

Appendix K to SRPRS.20.058 | A Place to Grow, Growth Plan 2019 for the Greater Golden Horseshoe Analysis

The 2019 Growth Plan for the Greater Golden Horseshoe (“Growth Plan”) is applicable to the Yonge/Bernard KDA. The following is an analysis of the proposed KDA Secondary Plan policies and Zoning By-law, and amendment to the Official Plan in relation to the relevant policies of the Growth Plan, 2019.

It is important to note that in a two-tier system, the implementation of the Growth Plan relies heavily on the Upper-Tier providing direction to Lower-Tier municipalities, and the Lower-Tier is discouraged and in some instances prohibited from making significant planning decisions ahead of the Upper-Tier’s decision making being approved and in effect. For this reason, the planning analysis will begin with the relevant policies of the Growth Plan regarding Implementation and the subsequent analysis will focus on policies that are directed at or pertain to Lower-Tier municipalities.

Section 5.2.3 - Co-ordination and Section 5.2.4 – Growth Forecasts

POLICY	RESPONSE
<p>Policy 5.2.3(2) states: <i>“Upper-tier municipalities, in consultation with lower-tier municipalities, will, through a municipal comprehensive review, provide policy direction to implement this Plan, including:</i></p> <p><i>b. identifying minimum density targets for strategic growth areas, including any urban growth centres or major transit station areas, in accordance with this Plan...;</i></p> <p><i>e. allocating forecasted growth to the horizon of this Plan to the lower tier municipalities in a manner that would support the achievement of the minimum intensification and density targets in this Plan; and...”</i></p> <p>Policy 5.2.4(3) states: <i>“The population and employment forecasts and plan horizon contained in the applicable upper- or single-tier official plan that is approved and in effect as of July 1, 2017 will apply to all planning matters in that municipality, including lower-tier planning matters where applicable, until the upper- or single-tier municipality has applied the forecasts in Schedule 3 in accordance with policy 5.2.4.2 and those</i></p>	<p>The proposed Secondary Plan and Zoning By-law are being recommended for approval in advance of the Region completing its MCR work and updating the Regional Official Plan. The Growth Plan permits a lower-tier to undertake a Secondary Plan that would exceed in effect growth projections provided there is capacity for that growth and that the growth is contextually appropriate.</p> <p>The proposed overall density for this KDA is appropriate provided that the new fine-grain public street network, parks and urban open space system and servicing improvements are provided in accordance with plan’s policies. The proposed density and scale of built form maintain the Bernard KDA as the third most dense intensification area set out in the OP’s urban structure hierarchy and enables an appropriate transition within the area and to the surrounding context, supporting the achievement of a complete community. The KDA boundary and the maximum density allocations noted on Schedule 2 of the Secondary Plan, are contextually appropriate and are appropriate for the level of existing and planned service for this area.</p>

POLICY	RESPONSE
<p>forecasts are approved and in effect in the upper- or single-tier official plan.”</p> <p>Policy 5.2.4 (5) states: “Within delineated built-up areas, municipalities may plan for development beyond the horizon of this Plan for strategic growth areas that are delineated in official plans and subject to minimum density targets, provided that:</p> <ul style="list-style-type: none"> a)) integrated planning for infrastructure and public service facilities would ensure that the development does not exceed existing or planned capacity; b) the type and scale of built form for the development would be contextually appropriate; and c) the development would support the achievement of complete communities, including a diverse mix of land uses and sufficient open space.” 	

Section 5.2.5 – Targets

POLICY	RESPONSE
<p>Policy 5.2.5(1) states: “The minimum intensification and density targets in this Plan, including any alternative targets that have been permitted by the Minister, are minimum standards and municipalities are encouraged to go beyond these minimum targets, where appropriate, except where doing so would conflict with any policy of this Plan, the PPS or any other provincial plan.”</p>	<p>The minimum density target of the Official Plan and Secondary Plan are prescribed in the Official Plan, Secondary Plan, and Zoning by-law to exceed the Provincial minimum target for Major Transit Station Areas serviced by Bus Rapid Transit (160 r&j/ha) and in order to meet the emerging Regional target for the Bernard MTSA of 200 r&j/ha.</p>
<p>Policy 5.2.5(3)(c) states: “For the purposes of implementing the minimum intensification and density targets in this Plan, upper- and single-tier municipalities will, through a municipal comprehensive review, delineate the following in their official plans, where applicable: c. major transit station areas;”</p> <p>Policy 5.2.5(5) states: “For each applicable delineated area, the minimum density targets in this Plan are to be implemented through:</p>	<p>As noted in the Growth Plan, the Upper-Tier is responsible for delineating the MTSA’s and for establishing a minimum density target through its Municipal Comprehensive Review process. The Region is proposing a minimum gross density target for this MTSA of 200 people and jobs per hectare. Accordingly, while this Secondary Plan and Zoning By-law acknowledges that the KDA meets the definition of an MTSA, promotes density that implements the 2010 ROP directions, and exceeds the minimum MTSA density targets,</p>

POLICY	RESPONSE
<p>a) upper-tier official plan policies that identify the minimum density targets and require lower-tier municipalities to undertake planning, such as secondary plans, to establish permitted uses and identify densities, heights, and other elements of site design;</p> <p>c) zoning all lands in a manner that would implement the official plan policies; and</p> <p>d) the use of any applicable legislative and regulatory tools that may establish area or site-specific minimum densities, heights, and other elements of site design.”</p>	<p>it does not establish the MTSA boundary. The MTSA boundary may be subject to further refinement through the Region’s Official Plan update. The proposed Secondary Plan and Zoning By-law are drafted based on the most current information from the Region. It is acknowledged that following the adoption and approval of the Regional Official Plan, additional changes may be required.</p>
<p>Policy 5.2.5(6) states: <i>“In planning to achieve the minimum intensification and density targets in this Plan, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of a high quality public realm and compact built form.”</i></p>	<p>Notwithstanding that the Upper-Tier MTSA work is still underway, the proposed Secondary Plan and Zoning By-law implements the City’s OP’s policies regarding urban design and site design to provide a high quality public realm and compact built form.</p>
<p>Policy 5.2.8(1) states: <i>“Where the policies of this Plan require the completion of specific types of master plans, assessments, studies, or other plans, including the equivalent, before a decision can be made, including in respect of matters in process, the policy direction in this Plan may be implemented based on, collectively, existing, enhanced, or new assessments, studies, and plans, provided that these achieve or exceed the same objectives.”</i></p>	<p>The Secondary Plan and Zoning By-law implement the in effect OP (subject to the approval of the proposed amendment to the OP through this LPAT process) and ROP policies while striving to implement Growth Plan 2019 policies.</p>

Section 2.2.1 – Managing Growth

POLICY	RESPONSE
<p>Policy 2.2.1(4) states: <i>“Applying the policies of this Plan will support the achievement of complete communities that:</i></p> <p><i>a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;</i></p> <p><i>b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;</i></p> <p><i>c) provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;</i></p> <p><i>d) expand convenient access to:</i></p> <ul style="list-style-type: none"> <i>i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;</i> <i>ii. public service facilities, co-located and integrated in community hubs;</i> <i>iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and</i> <i>iv. healthy, local, and affordable food options, including through urban agriculture;</i> <p><i>e) provide for a more compact built form and a vibrant public realm, including public open spaces;</i></p> <p><i>f) mitigate and adapt to climate change impacts, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and</i></p> <p><i>g) integrate green infrastructure and low impact development.</i></p>	<p>The Official Plan, Secondary Plan and Zoning By-law support the Growth Plan’s directives to achieve complete communities by:</p> <ul style="list-style-type: none"> • Planning for a diverse mix of residential and employment uses, including commercial uses at grade along Active At Grade Frontages, and encouraging the provision of a minimum of 15% of GFA for non-residential uses in most areas within the KDA to compliment permitted residential development; • Improving social equity and overall quality of life by planning for a connected parks and urban open space system for the enjoyment of residents, workers, and visitors; • Providing a diverse range and mix of housing options, including establishing an affordable housing target of 35% for the area, and ensuring larger households are accommodated within the area by requiring high density residential development to provide a minimum of 5% of units that contain 3 or more bedrooms to accommodate people at all stages of life and the needs of all household sizes and incomes; • Planning for a finer-grain public street network that provides comfortable and convenient use of active transportation, and an attractive and vibrant public realm; • Ensuring the development of a high quality compact built form by directing height and density to appropriate locations and implementing the OP’s direction for maximum podium heights to create a pedestrian-oriented streetscape; • Ensuring new development implements the City’s Sustainability Metrics to mitigate and adapt to climate change impacts and integrate green infrastructure and low impact development techniques.

POLICY	RESPONSE
<p>Policy 2.2.2(1)(a) states: <i>“By the time the next municipal comprehensive review is approved and in effect, and for each year thereafter, the applicable minimum intensification target is as follows:</i></p> <p><i>a) “A minimum of 50 per cent of all residential development occurring annually within each of the Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will be within the delineated built-up area; and”</i></p> <p>Policy 2.2.2(2) states: <i>“Until the next municipal comprehensive review is approved and in effect, the annual minimum intensification target contained in the applicable upper- or single-tier official plan that is approved and in effect as of July 1, 2017 will continue to apply.”</i></p> <p>Policy 2.2.2(3) states: <i>“All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:</i></p> <p><i>a) identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;</i></p> <p><i>b) identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas;</i></p> <p><i>c) encourage intensification generally throughout the delineated builtup area;</i></p> <p><i>d) ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;</i></p> <p><i>e) prioritize planning and investment in infrastructure and public service facilities that will support intensification; and</i></p> <p><i>f) be implemented through official plan policies and designations, updated zoning and other supporting documents.”</i></p>	<p>As was noted in Staff Report SRPRS.16.143 (The City’s Comments on the Proposed Amendments to the Growth Plan, Greenbelt Plan, and Oak Ridges Moraine Conservation Plan), Richmond Hill’s intensification within the built boundary between 2006 and 2015 was 67% (per York Region data). As such, the City is surpassing the Growth Plan target within the built-up area where the KDA is located. The on-going implementation of the City’s Urban Structure as established through the adoption of the OP in 2010 and the KDA Secondary Plan and Zoning By-law will contribute to the City continuing to exceed this target.</p>

Section 2.2.4 – Transit Corridors and Station Areas

POLICY	RESPONSE
<p>Policy 2.2.4(1) states: <i>“The priority transit corridors shown in Schedule 5 will be identified in official plans. Planning will be prioritized for major transit station areas on priority transit corridors, including zoning in a manner that implements the policies of this Plan.”</i></p>	<p>The portion of Yonge Street through the Yonge/Bernard KDA is identified in the Growth Plan (Schedule 2 and Schedule 5) as a priority transit corridor, and is identified in the City’s OP as a Regional Corridor. By undertaking the Secondary Plan and Zoning By-law for the KDA, City Council has prioritized planning for this major transit station area on a priority transit corridor.</p>
<p>Policy 2.2.4(2) states: <i>“For major transit station areas on priority transit corridors or subway lines, upper- and single-tier municipalities, in consultation with lower-tier municipalities, will delineate the boundaries of major transit station areas in a transit-supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station.”</i></p>	<p>As noted above, York Region is undertaking its Municipal Comprehensive Review and working with all the applicable Lower Tier municipalities to delineate MTSA boundaries. A draft MTSA boundary has been established for the Bernard BRT transit station, which encompasses the KDA Secondary Plan area.</p> <p>This Secondary Plan and Zoning By-law propose a modest amendment to the KDA boundary from what is currently shown in the City’s OP and provides additional direction for development within the KDA that implements both the City’s OP and the Regional OP. Given that KDA meets the definition of an MTSA, the Secondary Plan and Zoning By-law strive to implement the Growth Plan policies.</p>
<p>Policy 2.2.4(3)(b) states: <i>“Major transit station areas on priority transit corridors or subway lines will be planned for a minimum density target of:</i></p> <p><i>(b) 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit; or..”</i></p>	<p>The Secondary Plan and Zoning By-law require that a minimum of 200 residents & jobs/ha be accommodated within a development site. The SP & ZB maximum density, however, permit densities that could accommodate a gross density of up to 510 residents and jobs per hectare within the KDA; and in combination with development in the proposed MTSA, up to 320 r&j/ha within the whole MTSA.</p>
<p>Policy 2.2.4(6) states: <i>“Within major transit station areas on priority transit corridors or subway lines, land uses and built form that would adversely affect the achievement of the minimum density targets in this Plan will be prohibited.”</i></p>	<p>The Secondary Plan and Zoning by-law include a minimum density of 1.5 FSI within most development sites, and a minimum height of 4 storeys in most areas, and do not permit single-detached or semi-detached dwellings, as these forms of dwelling type would not help to achieve the density target, support transit-support densities, and/or aid</p>

POLICY	RESPONSE
	in providing for a mix of land uses with a compact urban form.
<p>Policy 2.2.4.8 states: <i>“All major transit station areas will be planned and designed to be transit-supportive and to achieve multimodal access to stations and connections to nearby major trip generators by providing, where appropriate:</i></p> <ul style="list-style-type: none"> <i>a) Connections to local and regional transit services to support transit service integration;</i> <i>b) Infrastructure to support active transportation, including sidewalks, bicycle lanes, and secure bicycle parking...”</i> 	<p>The Secondary Plan and Zoning By-law provides for a multi-modal network including the creation of a finer-grain public street network providing connections to VIVA and YRT transit services along Yonge Street and new sidewalks and cycling facilities along all planned public streets, including requiring development to provide street furniture or end-of-trip facilities, such as secure indoor bike parking in accordance with the City’s Sustainability Metrics.</p>
<p>Policy 2.2.4(9) states: <i>“Within all major transit station areas, development will be supported, where appropriate, by:</i></p> <ul style="list-style-type: none"> <i>a) planning for a diverse mix of uses, including second units and affordable housing, to support existing and planned transit service levels;</i> <i>b) fostering collaboration between public and private sectors, such as joint development projects;</i> <i>c) providing alternative development standards, such as reduced parking standards; and</i> <i>d) prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities.”</i> 	<p>The Secondary Plan and Zoning By-law provide for a diverse mix of residential and employment uses, including commercial uses along Active At Grade Frontages. In addition, the Secondary Plan also encourages new development fronting Active At Grade Frontages to dedicate a minimum of 15% of the total gross floor area to non-residential uses, such as commercial, retail, office or institutional uses. Sites with multiple or existing or planned buildings can achieve the 15% target for gross floor area dedicated to non-residential uses in each building or within one building. Furthermore, the policies and provisions of the SP and ZBL require the retention of existing non-residential GFA to ensure that the area remains mixed use.</p> <p>Additionally, the Secondary Plan and Zoning By-law provide policy direction as well as minimum and maximum density provisions to ensure that long-term development will be transit supportive.</p>
<p>Policy 2.2.4(10) states: <i>“Lands adjacent to or near to existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.”</i></p>	<p>The Secondary Plan and Zoning By-law directs the highest height and/or density to lands adjacent to the VIVA BRT stations along Yonge Street and at the intersection of Yonge Street and Bernard Avenue/Canyon Hill Avenue where the Bernard Bus Terminal is presently located. The OP, as proposed to be modified, plans for a maximum density of 4.0 FSI in the KDA and the Transportation Study prepared by HDR confirmed that this</p>

POLICY	RESPONSE
	density is supportable by the existing/planning transportation network.

Section 2.2.5 – Employment

POLICY	RESPONSE
<p>Policy 2.2.5(1) states: <i>“Economic development and competitiveness in the GGH will be promoted by:...</i></p> <ul style="list-style-type: none"> <i>c) planning to better connect areas with high employment densities to transit; and</i> <i>d) integrating and aligning land use planning and economic development goals and strategies to retain and attract investment and employment.”</i> 	<p>The Secondary Plan and Zoning By-law are planned to accommodate at least 3 jobs for every 10 residents within the KDA.</p> <p>Development on sites with existing retail or commercial uses are directed to maintain or increase the gross leasable floor area devoted to those uses, and new office and major office investments are encouraged above the ground floor.</p>
<p>Policy 2.2.5(2) states: <i>“Major office and appropriate major institutional development will be directed to urban growth centres, major transit station areas or other strategic growth areas with existing or planned frequent transit service.”</i></p>	<p>The Secondary Plan and Zoning By-law permits and encourages commercial, retail, major office and institutional uses throughout the KDA.</p>
<p>Policy 2.2.5(3) states: <i>“Retail and office uses will be directed to locations that support active transportation and have existing or planned transit.”</i></p>	<p>In addition, the Secondary Plan also requires that new development fronting Active At Grade Frontages dedicate a minimum of 15% of the total gross floor area to non-residential uses, such as commercial, retail, office or institutional uses. Active At Grade Frontages includes the lands along the Yonge Street corridor which is a priority transit corridor that is planned to be served by bus rapid transit.</p>
<p>Policy 2.2.5(4) states: <i>“In planning for employment, surface parking will be minimized and the development of active transportation networks and transit-supportive built form will be facilitated.”</i></p>	<p>The Secondary Plan and Zoning By-law directs parking to be located below grade, or, where underground parking is not feasible, in structured or surface parking at the side or rear of a site. Parking for new major retail development is required to locate below grade or in a structure. Direction is also provided for the façade of an above-grade parking structure to be well designed to appear as a fenestrated building with well-articulated openings.</p>
<p>Policy 2.2.5(15) states: <i>“The retail sector will be supported by promoting compact built form and intensification of retail and service uses and areas and encouraging the integration of</i></p>	<p>The Secondary Plan and Zoning By-law supports the retail sector by requiring that the existing amount of commercial retail floor space in the KDA be maintained and</p>

POLICY	RESPONSE
<p><i>those uses with other land uses to support the achievement of complete communities.”</i></p>	<p>expanded through new development in a more urban format and by providing opportunities for new office and major office development, as well as residential development, to enhance and support the existing retail and commercial focus of the area. Moreover, the OP permits Major Retail within the KDA in a more urban mixed-use form, as is presently occurring in other parts of the GTA.</p>

Section 2.2.6 – Housing

POLICY	RESPONSE
<p>Policy 2.2.6(1) states: <i>“Upper- and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will:</i></p> <ul style="list-style-type: none"> <i>a) support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:</i> <ul style="list-style-type: none"> <i>i) identifying a diverse range and mix of housing options and densities, including second units and affordable housing to meet projected needs of current and future residents; and</i> <i>ii) establishing targets for affordable ownership housing and rental housing;</i> <i>b) identify mechanisms, including the use of land use planning and financial tools, to support the implementation of policy 2.2.6.1 a);</i> <i>c) align land use planning with applicable housing and homelessness plans required under the Housing Services Act, 2011; and</i> <i>d) implement policy 2.2.6.1 a), b) and c) through official plan policies and designations and zoning by-laws.”</i> 	<p>The Region is the service manager responsible for the development of a Region-wide Housing Strategy. Through the adoption of the ROP, the Region established affordable housing targets which were then included in the City’s OP. The proposed Secondary Plan re-affirms a target of 35% of new residential dwelling units within the KDA shall be affordable and includes a policy that multi-residential development shall demonstrate how that target will be met or exceeded.</p>
<p>Policy 2.2.6(3) states: <i>“To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes</i></p>	<p>The Secondary Plan and Zoning By-law requires that high density residential development on a site provide a minimum of 5% of units that contain 3 or more bedrooms to ensure a diverse range of unit sizes to</p>

POLICY	RESPONSE
<i>to accommodate a diverse range of household sizes and incomes”.</i>	accommodate a diverse range of household sizes.

Section 3.2.1 – Integrated Planning

POLICY	RESPONSE
<p>Policy 3.2.1(3) states: <i>“Infrastructure investment and other implementation tools and mechanisms will be used to facilitate intensification and higher density development in strategic growth areas. Priority will be given to infrastructure investments made by the Province that support the policies and schedules of this Plan.”</i></p>	<p>The Secondary Plan and Zoning By-law are implementation tools that the City is using to facilitate intensification and higher density development in the KDA, which meets the definition of a “strategic growth area”. The Yonge/Bernard KDA is a node identified in the City’s OP to be the focus for accommodating intensification planned within Richmond Hill. Development in this KDA also supports the transit investment made by the Region for the Yonge Street BRT.</p>

Section 3.2.2 – Transportation

POLICY	RESPONSE
<p>Policy 3.2.2(3) states: <i>“In the design, refurbishment or reconstruction of the existing and planned street network, a complete streets approach will be adopted that ensures the needs and safety of all road users are considered and appropriately accommodated.”</i></p>	<p>The Secondary Plan identifies a new public street network that uses a complete streets approach by providing for pedestrian sidewalks, cycling facilities, street trees, lighting and furnishings.</p>
<p>Policy 3.2.2(4) states: <i>“Municipalities will develop and implement transportation demand management policies in official plans or other planning documents or programs to:</i></p> <ul style="list-style-type: none"> <i>a) reduce trip distance and time;</i> <i>b) increase the modal share of alternatives to the automobile, which may include setting modal share targets;</i> <i>c) prioritize active transportation, transit and goods movement over single-occupant automobiles;</i> <i>d) expand infrastructure to support active transportation; and</i> <i>e) consider the needs of major trip generators.”</i> 	<p>The Secondary Plan provides policy direction to support transportation demand management (TDM), including requiring development within the area to prepare and implement a TDM Strategy, and supporting the implementation of car-share and bike-share facilities, as well as shared parking strategies, within the KDA.</p>

Section 3.2.3 – Moving People

POLICY	RESPONSE
<p>Policy 3.2.3(3) states: <i>“Municipalities will work with transit operators, the Province, Metrolinx where applicable, and each other to support transit service integration within and across municipal boundaries.”</i></p>	<p>In preparing the Secondary Plan and Implementing Zoning By-law, the City worked collaboratively with the Region, YRT and VIVA when developing policy direction for the Bernard Bus Terminal to support its continuation and function as a transit hub, while recognizing the potential for the redevelopment of the terminal to be integrated with mixed-use development within the KDA.</p>
<p>Policy 3.2.3(4) states: <i>“Municipalities will ensure that active transportation networks are comprehensive and integrated into transportation planning to provide:</i></p> <ul style="list-style-type: none"> <i>a) safe, comfortable travel for pedestrians, bicyclists, and other users of active transportation; and</i> 	<p>A key component of realizing the vision for the KDA outlined in the Secondary Plan is to promote active transportation as a desirable way to travel within the area and to the adjacent Neighbourhood. The Secondary Plan provides for a finer-grain public street network that includes both sidewalks and pedestrian</p>

POLICY	RESPONSE
<p>b) <i>continuous linkages between strategic growth areas, adjacent neighbourhoods, major trip generators, and transit stations, including dedicated lane space for bicyclists on the major street network, or other safe and convenient alternatives.</i></p>	<p>facilities to provide safe and comfortable travel within the area, to transit stations, and to the adjacent Neighbourhood.</p>

Section 3.2.7 – Stormwater Management

POLICY	RESPONSE
<p>Policy 3.2.7(2) states: <i>“Proposals for large-scale development proceeding by way of a secondary plan, plan of subdivision and vacant land plan of condominium or site plan will be supported by a stormwater management plan or equivalent, that:</i></p> <ul style="list-style-type: none"> <i>a) is informed by a subwatershed plan or equivalent;</i> <i>b) incorporates an integrated treatment approach to minimize stormwater flows and reliance on stormwater ponds, which includes appropriate low impact development and green infrastructure;</i> <i>c) establishes planning, design, and construction practices to minimize vegetation removal, grading and soil compaction, sediment erosion, and impervious surfaces; and</i> <i>d) aligns with the stormwater master plan for the settlement area, where applicable.</i> 	<p>The Secondary Plan relies on the 2014 Urban MESP, which reviewed stormwater management matters, among other engineering matters, across the City’s planned centres and corridors. To support the intensification planned in the KDA, the Urban MESP revealed required improvements to the sanitary collection system. The recommended improvements are outlined in Section 12.5.7 of the Secondary Plan. Additionally, the Secondary Plan directs for sustainable water conservation technologies and promotes the use of low impact development techniques to better manage storm water volume.</p>

Section 4.2.5 – Public Open Space

POLICY	RESPONSE
<p>Policy 4.2.5(1) states: <i>“Municipalities, conservation authorities, non-governmental organizations, and other interested parties are encouraged to develop a system of publicly-accessible parkland, open space, and trails, including in shoreline areas, within the GGH that:</i></p> <ul style="list-style-type: none"> <i>a) clearly demarcates where public access is and is not permitted;</i> <i>b) is based on a co-ordinated approach to trail planning and development; and</i> <i>c) is based on good land stewardship practices for public and private lands.”</i> 	<p>The Secondary Plan and Zoning By-law plans for a connected parks and urban open space system (refer to Schedule 3 of Secondary plan), which is planned to include a series of public parks and potential trails connecting to the larger Greenway System. In addition, the Greenway System is expanded in the north-west quadrant through a linear park, and potential new bridge and trail connections are shown connecting the KDA to Toll Bar Park in the southwest quadrant, which is one of the City’s existing</p>

POLICY	RESPONSE
<p>Policy 4.2.5(2) states: <i>“Municipalities are encouraged to establish an open space system within settlement areas, which may include opportunities for urban agriculture, rooftop gardens, communal courtyards, and public parks.”</i></p>	<p>neighborhood parks. The City’s Sustainability Metrics encourage the provision of urban agriculture and green roofs, which may include rooftop gardens, as part of the development process.</p>

Section 4.2.9 – A Culture of Conservation

POLICY	RESPONSE
<p>Policy 4.2.9(1) states: <i>“Municipalities will develop and implement official plan policies and other strategies in support of the following conservation objectives:...</i></p> <p><i>b) energy conservation for existing buildings and planned developments, including municipally owned facilities, including through:...</i></p> <p><i>ii. land use patterns and urban design standards that support energy efficiency and demand reductions, and opportunities for alternative energy systems, including district energy systems; and”</i></p>	<p>The Secondary Plan and Zoning By-law plans for a compact built form by directing height and density to appropriate locations and implementing the OP’s direction on appropriate podium heights to create a pedestrian-oriented streetscape. 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.</p>

Based on the above analysis, the Yonge/Bernard KDA Secondary Plan and Implementing Zoning By-law, and the amendments to the Official Plan conform to the relevant policies of the Growth Plan (A Place to Grow) for the Greater Golden Horseshoe, 2019.