

OPA 18.5 – Yonge and Carrville/16th Avenue Key Development Area – Provincial & Regional Conformity

OPA 18.5	Provincial Policy Statement, 2020	Growth Plan, 2020	York Region Official Plan, 2022
<p>Complete Community</p> <p>OPA 18.5 plan for a complete community at the Yonge and 16th Avenue KDA by integrating mixed of uses in a compact form that provide for amenities and services within a 15-minute walk or 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"> 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). Planning for MTSAs should include residents to job ratio targets to ensure live work opportunities and appropriate balance of jobs to population (4.4.42(i)). 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 18.5 directs growth to the KDA by planning for this area to be the second densest location in the City, following the Richmond Hill Centre (RHC). The KDA is also located in 3 PMTSAs: entirely within #39, partly in #51 and partly in #41. *[See end of this document on pages 5-6].</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 established through provincial plans, the provincial target shall represent the minimum target for affected areas (1.1.3.5). 	<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)), Priority transit corridors be identified in official plans; prioritize for MTSAs on priority transit corridors, including zoning that implement the policies of the Growth Plan (2.2.4(1)). Boundaries of MTSAs will be delineated in a transit-supportive manner that maximizes the size of the area and the number of potential transit users within walking stance of the station (2.2.4(2)). MTSAs on priority transit corridors or subway lines will be planned with a minimum density target of (2.2.4(3)): <ul style="list-style-type: none"> 200 residents & jobs / hectare served by subways 160 residents & jobs / hectare served by light rail transit or bus rapid transit 	<ul style="list-style-type: none"> The most intensive and widest range of uses within Regional Corridors be directed to MTSAs (4.4.36). All MTSAs identified in Map 1B are protected under the Planning Act (4.4.37). Local municipalities shall establish official plan policies that address land use designations with minimum heights and densities that will meet the minimum density target in each MTSA based on local context and conditions (4.4.42(a)). The Yonge & 16th Ave KDA's minimum density target of people and jobs per hectare for its MTSAs are: #39: 300, #41 and #51: 200. 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

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		<ul style="list-style-type: none"> ○ 150 residents & jobs / hectare served by GO transit rail network ● Within all MTSAs, development will be supported by (2.2.4(9)): <ul style="list-style-type: none"> ○ Planning for a diverse mix of uses ○ Providing alternative development standards ● Prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities. 	<p>development and improve access to multi-modal transit facilities over the long-term (4.4.14).</p>
<p>Economic Development</p> <p>OPA 18.5 continues to permit a mixed of uses in the KDA 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)). ● Major office and appropriate major institutional development will be directed to urban growth centres, MTSAs or other strategic growth areas with existing or planned frequent transit service (2.2.5(2)). 	<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 KDA 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 C2 (Public Realm), the KDA is presently served by a VIVA Bus Rapidway Transit, and it will be served by a potential future GO Transit station and a potential future TTC subway station. 	<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))). ● In planning lands adjacent to or near higher order transit corridors and facilities, municipalities will identify and protect lands that may be needed for future enhancement or expansion of transit infrastructure, in consultation with Metrolinx (2.2.4(11)). 	<ul style="list-style-type: none"> ● Connections to local and regional transit services within MTSAs should be provided to support transit service integration, where appropriate (4.4.42(g)). ● 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; b. Related surface and sub-surface transit infrastructure, including vent shafts,

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			transformer stations, turning loops, transit stations, emergency exits, transit operation and maintenance facilities, passenger standing pads and passenger pick-up and drop-off areas, electrical and electronic infrastructure and passenger safety facilities.
<p>Active Transportation</p> <ul style="list-style-type: none"> The KDA will incorporate and promote a walkable and connected pedestrian and cycling environment. As shown on Schedule C3 (Active Transportation), the KDA will be connected to the planned multi-use trail that runs parallel to the CN Railroad tracks located to the east of the KDA. 	<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"> All MTSAs 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 infrastructure to support active transportation, including sidewalks, bicycle lanes, and secure bicycle parking (2.2.4(8)(b)). 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"> 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). 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>As shown on Schedules C2 and C3, the KDA will enhance the urban open space system and expand connections to parks outside of the KDA, including the David Dunlap Observatory and Bridgeview Park, as well as the Greenway System.</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"> 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"> This KDA is supported by York Region's existing watermain and wastewater main system. To accommodate this growth, the Regional system will continue to 	<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)). 	<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"> 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

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<p>supply Lake Ontario-based drinking water through the York Water System and return the related wastewater flows using the York Durham Sewage System.</p> <ul style="list-style-type: none"> The planning for this KDA also coincides with the City's overall Official Plan Update and Urban Master Environmental Servicing Plan Update, both of which takes into consideration the KDA's projected growth in people and jobs. 	<ul style="list-style-type: none"> 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)). 		<p>and/or strategies that align near term development priorities with existing infrastructure capacity (2.2.10).</p>
<p>Unique Sense of Place</p> <ul style="list-style-type: none"> The KDA will provide a distinctive mixed-use commercial-residential node while enhancing the role of Hillcrest Mall as a centre for regional retail activity. The gateway envisioned at the intersection of Yonge Street and Carrville Rd/16th Ave will create a cohesive new focal point and sense of arrival within the KDA. 	<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)). 	<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"> 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)). Enhance connectivity and customer experience including design elements to assist with wayfinding and defining gateways/entrances to MTSA stops (4.4.42(e)). 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 KDA 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"> 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 18.3 supports climate change mitigation by permitting higher density and</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 	<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)). 	<ul style="list-style-type: none"> Reduce vehicle emissions by ensuring that communities are designed to prioritize active transportation, transit-supportive development

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mixed use development within PMTSAs along the Yonge Street Corridor.	and housing uses to shorten commute journeys and decrease transportation congestion (1.8.1(e)).	<ul style="list-style-type: none"> Reduce dependence on the automobile and supporting existing and planned transit and active transportation (4.2.10(1)(b)). 	and intensification in appropriate locations (2.3.26).

***s.16 of Planning Act states:**

Same, upper-tier municipality

(16) The official plan of an upper-tier municipality may include policies that identify the area surrounding and including an existing or planned higher order transit station or stop as a protected major transit station area and that delineate the area’s boundaries, and if the official plan includes such policies it must also contain policies that,

Note: On a day to be named by proclamation of the Lieutenant Governor, subsection 16 (16) of the Act is amended by striking out “upper-tier municipality” in the portion before clause (a) and substituting “upper-tier municipality with planning responsibilities”. (See: 2022, c. 21, Sched. 9, s. 4 (3))

- (a) identify the minimum number of residents and jobs, collectively, per hectare that are planned to be accommodated within the area; and
- (b) require official plans of the relevant lower-tier municipality or municipalities to include policies that,
 - (i) identify the authorized uses of land in the area and of buildings or structures on lands in the area; and
 - (ii) identify the minimum densities that are authorized with respect to buildings and structures on lands in the area. 2017, c. 23, Sched. 3, s. 5 (2).

Updating zoning by-laws

(20) No later than one year after the official plan policies described in paragraph 1 or 2 of subsection (21) come into effect, the council of the local municipality shall amend all zoning by-laws that are in effect in the municipality to ensure that they conform with the policies. 2022, c. 21, Sched. 9, s. 4 (4).

No appeal re protected major transit station policies

(36.1.4) Despite subsection (36), there is no appeal in respect of the following:

1. Policies that identify a protected major transit station area in accordance with subsection 16 (15) or (16), including any changes to those policies.
2. Policies described in clauses 16 (15) (a), (b) or (c) or (16) (a) or (b) with respect to a protected major transit station area that is identified in accordance with subsection 16 (15) or (16).
3. Policies in a lower-tier municipality’s official plan that are described in subclause 16 (16) (b) (i) or (ii).
4. Policies that identify the maximum densities that are authorized with respect to buildings and structures on lands in a protected major transit station area that is identified in accordance with subsection 16 (15).
5. Policies that identify the maximum densities that are authorized with respect to buildings and structures on lands in a protected major transit station area that is identified in accordance with subsection 16 (16).
6. Policies that identify the minimum or maximum heights that are authorized with respect to buildings and structures on lands in a protected major transit station area that is identified in accordance with subsection 16 (15).
7. Policies that identify the minimum or maximum heights that are authorized with respect to buildings and structures on lands in a protected major transit station area that is identified in accordance with subsection 16 (16). 2017, c. 23, Sched. 3, s. 6 (8).

Limitation

(36.1.5) Paragraphs 3, 5 and 7 of subsection (36.1.4) apply only if,

(a) the plan that includes the policies referred to in those paragraphs also includes all of the policies described in subclauses 16 (16) (b) (i) and (ii) for the relevant protected major transit station area; or

(b) the lower-tier municipality's official plan in effect at the relevant time contains all of the policies described in subclauses 16 (16) (b) (i) and (ii) for the relevant protected major transit station area. 2017, c. 23, Sched. 3, s. 6 (8).

Exception

(36.1.6) Despite paragraphs 6 and 7 of subsection (36.1.4), there is an appeal in circumstances where the maximum height that is authorized with respect to a building or structure on a particular parcel of land would result in the building or structure not satisfying the minimum density that is authorized in respect of that parcel. 2017, c. 23, Sched. 3, s. 6 (8).

Exception re Minister

(36.1.7) Subsection (36.1.4) does not apply to an appeal by the Minister. 2017, c. 23, Sched. 3, s. 6 (8).