

DRAFT PROPOSED POLICY CHANGES FOR COUNCIL ENDORSEMENT MAY 2020
Yonge and Bernard Key Development Area Secondary Plan – Draft Policy Modifications

12.0 Yonge and Bernard Key Development Area Secondary Plan

Basis

The intersection of Yonge Street and Bernard Avenue in Richmond Hill is identified as a “Key Development Area” on **Schedule A1** (Urban Structure), is designated a “Key Development Area” on **Schedule A2** (Land Use) of the Richmond Hill Official Plan, and has a land area of approximately 19.6 hectares.

The Yonge Street and Bernard Avenue Key Development Area Secondary Plan (“Bernard KDA Secondary Plan” or “Secondary Plan”) was prepared in accordance with Section 5.1.5 and 5.1.10 of the Richmond Hill Official Plan, which requires the preparation of policies to further implement the vision, principles, development concept, including urban open space system, streets, pedestrian and cycling facilities in accordance with the Council endorsed Yonge Street and Bernard Avenue KDA Recommendations Report (June, 2017) and the balance of Part 1 of the Richmond Hill Official Plan (“Official Plan” or “Part 1 Plan”), particularly Section 4.4 (Key Development Areas).

12.1 Introduction

1. The following text, Schedules and Appendices to this Secondary Plan attached hereto, constitute **Chapter 12 (Yonge Street and Bernard Avenue Key Development Area Secondary Plan)** to the Richmond Hill Official Plan. Except for references to legislation which are traditionally italicized, italicized terms in this Secondary Plan are defined in the Definitions section of **Chapter 7** of the Official Plan.
2. This Secondary Plan shall be read in conjunction with the Part 1 plan. This Secondary Plan does not replace the relevant Part 1 Plan policies and must be read together with those policies.
3. The Yonge Street and Bernard Avenue Key Development Area (“Bernard KDA”) is focused on the intersection of Yonge Street and Bernard Avenue, as shown on **Schedule A10** (Secondary Plan Areas) of the Official Plan. It is serviced by public transit and provides an important bus terminal within the southeast quadrant.
4. The policies of this Secondary Plan will guide decisions to manage growth and development to implement the vision for the Bernard KDA over the planning period to 2031.

12.1.1 Purpose

The purpose of this Secondary Plan is to further articulate policies to guide the evolution of development in the **Yonge and Bernard KDA Secondary Plan** area as shown on **Schedule A10** (Secondary Plan Areas) to the Official Plan. The policies in this Secondary Plan are intended to supplement, not replace, the policies of the Part 1 Plan. To accurately understand and interpret all of the policies in this Secondary Plan, they must be read in conjunction with the Part 1 Plan.

This Secondary Plan further articulates the policy framework for enhancing the retail and commercial character of the Bernard KDA through the process of intensification. The policies guide and direct intensification of the Bernard KDA in a manner that will maintain and enhance the existing commercial and retail focus of the area by establishing a greater mix of uses through new development.

Furthermore, this Secondary Plan provides direction to support the continuation of the Bernard KDA’s bus terminal function for the **Town-City** and Region. Additionally, this Secondary Plan acknowledges that the Bernard

Commented [A1]: All of this preamble information need not be included in the Official Plan document. This is content that generally would be included in the staff report.

DRAFT PROPOSED POLICY CHANGES FOR COUNCIL ENDORSEMENT MAY 2020
Yonge and Bernard Key Development Area Secondary Plan – Draft Policy Modifications

KDA is an intensification area located within the settlement designation in the Oak Ridges Moraine Conservation Plan and as such, it provides policy direction to ensure that future development is appropriate for this sensitive environment. In order to meet Regional Major Transit Station Area minimum density targets and targeted mix of land use in this area, at build-out this KDA should accommodate a minimum of approximately 4000 residents and 1300 jobs. Based on the planned density in this area, should new development reach the maximum density this Secondary Plan permits, it is estimated that at build-out, the Secondary Plan area may accommodate a population in the range of 8,000 – 10,67900 - 11,300 people and employment of approximately 4,200 – 2,70001,500 – 3,000 jobs. These estimates are approximate as assumptions on the average density of people and jobs anticipated were used.

12.1.2 Vision

The Bernard KDA is envisioned to become the third most intensely developed area in Richmond Hill after the Richmond Hill Centre and the Yonge and 16th KDA. Over time, the Bernard KDA will be transformed into a cohesive community through redevelopment that builds on the area's existing assets, and promotes a shift away from the focus on automobile use towards the creation of a transit, cycling, and pedestrian oriented destination. As the lands within the Yonge Street and Bernard Avenue Key Development Area are designated "Settlement Area" in accordance with the Oak Ridges Moraine Conservation Plan, intensification will take place in a manner sensitive to the environment and natural heritage character of the surrounding area. An enhanced streetscape is planned in all quadrants of the Bernard KDA to enhance natural features and integrate low impact development practices into new infrastructure.

The Bernard KDA is envisioned to have three distinct character areas: the Corridor, which reflects the Yonge Street corridor of taller and higher density development; the Interior, the transitional tier of interior development; and the Neighbourhood Edge, the area abutting established residential communities. Through the establishment of the three character areas, the Bernard KDA will evolve from an existing retail/ commercial node to a more connected, mixed-use urban centre that will become a transit, cycling, and pedestrian-oriented destination. The Bernard KDA will build on its assets to evolve into a vibrant place where the community will live, shop, work, and be entertained.

The Bernard KDA is envisioned to become a mixed-use area with a range of building types and forms, including various forms of townhouses, mid-rise and high-rise street related buildings. The highest and most dense buildings are directed along Yonge Street. Heights and densities will transition down from Yonge Street to respect the adjacent lower-rise Neighbourhood. The existing amount of commercial and retail floor space will be maintained and expanded through new development in a more urban format. The area will also provide opportunities for new office and major office development to increase employment opportunities. The planned heights and densities are supportive of a major transit station area as directed by the Growth Plan for the Greater Golden Horseshoe, 2019.

12.1.3 Principles

Three principles reflect the values of the community, the inherent characteristics and qualities of the area, and the policy direction of the Part 1 Plan for the Bernard KDA. These principles set the framework that will guide the transformation of the Bernard KDA.

1. Improve Connectivity

Commented [A2]:
Based on a forecast analysis and current employment figures, the minimum growth for this area to meet the emerging Regional MTSA provisions would yield approximately 4000, residents and 1300 jobs.

Commented [A3]: The approximate max. range from 10,600 residents and 3,000 jobs to 11,300 residents and 1,500 jobs, based on allocation of density within the KDA and dependent on the actual mix of uses within the KDA.

Commented [A4]: Since adoption, the Province issued a new Growth Plan in May 2019.

NOTE: Comment boxes that include text with yellow highlight identify where additional changes to policies are proposed since the Secondary Plan was posted for public comment on February 14, 2020.

DRAFT PROPOSED POLICY CHANGES FOR COUNCIL ENDORSEMENT MAY 2020
Yonge and Bernard Key Development Area Secondary Plan – Draft Policy Modifications

- a. Provide a fine-grained, walkable street network to improve pedestrian and cycling infrastructure and access to public transit.
- b. Strengthen connections to the existing Greenway System and establish new ~~urban squares and~~ linear parks and urban plazas to accompany redevelopment.
- c. Create an enhanced streetscape to frame new *development* by providing an improved streetscape environment for pedestrian activity and low impact development practices into new infrastructure.

2. Accommodate Transition

- a. Maintain and reinforce the stable *low density residential* neighbourhoods through built form policies to ensure intensification takes place in a way that protects and appropriately transitions to established residential neighbourhoods.
- b. Direct the majority of non-residential *development* to the intersection of Yonge Street and Bernard Avenue and along the Yonge Street Corridor to create a central node of commercial activity and public life at the heart of the Bernard KDA.

Commented [A5]: To address a landowner wherein they sought clarification that non-residential uses would be permitted within areas beyond the "Corridor Character Area" to support current location of an anchor business, within the KDA.

3. Create Local Identity

- a. Permit and encourage *development* that will create a vibrant, mixed-use destination that ensures compatibility with surrounding residential areas and that contributes to the animation of Yonge Street.
- b. Encourages the establishment of vibrant, active at-grade street frontages through the provision of *commercial, retail, or community uses at grade* in a mixed-use building format.

12.2 Character Areas

The vision for the Bernard KDA is to create a more cohesive mixed-use centre with a strong identity, a range of land uses, and new public open spaces, while maintaining and enhancing existing retail uses. To establish this vision, the Bernard KDA is envisioned to have three distinct character areas, each with its own built form and function.

Corridor Character Area

The Corridor Character Area is planned along Yonge Street as shown on **Schedule 1** to this Secondary Plan. This area is envisioned to be comprised of a mix of uses and built forms, with the tallest and most dense buildings encouraged to front Yonge Street to reinforce the creation of a strong Yonge Street Corridor. This area will also provide pedestrian-oriented active at-grade street frontages that provide retail, commercial and other community services to strengthen Yonge Street's main street character.

Interior Character Area

The Interior Character Area is generally planned between the Corridor Character Area and the Neighbourhood Edge Character Area as shown on **Schedule 1** to this Secondary Plan. This area is intended to provide a built form transition from the higher heights and densities along the Corridor to the Neighbourhood Edge Character Area, with a mix of uses such as at grade retail or live/work units to animate the streets and provide a range of housing forms such as townhouses, ~~to~~ mid-rise and high-rise buildings.

Commented [A6]: To acknowledge that high-rise buildings may also be located in this character area.

DRAFT PROPOSED POLICY CHANGES FOR COUNCIL ENDORSEMENT MAY 2020
Yonge and Bernard Key Development Area Secondary Plan – Draft Policy Modifications

Neighbourhood Edge Character Area

The Neighbourhood Edge Character Area is generally planned along the existing lower rise residential areas as shown on **Schedule 1** to this Secondary Plan. This area is intended to provide a built form transition between the lower rise established neighbourhoods adjacent to the Bernard KDA and the higher intensity form in the centre of the KDA and along the Corridor.

12.2.1 Mix of Uses

This Secondary Plan provides policy direction to maintain and enhance the area’s retail and commercial functions while enhancing the mix of uses to strengthen residential *development*, *office* and *major office* uses, as well as major retail development over the long-term.

1. *Development* shall be subject to the land use permissions of the Part 1 Plan.

~~4.2.~~ In order to achieve the Official Plan’s complete community goals of this Plan, and the Region’s mix of use target for the Major Transit Station Area in which this KDA is located, new development which includes one or more fronting “Active At Grade Frontages” as shown on Schedule 4 is encouraged to ~~must dedicate~~ allocate a minimum of 15% of its total gross floor area to non-residential uses, such as commercial, retail, office or institutional community uses. In the case of sites with multiple existing and/or planned buildings, the recommended minimum 15% gross floor area requirement can be satisfied within each building or within one single building, or any combination thereof, provided that the overall non-residential gross floor area of the site is at least 15% of the total gross floor area.

~~2.3.~~ In addition to the requirements for non-residential uses at grade in a mixed use building format on Yonge Street and Bernard Avenue as described in Policy 4.4.1(5) of the Part 1 Plan, *development* shall provide active at-grade street frontages through *commercial, retail, or community* uses at grade in a mixed-use building format along Yonge Street, Bernard Avenue, ~~and Canyon Hill Avenue~~, and along planned local and collector streets as shown on **Schedule 4**. *Live-work units* shall also be permitted on active at-grade street frontages along planned local streets.

~~3.4.~~ Development on lands with existing non-residential uses such as retail, office, community, or commercial uses shall generally increase or maintain or increase the existing amount of gross leasable floor area that has been devoted to retail or commercial those uses as of November 2017, in order to enhance and support the existing retail or commercial mixed-use focus of the area.

4.5. *Development* shall be encouraged to include *office* or *major office* space located above the ground floor of buildings especially along Yonge Street and Bernard Avenue.

6. *Retail, commercial* or *community* uses shall also be encouraged to front onto ~~urban squares and~~ linear parks and be in a more compact format.

12.2.2 Height

~~The Official Plan directs for a height vision that requires the tallest buildings to generally be concentrated at the Yonge Street and Bernard Avenue intersection and along the Yonge Street corridor. As reflected by the three character areas, height and density will decline gradually towards the edges of the Bernard KDA boundaries.~~

Formatted: Font: Italic

Commented [A7]: Changed from “must” to “is encouraged,” in order to provide greater flexibility with respect to land use for a particular site.

Commented [A8]: To be consistent with language in the OP, community uses include institutional uses.

Commented [A9]: Inserted to implement emerging policy from the Region and to ensure realization of the vision for this KDA. Minor changes made for clarity.

Commented [A10]: Reflects removal of “active at-grade frontage” from Canyon Hill Avenue on Schedule 4

Commented [A11]: Policy amended to clarify that the GFA associated with all forms of leasable non-residential uses is expected to be maintained or increased and can be done so through a broad range of leasable non-residential uses.

NOTE: Comment boxes that include text with yellow highlight identify where additional changes to policies are proposed since the Secondary Plan was posted for public comment on February 14, 2020.

DRAFT PROPOSED POLICY CHANGES FOR COUNCIL ENDORSEMENT MAY 2020
Yonge and Bernard Key Development Area Secondary Plan – Draft Policy Modifications

as distance increases away from the Yonge Street intersection. The lowest and least dense buildings will be located in areas that abut the Neighbourhood designation.

Commented [A12]: Clarifies that angular plane is applied where KDA designation abuts Neighbourhood designation.

The height, density and angular plane policies of the Part 1 Plan and this Secondary Plan work together to prescribe an appropriate upper limit for the height of a building, which may be less than the maximums identified on Schedules 1 and 2, to guide the scale of *development* envisioned in the Bernard KDA. Not all development will be able to achieve the maximum height permitted in every instance due to the varying characteristics of each site and area. The maximum height of any building shall be the lesser of: the height indicated in Schedule 21, or established via the application of a 45 degree angular plane measured from the closest adjacent Neighbourhood property line. The Part 1 Plan requires a minimum height of 3 storeys for development within the KDA.

Commented [A13]: Schedule 2 is revised to allocate both height and density.

Commented [A14]: Clarification.

1. Development The height of buildings within the Neighbourhood Edge Character area shall be 3 storeys. The height of new buildings within the Interior Character and Corridor Character Area shall be a minimum of 4 storeys, subject to the minimum and maximum height requirements as shown on Schedule 12 to this Secondary Plan.

Commented [A15]: Schedule 2 no longer includes height information.

2. The Official Plan directs for a height vision that requires the tallest buildings will to generally be concentrated at the Yonge Street and Bernard Avenue intersection and along the Yonge Street corridor.

3. A building may not penetrate the 45 degree angular plane measured from the closest adjacent Neighbourhood designation property line.

Commented [A16]: Clarification.

4.4. The maximum height of a building is dependent on not exceeding the allocated density of *development* within the density category of the site, and the application of the height and built form policies of this Secondary Plan and the Official Plan.

Formatted: Font: Italic

Commented [A17]: Policies are amended to reflect that there is no maximum numerical height limit. Rather, the Secondary Plan relies on a policies regarding built form and density to regulate the height of development within the KDA.

Minor adjustments to the location of height boundaries shown on Schedule 21 to this Secondary Plan shall not require an amendment to this Secondary Plan provided that the intent of this Secondary Plan is maintained.

Commented [A18]: Schedule 2 is revised to allocate maximum density.

12.2.3 Density

The Official Plan directs that the KDA achieve a minimum density of 2.5 FSI and a maximum density of 4.0 FSI overall. e minimum and maximum density of a development block within the Bernard KDA to be between 2.5 FSI and 3.0 FSI. In order to achieve the purpose, vision and principles for development of the Bernard KDA as set out in Sections 12.1.1, 12.1.2 and 12.1.3 of this Secondary Plan, density will be accommodated on specific development sites and on a Secondary Plan-wide basis in accordance with Schedule 2 to this Secondary Plan, and subject to compliance with all other policies of this Secondary Plan. Similar to the height strategy and as reflected by the three character areas, the highest densities are directed along the Yonge Street corridor, transitioning down to lower densities adjacent to the Neighbourhood.

How is Floor Space Index (FSI) determined?

As defined in the Part 1 Plan, FSI is the ratio of gross floor area for all buildings on a site to its respective lot area. When calculating FSI, the Town-City considers the total developable site area including any lands that may be dedicated for parkland or public streets.

Commented [A19]: Added for clarity. Reflects common practice to exclude land area that is not developable (such as environmental features and their buffers).

Commented [A20]: Through the OP appeal by TSMJC, the City and the appellant will request that the LPAT amend the policy accordingly, in order to reflect the proposed density for the KDA as a whole within the Secondary Plan. Amending the policy to provide direction for the KDA as a whole provides greater flexibility

NOTE: Comment boxes that include text with **yellow highlight** identify where additional changes to policies are proposed since the Secondary Plan was posted for public comment on February 14, 2020.

DRAFT PROPOSED POLICY CHANGES FOR COUNCIL ENDORSEMENT MAY 2020
Yonge and Bernard Key Development Area Secondary Plan – Draft Policy Modifications

1. ~~The deployment of density within the Key Development Area development block is shown in categories on Schedule 2 to this Secondary Plan and includes the entire Bernard KDA.~~
2. The maximum site density for *development* within the Key Development Area ~~shall be~~ as shown on **Schedule 2** to this Secondary Plan.
3. In the event a property spans more than one density category, corresponding density permissions will be calculated based on the land area present within each category.
4. Minor adjustments to the location of density boundaries shown on **Schedule 2** to this Secondary Plan shall not require an amendment to this Secondary Plan provided that the intent of this Secondary Plan is maintained.
5. In order to ensure that all new development within the KDA is transit supportive, new development shall demonstrate that it can support a minimum of 200 residents and jobs per hectare for the development site. This generally translates to a minimum FSI of 1.5 for the site.

Commented [A21]: Because density is deployed across the KDA and with the proposed change to the Official Plan, there is no need to reference the "development block" within the Secondary Plan.

Formatted: Font: Italic

Formatted: Font: Italic

Commented [A22]: Required in support of Region's intent to identify all MTSAs as Protected MTSAs. Based on granular estimate for development sites within KDA. This minimum accounts for site plan approved lands in the Southwest quadrant where the 1.5 density was not achieved.

12.2.4 Community Benefit Provisions

~~There may be instances where it is appropriate to permit additional height or density other than that identified in section 12.2.2 and 12.2.3 of the Secondary Plan on certain sites in the Bernard KDA. In such circumstances, the following criteria shall be met and community benefits provided.~~

Commented [A23]: Changes to this section reflect Bill 108 changes to the Planning Act. Height and Density schedules in this Secondary Plan are not subject to change by way of an agreement under Section 37 of the Planning Act. A change to height and/or density may only occur by way of an amendment to the Secondary Plan and Zoning By-law. Community benefits will be acquired through the implementation of a community benefits charge by-law. **A new policy is provided in section 12.2.5 Implementation that clarifies that the City will not enter into negotiations for increases in density and height in this area during the intervening period where the City has not yet brought into effect a Community Benefits By-law.**

1. ~~The Town may consider additional height and/or density on a site, in accordance with Section 37 of the Planning Act and Section 5.5 of the Part 1 Plan, and based on the following criteria:~~
 - a. ~~The overall proposal fits within the context of the Bernard KDA, constitutes good planning, and conforms to all other policies of the Part 1 Plan and Secondary Plan;~~
 - b. ~~The intensity and massing of the building provides an appropriate transition between buildings of differing scale.~~

~~Where the Town deems entering into a Section 37 agreement is appropriate, the Town may request the provision of community benefits, such as:~~

 - a. ~~Streetscape/landscape improvements over and above the Town's standards for the enhanced streetscape within the Bernard KDA, as shown on Appendix 2;~~
 - b. ~~Provision of public parking;~~
 - c. ~~Provision of public art;~~
 - d. ~~Provision of offsite pedestrian and cycling connections, facilities or TDM supportive infrastructure;~~
 - e. ~~Provision of affordable housing over and above the requirements of the Part 1 Plan;~~
 - f. ~~Achievement of an "Excellent" Sustainability Score under the Town's Sustainability Metrics program;~~
 - g. ~~Contribution towards community gardens in accordance with the Town's Community Garden Policy; and/or,~~

NOTE: Comment boxes that include text with **yellow highlight** identify where additional changes to policies are proposed since the Secondary Plan was posted for public comment on February 14, 2020.

DRAFT PROPOSED POLICY CHANGES FOR COUNCIL ENDORSEMENT MAY 2020
Yonge and Bernard Key Development Area Secondary Plan – Draft Policy Modifications

~~h. Any other community benefit or contributions deemed appropriate by Council.~~

12.2.45 Built Form

12.2.45.1 Street Orientation and Streetwall

The location and orientation of buildings in relation to the street is important because of the impact on the street at the pedestrian level. A consistent and active street edge is desired.

1. *Development* shall generally orient and place buildings at or near the street edge to animate and enhance the pedestrian realm.
2. Where a continuous streetwall exists within or nearby the Bernard KDA, such as the podiums of buildings along the Regional Mixed Use Corridor, *development* shall generally be sited to maintain and enhance the streetwall.
3. To encourage pedestrian amenities at grade, partial recessing of buildings may be permitted.
4. In accordance with Policy 3.4.1(58) of the Part 1 Plan, *development* shall site towers of high-rise buildings to provide a minimum of half of the required tower separation distance from the adjacent developable lots as shown in Figure 1.
5. Notwithstanding Policy 3.4.1(59) of the Part 1 Plan, residential buildings 10 storeys or less shall not be required to have a slender floorplate above the podium and policy 12.2.5.1 (6) regarding distance separation between mid-rise buildings shall apply.
6. *Mid-rise* buildings with windows facing a sideyard shall be designed to provide a sufficient separation distance of approximately 15 metres between both proposed and existing buildings and be sited to provide a minimum of half of the required separation distance from the adjacent developable lots to maintain light, view and privacy conditions.

Commented [A24]: To clarify that the applicable distance separation policy would apply in this situation.

12.2.45.2 Angular Plane and Shadowing

To ensure appropriate transition to the adjacent Neighbourhood designation and parks, angular plane and shadow analysis requirements have been established.

1. *Development* shall be subject to the angular plane requirements of Policy 3.4.1(55) and 4.4.1(10) of the Part 1 Plan.
2. In the event that the Neighbourhood designation immediately abuts the lot line of lands within the KDA, such as a ~~of~~ side-lot or back-lot conditions, the angular plane may be measured from 10 metres above grade at the lot line.
3. *Development* adjacent to an existing or planned park shown on **Schedule 3** to this Secondary Plan shall be required to demonstrate that any shadowing of parks is limited, so as to ensure adequate sunlight for plant growth and comfortable public recreational use in the park during the spring ~~to autumn~~ and summer seasons (March to September).

Commented [A25]: Clarification

Commented [A26]: Clarification.

DRAFT PROPOSED POLICY CHANGES FOR COUNCIL ENDORSEMENT MAY 2020
Yonge and Bernard Key Development Area Secondary Plan – Draft Policy Modifications

12.2.45.3 Views and Gateway Features

To create a unique sense of place, establishing an attractive urban appearance is key to transforming the Bernard KDA and creating a distinct destination. Establishing new focal points on buildings and properties will help to create a sense of place in the area.

1. *Development* shall provide visual focal points that contribute to a unified theme that may include coordinated building materials, streetscape elements, landscaped spaces, and/or public art.
2. The ~~Town's City's~~ Public Art Policy shall be utilized to determine the provision of public art.
3. *Development* shall be encouraged to provide new public art within ~~urban squares and~~ linear parks as shown on **Schedule 3** to this Secondary Plan.
4. Distinctive gateway buildings, features and amenity spaces shall be oriented towards the intersection of Yonge Street and Bernard Avenue, and *development* at this intersection shall be designed to include architectural features or materials that contribute to the sense of arrival such as distinct and prominent store fronts with awnings, stand-alone markers, public art, or landscape treatments.

12.2.56 Community Services

In accordance with Policy 4.1.1(2) of the Part 1 Plan, community services and facilities are encouraged throughout and adjacent to the Bernard KDA to support the needs of the growing centre. To support the residents of this area, community services such as schools, recreation centres, libraries, day nurseries, and emergency facilities shall be planned to keep pace with the growing population.

1. Community uses shall be accommodated in a more compact, urban form in accordance with Policy 3.1.7(4) of the Part 1 Plan; accordingly, Policy 4.1.1(4 - 7)(b) ~~does not apply to lands within the Bernard KDA.~~
2. Community uses shall be encouraged to co-locate on a site or within a building.

12.2.67 Housing

1. A minimum of 35 per cent of new ~~housing dwelling~~ units within the Bernard KDA shall be affordable in order to realize the City and Region's affordable housing targets, and to provide housing that is responsive to the needs of the City's residents.
2. *Affordable* housing shall comprise a mix and range of types, lot sizes, unit sizes, functions, and tenures to provide opportunity for all household types including larger families, seniors and residents with special needs.
3. *Medium density residential* or *high density residential development* on a site shall demonstrate how the minimum 35 per cent *affordable* housing target is met or exceeded over the long term on the site.
4. *High density residential development* on a site shall provide a minimum of 5 per cent of units that contain 3 or more bedrooms.
5. New rental accommodation will be promoted.

Commented [A27]: NOTE: RH staff have confirmed with both school boards that no specific direction regarding the siting of a school site is required within the KDA.

Commented [A28]: To permit such uses anywhere in the KDA without locational restrictions.

Commented [A29]: Change from: "housing": to "dwelling" to be consistent with OP definition of "dwelling unit" to differentiate from institutional units. Additional language provides context for the target.

NOTE: Comment boxes that include text with yellow highlight identify where additional changes to policies are proposed since the Secondary Plan was posted for public comment on February 14, 2020.

DRAFT PROPOSED POLICY CHANGES FOR COUNCIL ENDORSEMENT MAY 2020
Yonge and Bernard Key Development Area Secondary Plan – Draft Policy Modifications

12.3 Parks and Urban Open Space System

The Bernard KDA parks and urban open space system is shown on **Schedule 3** to this Secondary Plan and is envisioned as a series of ~~urban squares and~~ linear parks and urban plazas connecting to the larger Greenway System. The linear parks envisioned east and west of Yonge Street will strengthen connectivity and improve passive recreation. Urban ~~squares/plazas~~ will contribute to the character of the Bernard KDA, and are planned encouraged in areas to complement and support places of greater activity.

This system of parks and urban open space is intended to support mobility and connectivity while improving the public realm and enhancing a sense of place within the Bernard KDA. Additionally, this system is designed to connect the urban environment of the Bernard KDA to the abutting Greenway System and its associated natural heritage features, which include watercourses and *significant woodlands*.

1. The parks and urban open space system shown on **Schedule 3** to this Secondary Plan identifies:
 - a. Greenway System lands along German Mills Creek and the tributary to the Rouge River;
 - b. Linear Parks, including:
 - ~~i. Urban Squares;~~
 - ~~ii. Linear Parks;~~
 - c. Enhanced Streetscape.
2. In addition to Schedule 3 parks and open spaces, ~~development~~ shall be encouraged to provide private urban plazas that are publicly accessible.
3. The ~~Town-City~~ may further articulate design elements that will be used to unify and create an identity for the parks and urban open space system.
4. Minor adjustments to the location of parks shown on **Schedule 3** to this Secondary Plan shall not require an amendment to this Secondary Plan provided that the intent of this Secondary Plan is maintained.

12.3.1 Greenway System

The German Mills Creek is located along the western edge of the KDA, and a tributary to the Rouge River is located along the northern edge of the KDA. These lands are designated Natural Core in the Part 1 Plan and contain key natural heritage and key hydrological features as defined by the Oak Ridges Moraine Conservation Plan (ORMCP), as well as hazard lands. Buffers from Natural Core areas are required to be more specifically defined through a Natural Heritage Evaluation at the time of *development*.

Section 3.2.1 of the Part 1 Plan directs that lands within the Greenway System shall be protected, enhanced, and actively maintained over the long term. These lands are envisioned to become a key connection point between the Bernard KDA and the larger Greenway System to the west and north of the KDA.

1. *Development* and *site alteration* shall be subject to section 3.2.1(1)(18) and section 4.10.5 (Natural Core) of the Part 1 Plan.
2. *Development* and *site alteration* adjacent to natural heritage or hydrological features shall be subject to the natural heritage evaluation requirements of section 3.2.1(1)(27) of the Part 1 Plan and appropriate buffers shall be established in accordance with the Part 1 Plan policies.

DRAFT PROPOSED POLICY CHANGES FOR COUNCIL ENDORSEMENT MAY 2020
Yonge and Bernard Key Development Area Secondary Plan – Draft Policy Modifications

~~3. Notwithstanding Policy 3.2.2.3(7) of the Part 1 Plan, reductions may be permitted to the minimum protection zone (buffer) from the outer limits of hazardous lands and hazardous sites to the satisfaction of the City and the Conservation Authority to facilitate development or site alteration. However, no such reduction shall be permitted unless it is demonstrated through a Geotechnical Study, Natural Heritage Evaluation and/or Floodplain Assessment, prepared to the satisfaction of the City and the Conservation Authority, that the development or site alteration will not pose a risk to human health and safety or property, will not adversely impact upon adjacent properties or infrastructure, and will not have a negative impact on the adjacent key natural heritage features or key hydrological features and/or their functions.~~

Commented [A30]: Added to address comments received from TRCA and landowners adjacent to the channel in the northeast quadrant wherein development may be constrained due to findings related to floodplain modeling in this area.

12.3.2 Parks

A series of public gathering spaces will be created to enhance and complement existing public spaces. These spaces will serve as focal points and will enhance the sense of place within the KDA and over time, will contribute to creating a continuous network of public spaces for the pedestrian and cyclist.

Urban Squares

~~Urban Squares are shown on Schedule 3 (Open Space) to this Secondary Plan. Urban squares are public urban open spaces intended to be located in mixed-use intensification areas to support a high level of pedestrian activity. Urban squares serve not only local residents, but also people working, shopping, and dining within and near the Bernard KDA.~~

- ~~1. An urban square is planned in the southeast quadrant to support the evolution of the Bernard Bus Terminal and frame re-envisioned commercial uses. This will provide stronger visual connectivity from the rapidway into the Bernard KDA and provide an inviting public open gathering space.~~
- ~~2. An urban square is planned in the southwest quadrant to act as a neighbourhood gathering place providing open space amenity on the west side of Yonge Streets south side of Canyon Hill Avenue.~~
- ~~3. An urban square is planned in the northwest quadrant to complement the lands designated Natural Core that abut it to the east and provide a defining edge to the Bernard KDA.~~

Commented [A31]: Based on public open house and technical advisory team comments, urban squares are not planned for the area. KDA will rely on linear parks and urban plazas (private open space accessible to the public, see policy 12.3.3).

Commented [A32]: Removed based on negotiations with landowner wherein Tollbar Park expansion was secured,

Commented [A33]: Removed, based on South Brookside Tertiary Plan concept.

Linear Parks

~~Linear Parks are shown on Schedule 3 to this Secondary Plan. Linear parks are public parks intended to provide connections between parks and other community destinations. Linear parks can also be sited to act as a physical, green separation between abutting land uses.~~

- ~~1. Linear parks are planned in the northwest, southeast, and southwest quadrants to improve block permeability and strengthen multi-modal connectivity while enhancing the open space within the KDA.~~
- ~~2. The following criteria shall apply to the location and siting of new linear parks:

 - ~~a. Linear parks shall be sited to facilitate pedestrian and cycling connections between destinations such as commercial and retail areas and transit stations.~~
 - ~~b. The location of linear parks shall be used to create a visual impression, where applicable, or add to the connectivity of the broader parks and urban open space system.~~~~

Commented [A34]: Reference to the northwest is removed because these lands are no longer in the KDA boundary. They are identified in the South Brookside Tertiary Plan.

NOTE: Comment boxes that include text with yellow highlight identify where additional changes to policies are proposed since the Secondary Plan was posted for public comment on February 14, 2020.

DRAFT PROPOSED POLICY CHANGES FOR COUNCIL ENDORSEMENT MAY 2020
Yonge and Bernard Key Development Area Secondary Plan – Draft Policy Modifications

c. To provide for appropriate active transportation and recreation opportunities and to support the scale of *development* permitted:

Formatted: Font: Italic

i. The minimum width of the linear park within the south-east quadrant shall be 23 metres,
and

ii. The minimum width of the linear park within the south-west quadrant shall be 15 metres.

Commented [A35]: To provide clarity regarding municipal expectations for parkland provision to support forecasted growth within the KDA, and achieve the urban design vision for this area. The stratification analysis will help to determine whether and how much of underground parking may be permitted below the parkland.

12.3.3 Urban Plazas

Urban plazas are privately-owned, publicly accessible spaces that are intended to support areas with a high level of pedestrian activity. Urban plazas are a key component to enhancing the identity and connectivity of the Bernard KDA. Over time, these spaces are intended to function as landmarks that people meet in or use for wayfinding or active transportation purposes.

Commented [A36]: New policy added to re-enforce creation of amenity space within sites that is accessible to the public. These spaces provide opportunity for connectivity and provide added resting areas within the KDA to minimize the sense of congestion that comes from high density development. As privately owned spaces, there is no impact to the provision of underground parking.

1. The following criteria shall apply to the location and siting of new urban plazas:

a. Urban plazas shall be sited to reinforce a high quality, formalized relationship with adjacent built form, uses and the streetscape.

b. Large sites may include a single, large scale urban plaza or a series of smaller urban plazas.

c. The location of urban plazas shall be used to create a visual impression or add to the connectivity of other parks or urban open spaces.

12.3.43 Enhanced Streetscape

The enhanced streetscape is shown on Schedule 3 to this Secondary Plan. The Enhanced Streetscape is intended to frame new *development* and provide an important and welcoming streetscape environment to allow for cycling infrastructure, wider sidewalks, green stormwater infrastructure, permeable paving and the provision of flexible seating. The enhanced streetscape also presents the opportunity to integrate low impact development practices into new infrastructure.

Formatted: Font: Italic

1. An enhanced streetscape is planned in all quadrants of the Bernard KDA to strengthen the appearance and health of the current street network to support the plan's vision for a walkable and environmentally sustainable community.

2. The enhanced streetscape shall be comprised of the following zones, as shown on Appendix 1 to this Secondary Plan:

Commented [A37]: NOTE: Appendix 1 shows the "zones," Appendix 2 provides examples of what can happen in the zones.

a. An amenity zone, including enhanced tree plantings, street furniture, enhanced lighting, bio-swales, and/or enhanced landscape plantings, as appropriate.

b. A pedestrian travel zone, including a continuous 2 metre minimum and 3 metre desired pedestrian space and enhanced paving patterns and/or permeable paving, as appropriate.

c. A spill out zone, including building entries and displays, awnings, public art, landscaping or plazas, as appropriate. Front yard setback requirements will provide for wider sidewalks and contribute to the streetscape enhancements.

DRAFT PROPOSED POLICY CHANGES FOR COUNCIL ENDORSEMENT MAY 2020
Yonge and Bernard Key Development Area Secondary Plan – Draft Policy Modifications

3. *Development* shall provide enhanced streetscape components where identified on **Schedule 3**. Enhanced streetscape components may be provided within and/or adjacent to the public right of way.
4. Streetscape design within the enhanced streetscape shall reflect the mixed use character of the KDA, and shall complement adjacent land use and built form.
5. Examples of enhanced streetscape components are provided in **Appendix 2**. The ~~Town-City~~ may consider alternative enhancements where it is demonstrated that the proposed enhancement improves walkability and/or provides suitable environmental benefits.

12.4 Connectivity and Mobility

The vision for the Bernard KDA is to provide for a more connected and multi-modal transportation system. By creating smaller development blocks with the introduction of new streets, more opportunities for movement are provided with less reliance on the arterial streets for site access within the Bernard KDA. Creating a more walkable block structure and introducing a finer grain street network is fundamental to the vision for the Bernard KDA. In accordance with Policy 3.5.1(15) of the Part 1 Plan, which identifies the long-term target transit modal split of 50% in the Regional Centres and Regional Corridors during peak periods, the policies in this section are 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. Development levels beyond those projected by this Plan are likely to jeopardize reasonable operations of the existing and planned street network.

1. A fine-grain grid of streets and blocks is fundamental to the vision for the Bernard KDA. The street network and block structure shown on **Schedule 4** to this Secondary Plan has been planned to:
 - a. Introduce more options for moving around the area with less reliance upon Yonge Street;
 - b. Create shorter, more pedestrian-oriented blocks that provide logical and direct connections within the Bernard KDA and between the area and the surrounding Neighbourhood through the provision of pedestrian and cycling connections and new public streets to support active transportation and transit use;
 - c. Support access to the bus rapid transit stations;
 - d. Ensure connectivity and permeability within the Bernard KDA and to the adjacent Neighbourhood;
 - e. Minimize walking distances between the *retail, commercial, office, major office* and community uses within the Bernard KDA and the surrounding Neighbourhood; ~~and~~
 - f. Minimize vehicular access onto arterial streets to maximize their efficiency; and
 - f-g. Ensure vehicular interconnections between blocks to connect to public roadways to maximize their efficiency, where appropriate.
2. Transportation demand management (TDM) will be critical to achieve a balanced transportation system in the Bernard KDA that provides and promotes attractive ~~alternatives-modes of travel other than~~ the

DRAFT PROPOSED POLICY CHANGES FOR COUNCIL ENDORSEMENT MAY 2020
Yonge and Bernard Key Development Area Secondary Plan – Draft Policy Modifications

automobile. Section 12.4.3 of this Secondary Plan outlines the approaches the ~~Town-City~~ shall utilize to implement TDM, in cooperation with York Region and landowners.

3. The street network shown on **Schedule 4** to this Secondary Plan has been evaluated as it relates to the projected population and employment outlined in Section 12.1.1 of this Secondary Plan. While the planned Regional road improvements and proposed street network, coupled with TDM strategies and other transit initiatives, is sufficient to keep pace with the projected population and employment growth, a development proponent may be required to monitor traffic conditions and modal splits, to prepare further more detailed studies may be required to address area-specific or site specific transportation issues.

Formatted: Font: Italic

Commented [A38]: Clarification.

12.4.1 Active Transportation

The Bernard KDA is envisioned as a cycling and pedestrian-oriented, compact and mixed-use environment. A key component of realizing this vision is to promote active transportation as a desirable way to travel within the Bernard KDA. Fostering active transportation connections adds to the identity of the Bernard KDA as a unique place within the ~~Town-City~~ that people will want to visit. This Secondary Plan outlines the active transportation framework envisioned for the area.

Pedestrian and Cycling Connections

Pedestrian and cycling connections provide an opportunity for a finer-grained active transportation network. Portions of the Bernard KDA provide opportunities to create pedestrian-scaled blocks, while other portions have larger blocks where opportunities exist to improve connections. Where feasible, cycling facilities shall have their own dedicated right-of-way to increase the level of safety and comfort for cyclists.

1. The Bernard KDA shall be planned to establish a well-connected system of pedestrian and cycling routes and streets as shown on **Schedule 4** to this Secondary Plan.
2. *Development* in the Bernard KDA shall ~~generally~~ provide for a 2 metre minimum pedestrian space on both sides of the streets as shown on Schedule 4. and 3 metre ~~desired~~ pedestrian space is desired along Yonge Street.
3. *Development* shall incorporate or enhance the planned pedestrian and cycling connections shown on **Schedule 4** to this Secondary Plan.
4. Cycling facilities are proposed along Bernard Avenue, Canyon Hill Avenue, Leyburn Avenue, and Yorkland Street. ~~A cycling facility is~~ Cycling facilities are planned to be accommodated on streets and linear parks shown on **Schedule 4** to this Secondary Plan.
5. Pedestrian connections within and between sites and cycling connections shown on **Schedule 4** shall be designed to incorporate:
 - a. Appropriate pedestrian-scaled lighting;
 - b. Landscaping, where possible, that is consistent with Crime Prevention Through Environmental Design (CPTED) principles of design and Accessibility for Ontarians with Disabilities Act (AODA) requirements;

Commented [A39]: To recognize that such facilities are also planned within linear parks.

NOTE: Comment boxes that include text with **yellow highlight** identify where additional changes to policies are proposed since the Secondary Plan was posted for public comment on February 14, 2020.

DRAFT PROPOSED POLICY CHANGES FOR COUNCIL ENDORSEMENT MAY 2020
Yonge and Bernard Key Development Area Secondary Plan – Draft Policy Modifications

c. Appropriate signage with clear and legible directions;

~~e-d.~~ Sufficient width to provide sky-view within the connection, and

~~d-e.~~ Connections to destinations such as public trails, parks, urban squares/plazas, transit stations, community uses and the adjacent Neighbourhood. These connections include but are not limited to those identified as “Potential Trails” on Schedule 3.

Commented [A40]: To ensure comfortable connections.

Commented [A41]: To provide a link to the Schedule 3 identification of potential trails. Some of these trails may be located in the Greenway system, while others may be part of the street network.

6. The York Region Transportation Master Plan, the ~~Town's City's~~ Pedestrian and Cycling Master Plan and the ~~Town's City's~~ Urban MESP shall be utilized to plan for pedestrian and bicycle connections.

Bicycle Parking and Other End-of-Trip Facilities

7. *Development* shall provide street furniture or end-of-trip cycling facilities, including but not limited to secure, indoor bicycle parking, shower and change facilities, long-term bicycle parking at grade, and other amenities in accordance with the ~~Town's City's~~ Zoning By-law and approved Sustainability Metrics.
8. Adequate and sheltered public bicycle parking shall be provided, where feasible, in accordance with the ~~Town's City's~~ Zoning By-law and approved Sustainability Metrics.
9. Short-term (visitor) bicycle parking facilities shall be located at/near the entrance of the building, where feasible, and to the satisfaction of the ~~Town~~City.

12.4.2 Transit

The Bernard KDA is well served by local and regional transit. A supportive transit system encourages ridership. Transit riders often walk or bike to or from transit stops, providing physical activity. Bus Rapidway Transit (BRT) featuring dedicated bus lanes will run along Yonge Street through the Bernard KDA. As Yonge Street forms the spine of Richmond Hill, the planned BRT service will provide an important rapid transit connection for the ~~Town~~City. Local York Region Transit (YRT) services will continue to evolve with growing transit demands and the Bernard Bus Terminal will maintain its function as a transit hub for several YRT routes.

Bus Rapidway Transit (BRT)

BRT stations are planned at the intersection of Yonge Street and Bernard Avenue in the Bernard KDA as identified on **Schedule 4** to this Secondary Plan.

1. *Development* shall support transit by:
- a. Ensuring a mix of uses consistent with the Part 1 Plan, including employment uses to draw peak ridership in the morning and afternoon and destination uses such as *retail, commercial*, and arts and cultural facilities to draw ridership during off-peak hours.
 - b. Siting entrances close to the edge of the right-of-way and providing landscaping that animates the pedestrian realm, where appropriate.
 - c. Ensuring a transit-supportive built form and site density in accordance with Schedule 2 to this Secondary Plan.

NOTE: Comment boxes that include text with yellow highlight identify where additional changes to policies are proposed since the Secondary Plan was posted for public comment on February 14, 2020.

DRAFT PROPOSED POLICY CHANGES FOR COUNCIL ENDORSEMENT MAY 2020
Yonge and Bernard Key Development Area Secondary Plan – Draft Policy Modifications

- d. Implementing the finer-grained street network as identified in this Secondary Plan.
- e. Implementing appropriate on site ~~pedestrian/cycling~~ connections to the pedestrian/cycling network.

2. The ~~Town-City~~ will work with York Region to ensure that *development* is well connected and integrated into the planned pedestrian and cycling network along Yonge Street.

Bernard Bus Terminal

3. Development within the southeast quadrant shall support the potential redevelopment of the Bernard Bus Terminal as an integrated use within the Bernard KDA including the potential configuration of bus facilities integrated into the development of the future street network and/or integrated into a mixed-use building.
The ultimate location of the Bus Terminal shall be determined in consultation with the transit authority, ensuring maximum utility and efficiency of service over the long term. Any additional land that is required to support the transit terminal shall be dedicated to the Region in accordance with the Planning Act.

Commented [A42]: To provide greater clarity that the future bus terminal shall be designed to maximize its utility and efficiency. To clarify that its design will be determined through a collaborative process among the development proponent, the City and the Region (transit authority), and that in accordance with sections 51 or 41 of the Planning Act, any additional land required for the terminal will be dedicated to the Region/transit authority.

12.4.3 Transportation Demand Management (TDM)

The goal of Transportation Demand Management (TDM) is to reduce the amount of travel by decreasing the need to travel, shifting travel away from the single occupant vehicle, and peak period travel. This Secondary Plan facilitates TDM by planning for appropriate *intensification* and a mix of uses that supports increased transit use. An improved pedestrian environment, pedestrian and cycling connections, and a system of parks and urban open spaces will provide more travel options and encourage more people to walk or cycle to shops, services and transit stops. Municipal TDM opportunities within the Bernard KDA will be explored to provide further support for end of trip mobility options.

- 1. The ~~Town-City~~ shall encourage and support implementing car-share facilities in the Bernard KDA.
- 2. The ~~Town-City~~ shall encourage and support implementing bike-share or other micro-mobility facilities to offer opportunities for short distance trips to be made by employees or residents.
- 3. The ~~Town-City~~ may introduce public bicycle parking within the enhanced streetscape.
- 4. The ~~Town-City~~ may establish a system of thematic wayfinding signage for the Bernard KDA to emphasize the proximity of destinations within each quadrant and serve as a branding opportunity.
- 5. *Development* shall be required to prepare and implement a TDM Strategy to the ~~Town's-City's~~ satisfaction, which ~~may include~~must incorporate, but shall not be limited to, any or all of the following:
 - a. Cycling infrastructure and end-of-trip infrastructure such as secure bicycle storage and shower and change room facilities;
 - b. Secure public bicycle parking;
 - c. Bicycle maintenance facilities;
 - ~~b-d.~~ Dedicated cycling routes internal to the site to and from key destinations;
 - ~~e-e.~~ Connections to existing municipal bicycle network;

Commented [A43]: Changes and additions made in accordance with recommendations from the HDR Transportation Study

NOTE: Comment boxes that include text with **yellow highlight** identify where additional changes to policies are proposed since the Secondary Plan was posted for public comment on February 14, 2020.

DRAFT PROPOSED POLICY CHANGES FOR COUNCIL ENDORSEMENT MAY 2020
Yonge and Bernard Key Development Area Secondary Plan – Draft Policy Modifications

- ~~d.a. Subsidized transit passes or pre-loaded transit cards for new residents and/or employees;~~
- e.f. Pedestrian amenities, such as treed sidewalks, benches and marked crossings;
- f.g. Continuous pedestrian linkages to minimize pedestrian walking distances;
- g.h. Functional building entrances oriented to locations where pedestrians, cyclists, and transit users arrive such as a street, park, ~~urban square~~, or urban plaza;
- i. ~~Subsidized transit passes or pre-loaded transit cards for new residents and/or employees;~~
- h.a. ~~Weather protection along street frontages adjacent to transit stops;~~
- j. Pick-up/drop-off spaces;
- i.a. ~~Car sharing programs and preferential car share parking;~~
- j.k. Preferential carpool parking;
- k.a. ~~Paid parking for non residential uses;~~
- l. ~~Employer shuttles or vanpools supported by preferential parking;~~
- m. ~~Electric vehicle charging stations or rough-ins;~~
- n.l. Varying hours of work to reduce peak hour loads;
- o.a. ~~Maximum parking rates;~~
- p.m. Commitment to participate in residential or workplace TDM program;
- n. Commuter trip reduction programs;
- o. Maximum parking rates;
- p. Dedicate spaces to priority uses;
- ~~Shared parking agreements;~~
- q. Unbundle parking spaces from lease agreement;
- r. Transportation marketing services;
- s. The TDM Strategy may also include, but shall not be limited to, any of all of the following:
 - i. Additional long-term bicycle parking (beyond minimum requirements);
 - ii. Improved access to long-term bicycle parking;
 - iii. Enhanced short-term bicycle parking;

DRAFT PROPOSED POLICY CHANGES FOR COUNCIL ENDORSEMENT MAY 2020
Yonge and Bernard Key Development Area Secondary Plan – Draft Policy Modifications

- iv. Public bicycle share spaces;
- v. Shared bicycle fleet and subsidization of the service provider to encourage expansion to new areas;
- vi. Weather protection along street frontages adjacent to transit stops;
- vii. Shuttle bus service, provided and operated by the development;
- ~~Car sharing programs and preferential car share parking;~~
- ~~Subsidized car share memberships and subsidization of the service provider to encourage expansion to new areas;~~
- viii. Employer shuttles or vanpools supported by preferential parking;
- ix. Electric vehicle charging stations or rough-ins;
- x. Paid parking for non-residential uses;
- xi. Other innovative strategies (i.e. valet, off-site parking, agreements, rented parking);
- xii. Location of off-street parking / overflow parking plan;
- xiii. Technology that displays general transit information (e.g. information to resident, employees and visitors about transit, rideshare and taxi services, bicycling facilities, and overflow parking options);
- xiv. Technology that displays real-time transit information (e.g. next vehicle arrivals, current schedules, detours, etc.);
- ~~xv. Multimodal wayfinding signage;~~
- xvi. Other measures that may be identified.

6. In addition to the Transportation Demand Measurements outlined above, direct reductions in parking supply and may be permitted through:

- a. The provision of publicly accessible car-share parking spaces with implemented car-sharing programs, to the satisfaction of the City of Richmond Hill.
- b. The consideration of shared parking supply between office and residential visitor uses situated in the same parking facility under one property owner.

Such reductions shall be permitted at the sole discretion of the City; upon the provision of a satisfactory Transportation Planning Study and Transportation Demand Management Strategy; and in accordance with rates and formulas prescribed in the City's most current Parking Strategy.

DRAFT PROPOSED POLICY CHANGES FOR COUNCIL ENDORSEMENT MAY 2020
Yonge and Bernard Key Development Area Secondary Plan – Draft Policy Modifications

12.4.4 Public Streets

Streets represent important public spaces and aid in shaping the experience and identity of a place. More than a road to move vehicular traffic, a street defines and considers all of the elements that combine to create the quality and character of the “urban room” that contains the street: sidewalks, trees, lighting, furnishings, signage and the character and quality of the buildings that define the streetwall. Given that a culture of walking and cycling is fundamental to achieving a successful Bernard KDA, streets must be designed to balance pedestrian, cycling, transit, land use and civic functions, in addition to the movement of vehicles.

1. The intent of the hierarchy of streets shown on **Schedule 4** to this Secondary Plan is to identify the characteristics that will be fostered to create pedestrian and cycling oriented streets. Additional private streets and pedestrian paths are encouraged to be provided in order to supplement the planned network for this area. The cross-sections shown in **Appendix 1** to this Secondary Plan illustrate the intended character and, along with a Council approved public realm master plan, shall be utilized to inform detailed design.
2. Streetscapes shall be designed with high-quality design elements to improve the character of the Bernard KDA and enhance the appearance, health, and enjoyment of the urban landscape.
3. The streets shown on **Schedule 4** to this Secondary Plan include existing and planned arterial, streets and collector and local streets that are required to support the long term development of this area.
4. In addition to streets, the Bernard KDA includes pedestrian and cyclist connections.

Commented [A44]: Inserted to clarify that Schedule 4 represents the minimum network of streets and pedestrian/cycling connections. Additional private connections are encouraged. Schedule 4 connections are required to be fully publically accessible. Should the stratification study determine that in some instances stratification of streets could be permitted, this policy would not preclude that from occurring.

Commented [A45]: Appendix 1 will be updated with the cross sections provided in the HDR Transportation report.

12.4.4.1 Regional Arterial Street

Yonge Street is an existing arterial street and will remain a primary street framed by buildings along the majority of its length through the Bernard KDA. The treatment of this street will serve to unify the Bernard KDA with the Regional Mixed Use Corridor to the north and south of the KDA. Vehicular access to Yonge Street shall be limited and generally provided from collector or local streets where access consolidation is not feasible, to the satisfaction of York Region.

Commented [A46]: Removed, given that the street wall policy already addresses this.

1. Yonge Street shall be planned to have a maximum right-of-way width of 45 metres.
2. Characteristics for Yonge Street in the Bernard KDA include:
 - a. Dedicated bus lanes in the centre median.
 - b. Two vehicle travel lanes in each direction.
 - c. Left turn lanes at signalized intersections.
 - d. 2 metre minimum and 3 metre desired pedestrian space.
 - e. The pavement is marked at all signalized intersections to define pedestrian cross walks.
3. Pursuant to a comprehensive area-wide parking strategy, the Town City will work cooperatively with York Region to investigate the provision of on-street parking in off-peak hours.

Commented [A47]: Updated since the current BRT work has already resulted in the full ROW being achieved.

Commented [A48]: Per request of Region of York.

NOTE: Comment boxes that include text with yellow highlight identify where additional changes to policies are proposed since the Secondary Plan was posted for public comment on February 14, 2020.

DRAFT PROPOSED POLICY CHANGES FOR COUNCIL ENDORSEMENT MAY 2020
Yonge and Bernard Key Development Area Secondary Plan – Draft Policy Modifications

4. *Development* shall be designed to protect for a potential new signalized intersection on Yonge Street, north of Bernard Avenue, subject to the review of York Region.

12.4.4.2 Collector and Local Streets

Collector and local streets provide linkages within the Bernard KDA or to the adjacent Neighbourhoods as described in the Part 1 Plan. Collector and local streets are shown on **Schedule 4** to this Secondary Plan.

~~The street network includes a link to realign and connect Naughton Drive north to the planned local street that forms an “L” shape in the northwest quadrant of the KDA connecting Yonge Street to Brookside Road. The alignment of the link is to be confirmed and may be located outside the KDA. This link will effectively transform a dead-end street into a continuous street, improving connectivity to the surrounding community. An existing barrier currently restricts access to Yonge Street from Naughton Drive. As development occurs along the northwest quadrant of the KDA, the remaining portion of Naughton Drive connecting Yonge Street may be removed and become developable land.~~

Commented [A49]: No longer necessary since the street alignment shown on Schedules 1-4 at the NW quadrant and on the Yonge MCD lands has been modified to reflect the latest approved concept for the street connecting Brookside Rd. to Naughton Dr through the Yonge MCD development.

1. Characteristics for collector and local streets include:

~~a. Sidewalks on both sides;~~

~~a.b. Cycling facilities.~~

~~b.c. On-street parking on one side, and on two sides where feasible. Permeable paving may be included, as appropriate.~~

~~e.d. Enhanced streetscape components as per section 12.3.3.~~

~~2. Collector streets and local streets shall have a planned right-of-way and be designed in accordance with section 3.5.5 and 3.5.6 of the Part 1 Plan. width of 26 metres and may be reduced to a minimum of 23 metres where such a width is not detrimental to the movement of traffic and the provision of municipal servicing, utilities, and landscaping, and subject to the satisfaction of the Town.~~

~~3. Local streets shall have a planned right-of-way width of 20 metres and may be reduced to a minimum of 18 metres where such a width is not detrimental to the movement of traffic and the provision of municipal servicing, utilities, and landscaping, and subject to the satisfaction of the Town.~~

~~4.2. Notwithstanding the right-of-way widths identified in the Part 1 Plan and policies 12.4.4.2(2) and (3) of this Secondary Plan, additional widths may be required for additional lanes at intersections, right-of-way transitions, utilities, cycling and pedestrian facilities, grading/cuts and fills and/or sightlines.~~

Commented [A50]: Removed from Secondary Plan, because these policies are now within the Part 1 OP (per OMB approval in 2018)

~~5.3. New collector and local streets shall be acquired through the development process to provide for a finer grained street network in accordance with the Policy 4.4.2(3) of the Part 1 Plan.~~

4. Minor adjustments to the location of streets shown on **Schedule 4** to this Secondary Plan shall not require an amendment to this Secondary Plan provided that the intent of this Secondary Plan is maintained.

DRAFT PROPOSED POLICY CHANGES FOR COUNCIL ENDORSEMENT MAY 2020
Yonge and Bernard Key Development Area Secondary Plan – Draft Policy Modifications

~~6.5. Naughton Drive. An existing barrier currently has restricted access to Yonge Street, from Naughton Drive. As development occurs along the northwest quadrant of the KDA, and the new Abitibi Road extension is secured, the remaining portion of Naughton Drive from Abitibi road connecting to Yonge Street may be removed and become developable land.~~

Commented [A51]: To address the expanded boundary of the KDA, reinforces the desire to extend Abitibi Road and permits development on lands that may be deemed surplus over the long term.

12.4.5 Private Streets

1. Private streets shall be designed to function and appear the same as public streets, including being designed in accordance with the ~~Town's City's~~ design standards and providing connectivity between sites.

12.4.6 Access

1. Where feasible, *development* shall consolidate accesses between properties to minimize the impact of servicing and loading. The need for interconnection between properties shall be determined by the ~~Town City~~ and/or Region, including public easements to allow cross property access.

12.4.7 Encroachments

~~1. Permanent structural components of any new development such as colonnades, balconies, and underground parking structures are not permitted to encroach onto public property.~~

Commented [A52]: Removed because the City is presently undertaking a study regarding stratified ownership of land, encroachments and easements. Following the conclusion of the study and associated direction from Council, should there be a need to provide official plan policy direction on such matters, this direction will be provided on a Part 1 Official Plan basis rather than through specific Secondary Plans.

~~Notwithstanding 12.4.7 (1), underground parking may be permitted below parks where the ~~Town City~~ deems it to be necessary and appropriate, as per policy 3.1.8(3)(i) of the Part 1 Plan.~~

Commented [A53]: Removed because this policy is already provided in the Part 1 Plan, it need not be reiterated here.

~~2.1. The following temporary or semi-permanent encroachments into the public realm, including onto or over public sidewalks, urban squares, or parks, may be considered subject to appropriate approvals by the ~~Town City~~ or York Region:~~

Commented [A54]: This encroachment policy remains because given the high-density context of the KDA, these types of encroachments are appropriate for such areas, but not something that would otherwise be encouraged in other parts of the City.

- a. Awnings;
- b. Outdoor cafés and seating for restaurants; and
- c. Semi-permanent structures, including entry features, arcades and perpendicular signage attached to the building.

~~3.2. Any permitted encroachment, whether temporary or semi-permanent, shall be established by the ~~Town City~~ on a site-by-site basis through the ~~Town's City's~~ encroachment permit application process.~~

12.4.8 Parking

Parking infrastructure is a component of the overall transportation system and is used to support the vision for the Bernard KDA as a mixed-use, pedestrian-oriented area. ~~Parking rates and related requirements shall be specified specifications are provided in the implementing zoning by-law, these rates are and shall be informed by the City's Parking Strategy.~~

Commented [A55]: To provide direction and clarity with respect to the implementing zoning by-law's parking provisions.

1. ~~The City, in cooperation with York Region, shall investigate the opportunity and appropriateness of implementing On-street lay-by parking shall be implemented, where appropriate, on Yonge Street and local and collector streets.~~

DRAFT PROPOSED POLICY CHANGES FOR COUNCIL ENDORSEMENT MAY 2020
Yonge and Bernard Key Development Area Secondary Plan – Draft Policy Modifications

2. *Development* shall ~~be encouraged to~~ locate parking below grade or where it is not feasible, in structured or surface parking at the rear or side of a site in accordance with Policy 3.4.1(49) and (50) of the Part 1 Plan. Parking for new *major retail development* shall be required to locate below grade or where it is not feasible, in structured parking integrated at the rear or side of a building in accordance with Policy 4.4.2(2) of the Part 1 Plan.
3. Where permitted, above grade structured parking shall be integrated within the podium of the building, subject to Policy 12.4.8.4, and where feasible, the ground floor portion of the podium that faces a street or open space shall be occupied by commercial, retail or community uses, to provide at grade animation of these spaces.
~~Where parking is integrated into the podium of a building and faces a public street or open space, the ground floor shall be occupied by commercial, retail or community uses where feasible.~~
4. The façade of an above-grade parking structure shall be well designed to appear as a fenestrated building, with well-articulated openings and high-quality materials, subject to review through the development ~~approval~~ process.
5. In order to reinforce streets as important public spaces, the locations of parking, driveways, ~~and~~ service entrances and loading areas shall be carefully considered and coordinated with the locations for pedestrian entrances. Parking facilities, service access points, loading areas and any visible waste containers and/or mechanical equipment should be located in a manner that has a minimal physical impact on sidewalks and accessible open spaces. *Development* shall, where feasible, provide, ~~where feasible,~~ shared access at the side and/or rear of buildings to aid in providing for these functions.

12.5 Implementation

12.5.1 Community Improvement Plan

1. Lands within the Bernard KDA may be identified as part of a Community Improvement Plan Area.
2. The ~~Town-City~~ shall consider the preparation of a Community Improvement Plan or a series of Community Improvement Plans, in order to identify public realm improvement priorities and establish programs to assist the private sector in improving their properties.
3. The following programs may be considered by the ~~Town-City~~ as part of the Bernard KDA Community Improvement Plan:
 - a. A program to promote *office* or *major office* uses to locate within the Bernard KDA.
 - b. A program to promote enhanced landscape treatments to improve the image of the Bernard KDA.
 - c. A program to promote *affordable* housing.
 - d. Other programs as determined by Council.

DRAFT PROPOSED POLICY CHANGES FOR COUNCIL ENDORSEMENT MAY 2020
Yonge and Bernard Key Development Area Secondary Plan – Draft Policy Modifications

12.5.2 Monitoring

1. The ~~Town-City~~ shall monitor key statistics on an ongoing basis to determine the following~~understand~~:

- a. Population and employment growth within the area;
- b. The uptake of the density distribution shown on **Schedule 2** of this Secondary Plan;
- c. The mix of uses within the area;
- d. The amount, range, and size (total gross floor area) of non-residential uses;
- e. Travel characteristics, ~~parking demand, and~~ modal split, and implementation of transportation demand management measures;
- f. ~~The supply and demand of vehicular and bicycle parking~~;
- e.g. ~~The provision of municipal infrastructure to support growth within the KDA; and~~
- f.h. The percentage of new *affordable* housing units across the Bernard KDA.

Commented [A56]: Clarification.

Commented [A57]: Clarification.

Commented [A58]: In recognition that provision of infrastructure within and beyond the KDA is required to support increased growth within the KDA.

Key statistics may include gross floor area, *dwelling units*, and number of people and jobs added within the Secondary Plan Area.

2. Over time, the ~~Town-City~~ shall monitor if and how *development* contributes to the achievement of the vision, principles, and policies of this Secondary Plan, and identify emerging priorities and initiatives to ensure the policies of this Secondary Plan remain relevant.

12.5.3 Land Acquisition

1. The ~~Town-City~~ may acquire lands for public uses, such as: parks and environment protection, parking or access, (whether for streets or parking facilities), through one or more of the following mechanisms:

- a. Acquisition in accordance with Provincial legislation;
- b. Working with the Provincial Government, York Region, and Toronto and Region Conservation Authority to acquire land;
- c. Encouraging landowners to dedicate or bequeath lands;
- d. As a condition of *development* approval;
- e. Land exchanges with the ~~Town-City~~ and/or other landowners;
- f. Easements registered on title;
- g. Public purchase; and
- h. Any other available means.

Formatted: Font: Italic

NOTE: Comment boxes that include text with yellow highlight identify where additional changes to policies are proposed since the Secondary Plan was posted for public comment on February 14, 2020.

DRAFT PROPOSED POLICY CHANGES FOR COUNCIL ENDORSEMENT MAY 2020
Yonge and Bernard Key Development Area Secondary Plan – Draft Policy Modifications

12.5.4 Zoning By-laws

12.5.4.1 General

1. An Implementing Zoning By-law for the Bernard KDA shall provide the appropriate zoning provisions and *development* standards to implement the policies of the Bernard KDA Secondary Plan.
2. Any reference to the Zoning By-law within this Secondary Plan should also be interpreted to apply to a Development Permit By-law in accordance with Section 5.16 of the Part 1 Plan, should the ~~Town-City~~ adopt such a by-law for this area.

12.5.4.2 Holding By-law

The density allocations in Schedule 2 of this Secondary Plan are premised on the provision of an appropriate mix of uses and the servicing required to support the cumulative growth forecasted for this KDA. From a transportation perspective, the analysis assumes that certain modal splits within the KDA and outside of the KDA will be achieved, and that the following Region of York Capital projects are completed to support the full buildout of the KDA:

- a) Highway 404 HOV expansion (Highway 7 to Stouffville Road)
- b) Yonge Street Rapidway (Highway 7 to 19th Avenue)
- c) Leslie Street road widening (19th Avenue to William F. Bell Parkway)
- d) Elgin Mills Road East grade separation over the CN Rail Corridor
- e) Elgin Mills Road West road widening (Bathurst Street to Yonge Street)
- f) 19th Avenue road widening (Bayview Avenue to Leslie Street)
- g) Bathurst Street road widening (Major MacKenzie to ~~Elgin Mills~~Gamble Road)

While at the time of approval of this Secondary Plan most of these projects are under construction, the City will need to monitor the status of the remaining projects to ensure that future growth within the KDA is supported by the identified transportation infrastructure. Similarly, the City will need to monitor the achievement of modal splits through the development approval process.

From a mix of use perspective, the analysis assumes that there is an increase in non-residential GFA to support achievement of transportation modal splits, and at a minimum, there is no net loss of non-residential GFA.

Accordingly, *development* shall be subject to a holding by-law to ensure orderly development within the KDA.

1. The lifting of the "H" will be subject to a requirement that a *development* proponent prepare and submit, in addition to all other studies and reports required for a complete application, a transportation planning study which demonstrates to the satisfaction of Council or other approval authority that the proposed *development* meets all of the required conditions prescribed for the applicable development scenario contained in the following table:

Commented [A59]: To address findings from the transportation analysis wherein the build-out of the KDA is deemed supportable based on the completion of several capital projects identified by the Region and the City. To address concerns regarding premature development staff propose the application of a holding by-law. This allows for pre-zoning while still providing the City the ability to phase development over the life of the plan's implementation. Note, development that would satisfy the Region's minimum targets is not anticipated to be held up by this policy.

Commented [A60]: Added to clarify that the Transportation Report considered the growth of the KDA in terms of land use and the number of people and jobs that could be supported within the KDA.

Commented [A61]: Added to clarify that the achievement of modal split is dependent on achieving the mix of use objectives to of the Secondary Plan.

Formatted: Font: Italic, Font color: Text 1

Formatted: Font: Italic, Font color: Text 1

Formatted: Font: Italic, Font color: Text 1

DRAFT PROPOSED POLICY CHANGES FOR COUNCIL ENDORSEMENT MAY 2020
Yonge and Bernard Key Development Area Secondary Plan – Draft Policy Modifications

Scenario	The overall KDA density combined population and jobs (existing and approved development ¹) along with the proposed development is:	And, the Regional Projects (a-f) listed above are constructed	And, the KDA & Yonge Corridor minimum modal split is...	And the minimum modal splits along Bayview and Bathurst corridors are...	And, Regional Project (g) listed above is constructed/ under construction
A	Under 3.0 FSI Under 10,400 residents and jobs combined.	n/a	n/a	n/a	n/a
B	3.0 – 3.6 FSI Between 10,400 and 12,650 residents and jobs combined.	✓	30% min.	20% min.	n/a
C	Between 10,400 and 12,650 residents and jobs combined. 3.0 – 3.6 FSI	✓	17% min.	11% min.	✓
D	3.6 – 4.0 FSI Greater than 12,650 residents and jobs combined.	✓	30% min.	20% min.	✓

Commented [A62]: Using population and jobs in accordance with the thresholds provided by the transportation consultant for when additional criteria must be met.

Formatted: Font: Italic, Font color: Text 1

¹ “approved development” may be site plan approved, draft plan approved, and/or development for which allocation of servicing has been provided.

~~4.~~ 2. The lifting of the “H” will be subject to a requirement that prior to the approval of any proposed new development, the proponent demonstrate to the satisfaction of Council that a mix of land uses is provided on the site, including plans that will ensure the replacement of any existing non-residential gross floor area which would be displaced as part of the proposed development, in accordance with policies provided in Section 12.2.1.

Commented [A63]: Added to ensure that the lifting of the Hold will take into consideration how the proposed development is meeting the mix of use objectives to support the achievement of the necessary modal split as the KDA redevelops over time.

DRAFT PROPOSED POLICY CHANGES FOR COUNCIL ENDORSEMENT MAY 2020
Yonge and Bernard Key Development Area Secondary Plan – Draft Policy Modifications

12.5.5 Subdivision of Land

1. *Where a development application is proposed on lands within the Secondary Plan that include a planned street, linear park, and/or the Bernard Bus Terminal as identified on Schedules 3 and/or 4, the City may require that the proponent submit an application for Plan of Subdivision, or where deemed appropriate, an application for consent to sever. This may be required in order that the lands which the City or other approval authority considers necessary for such purposes be conveyed to the City and/or Region as authorized by Section 51(25) of the Planning Act, so as to ensure that the planned infrastructure required to support growth within the KDA is achieved.*

Formatted: Font: Italic, Font color: Text 1

Commented [A64]: Added a comma

Commented [A65]: Per request of Region and in response to questions from landowners.

12.5.65 Site Plan Control

1. As part of the Site Plan Control process, the ~~Town-City~~ may include conditions of approval requiring reciprocal easements in perpetuity between properties or public access easements to ensure connectivity is maintained between *development* that fronts onto private streets.

12.5.76 Servicing

The ~~Town's-City's~~ Urban MESP completed in 2014 determined that the ~~Town's-City's~~ existing water distribution system is generally sufficiently sized to accommodate the planned intensification within the Bernard KDA. This analysis was confirmed through the background work conducted prior to the adoption of this Secondary Plan. Further refinements to the system will be required at the time of development when additional site plan information is available.

The ~~Town's-City's~~ 2014 Urban MESP did not identify any issues regarding the capacity of the existing storm sewer network within the area of the Bernard KDA. With the development of new streets, additional storm sewers will be required to safely convey the runoff from the roadways to an appropriate outlet and to provide safe access of the roadways. The proposed storm sewers will be designed as per the ~~Town's-City's~~ standards.

Commented [A66]: Given that the City is presently updating the UMESP, it is helpful to clarify that the policy is referencing the 2014 study.

The sanitary servicing analysis indicates that there is sufficient existing and future reserve capacity in the current sanitary collection system to service the northeast, northwest and southeast quadrants of the KDA. The existing sanitary sewer (Reach C) servicing the southwest quadrant of the KDA will need to be upgraded to accommodate growth within this portion of the KDA. The capacity analysis will be refined at the time of development, based on additional site plan information and based on the recommendations of the Urban MESP Update Study.

Commented [A67]: To clarify that future development will be subject to the recommendations of the most current UMESP.

1. *Development* shall be required to submit a Functional Servicing Report in accordance with the requirements of Policy 5.3(7)(d) of the Part 1 Plan to demonstrate conformity with the recommendations of the ~~Town's-City's~~ Urban MESP. The Functional Servicing Report shall, without limitation, address adequacy of the storm, sanitary and water systems, stormwater management including *development* impacts to groundwater and surface water resources. The Functional Servicing Report shall include supporting Geotechnical, Hydrogeological and Water Balance studies in accordance with the recommendations of the ~~Town's-City's~~ Urban MESP. The Geotechnical and Hydrogeological Report may be subject to peer review to strengthen the level of oversight of the development process.

DRAFT PROPOSED POLICY CHANGES FOR COUNCIL ENDORSEMENT MAY 2020
Yonge and Bernard Key Development Area Secondary Plan – Draft Policy Modifications

2. *Development* shall incorporate sustainable water conservation technologies and low impact development measures for stormwater volume control in accordance with the ~~Town's-City's~~ approved Sustainability Metrics and the ~~Town's-City's~~ Urban MESP.
3. Should Council approve a Community Energy Plan for District Energy in the Bernard KDA, *development* shall design new buildings for district-energy readiness in accordance with the ~~Town's-City's~~ Community Energy ~~and Emissions~~ Plan.

12.5.8 Bonusing (Bonusing By-laws)

1. Notwithstanding Section 5.5,
Bonusing By-laws are not permitted
for *development* within the KDA.

NOTE: This policy implements Bill 108 changes to the Planning Act. On a date to be prescribed by the Planning Act or once the City's Community Benefits Charge By-law is in effect (whichever is sooner) section 5.5 of the Part 1 Plan will no longer be in effect. The density and height permissions represent the maximum growth for this KDA, and have been developed and approved with the understanding that the Planning Act as amended by Bill 108 is in full force and effect.

Commented [A68]: The Secondary Plan was prepared with the understanding that bonusing in accordance with the Planning Act will no longer be authorized. As such height and density allocations and policies were prepared accordingly. To ensure that there is no expectation of the City to enter into negotiations that would increase density during the interim period where the bonusing provisions of the Planning are still in effect, this policy provides certainty regarding future development permissions.

Formatted: Font: Italic, Highlight