

Appendix L to SRPRS.20.058 | York Region Official Plan, 2010 Analysis

The York Region Official Plan (“ROP”) 2010, as consolidated to 2019, is applicable to the Yonge/Bernard KDA. The following is an analysis of the Yonge/Bernard KDA Secondary Plan and Implementing Zoning By-law in relation to relevant policies of the ROP, 2010. The KDA is located within the ROP’s “Urban Area” and on the Yonge Street “Regional Corridor”.

Section 2.1 – Regional Greenlands System: A Sustainable Natural Environment Legacy

POLICY	RESPONSE
<p>Policy 2.1.4 states: <i>“That local official plans shall include policies and mapping to establish and protect greenlands systems from development and site alteration. These systems shall incorporate, complement and build on the Regional Greenlands System, and include the identification of enhancement areas and linkages.”</i></p>	<p>The Secondary Plan and Zoning By-law protect the natural features around the German Mills Creek in the southwestern quadrant and the natural features around the Rouge River watercourse in the northeastern quadrants by protecting the lands as part of the Greenway System and with an Open Space Zone, maintaining the long-term ecological functions and biodiversity of the natural heritage system that abuts these quadrants of the KDA. This approach recognizes the features and integrates them into the community design to foster both visual and physical connectivity to the larger Greenway System. The Secondary Plan refers to the Part 1 Official Plan policies regarding natural features and their buffers.</p>
<p>Policy 2.1.5 states: <i>“That in the Urban Area and Towns and Villages, the Regional Greenlands System shall be identified more specifically in local official plans and secondary plans, and integrated into community design. These plans shall contain policies and detail initiatives that encourage remedial works and enhancement opportunities within the Regional Greenlands System.”</i></p>	
<p>Policy 2.1.11 states: <i>“To require a Greenlands System Plan as a component of secondary plans that is consistent with policy 5.6.14 of this Plan.”</i></p> <p>Policy 5.6.14 states: <i>“That a Greenlands System Plan shall be prepared that identifies how the Greenlands System will be managed in an urban environment including:</i></p> <ul style="list-style-type: none"> <li data-bbox="250 1629 800 1766">a. <i>ensuring the protection and enhancement of all key natural heritage features and key hydrologic features of the System</i> <li data-bbox="250 1772 800 1862">b. <i>identifying areas and opportunities for enhancement and restoration within the system and management needs to</i> 	<p>The Secondary Plan recognizes the Greenway System established in the Part 1 Official Plan, which includes hazard lands (floodplain) as well as natural features and their functions. The Secondary Plan includes a policy that would permit a reduction in the buffer from the Part 1 OP requirements, where it is demonstrated that the reduced buffer would not increase risk to human health and safety or to property. The Zoning By-law zones these areas as Open Space. The Secondary Plan includes policy to protect and enhance the Greenway System. The SP also establishes a Parks and Urban Open Space System (refer to Schedule 3 of Secondary Plan), and identifies potential trails that connect to adjacent City parks.</p>

POLICY	RESPONSE
<p><i>maximize the quality of the entire system;</i></p> <ul style="list-style-type: none"> <i>c. identifying opportunities for locating necessary infrastructure that minimizes impacts to the system;</i> <i>d. identifying how infrastructure projects within the System, including: stormwater management systems/facilities, streets, water and wastewater systems; can contribute to an overall ecological gain by measures such as increasing natural cover, enhancing ecological function, providing recreational access or contributing to off-site enhancements;</i> <i>e. developing a trail system, which is integrated as appropriate into the mobility systems of the community;</i> <i>f. examining the feasibility of providing local community gardening plots where appropriate, outside of key natural heritage features and key hydrological features; and</i> <i>g. identifying hazardous lands and hazardous sites, incorporating them into the Greenlands System, directing development away from these areas and including an appropriate buffer or access allowance if required.</i> 	

Section 2.2 – Natural Features: Components of the Greenlands System

POLICY	RESPONSE
<p>Policy 2.2.9 states: <i>“To require local municipalities to identify key natural heritage features and key hydrologic features in local official plans and zoning by-laws; and to provide appropriate policies for their protection, including: requirements for environmental impact studies and vegetation protection zones, and the definition of permitted uses.”</i></p>	<p>The Secondary Plan and Zoning By-law protect the natural features around the German Mills Creek in the southwestern quadrant and the natural features around the Rouge River tributary in the northeastern quadrant, by protecting the lands as part of the Greenway System and with an Open Space Zone, in order to maintain the long-term ecological functions and biodiversity of the natural heritage system.</p> <p>The boundary of the Greenway System/Open Space Zone may be refined through a development application process based on</p>

POLICY	RESPONSE
	the findings of a Natural Heritage Evaluation, geotechnical study, and/or floodplain assessment.

Section 2.3 – Water Systems

POLICY	RESPONSE
<p>Policy 2.3.17 states: <i>“To require the preparation of comprehensive master environmental servicing plans as part of secondary plans to protect, improve or restore water quality and quantity including hydrologic function of water systems. Such plans will incorporate best management practices with a goal that water balance and hydrologic functions will be maintained as much as possible. These plans will emphasize water conservation and may include water reuse and innovative technologies.”</i></p>	<p>The City’s Urban MESP (2014) was undertaken in support of the growth as contemplated by the Secondary Plan. The Urban MESP provides direction on, among other matters, stormwater management within the centres and corridors. The Secondary Plan directs development to incorporate sustainable water conservation technologies in accordance with the City’s Sustainability Metrics and Urban MESP.</p>
<p>Policy 2.3.22 states: <i>“To direct development and site alteration away from hazardous lands and hazardous sites.”</i></p>	<p>The Secondary Plan and Zoning By-law protects the natural features around the German Mills Creek in the southwestern quadrant and the natural features around the Rouge River tributary in the northeastern quadrant, by protecting the lands as part of the Greenway System and with an Open Space Zone overlay. Parts of these areas are also considered to be floodplain. In accordance with the Part 1 OP, development is not permitted within the floodplain or its buffer area.</p>
<p>Policy 2.3.25 states: <i>“That development and site alteration are generally prohibited within defined portions of the floodplain, subject to conservation authority regulations.”</i></p>	
<p>Policy 2.3.27 states: <i>“To require setbacks, buffers and/or access allowance from hazardous lands and hazardous sites based on a minimum buffer where defined by the local municipality in consultation with the conservation authority, or such distance as may be determined through technical studies or to conform to provincial regulations. Where hazardous lands and hazardous sites have been defined to include setbacks, buffers and/or access allowance, this Plan shall not require additional lands”.</i></p>	<p>The Secondary Plan and Zoning By-law protects the natural features around the German Mills Creek in the southwestern quadrant and the natural features around the Rouge River tributary in the northeastern quadrant by protecting the lands as part of the Greenway System and with an Open Space Zone. The Open Space zone provides a minimum 10 meter buffer from the floodline, where applicable. The Part 1 Plan’s hazardous lands policies apply. The Secondary Plan provides for an opportunity to permit a reduced buffer where it is demonstrated to the satisfaction of the TRCA and Council that a reduced buffer would not</p>

POLICY	RESPONSE
<p>Policy 2.3.29 states: <i>“To require local official plans and zoning by-laws to contain policies and/or mapping to:</i></p> <ul style="list-style-type: none"> <i>a. address floodplains, hazardous lands, hazardous sites and regulated lands;</i> <i>b. identify permitted uses and the requirement for setbacks or buffers;</i> <i>c. address land use within and adjacent to hazardous lands and hazardous sites;...”</i> 	<p>increase risk to human health and safety and/or to property.</p>
<p>Policy 2.3.41 states: <i>“To require the preparation of comprehensive master environmental servicing plans, or appropriate technical studies, as a component of secondary plans and major development or re-development to minimize stormwater volume and contaminant loads, and maximize infiltration through an integrated treatment approach, which may include techniques such as rainwater harvesting, phosphorus reduction, constructed wetlands, bioretention swales, green roofs, permeable surfaces, clean water collection systems, and the preservation and enhancement of native vegetation cover.”</i></p>	<p>The City’s Urban MESP (2014) was undertaken in support of the growth as contemplated by the Secondary Plan. The Urban MESP provides direction on, among other matters, stormwater management within the centres and corridors. The Secondary Plan directs development to incorporate sustainable water conservation technologies in accordance with the City’s Sustainability Metrics and Urban MESP.</p>

Section 3.1 – Human Health and Well-Being

POLICY	RESPONSE
<p>Policy 3.1.3 states: <i>“To require high-quality urban design and pedestrian-friendly communities that provide safety, comfort and mobility so that residents can walk to meet their daily needs.”</i></p>	<p>The Secondary Plan and Zoning By-law plans for a mixed-use, 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-friendly community. A new fine-grain public street network and parks and urban open space system are planned to provide comfort and mobility so that residents can walk to meet their daily needs.</p>

Section 3.2 – Air Quality and Climate Change

POLICY	RESPONSE
<p>Policy 3.2.3 states: <i>“To reduce vehicle emissions by ensuring that communities are designed to prioritize pedestrians and cyclists, reduce single occupancy automobile</i></p>	<p>The Secondary Plan and Zoning By-law provides for a new fine-grain public street network planned to prioritize pedestrians and cyclists, along with providing policy direction</p>

POLICY	RESPONSE
<p><i>use, and support public transit and Transportation Demand Management initiatives.”</i></p>	<p>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 within the KDA in an effort to reduce single-occupancy automobile use. Additionally, the Implementing Zoning By-law includes maximum parking rates and minimum requirements for bicycle parking and related facilities.</p>

Section 3.3 – Provision of Human Services

POLICY	RESPONSE
<p>Policy 3.3.4 states: <i>“To encourage the co-location or campusing of human services with other uses such as recreational, public buildings and arts and cultural facilities.”</i></p>	<p>The Secondary Plan encourages community uses such as schools, recreation centres, libraries, day nurseries, and emergency facilities to co-locate on a site or within a building.</p>

Section 3.5 – Housing Our Residents

POLICY	RESPONSE
<p>Policy 3.5.4 states: <i>“To require that local municipal official plans and zoning by-laws permit a mix and range of housing types, lot sizes, unit sizes, functions, tenures and levels of affordability within each community. The mix and range of housing shall be consistent with Regional forecasts, and intensification and density requirements.”</i></p> <p>Policy 3.5.14 states: <i>“To encourage that special needs housing, emergency, affordable, and seniors’ housing be located in proximity to rapid transit and other human services.”</i></p>	<p>The Secondary Plan and Zoning By-law permits a mix and range of high-density apartment and medium-density residential housing types in accordance with the intensification and density requirements for the KDA. The Secondary Plan also includes policies directing the provision of affordable housing, housing for people with special needs and seniors, and promotes the development of both ownership and rental housing.</p>
<p>Policy 3.5.5 states: <i>“To require that all new secondary plans include a strategy to implement the affordable housing policies found in this Plan. The strategy shall include:</i> <i>a. specifications on how the affordable housing targets in this Plan will be met;</i></p>	<p>The Secondary Plan requires that all medium-density residential and high-density residential development on a site demonstrate how the minimum 35% affordable housing target is met or exceeded over the long term. In addition, the Secondary Plan requires that 5% of units within new</p>

POLICY	RESPONSE
<p><i>b. policies to achieve a mix and range of housing types within each level of affordability;</i></p> <p><i>c. policies to ensure affordable larger sized family units; and,</i></p> <p><i>d. consideration of locations for social housing developments.”</i></p>	<p>multi-unit residential development shall contain 3 or more bedrooms, ensuring a mix of apartment units to meet the long-term needs of households within the area.</p>
<p>Policy 3.5.7 states: <i>“That in addition to policy 3.5.6, a minimum 35 per cent of new housing units in Regional Centres and key development areas be affordable, offering a range of affordability for low and moderate income households.”</i></p>	<p>The Secondary Plan establishes a minimum target for 35% of new dwelling units within the KDA shall be affordable, in accordance with the City’s OP and the Regional OP.</p>
<p>Policy 3.5.10 states: <i>“To work with local municipalities, the private sector and other stakeholders to consider innovative financial arrangements to encourage and support the development and maintenance of non-profit and affordable housing, such as:</i></p> <p><i>a. height and density incentives; Community Improvement Plans;...”</i></p>	<p>The proposed Secondary Plan provides direction enabling the City to consider a program to promote affordable housing as part of a Community Improvement Plan. The City is presently preparing an Affordable Housing Strategy to consider means of incentivizing and/or regulating the provision of affordable housing in conjunction with programs initiated by other levels of government.</p>
<p>Policy 3.5.20 states: <i>“To encourage the construction of new rental units with a full mix and range of unit sizes, including family-sized and smaller units.”</i></p>	<p>The Secondary Plan promotes new rental accommodations in accordance with the City’s OP.</p>

Section 4.1 – Supporting the York Region Economic Strategy

POLICY	RESPONSE
<p>Policy 4.1.11 states: <i>“To work with local municipalities to promote work-at-home through the adoption of enabling zoning provisions that allow for live-work units where appropriate.”</i></p>	<p>The Secondary Plan and Zoning By-law permits live-work units subject to criteria in the KDA Mixed Use Zone. The Zoning By-law also permits home occupation within any residential unit.</p>

Section 4.2 – City Building

POLICY	RESPONSE
<p>Policy 4.2.2 states: <i>“To recognize Regional Centres and Corridors as the preferred location for major office uses and to develop incentives to attract major office uses to these locations.”</i></p>	<p>The Secondary Plan and Zoning By-law permits major office uses throughout the KDA. Additionally, the City’s Community Improvement Plan for Office Development (approved in 2018) incentivizes office uses within the KDA.</p>
<p>Policy 4.2.4 states: <i>“To require a mixed-use pedestrian environment in Regional Centres and Corridors that promotes transit use and enhances these areas as destinations for business, entertainment and recreation.”</i></p> <p>Policy 4.2.6 states: <i>“To work with local municipalities to ensure that Regional Centres and Corridors include a significant amount of mixed-use, pedestrian-oriented, and street-related uses including retail.”</i></p>	<p>The Secondary Plan and Zoning By-law plan for a diverse mix of residential and employment uses, including commercial uses at grade along Active At Grade Frontages to provide convenient access to local stores and services, and providing direction for community uses to co-locate on a site or within a building, to promote transit use and enhance the area as a destination for business, entertainment and recreation. Additionally, the proposed Secondary Plan identifies sites for future public and private parks/squares/plazas to promote the walkability of the KDA and to provide destinations for social interactions, respite and leisure.</p>

Section 4.4 – Planning for Retail

POLICY	RESPONSE
<p>Policy 4.4.1 states: <i>“To require that retail be designed to be walkable, transit-supportive, and integrated into communities and pedestrian and cycling networks, with high-quality urban design.”</i></p> <p>Policy 4.4.2 states: <i>“To work with local municipalities to improve urban design in new retail developments and to identify opportunities for the intensification and revitalization of existing retail.”</i></p> <p>Policy 4.4.4 states: <i>“To direct a significant amount of mixed-uses, including street-related retail, to Regional Centres and Corridors.”</i></p> <p>Policy 4.4.5 states: <i>“To require local municipalities to define major retail uses within the context of the local commercial hierarchy.”</i></p>	<p>The proposed Secondary Plan and Zoning By-law are planned to accommodate a diverse mix of retail uses, including commercial uses at grade along Active At Grade Frontages to provide convenient access to local stores and services and to animate the pedestrian realm.</p> <p>The Secondary Plan and Zoning By-law contemplates that some parking may be required to be located above-grade, in those instances, frontage of the structure along public streets are required to provide at grade commercial development so as to animate the street.</p> <p>The Zoning By-law defines “major retail” in accordance with the definition in the City’s OP. The Secondary Plan and Zoning By-law</p>

POLICY	RESPONSE
<p>Policy 4.4.8 states: <i>“To work with local municipalities to plan comprehensively for all retail uses, including major retail uses, that are integrated and provided for within the community. Planning should include the identification and designation of lands to accommodate these uses. In this regard, a mixed use designation, or designations, that provides for major retail will serve to meet the intent of the policy.”</i></p>	<p>direct major retail uses to be located within new mixed-use developments that are at a minimum 4 storeys in height to support the intensification and density goals of the KDA. In accordance with the OP, new major retail uses are required to provide parking in either above or below grade structures.</p>

Section 4.5 – Financial Management

POLICY	RESPONSE
<p>Policy 4.5.14 states: <i>“To require that an economic/fiscal impact analysis be completed for secondary plans, comprehensive plans and any other significant proposal, as determined by Council. This analysis shall be co-ordinated between the Region and local municipalities, boards and agencies and shall include but not be limited to:</i></p> <ul style="list-style-type: none"> <i>a. an assessment of Regional service costs including transportation, water, wastewater, police, community and health services;</i> <i>b. the impact on operating and capital budgets, and the financing implications related to the impact on tax levy, user rates and development charges; and,</i> <i>c. the ability to financially and technically provide for the required servicing infrastructure in order to allow the development to proceed on a timely basis.”</i> 	<p>Regional Council did not require an economic/fiscal impact analysis to be completed for the Yonge/Bernard KDA Secondary Plan. The City assesses its ability to provide services annually as part of the Capital Budget process, including the required servicing improvements identified in the Urban MESP (2014) to allow development to proceed on a timely basis.</p>

Section 5.1 – Forecasting and Phasing Growth

POLICY	RESPONSE
<p>Policy 5.1.9 states: <i>“To require local municipalities to prepare detailed sequencing plans within each secondary plan that provide for an orderly and efficient progression of development to the next sequence, and are supported by water, wastewater, and</i></p>	<p>The Yonge/Bernard KDA is situated within the existing settlement area of the City. Lands within the KDA are already connected to existing municipal services and transportation services. The required improvements to support the growth planned in the proposed Secondary Plan will be provided as part of</p>

POLICY	RESPONSE
<i>transportation infrastructure, and the provision of human services.”</i>	the City’s Capital Budget planning process, updates to the Urban MESP and Transportation Master Plan, and/or through the development process. Additionally, the SP and ZB include “holding” provisions to ensure that the necessary transportation improvements and modal splits are being achieved within and outside of the KDA prior to approval of development that would result in growth exceeding 10,400 residents and jobs combined within the KDA overall.

Section 5.2 – Sustainable Cities, Sustainable Communities

POLICY	RESPONSE
Policy 5.2.3 states: <i>“That communities be designed to ensure walkability through interconnected and accessible mobility systems. These systems will give priority to pedestrian movement and transit use, provide pedestrian and cycling facilities, and implement the York Region Pedestrian and Cycling Master Plan.”</i>	The Secondary Plan is designed to ensure walkability by identifying a new public street network that provides for pedestrian sidewalks, cycling facilities, street trees and furnishings.
Policy 5.2.5 states: <i>“That a balance of residential and employment uses shall be provided throughout the Region to improve the possibilities for working and living in close proximity.”</i>	The proposed Secondary Plan and Zoning By-law are planned to accommodate a ratio of 3 jobs per 10 residents within the KDA, this ratio of jobs to residents improves the possibilities for working and living in close proximity in this part of the Region.
Policy 5.2.6 states: <i>“To encourage development to incorporate live-work opportunities through a combination of flexible zoning permissions and accommodations for combined residential and business or personal services, office uses, and home occupations.”</i>	The Secondary Plan and Zoning By-law permits live-work units subject to criteria in the KDA Mixed Use Zone.
Policy 5.2.9 states: <i>“That retail, commercial, office, and institutional structures be carefully designed in a compact form and be pedestrian-oriented, transit-supportive, and multi-storey where appropriate.”</i>	The Secondary Plan and Zoning By-law requires commercial or office uses at grade along Active At Grade Frontages to provide convenient access to local stores and services, and encourages community uses such as schools, recreation centres, libraries, day nurseries, and emergency facilities to be co-located on a site or within a building in a more compact, urban form.

POLICY	RESPONSE
<p>Policy 5.2.10 states: <i>“That secondary plans and zoning by-laws shall, in consultation with the Region and related agencies, incorporate parking management policies and standards that include:</i></p> <ul style="list-style-type: none"> <i>a. reduced minimum and maximum parking requirements that reflect the walking distance to transit and complementary uses;</i> <i>b. shared parking requirements, where possible, reflecting variances in parking demand between complementary uses on a time-of-day, weekday/weekend, and monthly basis;</i> <i>c. on-street parking;</i> <i>d. site design that orients the main building entrance(s) to face the public street(s), provides a pedestrian friendly urban form, and where appropriate, as determined by the local municipality, does not permit the placement of surface parking spaces between the main building entrance and the major street;</i> <i>e. the design of surface parking to support redevelopment and retrofitting; and,</i> <i>f. preferential locations for carpooling and car-sharing spaces and bicycle storage requirements.</i> 	<p>The Secondary Plan provides policy direction to support transportation demand management, including requiring development within the area to prepare and implement a TDM Strategy, and supporting the implementation of car-share and bike-share facilities within the KDA. Development is required to provide street furniture or end-of-trip facilities, such as secure indoor bike parking in accordance with the City’s Sustainability Metrics. On-street parking is required on one side of the street on all new local and collector streets. Policy direction is provided that the City will work cooperatively with the Region to investigate the provision of on-street parking in off-peak hours on Yonge Street.</p> <p>The Zoning By-law provides reduced parking standards, establishes a minimum width for the street wall parallel to a street line or lane to provide a pedestrian-friendly urban form, and requires that all parking areas that are above grade shall be located in the rear yard or side yard of a lot for high-rise, mid-rise and low-rise buildings.</p>
<p>Policy 5.2.11 states: <i>“That development have an integrated and innovative approach to water management, be water efficient, and minimize stormwater volumes and contaminant loads and maximize infiltration through an integrated treatment approach, which may include techniques such as rainwater harvesting, runoff reduction of solids and materials at source, constructed wetlands, bioretention swales, green roofs, permeable surfaces, clean water collection systems, and the preservation and enhancement of native vegetation cover.”</i></p> <p>Policies 5.2.20 – 5.2.39 provide specific sustainable development objectives & directions.</p>	<p>The City’s existing Sustainability Metrics program is used to implement the sustainable building policies of the ROP and the City’s OP as part of the Site Plan and/or Plan of Subdivision approval process. The City’s Sustainability Metrics encourages/requires new development to employ sustainable development measures to conserve energy and water, and reduce GHG emissions. Additionally, the KDA Secondary Plan directs development to incorporate sustainable water conservation technologies and low impact development measures for stormwater control in accordance with the City’s Sustainability Metrics and Urban MESP.</p>

POLICY	RESPONSE
<p>Policy 5.2.40 states: <i>“To require local municipalities to develop programs to ensure the successful implementation of the sustainable building policies of this Plan.”</i></p>	
<p>Policy 5.2.11 states: <i>“That development have an integrated and innovative approach to water management, be water efficient, and minimize stormwater volumes and contaminant loads and maximize infiltration through an integrated treatment approach, which may include techniques such as rainwater harvesting, runoff reduction of solids and materials at source, constructed wetlands, bioretention swales, green roofs, permeable surfaces, clean water collection systems, and the preservation and enhancement of native vegetation cover.”</i></p> <p>Policies 5.2.20 – 5.2.39 provide specific sustainable development objectives & directions.</p> <p>Policy 5.2.40 states: <i>“To require local municipalities to develop programs to ensure the successful implementation of the sustainable building policies of this Plan.”</i></p>	<p>The City’s existing Sustainability Metrics program is used to implement the sustainable building policies of the ROP and the City’s OP as part of the Site Plan and/or Plan of Subdivision approval process. The City’s Sustainability Metrics encourages/requires new development to employ sustainable development measures to conserve energy and water, and reduce GHG emissions. Additionally, the proposed Secondary Plan directs development to incorporate sustainable water conservation technologies and low impact development measures for stormwater control in accordance with the City’s Sustainability Metrics and Urban MESP.</p>

Section 5.3 Intensification

POLICY	RESPONSE
<p>Section 5.3 provides direction for Local Municipalities to prepare intensification strategies and to provide direction in local Official Plans to realise them.</p>	<p>The City completed its intensification strategy as part of its municipal comprehensive review (2007-2010). Through this process, the area around Yonge and Bernard Avenue was designated a “Key Development Area” with minimum and maximum density and height provisions to support the existing/planned transit and provide opportunities for the area to redevelop into a more compact, complete community. The Secondary Plan and Zoning By-law, along with the proposed amendment to the Official Plan, provide additional detail and direction to realize the OP’s vision for intensification in this KDA.</p>

Section 5.4 – Regional Centres and Corridors

POLICY	RESPONSE
<p>Policy 5.4.2 states: <i>“To recognize and support a hierarchy within the system of Regional Centres and Corridors, in keeping with the York Region 2031 Intensification Strategy, wherein Regional Centres are focal points for the highest densities and mix of uses.”</i></p>	<p>The Secondary Plan and Zoning By-law provide minimum and maximum density targets to ensure that the KDA achieves/exceeds the Region’s target density for KDAs located within a Regional Corridor (i.e. 2.5 FSI) and to achieve the emerging minimum density target for the Bernard MTSA (200 residents and jobs per hectare). The maximum density of 3.83 FSI for the KDA overall could yield a gross density of up to 510 residents and jobs per hectare. The emerging minimum density required for the Richmond Hill Centre MTSA is 530 residents and jobs per hectare. Accordingly, the Bernard KDA build out density continues to support RHC as the focal point for the highest density of development with the City. As the Secondary Planning for the Richmond Hill Centre continues, it is anticipated that the maximum gross density for RHC will be much higher than what the current Official Plan has contemplated.</p>
<p>Policy 5.4.6 states: <i>“That comprehensive secondary plans for Regional Centres and key development areas along Regional Corridors be prepared by local municipalities and implemented in co-operation with the Region and related agencies. These secondary plans shall include:</i></p> <ul style="list-style-type: none"> <i>a. minimum density requirements and targets established by the Region and the Province;</i> <i>b. the establishment, implementation and/or continuation of a fine-grained street grid that incorporates sidewalks and bicycle lanes;</i> <i>c. an urban built form that is massed, designed and oriented to people, and creates active and attractive streets for all seasons with ground-floor uses such as retail, human and personal services;</i> <i>d. a concentration of the most intensive development and greatest mix of uses within a reasonable and direct walking distance of rapid transit stations and/or planned subway stations;</i> 	<p>The Secondary Plan and Zoning By-law:</p> <ul style="list-style-type: none"> a. The Official Plan prescribes a minimum density target of 2.5 FSI for the KDA overall (per Regional policy), the Secondary Plan permits a minimum density of 1.5 for individual parcels within the KDA which is expected to yield a minimum of 200 residents and jobs per hectare (per emerging Regional MTSA policy). Accordingly, the Secondary Plan and Zoning By-law include policies and/or schedules wherein minimum and maximum density is allocated to parcels within the KDA. b. Establishes a new fine-grain street network (Schedule 4) that incorporates sidewalks and bike lanes; c. Directs the creation of an urban built form including implementing the OP’s direction for maximum podium heights to create a pedestrian-oriented streetscape and requiring commercial uses at grade along Active At Grade Frontages providing

POLICY	RESPONSE
<p>e. a minimum requirement that 35 per cent of new housing units be affordable, offering a range of compact housing forms and tenures, and intrinsically affordable units for low and moderate income households;</p> <p>f. policies that sequence development in an orderly way, co-ordinated with the provision of human services, transit and other infrastructure;</p> <p>g. policies to ensure excellence in urban design and sustainable construction methods, including winter design;</p> <p>h. requirements to reduce and/or mitigate urban heat island effects, by considering the use of green and white roofs, greening to provide shade and light-coloured surface materials;</p> <p>i. policies that establish urban greening targets, which may be achieved through urban forest canopy, green walls, requirements for on-site greening;</p> <p>j. provisions for an urban public realm, including passive and active parks and meeting places, such as urban squares, which incorporate art, culture and heritage, and that contribute to a sense of place and clear identity;</p> <p>k. policies that encourage the inclusion of public art in all significant private sector developments and that require the dedication of 1 per cent of the capital budget of all major Regional and local municipal buildings to public art;</p> <p>l. policies to ensure natural and recreational connections and enhancements to and within local and Regional Greenlands Systems;</p> <p>m. policies to require innovative approaches to urban stormwater management, including alternatives to conventional retention ponds, low impact development, green roofs, and water capture and reuse;</p> <p>n. a mobility plan that addresses the criteria in policy 5.6.12 in this Plan with an emphasis on delivering a weather-protected system of pedestrian and cycling paths and facilities;</p>	<p>convenient access to local stores and services;</p> <p>d. Concentrates the greatest height and density towards the intersection adjacent to the VIVA BRT stop and along Yonge Street in general;</p> <p>e. Requires 35% of new dwellings units be affordable;</p> <p>f. The area is already serviced by existing infrastructure, with required wastewater improvements identified in the City’s Urban MESP (2014) and a new public street network that is necessary to support the planned growth. Coordination of development is required with respect to the completion of certain transportation infrastructure and the achievement of minimum modal splits when development within the KDA exceeds 10,400 residents and jobs combined within the KDA overall. For this reason the SP and ZB contain “holding” provisions. Furthermore, the provision of additional road, wastewater and stormwater capacity is required to be co-ordinated as new development occurs within the KDA.</p> <p>g. Ensures new development implements the City’s Sustainability Metrics;</p> <p>h. Establishes policies to require street tree planting as part of the creation an enhanced streetscape;</p> <p>i. Includes policies that promotes the provision of enhanced right-of-ways among other policies and by-law provisions to promote the urban canopy and provide on-site greening;</p> <p>j. Establishes a connected parks and urban open space system (Schedule 3) to provide urban greening across the KDA (also supports the City’s Part 1 OP policies regarding urban canopy targets);</p> <p>k. Directs that the City’s Public Art Policy be used to determine the provision of public art and encourages development to provide public art within linear parks shown on Schedule 3. (The OP requires</p>

POLICY	RESPONSE
<p><i>o. requirements for new school sites to be constructed to an urban standard, including the consideration of alternative site size and design standards, multi-storey buildings and shared facilities; and,</i></p> <p><i>p. provision for human services that meet local community and Region-wide needs.</i></p>	<p>1% of the capital budget of all Regional and municipal buildings greater than 500m² be dedicated to public art);</p> <p>l. Provides for a potential new trail and bridge connection is identified linking the planned parks and urban open space system with the Greenway System;</p> <p>m. Requires development to incorporate sustainable water conservation technologies and LID measures for stormwater volume control in accordance with the City’s Sustainability Metrics;</p> <p>n. Addresses the criteria in 5.6.12 by identifying a new fine-grain street network including sidewalks and bike facilities (Schedule 4 of the SP), locates new development within 500 metres of the existing VIVA rapidway, provides reduced parking standards, and requires development within the area to prepare and implement a TDM Strategy;</p> <p>o. and p. Permits co-location of community services, and a full range of such uses within the KDA.</p>
<p>Policy 5.4.8 states: <i>“That secondary plans and zoning by-laws shall, in consultation with the Region and related agencies, incorporate parking management policies and standards that include:</i></p> <p><i>a. reduced minimum and maximum parking requirements that reflect the walking distance to transit and complementary uses;</i></p> <p><i>b. shared parking requirements, where possible, reflecting variances in parking demand between complementary uses on a time-of-day, weekday/weekend, and monthly basis;</i></p> <p><i>c. site design that orients the main building entrance(s) to face the public street(s), provides a pedestrian friendly urban form, and where appropriate, as determined by the local municipality, does not permit the placement of surface parking spaces between the main building entrance and the major street;</i></p>	<p>The Secondary Plan provides policy direction to support transportation demand management, including requiring development within the area to prepare and implement a TDM Strategy, and supporting the implementation of car-share and bike-share facilities within the KDA. Development is required 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>The Zoning By-law provides reduced parking standards, establishes a minimum width for the street wall parallel to a street line or lane to provide a pedestrian-friendly urban form, and requires that: where below-grade parking is not feasible, all above ground parking areas shall be located in the rear yard or side yard of a lot for high-rise, mid-rise and low-rise buildings. Additionally, above ground structured parking is required to provide at</p>

POLICY	RESPONSE
<p>d. <i>an approach that anticipates and plans for the transition of surface parking to structured/underground parking as site development evolves; and,</i></p> <p>e. <i>preferential locations for carpooling and car-sharing spaces.</i></p>	<p>grade non-residential uses where the structure is fronting a street, and to fenestrate the façade of the structure.</p>
<p>Policy 5.4.10 states: <i>“That local municipalities consider innovative implementation strategies for Regional Centres and Corridors that include as-of-right zoning, streamlined development approvals, development permits, and other applicable tools.”</i></p>	<p>The Zoning By-law establishes as-of-right zoning permissions across the KDA (excluding lands in the south-west quadrant with recent approvals), establishing the framework for a streamlined approvals process.</p>
<p>Policy 5.4.15 states: <i>“To require local municipalities to adopt official plan policies and related zoning by-law provisions, to provide community benefits in Regional Centres and Corridors in exchange for additional height and density, consistent with the Increased Density provision of the Planning Act. Community benefits shall include consideration of:</i></p> <p>a. <i>transit station improvements, in addition to lands required as a condition of development approval;</i></p> <p>b. <i>social housing;</i></p> <p>c. <i>direct pedestrian connections to transit stations;</i></p> <p>d. <i>Regional community and health facilities;</i></p> <p>e. <i>Regional emergency medical services and police stations;</i></p> <p>f. <i>additional facilities and services identified by local municipalities; and,</i></p> <p>g. <i>appropriate provisions for pedestrian and cycling facilities.</i></p>	<p>Based on recent changes to the Planning Act (Bill 108), the Secondary Plan does not include policies with respect to community benefits.</p>
<p>Policy 5.4.32 states: <i>“That secondary plans, consistent with criteria in policy 5.4.6, shall be prepared by local municipalities for the following key development areas:....</i></p> <p>c. <i>other key development areas identified by local municipalities.”</i></p>	<p>The Secondary Plan and Zoning By-law has been prepared by the City for the Yonge/Bernard KDA.</p>
<p>Policy 5.4.34 states: <i>“To require a comprehensive approach to intensification along Regional Corridors. Local municipalities will establish key development areas and other forms of intensification along Regional Corridors. Key development areas, once</i></p>	<p>The proposed Official Plan amendment provides a minimum overall density of 2.5 FSI and a maximum density of 4.0 FSI. The Secondary Plan and Zoning By-law support the overall long-term density target of 2.5 FSI for developable areas within the KDA.</p>

POLICY	RESPONSE
<p><i>established, will support an overall long term density target of 2.5 floor space index for developable areas.”</i></p>	<p>Schedule 2 of the Secondary Plan and Schedule B of the Zoning By-law allocate density within the KDA to provide for transition from the intersection of the KDA to the adjacent Regional Mixed Use Corridor and Neighbourhood areas, resulting in an overall maximum density to be achieved over the long term of 3.83 FSI across the KDA. The SP policies and Zoning provisions provide a minimum density of 1.5 FSI for an individual parcel. Allocating density across the sub-blocks of the KDA provides certainty to land owners and the public regarding how the KDA is to be built-out over time.</p>

Section 7.1 – Reducing the Demand for Services

POLICY	RESPONSE
<p>Policy 7.1.1 states: <i>“To require that appropriate Transportation Demand Management measures to reduce single occupancy automobile trips are identified in transportation studies and in development applications.”</i></p> <p>Policy 7.1.9 states: <i>“To require that new institutional, commercial and industrial development applications include a Transportation Demand Management strategy that considers preferential carpool parking, bicycle facilities, employee transit passes, and alternative work arrangements.”</i></p>	<p>The Secondary Plan requires development within the area to prepare and implement a TDM Strategy. Among the matters that could be included in the required TDM Strategy are preferential carpool parking, cycling infrastructure and end-of-trip infrastructure; subsidized transit passes; and varying hours of work to reduce peak hour loads.</p>
<p>Policy 7.1.11 states: <i>“To require local municipalities to adopt land use and site design policies that promote sustainable modes of transportation, including walking, cycling, transit, and carpooling.”</i></p>	<p>The Secondary Plan and Zoning By-law includes a new fine-grain street network, a connected parks and urban open space system, and policies that direct for the creation of a pedestrian-friendly built form to promote sustainable modes of transportation.</p>
<p>Policy 7.1.22 states: <i>“To pursue with local municipalities and conservation authorities the implementation of water efficiency innovations such as water reuse systems, rainwater harvesting and innovative stormwater management.”</i></p>	<p>The Secondary Plan directs development to incorporate sustainable water conservation technologies and low impact development measures for stormwater control in accordance with the City’s Sustainability Metrics and Urban MESP.</p>

Section 7.2 – Moving People and Goods

POLICY	RESPONSE
<p>Policy 7.2.8 states: <i>“To work with local municipalities to provide sidewalks and street lighting on all streets within the Urban Area, and Towns and Villages.”</i></p> <p>Policy 7.2.28 states: <i>“To work with local municipalities to ensure that sidewalks and street lighting are provided on both sides of all streets within the Urban Area, and Towns and Villages that are serviced by transit.”</i></p>	<p>The Secondary Plan directs for continuous 2 metres wide pedestrian space on both sides of streets as shown on Schedule 4 to the Secondary Plan. The City’s road cross-section standards require street lighting.</p>
<p>Policy 7.2.12 states: <i>“To encourage property owners to provide facilities such as benches, shelters and secure bicycle storage at major destinations, including employment, educational, institutional and shopping locations.”</i></p>	<p>The Secondary Plan requires that new development provide end of trip cycling facilities, including sheltered public bicycle parking, where feasible. The Zoning By-law also includes provisions regarding bicycle storage and shower and change facilities.</p>
<p>Policy 7.2.26 states: <i>“To achieve an overall transit modal split of 30 per cent during peak periods in the Urban Area and 50 per cent in the Regional Centres and Corridors by 2031.”</i></p>	<p>The Secondary Plan includes a Section related to Connectivity and Mobility (Section 12.4), which is designed to encourage modal shifts away from single occupant vehicles in favour of more sustainable transportation measures to ensure maximum benefits from transit and active transportation investments. Overall, the proposal is intended to achieve this target by providing for a mix of land use in a more compact form, with street and pedestrian connections to better facilitate walking and cycling in the area and the provision of services close to places of work and home.</p>
<p>Policy 7.2.40 states: <i>“To implement transit improvements on urban streets as identified on Map 11, which may include transit lanes, high-occupancy vehicle lanes, queue jump lanes, bicycle lanes and other transit signal priority needs.”</i></p> <p>Policy 7.2.41 states: <i>“To require transit or high-occupancy vehicle lanes and bicycle lanes within the right-of-way of 6-lane Regional streets.”</i></p>	<p>The Secondary Plan (see Schedule 4) acknowledges the Region’s planned street network and long term plans to implement street improvements to enable better use for transit, cycling and pedestrians.</p>
<p>Policy 7.2.53 states: <i>“To restrict vehicle access from developments adjacent to Regional streets to maximize the efficiency of the Regional street system through techniques such as suitable local street</i></p>	<p>The Secondary Plan provides for a new fine-grain street network providing suitable local street access for developments adjacent to Regional streets.</p>

POLICY	RESPONSE
<i>access, shared driveways and interconnected properties. Exceptions may be made to this policy in Regional Centres and Corridors, and mainstreets.”</i>	
Policy 7.2.57 states: <i>“To require local municipalities to design street systems to accommodate pedestrian, cycling and transit facilities.”</i>	The Secondary Plan provides for a new fine-grain street network that includes sidewalks, cycling facilities, and transit facilities.
Policy 7.2.61 states: <i>“To require local municipalities to plan and implement, including land takings necessary for, continuous collector streets in both east-west and north-south directions in each concession block, in all new urban developments, including new community areas.”</i>	The proposed Secondary Plan provides for a new fine-grain street network that includes collector streets as recommended in the Transportation Study prepared by HDR. By requiring subdivision or consent applications for development proposed on large lots, the City and/or Region are able to ensure that required lands are dedicated for public streets and transit infrastructure.

Section 7.3 – Water and Wastewater Servicing

POLICY	RESPONSE
Policy 7.3.2 states: <i>“To ensure that the provision of appropriate water and wastewater infrastructure and servicing capacity is co-ordinated with plans of subdivision, plans of condominium, site plans or any other development applications in order to ensure services are available prior to occupancy.”</i>	The Urban MESP has confirmed that there is existing/planned capacity to service redevelopment in this area. The Transportation Study recommends the provision of new local and collector public streets. These public streets are expected to be developed concurrently with new development.

Based on the above analysis, the Yonge/Bernard KDA Secondary Plan and Implementing Zoning By-law, and the amendments to the Official Plan conform with the relevant policies of the York Region Official Plan, 2010.