

Appendix J to SRPRS.20.058 | Provincial Policy Statement Analysis (PPS) 2014 and (PPS) 2020

The following is an analysis of the Yonge/Bernard KDA Secondary Plan and Implementing Zoning By-law, as well as the proposed changes to the Part 1 Official Plan, in relation to relevant policies of the Provincial Policy Statement, 2014 (PPS) in effect at the time of writing.

Notwithstanding the foregoing, it should be noted that on February 28, 2020, the Ministry of Municipal Affairs and Housing released an update to the Provincial Policy Statement (Provincial Policy Statement, 2020). The updated PPS will come into effect on May 1, 2020. All decisions on or after that date under the *Planning Act* that affect a planning matter will be required to be consistent with the new PPS. Decisions prior to May 1, 2020 will continue to be required to be consistent with the PPS 2014. Given the emerging Provincial policy direction from the new PPS, the analysis presented in this appendix also considers and includes the relevant policies from the PPS 2020. New text from the PPS 2020 (in italics) is identified in red highlighted text, while deleted text is shown in strikethrough.

Section 1.1 – Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

PPS (2014) POLICY	PPS (2020) POLICY	RESPONSE
a) <i>Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;</i>	a) <i>promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;</i>	The proposed Secondary Plan and Zoning By-law provide detailed direction regarding land use and built form that will facilitate the creation of a mixed use community. Applying a bus rapid transit supportive density and making efficient use of the KDA lands and available infrastructure, will support the financial well-being of this new neighbourhood, the City and the Province over the long term.
b) <i>accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including</i>	b) <i>accommodating an appropriate <u>affordable and market-based</u> range and mix of residential <u>types</u> (including <u>second single-detached, additional residential</u> units, <u>multi-unit housing</u>, affordable</i>	The Secondary Plan and Implementing Zoning By-law will permit a broad range and mix of residential, employment, institutional and open space uses within the KDA, including affordable

PPS (2014) POLICY	PPS (2020) POLICY	RESPONSE
<p><i>industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;</i></p>	<p><i>housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;</i></p>	<p>housing and multi-unit housing. Schedule 3 of the Secondary Plan provides direction on the creation of a connected parks and urban open space system. Permitted uses identified in the Secondary Plan and Zoning By-law are very broad ranging. Together, these elements will meet the long-term needs of the KDA.</p>
<p><i>c) Avoiding development and land use patterns which may cause environmental or public health and safety concerns;</i></p>	<p><i>c) Avoiding development and land use patterns which may cause environmental or public health and safety concerns;</i></p>	<p>The Secondary Plan and Implementing Zoning By-law identifies lands in the northeastern and southwest quadrants as part of the OP’s Greenway System. The TRCA has indicated that lands within the Greenway System include natural features and their associated buffer areas. Accordingly, no development is permitted in those areas and development shall be required to provide a Natural Heritage Evaluation, geotechnical study, and/or floodplain assessment to confirm the appropriate buffer area, in accordance with the Part 1 Plan.</p>
<p><i>d) Avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;</i></p>	<p><i>d) Avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;</i></p>	<p>The KDA is located within the City’s existing settlement area.</p>
<p><i>e) Promoting cost effective development patterns and standards to minimize land</i></p>	<p><i>e) promoting <u>the integration of land use planning, growth management,</u></i></p>	<p>The Secondary Plan and Implementing Zoning By-law plans for the transformation of</p>

PPS (2014) POLICY	PPS (2020) POLICY	RESPONSE
<p>consumption and servicing costs.</p>	<p><u>transit-supportive development, intensification and infrastructure planning to achieve</u> cost-effective development patterns, <u>optimization of transit investments</u>, and standards to minimize land consumption and servicing costs;</p>	<p>an auto-oriented commercial/retail node into a more intensified mixed-use, pedestrian and transit-oriented centre. Lands within the KDA are already connected to existing municipal services. The Plan proposes to optimize and maximize transit and infrastructure investment by permitting a mix of uses and greater intensification of land use than what currently exists. The City’s Urban MESP completed in 2014 determined that the City’s existing water distribution system is generally sufficiently sized to accommodate the planned intensification within the Bernard KDA (refer to Policy 12.5.7 of the Secondary Plan).</p>
<p>f) improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;</p>	<p>f) improving accessibility for persons with disabilities and older persons by identifying, preventing and removing <u>addressing</u> land use barriers which restrict their full participation in society;</p>	<p>The Implementing Zoning By-law includes provisions on accessibility by permitting barrier-free accessibility ramps. The City has existing Municipal Act By-laws that provide for barrier free parking spaces. Additionally, permitting the redevelopment of this area into a more compact urban form provides greater opportunities to create more accessible living and working spaces.</p>
<p>g) Ensuring that necessary infrastructure, electricity generation facilities and transmissions and</p>	<p>g) ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution</p>	<p>Through consultation with service providers, the necessary infrastructure and public service facilities are or</p>

PPS (2014) POLICY	PPS (2020) POLICY	RESPONSE
<p>distribution systems, and public service facilities are or will be available to meet current or projected needs; and</p>	<p>systems, and public service facilities are or will be available to meet current and projected needs; and</p>	<p>will be available to service the intensification planned within the KDA. Additionally, implementation of the City’s Sustainability Metrics will ensure that possible energy and water conservation techniques are encouraged and implemented.</p>
<p>h) Promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.</p>	<p>h) promoting development and land use patterns that conserve biodiversity; and consider <u>i) preparing for the regional and local</u> impacts of a changing climate.</p>	<p>The Secondary Plan and Implementing Zoning By-law permits development at a density that is transit supportive and compact, will implement the City’s Sustainability Metrics, which includes measures that address the impacts of climate change, and provides direction that should Council approve a Community Energy Plan for District Energy in the KDA, development shall design new buildings for district energy readiness.</p>
<p>Policy 1.1.2 provides for sufficient land to be made available to accommodate a mix of land uses to meet projected needs for a time horizon of up to 20 years. It states that: “Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas”.</p>	<p>Policy 1.1.2 provides for sufficient land to be made available to accommodate a mix of land uses to meet projected needs for a time horizon of up to 25 years informed by provincial guidelines. It states that: “Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas”.</p>	<p>The Secondary Plan and Implementing Zoning By-law envisions the transformation of the area into a new mixed-use, transit supportive and pedestrian-oriented centre with as of right Zoning permissions, making land available with an up to date Zoning By-law in a designated growth area to accommodate the planned intensification. These documents envision the build-out of the KDA to occur within the next 20 – 25 years.</p>

Policy 1.1.3 – Settlement Areas

Among other matters, this Policy states that: “*The vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities. It is in the interest of all communities to use land and resources wisely, to promote efficient development patterns, protect resources, promote green spaces, ensure effective use of infrastructure and public service facilities and minimize unnecessary public expenditures.*” Within this policy, the following is relevant:

PPS (2014) POLICY	PPS (2020) POLICY	RESPONSE
<p>Policy 1.1.3.1 of the PPS states that “<i>settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted.</i>”</p>	<p>Policy 1.1.3.1 of the PPS states that “<i>settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted.</i>”</p>	<p>The KDA is situated within the existing settlement area of the City of Richmond Hill, the Official Plan provides a long-range vision to support growth and intensification in the area.</p>
<p>Policy 1.1.3.2a) states that <i>land use patterns within settlement areas shall be based on densities and a mix of land which:</i></p> <p>a) <i>Efficiently use land and resources;</i></p>	<p>Policy 1.1.3.2a) states that <i>land use patterns within settlement areas shall be based on densities and a mix of land which:</i></p> <p>a) <i>Efficiently use land and resources;</i></p>	<p>The Official Plan and Secondary Plan provides policy direction that directs a form development that will efficiently use land through infill and intensification.</p>
<p>b) <i>Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;</i></p>	<p>b) <i>Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;</i></p>	<p>The Secondary Plan and Implementing Zoning By-law represents an appropriate and efficient use of existing and planned infrastructure and public service facilities.</p> <p>As confirmed by the Transportation Study prepared by HDR Consulting, an overall density of up to 4.0 FSI across the whole of the KDA can be sufficiently serviced by the street network shown in the Secondary Plan and through planned network improvements and the achievement of higher modal</p>

PPS (2014) POLICY	PPS (2020) POLICY	RESPONSE
		<p>splits within the KDA and surrounding area.</p> <p>Further, the City’s Urban MESP completed in 2014 determined that the City’s existing water distribution system is generally sufficiently sized to accommodate the planned intensification within the Bernard KDA. The City’s Urban MESP did not identify any issues regarding the capacity of the existing storm sewer network within the area of the Bernard KDA; however, new systems will be required to accommodate new development.</p>
<p><i>c) Minimize negative impacts to air quality and climate change, and promote energy efficiency;</i></p>	<p><i>c) Minimize negative impacts to air quality and climate change, and promote energy efficiency;</i></p>	<p>The planned intensification represents a compact urban form that promotes a more connected, multi-modal transportation system. By creating more compact, walkable blocks and planning for new streets, more opportunities for movement are provided, including active transportation modes like walking and cycling. Any development within the area will be required to meet the minimum threshold score for the City’s Sustainability Metrics, which further promote energy efficiency.</p>
<p>n/a</p>	<p><u><i>d) prepare for the impacts of a changing climate;</i></u></p>	<p>The Secondary Plan and Implementing Zoning By-law will implement the City’s Sustainability Metrics, which includes measures that</p>

PPS (2014) POLICY	PPS (2020) POLICY	RESPONSE
		address the impacts of climate change, and provides direction that should Council approve a Community Energy Plan for District Energy in the KDA, development shall design new buildings for district energy readiness.
<p>e) <i>Support active transportation;</i></p> <p>f) <i>Are transit-supportive, where transit is planned, exists or may be developed</i></p>	<p>e) <i>Support active transportation;</i></p> <p>f) <i>Are transit-supportive, where transit is planned, exists or may be developed</i></p>	<p>A VIVA bus rapidway stop is located in the KDA at Yonge Street and Bernard Avenue and there is an existing bus terminal located in the southeast quadrant of the KDA. The highest heights and densities planned in the KDA are directed towards Yonge Street and the intersection of Yonge Street and Bernard Avenue/Canyon Hill to support active transportation. In addition, new streets are planned to include pedestrian sidewalks and cycling facilities. The proposed density in terms of people and jobs for the KDA supports BRT along Yonge Street.</p>
<p>Policy 1.1.3.2b) states: “a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated”.</p> <p>Policy 1.1.3.3 states “Planning authorities shall identify appropriate locations and promote opportunities for intensification and</p>	<p>Policy 1.1.3.2 states: <u>“Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.”</u></p> <p>Policy 1.1.3.3 states “Planning authorities shall identify appropriate locations</p>	<p>The KDA area is presently an under-developed area consisting of mostly single storey, land extensive commercial uses with large areas of surface parking.</p> <p>The Secondary Plan and Implementing Zoning By-law promotes a land use pattern and mix of land uses through intensification and redevelopment in the KDA, which is identified in the City’s</p>

PPS (2014) POLICY	PPS (2020) POLICY	RESPONSE
<p><i>redevelopment where this can be accommodated taking into account existing building stock of areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.”</i></p>	<p><i>and promote opportunities for <u>transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.</u></i></p>	<p>OP as an appropriate area for intensification. The maximum density prescribed in the SP and ZBL and range of permitted residential development permits a significant supply of new housing for this area. The area is already serviced by existing infrastructure. The Secondary Plan identifies a new public street network that is necessary to support the intensification planned, as recommended in the Transportation Study completed by HDR Consulting. Furthermore, the proposal supports the planned transit system for this area through transit-supportive development, as noted above.</p>
<p>Policy 1.1.3.4 states <i>“appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.”</i></p>	<p>Policy 1.1.3.4 states <i>“appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.”</i></p>	<p>The City’s OP requires a Noise and Vibration Analysis to mitigate adverse impacts on sensitive land uses from noise, odour and vibration, which is implemented through the Site Plan process, recognizing the importance of public health and safety, and the avoidance of risks, while enabling intensification in a compact built form. Furthermore, development in hazard areas is not permitted, in accordance with the Official Plan.</p>
<p>Policy 1.1.3.5 states <i>“Planning authorities shall establish and implement minimum targets for</i></p>	<p>Policy 1.1.3.5 states <i>“Planning authorities shall establish and implement minimum targets for</i></p>	<p>The Growth Plan: A Place to Grow (2019) establishes a minimum target of 160 people and jobs per hectare for major</p>

PPS (2014) POLICY	PPS (2020) POLICY	RESPONSE
<p><i>intensification and redevelopment within built up areas, based on local conditions. However, where provincial targets are established through provincial plans, the provincial target shall represent the minimum target for affected areas.”</i></p>	<p><i>intensification and redevelopment within built up areas, based on local conditions. However, where provincial targets are established through provincial plans, the provincial target shall represent the minimum target for affected areas.”</i></p>	<p>transit station areas serviced by bus rapid transit. The KDA Secondary Plan area and Implementing Zoning By-law are planned to achieve a gross density of up to 510 people and jobs per hectare. From an MTSA perspective, the Bernard MTSA is estimated to achieves a gross density of up to 320 people and jobs per hectare. To ensure that the Regional (proposed) MTSA target of 200 people and jobs per hectare is achieved, the SP includes policies that require on a parcel basis, a minimum of 1.5 FSI is achieved (which is estimated to yield 200 p&j/ha.)</p>
<p>Policy 1.1.3.7 states that: <i>“Planning authorities shall establish and implement phasing policies to ensure: a.) that specified targets for intensification and redevelopment are achieved prior to, or concurrent with, new development within designated growth areas; and b.) the orderly progression of development within designated growth areas and the timely provision of the infrastructure and public service facilities required to meet current and projected needs.”</i></p>	<p>Policy 1.1.3.7 states that: <i>“Planning authorities shall <u>should</u> establish and implement phasing policies to ensure: a.) that specified targets for intensification and redevelopment are achieved prior to, or concurrent with, new development within designated growth areas; and b.) the orderly progression of development within designated growth areas and the timely provision of the infrastructure and public service facilities required to meet current and projected needs.”</i></p>	<p>The City’s OP identifies an urban structure where growth is to be accommodated within the planning horizon. This KDA is identified as an area of growth and redevelopment, while other areas within the City, such as the Neighbourhood are intended to remain stable, during the planning horizon. Through a future municipal comprehensive review, consideration can be given regarding the next phase of growth areas wherein the KDA designation may be expanded or new intensification areas are identified. Specific to the KDA, a “holding” policy is included</p>

PPS (2014) POLICY	PPS (2020) POLICY	RESPONSE
		to ensure that development of the KDA is appropriately phased with transportation improvements within and around the KDA.
<p>Policy 1.2.4 states that: <i>“Where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with lower-tier municipalities shall:...</i></p> <ul style="list-style-type: none"> <i>b. identify areas where growth or development will be directed, including the identification of nodes and the corridors linking these nodes;</i> <i>c. identify targets for intensification and redevelopment within all or any of the lower-tier municipalities, including minimum targets that should be met before expansion of the boundaries of settlement areas is permitted in accordance with policy 1.1.3.8;</i> <i>d. where transit corridors exist or are to be developed, identify density targets for areas adjacent or in proximity to these corridors, including minimum targets that should be met before expansion of the boundaries of settlement areas is permitted in accordance with policy 1.1.3.8;...”</i> 	<p>Policy 1.2.4 states that: <i>“Where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with lower-tier municipalities shall:...</i></p> <ul style="list-style-type: none"> <i>b.) identify areas where growth or development will be directed, including the identification of nodes and the corridors linking these nodes;</i> <i>c.) identify targets for intensification and redevelopment within all or any of the lower-tier municipalities, including minimum targets that should be met before expansion of the boundaries of settlement areas is permitted in accordance with policy 1.1.3.8;</i> <i>d.) where <u>major</u> transit corridors exist or are to be developed, identify density targets for areas adjacent or in proximity to these corridors <u>and stations</u>, including minimum targets that should be met before expansion of the boundaries of settlement areas is permitted in accordance with policy 1.1.3.8;...”</i> 	<p>Through the adoption of the ROP, the Region identified intensification corridors and criteria for growth nodes, as well as density targets for these areas. In accordance with the ROP, the KDA was identified in the City’s OP as part of an intensification hierarchy. Presently, the ROP requires that the KDA be planned to achieve density of 2.5 FSI over the long term. As a result of the density allocations within the KDA, the overall FSI could be up to 3.83 FSI. Through the Region’s work to address Growth Plan policies regarding Major Transit Station Areas, the proposed minimum density target for the MTSA (in which the KDA is located) is 200 people and jobs per hectare. The Official Plan, Secondary Plan and Zoning By-law are drafted to meet and exceed the range of targets that are in effect and that are proposed.</p>

PPS (2014) POLICY	PPS (2020) POLICY	RESPONSE
<p>Policy 1.2.6.1 states that “Major facilities and sensitive land uses should be planned to ensure they are appropriately designed, buffered and/or separated from each other to prevent or mitigate adverse effects from odour, noise, and other contaminants, minimize risk to public health and safety, and to ensure the long-term viability of major facilities</p>	<p>Policy 1.2.6.1 states that “Major facilities and sensitive land uses should shall be planned to ensure they are appropriately designed, buffered and/or separated from each other and developed to prevent avoid or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise, and other contaminants, minimize risk to public health and safety, and to ensure the long-term <u>operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.</u></p>	<p>The City’s OP requires a Noise and Vibration Analysis for residential development adjacent to a railway and arterial streets, among other areas, which would outline appropriate mitigation measures such as building orientation, building design, landscaping and/or noise fencing.</p>

Section 1.3 – Employment

PPS (2014) POLICY	PPS (2020) POLICY	RESPONSE
<p>1.3.1 Planning authorities shall promote economic development and competitiveness by:</p> <ul style="list-style-type: none"> a. providing for an appropriate mix and range of employment and institutional uses to meet long-term needs; b. providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses; 	<p>1.3.1 Planning authorities shall promote economic development and competitiveness by:</p> <ul style="list-style-type: none"> a.) providing for an appropriate mix and range of employment, and institutional, <u>and broader mixed</u> uses to meet long-term needs; b.) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses; <u>c.) facilitating the conditions for economic investment by</u> 	<p>The Secondary Plan and Implementing Zoning By-law promote economic development and competitiveness by encouraging and planning for a mix and range of commercial, office, and institutional uses within the area. The Secondary Plan also encourage new development fronting “Active At Grade Frontages” as shown on Schedule 4 to dedicate a minimum of 15% of its total gross floor area to non-residential uses, such as commercial, retail, office, or institutional uses. In the case</p>

<p>c. encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities; and</p> <p>d. ensuring the necessary infrastructure is provided to support current and projected needs.</p>	<p><u>identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;</u></p> <p>e.) <u>d.)</u> encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, <u>with consideration of housing policy 1.4;</u> and</p> <p>d.) <u>e.)</u> ensuring the necessary infrastructure is provided to support current and projected needs.</p>	<p>of sites with multiple existing and/or planned buildings, the 15% gross floor area requirement can be satisfied within each building or within one building provided that the overall non-residential gross floor area. Furthermore, the SP and Zoning By-law include policies that required non-residential uses to be located at grade where the site abuts an Active At Grade Frontage, and for sites with existing employment uses to maintain or increase their total gross leasable space through redevelopment of their site.</p> <p>The KDA is already serviced by existing infrastructure and a new planned public street network that is necessary to support the planned intensification in the KDA.</p>
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Section 1.4 – Housing

PPS (2014) POLICY	PPS (2020) POLICY	RESPONSE
<p>Policy 1.4.1 states “To provide for an appropriate range and mix of housing types and densities to be maintained in order to meet projected requirements of current and future residents by:</p> <p>a) maintaining at all times the ability to accommodate residential growth for a minimum of 10 years through residential intensification and</p>	<p>Policy 1.4.1 states “To provide for an appropriate range and mix of housing types <u>options</u> and densities to be maintained in order to meet projected requirements of current and future residents by:</p> <p>a.) maintaining at all times the ability to accommodate residential growth for a minimum of 10 <u>15</u> years through residential intensification and</p>	<p>The Secondary Plan and Implementing Zoning By-law are planned to accommodate up to an estimated 10,600 people, accommodating a significant amount of the City’s residential intensification. The Implementing Zoning By-law for the area establishes as-of-right Zoning permissions that will add to the City’s supply of lands suitably zoned for residential units. The KDA SP and ZB envision a build-out</p>

PPS (2014) POLICY	PPS (2020) POLICY	RESPONSE
<p><i>redevelopment and, if necessary, lands which are designated and available for residential development; and</i></p> <p>b) <i>maintaining at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans</i></p>	<p><i>redevelopment and, if necessary, lands which are designated and available for residential development; and</i></p> <p>b.) <i>maintaining at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and <u>redevelopment, and land in draft approved and registered plans</u></i></p> <p><u>Upper-tier and single-tier municipalities may choose to maintain land with servicing capacity sufficient to provide at least a five-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.</u></p>	<p>period of 20 to 25 years. These lands are serviced/planned to be serviced to accommodate this build out growth.</p>
<p>Policy 1.4.3 states “<i>Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by:</i></p> <p>a) <i>establishing and maintaining minimum targets for the provision of housing which is</i></p>	<p>Policy 1.4.3 states “<i>Planning authorities shall provide for an appropriate range and mix of housing types options and densities to meet projected requirements market-based and affordable housing needs of current and future residents of the regional market area by:</i></p> <p>a.) <i>establishing and maintaining minimum targets</i></p>	<p>The Secondary Plan establishes a minimum target for 35% of new dwelling units within the KDA to be affordable, in accordance with the City’s OP and the Regional OP. In addition, the Secondary Plan requires that 5% of units within new high-density residential development shall contain 3 or more bedrooms, ensuring a</p>

PPS (2014) POLICY	PPS (2020) POLICY	RESPONSE
<p><i>affordable to low and moderate income households;</i></p> <p>b) <i>permitting and facilitating:</i></p> <ol style="list-style-type: none"> 1. <i>all forms of housing required to meet the social, health and well-being requirements of current and future residents, including special needs requirements; and</i> 2. <i>all forms of residential intensification, including second units and redevelopment in accordance with policy 1.1.3.3;</i> <p>c) <i>directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;</i></p> <p>d) <i>promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed; and</i></p> <p>e) <i>establishing development standards for residential intensification, redevelopment and new residential development</i></p>	<p><i>for the provision of housing which is affordable to low and moderate income households <u>and which aligns with applicable housing and homelessness plans;</u></i></p> <p>b.) <i>permitting and facilitating:</i></p> <ol style="list-style-type: none"> 1. <i>all forms of housing <u>options</u> required to meet the social, health, <u>economic</u> and well-being requirements of current and future residents, including special needs requirements <u>and needs arising from demographic changes and employment opportunities;</u> and</i> 2. <i>all forms types of residential intensification, including second additional residential units and redevelopment in accordance with policy 1.1.3.3;</i> <p>c.) <i>directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;</i></p> <p>d.) <i>promoting densities for new housing which efficiently use land, resources, infrastructure and public</i></p>	<p>mix of apartment units to meet the long-term needs of families who choose to live within the area. The SP and ZB permit a range of housing types, with a focus on multi-unit development. Special needs housing can also be accommodated and supported within the KDA.</p> <p>The KDA is well served by existing and planned infrastructure and public service facilities, and is planned to accommodate transit-supportive densities.</p> <p>Providing as-of-right Zoning for the area will help to minimize the cost of housing in this area by facilitating a streamlined planning approvals process and a compact form.</p> <p>Note: With respect to the new PPS policy (e), the SP contemplates the integration of a future Bernard Bus Terminal with new development, thereby permitting high-density development to occur on top of land required for the terminal.</p>

PPS (2014) POLICY	PPS (2020) POLICY	RESPONSE
<p><i>which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.</i></p>	<p><i>service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed; and</i></p> <p><i><u>e.) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and</u></i></p> <p><i>e-) f.) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.</i></p>	

Section 1.5 – Public Spaces, Recreation, Parks, Trails and Open Space

PPS (2014) POLICY	PPS (2020) POLICY	RESPONSE
<p>Policy 1.5.1 promotes healthy, active communities by:</p> <p>a) <i>planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity</i></p> <p>b) <i>emphasizes the promotion of healthy and active communities by providing an equitable range of</i></p>	<p>Policy 1.5.1 promotes healthy, active communities by:</p> <p>a.) <i>planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity</i></p> <p>b.) <i>emphasizes the promotion of healthy and active communities by providing an equitable range of publicly-</i></p>	<p>The Secondary Plan provides for new public streets that are planned to include continuous sidewalks, street trees and cycling facilities to encourage active transportation and community connectivity. A connected parks and urban open space system (see Schedule 3) is planned to include a series of public linear parks, private urban squares, and potential trails connecting to the larger</p>

<p><i>publicly-accessible spaces for recreation...</i></p> <p><i>d) recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas."</i></p>	<p><i>accessible spaces for recreation...</i></p> <p><i>d.) recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas."</i></p>	<p>Greenway System. In addition, the Greenway System is expanded in the north-west quadrant through a linear park west of Yonge Street that runs parallel to the Rouge River watercourse fostering both visual and physical connectivity to the larger Greenway System.</p>
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Section 1.6 Infrastructure and Public Service Facilities

PPS (2014) POLICY	PPS (2020) POLICY	RESPONSE
<p>Policy 1.6.2 states <i>"Planning authorities should promote green infrastructure to complement infrastructure."</i></p>	<p>Policy 1.6.2 states <i>"Planning authorities should promote green infrastructure to complement infrastructure."</i></p>	<p>The proposed Secondary Plan promotes green infrastructure by including policies for an enhanced streetscape, which is planned in all quadrants of the KDA to enhance natural features and integrate low impact development practices into new infrastructure. These measures facilitate the objectives set out in the City's Sustainability Metrics and Urban MESP (2014).</p>
<p>Policy 1.6.3 states that: <i>"Before consideration is given to developing new infrastructure and public service facilities:</i></p> <p><i>a.) the use of existing infrastructure and public service facilities should be optimized; and</i></p>	<p>Policy 1.6.3 states that: <i>"Before consideration is given to developing new infrastructure and public service facilities:</i></p> <p><i>a.) the use of existing infrastructure and public service facilities should be optimized; and</i></p>	<p>The planned growth within the KDA can optimize existing public service facilities and provides opportunities for new community services to be located within the more compact urban form promoted by the Secondary Plan and Implementing Zoning By-law. In addition, the Official Plan and Secondary Plan provides policy direction with respect</p>

PPS (2014) POLICY	PPS (2020) POLICY	RESPONSE
<p><i>b.) opportunities for adaptive re-use should be considered, wherever feasible.</i></p> <p>Policy 1.6.4 states that: <i>“Infrastructure and public service facilities should be strategically located to support the effective and efficient delivery of emergency management services.”</i></p>	<p><i>b.) opportunities for adaptive re-use should be considered, wherever feasible.</i></p> <p>Policy 1.6.4 states that: <i>“Infrastructure and public service facilities should be strategically located to support the effective and efficient delivery of emergency management services, <u>and to ensure the protection of public health and safety in accordance with the policies in Section 3.0: Protection Public Health and Safety.</u>”</i></p>	<p>to key natural heritage and key hydrological features and hazardous lands to ensure the protection of public health and safety.</p>
<p>Policy 1.6.5 states: <i>“Public service facilities should be co-located in community hubs, where appropriate, to promote cost-effectiveness and facilitate service integration, access to transit and active transportation.”</i></p>	<p>Policy 1.6.5 states: <i>“Public service facilities should be co-located in community hubs, where appropriate, to promote cost-effectiveness and facilitate service integration, access to transit and active transportation.”</i></p>	<p>The Secondary Plan encourages community services and facilities, such as schools, recreation centres, libraries, day nurseries, and emergency facilities, to be co-located and/or integrated with development to support the needs of the KDA and surrounding area.</p>
<p>Policy 1.6.6.1 states that <i>“planning for sewage and water services shall direct and accommodate expected growth or development in a manner that promotes efficient use of existing municipal sewage services and municipal water services.”</i></p>	<p>Policy 1.6.6.1 states that <i>“planning for sewage and water services shall direct and accommodate expected forecasted growth or development in a manner that promotes efficient use of existing municipal sewage services and municipal water services.”</i></p>	<p>The KDA is already serviced by existing infrastructure. The City’s Urban MESP completed in 2014 determined that the City’s existing water distribution system is generally sufficiently sized to accommodate the planned intensification within the KDA.</p>
<p>Policy 1.6.6.2 states that <i>“municipal sewage services and municipal water services are the preferred form of</i></p>	<p>Policy 1.6.6.2 states that <i>“municipal sewage services and municipal water services are the preferred form of</i></p>	<p>With respect to stormwater servicing, the City’s Urban MESP did not identify any</p>

PPS (2014) POLICY	PPS (2020) POLICY	RESPONSE
<p>servicing for settlement areas. Intensification and redevelopment within settlement areas on existing municipal sewage services and municipal water services should be promoted, wherever feasible.”</p>	<p>servicing for settlement areas <u>to support protection of the environment and minimize potential risks to human health and safety.</u> Intensification and redevelopment <u>Within settlement areas on existing municipal sewage services and municipal water services should intensification and redevelopment shall be promoted, wherever feasible to optimize the use of services.”</u></p>	<p>issues regarding the capacity of the existing storm sewer network within the area of the Bernard KDA.</p> <p>With respect to sanitary servicing, the sanitary servicing analysis indicates that there is sufficient existing and future reserve capacity in the current sanitary collection system to service the northeast, northwest and southeast quadrants of the KDA. The existing sanitary sewer (Reach C) servicing the southwest quadrant of the KDA will need to be upgraded to accommodate growth within this portion of the KDA.</p>
<p>Policy 1.6.6.7 states that “Planning for stormwater management shall:</p> <ul style="list-style-type: none"> a) minimize, or, where possible, prevent increases in contaminant loads; b) minimize changes in water balance and erosion; c) not increase risks to human health and safety and property damage; d) maximize the extent and function of vegetative and pervious surfaces; and e) promote stormwater management best practices, including stormwater attenuation and re-use, and low impact development.” 	<p>Policy 1.6.6.7 states that “Planning for stormwater management shall:</p> <ul style="list-style-type: none"> <u>a.) be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;</u> a.) <u>b.) minimize, or, where possible, prevent increases in contaminant loads;</u> b.) <u>c.) minimize erosion and changes in water balance and erosion and prepare for the impacts of a changing climate through the effective management of stormwater.</u> 	<p>The Secondary Plan promotes best management practices and low impact development to manage storm water. The Urban MESP 2014 recommendations for stormwater management will be implemented through the development approvals process.</p> <p>The proposed Secondary Plan also responds the provincial policy direction regarding a changing climate by promoting green infrastructure through secondary plan policy direction for an enhanced streetscape, which is planned in all quadrants of the KDA to</p>

PPS (2014) POLICY	PPS (2020) POLICY	RESPONSE
	<p><u>including the use of green infrastructure;</u></p> <p>e.) d.) <u>not increase mitigate risks to human health, and safety, and property damage and the environment;</u></p> <p>d.) e.) <u>maximize the extent and function of vegetative and pervious surfaces; and</u></p> <p>e.) f.) <u>promote stormwater management best practices, including stormwater attenuation and re-use, <u>water conservation and efficiency</u> and low impact development.”</u></p>	<p>enhance natural features and integrate low impact development practices into new infrastructure. These measures also facilitate the objectives set out in the City’s Sustainability Metrics and Urban MESP (2014).</p>
<p>Policy 1.6.7.1 states that “Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.”</p>	<p>Policy 1.6.7.1 states that “Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.”</p>	<p>The KDA is served by the VIVA bus rapid transit network along Yonge Street. To accommodate the forecasted growth, the policies of the Secondary Plan direct for the encouragement of modal shifts away from single occupant vehicles in favor of more sustainable transportation. The provision of the BRT service along Yonge Street will improve the transit system and be supported by the planned growth in the KDA. The Secondary Plan provides for a new public street network to support the intensification planned in accordance with the recommendations of the Transportation Study prepared by HDR Consulting.</p>

PPS (2014) POLICY	PPS (2020) POLICY	RESPONSE
<p>Policy 1.6.7.2 states that <i>“Efficient use shall be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.”</i></p>	<p>Policy 1.6.7.2 states that <i>“Efficient use shall <u>should</u> be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.”</i></p>	<p>The Secondary Plan provides policy direction to support transportation demand management (TDM), and outlines approaches the City shall utilize to implement TDM in cooperation with York Region and landowners. In addition, the Secondary Plan provides policy direction to require development to prepare and implement a TDM Strategy that incorporates various TDM measures such as: carpooling, cycling infrastructure, pick-up/drop-off areas, subsidized transit passes.</p>
<p>Policy 1.6.7.4 states that <i>“A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.”</i></p>	<p>Policy 1.6.7.4 states that <i>“A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.”</i></p>	<p>The Secondary Plan contemplates a compact land use pattern, with a land use mix/ratio of approximately 10:3 (people to jobs), and the establishment of a finer-grain public street network to support the planned densities. Taken together, these elements will help to promote active transportation and minimize the length and number of vehicle trips.</p>
<p>Policy 1.6.7.5 states that <i>“Transportation and land use considerations shall be integrated at all stages of the planning process.”</i></p>	<p>Policy 1.6.7.5 states that <i>“Transportation and land use considerations shall be integrated at all stages of the planning process.” Policy 1.6.7.5 of the PPS 2020 has been deleted</i></p>	<p>The Secondary Plan integrates transportation and land use considerations. The density allocations set out in Schedule 2 of the Secondary Plan are premised on the provision of servicing required to support the cumulative growth forecasted for the KDA. From a transportation</p>

PPS (2014) POLICY	PPS (2020) POLICY	RESPONSE
		<p>perspective, the analysis assumes that certain modal splits within the KDA and outside of the KDA will be achieved, and that certain York Region capital projects are completed to support the full buildout of the KDA. Accordingly, the policies of the Secondary Plan direct for development to be subject to a holding by-law to ensure orderly development within the KDA. The lifting of the hold requires that proponents of development prepare and submit a transportation planning study that demonstrates, to the satisfaction of Council or other approval authority, the proposed development meets all of the required conditions prescribed in the Secondary Plan.</p>
<p>Policy 1.6.11.1 states that <i>“Planning authorities should provide opportunities for the development of energy supply including electricity generation facilities and transmission and distribution systems, to accommodate current and projected needs.”</i></p> <p>Policy 1.6.11.2 states that <i>“Planning authorities should promote renewable energy systems and alternative energy systems, where feasible, in accordance with</i></p>	<p>Policy 1.6.11.1 states that <i>“Planning authorities should provide opportunities for the development of energy supply including electricity generation facilities and transmission and distribution systems, to accommodate current-district energy-and <u>projected needs renewable energy systems and alternative energy systems to accommodate current and projected needs.</u>”</i></p>	<p>The Secondary Plan provides direction that should Council approve a Community Energy Plan for District Energy in the KDA, development shall design new buildings for district energy readiness. Additionally, the City’s Sustainability Metrics promotes energy efficiency through development.</p>

PPS (2014) POLICY	PPS (2020) POLICY	RESPONSE
<i>provincial and federal requirements.”</i>		

Section 1.7 – Long-Term Economic Prosperity

PPS (2014) POLICY	PPS (2020) POLICY	RESPONSE
<p>Policy 1.7.1 states “Long-term economic prosperity should be supported by:</p> <p>a) <i>promoting opportunities for economic development and community investment-readiness;</i></p> <p>b) <i>optimizing the long-term availability and use of land, resources, infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities;</i></p> <p>d) <i>encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes</i></p> <p>f) <i>providing for an efficient, cost-effective, reliable multi-modal transportation system that is integrated with adjacent systems and those of other jurisdictions, and is appropriate to address projected needs to</i></p>	<p>Policy 1.7.1 states “Long-term economic prosperity should be supported by:</p> <p>a.) <i>promoting opportunities for economic development and community investment-readiness;</i></p> <p><u><i>b.) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;</i></u></p> <p>b-) <u><i>c.) optimizing the long-term availability and use of land, resources, infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities;</i></u></p> <p>d.) <i>encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes</i></p>	<p>The Secondary Plan and Implementing Zoning By-law supports long-term economic prosperity by planning for a mix of people and jobs, enhancing the retail and commercial character of the KDA and optimizing the use of land, resources, and infrastructure in proximity to the planned bus rapid transit along Yonge Street.</p> <p>A sense of place is encouraged by directing taller buildings towards Yonge Street and at the intersections of Yonge Street and Bernard Avenue and Canyon Hill Avenue subject to angular plane and other urban design requirements and transitioning height down towards the Neighborhood Character area and surrounding Neighbourhood designation. In addition, the policies of the Secondary Plan facilitate the creation of a finer-grained street network with multi-modal options, and a connected parks and urban open space system. The Secondary Plan provides direction that should Council approve a Community Energy</p>

PPS (2014) POLICY	PPS (2020) POLICY	RESPONSE
<p>support the movement of goods and people.</p> <p>h) promoting energy conservation and providing opportunities for development of renewable energy systems and alternative energy systems, including district energy;</p> <p>j) minimizing negative impacts from a changing climate and considering the ecological benefits provided by nature; and</p>	<p>f.) g.) providing for an efficient, cost-effective, reliable multi-modal transportation system that is integrated with adjacent systems and those of other jurisdictions, and is appropriate to address projected needs to support the movement of goods and people.</p> <p>h.) i.) promoting energy conservation and providing opportunities for development of renewable <u>increased energy systems and alternative energy systems, including district energy supply;</u></p> <p>j.) k.) minimizing negative impacts from a changing climate and considering the ecological benefits provided by nature; and</p>	<p>Plan for District Energy in the KDA, development shall design new buildings for district energy readiness, and development in the area is required to implement the City’s Sustainability Metrics, thus addressing climate change impact.</p>

Section 1.8 – Energy Conservation, Air Quality, and Climate Change

Policy 1.8.1 describes how Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for impacts of climate change through adaptation and land use and development patterns which:

PPS (2014) POLICY	PPS (2020) POLICY	RESPONSE
<p>a) Promote compact form and a structure of nodes and corridors</p>	<p>a.) Promote compact form and a structure of nodes and corridors</p>	<p>The Official Plan directs for several nodes and two corridors to accommodate intensification of development in the City to promote compact urban form. The Bernard KDA is planned to be a high-density centre/node among others like the Yonge</p>

PPS (2014) POLICY	PPS (2020) POLICY	RESPONSE
<p>b) <i>Promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas</i></p>	<p>b.) <i>Promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas</i></p>	<p>Street & 16th Avenue KDA and Richmond Hill Centre. Active transportation is promoted and supported through the creation of a finer-grain public street network and a connected parks and urban open spaces system.</p>
<p>c) <i>focus major employment, commercial and other travel-intensive land uses on sites which are well served by transit where this exists or is to be developed, or designing these to facilitate the establishment of transit in the future</i></p>	<p>c.) <i>focus major employment, commercial and other travel-intensive land uses on sites which are well served by transit where this exists or is to be developed, or designing these to facilitate the establishment of transit in the future</i></p>	<p>The Secondary Plan and Implementing Zoning By-law focuses development in proximity to transit and directs commercial, retail and office uses to the area, which is well served by transit.</p>
<p>e) <i>Improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion</i></p> <p>f) <i>Promotes design orientation which:</i> <ol style="list-style-type: none"> 1. <i>maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation; and</i> 2. <i>maximizes opportunities for the use of renewable energy</i> </p>	<p>e) <u>encourage transit-supportive development and intensification to</u> improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;</p> <p>f.) Promotes design orientation which: <ol style="list-style-type: none"> 1. maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation; and 2. maximizes opportunities for the use of renewable energy systems and alternative energy systems <u>green infrastructure; and</u> </p>	<p>The Secondary Plan and Implementing Zoning By-law supports shortened commute journeys and decreased transportation congestion by planning for a mix of population and employment uses, enabling people to live in close proximity to jobs.</p> <p>The Secondary Plan provides direction that should Council approve a Community Energy Plan for District Energy in the KDA, development shall design new buildings for district energy readiness, and development in the area is required to implement the</p>

PPS (2014) POLICY	PPS (2020) POLICY	RESPONSE
<i>systems and alternative energy systems;</i>		City’s Sustainability Metrics, ensuring energy efficiency, minimizing impacts to vegetation and reducing energy use.
g) <i>maximize vegetation within settlement areas, where feasible.</i>	g.) <i>maximize vegetation within settlement areas, where feasible.</i>	The proposed Secondary Plan provides for a connected parks and urban open space system and a finer-grain street network that incorporates street trees to maximize vegetation with the settlement area.

Section 2.1 – Natural Heritage

PPS (2014) POLICY	PPS (2020) POLICY	RESPONSE
Policy 2.1.1 states that “Natural features and areas shall be protected for the long term.”	Policy 2.1.1 states that “Natural features and areas shall be protected for the long term.”	The Secondary Plan and Implementing Zoning By-law protects natural heritage features, which include watercourses and significant woodlands.
Policy 2.1.2 states that “The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.”	Policy 2.1.2 states that “The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.”	Development and site alteration adjacent to natural heritage or hydrological features is directed by the policies of the Secondary Plan to be subject to the natural heritage evaluation requirements of the Official Plan.
Policy 2.1.3 states that “Natural heritage systems shall be identified in Ecoregions 6E & 7E, recognizing that natural heritage systems will vary in size and form in settlement areas, rural areas, and prime agricultural areas.”	Policy 2.1.3 states that “Natural heritage systems shall be identified in Ecoregions 6E & 7E, recognizing that natural heritage systems will vary in size and form in settlement areas, rural areas, and prime agricultural areas.”	

Section 3.1 – Natural Hazards

PPS (2014) POLICY	PPS (2020) POLICY	RESPONSE
<p>Policy 3.1.1 states “Development shall generally be directed to areas outside of:</p> <p>b) <i>hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards”</i></p>	<p>Policy 3.1.1 states “Development shall generally be directed to areas outside of:</p> <p>b.) <i>hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards”</i></p>	<p>The Official Plan, Secondary Plan and Implementing Zoning By-law directs development to areas outside of the hazardous lands, which form part of the Greenway System and Open Space Zone in the northeastern and southwest quadrants of the KDA. This protective approach will ensure that potential impacts of climate change that may result over time are mitigated.</p>
<p>Policy 3.1.2 states “Development and site alteration shall not be permitted within:</p> <p>c. <i>areas that would be rendered inaccessible to people and vehicles during times of flooding hazards, erosion hazards and/or dynamic beach hazards, unless it has been demonstrated that the site has safe access appropriate for the nature of the development and the natural hazard; and</i></p> <p>d. <i>a floodway regardless of whether the area of inundation contains high points of land not subject to flooding.”</i></p>	<p>Policy 3.1.2 states “Development and site alteration shall not be permitted within:</p> <p>c.) <i>areas that would be rendered inaccessible to people and vehicles during times of flooding hazards, erosion hazards and/or dynamic beach hazards, unless it has been demonstrated that the site has safe access appropriate for the nature of the development and the natural hazard; and</i></p> <p>d.) <i>floodway regardless of whether the area of inundation contains high points of land not subject to flooding.”</i></p>	
<p>Policy 3.1.3 states “Planning authorities shall consider the potential impacts of climate change that may increase the risk associated with natural hazards.”</p>	<p>Policy 3.1.3 states “Planning authorities shall consider <i>prepare for the potential impacts of a changing climate change</i> that may increase the</p>	

PPS (2014) POLICY	PPS (2020) POLICY	RESPONSE
	<i>risk associated with natural hazards.”</i>	

Section 4.0 – Implementation and Interpretation

PPS (2014) POLICY	PPS (2020) POLICY	RESPONSE
<p>Policy 4.7 states <i>“The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans.</i></p> <p><i>Official plans shall identify provincial interests and set out appropriate land use designations and policies. To determine the significance of some natural heritage features and other resources, evaluation may be required.</i></p> <p><i>Official plans should also coordinate cross-boundary matters to complement the actions of other planning authorities and promote mutually beneficial solutions. Official plans shall provide clear, reasonable and attainable policies to protect provincial interests and direct development to suitable areas.</i></p> <p><i>In order to protect provincial interests, planning authorities shall keep their official plans up-to-date with this Provincial Policy Statement. The policies of this Provincial Policy Statement continue to apply</i></p>	<p>Policy 4.67 states <i>“The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans.</i></p> <p><i>Official plans shall identify provincial interests and set out appropriate land use designations and policies. To determine the significance of some natural heritage features and other resources, evaluation may be required.</i></p> <p><i>Official plans should also coordinate cross-boundary matters to complement the actions of other planning authorities and promote mutually beneficial solutions. Official plans shall provide clear, reasonable and attainable policies to protect provincial</i></p>	<p>The City’s Official Plan directs for the preparation of Secondary Plans to guide growth and development in the new Centres. The KDA Secondary Plan is meant to be read together with the Official Plan as a means of achieving comprehensive long-term planning within the KDA. The Secondary Plan outlines appropriate policies to achieve provincial interests, providing clear, reasonable and attainable policies and directing development to suitable areas.</p>

PPS (2014) POLICY	PPS (2020) POLICY	RESPONSE
<p><i>after adoption and approval of an official plan.”</i></p>	<p><i>interests and direct development to suitable areas.</i></p> <p><i>In order to protect provincial interests, planning authorities shall keep their official plans up-to-date with this Provincial Policy Statement. The policies of this Provincial Policy Statement continue to apply after adoption and approval of an official plan.”</i></p>	
<p>Policy 4.8 states <i>“Zoning and development permit by-laws are important for implementation of this Provincial Policy Statement. Planning authorities shall keep their zoning and development permit by-laws up-to-date with their official plans and this Provincial Policy Statement.”</i></p>		<p>The Implementing Zoning By-law for the KDA demonstrates Council’s commitment to keeping its zoning for the area up to date with both the Official Plan and Secondary Plan, and the PPS.</p>

Based on the above analysis, the KDA Secondary Plan and Implementing Zoning By-law, and the amendment to the Official Plan are consistent with the policies of the PPS 2014, and the emerging policies of the PPS 2020, which will come into effect on May 1st, 2020.