

OPA 18.8 – Oak Ridges Local Centre – Provincial & Regional Conformity

OPA 18.8	Provincial Policy Statement, 2020	Growth Plan, 2020	Oak Ridges Moraine Conservation Plan, 2017	York Region Official Plan, 2022
<p>Complete Community</p> <p>OPA 18.8 plan for a complete community in the Oak Ridges Local Centre by integrating mixed of uses in a compact form that provide for amenities and services within a 15-minute walk or 5 minute bike ride.</p>	<ul style="list-style-type: none"> Encourage compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities with consideration of housing policy 1.4 (1.3.1(d)). 	<ul style="list-style-type: none"> Support the achievement of complete communities that feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities (2.2.1(4)(a)). Expand convenient access to a range of transportation options, public service facilities, and appropriate supply of safe, publicly-accessible open spaces, parks, trails and other recreational facilities (2.2.1(4)(d)(i to iii)). 	<ul style="list-style-type: none"> Focus and contain urban growth within the Settlement Area through a mix of uses, transit-supportive densities, with the objective of minimizing impacts to ecological functions and hydrological features of the area (18 (1) to (6)). 	<ul style="list-style-type: none"> Communities shall be planned and designed as sustainable, healthy, vibrant complete communities walkable to most local amenities (2.3.1). A wide range of residential, commercial and institutional uses, including retail uses, offices, mixed-use and human services should be provided in strategic growth areas (4.4.18). Local centres and corridors are neighbourhood focal points and mainstreets that provide a range of working, shopping, recreation, human services and housing opportunities with appropriate forms and scale that complement the surrounding community (4.4.47).
<p>Intensification*</p> <p>OPA 18.8 directs growth to the Local Centre by planning for higher levels of intensification along Yonge Street and King Road.</p>	<ul style="list-style-type: none"> Identify areas where growth or development will be directed, including the identification of nodes and corridors (1.2.4(b)) Identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment (1.1.3.3) Require transit-supportive development and prioritize intensification, in proximity to transit, including corridors and stations (1.4.3(3)). Establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions. However, where provincial targets are 	<ul style="list-style-type: none"> Direct growth to settlement area, further, direct growth to areas with existing or proposed higher order transit stations and along priority transit corridors (2.2.1(2)). 	<ul style="list-style-type: none"> Focus and contain urban growth in the Settlement Area by promoting the efficient use of land with transit-supportive densities, through intensification and redevelopment within existing urban areas (18 (1)(b)). 	<ul style="list-style-type: none"> The scale and form of development along the Yonge Street Regional Corridor where it traverses the Oak Ridges Moraine should address the local context, features and functions of the Oak Ridges Moraine to the satisfaction of the local municipality (4.4.46). Achieve the objectives of transit supportive development including the planning for transit supportive densities, uses, multimodal access and active transportation connections in support of the Region's transit infrastructure investments. Rapid transit corridors identified in Map 10 should be planned to support higher density development and improve access to multi-modal transit facilities over the long-term (4.4.14).

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	<p>established through provincial plans, the provincial target shall represent the minimum target for affected areas (1.1.3.5).</p>			
<p>Economic Development</p> <p>OPA 18.8 continues to permit a mixed of uses in the Local Centre while retaining existing retail and commercial space to promote economic development and support local jobs.</p>	<ul style="list-style-type: none"> Promote economic development and competitiveness by providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs (1.3.1(a)). 	<ul style="list-style-type: none"> The retail sector will be supported by compact built form and intensification of retail and service uses and areas, and encouraging the integration of those uses with other uses to support the complete communities (2.2.5(15)). Retail and office uses will be directed to locations that support active transportation and have existing or planned transit (2.2.5(3)). 	<ul style="list-style-type: none"> Settlement Areas have the objective of providing for economic development that is compatible (18. (2)(d)). 	<ul style="list-style-type: none"> Strategic growth areas should be the preferred location for major office uses and hubs of commerce, business, and entertainment activities (4.4.20). Planning for Local Centres should identify specific employment targets that contribute to live/work opportunities (4.4.50(c)).
<p>Connectivity</p> <ul style="list-style-type: none"> The Local Centre will expand the public street network to create a finer-grained, multi-modal system with buildings aligned to frame existing and new streets. As shown on Schedule F2, the Local Centre will be served by a planned Bus Rapid Transit along Yonge Street. 	<ul style="list-style-type: none"> Provide transportation systems which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs (1.6.7.1). As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be maintained (1.6.7.3). 	<ul style="list-style-type: none"> Provide connectivity among transportation modes for moving people and for moving goods; offer a balance of transportation choices that reduces reliance upon the automobile and promotes transit and active transportation (3.2.2(2)). Facilitate improved linkages between and within municipalities from nearby neighbourhoods to urban growth centres, MTSAs, and other strategic growth areas (3.2.3(2)(e)). 	<ul style="list-style-type: none"> The Settlement Area encourages access to transportation options and local services (18 (0.a)). 	<ul style="list-style-type: none"> Consider major trip generators and to strengthen land use and site design that promote multimodal access to destinations and sustainable modes of transportation, including walking, cycling, transit, and carpooling. Support the Transit Network by securing lands for facilities such as (6.3.19): <ul style="list-style-type: none"> a. Transit stations including intermodal terminals, mobility hubs, subway, bus and light rail stations and related passenger drop-off and commuter parking lots.
<p>Active Transportation</p> <ul style="list-style-type: none"> The Local Centre will incorporate and promote a walkable and connected pedestrian and cycling environment. As shown on Schedule F2, the Local Centre will be connected to the pedestrian and cycling trails. 	<ul style="list-style-type: none"> Plan for public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity (1.5.1(a)). 	<ul style="list-style-type: none"> Ensure active transportation networks are comprehensive and integrated into transportation planning to provide 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 3.2.3(4)(b)). 	<ul style="list-style-type: none"> The Settlement Area has the objective of accommodating a trail system and connections (18 (2)(b)). 	<ul style="list-style-type: none"> Provide connected, comfortable, safe and accessible pedestrian and cycling facilities that meet the needs of York Region’s residents and workers, including children, youth, seniors and people of all abilities, with continuous linkages between strategic growth areas, adjacent neighbourhoods, major trip generators, and transit stations (6.3.3).

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				<ul style="list-style-type: none"> Integrate pedestrian, cycling and transit activities through improvements such as bicycle racks and storage at transit stops, bicycle racks on buses, and improved access for pedestrians and bicycles at transit stops, commuter lots, park and ride facilities, stations and terminals, where warranted (6.3.5).
<p>Parks and Open Space</p> <p>OPA 18.8 identifies existing parks within the Local Centre and proposed new parks. The policies also encourage the creation of new urban plazas.</p>	<ul style="list-style-type: none"> Provide for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, trails and linkages (1.5.1(b)). 	<ul style="list-style-type: none"> 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 (4.2.5(2)). Support complete communities by provide for a more compact built form and a vibrant public realm, including public open spaces 2.2.1(4)(e)). 	<ul style="list-style-type: none"> The Settlement Area has the objective of promoting strong communities and a healthy environment (18 (2)(c)). 	<ul style="list-style-type: none"> Communities shall be designed to provide an integrated open space network that contributes to a sense of place and identity, promotes physical activity and social inclusion, to include (2.3.10): <ul style="list-style-type: none"> a. A variety of active recreational facilities, programmed parks and passive parks for year round use; b. Connections by sidewalk and/or trails; c. Meeting places, informal gathering spaces and central squares that incorporate art, culture and heritage;
<p>Optimize Existing Infrastructure</p> <ul style="list-style-type: none"> Richmond Hill is supported by York Region’s existing watermain and wastewater main system, as per the Region’s 2022 Water and Wastewater Master Plan. The planning for this Local Centre coincides with the City’s overall Official Plan Update and Urban Master Environmental Servicing Plan Update, both of which takes into consideration the Local Centre’s projected growth in people and jobs. 	<ul style="list-style-type: none"> Promote the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, and optimization of transit investment (1.1.1(e)). Before considering development of new infrastructure and public facilities, the use of existing infrastructure and public service facilities should be optimized (1.6.3(a)). 	<ul style="list-style-type: none"> Integrated planning should provide direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form (2.2.1(3)(c)). 	<ul style="list-style-type: none"> Municipalities shall ensure that the upgrading or extension of existing infrastructure is supported by necessary studies, assessments and documentation (41 (1)(1.2)). 	<ul style="list-style-type: none"> Development within strategic growth areas shall be prioritized along existing rapid transit corridors on Map 10 and in locations with existing water and wastewater capacity (4.4.13). Local municipalities in consultation with the development industry, shall establish policies and/or strategies that align near term development priorities with existing infrastructure capacity (2.2.10).

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<p>Unique Sense of Place</p> <ul style="list-style-type: none"> Local Centre will provide a distinctive mixed-use complete community with a focus on the environment with the vision of creating a “modern main street”. The gateway envisioned at the intersection of Yonge Street and Bloomington Road will create a new focal point and sense of arrival within the Local Centre that celebrates the unique characteristics of the Moraine. 	<ul style="list-style-type: none"> Encourage 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 (1.7.1(e)). Maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets (1.7.1(d)). 	<ul style="list-style-type: none"> In planning to achieve the minimum intensification and density targets, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct development of a high quality public realm and compact built form (5.2.5(6)). 	<ul style="list-style-type: none"> The Oak Ridges Moraine has a unique concentration of environmental, geological and hydrological features. 	<ul style="list-style-type: none"> Secondary plans or equivalent within strategic growth areas should consider 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 (4.4.24(i)). Communities shall be designed to the highest urban design and green development standards, and support walkable neighbourhoods which complement the character of the existing community’s unique sense of place to foster social connections and inclusion (2.3.13(b)). Planning for Local Centres should consider the following (4.4.50): <ul style="list-style-type: none"> b. That focal points for community activity and civic pride are created;
<p>Transition to Established Neighbourhoods</p> <p>The Local Centre will provide a built form transition that respects the lower density of the adjacent residential Neighbourhoods.</p>	<ul style="list-style-type: none"> n/a 	<ul style="list-style-type: none"> To achieve the minimum intensification target and intensification throughout delineated built-up areas, municipalities will identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas (2.2.2(3)(b)). 	<ul style="list-style-type: none"> n/a 	<ul style="list-style-type: none"> Strategic growth areas should be planned and designed to achieve an appropriate transition of built form to adjacent areas (4.4.19).
<p>Climate Change</p> <p>OPA 18.8 supports climate change mitigation by permitting higher density and mixed use development along the Yonge Street Corridor.</p>	<ul style="list-style-type: none"> Promote compact form and a structure of nodes and corridors (1.8.1(a)). Encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion (1.8.1(e)). 	<ul style="list-style-type: none"> Support the achievement of complete communities as well as the minimum intensification and density targets in [the Growth Plan] (4.2.10(1)(a)). Reduce dependence on the automobile and supporting existing and planned transit and active transportation (4.2.10(1)(b)). 	<ul style="list-style-type: none"> Settlement Areas have the objective of ensuring that development takes places in a manner that reduces greenhouse gas emissions (18 (2)(c.2)). 	<ul style="list-style-type: none"> Reduce vehicle emissions by ensuring that communities are designed to prioritize active transportation, transit-supportive development and intensification in appropriate locations (2.3.26).