



# **Appendix A**

## **Regional Policies and the 2002 Transportation Master Plan Overview Report**



York Region **SUSTAINABILITY  
STRATEGY**

*Towards a Sustainable Region*

A photograph of people at a transit station, overlaid with a red tint.

**2007**



Markham · Vaughan · Richmond Hill · Newmarket · Aurora  
Georgina · Whitchurch-Stouffville · East Gwillimbury · King

## **We Need Your Input**

This Sustainability Strategy is based on input from the public and stakeholders during the Region's Sustainability Symposium, the Towards Sustainability in York Region (TSYR) Advisory Group and the Growth Management Public Engagement Initiative. We also received valuable feedback from several organizations and individuals during the consultation phase of the preliminary draft. The Sustainability Strategy contains many of the hundreds of ideas that we have heard from the public.

We need your suggestions and ideas to evolve and strive for sustainability in all aspects of our work.

To send us your input, please contact York Region at:

**Phone: (905) 895-1231 extension 1570**

**Toll Free: 1-866-258-2026**

**Fax: (905) 895-3203**

**E-mail: [futureyork@york.ca](mailto:futureyork@york.ca)**

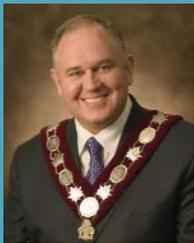
Alternatively, you can send your comments to our mailing address:

**The Regional Municipality of York  
Planning and Development Services Department  
Long Range and Strategic Planning Branch  
17250 Yonge Street, 4th Floor  
Newmarket, ON L3Y 6Z1**

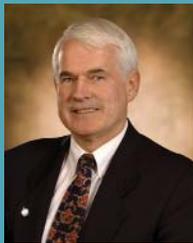
For more information on our sustainability and growth management work, visit our website at

**[www.york.ca](http://www.york.ca)**

and search under "Planning for Tomorrow".



Mayor  
Frank Scarpitti  
Town of Markham



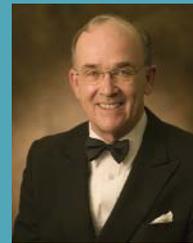
Regional Councillor  
Jim Jones  
Town of Markham



Regional Councillor  
Jack Heath  
Town of Markham



Regional Councillor  
Tony Wong  
Town of Markham



Regional Councillor  
Gordon Landon  
Town of Markham



Mayor  
David Barrow  
Town of Richmond Hill



Mayor  
Linda D. Jackson  
City of Vaughan



Chairman and CEO  
Bill Fisch



Regional Councillor  
Brenda Hogg  
Town of Richmond Hill



Regional Councillor  
Joyce Frustaglio  
City of Vaughan

### A Message From York Regional Council

York Regional Council is pleased to present the final version of the first *York Region Sustainability Strategy: Towards a Sustainable Region*. Given our dynamic pace of growth, The Regional Municipality of York will continue to address important issues such as creating and retaining a diversity of employment, protecting and restoring our natural heritage system and providing supportive infrastructure and adequate human services.

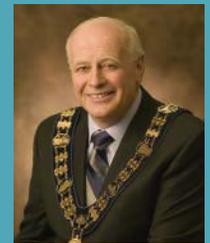


Regional Councillor  
Vito Spatafora  
Town of Richmond Hill

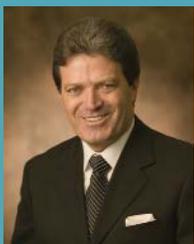


Regional Councillor  
Mario Ferri  
City of Vaughan

This *Sustainability Strategy* will enable York Region to take a new and fresh approach to our operations and decision-making processes - a sustainability perspective. It provides a model for municipal decision making that integrates the values of sustainable natural environment, healthy communities and economic vitality. This model also addresses the way we engage our public, monitor our progress and improve on our successes. *Towards a Sustainable Region* represents an important step on our continuing journey towards greater sustainability.



Mayor  
Tony Van Bynen  
Town of Newmarket

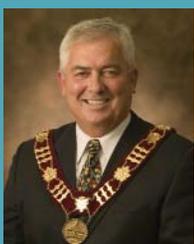


Regional Councillor  
Gino Rosati  
City of Vaughan

We would like to thank all who contributed to this document and look forward to your continued support. *Towards a Sustainable Region* will assist York Region in being adaptive and resilient to changing environmental, economic and social trends.



Regional Councillor  
John Taylor  
Town of Newmarket



Mayor  
Robert Grossi  
Town of Georgina



Regional Councillor  
Danny Wheeler  
Town of Georgina



Mayor  
Phyllis M. Morris  
Town of Aurora



Mayor  
Wayne Emmerson  
Town of Whitchurch-Stouffville



Mayor  
James Young  
Town of East Gwillimbury



Mayor  
Margaret Black  
Township of King

# Towards a Sustainable Region

The purpose of the **York Region Sustainability Strategy** is to provide a long-term framework for making smarter decisions about growth management and all municipal responsibilities that better integrate the economy, environment and community.

As our population is expected to increase to 1.5 million residents by 2031, the Region will face a number of important issues. These decisions will address how we manage our growth, protect and enhance our natural heritage system and foster a strong economy. In addition to this growth, the Region will be affected by a myriad of trends related to changing demographics, diversity, energy concerns and social cohesion. We are re-thinking how we design, service and support our communities. There is a need to better understand the connections between stewardship of natural resources, job opportunities, human services provision, and public health issues. This connection also includes the ability of our citizens to fully engage and participate in the economic, social and cultural life of their communities.

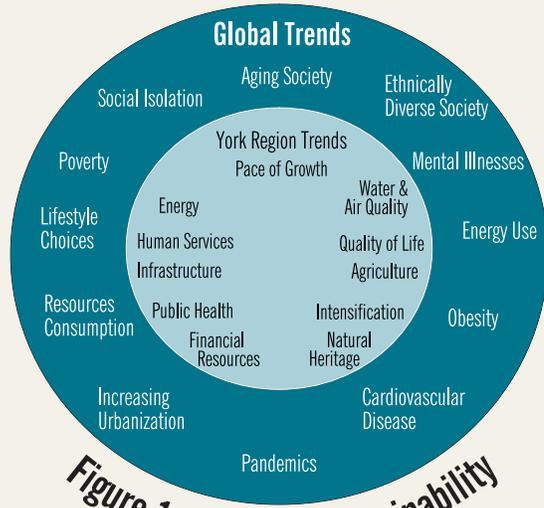


Figure 1: Drivers of Sustainability

York Region will approach these issues from a new and fresh perspective. The Sustainability Strategy is intended to provide an integrated, innovative and long-term view. In this way, we can fully evaluate our decisions and strengthen our environment, economy and communities. To achieve this, the seemingly inconsequential choices of everyday life, as well as our important long-term decisions require a different level of awareness.

## Sustainability: Living Better, Not Living Without

“Sustainability means living within the Earth’s Limits. It means living in a world where feeding people does not necessitate polluting groundwater and coastal shorelines. Where transporting people and goods does not mean polluting our air and changing our climate. Where heating our homes and powering our industries does not require vast amounts of polluting fossil fuels. Sustainability means doing things better — not doing without.”

— David Suzuki, Foreword to Sustainability Within a Generation, 2004

Fifty-years ago, our world was a different place and it will be vastly different fifty-years in the future. During this time, technological advances, political shifts, climate change, immigration, demand for human services and affordable housing, and higher energy costs, will require society to adopt a different economic, social and environmental value system. In North America, we represent one of the smallest shares of the world’s population, yet we are the largest consumers. Sustainability is about bringing this gap into equilibrium. We must work together to find innovative and creative ways to live our lives within the Earth’s limits using our ingenuity.

**Sustainability is about living better, not living without — this is the legacy of sustainability to which the Region is committed.**

Consumer Spending and Population by World Region, 2000		
World Region	Share of World Private Consumption Expenditures	Share of the World Population
United States and Canada	31.5	5.2
Western Europe	28.7	6.4
East Asia and Pacific	21.4	32.9
Latin America and the Caribbean	6.7	8.5
Eastern Europe and Central Asia	3.3	7.9
South Asia	2	22.4
Australia and New Zealand	1.5	0.4
Middle East and North Africa	1.4	4.1
Sub-Saharan Africa	1.2	10.9

SOURCE: "State of the World 2004" The World Watch Institute, 2004, Washington D.C.

# Background

The concept of sustainability is rooted in the pursuit of environmental protection and social justice. During the 1960s and 1970s, the typical approach to economic prosperity was to maximize profit and optimize performance without regard to environmental impacts or social costs.

By the 1980s, there was an international awareness that this approach to economic development was responsible for: loss of biodiversity, natural resource depletion, pollution and, in some cases, social inequity and a reduction in quality of life. As a result, a new paradigm of growth and development was created through the notion of sustainability.

In 1987, the United Nations Commission on the Environment and Development produced the Brundtland Commission Report that defined sustainable development as **“development that meets the need of the present without compromising the ability of future generations to meet their own needs.”**



## SUSTAINABILITY SPOTLIGHT

### SMART COMMUTE IN YORK REGION

Smart Commute York Region is a group of programs and policies to encourage usage of alternative modes of transportation instead of driving alone to work. Regional Council approved the following Smart Commute initiatives:

- The Carpool Zone: web-based carpool ride matching to help employees find matches for carpooling to and from work
- Preferential parking for those who carpool
- Emergency Ride Home Program for employees who use transit, walk, cycle or carpool to work
- Bike Rack and incentives for employees who cycle to work

## DID YOU KNOW

The average Canadian will, in his/her lifetime:

- use 120,000,000 litres of water
- consume the equivalent of 600,000 cubic metres of natural gas, 1,100,000 kg coal or 575,000 litres of crude oil
- travel 700,000 km in motor vehicles which is equivalent to traveling around the world at the equator 17.5 times
- generate 40,000 kg of garbage

SOURCE: Sustainability within a Generation, 2004

# What Does Sustainability Mean?

"Treat the earth well: It was not given to you by your parents, it was loaned to you by your children. We do not inherit the Earth from our Ancestors, we borrow it from our Children".

— Ancient Aboriginal Proverb

**SUSTAINABILITY MEANS** leaving our communities, our Region, our World in a healthy state for our children and grandchildren.

**SUSTAINABILITY MEANS** evaluating the community, environmental and economic effects of our actions.

**SUSTAINABILITY MEANS** thinking differently, being more innovative and collaborative.

**SUSTAINABILITY MEANS** making smarter decisions about our lifestyle, community design, infrastructure and financial decisions.

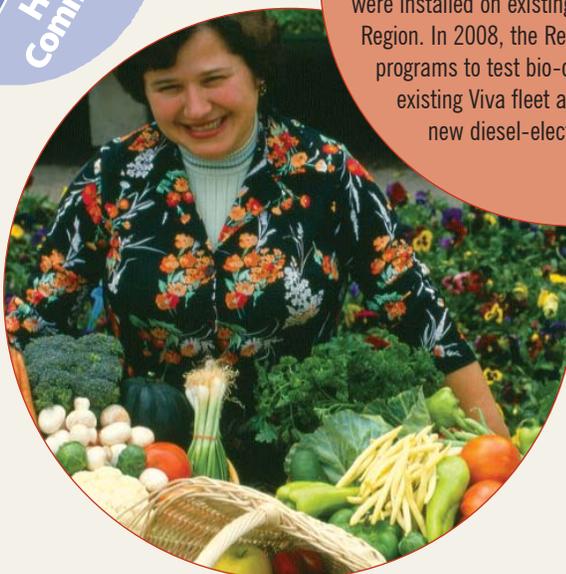
**SUSTAINABILITY MEANS** practicing prevention and adaptation so that our communities become more resilient to long term social, economic and climate change.



## SUSTAINABILITY SPOTLIGHT

### PROMOTING ALTERNATIVE ENERGY SOURCES IN PUBLIC TRANSIT

In 2006, the Region implemented a Solar Light Pilot Program for bus shelters. Ten solar light kits were installed on existing shelters throughout York Region. In 2008, the Region will begin two pilot programs to test bio-diesel fuels for the existing Viva fleet and the purchase of new diesel-electric buses.



# Why a Sustainability Strategy?

"Then I say, the earth belongs to each generation during its course, fully and in its own right, [but] no generation can contract debts greater than can be paid during the course of its own existence."

— Thomas Jefferson

- Makes good business sense in terms of increasing our competitive advantage for the future, energizing our employees, increasing efficiency and productivity.
- Translates the concept of sustainability into practical action.
- Provides a useful model for smarter decision-making that integrates economic, environmental and community considerations.
- Aligns and coordinates current sustainability initiatives, and identifies gaps.
- Addresses the expectations and values of our public, stakeholders and employees.
- Reduces and minimizes the effects of greenhouse gas emissions through mitigation and adaptation.
- The Strategy demonstrates leadership.

## SUSTAINABILITY SPOTLIGHT

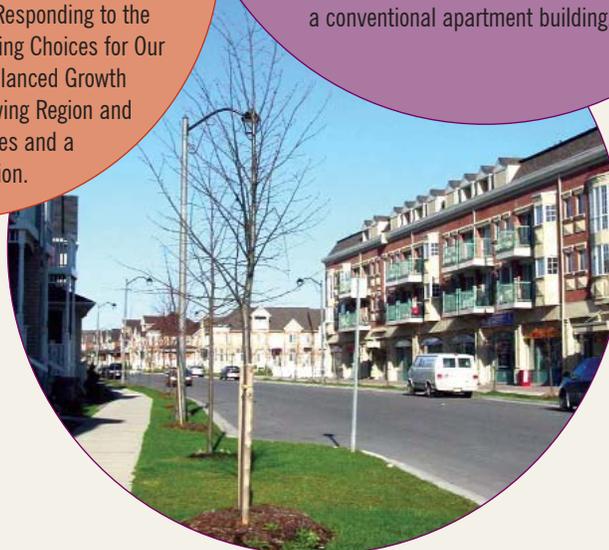
### VISION 2026

Vision 2026 is an overall blueprint for York Region. It includes a vision statement, eight goals, and action areas within each goal that describe what people have said they want the Region to be. These goals areas include: 1) Quality Communities for a Diverse Population 2) Enhanced Environment, Heritage and Culture 3) A Vibrant Economy 4) Responding to the Needs of Our Residents 5) Housing Choices for Our Residents 6) Managed and Balanced Growth 7) Infrastructure for a Growing Region and 8) Engaged Communities and a Responsive Region.

## SUSTAINABILITY SPOTLIGHT

### ENERGY EFFICIENT AFFORDABLE HOUSING

Tom Taylor Place is the first affordable housing development in York Region that has been designed to achieve Leadership in Energy and Environmental Design (LEED) certification by incorporating sustainable and energy efficient measures into the design. This \$10 million dollar project is a 50-unit building comprising of 51,500 square feet. The units are designed to meet the needs of people with physical disabilities, including seven households for clients of the Canadian Hearing Society. Tom Taylor Place is expected to use 58% less energy than a conventional apartment building.



# York Region Successes

The Region has built a strong foundation for sustainability over the years and has established an extensive portfolio of sustainability initiatives that include:

- Vision 2026 with eight integrated goals
- Regional Official Plan based on the themes of natural environment, economic vitality and healthy communities
- Human Services Planning Coalition
- The Greening Strategy and Land Securement Initiatives
- The State of the Environment Report 2005
- Energy and Environmental Management System (EEMS)
- Water for Tomorrow Program
- Energy Efficient Affordable Housing Project: Tom Taylor Place
- Public Transit and Rapid Transit Initiatives (YRT/VIVA)
- Minimum LEED Silver Standard for Regional Facilities
- Corporate Clean Air Task Force
- York Region Housing Strategy
- Coordinated approach to the Regional Official Plan and Infrastructure Master Plans Update
- A variety of purchasing and operation decisions (i.e. LED traffic lights, new carpet procurement etc.).



## Local Municipal Initiatives

- Town of Aurora: Water Conservation By-Law
- The Town of East Gwillimbury: Energy Star Program and LEED Silver Standard for all new Town facilities and all new industrial, commercial, institutional and high-rise residential buildings
- Town of Georgina: Municipal Waste Reduction Initiatives, Willow Beach Water and Sewer Project, Town operated vehicles converted to bio-diesel
- The Township of King: Outdoor Water Use Initiatives
- Town of Markham: Green Bin Collection Program, Pathways and Trails Master Plan
- The Town of Newmarket: Pesticide By-Law prohibiting the use of cosmetic pesticides on public and private property
- The Town of Richmond Hill: Wind Energy Project, Residential Intensification Study
- The City of Vaughan: Sustainable Community Project in Block 39
- The Town of Whitchurch-Stouffville: Redevelopment of 19 Civic Avenue — Nineteen on the Park for arts, culture and entertainment.

...and many more!

# York Region Sustainability Strategy

The purpose of the Sustainability Strategy is to provide a long-term framework for making smarter decisions about growth management and all municipal responsibilities that integrate the economy, environment and community. This strategy is the first step on the sustainability journey and builds on the sustainability policy and activities that the Region already has in place. The purpose of this strategy is to take the Region to the next level of sustainability. It is recognized that as we aim to

strengthen sustainability values throughout the Region, we will have to take additional steps while we continually evaluate our direction and progress.

## A Different Way of Thinking

The Region of York has established a strong vision for the future with its two major strategic documents, **Vision 2026** and the **Regional Official Plan**. The Region also has a number of implementation plans and strategies including: The Greening Strategy, Housing Strategy, Infrastructure Master Plans, the Economic Strategy and a Human Services Strategy.

The York Region Sustainability Strategy calls for a different perspective on **how** we implement Regional initiatives. The Strategy calls for a new way of doing things — new integrated solutions. **Each decision we make should produce value and net gains within the environment, economy and community.** The strategy will focus on integrating this different approach into all our policies and practices. The Region will report on our

progress annually to provide an opportunity for public feedback. In this way, the Sustainability Strategy is intended to be an **evolving, living** document.

The Strategy provides a leadership framework for updating, implementation and monitoring progress for all Regional sustainability efforts.

**SUSTAINABILITY SPOTLIGHT**  
**THE TOWARDS SUSTAINABILITY IN YORK REGION ADVISORY GROUP**  
 In September 2005, Regional Council endorsed the establishment and workplan of the Towards Sustainability in York Region (TSYR) Advisory Group. The mandate of the Advisory Group was to provide advice to the Region on how to make the Regional Official Plan a more Sustainable plan and how to develop a Sustainable Infrastructure Strategy including next steps.



# Towards a Sustainable Region...

Creating a vision of sustainability will steer our decision-making processes. The Region's vision will be achieved when every citizen and employee can:

- Breathe clean air and eat healthy food
- Live in adequate housing and have quality human services
- Access different, efficient and affordable modes of transportation
- Experience economic prosperity
- Feel engaged and included in their community
- Lead an active and healthy lifestyle
- Realize their full potential and attain a state of overall well-being.

This vision will be realized by applying sustainability principles to our decisions and implementing the actions listed in this strategy. By having on-going conversations with our many different stakeholders, the Region will be able to gauge its progress and determine whether we have achieved our vision.

By having one vision throughout the Corporation, we can make more effective investments that will take the Region, its communities and citizens, one step closer towards sustainability.

## Guiding Principles for Implementation

The following principles are designed to achieve the Region's vision and promote a different way of thinking towards implementation so that we can make smarter, more integrated choices, and lead by example.

**Principle 1:** Provide a long-term perspective on sustainability.

**Principle 2:** Evaluate using the triple bottom-line elements of environment, economy and community.

**Principle 3:** Create a culture of continuous improvement, minimizing impact, maximizing innovation and increasing resiliency.

**Principle 4:** Identify specific short-term achievable actions that contribute towards a sustainability legacy.

**Principle 5:** Set targets, monitor and report progress.

**Principle 6:** Foster partnerships and public engagement.

**Principle 7:** Create a spirit of stewardship, shared responsibility and collaboration.

**Principle 8:** Raise the level of sustainability awareness through education, dialogue and reassessment.

**Principle 9:** Promote sustainable lifestyles and re-evaluation of our consumption and expectations.

# Think Globally, Act Locally

# Action Areas

The policies and initiatives of the Sustainability Strategy have been categorized under the following action areas:

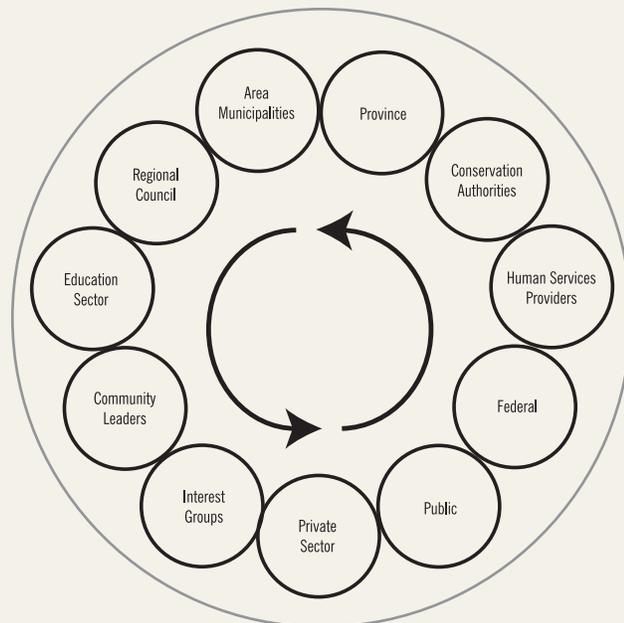
- I. Corporate Culture of Sustainability
- II. Healthy Communities
- III. Economic Vitality
- IV. Sustainable Natural Environment
- V. Education, Engagement and Partnerships
- VI. Sustainability Implementation and Monitoring



## Strengthening Partnerships to Achieve our Legacy

The issues and actions in this Sustainability Strategy are wide-ranging and have a broad effect across all levels of government in Canada and Internationally.

The framework for the Sustainability Strategy will be carried out in partnership with Regional departments, stakeholders and our public. In this way, the Region has an opportunity to be a leader with its partners in order to capture the Region's unique diversity of values, needs and perspectives.



### DID YOU KNOW

An inclusive society creates both the feeling and the reality of belonging and helps each of us reach our full potential. The feeling of belonging comes through caring, cooperation, and trust. The reality of belonging comes through equity, fairness, social and economic justices. We make belonging real by ensuring that it is accepted and practiced by society.

SOURCE: Count me in! Ontario Prevention Clearinghouse, 2006.

# Corporate Culture of Sustainability

## Theme Area

The Region understands that sustainability is very much a way of thinking that begins with raising awareness and integrating sustainability principles into Regional decision-making processes. This approach will assist the Region in optimizing productivity, resiliency, performance and overall employee well-being.

## Actions

- Become a leader in sustainability policy and action in Canada.
- Foster corporate champions of sustainability to provide leadership within the Corporation.
- Initiate a sustainability training program to further engage Senior Management, Regional Council and all levels of staff.
- Include a triple bottom line sustainability assessment in Council Reports on decisions.
- Initiate a speaker series for Regional employees on how to be eco-friendly in their everyday activities.
- Increase the financial sustainability of the Corporation's budget, business plans and processes.
- Continue to incorporate methods of sustainable budgeting such as lifecycle costing, full-cost accounting, cost-benefit analysis, assessment of long-term cost savings, among others.
- Require Regional business units to incorporate sustainability objectives into their business plans.
- Prepare a green procurement strategy that ensures that environmentally friendly and biodegradable products are given first priority.
- Prepare a purchase of service protocol which introduces sustainability criteria.
- Hold seminars for Regional employees on green purchasing and contracting.
- Use electronic distribution of materials wherever possible to reduce paper usage.
- Consider a Third Party Audit of Regional policy, operations and procedures to identify the gaps where sustainability considerations may be lacking.



"It is not enough to change strategies, structures, and systems, unless the thinking that produced those strategies, structures and systems also changes."

— Peter Senge, *Dance of Change*

- Recommend that all York Region capital projects consider life-cycle costs which include maintenance.
- Promote employee wellness including fitness, stress management and healthy workplace.
- Complete a sustainable fleet strategy for regional vehicles that considers alternative fuels, vehicle types, and operational guidelines.
- Build Regional Buildings at a minimum LEED Silver Standard as directed by Regional Council.
- Continue to increase the energy efficiency and sustainability of York Region Buildings through retrofits, procurement and conservation measures.
- Reduce emissions of smog precursors (ozone, particulate matter, sulphur dioxide) and harmful pollutants that impact human health.
- Reduce greenhouse gas emissions in existing and future Regional Facilities and provide reduction targets over time as per our Partners for Climate Protection commitments.
- Consider establishing a Regional Office of Sustainability.

### SUSTAINABILITY SPOTLIGHT

#### FLOORING REPLACEMENT PROJECT:

York Region recently replaced the flooring in its administrative building with a combination of carpet and rubber flooring. The carpet contains 50 percent recycled content, including 23 percent recycled carpet. In fact, the rubber flooring is made entirely from recycled tires! This product passes strict tests for indoor air quality, meets the LEED rating systems, is 100 percent recyclable, and is more durable and longer-lasting than conventional carpet. The existing carpet was removed and reclaimed guaranteeing that no material would be incinerated or placed in a landfill site.

#### DID YOU KNOW

York Region invested \$1.4 million dollars in energy retrofits to its Administrative Centre which will translate into an 8.4 year payback — an annual cost-savings of \$200,000!



# Healthy Communities

## Theme Area

Sustainability is about achieving a state of well-being. The Region strives to improve the quality of life and health of our residents and employees and support overall independence and personal development by planning and developing healthy and strong communities.

Our goal is to create self-sustaining and healthy communities that emphasize the human condition. This objective involves an integrated decision-making process that simultaneously considers land-use and infrastructure planning, human services and fiscal impacts.

### DID YOU KNOW

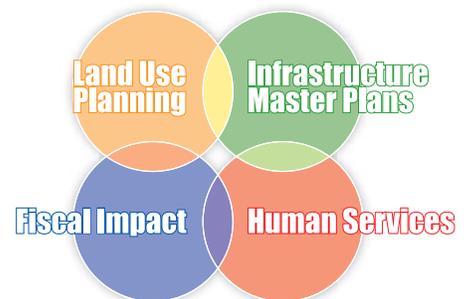
The Region recognizes that the health of a community is based on the following social factors defined as the determinants of health:

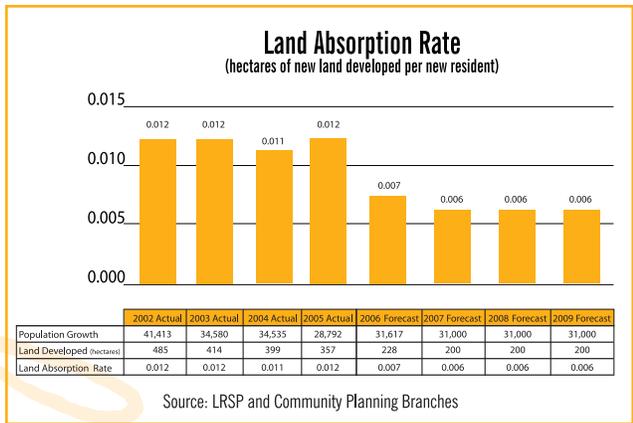
- |                                 |   |                                 |
|---------------------------------|---|---------------------------------|
| - Income and social status      | - Social environments                         | - Biology and genetic endowment |
| - Social support networks       | - Physical environments                       | - Health services               |
| - Education and literacy        | - Personal health practices and coping skills | - Gender equity                 |
| - Employment/working conditions | - Healthy child development                   | - Culture                       |

SOURCE: Count me in! Ontario Prevention Clearinghouse, 2006

## Actions

- Recognize the connection between human services, economic vitality and quality of life.
- Integrate land-using planning with urban design and infrastructure planning.
- Implement high quality urban design, architecture and place making across the Region.
- Update the Region's Infrastructure Master Plans and integrate with the Growth Management Strategy and Natural Heritage System.
- Require that all new residential development be compact in nature and incorporate a mix and range of housing options.





- Promote the Region’s Transit-Oriented Development Guidelines to provide opportunities to shape urban form that is transit-supportive, mixed-use and efficient, and provides a sense of place to residents and employees.
- Ensure that all residents and employees, including new immigrants, the elderly, young people and the disabled have barrier-free, accessible and affordable transportation.
- Create new communities that prioritize mobility and access so that everyone is entitled to reasonable access to all places, goods and services in the Region. This includes people with physical disabilities, low incomes and the elderly.
- Design new communities in the Region’s Whitebelt which consider the social determinants of health to help the community and individual realize their full potential with respect to health, social equity, culture, environment, economic vitality and sense of place.
- Recognize that culture and heritage are key elements of community, quality of life and health.
- Continue to investigate innovative and creative strategies to promote intensification and compact development in the Regional Centres and Corridors, including financial and planning tools.
- Prepare a Region-wide Housing Requirements Study based on the 2006 Census and update the Region’s Housing Supply Strategy.
- Update the York Region Affordable Housing Strategy.
- Work with the private sector and public agencies to provide a broad array of housing choices for all income groups.
- Work with the Province and Area Municipalities to promote secondary suites across York Region to contribute to housing choice and affordability.
- Work with the police, area municipalities and other key stakeholders in employing the techniques of Crime Prevention through Environmental Design (CPTED).

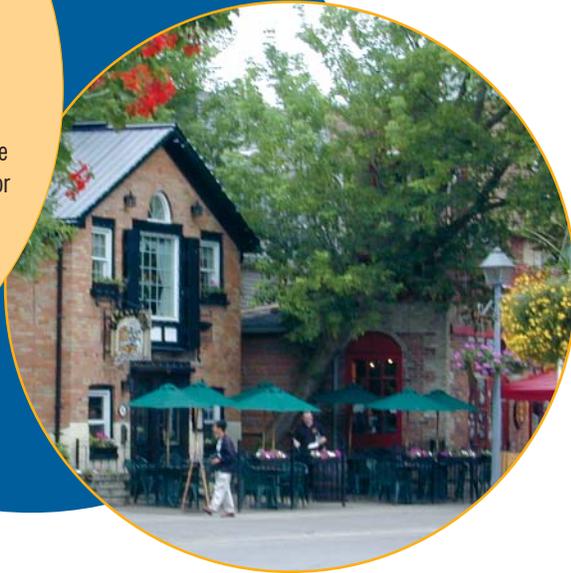
**DID YOU KNOW**  
 Each hour per day spent in a car increases the likelihood of becoming obese by 6%. In 2001, obesity cost the Canadian Health Care System \$1.6 Billion in hospital care, drugs and doctors and \$2.7 billion in lost earnings due to illness and/or premature death - a total of \$4.3 billion!

## SUSTAINABILITY SPOTLIGHT

### YORK REGION POLICE: PROMOTING LIVEABLE AND SAFE COMMUNITIES

York Regional Police are involved in a number of community initiatives which include:

- Guns and Gangs Strategy
- Methamphetamine Strategy, developed with Health Services to address the use and production of methamphetamine
- Police/School Protocol: to solidify the partnership between police and both school boards to maintain a safe school environment for our children
  - Be Net Aware: program launched to teach children and parents about internet dangers and safe use.

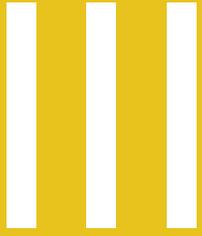


- Prepare and adopt a York Region Pedestrian and Bicycling Master Plan to promote an active transportation system and lifestyle.
- Continue to support human services planning by advocating for adequate funding for human services infrastructure for a growing population and to foster civic engagement in building healthy communities.
- Continue to finalize and implement the Region's Human Service Strategy to ensure that services match our rapid population growth and that the needs of children, young people, seniors, new Canadians and low income individuals are met.
- Continue to invest in our children through early childhood development and early intervention services.
- Update the Region's human services requirements and include a 25-year Human Services Fiscal Impact Study to align with the growth targets in the Provincial Growth Plan.
- Work with partners through the Inclusivity Action Plan to ensure that the potential of all new Canadians is realized.
- Promote 'one stop' community service delivery that is located in the Regional Centres and Corridors to provide transportation access options for users.
- Consider how community design and lifestyle is connected to such health issues as obesity, as well as respiratory and cardiovascular diseases.

- Promote health awareness and programs such as: walk to school, no smoking awareness, healthy foods and physical activity.
- Hold a Sustainable Greenfield Workshop with an array of Regional stakeholders to explore ideas around transit, energy planning, environmental protection and development options in the Region's remaining greenfield areas.
- Continue to support "20/20" The Way to Clean Air Program for Schools.
- Continue to construct energy efficient Affordable Housing Projects such as Tom Taylor Place.
- Implement a policy to provide incentives for high density Leadership in Energy and Environmental Design (LEED) development in the Regional Centres and Corridors.

Community





# Economic Vitality

## Theme Area

Sustainability will help make York Region more competitive. This approach can result in efficiencies and savings, create attractive, balanced communities, and help attract a talented labour force and leading edge companies. The Region can provide a climate for the growth of innovative and competitive companies that can contribute towards a resilient, diverse and prosperous economy. In short, sustainability makes good business sense.

## Actions

- Work with the Chambers of Commerce and Boards of Trade to promote economic vitality, industry diversity and full participation among the resident labour force.
- Promote senior level partnerships and investment that support economic development initiatives.
- Improve the understanding of the Regional economy to address industry requirements and skills availability.
- Complete a Fiscal and Economic Implications Study of various growth scenarios as part of the Region's Growth Management and Regional Official Plan Update.
- Work with different levels of government to implement immigration policies that provide more Canadian work opportunities for the new immigrant labour force.
- Recognize that economic benefits, strength and resiliency are accrued in a community that has access to adequate and quality human services.
- Continue to provide rapid transit and public transit with connecting pedestrian- friendly access routes.
- Update the Region's Water, Wastewater and Transportation Master Plans utilizing sustainability principles.
- Ensure that the movement of goods are safe, efficient and flexible and will minimize the use of non-renewable resources.
- Promote the economic and environmental benefits of intensification within urban areas.
- Work with the area municipalities to expedite key industrial/commercial developments through the Regional approval process.



#### DID YOU KNOW

In 2004, the GDP output for York Region was \$37.5 million – that is greater than each of the provinces of Prince Edward Island, Newfoundland, New Brunswick and Nova Scotia!

- Establish a Sustainable Business Directory of companies that sell sustainable products, purchase environmentally-friendly products, and exercise corporate social responsibility.
- Engage the business community on techniques to reduce water usage and energy consumption.
- Initiate a “greening technology centre of excellence” that acts as a discussion forum for industries, research organizations, education institutions and service sector companies.
- Develop and implement a local source food strategy that increases awareness about production, processing and distribution.
- Continue to support the York Region Farm Fresh Initiative to promote local food production and consumption.
- Support the GTA Agricultural Action Committee in implementing the GTA Agricultural Action Plan.
- Coordinate with the agricultural community to promote local agriculture to local markets, retailers, restaurants and other related businesses.
- Investigate how community gardens can be incorporated into new developments and into the existing urban fabric as a contributor to community health, social interactions and security of the local food supply.
- Continue to promote our tourism strengths, including forests, historic villages, parks and artistic and cultural activities as identified through such initiatives as the Premier-Ranked Tourism Destination project.
- Ensure that all new initiatives listed in the Region’s business plans include a sustainability assessment.



#### DID YOU KNOW

Solar, photovoltaics, wind turbines, and fuel cells are expected to expand from a current sector value of \$9.5 billion now to \$89 billion by 2012.

(State of the World, 2004)

# IV

## Sustainable Natural Environment

### Theme Area

York Region's natural environment is one of our greatest assets. The Greenbelt includes 69% of the Region's land area. It contributes to the quality of life of our residents and helps attract new business to the Region. Our goal is to not only protect, but to enhance and strengthen our natural heritage.

### Actions

- Identify and adopt an updated linked natural heritage system for York Region in collaboration with the stakeholders, area municipalities and conservation authorities.
- Host a Climate Change Symposium in York Region to promote awareness of implications as well as explore mitigation, adaptation and response strategies.
- Update the Greening Strategy and Land Securement Initiative for York Region based on sustainability values.
- Review the Regional forest cover target of 25% in the context of the updates to the Greening Strategy, Natural Heritage System and Regional Official Plan.
- Adopt and implement the Corporate Clean Air Strategy.
- Investigate and adopt principles for sustainable green communities in order to create more liveable, energy efficient communities with smaller ecological footprints.
- Ensure triple bottom line assessments of all infrastructure initiatives and context sensitive designs.
- Continue to find new and innovative infrastructure construction techniques that result in positive economic, environmental and social impacts.
- Apply Transportation Demand Management to increase transit usage, carpooling and alternative transportation modes to improve access and mobility.
- Investigate community energy planning techniques and the use of alternative and renewable sources of energy such as building/subdivision orientation, district energy and community-based ground source heat pump systems, among others.

# Environment



- Work with the Conservation Authorities to improve the quality and quantity of storm water through innovative approaches such as permeable surfaces, green roofs and creating artificial wetlands.
- Work to improve the quantity and quality of the Region's subsurface and surface water systems including Lake Simcoe.
- Continue street tree and reforestation programs to increase green cover in the Region.
- Continue to pursue the Energy-from-Waste Incineration Project with Durham Region to manage our waste locally.
- Adopt energy efficient systems and utilize state of the art infrastructure construction techniques to minimize impact on the environment.
- Continue to ensure clean and safe drinking water for residents in York Region.
- Increase the Region's waste diversion rate to 65% by 2010 and 75% by 2016.
- Investigate the possibility of establishing an emissions trading/carbon credits system for the Region.
- Expand on energy efficiency initiatives and pursue other forms of renewable energy (i.e. solar, wind).
- Incorporate more initiatives that target the rural and agricultural sectors, such as programs that inform farmers about more sustainable farming techniques.
- Explore and produce a comprehensive green building strategy in consultation with municipalities that would incorporate ENERGY STAR® and/or LEED™ Standards.

**SUSTAINABILITY SPOTLIGHT**

**THE GREENING STRATEGY:**

York Region's award winning Greening Strategy was adopted in 2000. Since that time, Council has annually funded the Natural Environment Securement Fund. Approximately 500 hectares have been protected and 500,000 trees and shrubs have been planted between 2000 and 2005.

# V

## Education, Engagement and Partnerships

### Theme Area

Many of the elements of sustainability lie outside traditional municipal responsibilities. The strength and resiliency of a community is very much linked to the inclusion and engagement of individuals, community and organizations in community life.

## Actions

- Publish and distribute the Sustainability Strategy inviting input from the public stakeholders and partners.
- Produce a citizen's brochure that describes how York Region residents can contribute to the Region's sustainability goals and actions.
- Promote the social goals of equity, accessibility and engagement so that each of our citizens can lead healthy, fulfilling and connected lives.
- Showcase and promote the York Region Sustainability Strategy and accomplishments at various local, national and international forums.
- Establish a sustainability website which includes regional programs and promotes awareness.
- Reconstitute the Towards Sustainability in York Region (TSYR) Advisory Group to provide partner/stakeholder feedback at various implementation stages.
- Continue to support the York Region Human Services Planning Coalition in its efforts to advocate for adequate and timely investment in human services so that quality of life in York Region is maintained and enhanced.
- Advocate a Provincial Human Services Plan that encourages partnerships with the community and other levels of government and makes a greater investment in prevention and early intervention services.
- Work with York Region Schools and School Boards to raise awareness about sustainability among young people.

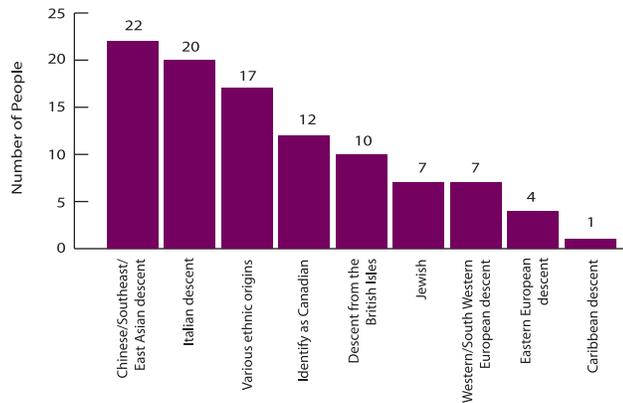


“We will never reach a perfect world but we can work towards it and we can improve our situation and that is why coming together to talk is necessary”  
 — Count me in! Ontario Prevention Clearinghouse, 2006.

Partnerships

- Engage businesses, schools, environmental and community groups in an on-going dialogue to improve sustainability planning in York Region.
- Work with area municipalities, conservation authorities and interest groups on initiatives such as climate change, greening and intensification.
- Continue to work together with Provincial and Federal Governments on defining sustainability and putting together an action plan for moving ahead.
- Encourage the Province to make changes to the building code to implement innovative ideas that integrate sustainability principles into development.
- Explore methods to involve the diverse segments of the Region’s population.
- Partner with the York Region School Boards to incorporate the concept of sustainability into the curriculum.

What if York Region were a Village of 100 People?



Source: York Region Community Services and Housing Department, 2006

SUSTAINABILITY SPOTLIGHT

LED TRAFFIC SIGNAL PROGRAM

York Region has completed its Light Emitting Diode (LED) traffic signal replacement program. LEDs consist of a number of small, low voltage lights connected in strings. Should one of the strings fail, the other strings continue to maintain the operation of the signal. These lights are superior to incandescent bulbs for longevity, visibility, maintenance and use 90 percent less power. It is anticipated that the LED program will pay for itself in three years.



# VI

## Sustainability Implementation and Monitoring

### Theme Area

The key to a successful sustainability strategy is its implementation, continuous monitoring and improvement. A major component of this success is on-going communication and dialogue. It is important to identify and address the practical requirements for implementing the Regional Sustainability Strategy.

## Actions

- Produce an implementation action plan that addresses priority-setting, targets, monitoring and evaluation.
- Identify timelines and success measures for each of the actions in this strategy.
- Identify qualitative and quantitative indicators of progress in sustainability.
- Benchmark Regional performance on an annual basis against a set of criteria, targets and indicators that define sustainability in York Region.
- Modify and incorporate Vision 2026: Annual Report on Indicators of Progress to act as the primary monitoring document for the Sustainability Strategy.
- Report annually to the public and stakeholders on sustainability initiatives, indicators and issues.
- Set up a Regional Internal Steering Committee to assist in the monitoring, resourcing and improvement of the Sustainability Strategy's implementation.
- Continue to use the Energy and Environmental Management System (EEMS) to track energy performance and costs across the Region on an annual basis.
- Prepare a business case and sustainability assessment for all proposed action items listed in the Sustainability Strategy.
- Require a sustainability assessment for staff reports seeking approval, adoption or endorsement of a position.



**Example of Implementation Plan Template**

Action	Sustainability Assessment	Outcomes	Financial Sustainability	Corporate Responsibility and Accountability

## Next Steps - York Region Priority I initiatives

Throughout the consultation phase of the Sustainability Strategy, a number of priority actions were identified. As a sign of the Region's commitment to sustainability and to generate momentum for the strategy, the following initiatives are currently being implemented:

1. Complete Sustainable Infrastructure Master Plan Updates that are integrated with the Natural Heritage System and the Growth Management Strategy.
2. Provide incentives for Leadership in Energy and Environmental Design (LEED) development in the Regional Centres and Corridors.
3. Update Regional Natural Heritage System policies.
4. Initiate a corporate dialogue on sustainability leadership and building a corporate culture of sustainability.
5. Establish a Sustainability Training Program for regional employees.
6. Require a sustainability assessment for regional decisions, major staff reports and proposed sustainability strategy actions.
7. Establish a York Region Sustainability Internal Steering Committee to assist in the implementation, monitoring, resourcing and improvement of the Sustainability Strategy.
8. Develop an implementation plan for each action including specific steps, outcomes and responsibilities.
9. Integrate sustainability values into the business plans for each regional business unit.
10. Develop a mechanism to monitor greenhouse gas emissions corporate-wide.
11. Develop a sustainable purchase of service protocol and a green procurement strategy.
12. Prepare a business case for a proposed Sustainability Office with York Region.

# We Need Your Input

This Sustainability Strategy is based on input from the public and stakeholders during the Region's Sustainability Symposium, the Towards Sustainability in York Region (TSYR) Advisory Group and the Growth Management Public Engagement Initiative. We also received valuable feedback from several organizations and individuals during the consultation phase of the preliminary draft. The Sustainability Strategy contains many of the hundreds of ideas that we have heard from the public.

This document represents the beginning of a process of continuous monitoring and improvement. York Region's Sustainability Strategy is a living and evolving strategy that takes a long-term perspective on sustainability. This journey is meant to be a learning experience and an inclusionary process. We welcome your input and perspectives.

We need your suggestions and ideas to evolve and strive for sustainability in all aspects of our work. To send us your input, please contact York Region at [futureyork@york.ca](mailto:futureyork@york.ca) or call 905-895-1231 extension 1570.

Alternatively, you can send your comments to our mailing address:

**The Regional Municipality of York  
Planning and Development Services Department  
Long Range and Strategic Planning Branch  
17250 Yonge Street, 4th Floor  
Newmarket, ON L3Y 6Z1**

We have taken significant steps, but there is much left to do. For more information on our sustainability and growth management work, visit our website at [www.york.ca](http://www.york.ca) and search under "Planning for Tomorrow".





ENVIRONMENTAL PRINTING –  
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CITY-BUILDING AND SUPPORTING TRANSIT THROUGH GOOD DESIGN

# TOD

T R A N S I T - O R I E N T E D D E V E L O P M E N T

## G U I D E L I N E S

ADOPTED BY  
**Regional Council**  
on Sept. 21, 2006





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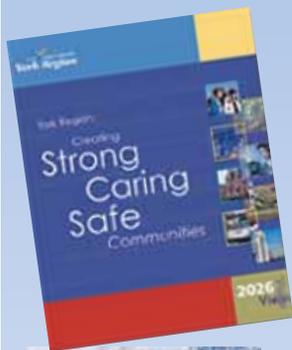
## TOD and the REGIONAL URBAN STRUCTURE

The purpose of Regional Transit-Oriented Development (TOD) Guidelines is to advance the implementation of York Region's planned urban structure of Regional Centres linked by Regional Corridors, served by public transit. The Region, in partnership with its nine local municipalities, is committed to achieving this structure and has achieved considerable success to date. However, significant implementation opportunities remain.

Robust growth, development and re-development within York Region represent excellent opportunities to shape urban form in a way that is transit-supportive, pedestrian-friendly, and well-designed. This approach is consistent with the Regional Official Plan (ROP), and is further supported by initiatives that aim to advance the ROP's themes of Economic Vitality, Environmental Sustainability and Healthy Communities, including:

- **York Region Centres + Corridors Strategy: Making it Happen!**, outlining a detailed action plan to make the Region's planned urban structure a reality through a four-faceted approach that employs Policy, Financial Tools, Infrastructure Investment and Supportive Programs
- **Regional Official Plan Amendment No. 43**, enhancing the Regional planning framework through a greater emphasis on compact development, urban design, implementation tools, and infrastructure investment including rapid transit
- **York Region Rapid Transit Plan Phase 1 - Viva Phase 1**, launched in September 2005 to improve the frequency, capacity and convenience of transit services along the Regional Corridors through state-of-the-art buses, traffic signal priority and off-board fare collection
- **Vision 2026**, setting out eight strategic goals to guide corporate priorities over the next 20 years based on a comprehensive and inclusive consultation process with York Region residents and businesses
- **Transportation Master Plan**, prioritizing transit and road infrastructure improvements to meet the Region's transportation needs to 2031, with an emphasis on implementing a Regional Rapid Transit Plan linking the Regional Centres and Regional Corridors, including connections to the Toronto Transit Commission subway south of Steeles Avenue
- **York Region Transit (YRT)**, established in 2001 from the amalgamation of local municipal transit services to create a true Region-wide transit system with routes in all nine local municipalities

These initiatives represent a new approach to urban growth and development in York Region—one that emphasizes city-building through development and redevelopment that is compact, well-designed, mixed-use, pedestrian-friendly and transit-supportive. The traditional, auto-oriented suburban growth model is no longer sustainable from economic, environmental and social perspectives.

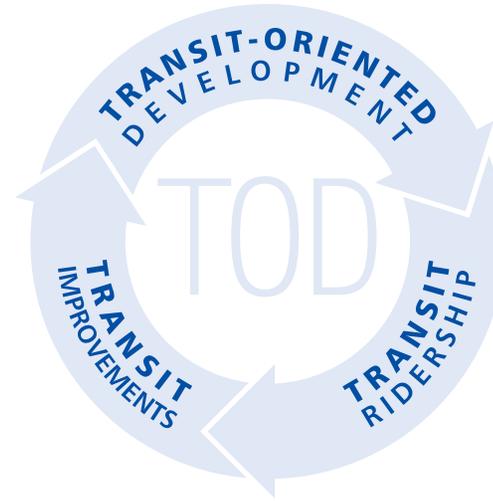


# WHAT IS TRANSIT-ORIENTED DEVELOPMENT (TOD)?

Transit-Oriented Development (TOD) is an approach to planning and design that recognizes the relationship between how we grow and our ability to provide efficient and effective transit services. The goal is to shape development in a way that responds to the needs of transit users and the transit service itself. Doing this effectively will generate ridership and enhance the quality and frequency of the transit system.

There are several elements to TOD, but some of the most common and widely-adopted include:

- Development is concentrated around transit stations
- Buildings are in a compact form and well-designed
- A mix of land uses are provided along transit routes, including a mix of commercial and residential in one building
- Activity-generating uses, like schools and shopping, are located along transit routes
- Buildings and the spaces in between are connected by sidewalks that lead to transit stations



The Regional Official Plan has many TOD elements incorporated into its policies, which are supported through local municipal official plans, secondary plans and zoning by-laws. Combined, these planning instruments form a comprehensive and consistent framework to encourage development in a manner that supports transit.

The guidelines outlined in this document will assist in the understanding and implementation of TOD land use policies in York Region. This, in turn, will support York Region's long-term investment in transit which includes rapid transit in the four Regional Corridors and the extension of the Toronto Transit Commission subway north to the Vaughan Corporate Centre.



**SECTION 5.2 of the REGIONAL OFFICIAL PLAN outlines the importance of PEDESTRIAN-FRIENDLY STREETSAPES as follows:**

- Locate buildings close to street edge
- Keep height of buildings and width of street in proportion
- Avoid walls, berms or fences that cut off the street from buildings
- Locate retail stores and services at grade
- Locate parking areas in rear or side yards
- Minimize number of mid-block entry points for vehicles
- Include amenities such as canopies or arcades along walkways and sidewalks and boulevard trees along the streetfront
- Provide landscape and building design that improves wind patterns
- Provide continuous sidewalks
- Design intersections to accommodate pedestrians as well as vehicles
- Explore alternatives to reverse lotting along arterials and collector roads



# USING THESE GUIDELINES

The Regional TOD Guidelines are not new policy or regulation. Rather, they are a tool to advance the understanding and implementation of existing Regional policies and programs that encourage transit-supportive, pedestrian-friendly and well-designed development. They not only incorporate essential elements of Regional policies and programs, but also reflect best practices from local municipal secondary plans for their respective segments of Regional Centres and Regional Corridors.

Readers should consider the Guidelines inclusively; each as part of a broader approach to transit-oriented development. Furthermore, readers should view the Guidelines in the context of Regional Official Plan policies and related programs, which are referenced in the sidebars of the document.

These Guidelines are intended to serve a number of purposes, including education, awareness, advocacy, and the further implementation of the Region's planned urban structure of Regional Centres linked by Regional Corridors, served by public transit. These Guidelines can assist developers in the preparation of planning applications. They can assist in the review and evaluation of planning applications by municipal staff and councils. They can help residents and businesses gain a better understanding of how the built environment within their communities can enhance daily life.

*TOD Theme*

*Guidelines*

*Details to explain guidelines*

*Official Plan policies that support TOD*

*Photograph of York Region example*



## FRAMEWORK and PRINCIPLES - CREATING the GUIDELINES

The Regional TOD Guidelines are part of an integrated, comprehensive approach to implement the Region's planned urban structure of Regional Centres linked by Regional Corridors, served by public transit. As such, the basis for these guidelines can be found not only in the Regional Official Plan, but also in several related programs including the Centres + Corridors Strategy and Viva Rapid Transit, as outlined in the previous section of this document. All of these initiatives are linked together and are essential to the ultimate success of planning implementation.

Five key elements were endorsed by Regional Council in March 2005 to establish the scope and content of these Guidelines, based on Regional Official Plan policy and related programs. These five elements are:

- The massing, height and density of buildings
- Quantity and design of surface and above/below-grade parking
- Pedestrian safety and comfort
- The layout of streets, sidewalks and other pedestrian connections
- Distances and connections between transit stops and buildings

Regional staff, together with staff from the local area municipalities, then applied the five elements to focus the background research of TOD and to further refine the scope and content of these Guidelines. Based on this work, the Guidelines outlined in this document are based on six themes or “lenses” to provide a logical and strategic focus.

These six themes or “lenses” are:

- Pedestrians
- Parking
- Land Use
- Built Form
- Connections
- Implementation



Safe and attractive places for pedestrians

**The TOD GUIDELINES** concept is established in the **REGIONAL OFFICIAL PLAN** policies, as seen below.

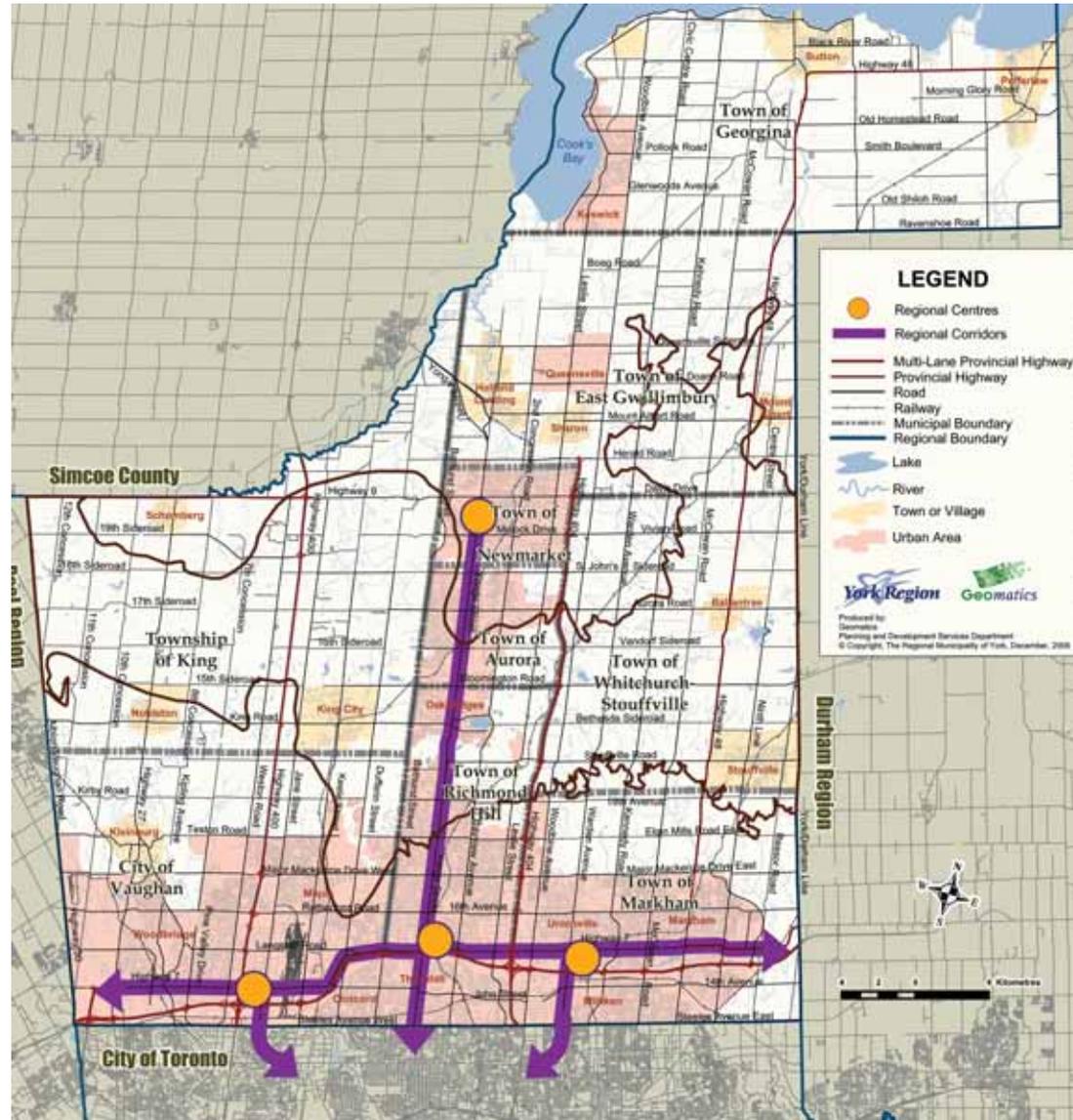
To achieve higher transit usage by supporting improvements in service, convenient access and good urban design. This includes, but is not limited to, the following:

- minimizing the walking distance to anticipated transit stops through such measures as the provision of walkways and more direct road patterns. In urban areas, the distance to a transit stop of generally no more than 500 metres (a 5-10 minute walk) for 90% of the residents and no more than 200 metres for 50% of residents;
- providing bus bays, bus shelters and bus loops where required;
- locating medium and higher density urban development adjacent to transit-intensive urban arterial roads;
- providing for and promoting the provision of parking and drop-off facilities for commuters in appropriate locations and as close as possible to commuter trip origins by developing and implementing Regional commuter parking and carpool parking plans;
- providing transit facilities at appropriate locations;
- providing continuous collector road systems that permit the linking of several adjacent developments with direct transit routings; and
- creating site plan control that gives priority to pedestrian access to transit over automobile access and parking in urban areas.

(ROP, 6.2.6)



# REGIONAL CENTRES AND CORRIDORS



# THE GUIDELINES



PEDESTRIANS



PARKING



LAND USE



BUILT FORM



CONNECTIONS



IMPLEMENTATION



## PEDESTRIANS - Encourage access, safety and comfort

### SUPPORTING ROP POLICIES

5.5.12g - Area municipalities will undertake the regular review of their official plans as required under the Planning Act and establish or review secondary plans that include segments of the Regional Corridors, consistent with the following: buildings and sites are designed to provide convenient access for public transit users, pedestrians, cyclists and persons with disabilities.

6.3.6 - To recognize the importance of providing for bicycle and pedestrian safety and convenience and of protecting the quality of the existing pedestrian environment.

5.5.12b - Area municipalities will undertake the regular review of their official plans as required under the Planning Act and establish or review secondary plans that include segments of the Regional Corridors, consistent with the following: promote public transit ridership through high quality urban design, human scale, land use mix, and compact development.

#### For more information, please see:

Online version of  
Ontarians with Disabilities Act, 2001  
[www.elaws.gov.on.ca](http://www.elaws.gov.on.ca)

CPTED Ontario  
[www.cptedontario.ca/](http://www.cptedontario.ca/)

Moving Forward: York Region's  
2005 Accessibility Plan.  
Please contact York Region  
Planning and Development Services  
Department for a copy.

The convenient, enjoyable and safe movement of people throughout their communities is essential to creating an environment that supports transit. The public realm—being buildings, the street and the spaces in between—should be designed and adapted to pedestrians' needs. People on their way to work, crossing the street, or sitting on a park bench should feel positive about their surroundings and have the ability to move freely and safely throughout.



Signal priority for pedestrians

### Accommodate people with disabilities and special needs

- The Ontarians with Disabilities Act, 2001, sets out the requirements for barrier-free design of buildings and public realm
- Sidewalk connections between transit stops and buildings should be seamless and at-grade (i.e. no steps)
- Cross-walks should be signalized, with ample time for people to safely cross the street

### Promote safety and comfort through building and site design

- Crime Prevention Through Environmental Design (CPTED) principles are an instructive tool in the design of safe environments
- Incorporate awnings and arcades into building design to protect pedestrians from the elements
- Transit shelters should be plentiful (where warranted) along routes, with direct sidewalk connections to buildings and adjacent to communities
- Streetscaping treatments should be incorporated to provide high quality pedestrian amenities, such as benches and garbage receptacles
- Building placement should reinforce a continuity of built form and definition of the public realm at the street edge



Direct pedestrian connection to transit, Highway 7

### Locate activity-generating land uses at street level

- The ground floors of mixed-use buildings should contain land uses that serve people (i.e. retail, medical offices, etc.)
- People-oriented land uses should be located as close to the street and transit services as possible



Woodbridge Avenue, Vaughan



Cox Boulevard, Markham



## PARKING-Provide well-designed, attractive facilities that put transit first

The quantity and design of vehicle parking facilities impacts the character, cost and phasing of development. The goals of providing adequate vehicle parking and encouraging transit use can be achieved in an inclusive manner—there can be a balance between form and function.

### In the design of surface and structure parking, have regard for safe and convenient connections between parking and building entrances

- Have regard for safe and convenient connections between parking and buildings
- Walkways within parking lots should be clearly identified and reserved for pedestrians

### View existing surface parking lots as placeholders for future development

- Site plan and building placement arrangements should allow surface parking lots to be phased out over time in favour of structured or reduced parking while at the same time, improving access to transit services
- Underground (or multi-level above-ground) parking eventually becomes economically feasible along high volume transit routes



Highway 7, Vaughan Corporate Centre



Surface parking in Vaughan Corporate Centre—future re-development site?



Underground parking, Markham Centre

#### SUPPORTING ROP POLICIES

5.4.4p - That area municipalities prepare secondary plans or other appropriate studies for Local Centres that address the following criteria: methods to reduce or slow down traffic, as well as improvements to parking in support of local business, including on-street parking. It should be recognized that compact development, over time, will generate below-grade parking in urban areas.

5.6.1e - That development and redevelopment in the Local Corridors address the following criteria: establish site-specific parking requirements that recognize the level of planned public transit service and the need for residential and commercial activities, and to encourage the provision of alternatives to on-street parking along the street frontage (for example, underground parking or parking at the rear of buildings with appropriate screening).

5.3.12d - That the area municipalities, working with the Region, are encouraged to develop implementation strategies for secondary plans, which may include: promoting transit ridership through controlled parking standards within the Regional Centres including the implementation of maximum parking standards, parking authorities and cash-in-lieu of parking under the Planning Act.



## PARKING - continued

### SUPPORTING ROP POLICIES

6.2.4 - To work with the Area Municipalities to ensure Travel Demand Management strategies are formulated and implemented to encourage travelers to use non-auto modes, carpool, make fewer and shorter vehicle trips, and travel outside weekday peak periods.

### Reduce the prominence of surface parking

- Orient main entrances of buildings to the street, not parking lots
- Position surface parking lots to the side or rear of buildings to increase street-presence

### Adjust the quantity of parking to reflect the level of transit services

- Establish maximum, rather than minimum parking standards for buildings
- Create lower, site-specific parking standards for developments that provide excellent transit access

### Link parking supply to Transportation Demand Management (TDM) programs

- Businesses can provide preferred parking for carpool vehicles
- Parking lots should also accommodate alternative modes of transportation, like bicycles
- Flexible, off-peak shifts for employees could decrease the amount of required parking spaces



Vanpool

### Encourage on-street parking where possible

- On-street parking helps to foster a sense of safety along street frontages and sidewalks by creating a buffer between pedestrians and cars, as well as generating streetscape activity
- Although on-street parking is encouraged, it should not hinder or otherwise interfere with turning movements of buses and/or stops for public transit

### Encourage shared parking arrangements among neighbouring properties

- Peak hours of operation vary from business to business, making shared parking a realistic option
- Reduces parking costs for landowners
- Increases the developable land area of the site



On-street parking on Yonge Street, Richmond Hill



## LAND USE-Attract the right type, intensity and mix of land uses

How we choose to use our land has a lasting and profound impact on our quality of life. It shapes the character of our communities and impacts the choices we make in our daily lives. The Region's long-term commitment to rapid transit serving the Regional Centres and Regional Corridors makes land use planning all the more critical to the viability and accessibility of transit services within our communities and beyond.

### Providing mixed-use development generates activity and convenience

- A mix of uses—residential, retail and office—within one building generates activity throughout the day
- Mixing uses can minimize walking distances—maximizing access and convenience for people
- Appropriate arrangement and integration of compatible uses encourages people to shop locally



Woodbridge Avenue, Vaughan

### Concentrate people-serving uses along transit corridors

- Ensure that service-oriented and institutional uses, such as high schools, banks, medical offices and libraries are located in area with frequent transit service
- Concentrations of people-serving uses around transit stops provide convenient destinations for transit users, and increases transit ridership overall
- Clustering of higher density, mixed-use development generates higher transit ridership

### Locate employment-generating uses along transit-routes, or clustered around stations

- Locating employment around transit hubs provides people with easy access to and from work
- Concentrations of employment will support surrounding businesses (i.e. restaurants) and provide for a more vibrant public realm

#### SUPPORTING ROP POLICIES

5.5.12b - Area municipalities will undertake the regular review of their official plans as required under the Planning Act and establish or review secondary plans that include segments of the Regional Corridors, consistent with the following: promote public transit ridership through high quality urban design, human scale, land use mix, and compact development.

5.6.3 - that area municipalities concentrate new employment opportunities within 200 metres of transit stops



## LAND USE - continued

### SUPPORTING ROP POLICIES

5.3.5 - To recognize that infill and intensification may occur incrementally over time as land uses evolve and mature. For this reason it is important that initial phases of development not preclude the fuller achievement in the future of a compact, pedestrian-friendly and transit-supportive urban form consistent with the policies of this Plan.

5.2.7p - To require the preparation of comprehensive secondary plans by way of area municipal official plan amendment for new areas of development within the urban area shown on Map 5, based on the completion of a transit plan, working with York Region Transit (YRT), for the planning area which includes how the area can and will be serviced by public transit and how transit service can and will be integrated with the Regional rapid transit system, the planned Provincial Highway 407 Transitway and GO Transit services.

### Introduce transit at early stages of development

- Introduce new transit service early in the development stage, and support the infrastructure required for transit in advance of development (ie. through subdivision improvements)

### Discourage inappropriate land uses along transit corridors and around stations

- Discourage low density, auto-oriented land uses on sites that have transit-oriented development potential

### Recognize redevelopment potential of sites

- Like existing surface parking, vacant lots and underdeveloped sites represent opportunities for further compact redevelopment



Redevelopment of surface parking on Yonge Street, Newmarket



Artistic rendering of Yonge Street intensification, Richmond Hill



## **BUILT FORM - Address transit through appropriate massing, density and height**

Paying particular attention to the design, scale and accessibility of buildings located along transit corridors and stations will have a positive impact on transit ridership and service. Buildings create the character and feel of the public realm. They impact the accessibility of land uses and influence how people feel about where they live and work. Buildings virtually house all of the functions that people depend on for daily life—from work, to school, to home. Integrating public transit with a compact urban form will encourage people to use public transit.

### **Buildings should be compact, and maximize the site**

- Denser, compact buildings make more efficient use of valuable land adjacent to transit
- Compact buildings create better human scale and provide opportunities for underground parking
- The long-term, overall density target for Regional Centres and Regional Corridors is 2.5 FSI (Floor Space Index)

### **Integrate buildings into the surrounding area, using appropriate scale and design**

- Transition building heights from a transit centre or node to surrounding areas in a gradual and consistent manner
- Align buildings close to the sidewalk to help define the street edge and enhance access to the public realm

### **Enhance the pedestrian-scaled environment at street-level**

- Ensure buildings create an attractive, human-scaled environment at ground level and around transit stations
- Require taller buildings to have a 'lower rise' podium that is oriented to the street adding to the human scale of the public realm
- Eliminate 'false fronts' or façades at ground level in favour of functional doors and windows to improve pedestrian access and visibility

### **Orient buildings and entrances to the street**

- The front of the building should figure prominently on the street
- Entrances should be plentiful and directly accessed from the sidewalk



Approved redevelopment along Yonge Street., Old Richmond Hill

### **SUPPORTING ROP POLICIES**

5.5.12n - Area municipalities will undertake the regular review of their official plans as required under the Planning Act and establish or review secondary plans that include segments of the Regional Corridors, consistent with the following: appropriately integrate with and transition to surrounding land uses and built form through scale, land use and design.

5.3.4 - That development densities should be highest within the Regional Centres and should support an overall, long-term density target of 2.5 Floor Space Index (FSI).

FLOOR SPACE INDEX (FSI) - The ratio of gross floor area of a building to its respective lot area. For example, a building with a gross area of 25,000 sq.m. situated on a lot with an area of 10,000 sq.m. (1 hectare) has an FSI of 2.5.

5.5.12e - Area municipalities will undertake the regular review of their official plans as required under the Planning Act and establish or review secondary plans that include segments of the Regional Corridors, consistent with the following: buildings are oriented to the street to create a consistent setback and building for adjacent to the street right-of-way.

5.5.18 - That all new development shall either front or flank the Regional Corridor roadway or other routes for public transit services. New reverse lotting along the corridor will not be permitted.



## CONNECTIONS - Link buildings and the spaces between them to transit

### SUPPORTING ROP POLICIES

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

6.3.1 - To recognize the importance of cycling and walking as a form of transportation, and the establish bicycle path and walkway systems in conjunction with local municipalities.

6.2.6a - To achieve higher transit usage by supporting improvements in service, convenient access and good urban design. This includes but is not limited to the following: minimizing the walking distance to anticipated transit stops through such measures as the provision of walkways and more direct road patterns. In urban areas, the distance to a transit stop of generally no more than 500 metres (a 5-10 minute walk) for 90% of the residents and no more than 200 metres for 50% of the residents.

Transit services and related development must be well-connected in order to maximize the benefits of transit-oriented development. Developments of every type and size must take into consideration connectivity to transit, streets and sidewalks. This approach will improve pedestrian movements between sites and transit, and will often improve traffic filtration.

### Connect transit stops directly to sidewalks and buildings

- Seamlessly connect transit stops, especially those with shelter, to sidewalks and buildings
- Make these connections as direct as possible and barrier-free (e.g. at grade)
- Ensure sidewalks are wide enough (at least 1.5 metres) for two people to walk side-by-side and, preferably for a person to pass
- Provide continuous lighting at pedestrian scale (ie. not exclusively illuminating the street) along sidewalks



Leslie Street Viva stop, on Highway 7, Richmond Hill

### Explore opportunities to harmonize lighting, sidewalk and road improvements within Regional rights-of-way

- New development and redevelopment often provides opportunities to improve and better harmonize improvements along roads through agreements between landowners, the Region and local area municipalities
- Improve lighting at pedestrian cross-walks, particularly on Regional roads, so pedestrians can see and be seen

### Minimize walking distances between sites and transit stops

- Walking distances to and from transit stops should be less than 200 to 500 metres (about a 5 to 10-minute walk)



Yonge Street and 19th Avenue, Richmond Hill



## IMPLEMENTATION-Apply TOD approaches throughout the planning process

Good planning policy is most effective when fully implemented. Everyone has a role to play in the implementation of good planning - from municipal councils to staff to developers to residents. While these Guidelines are not new policy, they are a key implementation tool for existing policy. These Guidelines can be instructive to good planning implementation at virtually all stages of the development process from pre-consultation to site plan approval.

### Local municipalities have an important role in planning implementation

- Official Plans, Secondary Plans, Zoning By-laws and Site Plan Control are important local instruments used to determine the density, scale and design of development along transit corridors and stations
- The Regional TOD Guidelines support the local municipal planning process

### Create site plan checklists to gauge TOD elements of proposed development

- Municipalities and developers alike can use checklists to measure how proposals reflect the key principles of TOD



### Transportation Demand Management (TDM) initiatives can advance the TOD principles of development

- The Region and local municipalities are partners in TDM strategies with major employers to reduce travel times, traffic congestion and vehicle emissions
- Innovative TDM strategies include car-pooling programs, bicycle parking and related amenities for cyclists, reduced transit fares and flexible work periods



Smart Commute Preferred Parking

### Keeping the TOD Guidelines current

- These TOD Guidelines will be reviewed and updated, as necessary, to ensure that they remain responsive to Regional and local policies and programs
- Regional Council, local municipalities and other stakeholders will be engaged in this process

#### SUPPORTING ROP POLICIES

5.5.12 - That the area municipalities, working with the Region, are encouraged to develop implementation strategies for secondary plans

5.5.7 - That the implementation of rapid transit services should be initiated as early as possible in the Regional Corridors to encourage development and redevelopment consistent with the policies of ROP

5.5.13 - Development should be monitored by the Region and the local municipalities to determine the effectiveness of Regional Corridors

For more information on Transit Drawings & Specifications, please contact YRT, Facilities Branch

Smart Commute  
[www.smartcommute.ca](http://www.smartcommute.ca)



## TOD IMPLEMENTATION CHECKLIST

Using the TOD approaches outlined in this document at various stages in the planning, design and development process will help to advance transit-supportive, pedestrian-friendly communities. This "checklist" can help assess how well a policy or project incorporates some of the essential TOD elements.

### PEDESTRIANS

- easy, safe access for people in wheelchairs, etc.
- shelter from wind, rain, etc. (ie. covered walkways, etc.)
- essential, service-related uses are located at street-level

### BUILT-FORM

- building is compact, and makes effective use of site
- building is oriented to the street
- building fits will into surrounding area—scale, design and height are appropriate

### PARKING

- pedestrian walkway provided to/from building
- parking structure above and/or below grade
- surface parking provided in side or rear of building
- existing parking design accommodates future phases of development
- site-specific/reduced parking standards
- priority parking for carpooling
- parking facilities shared with adjoining properties

### CONNECTIONS

- sidewalks and buildings are linked to transit stops
- lighting, sidewalks, street furniture etc. are provided for all planned walkways and along roads
- minimize walking distances

### LAND-USE

- a mix of uses/activities provided
- includes employment-generating uses
- transit is available at first phase of development
- infill/intensification opportunities

### IMPLEMENTATION

- related planning applications and approvals (ie. zoning) reflect innovative approaches to TOD (ie. reduced parking standards, enhanced landscaping, etc.)
- harmonize lighting, sidewalks and road improvements within Rights-of-Way (ROW)
- Travel Demand Management initiatives and related programs (ie. carpooling, etc.) integrated into design



## CONTACT INFORMATION and FOLLOW-UP

### Local Municipal Planning Departments

**Town of Aurora**  
 Planning Department  
 1 Municipal Drive  
 Aurora, ON. L4G 6J1  
 (905) 727-1375  
[www.town.aurora.on.ca](http://www.town.aurora.on.ca)

**Township of King**  
 Planning Department  
 2075 King Road  
 King City, ON. L7B 1A1  
 (905) 833-5321  
[www.king.ca](http://www.king.ca)

**Town of Richmond Hill**  
 Planning & Development Department  
 225 East Beaver Creek  
 Richmond Hill, ON. L4C 4Y5  
 (905) 771-8910  
[www.richmondhill.ca](http://www.richmondhill.ca)

**Town of East Gwillimbury**  
 Planning Department  
 19000 Leslie St.  
 Sharon, ON. LOG 1V0  
 (905) 478-4282  
[www.eastgwillimbury.ca](http://www.eastgwillimbury.ca)

**Town of Markham**  
 Planning & Urban Design Department  
 101 Town Centre Boulevard,  
 Markham, ON. L3R 9W3  
 (905) 477-7000 ext. 4861  
[www.markham.ca](http://www.markham.ca)

**City of Vaughan**  
 Development Planning Department  
 2141 Major Mackenzie Drive  
 Vaughan, ON. L6A 1T1  
 (905) 832-8565  
[www.vaughan.ca](http://www.vaughan.ca)

**Town of Georgina**  
 Planning & Building Department  
 26557 Civic Centre Road  
 R.R. #2  
 Keswick, ON. L4P 3G1  
 (905) 476-4301  
[www.town.georgina.on.ca](http://www.town.georgina.on.ca)

**Town of Newmarket**  
 Planning Department  
 395 Mulock Drive,  
 PO Box 328, STN Main  
 Newmarket, ON. L3Y 4X7  
 (905) 895-5193  
[www.newmarket.ca](http://www.newmarket.ca)

**Town of Whitchurch-Stouffville**  
 Development Services Department  
 37 Sandiford Dr., 4th Floor  
 Stouffville, ON. L4A 7X5  
 (905) 895-2423  
[www.townofws.com](http://www.townofws.com)

### York Region

**Planning & Development Services Department**  
 Regional Municipality of York  
 17250 Yonge Street  
 Newmarket, ON L3Y 6Z1  
 (905) 830-4444  
[www.york.ca](http://www.york.ca)



### York Region Transit/Viva

**YRT Service Planning**  
 50 High Tech Road, 5th Floor  
 Richmond Hill, ON L4B 4N7  
 (905)-762-2111  
[www.yrt.ca](http://www.yrt.ca)

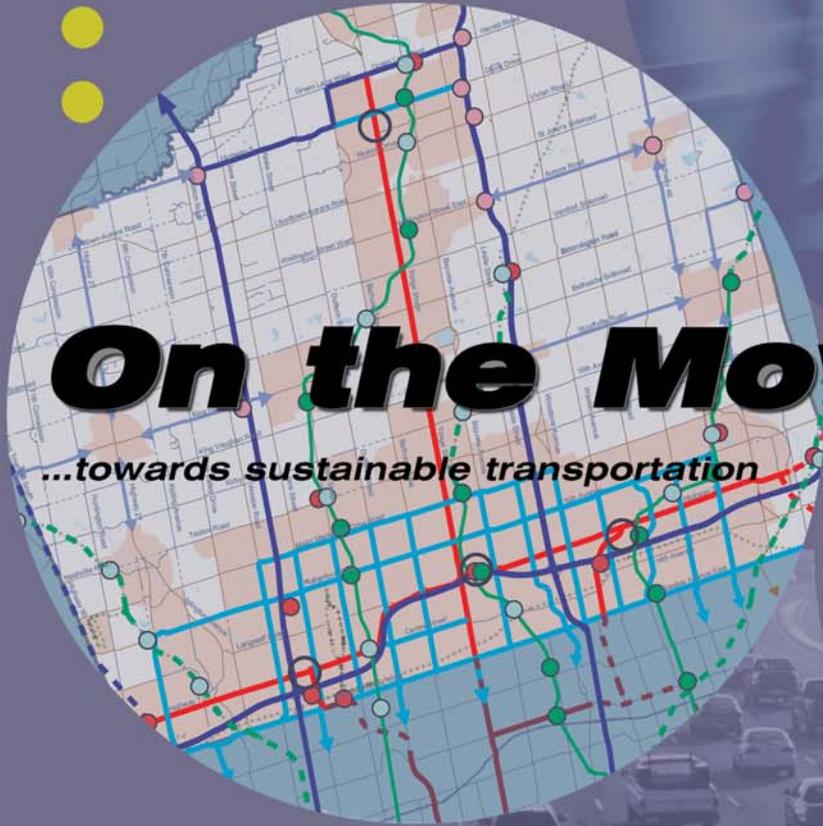
[www.vivayork.ca](http://www.vivayork.ca)





T R A N S I T - O R I E N T E D   D E V E L O P M E N T   G U I D E L I N E S

**York Region**

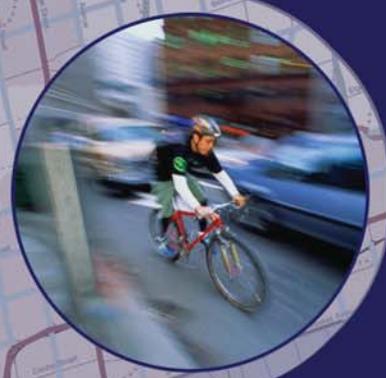


# **On the Move...**

*...towards sustainable transportation*

**Overview  
Report**

**York Region  
Transportation  
Master Plan**



**2002**





Regional Chair and CEO  
Bill Fisch



Mayor  
Tim Jones  
Town of Aurora



Mayor  
James Young  
Town of East Gwillimbury



Mayor  
Jeffrey Holec  
Town of Georgina



Regional Councillor  
Danny Wheeler  
Town of Georgina



Mayor  
Margaret Black  
Township of King



Mayor  
Tom Taylor  
Town of Newmarket



Regional Councillor  
Diane Humeniuk  
Town of Newmarket



Mayor  
William F. Bell  
Town of Richmond Hill



Regional Councillor  
Brenda Hogg  
Town of Richmond Hill



Regional Councillor  
David Barrow  
Town of Richmond Hill



Mayor  
Michael Di Biase  
City of Vaughan



Regional Councillor  
Joyce Frustaglio  
City of Vaughan



Regional Councillor  
Gino Rosati  
City of Vaughan



Mayor  
Wayne Emmerson  
Town of Whitchurch-Stouffville



Regional Councillor  
Bill O'Donnell  
Town of Markham

## A Message from Regional Council

Traffic congestion is a growing problem in York Region. Every day we hear it from others, we see it ourselves and research conducted by our staff confirms it.

We also know that York Region is growing – by more than 80,000 residents in the last two years alone – and we will continue to attract new residents and new jobs in the decades ahead.

Clearly, we can no longer rely so heavily on private automobiles for daily trips throughout, into and from York Region. To ensure a prosperous and viable future, we need to better integrate transportation improvements with housing, employment and public facilities such as schools and hospitals.

Our Vision 2026 strategic plan was approved in 2002. It articulates a multi-pronged regional growth management strategy that will direct and time new development. The Transportation Master Plan is a core element of Vision 2026 and it will guide our transit and road expansion in the immediate and long-term future.

After extensive consultation with neighbouring communities, citizens and other stakeholders, we now have a comprehensive plan that unifies our planning for provincial expressways, major regional roads, York Region Transit services, commuter rail and GO Transit, plus cycling and walking routes.

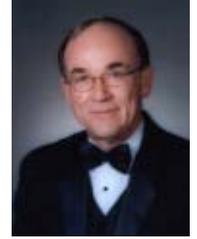
Together, we can ensure a healthy and sustainable future for the Region of York.



Mayor  
Donald Cousens  
Town of Markham



Regional Councillor  
Frank Scarpitti  
Town of Markham



Regional Councillor  
Gordon Landon  
Town of Markham



Regional Councillor  
Tony Wong  
Town of Markham



## Why We Need a Transportation Master Plan ...for Now and for the Next 30 Years

**Y**ork Region is the fastest growing part of the Greater Toronto Area and one of the fastest growing municipalities in Canada. Our population has increased fourfold in the past 30 years and is expected to double in the next 30 years.

Currently we are growing at the rate of 40,000 new residents per year. We are creating new jobs at an even faster pace and today count more than 380,000 people working in the region. That number is expected to more than double by 2031, with much of the new growth occurring in the next 10 years.

This means that York Region is a popular community in which to live, work and raise a family, and that our economic prospects are sound. It also

means that we will continue to attract new residents and businesses well into the 21st century.

And yet, accommodating our past growth and our future growth is not without challenges. Indeed, some trends are already apparent that warrant our attention if we wish to ensure a high quality of life for future generations.

- Yonge Street and many of our major roads and highway corridors are heavily congested during the morning and evening rush hours. This is primarily due to the heavy reliance our residents place on private automobile use. Today, only 8 per cent of all rush hour trips are made by public transit in York Region.



**During the morning rush hours, about 47 per cent of York residents heading to work are destined for Toronto, creating traffic jams on roads and highways, especially in the southern communities. For all morning work trips by York residents, 79 per cent are by car.**

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As a result of congestion, the public has raised concerns about the region's pace of growth, our relatively low use of public transit, the limited options for pedestrians and cyclists, deteriorating air quality, and the relationship between where people live and work.

- The region has become increasingly urbanized, with more diverse job opportunities, a greater range of housing types, higher residential and commercial densities, and intense development along the Yonge Street corridor and the east - west highway corridors.

- Our population is aging and becoming more diverse, birth rates are falling as the Baby Boomers age, and new immigrants make up a growing percentage of our population. These demographic changes have implications for various regional services, from schools to public transportation.

- There is considerable uncertainty over where the money will come from to pay for maintenance and expansion of our transit and road systems. Necessary improvements to the public transit network will require investment by the federal and provincial governments because the costs are well

beyond the capacity of property tax revenue and development charges.

York Region is addressing these issues on several fronts, including establishing private sector partnerships, developing appropriate new Official Plan policies, adopting growth management strategies, and encouraging greater public transit use. All of these steps are designed to ensure that our natural environment is sustained for future generations, that our economy continues to thrive, and that all of our communities remain healthy.

**The Transportation Master Plan (TMP), based on a transportation vision that foresees an integrated road and public transit network that will support our growth to 2031, complements all other regional and provincial planning initiatives. It recognizes that transportation has an impact on housing, job creation, human services and the shape of our municipalities.**

The TMP includes a Five-Year Action Plan and subsequent 10-year and 20-year staging plans. These will ensure that the master plan elements are implemented in the most timely and cost-effective manner and that progress is monitored over the coming years.

While the York Region Official Plan is already very supportive of measures to increase public transit use and encourage growth in regional centres and along key transportation corridors, some policies will need to be strengthened.



**Our goal is to double the percentage of total trips made by transit in York Region.**

New policies will be necessary to encourage fewer rush-hour and overall trips, discourage auto use, and promote cycling and walking. Major investments in public transit will be needed and the type of rapid transit service must be selected.

## **Future Transit Improvements**

It is obvious that the future travel needs of York Region residents and workers cannot be met by improving the road system alone. Our goal is to more than double the share of trips taken by public transit in the morning rush hours. We also expect that one-third of all rush hour trips to Toronto will be taken by transit.

The basic goal of our transit planning is to create a network that will serve all segments of the York Region population. The transit network will be

based on four regional centres and the Yonge Street and Highway 7 corridors that connect them, plus two additional corridors (Vaughan Corporate Centre to the Spadina subway via York University, and Markham Centre to the new Sheppard subway). {See map opposite.}



Ten categories of improvements will be undertaken:

**1. Develop rapid transit services in urban York Region.**

The most appropriate technology to accomplish this may include bus rapid transit (BRT), light rail transit (LRT), and subways.

**2. Expand GO Transit commuter rail service** on the three routes that already serve Newmarket, Richmond Hill and Stouffville plus two new rail routes to Woodbridge/Kleinburg and east Markham.

**3. Open as many as 15 additional GO Transit rail stations** in York to serve developing areas, plus significant expansion to GO Transit parking lots.

**4. Provide key gateways to the transit network** at up to 10 terminals with large commuter parking lots and supporting services to encourage motorists to switch to transit.

**5. Establish a grid of supporting bus services** to feed the rapid transit network.



The next generation of transit service for our key corridors may be Bus Rapid Transit (BRT), illustrated at top, or Light Rail Transit (LRT), shown above.

**6. Provide traffic signal priority and reserved lanes for transit,** especially in southern municipalities. Efforts will be necessary to ensure the speed and reliability of transit services.

**7. Create a system of commuter parking lots** to support car pooling and to facilitate access to the public transit and high-occupancy vehicle networks to reduce traffic congestion.

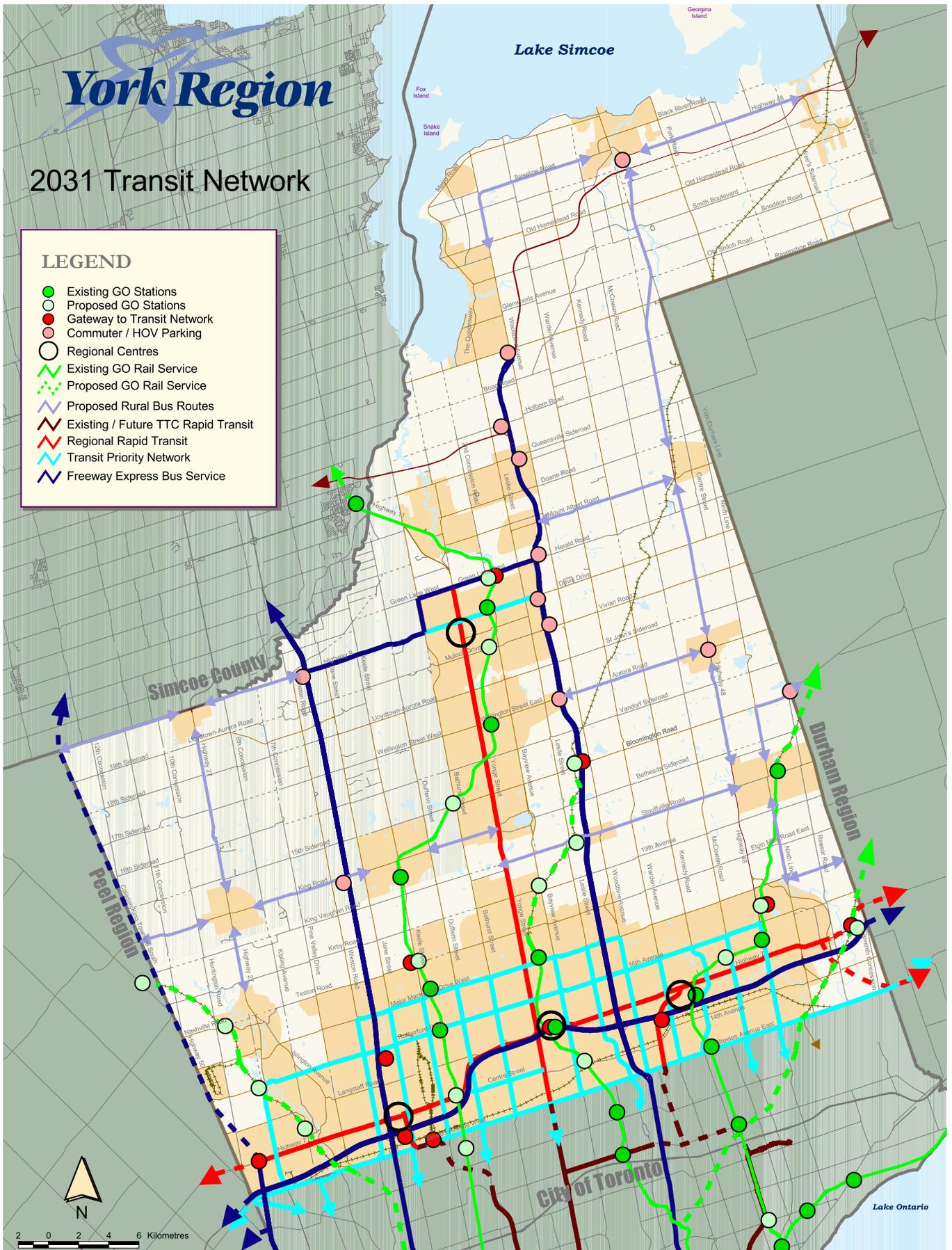
**8. Provide rural bus routes** that connect outlying communities with

# York Region

## 2031 Transit Network

### LEGEND

- Existing GO Stations
- Proposed GO Stations
- Gateway to Transit Network
- Commuter / HOV Parking
- Regional Centres
- Existing GO Rail Service
- - - Proposed GO Rail Service
- Proposed Rural Bus Routes
- Existing / Future TTC Rapid Transit
- Regional Rapid Transit
- Transit Priority Network
- Freeway Express Bus Service



## Five-Year Action Plan

Those elements of the York Region Transportation Master Plan (TMP) slated for immediate implementation focus on achieving rapid transit service in four main corridors:

- Yonge Street from Highway 7 to Finch subway station;
- Jane Street from Highway 7 to York University and the Downsview subway station;
- Warden Avenue from Highway 7 to the Sheppard subway; and
- Highway 7 from Jane Street to Highway 27 and from Yonge Street to Kennedy Road.

These initiatives will significantly improve transit service in the busiest corridors and support the further development of the four regional centres identified in our Official Plan. Regardless of the technologies chosen – bus rapid transit (BRT) or light rail transit (LRT) – these initiatives must be implemented quickly to achieve the objectives of the TMP.

Road widening and reconfiguration will be necessary to accommodate dedicated transit rights-of-way, transit priority at traffic signals, and intersection improvements.

Beyond transit needs, York Region must also widen a number of roads and complete missing links in the road network.

The Markham By-pass is for example one of the most significant new road improvements to be pursued in the next five years.



urban centres and rapid transit services and also allow for other inter-regional transit connections.

**9. Provide local transit service in outlying communities** such as Keswick and Stouffville, linking major local destinations to the rapid transit network.

**10. Provide separate services for those unable to use conventional transit.** Our goal is to have universal access to public transit using conventional and special needs transit vehicles.

Ultimately, the TTC subway system may be extended into York Region south of Highway 7. Light rail transit (LRT) may be appropriate in certain areas.

But in the immediate future and for the most part, bus rapid transit (BRT) may offer the least costly and most flexible solution.

Bus rapid transit is an increasingly popular rapid transit concept where buses travel at high speed, usually on exclusive rights-of-way with infrequent stops, while taking advantage of various supportive techniques such as movement priority at signalized intersections.

Along with Markham, Richmond Hill and Vaughan, York Region has begun to partner with the private sector to implement the rapid transit plan. The appropriate technologies will be selected in consultation with our private partner - **York Consortium 2002.**

## Future Road Improvements

Even if double the percentage of residents turn to transit, we will still need to improve the highway and road network to meet future travel demand. This is also necessary to improve the movement of goods by truck or van, which is vital to the success of our economy.

In our urban areas, we propose to improve our road grid through improvements to the provincial freeways and four to six-lane arterial roads. In rural areas, we propose to complete strategic road connections to improve travel. {See map on next page}

Long-term improvements to the road network include seven major initiatives:

**1. Extensions to the provincial freeway network** including extending Highway 404 northerly and easterly to the York boundary; widening of parts of Highway 404 and Highway 400; extending Highway 427 northerly; and constructing the Bradford By-pass.

**2. A Markham By-pass** from Highway 48 north of Major Mackenzie Drive to Steeles Avenue, connecting with the extension of Morningside Avenue in Toronto.

**3. A north Markham east-west link** from the northern end of the Markham By-pass westerly to Highway 404.

**4. Completion of missing links in the major road network** including Pine Valley Drive between Langstaff Road and Rutherford Road and Teston Road

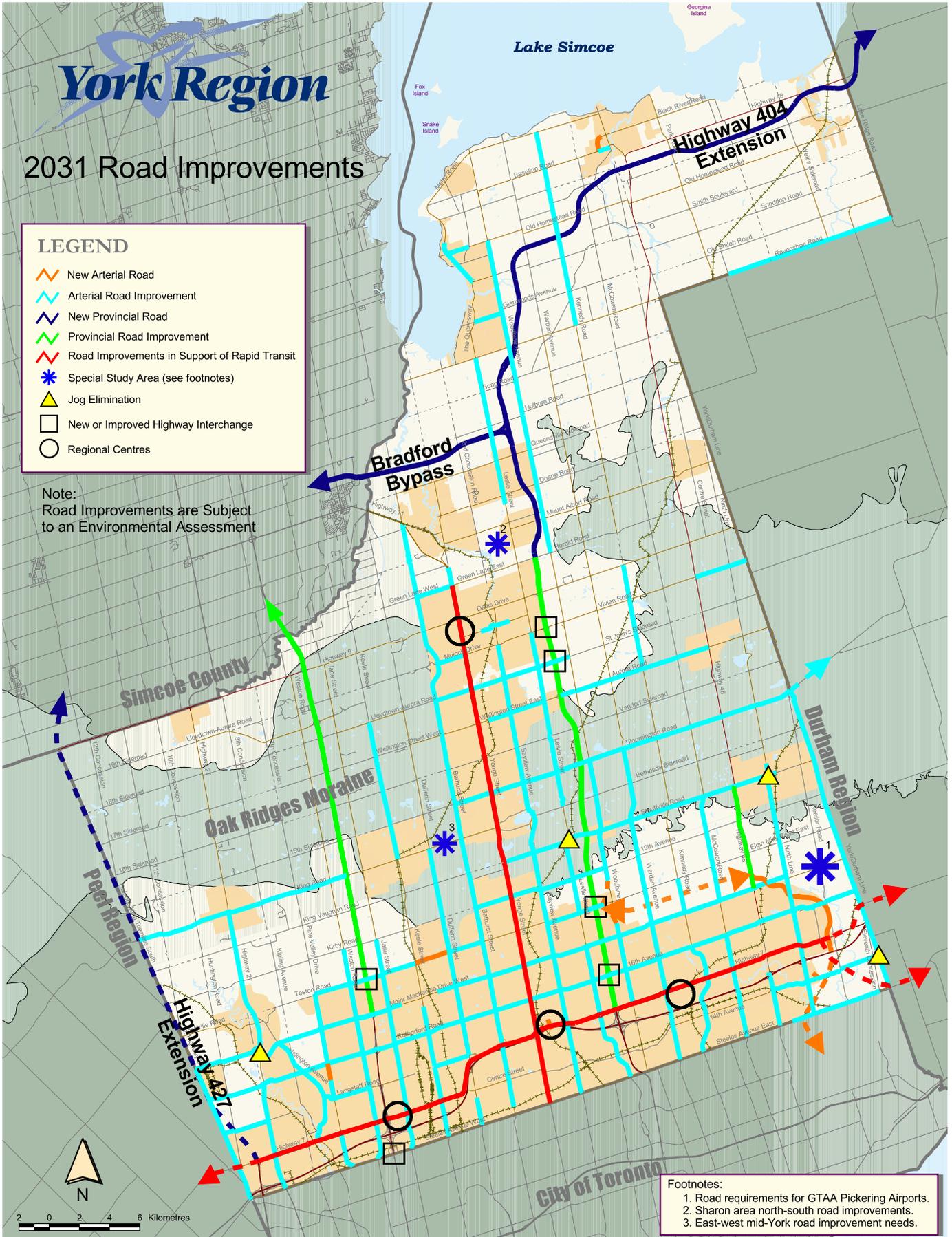
# York Region

## 2031 Road Improvements

### LEGEND

-  New Arterial Road
-  Arterial Road Improvement
-  New Provincial Road
-  Provincial Road Improvement
-  Road Improvements in Support of Rapid Transit
-  Special Study Area (see footnotes)
-  Jog Elimination
-  New or Improved Highway Interchange
-  Regional Centres

Note:  
Road Improvements are Subject  
to an Environmental Assessment



Footnotes:  
 1. Road requirements for GTAA Pickering Airports.  
 2. Sharon area north-south road improvements.  
 3. East-west mid-York road improvement needs.

between Keele Street and Dufferin Street.

**5. Elimination of jogs at major intersections** including Major Mackenzie Drive at Highway 27; Leslie Street at Stouffville Road; 9<sup>th</sup> Line at Stouffville Road; and 14<sup>th</sup> Avenue at the Durham boundary.

**6. Improved road connections to Peel and Durham Regions.**

**7. New Highway 400 and Highway 404 interchanges** including Steeles Avenue and Teston Road on Highway 400; and Elgin Mills Road and St. John's Sideroad on Highway 404.

### How Much Will It Cost?

Full implementation of the TMP proposals will cost between \$5.6 billion and \$7.2 billion over 30 years. The lower end of the range is based on BRT while the upper end includes subways and LRT.

In addition to capital costs, it will cost between \$57 million and \$90

million *per year* to maintain and operate regional roads and the transit system by 2031.

Senior levels of government will be essential partners for the implementation of rapid transit in York Region. A minimum of one-third subsidy will be required to finance a bus-based rapid transit system or two-thirds for a rail-based system. Therefore, the total financial participation from senior levels of government will need to be in the range of \$1.4 billion to \$3.3 billion.

### How Long Will It Take?

Because of the scope, magnitude and cost of the transportation proposals, implementation will have to take place in phases over the next three decades.

In order to increase the percentage of people using public transit, priority will have to be given to transit spending, beginning immediately.

Therefore, York Region must move forward aggressively to implement new

<i>millions of dollars</i>	<b>Capital Cost</b>	<b>Additional Annual Operating Cost</b>		
		<b>2011</b>	<b>2021</b>	<b>2031</b>
<b>Roads</b>	\$2,300	\$22	\$24	\$26
<b>Transit (BRT only)</b>	\$2,400	\$52	\$45	\$31
<b>Transit (BRT, LRT &amp; Subway)</b>	\$4,100	\$52	\$76	\$64
<b>GO Rail Expansion</b>	\$890	--	--	--
<b>Total</b>	<b>\$5,590 - 7,290</b>	<b>\$74</b>	<b>\$69 - 100</b>	<b>\$57 - 90</b>

rapid transit services, to significantly increase bus service, to give transit vehicles priority at traffic signals, and to promote GO Transit rail improvements.

If we proceed in the traditional way (with facilities and services provided solely by the public sector) BRT will be in place in the four major corridors by 2011, with initial services in place as early as 2006. But we will be working with our private partner, York Consortium 2002 to develop the York Rapid Transit Plan (YRTP) to fast track an inter-regional rapid transit plan for the region.

The initial pieces of the rapid transit system will be identified and implemented through the Quick Start Project. The Quick Start Project may consist of new vehicles, immediate improvements such as High Occupancy

Vehicle lanes (HOV), bus lanes and queue jump lanes, transit centres, stations and stops, park-and-ride facilities, and priority at traffic signals to speed a transit vehicle through an intersection. Improved transit signage and passenger information will also be implemented. This project will provide momentum for the YRTP and serve as the building block for further rapid transit development and funding.

It is also necessary to proceed with a considerable number of road widenings in the next 30 years to accommodate traffic growth and priority measures to help make transit a better option for commuters.



**Rapid transit is needed in the corridors serving major employment centres in York Region and Toronto to significantly reduce traffic congestion. Rural and local bus service will ensure that all York residents have access to public transit.**

## **Policies and Programs to Support Transit**

York Region's Official Plan recognizes the strong relationship between land use and transportation. Our policy of encouraging growth in four key centres and defining transportation corridors to serve them is intended to ensure that major development will occur in those locations most accessible by transit as well as roads.

However, to achieve our transportation vision for the next 30 years, we will have to introduce or strengthen policies to encourage greater transit use. To cope with increasing levels of congestion, we will have to bolster policies to reduce overall travel by each person and to get full value from our existing infrastructure. A number of specific initiatives and programs will also be undertaken directly in support of the Transportation Master Plan (TMP).

Specific policies and programs in support of public transit will include ensuring that public buildings and facilities providing human services are in transit accessible locations; providing rapid transit and enhanced GO Transit services at the earliest possible time to service the four regional centres; implementing a comprehensive transit fare policy; requiring new developments to be designed to support transit; giving transit vehicles priority at intersections with traffic signals; installing bicycle racks on YRT buses and at stations; and establishing Travel Demand Management (TDM) strategies to reduce automobile trips.

To further reduce the growth in car travel, we will prepare a transit priority network (TPN) in conjunction with the province and Toronto; establish commuter and carpool parking lots; develop a network of bicycle routes; and work with area municipalities to provide well-lit sidewalks on both sides of major roads in the urban areas of the region. To improve goods movement, we will encourage the province to expand the freeway system; encourage lower truck tolls on Highway 407; and encourage greater use of rail for moving goods.

Additional policies and programs include optimizing traffic signal timing, encouraging delivery companies to make deliveries outside of rush hours; and establishing systems to improve traffic flow on our streets by responding to incidents more quickly, informing drivers of problems ahead, and directing traffic to less congested routes.

To ensure that the TMP is implemented efficiently, we will monitor population and job growth rates; the consumption of undeveloped land; where and by what means people are travelling; usage of road and transit facilities and related matters. This will tell us how policies might be revised or what new programs may be necessary in light of actual experience.

## A Transportation Vision for York Region

Our purpose in producing a Transportation Master Plan (TMP) for the next 30 years is to create a transportation system that will accommodate growth by doubling transit use; provide more travel choice in order to better cope with traffic congestion; and slow the degradation of our environment caused by excessive automobile use.

The TMP is based on an underlying Transportation Vision for York Region that we hope will result in the following 12 conditions to ensure a high quality of life for future generations:

1. Reduced amounts of travel by car for each person
2. Employers providing flexible work arrangements and other incentives to encourage car pooling or transit use
3. Reduced dependence on private automobiles
4. Universal access to public transit
5. Integrated transit service and fares throughout the GTA
6. Public facilities such as schools and hospitals accessible by transit
7. Efficient and safe movement of goods
8. Making the best use of existing infrastructure
9. Keeping our infrastructure in a state of good repair
10. Strong protection of the environment
11. Adequate sources of transportation funding
12. Effective public consultation



**Walking**



**Cycling**



**Goods Movement**

## York Regional Council for the Term 2000-2003

Bill Fisch	Regional Chair and CEO	1-877-464-9675
Mayor Tim Jones	Aurora	(905) 727-1375
Mayor James Young	East Gwillimbury	(905)-478-4282
Mayor Jeffrey Holec	Georgina	(905) 476-4301
Regional Councillor Danny Wheeler	Georgina	(905) 476-4301
Mayor Margaret Black	King	(905) 833-5321
Mayor Donald Cousens	Markham	(905) 475-4872
Regional Councillor Frank Scarpitti	Markham	(905) 475-4899
Regional Councillor Gordon Landon	Markham	(905) 475-7750
Regional Councillor Tony Wong	Markham	(905) 475-7757
Regional Councillor Bill O'Donnell	Markham	(905) 475-7746
Mayor Tom Taylor	Newmarket	(905) 895-5193
Regional Councillor Diane Humeniuk	Newmarket	(905) 895-5193
Mayor William F. Bell	Richmond Hill	(905) 771-8800
Regional Councillor Brenda Hogg	Richmond Hill	(905) 771-2498
Regional Councillor David Barrow	Richmond Hill	(905) 771-2493
Mayor Michael Di Biase	Vaughan	(905) 832-2281
Regional Councillor Joyce Frustaglio	Vaughan	(905) 832-2281
Regional Councillor Gino Rosati	Vaughan	(905) 832-8585
Mayor Wayne Emmerson	Whitchurch-Stouffville	(905) 640-1900

### Transportation and Works Committee

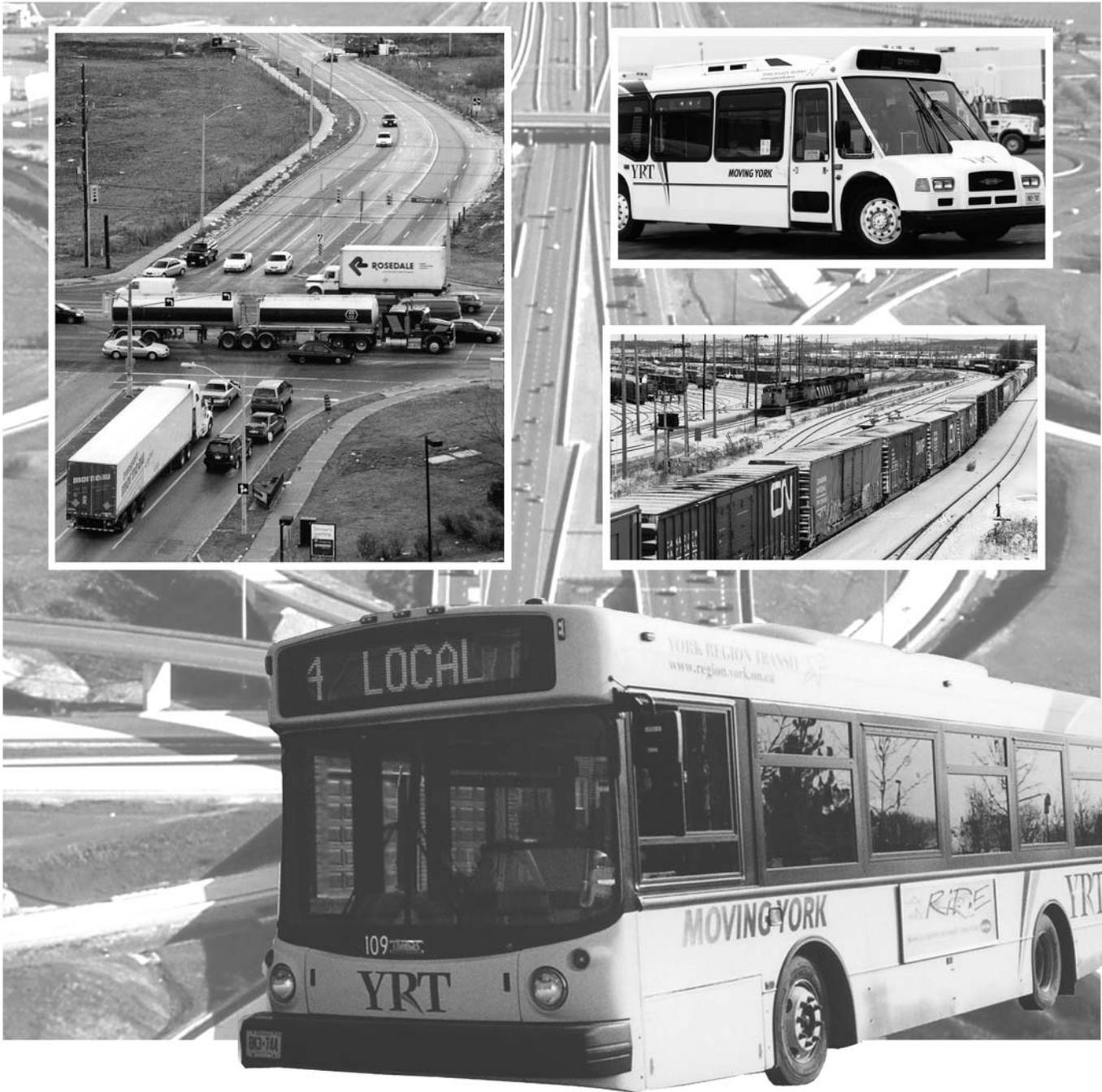
Mayor William F. Bell, Chair  
Regional Councillor Gordon Landon, Vice-Chair  
Mayor Michael Di Biase  
Regional Councillor Diane Humeniuk  
Mayor Tim Jones  
Regional Councillor Bill O'Donnell  
Regional Councillor Danny Wheeler  
Regional Chair and CEO Bill Fisch (ex officio)

### Transit Committee

Regional Councillor Diane Humeniuk, Chair  
Regional Councillor David Barrow, Vice-Chair  
Regional Councillor Joyce Frustaglio  
Mayor Tim Jones  
Regional Councillor Frank Scarpitti  
Regional Chair and CEO Bill Fisch (ex officio)

### Rapid Transit Public-Private Partnership Steering Committee

Regional Chair and CEO Bill Fisch, Chair  
Regional Councillor Diane Humeniuk, Vice-Chair  
Mayor William F. Bell  
Mayor Donald Cousens  
Mayor Michael Di Biase  
Regional Councillor Bill O'Donnell (alternate)



Transportation and Works Department

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