SRPBS.23.044 – Appendix G – OPA 18.5: Questions and Answers

Question	Answer
1. What is the projected growth in the KDA and how does it compare to the City-wide forecast?	The Yonge and Carrville/16th Avenue Key Development Area (KDA) is forecasted to accommodate 24,000 people and 8,770 jobs at build-out. This growth represents 7% of the City's total population (322,300) and 7% of the total jobs (122,900) by 2051, in accordance with York Region's projection in the 2022 Regional Official Plan.
2. Is there enough infrastructure capacity to support growth in this KDA?	• From a transportation perspective, the significant growth planned for this KDA will be supported by a potential TTC subway station and a potential GO Transit station, as well as the Yonge Street BRT and future improvements to 16th Avenue. In addition, OPA 18.5 provides for a network of streets, trails, and cycling facilities to connect to the existing and planned transportation system. • The City's Urban Master Environmental Servicing Plan also considers growth in this KDA and has identified improvements for water and wastewater services. • Chapter 3 of the City's OP states that development may not be permitted to proceed if critical infrastructure required to support development is not in place. The development approval process incorporates confirmation and analysis of critical infrastructure capacity which may result in recommendations to pause or phase development.
3. Will growth be phased in?	• OPA 18.5 is a long-term plan with a planning horizon of 2051 and beyond. The development of the OPA included consultations with major landowners in the KDA, who shared with staff their master plans for the development of their lands over numerous phases. As such, development is anticipated to occur incrementally over time. • The City's OP directs orderly development by aligning development with timing of infrastructure. Accordingly, development may not be permitted to proceed if critical infrastructure required to support development is not in place.
4. How are density and height applied in the KDA?	• The maximum height of buildings in the KDA is determined by the prescribed density in the development block and the application of the angular plane policy if the building abuts a Neighbourhood land use designation. • The density of a development block is measured by floor space index (FSI), which translates into gross floor area by multiplying the block area by the FSI.

Question	Answer
	○ For instance, a block area of 3,000 square metres with a 5.0 FSI would yield 15,000 square metres in gross floor area. ○ How that 15,000 square metres takes shape depends on the site configuration and other urban design considerations. ○ In this example, a building footprint covering half the block (1500 m^2) would result in a 10 storey building (15,000 m^2 ÷ 1500 = 10) and a building footprint covering one-quarter of the block (750 m^2) would result in a 20 storey building (15,000 m^2 ÷ 1500 = 20). • It should be noted that while density and height are correlated, the density cap is not directly proportional to the height cap since the same density on differently sized sites can result in different heights. Maximum density is a tool used to distribute growth in areas where transit and infrastructure are planned for. Maximum height, on the other hand, is a tool to ensure built form and character is appropriate for the vision of the area.
5. What is the status of the development blocks shown with a 8.0 FSI and 8.77 FSI in the southern quadrants?	• The development block shown with a proposed 8.0 FSI represents 9218 Yonge Street, and it is anticipated to accommodate about 1,650 people and 100 jobs. • The development block with a proposed 8.77 FSI represents 9251 Yonge Street, and it is anticipated to accommodate about 1,300 people and 100 jobs. • The development applications for these two properties were appealed to the Ontario Land Tribunal (OLT) prior to the drafting of OPA 18.5. Therefore, should the decisions rendered by the OLT not conform with OPA 18.5, the OLT decisions will form part of the site-specific exception policies under Chapter 6 of the OP.
6. What is the difference between public and private streets, and should the OPA provide greater flexibility for private streets?	• Protecting for public roads is important to building safe and accessible neighbourhoods by creating an efficient multi-modal network that accommodates pedestrians, cyclists, and drivers. A fine-grained public street network supports creating the desired block sizes for the Yonge-16th MTSA and creates high permeability and direct connections for pedestrians and commuters. • Planning for public road also ensures that roads can be designed to City standards and planned with sufficient widths with separated facilities to support safe and sustainable modes of transportation such as transit, walking and cycling.

Question	Answer
	Having public roads also allows opportunities for the City to implement road improvements in the future as needs in the area evolve. Private roads are often designed to be narrower than the City's standard roadway cross-sections, and as a result, do not contain all of the complete street elements and functions required to create high-quality public spaces. Private roads can also create a sense of inconsistency in the look and feel of the road, such as differences in the availability of road facilities for the public. • One of the requirements to implement the City's stratification policies is to ensure that the private road meets the City's maintenance requirements. This requirement does not need to be met if the road was private which creates challenges for the City to secure public access on private roads since it creates several liabilities for the city from an operations and maintenance perspective. • The maintenance cost for private roads often creates financial burdens for condo corporations and residents living in the condo units. As a result, the City is sometimes asked to take over the private road as a public road for maintenance purposes, although it was never built to a City standard cross-section since it was planned as a private road. • The City's Stratification Policy adopted as part of OPA 18.3 is intended to be applied in a situational basis to provide flexibility and options to developers. How it should be applied to the Yonge-16th area will be determined by staff through the development application and should not be further reflected at the secondary plan level. • Staff note that the planned street network and alignment of streets depicted in the OPA is conceptual and minor adjustments to the location may be required to support new development. Accordingly, requirements associated with the conveyance of lands for public rights of way are to be established and determined at the time of a specific development application and through the environmental assessment process, where required. • Policy 3.5.5 of the OP permits stratification of right-of-ways. This policy applies to all areas in the City, including the KDA. Since the OPA is to be read comprehensively with the rest of the Part 1 Plan, it is not necessary to add policies on stratification in OPA 18.5.

Question	Answer
7. Was the Hillcrest Mall's reduction in density from a 2.0 FSI to 1.0 FSI redistributed elsewhere in the KDA?	• The number of jobs at the Hillcrest Mall development block was underestimated for the May 10th draft OPA. This means that while the May 10th version of the OPA had shown a 2.0 FSI at the Hillcrest Mall development block in the density Schedule C1, the forecasted number of jobs for that area assumed in the model applied a 1.0 FSI. Consequently, the number of jobs forecasted and identified in the May 10 version of OPA 18.5 was less than what would have theoretically been yielded had the model correctly assumed a density of 2.0 FSI on the Hillcrest Mall site. • At the same time, Oxford Properties had informed staff that they cannot fully utilize the 2.0 FSI density allotment at the mall block, and so the 2.0 FSI as shown in the May 10 version of the OPA was subsequently reduced to a 1.0 FSI in the November 1st version brought forward to Committee of the Whole. • With the decrease of density in the Hillcrest Mall development block from 2.0 FSI to 1.0 FSI, it is assumed that there would have been a 1.0 FSI to deploy elsewhere in the KDA. That deployment is reflected in the increases in density in various development blocks in the KDA. However, these density increases cumulatively only make up about 50% of the 1.0 FSI from the Hillcrest Mall. The reason is because the density transfer from the Hillcrest Mall development block is not a 1:1 transfer because the density that was intended for the Hillcrest Mall block was assumed to be mostly non-residential gross floor area (GFA) to support jobs. In contrast, all other areas in the KDA are assumed to be mostly residential development with some mixed uses. It is important to note that the overall forecast maintains the 7 people to 3 jobs target ratio. • Therefore, OPA 18.5, as set out in Appendix A to Staff Report SRPBS.23.044 accounts for the cumulative density increases across the KDA, which amounts to about 50% of deployment of the 1.0 FSI from the Hillcrest Mall development block. The overall forecast maintains the 7 people to 3 jobs target ratio. • The 1.0 FSI provided for the Hillcrest Mall development block gives Oxford Properties the opportunity to expand the mall and continue the viability of this regional shopping centre.
8. Which development blocks received more density?	• The two northern quadrants received increases in density. In the northwest quadrant, increased density were applied along

Question	Answer
	Yonge Street for the blocks located south of the Bread Block (an active development application). • In the northeast quadrant, there was a density re-distribution between two blocks at the northern edge of the quadrant. The southernmost blocks located along 16th Avenue also received increased density. • For those development blocks that saw density increases from the May 10th draft OPA, they were assessed based on four criteria: 1. Does the density adhere to urban design principles for the KDA? 2. Does the density meet transition policies if the site abuts a Neighbourhood? 3. Does the density have minimal shadow impact? 4. Does the cumulative density change impact servicing capacity for the KDA?