intensification but at a smaller scale. The concentration of people and jobs at specific locations is important to provide opportunities to live and work in the same area, efficient and effective transit services, a variety of housing opportunities, specialized human services, and economic vitality. A balance of growth within the Regional Centres and Corridors, local centres and corridors, and managed growth in new development areas is important in achieving sustainable urban growth over the long term.

The characteristics of well designed and managed development are detailed in the community development criteria that follow. The policies of this section also identify clear boundaries for urban areas, require new communities to be planned for large contiguous areas, encourage carefully planned intensification and require comprehensive study before any urban expansion by amendment to this Plan.

**Objective**
**To develop diverse, self-sufficient, accessible, safe, green, economically vibrant, pedestrian-oriented, accessible communities through excellence in planning and urban design.**

**It is the policy of Council:**

1. That the majority of growth be directed to the urban areas identified on Map 5.

2. That area municipalities, in cooperation with the Region, are required to develop and monitor growth management strategies prior to the expansion of the urban areas shown on Map 5 and/or major growth in towns and villages. These growth management strategies shall be implemented through official plans and secondary plans and are to be based on the policies of this Plan including:
   a) incorporation of the centres and corridors structure of this Plan;
   b) promotion of infill and redevelopment that shows consideration for the existing built-form and surrounding land uses of the community through appropriate building design and massing;
   c) provision for efficient, mixed-use and compact communities;
   d) an assessment of the amount and distribution of the rural population; and

e) assurance that travel demand and transportation facilities with an emphasis on public transit are kept in balance over time through the planning and development review/approval process at the local and regional level and in cooperation with adjacent jurisdictions.

3. To require an amendment to this Plan for any expansion of the urban areas identified on Map 5. Such amendments shall be adopted by Regional Council only if they are consistent with the following:
   a) regional population and employment forecasts;
   b) the need for expansion relative to other lands available for development in the area municipality;
   c) the role of the new development lands identified in area municipal growth management strategies;
   d) the capability of the area municipality to provide growth within the urban area;
   e) an analysis of options for growth direction and sequencing with respect to environment, agriculture and the implications on the availability of servicing including water, sewer, road and transit networks and human services;
   f) the protection of and integration with the Regional Greenlands System;
   g) the amendment is large enough (i.e. a concession block) with clear and identifiable boundaries, such as concession roads, major natural features, rail or major utility corridors, to assess the creation of new communities at the regional level;
   h) the role of the development lands is supportive of an urban structure of centres and corridors with transit supportive densities; and
   i) the other policies of this Plan.

4. To target a minimum 30% of the Region's forecasted population increase to existing built-up portions of urban areas, towns and villages in keeping with the centres and corridors structure of this Plan and by redevelopment of under-utilized areas and areas in transition. Increasing this target should be considered when reviewing the policies of this Plan.

5. These strategies should identify minimum five year phasing programs for the logical, efficient and contiguous progression of development based, among other things, on capital works programs and the efficient provision of water, sewer, public transit, roads, schools and other human services.

6. To promote civic centres in locations with good transit access as a focus for community activities and events and to help foster community identity. For example, the creation of civic centres in Vaughan and East Gwillimbury are important components of the municipalities' growth management strategies.

7. To require the preparation of comprehensive secondary plans by way of area municipal official plan amendment for new areas of development within the urban areas shown on Map 5, based on the following:

a) the plans are generally for large contiguous blocks of land, approximately concession blocks of 400 hectares (1,000 acres);
b) the areas encompass one or more communities;
c) the development provides for a broad range of housing types in the community at overall transit-supportive densities;
d) the development includes continuous mid-concession block collector roads that run both north-south and east-west where possible and/or a grid system of roads;
e) the distance to a transit stop of generally no more than 500 metres (a 5-10 minute walk) for 90% of the residents and no more than 200 metres for 50% of residents;
f) community design to support the system of centres and corridors as identified in this Plan;
g) community design around a focal point or community or civic centre;
h) a mix of uses in order to improve the possibilities for working and living in close proximity;
i) a system of walkways and bicycle paths link the community internally and externally to other areas;
j) the incorporation of the Regional Greenlands System into the community plan and the inclusion of pedestrian-accessible green space and local parks;
k) community design that emphasizes public access and safety;
l) the completion of an environmental analysis which includes examination of natural functions, attributes and linkages, as well as cultural heritage resources;
m) an assessment of human development needs including education facilities, safety, social and health facilities, arts, culture and recreation facilities;
n) a road system which is linked with the regional road system and is generally designed to incorporate road patterns that offer a choice of routes and flexibility;
o) population and employment targets for the area municipality; and
p) the completion of a transit plan, led by York Region Transit, for the planning area which includes how the area can and will be serviced by transit and how transit service can and will be integrated with the regional rapid transit system, the planned Provincial Highway 407 Transitway, and GO Transit ~~rail~~ services
q) urban design criteria to ensure a high quality urban that addresses but is not limited to the following:
    i) street definition through building location and design
    ii) ~~relation of~~ building interface with ~~to~~ open space
    iii) pedestrian movement and connection
    iv) building design that complements existing neighbourhoods, and
    v) pedestrian scale and amenity.
r) other policies of the Plan.

8. That major growth in towns and villages identified on Map 5 be governed by secondary plans based on the following criteria:
a) sewer and water services are available to accommodate the proposed growth;
b) the planning area is sufficiently large to take a long-term view of the community;
c) the plan considers the entire town or village and integrates the new development area into the existing community; ~~and~~
d) the plan meets criteria c), d) and f) through p) in Policy 5.2.7, and;

e) that when transit services are introduced, the plan meets criteria e) in Policy 5.2.7.

9. To encourage municipalities to prepare secondary plans to guide redevelopment of areas in transition or areas that are under-utilized in keeping with the policies in this section.

10. To consider the impact and compatibility of potentially conflicting land uses on each other and the surrounding area including the assessment of noise impacts for land uses adjacent to arterial road and highway facilities.

11. To support area municipalities in their efforts to ensure that urban design plans, site plan submissions and/or zoning regulations promote pedestrian-friendly and transit-oriented streetscapes. The Region will support the area municipalities in their efforts to ensure access to buildings and public spaces by the disabled.

12. That the Region work with area municipalities in the completion of comprehensive growth management studies including the Growth Management Study Areas shown on Map 5 which address the policies and criteria of the Plan.

13. That the Region work with the Town of Richmond Hill in the completion of the growth management study of the entire municipal area, taking into account the existing urban service areas boundaries and levels of development presently in the urban fringe area.

14. The Township of King has adopted Amendment 54 — a Community Plan for the King City community. This Community Plan establishes population projections for the community of 10,000 persons to 2016 and 12,000 persons to 2021. The boundaries of the Community Plan and service area are fixed for the planning period.

    In accordance with the policies of Amendment 54, new urban development in the Community is to be serviced on full municipal water and sanitary sewer services through an extension of the York DurhamServicing Scheme. It is recognized that extending the York Durham Servicing Scheme is only intended to service the Community of King City and not to provide the additional capacity for urban uses outside of the community plan.

    Notwithstanding the foregoing, the service area may be extended to provide sewage capacity for lands designated "Institutional" in the Township of King Official Plan which abut the boundary of the King City Community Plan and which are occupied by Seneca College and the Country Day School for the institutional uses on those sites where those uses meet the following criteria:

    a) that the private sewage system(s) for the institutional use has reached its capacity and requires extension enlargement or improvement to meet environmental standards appropriate for the size and type of use;

b) that the financial costs for the extension are borne entirely by the institutional use and,
c) that all other approvals required by the Township and the Region of York and other agencies are met.

However, no extension of the system shall be considered for any non-institutional use.

Prior to the commencement of the capital works associated with the sewage infrastructure related to the extension of the York Durham Servicing Scheme to King City, the Regional Municipality of York shall have entered into the appropriate Fish Habitat Compensation Plan with the Ministry of Natural Resources and the Department of Fisheries and Oceans.

15. To work with the Town of Georgina to address environment and development issues as well as servicing implications along the Lake Simcoe shoreline.

16. To work with the Town of Markham to identify additional urban areas beyond the Town's ~~identified 20-year~~ current urban area designation shown on Map 5, consistent with the Table 1 forecast.

17. The Town of Whitchurch-Stouffville has adopted Amendment No. 101, a Community Plan for the Stouffville community. This Community Plan establishes a population target of 24,500 persons for the year 2021. The boundary for the urban serviced area within the community plan is fixed for the planning period and is shown on Map 5.

In accordance with the policies of Amendment No. 101, new urban development in the Community is to be serviced on full municipal water and sanitary sewer services through an extension of the York Durham Servicing Scheme. It is recognized that extending the York Durham Servicing Scheme is only intended to service the urban serviced area of the Stouffville Community and not to provide additional capacity for urban uses outside of this boundary

18. That the Town and Village designation, west of Woodbine Avenue, north of Baseline Road in Georgina, known as Maple Leaf Village Estates, corresponds to the approved Town of Georgina Official Plan Amendments 10, 11 and 12.

### 5.3 Regional Centres

It is the intent of this Plan to identify Regional Centres and provide for a hierarchy of Local Centres that can act as a focus for public- and private-sector investment. Centres make effective and efficient use of existing and proposed infrastructure, including transit services. Centres can create greater identity for the Region and the area municipalities. It is intended that centres include a broad mix of uses to encourage live/work opportunities, be compact, pedestrian~~-oriented~~-friendly, transit-~~oriented~~-supportive, safe and accessible.

Regional Centres should have the greatest variety and highest concentration ~~and intensity~~ of uses in the Region. This plan identifies four strategically located Regional Centres with access by major roadways and transit, as shown on Map 5: Newmarket Centre in the north, Vaughan Corporate Centre in the west, Markham Centre in the east, and Richmond Hill Centre in south. ~~Together, and connected by Regional Corridors, these four centres~~ These four Regional Centres, and the Regional Corridors that connect them, are the foundation of the Region's urban structure. These areas ~~would be a~~ are to be a focus of business, government, entertainment and culture within the Region with complementary pedestrian-scale and transit-supportive development.

The Regional Centres will have the highest concentration and variety of land uses in the Region—becoming the primary destinations for residents, businesses and visitors to live, work, play and learn. Regional-scale commercial, employment, entertainment and government facilities within walking distance of compact, higher-density housing and transit services will be located here. Regional Centres place emphasis on growth in an urban setting and reinforce the preservation of agricultural land, rural landscape and natural areas.

Development in the Regional Centres will be supported by the early implementation of rapid transit services in the Yonge Street and Highway 7 Corridors, with connections to the Toronto Transit Commission subway system in the Vaughan Corporate Centre Corridor and the Markham Centre-Warden Avenue Corridors. ~~to the south, the Yonge Street and Highway 7 corridors, in the Vaughan Corporate Centre-York University corridor, and in the Warden Avenue corridor linking Markham Centre with the Toronto Transit Commission subway system to the south.~~

It is recognized that Regional Centres will evolve over time to meet the needs of a growing and changing Region. The four Regional Centres will become more established beyond the life of this Plan to further add to the sustainability of the Region's natural environment, economic vitality and the health of our communities.

The establishment of a strong centres and corridors urban structure will promote growth that can contribute to a high quality of life through efficient transportation and transit systems, water and sewer systems and accessible schools and hospitals.

In addition to Regional Centres, this Plan provides for a series of ~~urban centres and~~ local centres that would be identified in area municipal plans.

**Objectives**

**To create a well-designed system of Regional Centres to focus residential, institutional and business activities and recognize the long term vision of achieving thriving regional centres, served by rapid transit.**

It is the policy of Council:

1. To support a well-defined urban structure of Regional Centres and Regional Corridors. This will be achieved through implementation of a Centres and Corridors Strategy that includes a suite of policies, programs, infrastructure and financial tools.

2. To recognize that the influence of Regional Centres and corridors extends beyond the urban area, having a region-wide impact. Focusing the most intensive and higher-order land uses in these areas helps preserve agricultural land, protect and enhance the natural environment, optimize the use of infrastructure, create transportation choices, and improve economic competitiveness and increase opportunity for investment and development.

3. To recognize that the Regional Centres of Newmarket Centre, Vaughan Corporate Centre, Markham Centre, and Richmond Hill Centre as identified on Map 5 are the major focal points for urban development in the Region, and are intended to support a concentration of employment, residential, cultural and government functions in an intensive land use form.

4. That densities should be highest within the Regional Centres and should support an overall, long-term density target of a Floor Space Index of 2.5 in the Regional Centres and Regional Corridors.

5. That the development in Regional Centres will balance employment and residential growth and be supported by parks, open space, and community facilities appropriate for an intense urban setting.

6. That Regional Centres will be promoted as the primary locations for mixed-use developments including a variety of residential, institutional and employment uses and live-work opportunities.

7. That a variety of higher density housing types will be directed to Regional Centres to service all housing needs including affordable and assisted housing.

8. That Regional Centres should be the primary and priority locations for public investment including public buildings and investment supporting community facilities and services. Major Regional buildings and facilities will be located in the Regional Centres. The municipalities will be encouraged to locate major public buildings and facilities in the Regional Centres.

9. Area municipalities will undertake the review of their Official Plans as required by the *Planning Act.* The Secondary Plan for the Regional Centres should be established or reviewed to:

    a) Ensure appropriate planning policy, urban design principles, ~~provision of~~ infrastructure and ~~provision of~~ appropriate human services are in place as follows:

i. Built~~ding~~ form and land use shall promote transit ridership through urban design, scale, densities, land use mix and location;
ii. Development is connected by a fine grain of streets and pedestrian links that provide direct access to rapid transit routes;
iii. Regional Centres should be compact in form and provide for ~~high~~ transit ~~-~~supportive ~~-~~density development to increase potential transit ridership;
iv. Plans should contain ~~minimum density requirements~~ long-term density targets, consistent with Policy 5.3.4 of this Plan;
v. ~~Priority for residential development other than low density should be given;~~ Residential designations should favour higher density residential forms over single- and semi-detached dwellings;
vi. New development shall be integrated with surrounding land uses and built-form through appropriate scale, design and use;
vii. Regional Centres should permit the greatest mix of uses within the municipality including residential, institutional, retail, office and human service uses;
viii. Rapid transit facilities should be easily accessible to pedestrians;
ix. Regional Centres shall be designed to be serviced by rapid transit;
x. Regional Centres should create focal points for community activity and civic pride;
xi. Provision should be made for public gathering places, streetscaping and planting to enhance the pedestrian environment;
xii. Connections with the local and Regional greenland systems including parks, bicycle and pedestrian systems and natural features shall be provided;
xiii. Phasing plans should be developed to ensure that Regional Centres ~~should be designed so that they can~~ evolve and intensify beyond the period of this Plan;
xiv. Specific employment targets should be identified in order to encourage a balanced choice of live/work opportunities; ~~and should contribute to a minimum target resident-to-employee ratio of 1:1;~~
xv. ~~Ensure that~~ Ground-floor uses of mixed-use buildings should enhance the vibrancy of the street;
xvi. Provide locations for human services that meet Region-wide needs; and
xvii. recognize and protect the cultural heritage resources in the Regional Centre.

b) Promote the creation or review of urban design guidelines ~~with the assistance of~~, working with the Region, to achieve pedestrian friendly, transit oriented places through:

~~i. pedestrian-friendly development in terms of scale, safety, connectivity, vibrancy, and consideration of sun, shade and wind;~~
~~ii. development that provides pedestrian connections directly to the street and transit routes;~~
~~iii. street and public space definition through building location and design;~~
~~iv. streetscapes that provide a high standard of design in the public realm;~~

~~v. high quality design;~~
~~vi. building and parking layout that will allow for future intensification in a phased manner;~~
~~vii. parking design and standards that assist in achieving pedestrian friendly, transit oriented development, including above- or below-grade parking structures;~~
~~viii. a transition between existing residential communities and new development that applies appropriate scale and design of buildings, including step-backs or terracing. Appropriate building heights and setback requirements shall be promoted in the area municipal plans and implemented in the area municipal zoning by-laws, and;~~
~~ix. A system of streets and development blocks based on a grid layout to encourage connectivity throughout the site, with an emphasis pedestrian movement and safety.~~

i) pedestrian scale, safety and comfort;
ii) enrichment of the existing areas;
iii) a grid network of streets;
iv) pedestrian connections directly to streets and transit routes;
v) attractive buildings, landscaping and public streetscapes;
vi) compatibility with and transition to surrounding land uses;
vii) appropriate building placement and orientation;
viii) appropriate building massing and articulation, and;
ix) appropriate parking design and standards including provision for above and below grade parking structures.

c) ~~Provide support and direction for regional infrastructure investment~~ Coordinate infrastructure investment, in consultation with the Region, to coincide with the build-out of the Regional Centre, including:
i rapid transit and conventional transit network;
ii road network, including streetscaping in the rights-of-way, and;
iii sewer and water systems

10. To support the Town of Newmarket in the preparation of a Secondary Plan for the Regional Centre. The area municipality shall have the primary responsibility for the preparation of this plan.

11. To support development in the Regional Centres by the early implementation of rapid transit services in the Yonge Street and Highway 7 corridors, in the Vaughan North-South Corridor (connecting the Vaughan Corporate Centre with York University) ~~corridor~~, and in the Markham North-South Corridor (connecting Markham Centre with the Toronto Transit Commission Subway)~~Warden Avenue corridor linking Markham Centre with the Toronto Transit Commission subway system in Toronto to the south~~

12. That the area municipalities, ~~in partnership~~ working with the Region, ~~shall~~ are encouraged to develop implementation strategies for the policies of the Secondary Plans, which may include:

a) encouraging public investment from all levels of government;
b) using a wide range of innovative financial tools to encourage development consistent with this Plan, including Tax Increment Financing and ~~site-~~area specific Development Charges;
c) providing opportunities for joint development between the transit agency and developers to encourage and facilitate transit supportive development and the transit infrastructure itself;
d) promoting transit ridership through controlled parking standards within the Regional Centre including maximum parking standards, parking authorities and cash-in-lieu of parking under the *Planning Act;*
e) developing a suite of Transportation Demand Management measures, including the establishment of Transportation Management Associations;
f) designating Regional Centres as Community Improvement Plan areas under *Section 28* of the *Planning Act* to assist in the implementation of this Plan;
g) establishing a development permit framework or pre-zoning based on the principles of streamlining and promoting development in a cost-effective manner;
h) establishing phasing plans for the build-out of the regional centres, recognizing that the build-out may occur beyond the life of this Plan;
i) the use of *Section 37* of the *Planning Act* to achieve net community benefits which are supportive of a compact community form;
j) innovative polices and programs to provide schools, parks and open space to serve the Regional Centres, including ~~bonusing and~~ alternative parkland provisions.

~~13. The location and quantity of parking should be planned in such a manner that minimizes surface parking in favour of above or below grade parking structures.~~

13. Development should be monitored by the Region and the local municipalities to determine the effectiveness and appropriateness of existing policies and practices for the planning and implementation of Regional Centres.

14. The delivery of transit services shall support the development objectives of this Plan.

15. Priority shall be given to capital infrastructure improvements in Regional Centres and Corridors.

## 5.4 Local Centres

Local centres are concentrations of residential, human service, commercial and office activities that serve the adjacent community. These centres are designed to function much like Regional Centres, but on a ~~much~~ smaller scale. Rather than serving the entire Region, a Local Centre usually serves the community located immediately around it.

The smaller scale and ~~shorter reach~~ scope of Local Centres does not diminish their importance to the Region's urban structure. Local Centres play a supporting role to Regional Centres, and contribute to the vitality of their surrounding communities.

Local Centres can vary from ~~small~~ areas adjacent to old mainstreets to intensive clusters of buildings in new communities. Local Centres may naturally evolve as settlement areas mature. Many centres exist in the Region already. These centres often have historic streetscapes that should be retained and enhanced. Centres have existed on the mainstreets of Newmarket and Thornhill for over 100 years. The mainstreets of Stouffville and Sutton have long served the needs of the surrounding settlements and agricultural communities.

Local Centres may accommodate more growth and a broader mix of uses ~~provided~~ particularly if Local Centres are served by efficient transit services. New Local Centres may be created as part of the community development process defined in Section 5.2.

**Objective: To create a series of local centres that provide a concentration of residential, business and institutional activities for the surrounding community.**

It is the policy of Council:

1. To require municipal official plans to identify the locations of local centres in the communities of Newmarket, Aurora, Richmond Hill, Thornhill, Unionville, Markham Village, Cornell, Cathedral, Langstaff, Milliken, Woodbridge, Carrville, Vellore Village, Maple and Keswick and other local centres as determined by the area municipality.

2. That Local Centres that are ~~wholly or partially~~ located on rapid transit corridors ~~will~~ may also be subject to the Regional Corridor policies of Section 5.5 of this Plan.

3. That area municipalities prepare plans for these Local Centres that address the following criteria: [renumbered from 5.3.5]

   a) the Local Centres should permit a range and mix of uses within the municipality including residential, community, institutional, retail, office and human service uses; [renumbered from 5.3.2(c)]
   b) transit facilities should be easily accessible to pedestrians; [renumbered from 5.3.2(d)]

c) Local Centres should create focal points for community activity and civic pride; [renumbered from 5.3.2(e)]

d) ~~local Centres should be integrated with the local greenlands systems, including local parks, bicycle and pedestrian systems and local natural features;~~ Local Centres should be integrated with bicycle and pedestrian systems, and local greenlands systems, including local parks and natural features.[renumbered from 5.3.2(f)]

e) Local Centres should provide for pedestrian plazas, streets, and/or parks and promote a pedestrian environment; [renumbered from 5.3.2(g)]

f) the areas around the Local Centres should relate to, be efficiently connected to, and contribute to the vitality of the Local Centre; [renumbered from 5.3.2(h)]

g) the specific location and boundaries of the ~~urban centres~~ Local Centres should be identified using approximately 30 hectares (75 acres) as the focus of the ~~urban centre~~ Local Centre; [renumbered from 5.3.5(b)]

h) the size of the Local Centre and the context for development should be in relation to the surrounding community and corridors; [renumbered from 5.3.5(c)]

i) permitted uses within Local Centres should be similar to those permitted in Regional Centres with greater emphasis on residential and local employment uses; [renumbered from 5.3.5(d)]

j) with the exception of Regional Centres, Local Centres should comprise the highest ~~density~~ and mix of uses when within urban areas~~, with the exception of Regional Centres~~; [renumbered from 5.3.5(e)]

k) specific employment targets should be identified and contribute to a ~~minimum target resident-to-employee ratio of 1:1~~a balanced choice of live/work opportunities~~.~~; [renumbered from 5.3.5(f)]

l) Local Centres can vary in size, scope, role and function to reflect a hierarchy of Centres within the Region; [renumbered from 5.3.5(g)]

m) the location of Local Centres should be in the immediate vicinity of the highest-capacity roads, centrally located to serve the residential community around it, and highest capacity transit service; the road pattern should be composed of a hierarchy of roads, progressing downwards from these intersections, into areas that are progressively less dense and contain less mixed use; [renumbered from 5.3.5(h)]

n) promote their development as focal points for local and regional transit;

o) plans for existing Local Centres should identify intensification targets for development; [renumbered from 5.3.5(i)]

p) plans should also examine methods to reduce or slow down traffic within the centre, as well as improvements to local parking in support of local business, particularly through the development of higher-density development that may provide opportunities to create below-grade and on-street public parking when in urban areas; and [renumbered from 5.3.5(j)]

q) where cultural heritage resources exist in centres, they should be conserved, if possible. [renumbered from 5.3.5(k)]

4. That all Local Centres be serviced by transit within the lifecycle of this Plan, and connect to the planned rapid transit services in the Yonge Street and Highway 7 corridors.

5. To support the development of Local Centres by giving priority to transit and infrastructure improvements in these areas. [renumbered from 5.3.6]

6. To encourage area municipalities, as part of planning Local Centres, to revitalize and preserve traditional mainstreet areas by conserving cultural heritage resources and reinforcing the character of the mainstreet. . [renumbered from 5.3.7]

7. That area municipalities be supported in their planning for the Local Centres of the communities of Sutton, Pefferlaw, Mount Albert, Holland Landing, Sharon, Stouffville, Nobleton, Schomberg, Kleinburg, Ballantrae/Musselman Lake and King City. That plans for these Local Centres should meet the following criteria in addition to the applicable criteria of Section 5.4.3:
   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;
   e) encourage efficient land use patterns, including the identification of areas for infill development ,and;
   f) provide human services for surrounding rural and agricultural areas.

**5.5 Regional Corridors**

Yonge Street and Highway 7 extend to the four corners of the Region, linking the Regional Centres and connecting it to the rest of the Greater Toronto Area and beyond. These corridors also have great potential for more intensive and mixed-use development, which will be served by rapid transit.

The Regional Corridors form the key connections between the Regional Centres. These corridors are considered the main arteries of the Region's urban structure. They provide for the movement of people and of goods between the Regional and Local Centres to support their vitality. Major Road and transit networks also intersect along these corridors to create opportunities for "sub-centres" or "inter-modal nodes" between the Local and Regional Centres. These areas may be identified as Key Development Areas in local official plans, consistent with the policies of this Plan.

This Plan promotes a comprehensive overall view of the corridors identified on Map 5, as a linking and unifying element in the Region that provides a transit system connecting to the larger Greater Toronto Area. In addition to Yonge Street and Highway 7, a Vaughan North-South Corridor and Markam North-South Corridor form part of the broader

Regional Corridor system. The Vaughan North-South Corridor will provide a rapid transit connection between the Vaughan Corporate Centre, York University and the Toronto Transit Commission subway (Downsview station on the Spadina Line). The Markham North-South Corridor will provide a rapid transit connection between Markham Centre and the Toronto Transit Commission subway (Don Mills station on the Sheppard Line).

Yonge Street is unique as a Regional Corridor – serving as the historical spine for over 200 years of development history north of Toronto, traversing the Oak Ridges Moraine. Originally with its stagecoach service and then radial rail, Yonge Street linked the many historical villages and towns northward to Newmarket and beyond. Existing policies and programs pertaining to Yonge Street should be reviewed to ensure that the historical character and natural heritage unique to this corridor will be enhanced throughout the development lifecycle and the implementation of planned rapid transit services.

Highway 7 has a different history than Yonge Street – beginning at a time when its primary purpose was the movement of automobile and truck traffic as a former Provincial Highway. The vision for Highway 7 is the evolution of this once auto-dominated highway to a human-scale "mainstreet" with compact and pedestrian-friendly development served by rapid transit. The identification of Key Development Areas along the various segments of this corridor by the local municipalities is the first step in moving toward the vision for Highway 7.

Regional Corridors are not uniform across their entire length. The character and pace of change varies dramatically. From historical main streets to vacant land to modern higher-density buildings, there are a variety of conditions that make-up the character of each Regional Corridor. These conditions can be classified three ways: 1) "greenfield," representing vacant, development-ready lands; 2) "second generation," comprising developed sites ideal for new and intensified development; and, 3) areas unlikely to change much at all, like historical areas and environmentally sensitive features like the Oak Ridges Moraine.

These corridors are at different stages in the development lifecycle and should be subject to specialized policies and programs that recognize this. These should provide incentives for redevelopment in appropriate areas, while maintaining the character and integrity of areas where little change is expected.

**Objective: To achieve vibrant active corridors that support public transit and link Regional Centres.**

It is a policy of Council:

1. To require Official Plans for Aurora, Newmarket, Vaughan, Richmond Hill and Markham to identify and designate Regional Corridors in accordance with the locations identified on Map 5.

2. That the Region, as requested by and in association with the area municipalities, consider extensions to the existing Regional Corridors, as shown on Map 5 of this Plan.

3. To require the Official Plans for the area municipalities identify and designate the major transit spines: Yonge Street from Steeles Avenue to Davis Drive; Highway 7; the Vaughan Corporate Centre to York University North-South link, and; the Markham North South link at Warden Avenue.

4. That the Region ~~assist~~ work with the area municipalities in identifying the different conditions of each Regional Corridor on a segment-by-segment basis. This should occur in a comprehensive manner that identifies Key Development Areas within these segments, representing one or more of the following:
   a) areas with the greatest opportunity for mixed-use and higher-density development,;
   b) areas assigned early priority for rapid transit facilities and services generally located within 500 metres of existing and planned conventional and rapid transit stops, with the highest densities located within 200 metres ;
   c) areas abutting or adjacent to rapid transit stations, and;
   d) areas of the corridor that intersect with other major transportation routes or facilities.

5. That the Key Development Areas identified according to Policy 5.5.3 of this Plan serve as places where higher-density and mixed-use development is encouraged. This will provide clarity as to where infill and intensification will occur.

~~2. That area municipal policies direct new employment and mixed-use development to Key Development Areas within 500 metres of existing and planned conventional transit and rapid transit stops with the highest densities within 200 metres of transit stops.~~

~~3. That rapid transit stations along the corridors will be supported by higher density development and/or unique public destinations such as historic mainstreets and public facilities.~~

6. That rapid transit services should be initiated as early as possible in the Regional Corridors to encourage development and redevelopment in these corridors.

7. Key Development Areas described in Policy 5.5.4 of this Plan ~~will~~ should support an overall, long-term density target of 2.5 Floor Space Index for Regional Corridors and Regional Centres combined.

8. To assist the area municipalities in developing urban design guidelines for the various segments of the Regional Corridors, consistent with Policy 5.3.9.b) of this Plan.

9. To explore opportunities with area municipalities and related agencies to trench public utilities such as hydro wires.

10. To explore opportunities with area municipalities to provide sidewalks and lighting in the street right-of-way in order to enhance the visual appearance of the streetscape.

11. Area municipalities will undertake the review of their Official Plans as required under the *Planning Act* and establish or review existing secondary plans that include segments of the regional corridors, consistent with the following:
    a) identify the role and function of the secondary plan area;
    b) promote transit ridership through urban design, scale, land use mix ~~and,~~ location and transit supportive densities;
    c) appropriately integrate new development with existing development to maintain and enhance historical mainstreets;
    d) recognize and protect the cultural heritage resources;
    e) buildings shall be oriented to the street to create a consistent setback and building form adjacent to the street right-of-way;
    f) building design should set a high standard of urban design;
    g) buildings and sites shall be designed to achieve accessibility in terms of transit, pedestrians, cyclists and persons with disabilities;
    h) contributes to the overall mix of commercial, housing, employment and institutional uses in the Regional Corridor;
    i) complies with the Regional Streetscape Policies;
    j) identifies Key Development Areas within the regional corridor segment, consistent with Policy 5.5.4 of this Plan;
    k) identify the existing areas which will not redevelop in the near future but have redevelopment potential in the long term;
    l) provide for public gathering places, streetscaping and greening supportive of the pedestian environment and integrated with the local and Regional greenland systems including parks, bicycle and pedestrian systems and natural features;
    m) appropriately integrate with and transition to the surrounding land uses and built form through scale, use and design, and:
    n) other policies of this Plan.

12. That development should be monitored to determine the effectiveness and appropriateness of existing policies and practices for the planning and implementation of regional corridors.

13. That the delivery of transit services shall support the development objectives of this Plan.

14. To assign priority to Regional capital infrastructure improvements in regional corridors.

15. That the area municipalities, in partnership with the Region, shall develop implementation strategies for the policies of the secondary plans reviewed or

developed under Policy 5.5.13 of this Plan. These strategies will be consistent with Policy 5.3.14 of this Plan.

16. ~~Priority for residential development other than low density should be given.~~ Residential designations should favour higher density residential forms over single- and semi-detached dwellings

18. That all new development shall either front or flank the Regional Corridor roadway or other routes for higher order transit services. New backlots are not permitted.

## 5.6 Local Corridors

A system of arterial roads and provincial highways ~~eriss~~cross the Region linking communities together. In the urban areas of the Region certain arterials or corridors have the potential to link regional and Local Centres by efficient transit services. These corridors also have great potential for more intensive mixed-use development, which would be supported by transit services.

Some of these corridors may be identified as routes for rapid transit services and facilities. In such cases, the Regional Corridor polices in Section 5.5 of this Plan shall apply to these segments.

Local Corridors located in existing and proposed urban areas have ~~great~~ potential for new residential and employment growth at densities that would make frequent transit service possible. The appropriate level of density will depend on site-specific circumstances and the nature of development along and adjacent to the corridors.

**Objective: Promote opportunities for residential and employment growth and intensification along local corridors serving the local communities.**

It is the policy of Council:

1. That development and redevelopment in the corridors address the following criteria:
   i. identify the function of each section of the corridor;
   ii. establish a range of residential and commercial uses, including ~~unit types, tenures and commercial uses, including~~ retail, offices, mixed uses and services;
   iii. establish density and performance standards to encourage mixed-use residential and commercial building forms, in addition to single-use buildings, with particular attention to creating public spaces at grade;
   iv. establish consistent setback provisions to encourage a continuous building form adjacent to the street right-of-way;
   v. establish site-specific parking requirements that recognize the level of planned transit service and the need for residential and commercial activities; as well, to encourage the provision of alternatives to street parking along the

street frontage, for example, underground or parking at the rear with appropriate screening;

vi. encourage pedestrian activity through the arrangement and design of a development and streetscaping; and

vii. observe ~~the~~ Regional Streetscape policies ~~in Section 5.2~~.

2. That major new development or redevelopment proposals on corridors be evaluated in terms of the policies of this section of the Plan.

3. That area municipal policies concentrate new employment within 200 metres of transit stops.

4. To encourage area municipalities, as part of corridor planning, to revitalize and preserve traditional main street areas.

5. To require that secondary plans contain policies which indicate the function of corridors considering the historic function and provide land use policies along the Local Corridors.

6. That those segments of local corridors identified through the environmental assessment process as locations for rapid transit services and facilities may be subject to and consistent with the Regional Corridors policies under Section 5.5 of this Plan.

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Amendment to the Definition Section:

Floor Space Index: means the ratio of gross floor area to the lot area.

Attachment 2

**Council Attachment**
**Appendix 2**

## Presentations to Local Area Municipal Councils & Committees

| Date | Municipality |
|---|---|
| Tuesday, January 13, 2004 | **Vaughan** Committee of the Whole |
| Monday, February 16, 2004 | **East Gwillimbury** Council |
| Monday, March 1, 2004 | **Richmond Hill** Committee of the Whole |
| Tuesday, March 2, 2004 | **Markham** Development Committee |
| Tuesday, March 2, 2004 | **Aurora** Council |
| Monday, March 22, 2004 | **Richmond Hill** Committee of the Whole |
| Tuesday, April 13, 2004 | **Newmarket** Council |

## VAUGHAN PUBLIC CONSULTATION SESSION – WHAT WE HEARD

| | |
|---|---|
| ***Meeting Date:*** | **Wednesday March 3, 2004** |
| ***Meeting Location:*** | **Woodbridge Pool & Memorial Arena**<br>**Memorial Hall**<br>**5020 Highway 7, Vaughan** |
| ***Public in Attendance:*** | **15** |
| ***Staff in Attendance:*** | Rob Gibson, Vaughan Planning<br>Chris Giles, York Region Planning<br>Sean Hertel, York Region Planning<br>Ben Petch, York Region Planning<br>Leigh Anne Wiseman, York Region Planning<br>Karen Whitney, York Region Planning<br>John Waller, York Region Planning |

**COMMENTS/DISCUSSION Heard at this meeting are as follows:**

**CENTRES + CORRIDORS –**

- Clarification needed on whether same development principles apply to both centres and corridors
- Need to focus intensification on corridors rather than just growing out into farmland
- General concern about implementation along the whole corridor regarding urban design and density – this might not be possible
- Concern that creating pedestrian oriented areas will increase congestion levels (e.g. take away traffic lanes)
- Explanation is needed to address what happens in areas that are not identified as Key Development Areas
- More transit-supportive development is needed in centres and corridors, not less
- Implications on traffic and congestion must be identified (e.g. where will truck traffic be redirected?)
- Clarification needed as to why other centres are not included in emerging areas (e.g. Carrville)

- Public needs to be informed about what the City and Region are doing to attract centres and corridors development (e.g. economic development and marketing strategies)

**URBAN DESIGN –**

- More attention must be given in new development to good design
- Must tailor design policies for specific areas – enhance the character of the community
- Planners need to be vigilant and stick to policies in order to achieve good design
- Design needs to promote safety and be appropriate for all seasons (e.g. shelter from rain)
- Design must recognize winter conditions especially (i.e. icicles and ice)
- Pedestrian supportive design along Highway 7 is needed
- Streetscaping is very important and must incorporate ALL components – trees, boulevards, good building design and pedestrian areas
- Landscaping is a key requirement when buildings are oriented to the street
- Pedestrian safety needs to be incorporated into the design process
- Sun and shadow impacts need to be addressed in design process
- Public greenspace needs to be preserved and enhanced within centers and corridors

**POLICY AND IMPLEMENTATION –**

- Development should promote environmental sustainability
- Maintain greenspaces rather than cash-in-lieu – amenity areas and green areas are important
- Comprehensive planning of greenspace is important – should be able to walk to parks (e.g. provide linkages between buildings and park system)
- Context of local areas needs to be considered – respect and enhance existing character
- Respect historic areas – retaining past is important (e.g. Old Woodbridge)
- Concerned that zero-lot-lines (i.e. building up to the street) will mean no lanscaping
- Need to get the message and policies out in new, growing communities

- Community sustainability is important – need residential and employment opportunities – get Vaughan residents on buses
- Prevent less desirable, marginal uses (e.g. under-utilized plazas)
- Density bonusing should be limited
- Principles need to be applied and implemented in other areas, in addition to the Regional Centres
- Need planning policies (i.e. secondary plans) in place before development can occur

**NEXT STEPS –**

- Get the word out – change in perception is needed in order to get people on board
- Communication and consultation is needed with other stakeholders – approach retailers and office developers about locating in Regional Centres
- Public and private partnerships must be defined – set out roles and responsibilities
- Private sector involvement and consultation is required – need to make centres and corridors pay for themselves and identify financial tools
- Public leadership through investment is key (both carrots and sticks)
- Clarify whether individual Vaughan urban design studies apply to this work

| | |
|---|---|
| ***Meeting Date:*** | **Thursday March 4, 2004** |
| ***Meeting Location:*** | **Markham Town Centre**<br>**Canada Room**<br>**101 Town Centre Boulevard, Markham** |
| ***Public in Attendance:*** | **8** |
| ***Staff in Attendance:*** | Tim Lambe, Markham Planning<br>Murray Boyce, Markham Planning<br>Chris Giles, York Region Planning<br>Sean Hertel, York Region Planning<br>Ben Petch, York Region Planning<br>Leigh Anne Wiseman, York Region Planning<br>Karen Whitney, York Region Planning<br>John Waller, York Region Planning |

**COMMENTS/DISCUSSION Heard at this meeting are as follows:**

**DEVELOPMENT PATTERNS AND DESIGN –**

- Make sure that developers stick to the plan
- Need a minimum greenspace requirement in plans
- Need to achieve a real mix of uses
- Walking between uses is important
- Need to be creative in the way uses are mixed
- Eyes on street
- Mix of incomes – Cornell is a good example
- Planning must account for existing neighbourhoods to ensure fit
- Don't make an existing neighbourhood an island
- New commercial areas need to be sensitive to existing residential
- Address crime issues
- Don't want a whole lot of Toronto
- Streetscapes should be inviting, active, pedestrian oriented, walking environment, attractive
- Exciting centres

- Vancouver provides good examples of active streetscapes

**TRANSPORTATION –**

- How much will Quickstart cost?
- When will Quickstart be implemented?
- Traffic congestion is frustrating

**PUBLIC CONSULTATION –**

- How are developers being informed so initial proposals are closer to policy goals?
- An increase in transit use needs to be linked with decreased traffic congestion
- Consult with residents on a small, neighbourhood scale to boost awareness (e.g. focus on areas around elementary schools)
- Need to talk to people at the local neighbourhood level to generate ideas and fully engage communities
- Communicate through schools and community centres to get the word out
- What are the Regional Councilors doing to engage residents (e.g. newsletters)?

**HEALTHY COMMUNITIES –**

- Diverse communities that interact are important
- Healthy communities need to be a key component of the Regional Official Plan
- Are there studies on what creates healthy communities?
- Healthy communities are key – don't just focus on transportation nodes
- Engaging youth in healthy communities is important
- Plan needs integration with human services

| | |
|---|---|
| ***Meeting Date:*** | **Monday March 8, 2004** |
| ***Meeting Location:*** | ***York Region Administrative Centre Seminar Room*** **17250 Yonge Street, Newmarket** |
| ***Public in Attendance:*** | **8** |
| ***Staff in Attendance:*** | Cindy Wackett, Newmarket Planning<br>Jason Unger, Newmarket Planning<br>Royce Fu, Newmarket Planning<br>Mark Hanlon, York Region Transportation & Works<br>Sean Hertel, York Region Planning<br>Ben Petch, York Region Planning<br>Leigh Anne Wiseman, York Region Planning<br>Karen Whitney, York Region Planning<br>James Stiver, York Region Planning<br>John Waller, York Region Planning |

**COMMENTS/DISCUSSION Heard at this meeting are as follows:**

**TRANSPORTATION COMMENTS –**

- Development focused on corridors would impede traffic (e.g. Yonge Street is already congested)
- Move nodes off of corridors with linkages to reduce congestion
- Add more roads adjacent to rail corridors – build new development nodes ( e.g. a new "mini" Highway 401)
- Make Better use of existing transportation routes (i.e. GO Rail Line)
- Stop Highway 404 and Bradford By-pass to help curb sprawl
- Extend York Region Transit into Toronto – eliminate need for a transfer
- Change timing of traffic lights to improve flow (Bathurst Street and Carrville Road)
- Add rail lines to 400-Series Highways (i.e. in the right-of-way)

**LOCATION OF DEVELOPMENT AND GROWTH COMMENTS –**

- Why not intensify Newmarket's old core?

- Plan is good but unrealistic - development pressures too great elsewhere (e.g. Queensville)
- Need strong controls to influence development
- Who will use Community Improvement Plans (Section 28 of the Planning Act)?
- Will the Region encroach on local planning?
- Ensure that developers don't use Regional planning policies to counteract local municipal initiatives/plans
- What is the implementation process/timing at the local level? (A: each municipality is at a different stage)
- Who lives in this Region and where do they work? Can we track this?

**ENERGY-RELATED COMMENTS –**

- Address energy supply (i.e. How will we keep up with development?)
- Energy saving incentives?
- Look to Toronto's Official Plan energy-saving incentives (e.g. green roofs)
- Energy conservation is important
- Population should not be able to grow beyond energy supply

| | |
|---|---|
| ***Meeting Date:*** | **Monday March 22, 2004** |
| ***Meeting Location:*** | **York Region South Services Centre<br>First Floor Training Centre<br>50 High Tech Boulevard, Richmond Hill** |
| ***Public in Attendance:*** | **98** |
| ***Staff/Councillors in Attendance:*** | Debra Alexander, Richmond Hill Planning<br>Chris Giles, York Region Planning<br>Sean Hertel, York Region Planning<br>Ben Petch, York Region Planning<br>Barb Jeffrey, York Region Planning<br>Dianne Pomeroy, York Region Planning<br>Neil Garbe, York Region Planning<br>Anna Karasik, York Region Planning<br>Paul Bottomley, York Region Planning<br><br>Councillor David Cohen |

**COMMENTS/DISCUSSION Heard at this meeting are as follows:**

**FUNDING –**

- Alternative financing for large public projects is being looked at
- Be careful with privatization
- What type of built form makes a bigger profit?
- Are we going to have financial guarantees from senior levels of government?

**DESIGN –**

- How do we get better design in our communities
- How do we ensure new development does not negatively affect existing communities?

**DENSITY –**

- Density in York Region is low and makes a car necessary

- Need a higher density target
- Is 2.5 FSI a good threshold given development's context
- Change the ROPA to give local municipalities final authority over density
- Higher density leads to congestion – Need mixed uses to combat this
- Consider new centres?
- Don't want local municipalities to make everything a Key Development Area
- Concerns over: safety, crime, pollution, lifestyle given higher density development
- Can we prevent developers from changing the zoning?
- Need clause to prohibit density outside designated areas
- Areas should be designed for high growth
- Need to specify building height as well as density
- Standard definition of density: net vs. gross
- Maybe take out 2.5 FSI and replace with height limits
- What are criteria for Key Development Areas – size of land should be consideration
- Look to stable areas and areas in transition

**TRANSPORTATION –**

- How do you change the auto oriented mindset – the Region needs to do more
- Is York Region working with GO to extend rail services?
- What are the modal splits for the ROPA?
- Needs to be a boundary/limit where the rapid transit corridor begins/ends
- Can transit and built form be put in at the same time?
- Need to build the subway and transit first
- ROPA should only go ahead only with final commitments from senior levels of government for transit funding
- Highway 7 should not be called a highway anymore
- Need transit before development

### HISTORICAL PRESERVATION –

- Preserve historical downtowns
- Preserve historical core areas – ROPA 43 supports historical areas
- Preserve and Protect existing residential areas

### GENERAL COMMENTS –

- Prevent another North York
- Region has neglected Vaughan/Thornhill
- Need an ongoing forum for information on planning initiatives
- Need to be more specific about functions of corridors
- Examine low or zero growth options
- Need to enforce the ROP policies – "Sticks and Carrots", enforcement needed
- Balance between the regional OP and local OPs needs to be established – be more prescriptive
- What can ordinary residents do to motivate town to review secondary plans
- Staff and council need to work closer together – let staff make some of the decisions
- Need to quantitatively show regional/local councillors that the public supports a more robust ROPA 43
- What provisions do we have for affordable housing? – need more teeth
- Provisions to use federal initiatives for affordable housing
- What are the initiatives for commercial/employment/industrial development? – mixed use employment targets; employment /population ratios

### ROPA 43 SPECIFIC COMMENTS –

- ROPA needs to be more prescriptive
- ROPA needs more teeth
- ROPA should contain more "must", less "shall"
- Consider referendums for deciding Key Development Areas
- Need to qualify what mixed use is

| | |
|---|---|
| ***Meeting Date:*** | **Wednesday March 31, 2004** |
| ***Meeting Location:*** | **Richmond Hill Municipal Offices<br>OMB Room<br>225 East Beaver Creek Road,<br>Richmond Hill** |
| ***Public in Attendance:*** | ***26*** |
| ***Staff/Councillors in Attendance:*** | Chris Giles, York Region Planning<br>Sean Hertel, York Region Planning<br>Ben Petch, York Region Planning<br>Laura Atkins-Paul, York Region Planning<br>Dianne Pomeroy, York Region Planning<br>Karen Whitney, York Region Planning<br>Neil Garbe, York Region Planning<br><br>Regional Councillor David Barrow |

**COMMENTS/DISCUSSION Heard at this meeting are as follows:**

**TRANSIT –**

- What is the timing of the Rapid Transit Plan?
- What can be done to discourage numerous retail trips?
- Need Park-N-Rides
- Buses are not good enough:
  - People will not ride them
  - Trains are better
  - Transit must be easy for people
- What transit guidelines does the ROPA 43 follow?
- What are some true transit solutions?
- Need sidewalks on Highway 7

## DENSITY (2.5 FSI) AND DEVELOPMENT TYPES –

- 2.5 FSI – Issues
  - Must be an end state
  - Only within Key Development Areas
  - Needs be context sensitive
  - Other criteria must apply
- What would the density in regional centres currently be?
  - Response: Regional centres are focal points. Highest densities would be there
- 2.5 FSI dominates other critical factors in the plan
  - Can be interpreted in many different ways
  - Maybe 2.5 should not be there
  - 2.5 can not be used in isolation from other criteria
  - What does compact development mean?
- Transition/Buffer zones between high and low density developments?
  - Is it site specific?
    - Response: should be implemented through Secondary Plans
- What is the current FSI in RH?
- What is it now along corridors?
  - Response: Varies
- Is 2.5 FSI Site Specific?
  - Response: It is a target that not all sites will reach (some will be over, some under)
- Do not want the development and density to add to congestion

## POLICY –

- When will ROPA 43 be in place in a perfect world?
  - Need transit in place
  - Mix of uses is key
- How do you stay ahead of changing retail formats?
  - Balance between policies and market forces

- How do residents ensure that policies are implemented?
- Need to keep policies current
  - How can this be done with limited resources?

## ROPA 43 –

- What are the exact boundaries of the Regional Centres?
- What is the boundary of the corridor?
  - Response: Depends on local context
- Need to highlight changes in ROPA since last version
- Do we have OMB buy in on the ROPA 43?
- What happens in the interim (time before ROPA 43 is adopted)?
  - Seems to be a basic mistrust in how the Region approaches development applications
- What are ROPA's teeth?
- Need an ongoing planning forum

| | |
|---|---|
| ***Meeting Date:*** | **Wednesday April 7, 2004** |
| ***Meeting Location:*** | ***Aurora Public Library***<br>**Magna Room**<br>**15145 Yonge Street, Aurora** |
| ***Public in Attendance:*** | **15** |
| ***Staff/Councillors in Attendance:*** | Susan Seibert, Aurora Planing<br>Chris Giles, York Region Planning<br>Ben Petch, York Region Planning<br>Karen Whitney, York Region Planning<br>Neil Garbe, York Region Planning<br>John Waller, York Region Planning<br><br>Councillor Phyllis Morris |

**COMMENTS/DISCUSSION Heard at this meeting are as follows:**

**PARKING -**

- Need government incentives for underground parking
- Underground parking needs to be economically viable
- Parking requirements need to be reduced over the long term

**DENSITY, DEVELOPMENT, AND RELATED -**

- Height needs to be regulated at some level of government
- Heritage conservation is very important
- Will density transfers be permitted?
- Core of plan is heart of town
- Will local municipality be forced to develop at high densities if they choose not to?
- If soil can not support development will development go forward?
- Aurora downtown is already a community

- Need to now be planning transportation infrastructure out at 404 – before the sewers and water are implemented
- Really important to catch up on transportation planning
- Why lead growth with sewage and water instead of transportation?
- Transit isn't the transportation solution but it is a part
- Need to do a better job at putting the road system first or at same time as development
- Q: Any plans for extending subway? A: Potentially to Hwy 7
- Look for better ways to get people to the TTC
- If we could capture some of the gas savings of using transit it would be good
- Trains are great but expensive and too infrequent

**CENTRES AND CORRIDORS COMMENTS -**

- Should be more centres on Yonge St.
- Does this fit into objectives of bill 26 and 27?
- How is affordable housing going to be encouraged?
- Growth management important
- How does this plan fit in with provincial initiatives?
- Aurora needs support from Region for intensification and employment
- Need different development which is more relevant to Aurora
- Need solid leadership at local and Regional levels
- Would like a second representative on Regional council
- How much has the C&C planning cost?

**INFRASTRUCTURE –**

- How will new development be supplied with water (given the current shortage)?
- If sewers originally planned are not servicing all of the development originally planned or if the costs of construction are higher than anticipated – who pays?
- How does the water and sewer plan anticipate these changes
- Delays and issues with 16th avenue
- Leslie street sewer should be cut if it creates sprawl

- Sewer and water issue – who will pay for delays and can it be financed through DC?
- Major planning issued: sewage leads development rather than transportation

**PUBLIC MEETINGS –**

- Need to focus on unique characteristics of Aurora
- Is it possible to have another meeting?
- Need better advertising
- Can a future meeting be combined with local council?
- Need better publicity – news coverage
- Need to get a better public understanding through continued publicity and consultation