



# 7.0 | Servicing Our Population

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

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

► **Servicing Our Population Goal:** To provide the services required to support the Region's residents and businesses to 2031 and beyond, in a sustainable manner.

## ► 7.1 Reducing the Demand for Services

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

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

### Trip Reduction

York Region's approach to transportation planning is focused on making efficient use of existing and future transportation infrastructure. At the forefront of this approach is a comprehensive Transportation Demand Management program that promotes walking, cycling, transit use and a per capita reduction in trips taken. To reduce automobile dependence, alternative transportation options need to be safe, convenient, and reliable. Diverting automobile trips towards more sustainable modes of transportation will reduce the need to expand infrastructure, enhance air quality and protect the Region's natural heritage. This goal requires a combination of infrastructure investment, supportive policies and partnerships.

A more compact, mixed-use urban form is required to encourage alternative modes of transportation and to make people, rather than vehicles, the focus of street activity. Changes to the transportation system, land use planning, and Transportation Demand Management policies and programs will help create an environment where walking, cycling and transit are comfortable and convenient ways to reach employment, recreation and cultural destinations in York Region and across the Greater Toronto and Hamilton Area.

- ▶ **Objective:** To reduce automobile dependence by enhancing opportunities for residents and workers to walk, cycle, take transit, and carpool.



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

- 7.1.1** To require that appropriate Transportation Demand Management measures to reduce single occupancy automobile trips are identified in transportation studies and in development applications.
- 7.1.2** To work with local municipalities, Metrolinx and other stakeholders to support local Smart Commute associations.
- 7.1.3** To manage the supply of parking in Regional Centres and Corridors, consistent with the policies in Section 5.4 of this Plan.
- 7.1.4** To investigate establishing a Regional Parking Authority or municipal parking authority framework in conjunction with local municipalities.
- 7.1.5** To work with local municipalities to develop a co-ordinated approach to parking and parking management, consistent with the parking policies in Chapter 5 of this Plan.
- 7.1.6** To work with local municipalities to update the York Region Transit-Oriented Development Guidelines to provide greater emphasis on trip reduction and to identify key benchmarks and targets.
- 7.1.7** To require new development applications to demonstrate how the proposed development is transit-oriented. The York Region Transit-Oriented Development Guidelines provide guidance on how to address this policy.
- 7.1.8** To work with developers to provide all new-home buyers with information on available pedestrian, cycling and transit facilities and carpooling options within the community, including local transit routes and schedules.
- 7.1.9** To require that new institutional, commercial and industrial development applications include a Transportation Demand Management strategy that considers preferential carpool parking, bicycle facilities, employee transit passes, and alternative work arrangements.
- 7.1.10** To work with institutional, commercial and industrial employers to undertake Transportation Demand Management strategies to encourage preferential carpool parking, bicycle facilities, employee transit passes, and alternative work arrangements.
- 7.1.11** To require local municipalities to adopt land use and site design policies that promote sustainable modes of transportation, including walking, cycling, transit, and carpooling.



- 7.1.12** To implement transit pass bulk-buying programs for employers and to encourage employers to provide transit passes in lieu of parking.
- 7.1.13** To partner with the Province and Metrolinx to provide transit service to carpool lots along 400-series highways.
- 7.1.14** To promote, in partnership with Smart Commute, employer-based initiatives and policies that reduce the need for peak-period trips, including alternative work arrangements, transit incentives, and carpools.
- 7.1.15** To encourage retailers and community facilities to provide discounts and incentives to those using transit and active forms of transportation.
- 7.1.16** To develop a discounted university and college transit pass program in partnership with educational institutions.
- 7.1.17** To partner with Metrolinx, the private sector and non-governmental agencies to deliver real-time information on commuting options.
- 7.1.18** To explore and leverage opportunities for funding from the Province and Federal government, as well as from other funding sources, for Transportation Demand Management measures and programs.

### **Alternative work arrangements and incentive programs include:**

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

## **Water Conservation and Efficiency**

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

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

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

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

- 7.1.19** To develop a long term, innovative strategy for water conservation and efficiency.
- 7.1.20** To update and implement the York Region 10-Year Water Efficiency Master Plan to ensure long term water efficiency, conservation, cost savings, and public education.

**7.1.21** To investigate full cost pricing of water, in co-operation with local municipalities, to encourage water conservation and facilitate system improvements.

**7.1.22** To pursue with local municipalities and conservation authorities the implementation of water efficiency innovations such as water reuse systems, rainwater harvesting and innovative stormwater management.

**7.1.23** To investigate innovative wastewater treatment technologies and approaches including grey water reuse, naturalized wastewater treatment and water recycling in residential, commercial, institutional and industrial uses.

**7.1.24** To reduce the amount of water used in the Region's construction projects.

#### **Water for Tomorrow Successes**

**Since 1998:**

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



## ► **7.2 Moving People and Goods**

### **Active Transportation**

York Region is committed to implementing a comprehensive, active transportation network. The Region's approach to transportation planning is focused on trip reduction, providing transportation choices and a shift to more sustainable modes of transportation such as walking, cycling and transit. Active transportation provides significant environmental, health and economic benefits, including reduced traffic congestion, improved air quality, reduced infrastructure and user costs, and increased street safety.

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

#### **Active Transportation includes:**

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

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

*York Region Pedestrian and Cycling Master Plan ■■■*



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

**It is the policy of Council:**

**7.2.1** To implement the Regional Cycling Network shown on Map 10.

**7.2.2** To update the York Region Pedestrian and Cycling Master Plan at least every 5 years, concurrent with the 5-year review of this Plan.

**7.2.3** To apply the York Region Pedestrian and Cycling Master Plan's Planning and Design Guidelines in the implementation of the Regional pedestrian and cycling network.

**7.2.4** To develop an integrated Regional cycling network connecting people to places of recreation, services and employment and transit.

**7.2.5** To provide safe, comfortable and accessible pedestrian and cycling facilities that meet the needs of York Region's residents and workers, including children, youth, seniors and people with disabilities.

**7.2.6** To partner with local municipalities and other stakeholders to implement pedestrian and cycling programs.

**7.2.7** To work with local municipalities to co-ordinate infrastructure within Regional rights-of-way for operating and capital components, including street lighting, sidewalks and cycling facilities.

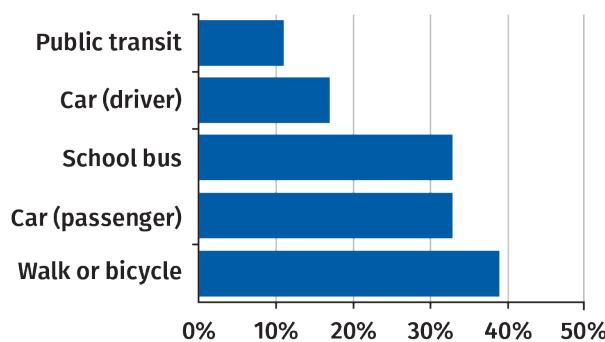
**7.2.8** To work with local municipalities to provide sidewalks and street lighting on all streets within the Urban Area, and Towns and Villages.

**7.2.9** To ensure the safe year-round operation of Regional pedestrian, cycling and transit facilities through design, signage, enforcement and effective maintenance.

**7.2.10** That the construction of proposed pedestrian and cycling paths will protect and enhance the Regional Greenlands System.

**7.2.11** To integrate pedestrian, cycling and transit activities through improvements such as bicycle racks and storage at transit stops, bicycle racks on buses, and improved access for pedestrians and bicycles at transit stops, stations and terminals.

## How Children Get to School in York Region



York Region Transportation Master Plan/EnviroNomics Research Group – Survey of Residents' Attitudes (October 2000)



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

**7.2.12** To encourage property owners to provide facilities such as benches, shelters and secure bicycle storage at major destinations, including employment, educational, institutional and shopping locations.

**7.2.13** To co-ordinate Regional and local pedestrian and cycling networks with trail connections to the Regional Greenlands System trails network, where appropriate.

**7.2.14** To develop and promote a continuous pedestrian and cycling path from Lake Simcoe to Lake Ontario in partnership with local municipalities and the City of Toronto.

**7.2.15** To encourage the development and implementation of local municipal pedestrian and cycling master plans.

**7.2.16** To partner with the York Region District and Catholic School Boards to implement the Active and Safe Routes to School program, and to design and locate school campuses to promote walking, cycling and transit as a primary means of transportation.

**7.2.17** To work with the Province, Metrolinx and other partners to develop innovative programs that support active transportation, such as cycling safety training, education and information, bicycle sharing programs and bicycle libraries.

**7.2.18** To encourage the Province and Federal government to provide funding and tools to support the development and promotion of active transportation as part of a healthy, active lifestyle.

#### **Bicycle-friendly facilities for a business may include:**

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

#### **and provide information on:**

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



### **Transit**

An expanded, comprehensive and interconnected public transit system is required, both to reduce vehicular traffic and to provide access to jobs and services. A well-integrated public transit system in York Region is essential to enhancing the quality of life for residents and workers. A more compact, mixed-use urban form will encourage and support a higher level of transit service, while helping to reduce the overall average trip length required for work, shopping, school, recreation and other purposes. The York Region Transportation Master Plan sets immediate and long term public transit goals that form the basis for the transit network.

The establishment of two subway routes and a series of rapid transit and transit priority corridors are the cornerstones of York Region's transit network. This system complements a comprehensive pedestrian and cycling network, expanded Metrolinx rail and bus service, an aggressive Transportation Demand Management program and the development of transit-supportive complete communities.



All major communities within the Region should be linked by public transit. An integrated and co-ordinated public transit system will serve most of the travel needs of potential riders at a reasonable cost.

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



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

**Gateway Hubs are identified at the following locations:**

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

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

**It is the policy of Council:**

**7.2.19** To recognize transit as a Regional strategic investment priority and a key element of York Region's urban structure.

**7.2.20** To develop effective transit services to connect rural communities.

**7.2.21** To develop transit corridors and related infrastructure necessary to establish the York Region Transit and Viva network as illustrated on Map 11.

**7.2.22** To work with partners to complete the transit network, as illustrated on Map 11, including subway line extensions, Metrolinx enhancements, the 407 Transitway and other rapid transit corridors.

**7.2.23** To ensure communities are planned with the early integration of transit.

**7.2.24** To provide preferential treatment for transit vehicles on Regional streets designated as Regional Transit Priority Network on Map 11, including the construction of *high-occupancy vehicle lanes*, dedicated transit lanes, transit signal priority and other transit priority measures within the right-of-way.

**7.2.25** To achieve higher transit usage by supporting improvements in service, convenient access and good urban design, including the following:

- a. minimizing walking distance to planned and existing transit stops through measures such as the provision of walkways, sidewalks and more direct street patterns. The Region will plan to provide transit service so that the distance to a transit stop in the Urban Area is within 500 metres of 90 per cent of residents, and within 200 metres of 50 per cent of residents;
- b. connecting transit stops directly to sidewalks and adjacent buildings in the Urban Area;

- c. providing bus bays, transit shelters and bus loops with sufficient lighting and accessibility features;
- d. directing medium- and high-density urban development to rapid transit corridors;
- e. creating a system of parking and drop-off facilities for commuters;
- f. providing intermodal terminals or hubs;
- g. providing transit service on mid-block collectors;
- h. giving priority to pedestrian and cycling access to transit through the planning and development approval process;
- i. utilizing the York Region Transit-Oriented Development Guidelines and related tools in the review and evaluation of development applications and related studies; and,
- j. requiring all new *development* applications to prepare a mobility plan and demonstrate the proposal's approach to transit.

**7.2.26** To achieve an overall transit modal split of 30 per cent during peak periods in the Urban Area and 50 per cent in the Regional Centres and Corridors by 2031.

#### **Transit Modal Split**

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

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

**7.2.27** To work with local municipalities to provide multi-use paths, sidewalks and street lighting along Regional streets serviced by transit.

**7.2.28** To work with local municipalities to ensure that sidewalks and street lighting are provided on both sides of all streets within the Urban Area, and Towns and Villages that are serviced by transit.

**7.2.29** To support and implement an equitable transit fare strategy that is integrated with transit services in adjacent regions and with Metrolinx.

**7.2.30** That for the purpose of implementing the Transit Network shown on Map 11, and as a condition of approval of a *development* application and in accordance with the Planning Act, the Region may require the necessary lands for public transit rights-of-way and related facilities through dedication at no expense to the Region. Other methods of acquisition that may be used by the Region include purchase and/or expropriation.





**7.2.31** To support the Transit Network shown on Map 11 by securing lands in accordance with policy 7.2.30 of this Plan, for facilities such as:

- a. transit stations including intermodal terminals, mobility hubs, subway, bus and light rail stations and related passenger drop-off and commuter parking lots;
- b. related infrastructure, including vent shafts, *transit operation and maintenance facilities*, passenger standing pads and passenger pick-up and drop-off areas, electrical and electronic infrastructure and passenger safety facilities; and,
- c. pedestrian and cycling facilities.

**7.2.32** That the Transit Network shown on Map 11 is further described in one or more of the following documents:

- a. approved environmental assessments or approved transit project assessments;
- b. the York Region Transit 5-Year and annual Service Plans;
- c. the York Region Transportation Master Plan;
- d. Regional Rapid Transit Standards;
- e. the Regional Rapid Transit Network Plan; and,
- f. the Pedestrian and Cycling Master Plan.

**7.2.33** To manage the movement of traffic in the Regional Rapid Transit Corridors shown on Map 11 to improve the safety and efficiency of all movements including that of pedestrians, cyclists and transit vehicles.

**7.2.34** To provide accessible and integrated public transit to people with disabilities.

**7.2.35** To require local municipalities to include policies in local official plans to implement the Transit Network shown on Map 11, consistent with the policies of this Plan.

**7.2.36** To co-ordinate the planning, integration and operation of existing and new transit services with local municipalities, the Toronto Transit Commission, the Province, Metrolinx and adjacent municipalities.

**7.2.37** To work with local municipalities, the Toronto Transit Commission, Metrolinx and adjacent municipalities to encourage the Province and the Federal government to provide sustainable capital and operational funding and tools to support transit.

## Streets

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

There is also a strong relationship between transportation and urban form. Where streets travel through urban communities, streetscapes need to be designed to encourage walking, cycling and transit use. Effective urban form is also essential in creating vibrant streetscapes that will attract commerce and enhance recreational use.

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

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

**It is the policy of Council:**

**7.2.38** That the hierarchy of streets on Map 12 supports the Region's urban structure. These corridors are to accommodate all modes of transportation including walking, cycling, transit, automobile use and the movement of goods, as well as public and private utilities.

**7.2.39** To improve the street network identified on Map 12, based on the following:

- a. the York Region Transportation Master Plan and the 10-Year Capital Plans;
- b. the completion of the necessary planning and environmental assessment studies for each project;
- c. street improvement projects that take into account the needs and requirements of all forms of transportation including walking, cycling, transit, automobiles, and goods movement; and,
- d. priority accorded to the needs of pedestrians, cyclists and transit users and the integration of adjacent land uses in Regional Centres and Corridors, to promote these forms of transportation.

**7.2.40** To implement transit improvements on urban streets as identified on Map 11, which may include transit lanes, *high-occupancy vehicle lanes*, queue jump lanes, bicycle lanes and other transit signal priority needs.

**7.2.41** To require transit or *high-occupancy vehicle lanes* and bicycle lanes within the right-of-way of 6-lane Regional streets.

**7.2.42** To encourage the planning and implementation of *high-occupancy vehicle lanes* on all 400-series highways within and/or adjacent to York Region.

**7.2.43** To investigate establishing a continuous alternative east-west corridor(s) in the central part of the Region.

**7.2.44** That street widenings and proposed Regional streets shall be in accordance with the policies of Chapter 2 and shall protect and enhance the Regional Greenlands System.

**7.2.45** That within the Oak Ridges Moraine, all improvements to the Regional Transit and Street Networks shall conform with the policies of the Oak Ridges Moraine Conservation Plan.

**7.2.46** That priority be given to protecting existing heritage streetscapes using techniques such as variable rights-of-way widths, as identified on Map 12, and innovative street cross-section standards.

**7.2.47** That the planned street widths shown in Map 12 represent the maximum street widths required under this Plan and include the Region's transportation and transit requirements for vehicle lanes, turning lanes, intersections, sidewalks, bicycle lanes, *high-occupancy-vehicle lanes*, public transit lanes and transit facilities (including shelters but not necessarily including those facilities referenced in policy 7.2.31 of this Plan), boulevards, landscaping and public streetscape enhancements. Notwithstanding the above, additional widths may be required for elements such as sight triangles, cuts, fills and extra turn lanes.



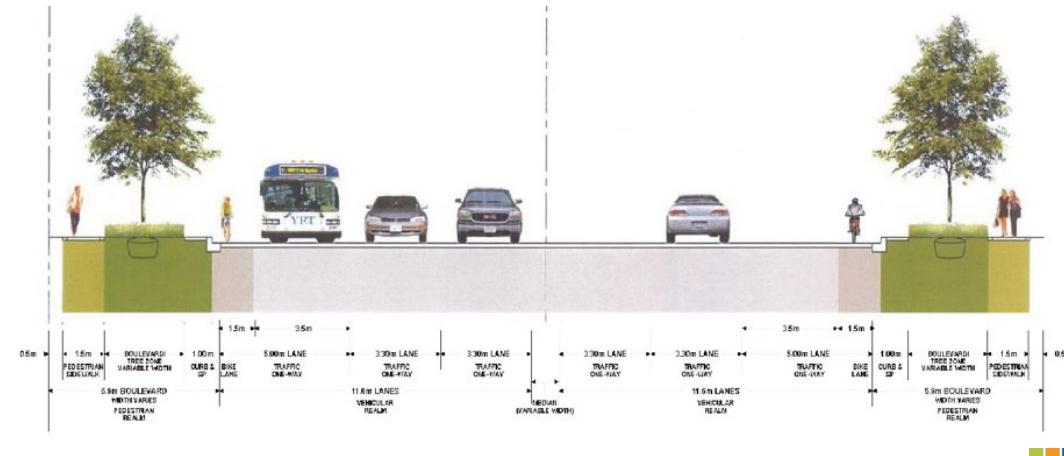
**7.2.48** That the road widths identified on Map 12 at the following locations may be reduced from the maximum planned street widths prior to or concurrent with secondary plan approval subject to a functional design study, an Environmental Assessment or other study by the Region, without amendment to this Plan;

- a. Woodbine Avenue from Major Mackenzie Drive East following the Woodbine bypass along the existing travelled roadway to 19th Avenue;
- b. Warden Avenue between Major Mackenzie Drive East and the proposed Donald Cousens Parkway right-of-way; and
- c. Kennedy Road between Major Mackenzie Drive East and the proposed Donald Cousens Parkway right-of-way.

**7.2.49** That as a condition of the approval of a *development* application, landowners may be required to provide land at no expense to the Region for street widenings based on the following principles, and in accordance with the Planning Act:

- a. that land will be conveyed to the Region for street widenings, sight triangles, cuts, fills, and extra turn lanes required as a result of new growth and development, changes in use that generate significant traffic volumes, or additions that substantially increase the size or usability of buildings or structures;
- b. that in general, street widenings shall be taken equally from the centre line of the street; however unequal or reduced widenings may be required where constraints or unique conditions such as topographic features, historic buildings or other cultural heritage resources such as archaeological features, significant environmental concerns or other unique conditions necessitate taking a greater widening or the total widening on one side of the existing street right-of-way; and,
- c. that additional land may also be required to construct future grade separations where there is an existing at-grade crossing of a Regional street and a railway line.

## Typical Regional Street Cross-Section



**7.2.50** That notwithstanding policy 7.2.49.b of this Plan, where a street widening results in a greater requirement for land on one side of the centre line of the right-of-way, which extends beyond the road allowance width identified on Map 12 or as confirmed through application of policy 7.2.48 (assuming an equal distribution of that planned width from the existing right-of-way centre line), and if the constraint is the result of existing or approved development, man-made physical obstructions which cannot reasonably be relocated, or other development related constraint the Region will, unless otherwise agreed to, compensate the landowner for those lands in excess of the planned road allowance limit.

**7.2.51** That land required for new or realigned Regional streets to accommodate land development be conveyed, at no expense to the Region, up to and including the first 36 metres of the required right-of-way.

**7.2.52** Notwithstanding policy 7.2.51, for the extension of Donald Cousens Parkway in the City of Markham land required to accommodate land development will be conveyed, at no expense to the Region, up to and including the first 26 metres of the required right-of-way. Unless otherwise agreed to, the Region will compensate for land required beyond the first 26 metres of the required right-of-way.

**7.2.53** To restrict vehicle access from developments adjacent to Regional streets to maximize the efficiency of the Regional street system through techniques such as suitable local street access, shared driveways and interconnected properties. Exceptions may be made to this policy in Regional Centres and Corridors, and mainstreets.

**7.2.54** To plan for and protect Provincial corridors and rights-of-way for transportation and transit facilities as determined through the Environmental Assessment process, or identified in Provincial Plans to meet current and projected needs and not permit *development* in such *Planned Corridors - Transportation* that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified or is actively being planned. Transportation and land use considerations shall be integrated and coordinated at all stages of the planning and Environmental Assessment process.

**7.2.55** That as an Environmental Assessment Act process progresses, any related Official Plan or Secondary Plan may, in consultation with the proponent, include provisions for the phased release of lands that are appropriate to the environmental assessment process.

**7.2.56** To work with the Province and local municipalities to plan for and protect for the following corridors and facilities:

- a. Highway 427 north to the GTA West Corridor;
- b. Highway 404 north beyond Ravenshoe Road to the Highway 48/Highway 12 junction;
- c. the Bradford Bypass;
- d. the GTA West Corridor; and,
- e. interchanges on 400-series highways at Regional and other arterial street crossings as identified in the York Region Transportation Master Plan.

Local municipalities, in consultation with and to the satisfaction of the Province, shall develop official plan policies that provide corridor protection to ensure that development applications will not predetermine or preclude the planning and/or implementation of the above noted transportation facilities.

Some of the above facilities (clauses (b) and (c)) are not recognized as priorities for the Province within the Growth Plan horizon to 2031.



**7.2.57** To require local municipalities to design street systems to accommodate pedestrian, cycling and transit facilities.

**7.2.58** To work with local municipalities to complete missing sidewalk links on Regional streets in the Urban Area.

**7.2.59** That arterial streets identified on Map 12 that are currently not part of the Regional street network may be considered for a transfer in jurisdiction to York Region, and such a transfer shall not require an amendment to this Plan.

**7.2.60** To require local municipalities to protect arterial streets under local jurisdiction, as illustrated on Map 12, as major transportation corridors.

**7.2.61** To require local municipalities to plan and implement, including land takings necessary for, continuous collector streets in both east-west and north-south directions in each concession block, in all new urban developments, including *new community areas*.

**7.2.62** That within Lot 29 and Lot 30 Concession 6, City of Vaughan, implementing local Official Plans and Secondary Plans for the lands shall include policies to protect the Future GTA West Transportation Corridor, to the satisfaction of the Province. These policies may include provisions for the phased release of lands, without amendment to this Plan, if such release does not preclude or predetermine the implementation of the transportation facilities within the Corridor.

**7.2.63** To require local municipalities to plan and implement, including land takings necessary for, mid-block crossings of 400-series highways, as shown on Map 12. The location of the mid-block crossing on Highway 400 between Kirby Road and the King-Vaughan boundary is conditional upon the alignment of the GTA West Corridor, and will be determined through an Environmental Assessment process.

**7.2.64** To encourage all appropriate agencies to expedite the construction of street/railway grade separations where warranted.

**7.2.65** To plan and co-ordinate cross-boundary transportation needs with adjacent municipalities and appropriate agencies.

**7.2.66** To update the York Region Transportation Master Plan at least every 5 years concurrent with the 5-year review of this Plan.

**7.2.67** To update and implement York Region's Towards Great Regional Streets study.

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



## Goods Movement

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

### **Importance of Goods Movement to the Regional Economy**

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

*Statistics Canada, 2006* ■■■

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

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

**7.2.69** To promote an interconnected goods movement network that links local municipalities and surrounding areas, utilizing Provincial highways, Regional streets and rail corridors.

**7.2.70** To work with Metrolinx, the Province, local municipalities, and surrounding jurisdictions to plan for an effective and integrated goods movement system throughout the Greater Toronto and Hamilton Area.

**7.2.71** To support the optimization of the existing transportation network for goods movement, through methods such as access management and intelligent transportation systems.

**7.2.72** To support the protection of existing rail lines and promote rail as an efficient goods movement method.

**7.2.73** To encourage the protection of abandoned railway rights-of-way for public uses such as trails, cycling paths, and transit.

**7.2.74** To discourage the location of land uses sensitive to noise and vibration and safety issues, in proximity to rail facilities, rail corridors and intermodal yards, to avoid issues of compatibility.

**7.2.75** To encourage freight and logistics uses to locate in clusters that create synergies within the goods movement industry.

**7.2.76** To encourage employment uses and activities that require heavy truck traffic to locate in areas near and adjacent to Provincial highway interchanges.

**7.2.77** To support an interconnected and efficient system for goods movement through:

- a. the completion of the 400-series highway network, including the GTA West Corridor, the Highway 427 Extension, and the Highway 404 Extension; and,
- b. the addition of 400-series highway interchanges and overpasses.



**7.2.78** To recognize that Provincial highways and Regional streets are generally corridors for goods movement, subject to existing truck and load restrictions.

**7.2.79** To promote an urban structure and street network in Regional Centres and Corridors that allows for the efficient movement of goods.

**7.2.80** To work with other levels of government, agencies and the private sector to minimize risks and ensure the safe and efficient movement of goods by either rail or streets in the Region.

**7.2.81** To direct the movement of hazardous goods to rail and roadways outside of the Urban Area, where possible.

**7.2.82** To consider restrictions on the haulage of chemicals and volatile materials in *Wellhead Protection Areas*, shown on Map 6, and Areas of High Aquifer Vulnerability, shown on Map 7.

**7.2.83** To encourage grade separation of railways and major streets, where warranted.

**7.2.84** To encourage businesses to move towards more energy efficient and effective freight modes and technologies.

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

## Airports

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

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

### It is the policy of Council:

**7.2.86** To encourage and support the Province and Federal government, local municipalities, the Greater Toronto Airports Authority, airline companies and airport operators to provide airline and airport services to the Greater Toronto and Hamilton Area that meet the needs of York Region's residents and businesses.

**7.2.87** To encourage the continued operation of the Toronto Buttonville Municipal Airport, until such time that services can be met by another nearby facility, such as the proposed Pickering Airport.

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

**7.2.89** To comply with the Federal Aeronautics Act and Regulations, which provide that buildings and structures in the vicinity of airports shall not interfere with airport operations and the movement of air traffic.

**7.2.90** To encourage the Province to revise the *Ministerial Zoning Order* for the Pickering Airport site, in light of the current planning context and the Greater Toronto Airport Authority's Pickering Airport Draft Plan Report, 2004.

**7.2.91** To prohibit the development of residential and other *sensitive land uses* within the Interim Airport Protection Area, as defined by the Greater Toronto Airport Authority's Pickering Airport Draft Plan Report, 2004, until such time that an Airport Operating Area is clearly defined.

**7.2.92** That the Toronto Buttonville Municipal Airport lands are designated for business park use, in the City of Markham Official Plan, including permission to operate an airport. When airport operations at the Buttonville Airport cease, the significant majority of the subject lands shall be retained for business park use, and the balance for a mix of urban uses. The City of Markham, in consultation with the Region, will determine the details of the future use of these lands through an implementing secondary plan process.

The re-use of the Airport site is intended to generate a range of quality employment opportunities and expand upon the number of jobs planned for the site.

## ► **7.3 Water and Wastewater Servicing**

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



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

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

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

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

**7.3.1** To regularly update water and wastewater service planning through the Master Plan process and to co-ordinate infrastructure and phasing growth by:

- a. undertaking groundwater studies to support source water protection planning;
- b. regularly evaluating existing infrastructure;
- c. using a 40- to 50-year time horizon to ensure full life cycle infrastructure planning and costing;



- d. considering the value of ecological services in all infrastructure investment decisions;
- e. investigating new technologies and sustainable innovative practices; and,
- f. providing implementation and phasing plans including the York Region 10-Year Capital Plan.

**7.3.2** To ensure that the provision of appropriate water and wastewater infrastructure and servicing capacity is co-ordinated with plans of subdivision, plans of condominium, site plans or any other *development* applications in order to ensure services are available prior to occupancy.

**7.3.3** To plan water and wastewater services to ensure co-ordinated land use approvals, capital plans and master plans.

**7.3.4** That the provision of water and wastewater servicing within communities be co-ordinated with land use planning approvals to:

- a. achieve complete communities;
- b. achieve balanced communities with residential and employment opportunities;
- c. assist in the sequencing of growth within communities;
- d. achieve intensification targets;
- e. promote energy efficient green buildings; and,
- f. capitalize on intensification and more compact development opportunities as they arise.

**7.3.5** To work with partners in the provision of water and wastewater services for the Region.

**7.3.6** To provide full municipal water and wastewater servicing to accommodate growth in the Urban Area.

**7.3.7** To consider alternatives to servicing northern York Region in keeping with the requirements of the Environmental Assessment Act, the York Region Water and Wastewater Master Plan and the Upper York Servicing Solution Individual Environmental Assessment.

**7.3.8** To require local official plans to identify Regional wastewater treatment plants, and appropriate buffer areas according to Provincial guidelines.

**7.3.9** To require local official plans to identify all Regional wells, *wellhead protection areas, intake protection zones, significant groundwater recharge areas and highly vulnerable aquifers* to protect drinking water quality and quantity.

**7.3.10** That where local official plans permit minor infill in Towns and Villages and Hamlets on private individual wastewater systems, these systems will be permitted only if it can be demonstrated to the local municipality that there are no adverse impacts on soil, surface or groundwater quality and quantity.

**7.3.11** That where the protection of public health is an issue, in areas of existing groundwater contamination as determined by a Medical Officer of Health, and where full municipal water and wastewater services cannot be provided, communal water supply and wastewater treatment systems may be considered. Consideration of communal systems shall be reviewed in the context of suitable administrative and financial arrangements to the satisfaction of the Region and the Province.

**7.3.12** To supply the Urban Area and Towns and Villages with water from the Great Lakes or from Lake Simcoe, subject to the restrictions of the Greenbelt Plan, Lake Simcoe Protection Plan, or other Provincial plans and statutes. A limited amount of groundwater resources will be used and managed in a way that sustains healthy flow into creeks, streams and rivers.

**7.3.13** To support the Great Lakes water balance by continuing to invest in Lake Ontario based infrastructure, and ensuring that water removed from Lake Ontario is returned at an equivalent or better quality.

**7.3.14** To provide water and wastewater treatment capacity from Lake Simcoe to service the Keswick, Sutton and Georgina Lakeshore communities.

**7.3.15** That development within and expansions to the urban uses within Towns and Villages identified on Map 1 will occur on the basis of full municipal water and wastewater treatment services where such facilities currently exist. For existing or previously approved *development* in Towns and Villages, water and wastewater treatment services will be continued where feasible and in keeping with the provisions of local official plans and this Plan.

**7.3.16** That within the Oak Ridges Moraine, Greenbelt, and *Lake Simcoe watershed*, all improvements or new water and wastewater infrastructure systems shall conform with the Oak Ridges Moraine Conservation Plan, the Greenbelt Plan or the Lake Simcoe Protection Plan.

**7.3.17** That the construction or expansion of partial services is prohibited in the Oak Ridges Moraine unless it has been deemed necessary to address a serious health or environmental concern identified by the Medical Officer of Health or other designated authority.

**7.3.18** To provide reliable water and wastewater services to residents and businesses to ensure continuing community well-being and the economic vitality of the Region.

**7.3.19** To provide high-quality, safe, and clean drinking water while protecting surface and groundwater resources by:

- a. meeting and exceeding water quality standards defined by the Safe Drinking Water Act;
- b. protecting the drinking water supply through source water protection strategies;
- c. protecting and enhancing the Region's system of lakes, rivers and streams;
- d. ensuring groundwater use sustains the long term health of aquifers;
- e. maintaining and updating the groundwater monitoring program; and,
- f. identifying source water protection areas.

**7.3.20** To ensure that the Region continues to provide state-of-the-art wastewater treatment while investigating innovative new technologies.

**7.3.21** To protect surface water quality by addressing both point and non-point sources of pollution in partnership with local municipalities and conservation authorities.

**7.3.22** To encourage local municipalities to promote safe and effective maintenance of individual private wastewater systems in order to protect and improve groundwater and surface water quality.



**7.3.23** That no new on-site wastewater system will be permitted within 100 metres of the Lake Simcoe Shoreline, other lakes, or any permanent streams within the *Lake Simcoe watershed* except as provided for under the provisions of the Lake Simcoe Protection Plan.

**7.3.24** To work with local municipalities to reduce the amount of inflow and infiltration in both local and Regional wastewater systems.

**7.3.25** To ensure that wastewater effluent is managed to minimize impacts on the quality of the receiving water.

**7.3.26** To ensure that biosolids resulting from wastewater treatment are managed sustainably.

**7.3.27** To incorporate energy-recovery systems into water and wastewater facilities where possible in order to reduce the health and environmental impacts of greenhouse gas and other emissions on air quality.

**7.3.28** That water and wastewater facilities will be designed and operated to reduce energy use and, where possible, energy recovery.

**7.3.29** To ensure that full cost recovery applies to all water and wastewater services reflecting social and environmental, as well as internal and external economic costs.

**7.3.30** That the planning and design of water and wastewater infrastructure will consider potential impacts from climate change.

**7.3.31** To ensure secure and resilient Regional water and wastewater systems to maintain continual service.

**7.3.32** That water and wastewater services will be planned, constructed and operated in a manner that protects, enhances, and provides net benefit to the Region's natural and cultural heritage.

**7.3.33** To work with local municipalities to engage the public on water resource use reduction and conservation, pollution prevention and awareness of lifestyle decisions that can reduce carbon footprints.

**7.3.34** That the water and wastewater systems be sized to consider the potential for expansion of the service area, intensification and increased allocation where permitted by York Region Master Plans and Provincial Plans.

## Wellhead and Intake Protection

Wellhead Protection Areas are zones around wells where land uses must be planned to protect the quality and quantity of the water supply. Intake Protection Zones are zones established to protect the quality and quantity of water entering lake based municipal water supply intakes. In these areas, it may be necessary to restrict or even prohibit certain land uses due to their potential to impact drinking water quality and quantity. Source water protection planning is evolving and will result in the refinement of the policies and mapping of this Plan.

► **Objective:** To ensure that municipal well water quality and quantity is protected from contamination from incompatible land uses.

**It is the policy of Council:**

**7.3.35** That Wellhead Protection Areas and Intake Protection Zones are shown on Map 6.

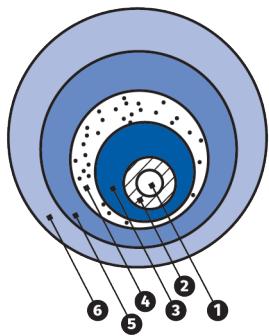
**7.3.36** To require local municipalities to incorporate Wellhead Protection Area and Intake Protection Zone policies and mapping into local official plans and zoning by-laws, in consultation with the Region.

**7.3.37** To update wellhead studies and modeling at least every 5 years to refine the location and extent of Wellhead Protection Areas and Intake Protection Zones for all municipal water supplies. Changes to Wellhead Protection Areas and Intake Protection Zones or policies will require an amendment to this Plan.

**7.3.38** That in Wellhead Protection Areas and Intake Protection Zones, a Source Water Impact Assessment and Mitigation Plan will be prepared and approved prior to the establishment of new land uses that involve the storage or manufacture of:

- a. petroleum-based fuels and or solvents;
- b. pesticides, herbicides, fungicides or fertilizers;
- c. construction equipment;
- d. inorganic chemicals;
- e. road salt and contaminants as identified by the Province;
- f. the generation and storage of hazardous waste or liquid industrial waste, and waste disposal sites and facilities;
- g. organic soil conditioning sites and the storage and application of agricultural and non-agricultural source organic materials; and,
- h. snow storage and disposal facilities.

**Wellhead Protection Area Schematic**



1. Active Wellhead
2. 100 Metre Zone
3. 0-2 Year Zone
4. 2-5 Year Zone
5. 5-10 Year Zone
6. 10-25 Year Zone



**It is the policy of Council:**

**7.3.39** That in Wellhead Protection Areas and Intake Protection Zones, where existing land uses involve the storage, manufacture or use of materials detailed in policy 7.3.38, a Source Water Impact Assessment and Mitigation Plan may be required.



**7.3.40** That activities involving the storage or use of *pathogen threats* by new land uses, except for the storage of manure for personal or family use, is:

- a. prohibited within the 100m pathogen zone (WHPA-A) around each municipal well
- b. may be restricted within the 100m to 2-year *time of travel* (WHPA-B); and
- c. prohibited within the 1 kilometre zone of the municipal intake and up to 120m inland from the Lake Simcoe shoreline (IPZ-1), as shown on Map 6.

**7.3.41** That expansion of existing incompatible activities, as outlined in policy 7.3.38, within the 100m (WHPA-A) pathogen zone is prohibited around each municipal well, as shown on Map 6.

**7.3.42** That the expansion of existing incompatible activities, as outlined in policy 7.3.38, within the 100m to 5 year *time of travel* zone (WHPA-C), as shown on Map 6, will be discouraged subject to an approved *Source Water Impact Assessment and Mitigation Plan*.

**7.3.43** Redevelopment of incompatible activities, as outlined in policy 7.3.38, within *Wellhead Protection Zones* and *Intake Protection Zones* to more compatible uses is encouraged subject to an approved *Source Water Impact Assessment and Mitigation Plan*.

**7.3.44** To investigate the need for undertaking risk management planning, including spills response, contaminant recovery, aquifer rehabilitation plans and public education in consultation with other partners, where existing land uses involve the storage of contaminants identified in policy 7.3.38 in *Wellhead Protection Areas* and *Intake Protection Zones*.

**7.3.45** That the Province or Federal government consider standards for new technologies which could impact the protection of drinking water, such as ground source and geothermal heating systems

### **On the Oak Ridges Moraine:**

**7.3.46** That notwithstanding policy 7.3.39, within *Wellhead Protection Areas*, new land uses which involve the storage, manufacture of materials or uses detailed in policy 7.3.39 are prohibited.

**7.3.47** That in the 0-to-2 year *time of travel* zone the storage of animal manure, undertaking of animal agriculture and the storage of agricultural equipment for other than personal or family use is prohibited for new uses.

**7.3.48** To assist local municipalities in the review and approval of site management and contingency plans as required by the Oak Ridges Moraine Conservation Plan to ensure that land uses do not pose a *significant threat* to Regional wells.

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

### **ORMCP Aquifer Vulnerability**

Aquifer Vulnerability refers to the shallow groundwater aquifer's susceptibility to contamination from both human and natural sources as defined by the Oak Ridges Moraine Conservation Act. The following policies apply to lands located within the Oak Ridges Moraine Plan Area. Map 7 identifies the location of areas of high and low Aquifer Vulnerability.

► **Objective:** To protect areas of aquifer vulnerability to ensure safe potable water quality.

**It is the policy of Council:**

**7.3.50** That Map 7 shall be consulted in determining whether the Aquifer Vulnerability provisions of the Oak Ridges Moraine Conservation Plan and this Plan apply to applications for development and site alteration.

**7.3.51** To prohibit or restrict the generation and storage of the following, in areas of high Aquifer Vulnerability:

- a. hazardous waste or liquid industrial waste;
- b. waste disposal sites and facilities;
- c. organic soil conditioning sites and snow storage and disposal facilities;
- d. underground and above ground storage tanks that are not equipped with an approved secondary containment device; and,
- e. storage of a contaminant listed in Schedules to Ontario regulations.

**7.3.52** To require that local municipal official plans contain mapping and policies that prohibit or restrict uses in areas of Aquifer Vulnerability in accordance with the requirements of the Oak Ridges Moraine Conservation Plan.

## ► **7.4 Waste Management**

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

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

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

**It is the policy of Council:**

**7.4.1** To develop a York Region Waste Management Master Plan based on a sustainable life-cycle approach containing comprehensive strategies to reduce, reuse, recycle, and recover all forms of waste in York Region.

**7.4.2** To surpass waste management regulatory requirements by:

- a. achieving at least 80 per cent diversion from landfill by 2010;
- b. achieving over 90 per cent diversion from landfill by 2016; and,
- c. eliminating the disposal of unprocessed waste in landfill by 2020.



## 7.0 | Servicing Our Population



**7.4.3** To encourage the Province and Federal government to provide comprehensive packaging reduction and extended producer responsibility legislation that supports the goal of waste prevention.

**7.4.4** To work with local municipalities to achieve consistent delivery of waste management services across the Region.

**7.4.5** To work with local municipalities to develop and implement a comprehensive public awareness program, including waste reduction strategies, strategies to increase 4R participation rates and education regarding the environmental, economic and social effects of waste.

**7.4.6** To work with local municipalities to streamline and co-ordinate waste collection and diversion responsibilities to optimize program delivery.

**7.4.7** To require tripartite agreements with local municipalities and their collection contractors to encourage compliance with the Region's processing facility requirements.

**7.4.8** To achieve ISO 14001 environmental management system certification for Regional waste operations by 2012.

*ISO 14001 and ISO 9001 are internationally recognized standards of excellence for quality and environmental management and business practices.*

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

**Key milestones include:**

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

**7.4.9** To require that all new multi-unit residential buildings incorporate three-stream waste collection capabilities.

**7.4.10** To work with local municipalities to require existing multi-unit residential buildings to participate in three-stream waste collection.

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

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

International Organisation for Standardisation



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

**7.4.11** To work towards three-stream waste collection in Regional facilities.

**7.4.12** To encourage the industrial, commercial and institutional sectors to develop waste reduction programs that support York Region's diversion goals.

### **Life Cycle Analysis**



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

Canadian Council of Ministers of the Environment



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

**7.4.13** To encourage the Province to require waste reduction programs in the industrial, commercial and institutional sectors.

**7.4.14** To encourage the diversion of construction and demolition waste to meet or exceed the Region's diversion targets of policy 7.4.2.

**7.4.15** To investigate ways to reduce, reuse, recycle, and recover waste in Regional functions and facilities and incorporate reused or recycled material in operations and maintenance.

**7.4.16** To pursue environmentally responsible purchasing practices for Regional operations and services.

**7.4.17** To develop regular monitoring tools and operational policies in support of achieving substantial waste reduction in Regional operations and services.

**7.4.18** To require that the Region and its contractors follow socially and environmentally responsible waste management practices.



## Zero Waste Ideal

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

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

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

### It is the policy of Council:

**7.4.19** To pursue innovative energy-from-waste technologies.

**7.4.20** To pursue partnerships with local municipalities and other jurisdictions for shared infrastructure and resources to optimize efficiencies and provide consistent waste management programs across municipal boundaries.

**7.4.21** To promote local solutions for waste management and to ensure that the location of any new solid waste management facility has regard for public health and environmental impacts.

**7.4.22** That local municipalities shall work with the Province to track decommissioned landfill sites and sites contaminated by industrial and commercial activity, and that such sites be rehabilitated to an appropriate use.

**7.4.23** To require local official plans to identify all known closed and active waste disposal facilities and provide policies for development within or on lands in close proximity to such sites, and their future rehabilitation.

## ► 7.5 Energy and Utilities

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

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

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

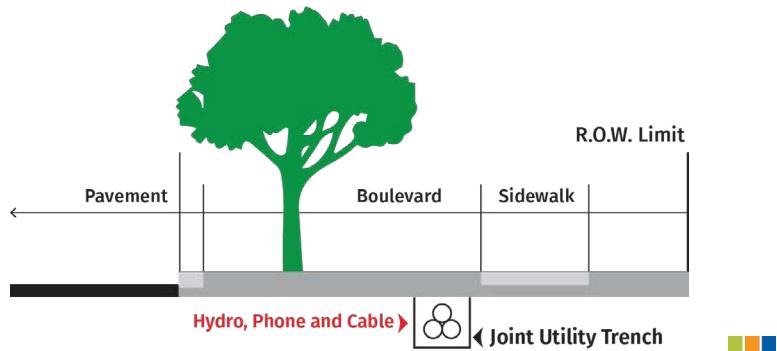
### It is the policy of Council:

**7.5.1** To encourage utility networks that can adapt to emerging technologies, such as smart power grids, smart metering, and advanced telecommunications.

**7.5.2** To promote shared rights-of-way to minimize land requirements and increase the efficiency of utility construction and maintenance.

**7.5.3** To work with municipalities to identify and protect existing and proposed infrastructure corridors as determined through the Environmental Assessment process where applicable or identified in Provincial Plans to support expected growth within the Region and its neighbouring municipalities.

### **Infrastructure in Shared Right-of-Way**



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

**7.5.4** To require local official plans to identify and protect infrastructure corridors for long term servicing needs, including and in compliance with corridors identified in Provincial Plans.

**7.5.5** To work with corporations, commissions, and government agencies responsible for the regulation, transmission and delivery of utilities to co-ordinate the provision of services, encourage the integration of utilities, and minimize exposure to electromagnetic fields.

**7.5.6** To require underground installation of utilities, where feasible, in *new community areas* and Regional Centres and Corridors, and to encourage buried utilities in the balance of the Region.

**7.5.7** To require local municipalities to engage cellular service providers early in the development process, to facilitate the integration of cellular transmission facilities with new buildings.

**7.5.8** To encourage the use of steel poles instead of lattice towers when it is not feasible to install major utilities underground or integrate cellular transmission facilities with buildings.

**7.5.9** To encourage complementary uses on utility corridors, such as trails, transit, commuter parking, community gardens, and appropriate vegetation.

**7.5.10** To engage local municipalities, local utilities and other stakeholders in the advancement of energy conservation, demand management, renewable energy systems and local generation.

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

- Section 5.2
- Section 5.4
- Section 5.6



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

**7.5.11** To investigate the development of an Energy for Tomorrow program that raises awareness of the benefits of energy efficiency and conservation, and renewable energy systems in partnership with local utilities and other stakeholders.

**7.5.12** To encourage the land development, building and construction industries to obtain the expertise and training required to implement green building standards such as LEED® and ENERGY STAR®, and other emerging technologies.

**7.5.13** To advocate the Province for the elimination of coal generation and the promotion of demand management and *alternative energy systems* and *renewable energy systems* such as solar, wind, water, biomass, geothermal energy, energy-from-waste, local generation and district energy facilities.

**7.5.14** To work with local municipalities, the Province and other stakeholders to investigate suitable criteria for the construction and use of renewable energy systems within York Region.

**7.5.15** To advocate for flexibility in the Ontario Building Code to allow municipalities to set higher standards for energy and water efficiency, and the use of *renewable energy systems*.

**7.5.16** To demonstrate leadership in energy efficiency and the use of *renewable energy systems* and *alternative energy systems* in York Region operations, by:

- a. implementing progressively higher LEED® standards for all new Regional buildings, and re-examining these standards periodically;
- b. retrofitting existing Regional buildings to improve energy conservation and incorporate renewable energy sources;
- c. preparing an energy conservation and demand management plan;
- d. purchasing a portion of electricity used in Regional buildings from clean and emissions-free sources;
- e. investigating methods to reduce electricity use during normal- and high-demand periods;
- f. incorporating energy efficient technologies and alternative fuels into the Regional fleet, including transit, police and public works vehicles;
- g. developing and operating an energy-from-waste system for York Region; and,
- h. developing a tracking system to monitor and set a target to reduce greenhouse gas emissions from Regional operations.

**7.5.17** To encourage local municipalities, schools boards and conservation authorities to adopt sustainable building policies for all buildings and facilities.

**7.5.18** To permit on-site *alternative energy systems* and *renewable energy systems* for residential, commercial, institutional and industrial buildings and to work with local municipalities on design requirements.

**7.5.19** To develop incentive programs complementary to the sustainable building policies in this Plan together with local municipalities. These programs may include water and wastewater servicing allocation credits, density bonusing, expedited processing of development approvals or the use of local municipal community improvement plans and associated financial tools.

**7.5.20** To review the sustainable building policies in this Plan as building standards evolve.

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

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