

# 5.0 | An Urbanizing Region: Building Cities and Complete Communities



## In this chapter:

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

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

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

### York Region Land Affected by Provincial Plans

Provincial Plan	Area in Square Kilometres	Percent of Regional Area
<i>Oak Ridges Moraine Conservation Plan</i>	558	31%
<i>Greenbelt Plan</i>	667 <i>(excluding the Oak Ridges Moraine Conservation Plan)</i>	38%
<i>Lake Simcoe Protection Plan</i>	1,256 <i>(overlaps the Oak Ridges Moraine Conservation Plan and the Greenbelt Plan)</i>	70%
<i>Parkway Belt West Plan</i>	26	2%
<i>York Region</i>	1,776	100%

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

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

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



**An Urbanizing Region Goal:** To enhance the Region’s urban structure through city building, *intensification*, and compact and complete communities.

## York Region Land Base Continuum



### ► 5.1 Forecasting and Phasing Growth

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

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

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

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

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

#### Urban Area Expansions 2010

*In 2010, the Region initiated three amendments to consider urban boundary expansions within East Gwillimbury, Vaughan and Markham. These expansion amendments were a result of the Region’s land budget analysis undertaken as part of its Regional Municipal Comprehensive Review and followed the policy requirements of policy 5.1.12 of this Plan.*





► **Objective:** To ensure that growth in York Region occurs in an orderly and sustainable manner.

**It is the policy of Council:**

**5.1.1** That the land use planning horizon for York Region is the year 2031.

**5.1.2** That the population and employment forecasts in Table 1 be used as the basis for planning of new *development*.

**5.1.3** That a minimum Region-wide 10-year supply of lands for housing be designated in this Plan and that the York Region 10-Year Capital Plan ensures timely servicing.

**5.1.4** That local official plans shall not designate more than a 20-year supply of land for *development*.

**Table 1 - York Region Population and Employment Forecast by Local Municipality**

Municipality	2006	2016	2021	2026	2031
<b>Aurora</b> Population Employment	49,700 20,300	63,700 29,000	68,100 32,400	69,600 33,500	70,200 34,200
<b>East Gwillimbury</b> Population Employment	22,000 5,900	34,700 11,600	48,100 18,700	66,300 26,700	86,500 34,400
<b>Georgina</b> Population Employment	44,600 8,000	52,800 11,000	57,900 13,900	63,900 17,400	70,300 21,200
<b>King</b> Population Employment	20,300 7,100	27,000 9,700	29,900 11,000	32,500 11,400	34,900 11,900
<b>Markham</b> Population Employment	273,000 144,800	337,800 200,300	370,300 221,500	398,300 231,200	421,600 240,400
<b>Newmarket</b> Population Employment	77,600 42,100	88,700 47,600	91,900 48,700	94,500 49,000	97,100 49,400
<b>Richmond Hill</b> Population Employment	169,800 61,100	216,900 86,100	231,400 94,300	239,100 97,400	242,200 99,400
<b>Vaughan</b> Population Employment	249,300 162,200	329,100 226,000	360,400 248,900	388,800 257,600	416,600 266,100
<b>Whitchurch-Stouffville</b> Population Employment	25,500 10,900	49,400 19,200	55,800 21,900	59,100 22,700	60,600 23,000
<b>York Region</b> Population Employment	931,900 462,300	1,200,100 640,500	1,313,800 711,200	1,412,100 746,900	1,500,000 780,000



Co-ordinating land use approvals with master plans ensures key infrastructure is provided to service forecast population and employment thresholds up to and beyond the current horizon. Key infrastructure includes:

**Major Water and Wastewater Infrastructure includes:**

- Southeast Collector Sewer
- Duffin Creek Outfall
- Primary Trunk Sewer
- Duffin Creek Wastewater Treatment Plant Expansion
- Upper York Servicing Solution

**Major Transit and Transportation Infrastructure includes:**

- Active Transportation facilities
- Subways and vivaNext Rapidways
- GO Transit expansion
- 400-Series Highway Improvements and Extensions
- Arterial road improvements including High Occupancy Vehicle lanes
- Mid-Block Crossing of 400-Series Highway

**It is the policy of Council:**

**5.1.5** To maintain a housing supply of 3 to 7 years in registered and draft approved plans of subdivision, condominium plans and/or site plans.

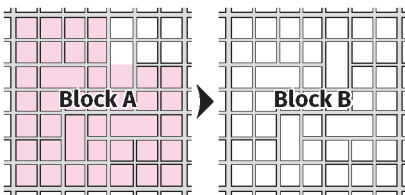
**5.1.6** To require local municipalities to develop a phasing plan for *new community areas* that is co-ordinated with the following Regional plans and policies:

- the *new community areas criteria* in Section 5.6 of this Plan;
- the fiscal policies in Section 4.5 of this Plan;
- the York Region 10-Year Capital Plan;
- the York Region Water and Wastewater Master Plan; and,
- the York Region Transportation Master Plan.

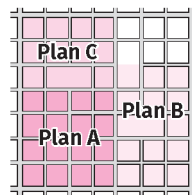
**Growth Management Minimum Targets**

(further explanation in policy 8.2.3 of this Plan)

- Minimum 40 per cent residential intensification within the built-up area by 2015 and beyond
- Minimum 50 residents and jobs per hectare within the designated greenfield area
- Minimum 25 per cent new affordable housing units
- 2.5 floor space index in the Regional Centres
- 3.5 floor space index in and around major Subway Stations
- 25 per cent Woodland cover
- Sustainable Building Targets in Section 5.2



**Phasing:** Block A must be generally 75 per cent complete before development of Block B occurs



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



## It is the policy of Council:

**5.1.7** 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.

**5.1.8** To require, within each local municipality, that development of a phase for a *new community area* be substantially complete (i.e., generally 75 per cent of the residential land area which is available for development be built) before a subsequent phase may be registered.

**5.1.9** To require local municipalities to prepare detailed sequencing plans within each secondary plan that provide for an orderly and efficient progression of development to the next sequence, and are supported by water, wastewater, and transportation infrastructure, and the provision of human services.

*For all new development in York Region, the Region will continue to work with local municipalities, the development industry and other stakeholders to ensure:*

- a comprehensive, integrated and collaborative planning process;
- the early identification of capital infrastructure (roads, transit, water and wastewater) and human services requirements;
- the coordination of the delivery of capital infrastructure and human services; and,
- continuous improvement in streamlining the approvals process. ■■■

## It is the policy of Council:

**5.1.10** 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.

**5.1.11** 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.

### Service Delivery in New Communities

#### Prior to Home Occupation

- Streets
- Energy Utilities
- Transit
- Cable/Communications
- Water
- Wastewater
- Natural Gas

#### At an Early Stage

- Schools
- Public open space
- Community centres
- Social service support programs ■■■
- Police, fire and ambulance services
- Healthcare facilities
- Libraries
- Preventive health programs



**It is the policy of Council:**

**5.1.12** That expansions of the Urban Area, shall only be initiated by the Region, in consultation with local municipalities, as part of a Regional *municipal comprehensive review* in conformity with Policy 2.2.8 of 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, including centres and corridors, Regional Rapid Transit Corridors, and GO commuter rail line;
- f. that expansions of the Urban Area are contiguous to an existing Urban Area;
- g. the completion of local municipal strategies and policies to phase in and achieve the intensification targets in this Plan;
- h. the existing or planned infrastructure required to accommodate the proposed expansion can be provided in a financially and environmentally sustainable manner;
- i. future expansions, to the Urban Area as shown on Map 1 of this Plan, are directed to lands outside the boundary of that Urban Area and outside the Greenbelt Plan Area Boundary;
- j. the Region and local municipalities shall protect for the opportunity for *new community areas* and employment lands within such lands that could be considered through any future *municipal comprehensive review*; and,
- k. other policies of this Plan.

**5.1.13** That the land area requirements for an urban expansion are identified as part of York Region's land budget exercise.

## ► 5.2 Sustainable Cities, Sustainable Communities

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



and over time will evolve into zero carbon and zero waste communities. Standards will help to create well-designed communities that have integrated greenspace, pedestrian and transit networks, and that offer a variety of housing, transportation, human services, and employment options.

► **Objective: To create high-quality, sustainable communities.**

**It is policy of Council:**

**5.2.1** That the policies in this section apply throughout York Region.

**5.2.2** That local municipalities, in co-operation with the Region, are required to develop and monitor growth management strategies that implement the policies of this Plan.

**5.2.3** That communities be designed to ensure walkability through interconnected and accessible mobility systems. These systems will give priority to pedestrian movement and transit use, provide pedestrian and cycling facilities, and implement the York Region Pedestrian and Cycling Master Plan.

**5.2.4** That *development* requiring Regional approval shall be supported by a transportation study that assesses impacts on the Region's transportation system and surrounding land uses. Significant *development* shall prioritize walking, cycling and transit.

**5.2.5** That a balance of residential and employment uses shall be provided throughout the Region to improve the possibilities for working and living in close proximity.

**5.2.6** To encourage *development* to incorporate live-work opportunities through a combination of flexible zoning permissions and accommodations for combined residential and business or personal services, office uses, and home occupations.

**5.2.7** That communities be designed to ensure accessibility to people of all ages, cultures and abilities.

**5.2.8** To employ the highest standard of urban design, which:

- a. provides pedestrian scale, safety, comfort, accessibility and connectivity;
- b. complements the character of existing areas and fosters each community's unique sense of place;
- c. promotes sustainable and attractive buildings that minimize energy use;
- d. promotes landscaping, public spaces and streetscapes;
- e. ensures compatibility with and transition to surrounding land uses;
- f. emphasizes walkability and accessibility through strategic building placement and orientation;
- g. follows the York Region Transit-Oriented Development Guidelines; and,
- h. creates well-defined, centrally-located urban public spaces.

**5.2.9** That retail, commercial, office, and institutional structures be carefully designed in a compact form and be pedestrian-oriented, transit-supportive, and multi-storey where appropriate.



**5.2.10** That secondary plans and zoning by-laws shall, in consultation with the Region and related agencies, incorporate parking management policies and standards that include:

- a. reduced minimum and maximum parking requirements that reflect the walking distance to transit and complementary uses;
- b. shared parking requirements, where possible, reflecting variances in parking demand between complementary uses on a time-of-day, weekday/weekend, and monthly basis;
- c. on-street parking;
- d. site design that orients the main building entrance(s) to face the public street(s), provides a pedestrian friendly urban form, and where appropriate, as determined by the local municipality, does not permit the placement of surface parking spaces between the main building entrance and the major street;
- e. the design of surface parking to support redevelopment and retrofitting; and,
- f. preferential locations for carpooling and car-sharing spaces and bicycle storage requirements.

**5.2.11** That *development* have an integrated and innovative approach to water management, be water efficient, and minimize stormwater volumes 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, constructed wetlands, bioretention swales, green roofs, permeable surfaces, clean water collection systems, and the preservation and enhancement of native vegetation cover.

**5.2.12** That *renewable energy projects* and *alternative energy systems* shall be permitted throughout the Region in accordance with provincial and federal requirements, and that these permissions be incorporated into local official plans and zoning by-laws. Local municipalities shall specify in more detail where renewable projects that are not exempt from the Planning Act and alternative technologies will be permitted. Those renewable energy undertakings that are exempted from Planning Act approvals are subject to the Green Energy Act and Green Economy Act, 2009.

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

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





### It is policy of Council:

**5.2.13** To encourage local municipalities to undertake municipal-wide Community Energy Plans. These plans will detail the municipality's energy use requirements and establish a plan to reduce energy demand and consider the use of alternative and renewable energy generation options and district energy systems, and will ensure that communities are designed to optimize passive solar gains.

**5.2.14** 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*.

**5.2.15** That approved secondary plans within the *designated greenfield area* that are not completely built should be re-examined to determine if 50 residents and jobs per hectare in the *developable area* can be achieved.

**5.2.16** 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.

**5.2.17** 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.

**5.2.18** To establish, in co-operation with the Province and local municipalities, common density and *intensification* measurements, definitions and monitoring tools.

**5.2.19** That the New Communities *Guidelines* referenced in policy 5.6.17 provide guidance on addressing the policies of this Section. New *development* shall meet all items required by this Plan, and shall strive to achieve all encourage items in this Plan.

### 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 conserving more energy and water, supporting local industry by buying materials locally, and providing healthier indoor environments. As such, York Region is committed to leadership within the Province, in the areas of energy and water conservation in buildings.

▶ **Objective:** To ensure that buildings throughout York Region achieve a high level of water and energy conservation performance as a key component of sustainable communities.

### It is the policy of Council:

**5.2.20** To work with local municipalities and the development community to achieve energy efficiency levels that exceed the Ontario Building Code for residential buildings, and the Model National Energy Code for non-residential buildings.

**5.2.21** To encourage the following energy efficiency and conservation targets for new buildings:

- a. Grade-related (3 storeys or less) residential buildings achieve a performance level that is equal to a rating of 83 or more when evaluated in accordance with Natural Resources Canada’s EnerGuide for New Houses: Administrative and Technical Procedures.
- b. Mid- and high-rise residential (4 storeys and greater) and non-residential buildings be designed to achieve 40 per cent greater efficiency than the Model National Energy Code for Buildings, 1997.
- c. Industrial buildings (not including industrial processes) be designed to achieve 25 per cent greater energy efficiency than the Model National Energy Code for Buildings, 1997.

### EnerGuide and ENERGY STAR®

*The EnerGuide rating is a standard measure of a home’s energy performance. The energy efficiency level is rated on a scale of 0 to 100. A rating of 0 represents a home with major air leakage, no insulation and extremely high energy consumption. A rating of 100 represents a house that is airtight, well insulated and sufficiently ventilated and requires no purchased energy.*



*ENERGY STAR is the best-in-class on the EnerGuide scale. Currently, an ENERGY STAR home is rated at EnerGuide 80.*

### It is the policy of Council:

**5.2.22** To work with local municipalities and the development community to achieve 10 per cent greater water conservation than the Ontario Building Code (as amended to O. Reg. 315/11, January 1, 2012) for all new buildings.

**5.2.23** To encourage that all new buildings achieve 20 per cent greater water conservation than the Ontario Building Code (as amended to O. Reg. 315/11, January 1, 2012).

**5.2.24** To encourage that new buildings be designed and certified to LEED® Silver, Gold or Platinum standards, and to provide complementary incentive programs to achieve the successful implementation of LEED® buildings across York Region.

**5.2.25** To regularly review and update sustainable building incentive programs within York Region together with local municipalities. These programs may include water and wastewater servicing allocation credits, density bonusing, expedited processing of development approvals or the use of local municipal community improvement plans and associated financial tools.

## 5.0 | An Urbanizing Region: Building Cities and Complete Communities



The Model National Energy Code for 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 m<sup>2</sup> 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. ■■■

### It is the policy of Council:

**5.2.26** That *development* shall include a *solar design strategy* which identifies approaches that maximize solar gains and facilitate future solar installations (i.e. solar ready).

**5.2.27** To encourage retrofitting of existing buildings within the Urban Area and within Towns and Villages to the targets in 5.2.21 and 5.2.23 of this Plan.

**5.2.28** To encourage all new buildings to include on-site *renewable or alternative energy systems* which produce 25 per cent of building energy use. Where on-site *renewable or alternative energy systems* are not feasible, consideration of purchasing grid-source renewable energy is encouraged.

### Solar Ready

Natural Resources Canada provides specifications for Solar Ready Homes which are designed to facilitate the installation of roof-mounted solar domestic hot water and photovoltaic systems.

- a roof location of suitable size, pitch and orientation;
- labelled conduits from the mechanical room to the attic;
- extra plumbing valves and fittings on the hot water heater;
- an electrical outlet for the planned solar tank and wall space for PV controls; and,
- identified locations of future components on construction plans. ■■■

### It is the policy of Council:

**5.2.29** To encourage enhanced indoor air quality in buildings, including the use of low or no volatile organic compound products; minimizing the leakage of combustion gases; reducing exposure to indoor pollutants by ventilating with outdoor air; and indoor moisture controls.

**5.2.30** To encourage the use of environmentally preferable materials including low volatile organic compound products, adhesives and finishes, high-renewable and recycled content products and certified sustainably harvested lumber in all new development.

**5.2.31** To restrict the use of potable water for outdoor watering.

**5.2.32** To require the installation of rainwater harvesting systems on all new residential buildings for outdoor irrigation and outdoor water use.

**5.2.33** To encourage the use of water conserving, drought resistant landscaping by:

- a. increasing topsoil depths and/or providing soil scarification;
- b. installing drought resistant sod;



- c. providing landscape features that minimize the demand for water and synthetic chemicals by utilizing native and drought resistant species; and,
- d. installing permeable driveway surfaces.

**10 per cent Water Efficiency can be achieved through the installation of the following features:**

- 4.85 LPF single flush toilets installed in all bathrooms;
- Low flow lavatory faucets (max flow of 5.87 litres per minute);
- Low flow shower faucets (max flow of 7.5 litres per minute);
- Water efficient Dishwasher ( $\leq 20.0$  litres per cycle); and
- Water efficient Clothes washer (Water Factor of  $\leq 7.5$ )

**20 per cent Water Efficiency can be achieved through the installation of the following features:**

- 4.1 LPF single flush toilets installed in all bathrooms;
- Low flow lavatory faucets (max flow of 5.60 litres per minute);
- Low flow shower faucets ( max flow of 6.6 litres per minute);
- Water efficient Dishwasher ( $\leq 20.0$  litres per cycle); and
- Water efficient Clothes washer (Water Factor of  $< 5.5$ )

**It is the policy of Council:**

**5.2.34** To encourage local heat island effects mitigation in all *development* including:

- a. green and/or white roofs;
- b. locating trees or other plantings to provide shading for at least 50 per cent of sidewalks, patios, and driveways, and within 15 metres of buildings; and,
- c. installing light-coloured paving materials including white concrete, grey concrete, open pavers and any material with a solar reflectance index of at least 29.

**5.2.35** To encourage the use of locally/regionally sourced building materials and to support the building and land development industry on the availability of local building materials.

**5.2.36** To ensure that all new development reduces construction waste and diverts construction waste from landfill consistent with policy 7.4.14 of this Plan.

**5.2.37** To work with local municipalities and the building and land development industry to develop resident, building owner and operator educational materials and training on sustainable buildings.

**5.2.38** To work with local municipalities and the building and land development industry to provide each resident, worker, and employer with information on the sustainability features of their communities including water and energy conservation, and mobility options.

**5.2.39** To support local municipalities and the building and land development industry with information, resources, and training to implement the sustainable building policies of this Plan.



**5.2.40** To require local municipalities to develop programs to ensure the successful implementation of the sustainable building policies of this Plan.

**5.2.41** To support local municipal initiatives in sustainable community planning and sustainable building policy and implementation to achieve building standards greater than the policies of this Plan and the Ontario Building Code.

**5.2.42** To consider the creation of an awards program to showcase sustainable buildings and communities in York Region.

*York Region has two incentive programs: Sustainable Development Through LEED® and the Sustainable House Incentive Program, which provide incentives for high density residential and grade-related residential development constructed to LEED® standards. Development can qualify for water and wastewater Servicing Allocation Credits within the proposed development that can be used to reduce the required allocation from the local municipality and/or to facilitate planning approvals for additional units on a site. ■■■*

### ► 5.3 Intensification

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

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

Planning and design in *intensification areas* will provide well-designed public open spaces that create attractive and vibrant places; support walking, cycling and transit for everyday activities; and achieve an appropriate transition of built form to adjacent areas. It is also essential that human services and affordable housing locate in *intensification areas*. In this way, the services themselves become part of the urban community.

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

► **Objective: To create vibrant and sustainable urban areas.**

**It is policy of Council:**

**5.3.1** That by the year 2015 and for each year thereafter, a minimum of 40 per cent of all residential *development* will occur within the built-up area as defined by the Province's Built Boundary in Places to Grow: Growth Plan for the Greater Golden Horseshoe.

**5.3.2** That the York Region 2031 Intensification Strategy shall be implemented.



**5.3.3** That local municipalities shall complete and adopt their own intensification strategies based on the York Region 2031 Intensification Strategy and on the Region’s Intensification Guide. The local municipal intensification strategies, developed in co-operation with the Region, shall:

- a. plan to meet and/or exceed *intensification* targets identified in Table 2.

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

Municipality	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
<b>York Region</b>	<b>90,720</b>

- 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.

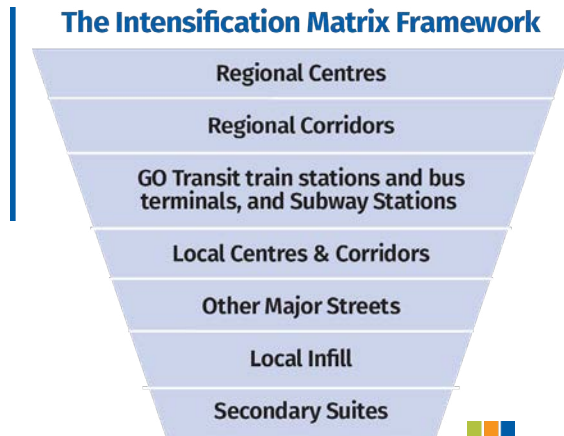
**5.3.4** That the distance to a transit stop in the Urban Area is within 500 metres (a 5-to-10-minute walk) for 90 per cent of the residents and no more than 200 metres for 50 per cent of residents.

**5.3.5** 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.



**5.3.6** That *intensification areas* be planned and designed to achieve an appropriate transition of built form to adjacent areas.



**It is policy of Council:**

**5.3.7** That open spaces shall be provided that include:

- a. active recreational facilities;
- b. passive parks and open spaces;
- c. meeting places and urban squares that incorporate art, culture and heritage; and,
- d. opportunities for community gardening.

**5.3.8** That the Regional Greenlands System shall be protected and enhanced and include pedestrian-accessible green spaces and passive parks, where appropriate.

**5.3.9** 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.

**5.3.10** That retail, commercial, office, and institutional structures shall be well designed, street-oriented and pedestrian scaled, and shall include, wherever appropriate as determined by the local municipality, mixed-use, multi-storey buildings, and public meeting spaces in order to support the planned urban structure and density targets of this Plan.

**5.3.11** That human services facilities be located in close proximity to public transit.

**5.3.12** To work with local municipalities to raise awareness on the benefits of intensification with the public and stakeholders.

**5.3.13** To encourage the redevelopment of *brownfield sites* to revitalize lands that may be contaminated, underutilized, derelict or vacant.

**5.3.14** That floodplain *special policy areas* should not be planned for intensification beyond the level of development that is currently provided for in the local municipal official plan, unless it has been demonstrated that no other alternatives exist outside the floodplain. Any change in the level of development within the *special policy area* must be comprehensively assessed by the municipality and in accordance with policy 2.3.19 of this Plan.

## ► 5.4 Regional Centres and Corridors

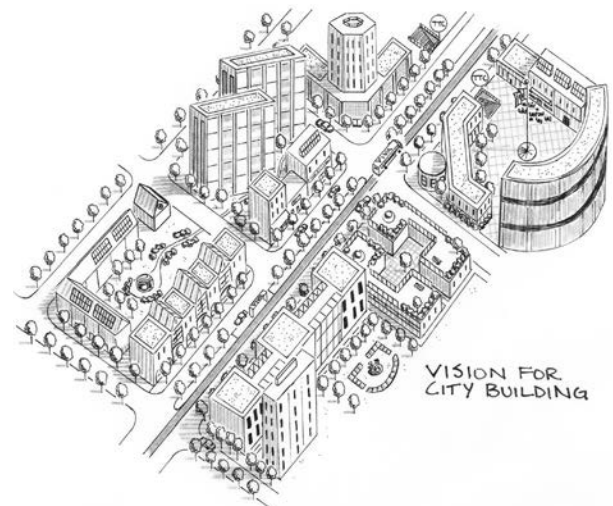
York Region’s evolution into a diverse and robust urban system within the Greater Toronto and Hamilton Area is rooted in the planning and implementation of the Regional Centres and Corridors which form the foundation of the Region’s city building model of development.

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

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

### City Building

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



► **Objective:** To achieve an urban, integrated and connected system of Regional Centres and Corridors.

**It is the policy of Council:**

**5.4.1** That the Regional Centres and Corridors, as shown on Map 1, serve a critical role as the primary locations for the most intensive and greatest mix of *development* within the Region.

**5.4.2** To recognize and support a hierarchy within the system of Regional Centres and Corridors, in keeping with the York Region 2031 Intensification Strategy, wherein Regional Centres are focal points for the highest densities and mix of uses.





**5.4.3** To recognize that the Regional Centres and Corridors form part of a larger regional system of urban growth centres and *intensification* corridors, which are vital to the long term prosperity and identity of communities within the Greater Toronto and Hamilton Area.

**5.4.4** To work with local municipalities, the Provincial and Federal government, related agencies and the development industry in implementing the Regional Centres and Corridors system.

**5.4.5** That *development* within Regional Centres and Corridors be of an urban form and design that is compact, mixed-use, oriented to the street, pedestrian- and cyclist-friendly, and transit supportive.

**5.4.6** That comprehensive secondary plans for Regional Centres and *key development areas* along Regional Corridors be prepared by local municipalities and implemented in co-operation with the Region and related agencies. These secondary plans shall include:

- a. minimum density requirements and targets established by the Region and the Province;
- b. the establishment, implementation and/or continuation of a fine-grained street grid that incorporates sidewalks and bicycle lanes;
- c. an urban built form that is massed, designed and oriented to people, and creates active and attractive streets for all seasons with ground-floor uses such as retail, human and personal services;
- d. a concentration of the most intensive *development* and greatest mix of uses within a reasonable and direct walking distance of rapid transit stations and/or planned subway stations;
- e. a minimum requirement that 35 per cent of new housing units be *affordable*, offering a range of compact housing forms and tenures, and intrinsically *affordable* units for low and moderate income households;
- f. policies that sequence *development* in an orderly way, co-ordinated with the provision of human services, transit and other infrastructure;
- g. policies to ensure excellence in urban design and sustainable construction methods, including winter design;
- h. requirements to reduce and/or mitigate urban heat island effects, by considering the use of green and white roofs, greening to provide shade and light-coloured surface materials;
- i. policies that establish urban greening targets, which may be achieved through urban forest canopy, green walls, requirements for on-site greening;
- j. provisions for an urban public realm, including passive and active parks and meeting places, such as urban squares, which incorporate art, culture and heritage, and that contribute to a sense of place and clear identity;
- k. policies that encourage the inclusion of public art in all significant private sector developments and that require the dedication of 1 per cent of the capital budget of all major Regional and local municipal buildings to public art;
- l. policies to ensure natural and recreational connections and enhancements to and within local and Regional Greenlands Systems;



- m. policies to require innovative approaches to urban stormwater management, including alternatives to conventional retention ponds, low-impact development, green roofs, and water capture and reuse
- n. a mobility plan that addresses the criteria in policy 5.6.12 in this Plan with an emphasis on delivering a weather-protected system of pedestrian and cycling paths and facilities;
- o. requirements for new school sites to be constructed to an urban standard, including the consideration of alternative site size and design standards, multi-storey buildings and shared facilities; and,
- p. provisions for human services that meet local community and Region-wide needs.

**5.4.7** To encourage local municipalities to re-examine the policies and design of existing secondary plans within the Regional Centres and Corridors to meet the requirements of policy 5.4.6 in this Plan.

**5.4.8** That secondary plans and zoning by-laws shall, in consultation with the Region and related agencies, incorporate parking management policies and standards that include:

- a. reduced minimum and maximum parking requirements that reflect the walking distance to transit and complementary uses;
- b. shared parking requirements where possible, reflecting variances in parking demand between complementary uses on a time-of-day, weekday/weekend, and monthly basis;
- c. site design that orients the main building entrance(s) to faces the public street(s), provides a pedestrian friendly urban form, and where appropriate, as determined by the local municipality, does not permit the placement of surface parking spaces between the main building entrance and the major street;
- d. an approach that anticipates and plans for the transition of surface parking to structured/underground parking as site *development* evolves; and,
- e. preferential locations for carpooling and car-sharing spaces.

**5.4.9** That all new buildings shall front the major street. Reverse lotting on the street is not permitted and site design shall orient the main building entrance(s) to face the public street(s) and provide a pedestrian friendly urban form and where appropriate, as determined by the local municipality, does not permit surface parking between the main building entrance and the major street.

**5.4.10** That local municipalities consider innovative implementation strategies for Regional Centres and Corridors that include as-of-right zoning, streamlined development approvals, development permits and other applicable tools.

**5.4.11** That Regional Centres and Corridors shall be considered as the primary locations for public facilities and services such as government offices, educational institutions, and hospitals.



**5.4.12** To prepare, in consultation with local municipalities, a comprehensive and innovative suite of implementation guidelines for the Regional Centres and Corridors. The guidelines will address:

- a. transit-oriented development;
- b. urban design and built form;
- c. parking management;
- d. *affordable* housing; and,
- e. financial and planning instruments.

**5.4.13** To work with local municipalities to regularly monitor and report on planning and *development* activity within the Regional Centres and Corridors.

**5.4.14** To require innovative approaches for the delivery of infrastructure that support city building in Regional Centres and Corridors, including:

- a. working with utility providers to ensure appropriate utility design and placement, including burying cables and structures, consistent with Transit-Oriented Design guidelines for Regional Centres and Corridors; and,
- b. transit and surface and sub-surface subway infrastructure, including transformer stations, vent shafts, turning loops, transit stations and emergency exits.

**5.4.15** To require local municipalities to adopt official plan policies and related zoning by-law provisions, to provide community benefits in Regional Centres and Corridors in exchange for additional height and density, consistent with the Increased Density provision of the Planning Act. Community benefits shall include consideration of:

- a. transit station improvements, in addition to lands required as a condition of development approval;
- b. social housing;
- c. direct pedestrian connections to transit stations;
- d. Regional community and health facilities;
- e. Regional emergency medical services and police stations;
- f. additional facilities and services identified by local municipalities; and,
- g. appropriate provisions for pedestrian and cycling facilities.

**5.4.16** To require, as a condition of development approval, the provision of facilities to encourage an increase in the mode share of cycling trips, such as covered bicycle storage, lockers, and shower facilities.

**5.4.17** To consider designating the Regional Centres and segments of the Regional Corridors as Community Improvement Project Areas, in partnership with local municipalities.

**5.4.18** To encourage the redevelopment of *brownfield sites* within Regional Centres and Corridors to revitalize lands that may be contaminated, underutilized, derelict or vacant.



## Regional Centres

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

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

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

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

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

### It is the policy of Council:

**5.4.19** That the Regional Centres, identified on Map 1, will contain a wide range of uses and activities, and be the primary focal points for intensive development, that concentrates residential, employment, live-work, mobility, investment, and cultural and government functions.

**5.4.20** That the planning and implementation of Regional Centres will provide:

- a. the greatest intensity of *development* within the Region;
- b. a diverse mix of uses and built form, to create vibrant and complete communities including living, working, shopping and entertainment opportunities;
- 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.

**5.4.21** 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.

**5.4.22** 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.

**5.4.23** 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.

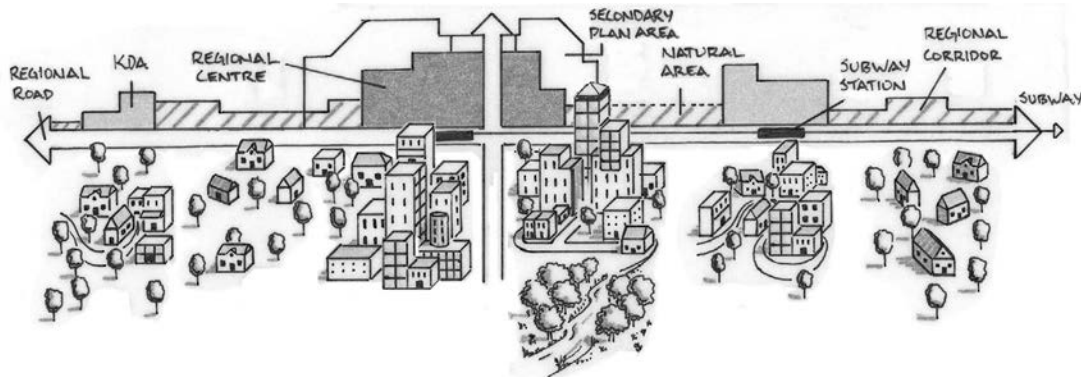
**5.4.24** That local municipalities shall develop Community Energy Plans for each Regional Centre.

**5.4.25** To encourage the location of Regional-scale hospitals and entertainment and meeting facilities, including stadiums, arenas, and convention centres, in the Regional Centres.

**5.4.26** 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 by structured or underground facilities in the final phasing of all site *development*.

**5.4.27** To co-ordinate and work with the City of Markham, Town of 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:

**5.4.28** 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.

**5.4.29** 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.

**5.4.30** 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.



## 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 ■■■

**5.4.31** 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:

- lands within a reasonable and direct walking distance from all planned subway stations, and select rapid transit stations as identified by local municipalities;
- major transit station areas immediately adjacent to transit stations and terminals, including GO Transit; and,
- large and/or contiguous properties that are under-utilized, and are appropriate and desirable locations for redevelopment or *intensification*.

**5.4.32** That secondary plans, consistent with criteria in policy 5.4.6, shall be prepared by local municipalities for the following *key development areas*:

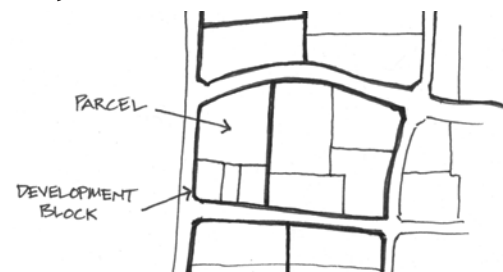
- all planned subway stations outside of the Regional Centres;
- lands immediately adjacent to transit terminals, including GO Transit terminals and gateway hubs; and,
- other *key development areas* identified by local municipalities.

**5.4.33** That minimum densities for *key development areas* be established within secondary plans, consistent with:

- a 3.5 *floor space index* per development block at, and adjacent to, the Steeles West Station on the Spadina Subway Extension, and the Steeles Station on the Yonge Subway Extension;
- a 2.5 *floor space index* per development block, at, and adjacent to, the 407 Transitway Station on the Spadina Subway Extension, and the Clark and Royal Orchard Stations on the Yonge Subway Extension; and,
- an appropriate *floor space index* per development block for lands at or adjacent to other rapid transit stations and/or other select areas, as determined by the local municipality, in consideration of community context and character.

## Development blocks can:

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





**It is the policy of Council:**

**5.4.34** To require a comprehensive approach to *intensification* along Regional Corridors. Local municipalities will establish *key development areas* and other forms of *intensification* along Regional Corridors. *Key development areas*, once established, will support an overall long term density target of 2.5 *floor space index* for developable areas.

**5.4.35** To consider extensions to existing Regional Corridors, and the designation of new Regional Corridors, in consultation with local municipalities and based on the following:

- a. the status and function of existing Regional Corridors;
- b. opportunities for the extension of well-planned and transit-supportive *intensification*; and,
- c. the introduction of new or expanded rapid transit services to Regional streets.

► **5.5 Local Centres and Corridors**

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

Certain Local Corridors, which may be Regional arterial streets, in existing and proposed urban areas, have the potential for intensive and mixed-use land development, supported by public transit services. Local Corridors link Regional and Local Centres and may be identified as routes for transit services and facilities. The appropriate level of development and density will depend on site-specific circumstances and the nature of the surrounding area.

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

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

**It is policy of Council:**

**5.5.1** That local centres and corridors serve as important neighbourhood focal points and mainstreets that provide a range of working, shopping, recreation, human services and housing opportunities with appropriate forms and scale that complement the surrounding community.

**5.5.2** To require local official plans to identify and designate the location of Local Centres and Corridors within the Urban Area.





**5.5.3** That local municipalities shall address in secondary plans or other appropriate studies the following criteria for Local Centres:

- a. that the specific location and boundaries of the Local Centres are identified;
- b. that a wide range of residential, commercial and institutional uses, including retail uses, offices, mixed-use and human services is provided;
- c. that urban design requirements are consistent with policy 5.2.8 of this Plan;
- d. that Local Centres connect efficiently with and contribute to the vitality of the surrounding area;
- e. that focal points for community activity and civic pride are created;
- f. that pedestrian and cycling systems, and local green spaces, including parks and natural features, are integrated;
- g. that the size and context for *development* should be in relation to the surrounding community and corridors;
- h. that specific employment targets that contribute to live/work opportunities be identified;
- i. that land use and transit is co-ordinated to ensure that Local Centres are focal points for current and/or future public transit services and infrastructure and that they prioritize pedestrian movement, transit use and access; and,
- j. to revitalize and preserve cultural heritage resources within core historic areas through urban design standards which reflect local heritage, character, and streetscape.

**5.5.4** That *development*, secondary plans, or other appropriate studies in the Local Corridors address the following criteria:

- a. to identify the function of each section of the corridors, considering the historic function and preservation and revitalization of historic mainstreet areas;
- b. to establish a range of residential and commercial land uses, including retail uses, office, mixed-use, human services and other amenities;
- c. that new employment uses be generally located within 200 metres of transit stops;
- d. to establish consistent setback and frontage provisions to encourage a continuous building form adjacent to the street right-of-way;
- e. be consistent with the urban design and built form policy 5.2.8;
- f. to encourage pedestrian activity through the arrangement and design of land *development* sites and related streetscaping treatments; and,
- g. be consistent with Regional streetscaping policies.

**5.5.5** That the planning and implementation of Local Centres and Corridors shall be consistent with the *intensification* policies of Section 5.3 of this Plan.

**5.5.6** That Local Corridors located on existing or planned rapid transit corridors consider the Regional Corridor policies of Section 5.4 of this Plan.



## ► 5.6 Building Complete, Vibrant Communities

### New Community Areas

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

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

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

*Places to Grow: Growth Plan for the Greater Golden Horseshoe*

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

### It is the policy of Council:

**5.6.1** That local municipalities, in consultation with York Region, prepare comprehensive secondary plans for *new community areas* that meet or exceed the policies of this section of this Plan. The secondary plan preparation should include an innovative approach that involves a multidisciplinary team assembled by the local municipality in order to ensure an integrated and sustainable approach to the planning, design and approval of the secondary plan.

**5.6.2** That each *new community area* shall be planned in a comprehensive and co-ordinated manner.

**5.6.3** 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.

**5.6.4** That *new community areas* shall contain a wide range and mix of housing types, sizes and affordability.

## 5.0 | An Urbanizing Region: Building Cities and Complete Communities



*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. ■■■*

### **It is the policy of Council:**

**5.6.5** That *new community areas* shall be designed to contain community core areas, which will be the focus of 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.

**5.6.6** 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.

**5.6.7** 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.

**5.6.8** That *new community areas* shall be planned to consider human services needs, including educational, social, health, arts, culture, and recreational facilities.

**5.6.9** That *new community areas* shall be designed to maximize passive solar gains, and to ensure that all buildings are constructed in a manner that facilitates future solar installations in accordance with a solar design strategy.

**5.6.10** 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, maximize active transportation and transit, and make use of renewable, on-site generation and district energy options including but not limited to solar, wind, water, biomass, and geothermal energy.

**5.6.11** 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:

- 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.



**5.6.12** 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 to a transit stop in the Urban Area is within 500 metres of 90 per cent of residents, and within 200 metres of 50 per cent of residents;
- 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. planned rapid transit corridors, and/or transit terminals that connect to a rapid transit corridor, are 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.

**5.6.13** That *new community areas* shall be designed to implement the York Region Pedestrian and Cycling Master Plan.

**5.6.14** That a Greenlands System Plan shall be prepared that identifies how the Greenlands System will be managed in an urban environment including:

- a. ensuring the protection and enhancement of all *key natural heritage features* and *key hydrologic features* of the System;
- b. identifying areas and opportunities for enhancement and restoration within the system and management needs to maximize the quality of the entire system;
- c. identifying opportunities for locating necessary infrastructure that minimizes impacts to the system;
- d. identifying how infrastructure projects within the System, including: stormwater management systems/facilities, streets, water and wastewater systems; can contribute to an overall ecological gain by measures such as increasing natural cover, enhancing ecological function, providing recreational access or contributing to off-site enhancements;
- e. developing a trail system, which is integrated as appropriate into the mobility systems of the community;



- f. examining the feasibility of providing local community gardening plots where appropriate, outside of *key natural heritage features* and *key hydrological features*; and,
- g. identifying *hazardous lands* and *hazardous sites*, incorporating them into the Greenlands System, directing development away from these areas and including an appropriate buffer or access allowance if required.

**5.6.15** 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.

**5.6.16** That *new community areas* be designed so as 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 5.2.34 of this Plan.

**5.6.17** That the policies of this Plan be supported by *New Communities Guidelines*. *New development* shall meet all items required by this Plan, and shall strive to achieve all encourage items in this Plan.

**5.6.18** That infrastructure in *new community areas* may be planned to anticipate growth beyond the current planning horizon.

### 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.

*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 Lakes Estates.* ■■■

▶ **Objective:** To ensure the continued vitality of Towns and Villages throughout York Region.

### It is the policy of Council:

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

**5.6.20** That the local community plans for Towns and Villages may also include rural and agricultural designations within their boundaries. Any redesignation of agricultural and rural uses within the local community plan boundary to urban uses are subject to the provisions of policy 5.1.12 of this Plan.



**5.6.21** That within the Greenbelt Plan Area, the following policies apply to Towns and Villages:

- a. that where Towns or Villages do not currently have Lake Ontario or Lake Simcoe based water and wastewater services, extensions to or expansions of existing lake-based services is prohibited, unless the servicing is required to address failed individual on-site sewage or water services or to ensure protection of public health as determined by the Medical Officer of Health. The capacity of water and wastewater services in this case will be limited to the servicing requirements for the existing settlement plus capacity for potential *development* within the approved settlement boundary as it existed on the date the Greenbelt plan came into effect;
- b. modest expansion of the outer community plan boundary of the Towns and Villages can only be considered at the timing of the review of the Greenbelt Plan, subject to:
  - i. the availability of municipal water and wastewater service;
  - ii. the availability of lands within the community plan boundary;
  - iii. the expansion does not extend into the *Specialty Crop Areas* or the Natural Heritage System of the Protected Countryside;
  - iv. other applicable policies of the Greenbelt Plan; and,
  - v. the urban boundary expansion policies in Section 5.1 of this Plan.

**5.6.22** That new development areas within Towns and Villages, be subject to comprehensive secondary plans based on the following:

- a. water and wastewater services are available;
- b. the plan considers the entire Town or Village and integrates the *development* into the existing community;
- c. best efforts to achieve a minimum density requirement of 50 residents and jobs combined per hectare in the *developable area*;
- d. best efforts are made to incorporate policies 5.6.4 through 5.6.16 of this Plan; and,
- e. best efforts to encourage *development* within the built-up area of the Towns and Villages that is consistent with the appropriate policies in Section 5.3 of this Plan.

**5.6.23** That Local Centres located within Towns and Villages should meet the following criteria, in addition to the policies of Section 5.5 of this Plan:

- a. identify the area of the commercial core;
- b. protect the significant natural features of the community such as rivers, lakes, etc.;
- c. recognize the potential for commercial and tourist activity;
- d. recognize the servicing capacity of the community; and,
- e. provide human services for surrounding rural and agricultural areas.



## Hamlets

A Hamlet is a small settlement of existing residential and limited commercial, industrial or institutional uses. The majority of York Region's Hamlets exist within the Protected Countryside Area designation of the Greenbelt Plan and within the Countryside Area designation of the Oak Ridges Moraine Conservation Plan.

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

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

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

### It is the policy of Council:

**5.6.24** That local official plans and zoning by-laws shall designate the boundaries of Hamlets and provide policies that limit future growth to minor infilling, subject to the ability to service growth by individual private on-site water and wastewater systems.

**5.6.25** That limited small-scale industrial, commercial and institutional uses may be permitted in local official plans, subject to the ability to service the use by individual private on-site water and wastewater systems.

**5.6.26** That *major development* shall not be permitted in Hamlets.

**5.6.27** That consents may be permitted in Hamlets, subject to local official plan consents policies and the ability to service the *development* by individual private on-site water and wastewater systems.

**5.6.28** That residential infilling shall be encouraged to occur in depth rather than along strips and should complement the historic character of the settlement. Any increase in the number of residents through infilling must not change the rural nature of the Hamlet.

**5.6.29** That the expansion of a Hamlet into a *Specialty Crop Area* is prohibited.

**5.6.30** That local municipalities may undertake minor rounding out of Hamlet boundaries in accordance with the Greenbelt Plan only at the time of the local municipality's Greenbelt Plan conformity exercise.

**5.6.31** That where Hamlets occur in *new community areas*, growth in the Hamlet shall be co-ordinated with new community *development* on the surrounding lands to permit the orderly extension of municipal services to the Hamlet.

**5.6.32** That local municipalities are required to update Hamlet policies in accordance with policies of this Plan and applicable provincial policies.



**5.6.33** That notwithstanding policy 5.6.24, additional growth and development in the Hamlet of Vandorf in Whitchurch-Stouffville may be permitted in conformity with the Vandorf Preston Lake Secondary Plan, when approved, and an appropriate water and wastewater solution.

**Hamlets in York Region include:**

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

