

Annotated Version of the Adopted Regional Official Plan, December 2009 Showing Proposed Regional Modifications

This version of the Regional Official Plan has been annotated to show the revisions made from the Adopted December 2009 version to show proposed Regional modifications for Council consideration.

Revisions to the Plan are shown as follows:

Additions are shown in red text and underlined: Addition
Deletions are shown in blue text with a strikethrough: ~~Deletion~~

A Sustainable Natural Environment

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 rich, productive soils of the Holland marsh wetlands~~¹ and the rolling hills of the Oak Ridges Moraine. These provide habitat for a variety of species and play an important role in the Region's ecology and native biodiversity. Many of 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.

The natural environment influences and shapes the Region's history and structure and contributes to Regional identity. It dictated early settlement patterns such as the alignment of major streets and the location of settlements. The distribution of resources such as forests, arable land and aggregate resources influenced the economic development of the Region.

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 policies in Chapter 2 are fundamental to ensuring the Region retains its distinct identity; remains an attractive place to invest; 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 protect and enhance the natural environment for current 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*

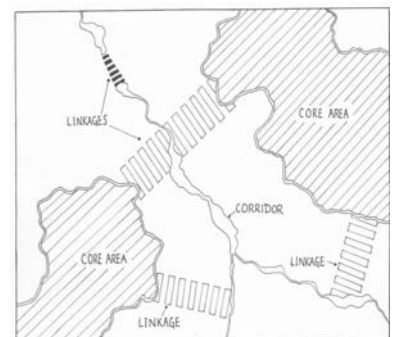
¹ [Modification 1](#)

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

Sustainability Benefits of the Regional Greenlands System

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



revisions to local greenlands systems will be included within this Plan without amendment.

6. 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 which will not require an amendment to this Plan.
7. That the Regional Greenlands System shall be enhanced through Regional greening initiatives, partnerships, infrastructure projects and urban development to achieve ecological gains for the System.
8. That development applications within 120 metres of the Regional Greenlands System 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, the Greenbelt and the Lake Simcoe watershed, study requirements for *key natural heritage features* and *key hydrologic features* are identified in policy 2.2.19.
9. 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.
10. 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.
11. That local greenlands systems within *new community areas*, identified in accordance with policies 2.1.4 and 2.1.10, and shown schematically on Map 2 of this Plan within the Regional Greenlands System, shall be permanently protected from *development* and *site alteration*.
12. That notwithstanding policy 2.1.11, within the Regional Greenlands System in *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, and ~~that if~~ no other practical location exists for this infrastructure.²
13. To require a ~~Regional~~ Greenlands System Plan as a component of secondary plans within *new community areas* that is consistent with policy 5.6.14 of this Plan.³
14. 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. Infrastructure within the Regional Greenlands

² Modification 2

³ Modification 3

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 and functions.

Key components of an environmental impact statement can include:

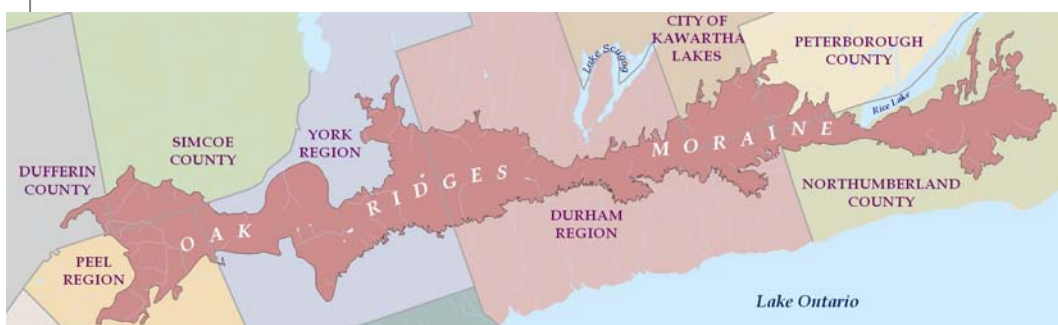
- a biophysical inventory and functional analysis
- identification of development constraints and System enhancement opportunities
- an assessment of impacts from the proposed activities
- the analysis of mitigation measures
- the determination of net effects
- the identification of monitoring for developments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



St. John's Sideroad context sensitive design

watershed, or the Natural Heritage System of the Protected Countryside in the Greenbelt, the policies which are most protective of the feature will apply.

10. That the policies of this section must be read in conjunction with the policies of Section 2.1.
11. 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.
12. To co-operate with conservation authorities, the Province and local municipalities in order to further define and better understand *key natural heritage features*, *key hydrologic features* and their functions and to promote improved stewardship and protection strategies.
13. 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

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.

Oak Ridges Moraine, Greenbelt, and Lake Simcoe Watershed 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, the Greenbelt Plan, and the Lake Simcoe Protection Plan.⁴

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 three Provincial Plans.

Objective

To ensure that the *key natural heritage features* and *key hydrologic features* on the Oak Ridges Moraine, Greenbelt, and the Lake Simcoe Watershed are protected in accordance with Provincial Plans.

It is the policy of Council:

14. That notwithstanding policy 2.2.4 of this Plan, *development* or *site alteration* is not permitted in, *key natural heritage features* and *key*

⁴ [Modification 4](#)

27. 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.
28. 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.
29. 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 technical papers 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, and species of special 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.

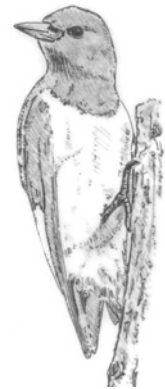
It is the policy of Council:

30. 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.
31. That within the Oak Ridges Moraine and the Natural Heritage System of the Protected Countryside of the Greenbelt, notwithstanding policy 2.2.4, and 2.2.30 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 and Provincially rare species on the Oak Ridges Moraine⁵.

⁵Modification 5



Monarch Butterfly (special concern)



Red Headed Woodpecker
(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)

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 Forest Conservation By-law that restricts and regulates the removal of trees on private lands through the issuance of permits. 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 21 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 party audit process ensures that the Region is maintaining the forest in a sustainable manner.

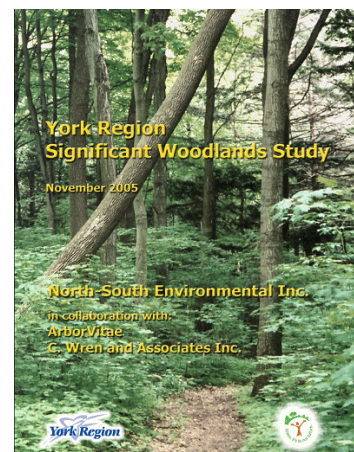
The policies of this section of this Plan are supported by the York Region Significant Woodlands Study. This section provides policies for the identification, management and improvement of woodlands to ensure that the Region will maintain or increase the area of woodlands, have woodlands in the future that support greater biodiversity, and that the Region will continue to recognize the importance of the urban forest.

Objective

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

It is the policy of Council:

38. To increase woodland cover to a minimum of 25% of the Region's total land area.
39. That *significant woodlands*, include any *woodland* meeting one of the following criteria:
 - a. contains *globally or provincially rare plants, animals or communities* as designated by the Natural Heritage Information Centre;
 - b. contains species designated by the Committee on 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 *key hydrologic feature*;
 - d. is over 2 hectares and:



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.

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.

- i. is within 100 metres of another *key natural heritage feature* ~~or *key hydrologic feature*~~⁶ 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.
40. That Map 5 identifies *woodlands* that may be significant 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. This mapping at a larger scale is available from York Region.
41. That site specific studies can be used to determine or verify the significance of *woodlands*. An amendment to this Plan shall not be required if a site specific study determines that a *woodland* does not meet any of the criteria identified in policy 2.2.39 of this Plan.
42. That outside of the Oak Ridges Moraine, Greenbelt, and the Lake Simcoe watershed, a minimum *vegetation protection zone* of 10 metres shall be provided from the dripline of a *significant woodland*. *Vegetation protection zone* requirements within the Oak Ridges Moraine, Greenbelt, and the Lake Simcoe watershed are detailed in policies 2.2.15 and 2.2.18 of this Plan.
43. To prohibit *development* and *site alteration* within *significant woodlands* and their associated *vegetation protection zone* notwithstanding policy 2.2.4 of this Plan.
44. That notwithstanding policy 2.2.43 of this Plan, in order to integrate the Regional Greenlands System enhancement objectives with the intensification and compact community design objectives of this Plan, *development* and *site alteration* may be permitted within part or all of a *significant woodland* if all of the following are met:
- a. the *woodland* is located in the Urban Area;
 - b. the *woodland* is located in an area strategic to the achievement of the community objectives of Sections 5.2 and 5.6 of this Plan or is identified within an intensification area detailed in a local municipal intensification strategy, and is evaluated through a secondary plan process, or other appropriate study;
 - c. the *woodland* does not meet criteria in policies 2.2.39.a and 2.2.39.b of this Plan;
 - d. the *woodland* is outside of the Regional Greenlands System;
 - e. the *woodland* is a *cultural community*; and,
 - f. *development* or *site alteration* within part or all of the *woodland* does not affect the ability of a retained portion of the *woodland* and/or adjacent *woodlands* to remain significant in accordance with the criteria in policy 2.2.39 of this Plan.

⁶ [Modification 6](#)

Objective

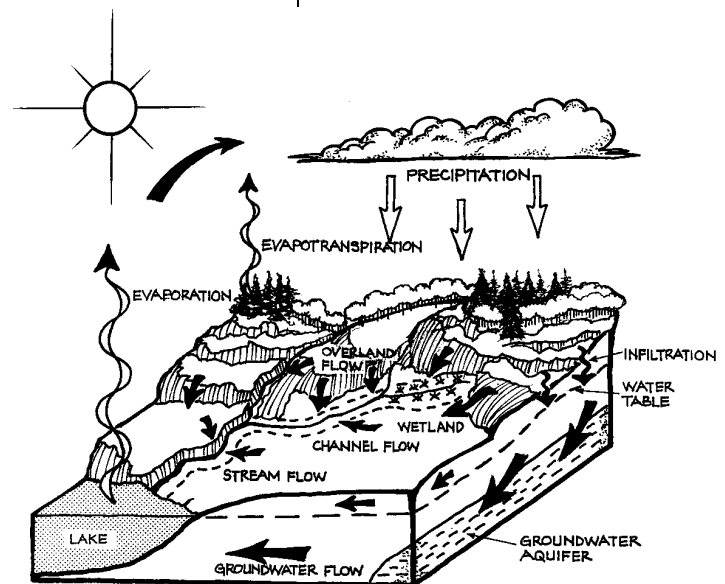
To maintain and enhance water system health to ensure water quality and quantity, and to maintain the natural hydrologic function of water systems.

It is the policy of Council:

1. To prepare a Regional water strategy for both piped services and surface and groundwater sources that will include long term protection and conservation 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 surface water features* and *sensitive groundwater features*.
5. That notwithstanding policy 2.3.4, an application for major development within a *significant groundwater recharge area*⁷ shall be accompanied by an environmental impact study that demonstrates that the quality and quantity of groundwater recharge areas will be protected and enhanced.
6. To amend mapping and policies in this Plan when significant recharge areas or vulnerable aquifer areas are identified.
7. 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.
8. 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.
9. 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:
 - a. assessing the sustainability of current activities and land uses; and,

THE HYDROLOGICAL CYCLE

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⁷ Modification 7

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 equality
- Culture

Count me in! Ontario Prevention Clearinghouse, 2006



Health and Economic Impacts of Air Pollution: Ground Level Ozone and Fine Particulate Matter - York Region		
	2008	2009
Health Impact		
Premature deaths	582	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	\$1,478	\$1,936

Canadian Medical Association

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 support locally grown and produced agricultural products.
9. To encourage a strong sense of community and belonging through volunteerism.
10. To support local municipal dark sky or light pollution abatement initiatives and investigate the creation of Regional light pollution abatement standards.

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 gasses. 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.

⁸The 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.

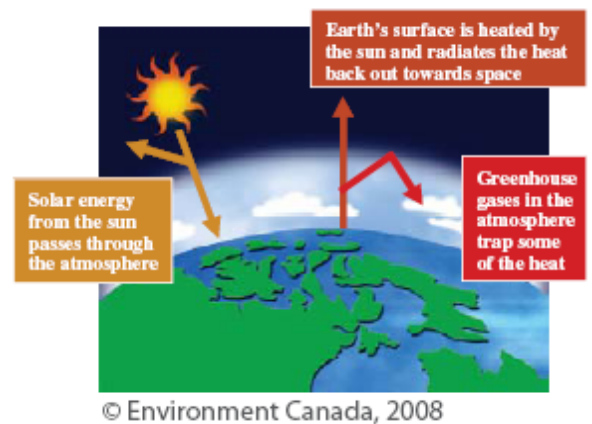
It is the policy of Council:

1. To implement the York Region Sustainability Strategy: Towards a Sustainable Region.

⁸ [Modification 8 \(Sidebar\)](#)

2. To prepare a climate change adaptation action plan in keeping with the York Region Sustainability Strategy: Towards a Sustainable Region.
3. To reduce vehicle emissions by ensuring that communities are designed to prioritize pedestrians and cyclists, reduce single occupancy automobile use, and support public transit and ~~t~~⁹Transportation ~~d~~⁹Demand ~~m~~⁹Management initiatives.⁹
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
- ~~10-9.~~ To work with other levels of government, agencies, and stakeholders to identify the links between climate change, community planning and public health.
- ~~11-10.~~ 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.
- ~~12-11.~~ To work with the Province to increase air quality monitoring stations in York Region and to improve air quality monitoring.
- ~~13-12.~~ To investigate emissions trading and carbon offsets to finance and showcase clean air initiatives in consultation with the Province and Federal government.
- ~~14-13.~~ To investigate strategies related to reducing the industrial use of toxic materials in consultation with provincial, municipal and business partners.

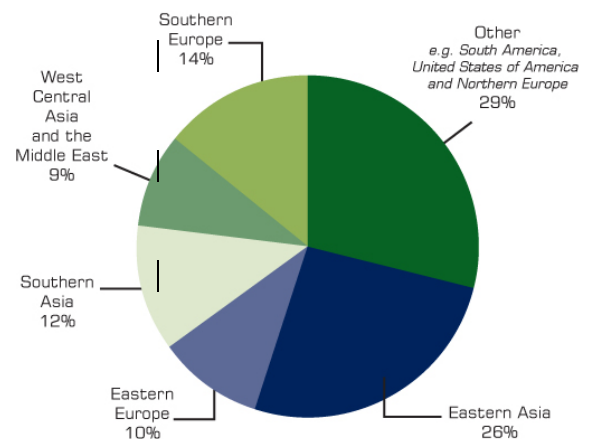
The greenhouse effect



"Preparing for climate change is not a "one size fits all" process. It is ~~is~~ ^{F r} e Bullets and Numbering 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

⁹ Modification 9

¹⁰ Modification 10

~~15-14.~~ 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.

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 cultural¹¹ facilities.
5. To ensure that public 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.

¹¹ Modification 11

Inclusion Means:

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.

Count Me In! Ontario Prevention Clearinghouse, 2006

Diversity Means:

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

Accessibility Means:

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

First Nations with Cultural or Historical Interests in York Region

- Anishinabek
- Huron
- Iroquois

Areas of archaeological potential means areas with the likelihood to contain archaeological resources.

Provincial Policy Statement, 2005



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, in partnership with First Nations, the Métis Nation, and other stakeholders a York Region Archaeological Resources Management Plan which considers:
 - a. the locations of significant or potentially significant archaeological resources, cultural heritage sites, ceremonial sites and sacred sites; and,
 - b. protocols for the protection and management of significant or potentially significant archaeological resources, cultural heritage sites, ceremonial sites and sacred sites.
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 the Region, in accordance with provincial legislation and guidelines. If the archaeological resources pertain to First Nations and/or Métis Nation heritage, the protection and/or management plan will be developed in consultation with appropriate First Nations and Métis Nation communities. In situations where archaeological resources are to be preserved on-site¹², the Region in consultation with local municipalities shall consider regulatory tools such as zoning restrictions and heritage easements.
12. To investigate the potential for a secure re-interment site and interpretation centre for First Nations and the Métis Nation artifacts and remains, where preservation in their current location is not possible.
13. To recognize and celebrate the rich cultural heritage of the Region's ethnic and cultural groups.

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.

¹² [Modification 12](#)

4.3 Protecting Employment Lands

York Region is committed to maintaining and enhancing the long term viability of 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 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 Region's land budget, which form part of the Regional¹³ municipal comprehensive review, be used as the basis for planning for employment lands.

2. To recognize that employment lands are strategic and vital to the Regional economy and are major drivers of economic activity in the Region.¹⁴

3. To protect, maintain and enhance the long term viability of all employment lands for employment land uses.¹⁵

4. To require local municipalities to designate and protect employment lands in local municipal official plans.¹⁶

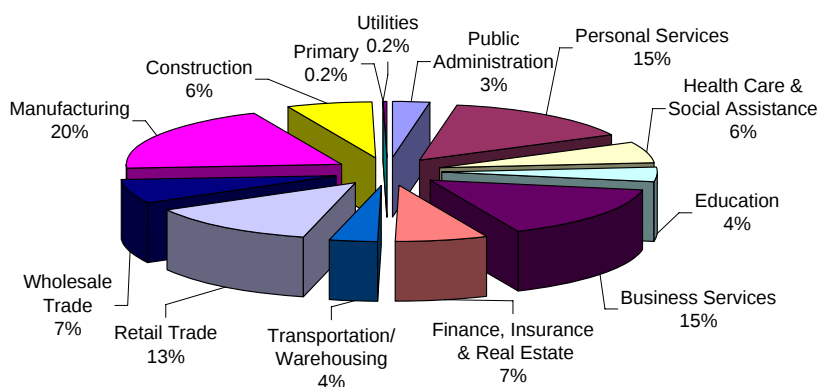
- ~~2-5.~~ To protect all employment lands ~~identified-designated~~ in local municipal official plans. ~~These lands are strategic and vital to the Regional economy and are to be protected~~ for employment land uses.¹⁷

- ~~3.~~ To require local municipalities to designate and protect employment lands in local municipal official plans.

- ~~4-6.~~ To protect strategic employment lands, including lands as identified in Figure 2, including lands beyond the planning horizon of this Plan. Strategic employment These lands are identified based on their proximity to existing or planned 400-series highways. Strategic employment lands and should be identified and protected in local municipal official plans.¹⁸

- ~~5-7.~~ To require local municipalities to give priority to the strategic employment lands identified in Figure 2 when considering additional employment land designations.¹⁹

York Region Employment by Industry, 2008



York Region Employment Survey, 2008

¹³ Modification 13

¹⁴ Modification 14

¹⁵ Modification 15

¹⁶ Modification 16

¹⁷ Modification 17

¹⁸ Modification 18

¹⁹ Modification 19

~~6-8.~~ 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 land designated as industrial and business park in local official plans; and,
- b. uses not permitted on employment lands include residential, *major retail* and non *ancillary* uses.

~~7-9.~~ That notwithstanding policy 4.3.86, the conversion of employment lands to non-employment land uses may be considered, together with local municipalities, provided that a Regional municipal comprehensive review has been completed in accordance with the applicable policies, forecasts and land budget of the Region.

~~8.~~ That the conversion of employment lands within Regional Centres and key development areas along Regional Corridors do not require a municipal comprehensive review for mixed use development that supports the policies contained in Section 5.4 of this Plan.²⁰

~~9-10.~~ 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.

~~10-11.~~ To allow a limited amount of *ancillary* uses on employment lands, provided that the proposed use is designed to primarily service businesses in the employment lands and that *ancillary* uses collectively do not exceed 20% of total employment in the employment land area.

~~11-12.~~ 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.

~~12-13.~~ That local municipalities include official plan and secondary plan policies and zoning provisions to exclude land uses other than employment and *ancillary* uses on Local Corridors and other major streets within- ~~and/or adjacent to~~ employment lands and to the centreline of streets adjacent to employment lands.²¹

~~13-14.~~ That employment land development be designed to be both walkable and transit accessible where possible.

~~14-15.~~ That development 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~~²² adjacent to centres and corridors.

~~15-16.~~ To work with local municipalities to provide a diverse mix of lot sizes on employment lands.

~~16-17.~~ To require flexible and adaptable employment lands that include street patterns and building design and siting that allow for redevelopment and *intensification*.

²⁰ Modification 20

²¹ Modification 21

²² Modification 22

~~17-18.~~ To work with local municipalities to review and monitor opportunities for employment land *intensification*.

~~18-19.~~ To require local municipalities to conduct 5-year reviews of employment lands to accommodate employment *intensification*.

~~19-20.~~ 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.

~~20-21.~~ That industries on private services be limited to existing approved sites.

~~21.~~ That the Strategic Employment Land symbol associated with the North Leslie Secondary Plan Area, shown on Figure 2 is subject to an Ontario Municipal Board hearing which will determine the detailed land use designations at the local municipal level. When the Ontario Municipal Board decision and order are issued, Figure 2 will be revised accordingly.²³

22. That the employment land designation policies in ROPA 52 continue to apply.

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-related retail, to Regional Centres and Corridors.
5. To require local municipalities to define *major retail* uses within the context of the local commercial hierarchy.

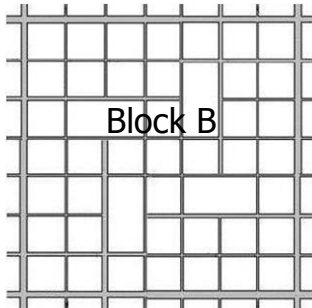
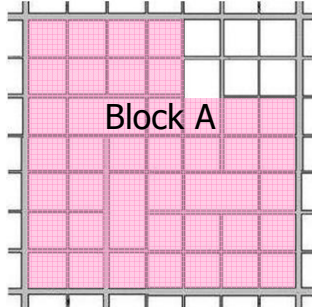
York Region's historical mainstreets include:

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

²³ Modification 23

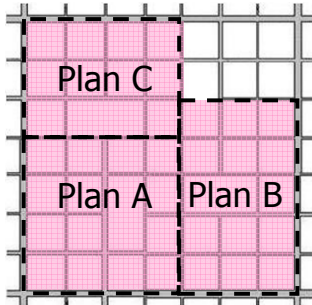
Phasing:

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



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 75% of residential land area built) 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 subsequent to ROPA 1, 2 and 3²⁴, 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;
 - f. the completion of local municipal strategies and policies to phase in and achieve the intensification targets in this Plan; and,
 - g. 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

²⁴ Modification 24

options and district energy systems, and will ensure that communities are designed to optimize passive solar gains.

14. To require that the *designated greenfield area* achieve an average minimum density that is not less than 50 residents and jobs per hectare combined in the *developable area*.
15. ~~To encourage the re-examination of That~~ approved secondary plans within the *designated greenfield area* that are not completely built ~~should be re-examined~~²⁵ to determine if 50 residents and jobs per hectare in the *developable area* can be achieved.
16. To encourage that secondary and subdivision plans within the *designated greenfield area* that are not approved, be developed in accordance with policies 5.6.4 through 5.6.16.
17. That local municipalities shall develop official plan policies and associated procedures for *development* on contaminated or potentially contaminated sites, including the use of community improvement plans where appropriate to promote *brownfield site* redevelopment.
18. To establish, in co-operation with the Province and local municipalities, common density and *intensification* measurements, definitions and monitoring tools.
19. That the policies of this Plan are supported by the Guidelines for Community Development in York Region. New development shall meet all required items, and be encouraged to achieve all optional items. ~~The guideline document shall be amended from time to time without amendment to this Plan.~~²⁶

Sustainable Buildings

Building sustainable communities includes integrating land use and the built form. The policies of this Plan ensure that sustainable buildings are a key component of York Region's communities. The built form plays a major role in supporting the sustainability vision for the Region, by being more energy and water efficient, supporting local industry by buying materials locally, and providing healthier indoor environments.

Objective

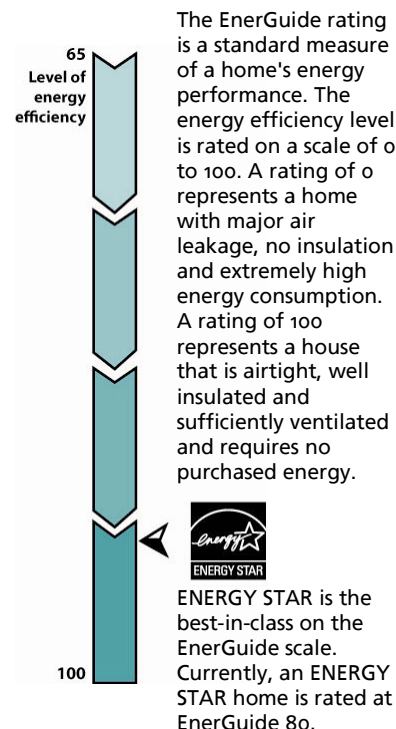
To ensure sustainable buildings throughout York Region as a key component of sustainable communities.

It is the policy of Council:

20. To require the following energy efficiency standards for all new buildings:
 - a. Grade-related (3 storeys or less) residential buildings achieve a minimum performance level that is equal to an ENERGY STAR® standard.
 - b. Mid- and high-rise (4 storeys and greater) residential and non-residential buildings, with the exception of industrial buildings, shall be designed to achieve 25% greater energy efficiency than the Model National Energy Code for Buildings.

²⁵ Modification 25

²⁶ Modification 26



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Buildings (MNECB) establishes minimum requirements for energy efficiency in new buildings. The MNECB applies to all buildings, other than houses of three storeys or less, and to additions of more than 10 m² to such buildings. The document includes detailed information on building envelope, lighting, electrical power, and heating, ventilating and air conditioning systems, which can offer major energy savings.

Water Efficiency can be achieved through the installation of the following features:

10%	20%
4.85 LPF single flush toilets installed in all bathrooms;	4.1 LPF single flush toilets installed in all bathrooms;
Low flow lavatory faucets (max flow of 5.87 litres per minute);	Low flow lavatory faucets (max flow of 5.60 litres per minute);
Low flow shower faucets (max flow of 7.5 litres per minute);	Low flow shower faucets (max flow of 6.6 litres per minute);
Water efficient Dishwasher (≤ 20.0 litres per cycle); and	Water efficient Dishwasher (≤ 20.0 litres per cycle); and
Water efficient Clothes washer (Water Factor of ≤ 7.5).	Water efficient Clothes washer (Water Factor of < 5.5).

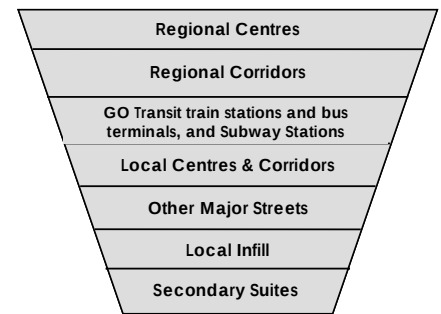
**Table 2: York Region Residential Intensification
Targets by Local Municipality 2006-2031**

	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 to prioritize, phase in and achieve local municipal intensification targets.
4. That the distance to a transit stop in the Urban Area is within ~~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.²⁷
 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;

²⁷ Modification 27

The Intensification Matrix Framework



- c. meeting places and urban squares that incorporate art, culture and heritage; and,
 - d. opportunities for community gardening.
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 5.2.10, 5.4.8, 5.4.9 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.
 - ~~14. That *intensification areas* be planned to avoid *special policy areas* unless there exists no other alternatives outside of the floodplain.~~
 14. That floodplain *special policy area* should not be planned for intensification beyond the level of development that is currently provided for in the local municipal official plan, unless no other alternatives exist outside the floodplain and modifications to the *special policy area* have been comprehensively assessed by the municipality in accordance with Provincial criteria and procedures and approved by the Province. Any new *special policy area* or modifications to the policies or boundaries of an existing *special policy area* requires approval by the Province.²⁸

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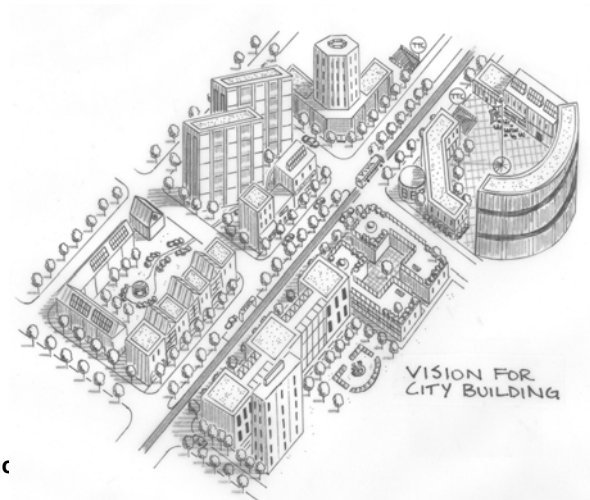
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5.4 Regional Centres and Corridors

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.



²⁸ Modification 28

- 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;
 - 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. a long term resident-to-employee target ratio of 1:1.
21. That local municipalities shall designate 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 Metropolitan 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 long term 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 planning for parking in structured or underground facilities ~~in~~by the final phasing of all site *development*.²⁹
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/Langstaff Gateway Centre, 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 boundaries of the Regional Corridors be designated 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;

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

²⁹ [Modification 29](#)

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 plan³⁰ for *new community areas* that meets or exceeds the policies of this section of this Plan³⁰. 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.
2. That ~~each~~ *new community areas* ~~within each local municipality~~³¹ shall be planned in a comprehensive and co-ordinated manner.
3. 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*.
4. That *new community areas* shall contain a wide range and mix of housing types, sizes and affordability.
5. 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.
6. That within *new community areas*, live-work opportunities be provided through a combination of flexible zoning permissions and accommodations for combined residential and business or personal services, office uses, and home occupations.
7. 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.
8. That *new community areas* shall be planned to consider human services needs, including educational, social, health, arts, culture, and recreational facilities.
9. To design communities to maximize passive solar gains, and to ensure that all buildings are constructed in a manner that facilitates future solar installations.
10. 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.
11. That comprehensive master environmental servicing plans shall be prepared and implemented. These plans will examine all water systems in a comprehensive and integrated manner to:

³⁰ [Modification 30](#)

³¹ [Modification 31](#)

Places to Grow: Growth Plan for the Greater Golden Horseshoe requires a minimum density target of 50 residents and jobs combined per hectare for 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 developable area which equates to approximately 70 residents and jobs per hectare. While this requirement is higher than what is in 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.

- a. understand the integration of all water systems to increase efficiencies;
 - b. maximize water conservation in buildings and municipal infrastructure, including water-efficient landscaping and rainwater collection for reuse; and,
 - c. minimize stormwater volume and contaminant loads, and maximize infiltration through an integrated treatment approach, which may include techniques such as rainwater harvesting, runoff reduction of solids and materials at source, phosphorus reduction, constructed wetlands, bioretention swales, green roofs, permeable surfaces, clean water collection systems, and the preservation and enhancement of native vegetation cover.
12. 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 to~~ a transit stop ~~in the Urban Area~~ is ~~generally no more than~~within 500 metres ~~for of~~ 90% of ~~the population residents~~, and ~~no more than~~within 200 metres ~~for of~~ 50% of ~~the population residents~~; ³²
 - e. all schools and community centres shall be integrated into the community mobility system and provide the ability to walk, cycle, transit and carpool to these locations;
 - 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; and,
 - j. trip-reduction strategies consistent with the policies of Section 7.1 are promoted.
13. That *new community areas* shall be designed to implement the York Region Pedestrian and Cycling Master Plan.

³² Modification 32

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

14. That a ~~Regional~~ Greenlands System Plan³³ shall be prepared that:
 - a. evaluates the potential impact of *development* and ensures the protection, enhancement, and securement of all *key natural heritage features* and *key hydrologic features* 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 ecological 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;
 - f. examines the feasibility of providing local community gardening plots where appropriate, outside of the lands dedicated for parkland; and,
 - g. identifies hazard lands and hazardous sites, incorporates them into the Greenlands System, directs *development* away from these areas and includes an appropriate buffer or access allowance.
15. 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.
16. 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 consistent with policy 5.2.35 of this Plan.

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:

17. That the boundaries of Towns and Villages identified on Map 1 of this Plan shall be defined within local official plans.

³³ **Modification 33**

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 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, Holland Marsh Specialty Crop Area 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 and municipal input, to arrive at the identification of Agricultural and Rural Areas shown on Map 8. The Specialty Crop Area is based on the provincial identification of the Holland Marsh Specialty Crop Area in the Greenbelt Plan. Provincial policy requires that the Agricultural Area and the Holland Marsh Specialty Crop Area receive the highest level of protection from incompatible land uses in municipal planning documents.

Agricultural and Rural Areas Goal

To protect the Agricultural, Rural, and Holland Marsh Specialty Crop Areas and support the agricultural industry as essential components of the Regional fabric.

6.1 The Greenbelt Plan

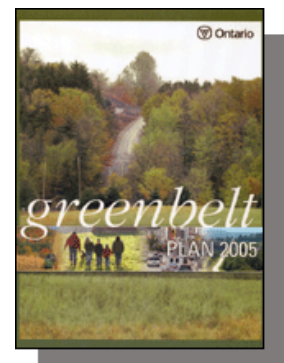
The Greenbelt Plan, including lands within the Oak Ridges Moraine, provides limits to urban expansion in the Region and complements³⁴ Places to Grow: The Growth Plan for the Greater Golden Horseshoe.

The majority of lands outside of the Urban Area of the Region are within the Greenbelt Plan and Oak Ridges Moraine Conservation Plan. These two Provincial Plans provide protection to agricultural and rural lands and their ecological features and functions.

³⁴ [Modification 34](#)

IN THIS CHAPTER:

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



Objective

To protect Agricultural, Rural, and Holland Marsh Specialty Crop Areas within the Greenbelt from incompatible uses.

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 prime agricultural lands and specialty crop lands within the Greenbelt Plan in York Region are designated as Agricultural Area and Holland Marsh Specialty Crop Area, respectively on Map 8.
3. That local municipalities shall identify the Greenbelt Protected Countryside and the Natural Heritage System in local official plans and determine specific permitted uses to meet the requirements of the Greenbelt Plan and this Plan.
4. That refinements to either the Agricultural Area or Rural Area designations found in the Greenbelt and shown on Map 8, are not permitted unless undertaken through a [Regional³⁵](#) municipal comprehensive review or the provincial review of the Greenbelt Plan in 2015.
5. That lands designated as Agricultural Area, Rural Area or Urban Area in this Plan that are also part of the Natural Heritage System in the Greenbelt Plan are subject to the Regional Greenlands System policies of Section 2.1 of this Plan, and are intended to function as part of the Regional Greenlands System in the long term.
6. That new multiple units or multiple lots, as defined in the Greenbelt Plan, for residential dwellings, such as estate residential developments, adult lifestyle, and retirement communities are prohibited, except in the Serviced Lakeshore Residential Area in the Town of Georgina [existing at the date of approval of this Plan³⁶](#).
7. 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.
8. That where there is a conflict between policies of this Plan, local official plans and the Greenbelt Plan, the more restrictive policy shall apply, [with the exception of lot creation policies as set out in the Greenbelt Plan. Local official plans and zoning bylaws shall not be more restrictive as they apply to agricultural uses and mineral aggregate resources.³⁷](#) ~~except, mineral aggregate and wayside pits, where this Plan and local official plans cannot be more restrictive than the Greenbelt Plan.~~

³⁵ [Modification 35](#)

³⁶ [Modification 36](#)

³⁷ [Modification 37](#)

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, Greenbelt and Lake Simcoe Watershed Features
- 3.4 Cultural Heritage
- 5.6 Building Complete, Vibrant Communities
- 6.3 Agricultural and Holland Marsh Specialty Crop Areas
- 6.4 Rural Area
- 6.5 Mineral Aggregate Resource Areas
- 7.3 Water and Wastewater Servicing
- 8.3 The Planning Process

9. That the Rouge Park connecting Lake Ontario to the Oak Ridges Moraine in eastern Markham, Whitchurch-Stouffville, and Richmond Hill is contained within the Greenbelt Plan and the Regional Greenlands System. Within the Rouge Park, land uses shall be permitted in accordance with the Greenbelt Plan and the Rouge North Management Plan.
10. That within the Town of Richmond Hill, the Greenbelt Plan policies apply only to those lands within major river valleys and as defined by provincial regulations. Local municipal land use designations and special provisions within these portions of the Greenbelt Plan have been identified through the approval of the North Leslie Secondary Plan by the Ontario Municipal Board in 2006 and ~~2009~~³⁸ 2010.
11. That the Keswick Business Park Study Area is subject to Section 3.4.4 of the Greenbelt Plan and special provisions in the Official Plan of the Town of Georgina. Any development of these lands will require an amendment to this Plan and the local official plan.

~~12. That the Vandorf Preston Lake Community Plan is subject to Section 3.4.4 of the Greenbelt Plan and policy 5.6.31 of this Plan.~~³⁹

F r e Bullets and Numbering

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

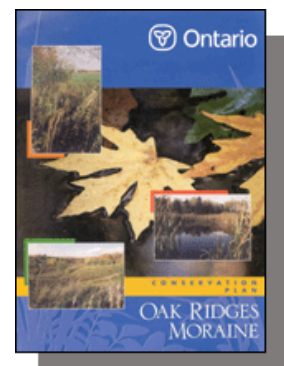
To protect and where possible improve or restore the ecological and hydrological integrity of the Oak Ridges Moraine.

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

³⁸ [Modification 38](#)

³⁹ [Modification 39](#)



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, Greenbelt and Lake Simcoe Watershed Features
- 3.4 Cultural Heritage
- 5.6 Building Complete, Vibrant Communities
- 6.3 Agricultural and Holland Marsh Specialty Crop Areas
- 6.4 Rural Area
- 6.5 Mineral Aggregate Resource Areas
- 7.3 Water and Wastewater Servicing
- 8.4 Interpretation

5. To require local official plans and zoning by-laws to include appropriate policies to implement 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 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.
10. 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.
11. 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.
12. 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 ~~was~~ legally existing ~~at that time~~⁴⁰ as of March 27, 2003.
- ~~13. That notwithstanding policies 6.2.9, 6.2.10 and 6.2.11, 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, as amended. In addition, any development permission established by such a further approval may be recognized in the local municipal official plan and zoning by-law.⁴¹~~
- ~~14.~~¹³. That estate residential developments, adult lifestyle and retirement communities created by plans of subdivision or condominium are prohibited in the Natural Core, Natural Linkage and Countryside

⁴⁰ Modification 40

⁴¹ Modification 41

designations of the Oak Ridges Moraine unless all required applications meet the transitional provisions of the Oak Ridges Moraine Conservation Act, 2001, as amended⁴².

~~15-14.~~ That applications for *major development* are required to meet the provisions of the Oak Ridges Moraine Conservation Plan.

~~16-15.~~ 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.

~~17-16.~~ To request that the Province clarify the provisions of the Oak Ridges Moraine Conservation Plan with respect to *alternative energy systems* and *renewable energy systems*, either prior to or as part of the 2015 review of the Oak Ridges Moraine Conservation Plan.

~~18-17.~~ That where a term is defined in the Oak Ridges Moraine Conservation Plan, those definitions shall prevail over those contained in this Plan.

~~19-18.~~ 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.

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 Holland Marsh 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.

The agricultural sector contributes significant value to the Regional economy yearly. The Holland Marsh alone generates between \$95 and \$169 million of economic activity yearly to the Provincial economy.

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 agricultural production.

Objectives

To protect Agricultural and Holland Marsh 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:

⁴² Modification 42

1. To recognize and protect the Agricultural Area and the Holland Marsh 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 Holland Marsh Specialty Crop Area, *normal farm practices* and a full range of *agricultural uses*, *agriculture-related uses* and *secondary agricultural uses* are supported and permitted.
3. That uses not related to Agriculture are prohibited within the Agricultural Area and Holland Marsh Area.⁴³~~That non-agricultural uses are prohibited within the Agricultural Area and Holland Marsh Specialty Crop Area.~~
4. That outside of the Greenbelt Plan and the Oak Ridges Moraine Conservation Plan, refinements to either the Agricultural Area or the Rural Area, shown on Map 8, are not permitted unless undertaken through a Regional⁴⁴ municipal comprehensive review.
5. That the Agricultural Area and Holland Marsh Specialty Crop Area shall be designated and protected in local municipal official plans and zoning by-laws.
6. 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.
7. That new permitted land uses, consents, and new or expanding livestock operations shall comply with the Province's *Minimum Distance Separation Formulae*.
8. That consents will only be permitted in the Agricultural Area and Holland Marsh 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 Holland Marsh 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



Holland Marsh Specialty Crop Area

⁴³ Modification 43

⁴⁴ Modification 44

additional residence can be constructed on the retained farmland.

9. That notwithstanding policy 6.3.8.e of this Plan, a consent for an *agriculture-related use* is not permitted on the Oak Ridges Moraine.
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 ~~and~~ King⁴⁵ not within the Oak Ridges Moraine or Greenbelt, *normal farm practices* and a full range of *agricultural uses, agriculture-related uses* and *secondary agricultural uses* shall be permitted and encouraged.
12. That Urban Area expansions justified through the Region's municipal comprehensive review and land budget shall not require an agricultural justification report.
13. That within the Holland Marsh Specialty Crop Area, the Region will encourage and support the Province in balancing continued agricultural production and potential expansion with natural heritage values and policies.
14. 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.
15. To promote agricultural practices which minimize impacts on air quality and climate change, such as no-till farming.
16. To discourage the removal of topsoil and encourage local municipalities to enact by-laws, under the Municipal Act, to regulate the removal of topsoil.
17. That *alternative energy systems* and *renewable energy systems* shall be permitted within the Agricultural Area, but not within the Holland Marsh Specialty Crop Area except in accordance with provincial and federal requirements. Any such systems within the Greenbelt shall be subject to the policies of the Greenbelt Plan and shall be designed to minimize disturbance on agricultural operations.
18. That in addition to uses permitted in policy 6.3.2 of this Plan, on those lands identified on Map 5 as Conservation Area/Regional Forest or Provincial Park/Nature Reserve, a full range of public open space uses, including environmental education and demonstration projects, passive and active recreation, and associated facilities are permitted.

Farmer's Markets and Agricultural Festivals in York Region

- Aurora Farmers' Market
- Newmarket Main Street Farmers' Market
- Georgina Farmers' Market
- Markham Farmers' Market
- Downtown Stouffville's Farmers' Market
- Sutton Fair and Horse Show
- Markham Fair
- Woodbridge Fall Fair
- Kettleby Fair
- Kleinburg Binder Twine Festival
- Whitchurch-Stouffville's Strawberry Festival
- Stiver Mill Farmers' Market in Unionville
- Main Street Markham Farmers' Market
- York Farmers' Market

Local Agriculture

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

Objective

⁴⁵ Modification 45

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 inert.

14. 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.
15. That within the Greenbelt Plan Area, and the Oak Ridges Moraine Conservation Plan Area, existing and new mineral aggregate operations and wayside pits shall comply with the provisions of the applicable Provincial Plan.
16. That outside of the Oak Ridges Moraine and Greenbelt, but within the Lake Simcoe watershed, applications for new mineral aggregate operations and wayside pits and quarries shall comply with the Lake Simcoe Protection Plan.
17. To protect petroleum resources for long term use. Exploration and production of petroleum resources is a permitted activity in all land use designations except the Urban Area, Towns and Villages, the Natural Core Area of the Oak Ridges Moraine Conservation Plan, *evaluated⁴⁶ wetlands, and significant habitat of endangered and threatened species.*
18. That development on, abutting, or adjacent to lands affected by oil, gas and salt hazards or petroleum resource operations, may be permitted only if rehabilitation measures to address and mitigate known or suspected hazards are underway or have been completed. Buildings may not be constructed within 75 metres of an active or unplugged petroleum well.
19. That rehabilitation of petroleum wells must be conducted according to the applicable legislation and its regulations and standards and all activities adjacent to a petroleum well shall be conducted in accordance with a well licence from the Province. Mapping of these resources may be obtained from the Province.

⁴⁶ *Modification 46*

CHAPTER 7

Servicing Our Population

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

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, airports⁴⁷, 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, employers and policy makers. The policies of this Plan create an environment that supports conservation as a comfortable⁴⁸ 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 **T**ransportation **d**emand **M**anagement program that promotes walking, cycling, transit use and a per capita reduction in trips taken. To reduce automobile dependence, 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.

⁴⁷ Modification 47

⁴⁸ Modification 48



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

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 ~~t~~**T**ransportation ~~d~~**D**emand ~~m~~**M**anagement⁴⁹ policies and programs will help create an environment where walking, cycling and transit are comfortable and convenient ways to reach employment, recreation and cultural destinations in York Region and across the Greater Toronto and Hamilton Area.

Objective

To reduce automobile dependence 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 ~~t~~**T**ransportation ~~d~~**D**emand ~~m~~**M**anagement⁵⁰ measures to reduce single occupancy automobile trips are identified in transportation studies and in *development* applications.
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* applications 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 that new institutional, commercial and industrial *development* applications include a ~~transit demand~~**Transportation Demand Management**⁵¹ strategy that considers preferential carpool parking, bicycle facilities, employee transit passes, and alternative work arrangements.
10. To work with institutional, commercial and industrial employers to undertake ~~transit demand~~**Transportation Demand Management**⁵² strategies to encourage preferential carpool parking, bicycle facilities, employee transit passes, and alternative work arrangements.

⁴⁹ **Modification 49**

⁵⁰ **Modification 50**

⁵¹ **Modification 51**

⁵² **Modification 52**

11. To require local municipalities to adopt land use and site design policies that promote ~~alternative~~ ~~sustainable~~⁵³ modes of transportation, including walking, cycling, transit, and carpooling.
12. To implement transit pass bulk-buying programs for employers and to encourage employers to provide transit passes in lieu of parking.
13. To partner with the Province and Metrolinx to provide transit service to carpool lots along 400-series highways.
14. 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.
15. To encourage retailers and community facilities to provide discounts and incentives to those using transit and active forms of transportation.
16. To develop a discounted university and college transit pass program ~~in~~ ~~partnership~~⁵⁴ with educational institutions.
17. To partner with Metrolinx, the private sector and non-governmental agencies to deliver real-time information on commuting options.
18. To explore and leverage opportunities for funding from the Province and Federal government, as well as from other funding sources, for ~~T~~ransportation ~~e~~Demand ~~M~~anagement⁵⁵ 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:

19. To develop a long term, innovative strategy for water conservation and efficiency.
20. 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.

⁵³ [Modification 53](#)

⁵⁴ [Modification 54](#)

⁵⁵ [Modification 55](#)



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

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, 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~~ comprehensive and inter-connected⁵⁶ 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. 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. The York Region Transportation Master Plan sets immediate and long term public transit goals that form the basis for the transit network.

⁵⁶ Modification 56



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

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 Metrolinx rail and bus service, an aggressive **T**ransportation **D**emand **M**anagement⁵⁷ 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.
22. To work with partners to complete the transit network, as illustrated on Map 11, including subway line extensions, Metrolinx 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 **designated as Regional Transit Priority Network on Map 11**, including the construction of *high-occupancy vehicle lanes*, dedicated transit lanes, transit signal priority and other transit priority measures.⁵⁸
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 so that the distance to a transit stop **in the Urban Area** is within 500 metres of 90% of residents, and within 200 metres of 50% of residents **in the Urban Area**.⁵⁹
 - 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 and accessibility features;
 - d. directing medium- and high-density urban development to rapid transit corridors;

⁵⁷ **Modification 57**

⁵⁸ **Modification 58**

⁵⁹ **Modification 59**

- 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;⁶⁰
 - h. giving priority to pedestrian and cycling access to transit through the planning and development approval process;
 - 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 prepare a mobility plan and demonstrate the proposal's approach to 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 multi-use paths, 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 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. transit stations including intermodal terminals, mobility hubs, subway, bus and light rail stations and related passenger drop-off and commuter parking areas;
 - b. related infrastructure, including vent shafts, *transit operation and maintenance facilities*, 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; and,
 - e. public streetscape enhancements.
 33. That the transit network is generally described in one or more of the following documents:
 - a. approved environmental assessments or approved transit project assessments;
 - b. the York Region Transit 5-Year and annual Service Plans;

⁶⁰ [Modification 6o \(Transit Modal Split Sidebar\)](#)

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~~^{all} modes of transportation including private vehicles, walking or cycling.



50. That land required for new or realigned Regional streets to accommodate land development be conveyed, at no expense to the Region, up to and including the first 36 metres of the required right-of-way.
51. 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.
52. To request that the Province work with York Region and the local municipalities to expedite the planning, corridor protection and early construction of the following facilities:
 - a. Highway 427 north ~~to the GTA West Corridor~~ beyond Highway 7;⁶¹
 - 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.
53. To require local municipalities to design street systems to accommodate pedestrian, cycling and transit facilities.
54. To work with local municipalities to complete missing sidewalk links on Regional streets in the Urban Area.
55. 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.
56. To require local municipalities to protect arterial streets under local jurisdiction, as illustrated on Map 12, as major transportation corridors.
57. 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 block, in all new urban developments, including *new community areas*.
58. 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.
59. To encourage all appropriate agencies to expedite the construction of street/railway grade separations where warranted.
60. To plan and co-ordinate cross-boundary transportation needs with adjacent municipalities and appropriate agencies.
61. To update the York Region Transportation Master Plan at least every 5 years concurrent with the 5-year review of this Plan.
62. To update and implement York Region's Towards Great Regional Streets study.

⁶¹ [Modification 61](#)

63. That an Individual Environmental Assessment will be undertaken for the unopened road allowance of Teston Road between Dufferin Street and Keele Street which will include a comprehensive network analysis and environmental impact assessment to determine a preferred transportation strategy in the corridor.⁶²

F r e Bullets and Numbering



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.

It is the policy of Council:

- 63-64. To promote an interconnected goods movement network that links local municipalities and surrounding areas, utilizing Provincial highways, Regional streets and rail corridors.
- 64-65. 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.
- 65-66. To support the optimization of the existing transportation network for goods movement, through methods such as access management and intelligent transportation systems.
- 66-67. To support the protection of existing rail lines and promote rail as an efficient goods movement method.
- 67-68. To encourage the protection of abandoned railway rights-of-way for public uses such as trails, cycling paths, and transit.
- 68-69. To ensure that noise, vibration and safety issues are carefully managed for land uses in proximity to rail facilities, rail corridors and intermodal yards.

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

F r e Bullets and Numbering

⁶² Modification 62

- ~~69-70.~~To encourage freight and logistics uses to locate in clusters that create synergies within the goods movement industry.
- ~~70-71.~~To encourage employment uses and activities that require heavy truck traffic to locate in areas near and adjacent to Provincial highways.
- ~~71-72.~~To support an interconnected and efficient system for goods movement through:
- 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; and,
 - the addition of 400-series highway interchanges and overpasses.
- ~~72-73.~~To recognize that Provincial highways and Regional streets are generally corridors for goods movement, subject to existing truck and load restrictions.
- ~~73-74.~~To promote an urban structure and street network in Regional Centres and Corridors that allows for the efficient movement of goods.
- ~~74-75.~~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.
- ~~75-76.~~To direct the movement of hazardous goods to rail and roadways outside of the Urban Area, where possible.
- ~~76-77.~~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.
- ~~77-78.~~To encourage grade separation of railways and major streets, where warranted.
- ~~78-79.~~To encourage businesses to move towards more energy efficient and effective freight modes and technologies.
- ~~79-80.~~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:

- ~~80-81.~~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.

~~81-82.~~ 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.

~~82-83.~~ To support efficient transportation connections, including transit, streets and rail, from York Region to both Toronto Pearson International Airport and the proposed Pickering Airport.

~~83-84.~~ 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.

~~84-85.~~ 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.

~~85-86.~~ To prohibit new official plan approvals for residential development ~~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.⁶³

~~86-87.~~ The Toronto Buttonville Municipal Airport lands are designated for business park use in the Town of Markham Official Plan, including permission to operate an airport. When airport operations at the Buttonville Airport cease, the significant majority of the subject lands shall be retained for business park use, as contemplated in the Town of Markham Official Plan. The Town of Markham will determine the details of the future use of these lands through an implementing secondary plan process. ~~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, consistent with Transport Canada guidelines.~~⁶⁴

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.

⁶³ Modification 63

⁶⁴ Modification 64



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 and surface water quality.
23. That no new on-site⁶⁵ wastewater system will be permitted within 100 metres of the Lake Simcoe Shoreline, other lakes, or any permanent streams within the Lake Simcoe watershed except as provided for under the provisions of the Lake Simcoe Protection Plan.
24. To work with local municipalities to reduce the amount of inflow and infiltration in both local and Regional wastewater systems.
25. To ensure that wastewater effluent is managed to minimize impacts on the quality of the receiving water.
26. To ensure that biosolids resulting from wastewater treatment are managed sustainably.
27. 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.
28. That water and wastewater facilities will be designed and operated to reduce energy use and, where possible, energy recovery.
29. 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.
30. That the planning and design of water and wastewater infrastructure will consider potential impacts from climate change.
31. To ensure secure and resilient Regional water and wastewater systems to maintain continual service.

⁶⁵Modification 65

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~~ **Gold Awarded**

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. ⁶⁶To 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,

⁶⁶ [Modification 66 \(sidebar\)](#)

- 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.
 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.

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	<i>Development</i> within 120 metres of the Regional Green s lands ⁶⁷ System but outside of the Oak Ridges Moraine and the Greenbelt
Natural Heritage Evaluation	<i>Development</i> within 120 metres of a <i>key natural heritage feature</i> on the Oak Ridges Moraine, or the Natural Heritage System of the Greenbelt, or the Lake Simcoe watershed
Hydrological Evaluation	<i>Development</i> within 120 metres of a <i>key hydrologic feature</i> on the Oak Ridges Moraine or Greenbelt
Agricultural Impact Study	Non-agricultural <i>development</i> within the Greenbelt
Landform Conservation Area Plan	<i>Development</i> on landform conservation areas within the Oak Ridges Moraine
Earth Science Heritage Evaluation	<i>Development</i> within the minimum area of influence of an earth science area of natural or scientific interest
Lake Simcoe Protection Plan Conformity	<i>Development</i> within the Lake Simcoe watershed
Archaeological Assessment	<i>Development</i> 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	<i>Development</i> within the Greenbelt

⁶⁷ [Modification 6z](#)

Oak Ridges Moraine Conservation Plan Conformity	<i>Development within the Oak Ridges Moraine</i>
Mineral Aggregate Study	<i>Development within and/or adjacent to mineral aggregate resources</i>
Water and Wastewater Servicing Plan	All Regional Official Plan Amendment applications

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, are fixed where they are identified by a municipal street, rail line, parcel fabric as it exists on the day of adoption of this Plan, lot and/or concession blocks, or, other clearly identifiable physical features.
4. That amendments to land use designations will ~~only~~^{not} be considered within the Oak Ridges Moraine Conservation Plan Area:
 - a. ~~unless as~~ part of the provincial review of that Plan;
 - b. ~~or except~~ as provided for in the Oak Ridges Moraine Conservation Plan and the Oak Ridges Moraine Conservation Act, 2001, ~~as amended~~; or,
 - c. ~~within the~~ Urban Areas or Towns and Villages ~~on the Oak Ridges Moraine~~.

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Amendments 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 will not be considered. ⁶⁸

5. That notwithstanding policy 8.4.4 of this Plan, technical amendments to correct mapping errors within the Oak Ridges Moraine Conservation Plan Area are permitted in accordance with policy 8.4. ~~12~~13.
6. That amendments to the Protected Countryside of the Greenbelt Plan will not 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.
7. That as part of the 2015 review of the Oak Ridges Moraine Conservation Plan and the Greenbelt Plan, the Region, in consultation with the local municipalities, will monitor and review:
 - a. the availability of strategically located employment lands and determine whether there is a need to consider re-designation of 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;
 - b. the supply of lands for development in the Urban Area and Towns and Villages. Where the lands are not required for development to 2031, such lands may be considered for re-designation to an appropriate Oak Ridges Moraine Conservation Plan or Greenbelt Plan designation; and,
 - c. the designation of the Agricultural Area and the Rural Area in this Plan and in local municipal official plans.
8. That should Provincial Plans be amended as a result of the review in policy 8.4.7 of this Plan, this Plan and local municipal official plans shall be amended accordingly.
9. 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.
10. That the boundaries and policies of the Parkway Belt West Plan as amended, take precedence over the designation shown on Map 1 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.
11. That in the case of a discrepancy between the text and the related map, the policies will take precedence.
12. No amendment to this Plan is required to construct new or expanded infrastructure subject to and approved under the Environmental Assessment Act which considers the sustainability and growth

⁶⁸ Modification 68

management objectives of this Plan and is in conformity with Provincial Plans.⁶⁹

~~13.~~ ~~12.~~ That an amendment to this Plan is not required and changes may be made during office consolidations for:

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- 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.

Transition

~~13.~~ ~~14.~~ To recognize legally existing and approved land uses as they exist at the time this Plan is approved.

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~~14.~~ ~~15.~~ That applications received on/or after the date of this Plan's approval be subject to the policies of this Plan.

~~15.~~ ~~16.~~ That proponents with pending applications at the time of this Plan's approval be encouraged to work with the Region to re-examine the proposed applications based on the policies in this Plan.

Greenbelt Plan

~~16.~~ ~~17.~~ That existing uses and residential dwellings on existing lots of record in the Greenbelt are subject to Section 4.5 of the Greenbelt Plan.

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~~17.~~ ~~18.~~ That in accordance with Policy 5.2.1 of the Greenbelt Plan, where a local municipal official plan or zoning bylaw was amended to specifically designate land uses prior to the Greenbelt Plan coming into force and effect, the approval may continue and further applications required under the Planning Act or Condominium Act to implement the official plan approval are not required to conform to the Greenbelt Plan and are permitted in this Plan.

~~18.~~ ~~19.~~ That within the Greenbelt Plan area, transition provisions for applications are determined by the Greenbelt Act, 2005, and the Greenbelt Plan.

Oak Ridges Moraine Conservation Plan

~~20.~~ ~~19.~~ That within the Oak Ridges Moraine Conservation Plan, uses, buildings and structures legally existing on November 15, 2001 are permitted in

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⁶⁹ Modification 69

every land use designation, subject to the provisions of the Oak Ridges Moraine Conservation Moraine Plan.

~~20-21.~~ That within the Oak Ridges Moraine Conservation Plan, transition provisions for applications are established within the Oak Ridges Moraine Conservation Act, 2001, as amended⁷⁰ and the Oak Ridges Moraine Conservation Plan, 2002.

22. That notwithstanding policies 6.2.9, 6.2.10 and 6.2.11, 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, as amended. In addition, any development permission established by such a further approval may be recognized in the local municipal official plan and zoning by-law. (Refer to Modification 41)

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⁷⁰ Modification 70

DEVELOPABLE AREA

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

The *developable area* excludes:

- a. environmental features identified in Places to Grow: Growth Plan for the Greater Golden Horseshoe;
- b. the Regional Greenlands System;
- c. *key natural heritage features* and *key hydrologic features*;
- d. major infrastructure rights-of-ways⁷¹ (i.e. existing 400-series highways and finalized route alignments for extensions or future 400-series highways, utility lines, and rail lines); and,
- e. existing uses (e.g. cemeteries, estate subdivisions).

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, Planning Act, or Condominium Act process; or,
- b. works subject to the Drainage Act.

EARTH SCIENCE AREAS OF NATURAL AND SCIENTIFIC INTEREST

Areas of land containing natural landscapes or features that have been identified by the Province as having earth science values related to protection, scientific study or education. Provincially and Regionally significant Earth Science Areas of Natural and Scientific Interest are included in this Plan.

ENVIRONMENTALLY SIGNIFICANT AREAS

Land or water areas that contain distinctive or unusual features, perform a key ecological function and/or provide habitat for significant plant and/or animal species as determined by studies undertaken from time to time by conservation authorities and/or local municipalities.

FISH HABITAT

Means fish habitat as defined in the Federal Fisheries Act as spawning grounds and nursery, rearing, food supply, and migration areas on which fish depend directly or indirectly in order to carry out their life process.

⁷¹ [Modification 71](#)

Means any inland body of standing water larger than a pool or pond or a body of water filling a depression in the earth's surface. The littoral zone refers to the area of shallow water in a lake that extends from the shoreline lakeward to the limit occupancy of rooted aquatic plants.

LIFE SCIENCE AREAS OF NATURAL AND SCIENTIFIC INTEREST

Areas of land and water containing natural landscapes or features that have been identified by the Province using approved evaluation procedures, as having life science values related to protection, scientific study or education. Provincially and Regionally significant Life Science Areas of Natural and Scientific Interest are included in this Plan.

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 RETAIL

Major retail includes retail big box stores, retail warehouses and shopping centres.

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

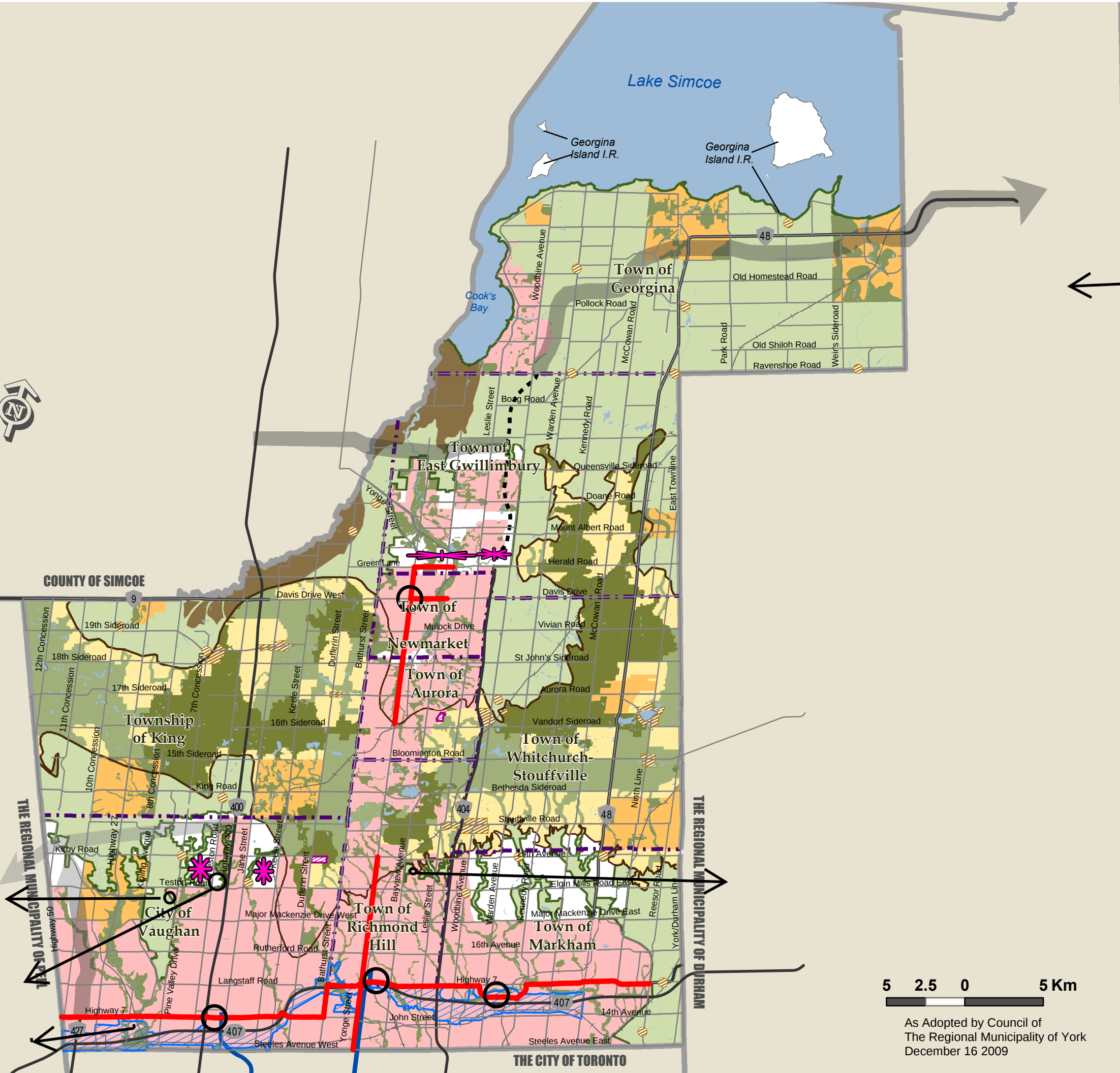
Lands added to the Urban Area through a Regional municipal comprehensive review, beyond those designated as Urban Area at the date of approval of this Plan which are illustrated by the asterisks on Map 1.⁷²

⁷² Modification 72

MAP 1

REGIONAL STRUCTURE

- Regional Centre
- Regional Corridor
- Subway Extension
- Urban Area
- Potential Urban Expansions
- Location, Size and Phasing to be Determined
- Towns and Villages
- Regional Greenlands System (Schematic, See Map 2)
- Oak Ridges Moraine Conservation Plan
- Oak Ridges Moraine Boundary
- Natural Core Area Designation
- Natural Linkage Area Designation
- Countryside Area Designation / Hamlet
- Greenbelt Plan**
 - Greenbelt Plan Area Boundary
 - Greenbelt Protected Countryside / Hamlet
- Holland Marsh Specialty Crop Area
- Parkway Belt West Plan
- Ministers Decision on ORMCP Designation Deferred
- Provincial Highways**
 - Existing
- Controlled Access Highway**
 - Under Construction
 - Proposed
 - Conceptual - Alignment Not Defined
- Municipal Boundary
- Regional Boundary



As Adopted by Council of
The Regional Municipality of York
December 16 2009



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MAP 2

REGIONAL GREENLANDS SYSTEM

-  Regional Greenlands System
-  Greenlands System Vision
-  Urban Area
-  Towns and Villages
-  Hamlet

- Oak Ridges Moraine Conservation Plan**
 -  Oak Ridges Moraine Boundary
 -  Oak Ridges Moraine Plan Area

- Greenbelt Plan**
 -  Greenbelt Plan Area Boundary
 -  Greenbelt Protected Countryside / Hamlet

- Provincial Highways**
 -  Existing
 -  Under Construction
- Controlled Access Highway**
 -  Under Construction
-  Municipal Boundary
-  Regional Boundary



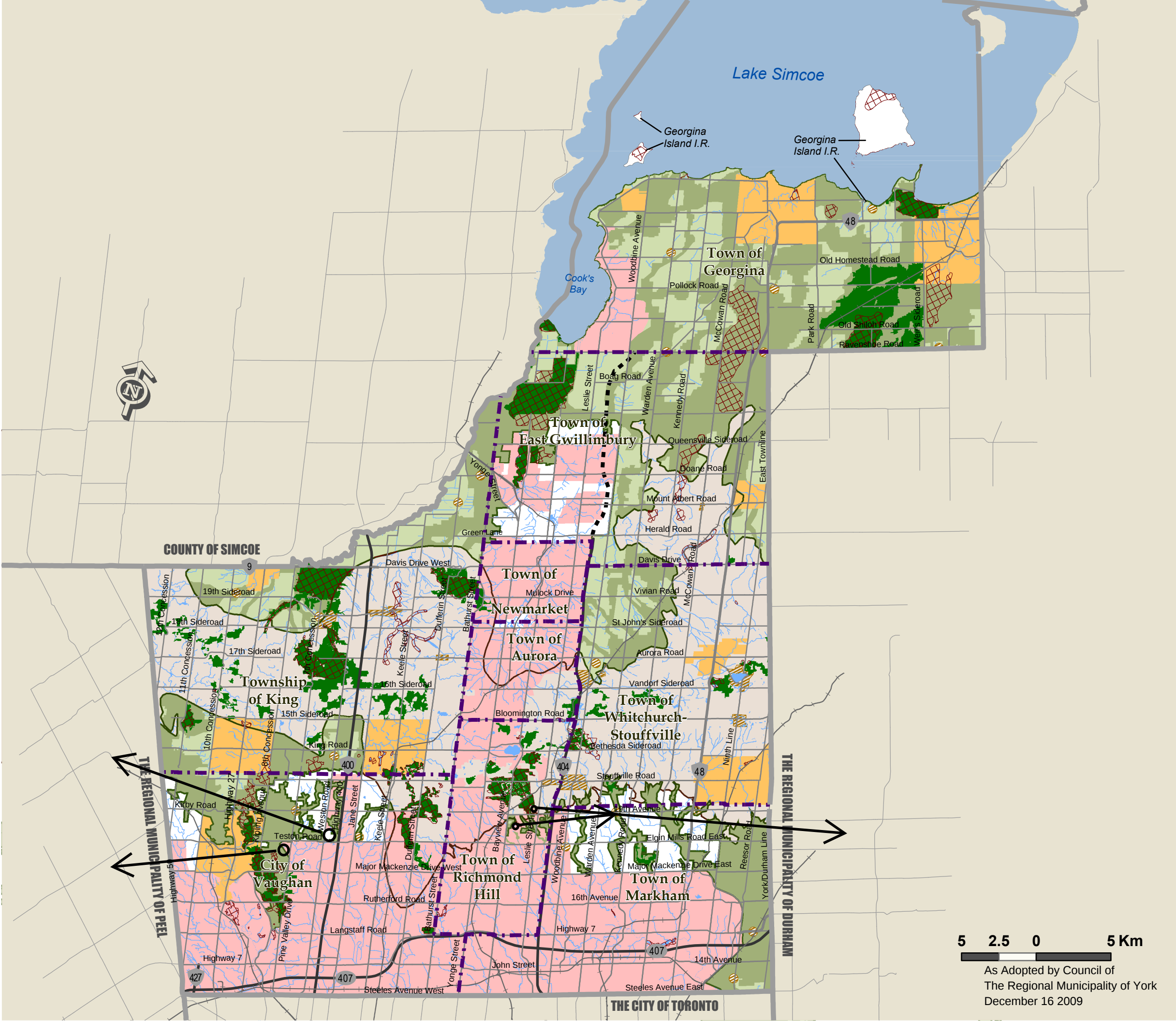
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MAP 3

ENVIRONMENTALLY SIGNIFICANT AREAS AND LIFE SCIENCE AREAS OF NATURAL AND SCIENTIFIC INTEREST



- Life Science Areas of Natural or Scientific Interest
- Environmentally Significant Area

- Oak Ridges Moraine Conservation Plan
- Oak Ridges Moraine Boundary
- Oak Ridges Moraine Plan Area

- Greenbelt Plan
- Greenbelt Plan Area Boundary
- Greenbelt Protected Countryside / Hamlet
- Natural Heritage System

- Urban Area
- Towns and Villages
- Hamlet

- Provincial Highways
- Existing
- Controlled Access Highway
- Under Construction
- Municipal Boundary
- Regional Boundary



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