

## Appendix B: Regional Policy Tables

### *Land Use and Development Policies*

| <b>Document</b>  | <b>Policy Statement</b>  |
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| OP, Section 5, Regional Structure and Growth Management, 5.2, Community Building, pg. 49 to 50 | <p>3. To require an amendment to this Plan for any expansion of the urban areas identified on Map 5. Such amendments shall be adopted by Regional Council only if they are consistent with the following:</p> <ul style="list-style-type: none"> <li>e) an analysis of options for growth direction and sequencing with respect to environment, agriculture and the implications on the availability of servicing including water, sewer, road and transit networks and human services;</li> <li>h) the role of the development lands is supportive of an urban structure of centres and corridors with transit-supportive densities.</li> </ul>   |
| OP, Section 5, Regional Structure and Growth Management, 5.2, Community Building, pg. 50       | <p>7. To require the preparation of comprehensive secondary plans by way of area municipal official plan amendment for new areas of development within the urban areas shown on Map 5, based on the following:</p> <ul style="list-style-type: none"> <li>c) the development provides for a broad range of housing types in the community at overall transit-supportive densities;</li> <li>e) the distance to a transit stop of generally no more than 500 metres (a 5-10 minute walk) for 90% of the residents and no more than 200 metres for 50% of residents;</li> <li>i) a system of walkways and bicycle paths link the community internally and externally to other areas;</li> <li>p) the completion of a transit plan, working with York Region Transit, for the planning area which includes how the area can and will be serviced by public transit and how transit service can and will be integrated with the Regional rapid transit system, the planned Provincial Highway 407 Transitway, and GO Transit services.</li> <li>q) urban design criteria that promotes, but is not limited to, the following: <ul style="list-style-type: none"> <li>i) pedestrian scale, safety, comfort and mobility;</li> </ul> </li> </ul> |
| OP, Section 5, Regional Structure and Growth Management, 5.2, Community Building, pg. 52       | To support area municipalities in their efforts to ensure that urban design plans, site plan submissions and/or zoning regulations promote pedestrian-friendly streetscapes. The Region will support the area municipalities in their efforts to ensure access to buildings and public spaces for persons with disabilities.   |
| OP, Section 6, Regional Infrastructure, 6.1, The Road Network, pg. 82                          | 1. That the hierarchy of roads on Maps 8 and 9 be designed to support the Region's proposed urban structure including centres and corridors. These corridors are to be used by all forms of transportation where appropriate (pedestrian, cyclist, transit, automobiles, trucks) as well as public and private utilities and may also be considered for the implementation of rapid transit facilities.  |

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| <p>OP, Section 6, Regional Infrastructure, 6.1, The Road Network, pg. 82</p>  | <p>2. That the road widths identified in Map 8 are the necessary basic right-of-way widths for the regional road system. Additional width may be required for sight triangles, cuts, fills, extra lanes at intersections and <i>high-occupancy vehicle (HOV) lanes</i>, and for accommodating bicycles, sidewalks and landscaping where appropriate.</p>  |
| <p>OP, Section 6, Regional Infrastructure, 6.1, The Road Network, pg. 83</p>  | <p>3. To continue to improve the York Region road network identified in Maps 8 and 9 subject to the following:</p> <ul style="list-style-type: none"> <li>d) that all road improvement projects take into account the need and requirements of all forms of transportation including automobiles, transit vehicles, trucks, bicycles and pedestrians; and,</li> <li>e) that in identified centres and corridors, priority be given to the needs of transit, pedestrians and cyclists and the integration of adjacent land uses to promote these forms of transportation.</li> </ul>                         |
| <p>OP, Section 6, Regional Infrastructure, 6.1, The Road Network, pg. 84</p>  | <p>10. To require that development proposals that are likely to generate significant traffic include a transportation study so that their impact on the regional transportation system and surrounding land uses can be assessed. In addition to determining the impact of private vehicles, the transportation study should examine ways of encouraging all other forms of transportation such as transit, walking and cycling, and recommend necessary improvements. Council may request modifications to a development proposal if it is found to have an adverse impact on regional transportation.</p> |
| <p>TMP, Section 3.4, Supportive Policies and Programs, 3.4.2, Integration with Land Use Planning and Community/Urban Design, pg. 35</p> | <p>The Region should re-affirm the desired urban structure in its Official Plan with its focus on centres and corridors, and strengthen the community building, centres and corridors policies to create communities and intensify development that will be both transit supportive and pedestrian oriented.</p>  |
| <p>TMP, Section 3.4, Supportive Policies and Programs, 3.4.2, Integration with Land Use Planning and Community/Urban Design, pg. 35</p> | <p>The Region should include new policies in the Official Plan to require:</p> <ul style="list-style-type: none"> <li>• Regional Centres to be served by rapid transit;</li> <li>• the early provision of rapid transit services in the Yonge and Highway 7 corridors to support and shape development/redevelopment in Regional Centres and Corridors; and</li> <li>• transit accessibility to be a key factor in site selection decisions for all government and human services.</li> </ul>   |

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| <p>TMP, Section 3.4, Supportive Policies and Programs, 3.4.2, Integration with Land Use Planning and Community/Urban Design, pg. 35</p> | <p>Region and its Municipalities must take a more affirmative and pro-active approach in implementing the Community Building, Centres, Corridors and Transportation policies, particularly transit supportive policies which support the development of Centres and Corridors, and provide sustainable travel choices including transit, ridesharing, walking and cycling. The establishment of “transit-supportive development and community/urban design guidelines” is recommended to assist both Regional and Area Municipal staff in preparing secondary plans and reviewing development proposals. These guidelines will form the basis for a transit supportive development review checklist for use by all planners involved in the development review process.</p> |
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### *Bicycle and Trail Networks Policies*

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| <p>OP, Section 4, Healthy Communities, 4.1, Human Services, pg. 38 to 39</p>            | <p>2. To provide a safe walking and cycling environment for all members of the community, so that children, elderly people and others will be safe and will not be made to go unreasonable distances.</p> <p>3. To link communities to each other and to places of employment, learning and other community activities with pedestrian, bicycle and transit systems.</p> <p>4. That the design and siting of buildings and their entrances encourage access to pedestrian, bicycle and transit systems.</p> <p>12. To encourage the availability of access by walking, bicycling and transit to education, health, human services, culture and recreation facilities.</p> |
| <p>OP, Section 4, Healthy Communities, 4.2, Cultural Heritage, pg. 39</p>               | <p>9. To encourage access by walking, bicycling and transit to historic core areas and to design vehicular access and parking areas that complement and preserve these cultural heritage areas.</p>   |
| <p>OP, Section 6, Regional Infrastructure, 6.3, Cycling, Walking and Trails, pg. 91</p> | <p>1. To recognize the importance of cycling and walking as a form of transportation and to establish bicycle path and walkway systems in conjunction with local municipalities.</p>  |
| <p>OP, Section 6, Regional Infrastructure, 6.3, Cycling, Walking and Trails, pg. 91</p> | <p>3. To work with area municipalities in providing bicycle and pedestrian paths separated from the roadway on existing and proposed regional roads and utility corridors, parks and green spaces where appropriate. Where feasible, regional roads shall be adapted to provide safer travel for bicycles, and well lighted sidewalks provided on both sides of all arterial roads in urban areas, and towns and villages to provide safer pedestrian routes.</p>   |
| <p>OP, Section 6, Regional Infrastructure, 6.3, Cycling, Walking and Trails, pg. 91</p> | <p>4. To interconnect walking trails and bicycle paths across the Region in cooperation with area municipalities.</p>   |

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| OP, Section 6, Regional Infrastructure, 6.3, Cycling, Walking and Trails, pg. 91                   | 5. To work with area municipalities to ensure that sidewalks and streetlighting are provided on both sides of all arterial and collector roads with transit service.   |
| OP, Section 6, Regional Infrastructure, 6.3, Cycling, Walking and Trails, pg. 91                   | 6. To recognize the importance of providing for bicycle and pedestrian safety and convenience and of protecting the quality of the existing pedestrian environment.  |
| OP, Section 6, Regional Infrastructure, 6.3, Cycling, Walking and Trails, pg. 92                   | 7. To promote the establishment of the Humber River-Oak Ridges Moraine-Duffin Creek trail loop in cooperation with the conservation authorities, the area municipalities and other organizations.  |
| OP, Section 6, Regional Infrastructure, 6.3, Cycling, Walking and Trails, pg. 92                   | 8. To promote the establishment of a Lake Simcoe shoreline trail using existing roadways and public rights-of-way as a base.   |
| OP, Section 6, Regional Infrastructure, 6.3, Cycling, Walking and Trails, pg. 92                   | 9. To promote the establishment of local trail loops using regional lands as a base and major river valley trails in cooperation with other public agencies.   |
| OP, Section 6, Regional Infrastructure, 6.3, Cycling, Walking and Trails, pg. 92                   | 10. To examine opportunities to use abandoned rail right-of-ways, utility corridors, and waterways for transportation, recreation and trails purposes.   |
| TMP, Section 3.4, Supportive Policies and Programs, 3.4.5, Support for Walking and Cycling, pg. 37 | <p>The following is a summary of recommended policy and program directions to be taken by the Region:</p> <ul style="list-style-type: none"> <li>• Changes and Modifications to Official Plan Policies to require: <ul style="list-style-type: none"> <li>- a Region-Wide Cycling Network including an on-street component;</li> <li>- Municipal-wide cycling networks with on-street components;</li> <li>- sidewalks on all arterial and collector roads from the outset of development;</li> <li>- adequate lighting along all sidewalks and major pedestrian routes; and</li> <li>- contributions from developers for sidewalks, lighting and bicycle facilities as a condition of their site plan and subdivision approvals.</li> </ul> </li> </ul> |
|  | <ul style="list-style-type: none"> <li>• Enhancements to the Development Review and Approvals Process to require: <ul style="list-style-type: none"> <li>- all secondary plans to explicitly consider needs and safety of pedestrians and cyclists;</li> <li>- all area and corridor transportation plans and studies to consider safety and contiguous routes for cyclists and pedestrians; and</li> <li>- all developers to include design elements in their site plan applications that recognize walking and cycling as legitimate forms of transportation, including pedestrian and bicycle paths.</li> </ul> </li> </ul>   |

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|  | <ul style="list-style-type: none"> <li>• Modify the Region and Area Municipal Capital Works Programs, to build into their works projects, provisions for:             <ul style="list-style-type: none"> <li>- sidewalks, street lighting and bicycle facilities as appropriate; and</li> <li>- developing pedestrian/bicycle facilities in conjunction with all scheduled municipal road rehabilitation projects.</li> </ul> </li> <li>• Add new programs in support of walking and cycling, including:             <ul style="list-style-type: none"> <li>- a joint Regional-municipal Sidewalk Retrofit Program in Urban York to ensure the provision of full sidewalks and street lighting on existing roads, with top priority assigned to transit routes; and</li> <li>- a Bicycle/Transit Integration Program to provide bicycle racks on buses; and lockers at major transit stations or gateways and other regional or community facilities such as shopping malls, libraries and secondary schools.</li> </ul> </li> </ul> |
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### *Transit Policies*

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| OP, Section 6, Regional Infrastructure, 6.2, The Transit Network, pg. 88 | 2. To develop, at an early date, four Regional Rapid Transit Corridors as shown on Map 10 linking the Regional Centres, and linking the Region with the City of Toronto and neighbouring regions. The initial phases of rapid transit services will be directed to the following corridor segments: <ul style="list-style-type: none"> <li>• Yonge Street Corridor - Richmond Hill Centre at Highway 7 southward to connect with Toronto Transit Commission facilities</li> <li>• Vaughan North-South Corridor - Vaughan Corporate Centre at Highway 7 southward to connect with Toronto Transit Commission facilities</li> <li>• Markham North-South Corridor - Markham Centre at Highway 7 southward to connect with Toronto Transit Commission facilities</li> <li>• Highway 7 Corridor -Jane Street to Highway 27 and Yonge Street to Kennedy Road</li> </ul> The first phase of implementation will include transit priority measures on existing or planned rights-of-way including but not limited to queue-jumping lanes, traffic signal priority measures and state-of-the-art buses. |

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| <p>OP, Section 6, Regional Infrastructure, 6.2, The Transit Network, pg. 88</p> | <p>3. To develop, upon completion of the appropriate Environmental Assessments, a rapid transit network in the four Regional Rapid Transit Corridors as shown on Map 10, linking the Regional Centres, City of Toronto and adjacent regions as follows:</p> <ul style="list-style-type: none"> <li>• Yonge Corridor</li> <li>• Vaughan North-South Corridor</li> <li>• Highway 7 Corridor</li> <li>• Markham North-South Corridor</li> </ul>  |
| <p>OP, Section 6, Regional Infrastructure, 6.2, The Transit Network, pg. 88</p> | <p>5. To plan communities on the basis of significantly increasing public use of transit. While the potential for transit usage varies across the Region, in the urban areas the 30-year target will be one-third of all peak period trips by transit. Specific targets and travel surveys will be prepared by the Region in cooperation with the Province and the area municipalities to monitor progress and evaluate transportation impact implications relative to development.</p>   |
| <p>OP, Section 6, Regional Infrastructure, 6.2, The Transit Network, pg. 88</p> | <p>6. To achieve higher transit usage by supporting improvements in service, convenient access and good urban design. This includes but is not limited to the following:</p> <ol style="list-style-type: none"> <li>a) minimizing the walking distance to anticipated transit stops through such measures as the provision of walkways and more direct road patterns. In urban areas, the distance to a transit stop of generally no more than 500 metres (a 5-10 minute walk) for 90% of the residents and no more than 200 metres for 50% of residents;</li> <li>b) providing bus bays, bus shelters and bus loops where required;</li> <li>c) locating medium and higher density urban development adjacent to transit intensive urban arterial roads;</li> <li>d) providing for and promoting the provision of parking and drop-off facilities for commuters in appropriate locations and as close as possible to commuter trip origins by developing and implementing Regional commuter parking and carpool parking plans;</li> <li>e) providing transfer facilities at appropriate locations;</li> <li>f) providing continuous collector road systems that permit the linking of several adjacent developments with direct transit routings; and</li> <li>g) creating site plan control that gives priority to pedestrian access to transit over automobile access and parking in urban areas.</li> </ol> |
| <p>OP, Section 6, Regional Infrastructure, 6.2, The Transit Network, pg. 89</p> | <p>8. To support a consistent and equitable transit fare strategy throughout York Region and to ensure that this fare structure is integrated with transit services in adjacent regions as well as with GO Transit.</p>   |

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| <p>OP, Section 6, Regional Infrastructure, 6.2, The Transit Network, pg. 89</p> | <p>9. To promote the implementation of a regional rapid transit network including but not limited to the following elements:</p> <ul style="list-style-type: none"> <li>a) all-day two-way service on the Richmond Hill, Stouffville and Bradford GO Rail lines;</li> <li>b) extension of the Richmond Hill GO Rail line to the Highway 404/Bloomington Road area;</li> <li>c) additional GO Rail inter-modal stations, as required, in York Region and City of Toronto;</li> <li>d) extension of the Spadina Subway to York University and possibly north linked to Highway 7;</li> <li>e) extension of the Yonge Subway north to Highway 7;</li> <li>f) a transitway in the Highway 407 corridor;</li> <li>g) high-occupancy vehicle (HOV) lanes to facilitate bus movement in congested areas; and</li> <li>h) the four Regional Rapid Transit Corridors specified in policies 6.2.2 and 6.2.3 While some of these rapid transit facilities may not be implemented for some time, the possibility of their implementation must be protected. In each corridor, the implementation of rapid transit will be staged in such a way as to be affordable while still serving the ridership demand.</li> </ul> |
| <p>OP, Section 6, Regional Infrastructure, 6.2, The Transit Network, pg. 90</p> | <p>10. To encourage the development of transportation inter-modal stations at appropriate locations. These stations are to be coordinated with centres and to serve as both destinations and transfer facilities between different modes of travel. A transportation station would typically include facilities to allow transfers between local transit services and rapid transit, as well as providing a passenger drop-off area and an adequate commuter parking area.</p>  |
| <p>OP, Section 6, Regional Infrastructure, 6.2, The Transit Network, pg. 90</p> | <p>11. To provide, as early as possible, where appropriate and feasible, preferential treatment for transit vehicles on regional roads, including the construction of <i>high-occupancy vehicle (HOV) lanes</i>, reserved bus lanes, bus priorities at traffic signals or other bus priority measures directed at achieving the principles in Policy 6.2.6.</p>   |
| <p>OP, Section 6, Regional Infrastructure, 6.2, The Transit Network, pg. 90</p> | <p>12. To ensure that a high-quality transit service is provided to all residents of York Region regardless of physical ability. This includes ensuring that all new public transit vehicles and facilities are accessible and that specialized transit services for the physically challenged are provided as required.</p>  |
| <p>OP, Section 6, Regional Infrastructure, 6.2, The Transit Network, pg. 90</p> | <p>13. To establish suitable transit services at an early stage in the development of a new area, in particular in centres and along corridors, in order to encourage a high modal split as early as possible.</p>  |

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| <p>OP, Section 6, Regional Infrastructure, 6.2, The Transit Network, pg. 90</p>                                      | <p>14. That York Region and its area municipalities may require the dedication at no expense of public transit rights-of-way under the provisions of the Planning Act for the purpose of implementing the "Conceptual Transit Network" shown on Map 10, provided that:</p> <ul style="list-style-type: none"> <li>a) the location and extent of the public transit rights-of-way shall be determined by the Region of York, in conjunction with the area municipalities;</li> <li>b) such rights-of-way shall be shown or described in the Official Plan of the area municipality in a manner that clearly indicates the location and extent of such rights-of-way;</li> <li>c) where the Official Plan of the area municipality provides more detailed policies relating to dedication of public transit rights-of-way in conformity with this policy, such detailed policies will guide the interpretation of this policy;</li> <li>d) such rights-of-way will not include any of the additional property, located outside of the public transit right-of-way, required to support the transit facility, such as bus terminals, passenger pick-up and drop-offs, commuter parking, pedestrian entrances, and vent shafts; and</li> <li>e) the rights-of-way may be conveyed by either the Region or the area municipality to any other public agency for the purpose of providing a public transit service described on Map 10 or elsewhere in this plan.</li> </ul> |
| <p>OP, Section 6, Regional Infrastructure, 6.2, The Transit Network, pg. 91</p>                                      | <p>15. The area municipalities are encouraged to include policies in their official plans to assist in the implementation of the "Conceptual Transit Network" shown on Map 10, consistent with Policy 5.3.12 of this Plan. This may include the use of Section 37 of the Planning Act to acquire property and/or provide required transit facilities.</p>  |
| <p>TMP, Section 3.4, Supportive Policies and Programs, 3.4.1, Incentives to Increase Transit Modal Share, pg. 34</p> | <p>A comprehensive Region-wide Transit Service strategy is needed to guide the planning of transit services beyond the 5-year period now being addressed by York Region Transit. The Strategy would support progressive development of Regional transit services, starting with improved bus services through to bus rapid transit (BRT) or other forms of higher order services in rapid transit corridors. It would also provide the context for development of service policies, standards and guidelines, to guide development of specific improvements through an ongoing "Service Improvement Program".</p>  |

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| <p>TMP, Section 3.4, Supportive Policies and Programs, 3.4.1, Incentives to Increase Transit Modal Share, pg. 34</p> | <p>This ongoing Transit Service Improvement Program will review, update and improve services on an annual basis (through application of service standards). Possible service initiatives that would be considered as part of this program include:</p> <ul style="list-style-type: none"> <li>• through routing or interlining bus routes to avoid the need for transfers wherever possible ;</li> <li>• subscription bus services supported by employers/employees;</li> <li>• express routes to and from subway terminals and major arterial routes, supported by transit priority; and</li> <li>• semi-express or limited stop routes on other high volume corridors</li> </ul>   |
| <p>TMP, Section 3.4, Supportive Policies and Programs, 3.4.1, Incentives to Increase Transit Modal Share, pg. 34</p> | <p>In support of increased ridership, the Region should also continue to examine policies to support fare media pricing and related marketing strategies designed to reduce the perceived cost of using transit or increase the perceived value of the transit fare; and pursue initiatives to improve passenger environments and provide enhanced information. The Region should continue to support discounted fare and media options (such as weekly passes for workers/students); and pursue fare policy measures (including new smart card technology) and improved fare integration with TTC, particularly for York trips requiring use of Steeles Avenue services. An aggressive marketing program should be continued to promote discounted fares and transit pass programs, together with the overall benefits of transit and trip reduction. YRT should also implement a program for enhanced passenger environments (consistent with appropriate standards), as well as improved passenger information services at transit stops and stations, and on board transit vehicles.</p> |

### *Co-ordination Policies*

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| <p>OP, Section 6, Regional Infrastructure, 6.2, The Transit Network, pg. 87</p> | <p>1. To develop, at an early date, a fully coordinated public transit system that links together the major residential, employment and community activity areas within York and makes suitable connections with the transit systems in City of Toronto and adjacent area regions. The conceptual transit network is shown on Map 10.</p>           |
| <p>OP, Section 6, Regional Infrastructure, 6.2, The Transit Network, pg. 89</p> | <p>7. To cooperate with area municipalities, GO Transit, the Toronto Transit Commission, Ministries of the Province of Ontario and the adjacent municipalities in the planning, coordination, integration and operation of existing and new transit services and to encourage increases in transit modal splits across the Region's boundaries.</p> |

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### *Integration Policies*

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| OP, Section 6, Regional Infrastructure, 6.3, Cycling, Walking and Trails, pg. 91 | 2. To ensure the integration of bicycle path and walkway systems into the design of transportation facilities by including facilities such as protected bicycle storage areas at stations, places of employment and major community, institutional, educational, cultural and shopping locations. |

### *Transportation Demand Management / Alternative Mode Policies*

| <b>Document</b>   | <b>Policy Statement</b>   |
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| OP, Section 5, Regional Structure and Growth Management, 5.2, Community Building, pg. 49                            | 2. That area municipalities, in cooperation with the Region, are required to develop and monitor growth management strategies prior to the expansion of the urban areas shown on Map 5 and/or major growth in towns and villages. These growth management strategies shall be implemented through official plans and secondary plans and are to be based on the policies of this Plan including:<br>e) assurance that travel demand and transportation facilities with an emphasis on public transit are kept in balance over time through the planning and development review/approval process at the local and regional level and in cooperation with adjacent jurisdictions.   |
| OP, Section 6, Regional Infrastructure, 6.2, The Transit Network, pg. 88  | 4. To work with the Area Municipalities to ensure Travel Demand Management strategies are formulated and implemented to encourage travellers to use non-auto modes, carpool, make fewer and shorter vehicles trips, and travel outside weekday peak periods.  |
| TMP, Section 3.4, Supportive Policies and Programs, 3.4.3, Travel Demand Management (TDM) and Telecommuting, pg. 36 | A comprehensive Region-wide TDM strategy is proposed with the following specific components: <ul style="list-style-type: none"> <li>• support for TDM in Regional and Area Municipal Official Plans;</li> <li>• ongoing Regional staff support for the development and implementation of employer-based programs;</li> <li>• support for flexible employer-based TDM programs to be developed from an extensive menu of TDM measures;</li> <li>• use of the development review and approvals process to require new major employers to consider developing and implementing TDM programs, or leading area-wide Transportation Management Associations (TMAs);</li> <li>• a Centralized Information Service for transit information, ridesharing and matching assistance;</li> <li>• the development of incentives for existing employers to develop and participate in TDM programs;</li> <li>• development of TDM Programs for Regional and area municipal employees; and</li> <li>• an Education and Public Awareness Program.</li> </ul> |