

Amendment 18.3 To The Richmond Hill Official Plan

Version effective April 26, 2022

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Richmond Hill Official Plan

Official Plan Amendment 18.3

The attached schedule and explanatory text constitute Amendment No. 18.3 to the Richmond Hill Official Plan.

This amendment was prepared and recommended by the Richmond Hill Council and was adopted by the Council of the Corporation of the City of Richmond Hill by By-law No. ____-____ in accordance with Sections 17 and 26 of the Planning Act on the ____ day of _____, 2022.

David West
Mayor

Stephen M.A. Huycke
City Clerk

(ii)

The Corporation of The City Of Richmond Hill

By-Law xxx-22

A By-law to Adopt Amendment 18.3 to the
Richmond Hill Official Plan

The Council of the Corporation of the City of Richmond Hill, in accordance with provisions of the Planning Act, R.S.O. 1990, hereby enacts as follows:

1. That Amendment 18.3 to the Richmond Hill Official Plan, consisting of the attached Part Two is hereby adopted.
2. That the Clerk is hereby authorized and directed to make application to The Regional Municipality of York for approval of the aforementioned Amendment 18.3 to the Richmond Hill Official Plan.
3. This by-law shall come into force and take effect on the day of the final passing thereof.

Passed this ____ day of _____, 2022.

David West
Mayor

Stephen M.A. Huycke
City Clerk

1 Part One – The Preamble

1.1 Purpose

The purpose of this Amendment to the Richmond Hill Official Plan is to address and implement several key directions from the Key Directions Report. It is intended to form a portion of the City's Official Plan Update and municipal comprehensive review, when combined with forthcoming amendments.

This Amendment will update the Vision of the Official Plan, and update its horizon to 2041. It updates the city structure, clarifies the elements of the intensification hierarchy, and adds a new mobility hierarchy. New targets related to greenhouse gas emission reduction targets and tree canopy and woodland cover are also being added through this amendment. It also includes elements related to the subjects of affordable housing, climate change, sustainable development, infrastructure alignment, parks hierarchy, and urban design.

1.2 Location

This Amendment applies to all lands within the City of Richmond Hill.

1.3 Basis

The proposed amendment is considered by Council to be appropriate for the following reasons:

- the amendment is consistent with the *Provincial Policy Statement (2020)* and addresses the following policies:
 - Promote land use patterns within settlement areas to support active transportation and are transit-supportive (1.1.3.2)
 - Provide for an appropriate mix and range of employment, institutional and broader mixed of uses (1.3.1(a))
 - Encourage a sense of place by promoting well-designed built form and cultural planning (1.7.1(e))
 - Identify areas where growth or development will be directed, including the identification of nodes and corridors (1.2.4(b))
 - Manage and promote growth and development that is integrated with infrastructure planning (1.2.1(a))
 - Establish and implement phasing to ensure orderly progression of development within designated growth areas and timely provision of infrastructure (1.1.3.7(b))

- Provide for an appropriate range and mix of housing options, including affordable housing (1.4.3)
- Support rural and agricultural areas (1.1.4.1 and 2.3.1)
- Recognize provincial parks, conservation reserves, and other protected areas (1.5.1(d))
- Promote water conservation and water use efficiently (1.6.6.1(c))
- Prepare for the impacts of climate change through stormwater management, including the use of green infrastructure (1.6.6.7(c))
- Promote design and orientation which maximizes energy efficient and conservation, and considers the mitigation effects of vegetation and green infrastructure (1.8.1(f))
- Maximize vegetation within settlement areas, where feasible (1.8.1(g))
- Provide transportation systems that are safe, energy efficient, and that facilitates the movement of people and goods (1.6.7.1)
- Plan for public streets, spaces and facilities to be safe, to foster social interaction and facilitate active transportation and community connectivity (1.5.1(a))
- Provide opportunities for the development of energy supply, including district energy and renewable energy systems as well as alternative energy systems (1.6.11.1)
- the amendment conforms to *A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)*, and addresses the following policies:
 - Changes proposed to the Vision directly support the creation of complete communities (2.2.1 (4)).
 - The proposed City Structure directs growth to the existing settlement areas, without adding new settlement areas. Within the settlement area, it further directs growth to areas with existing or proposed higher order transit stations and along priority transit corridors (2.2.1 (2), 2.2.4 (1)).

The proposed City Structure maintains Richmond Hill Centre as an urban growth centre, intending it to be a vibrant urban mixed-use centre, a place for major office growth, and focused around a major new inter-modal transit hub (2.2.3, 2.2.5(2)).
 - Proposed changes to housing policies in sections 3.1.5 and 3.1.7 promote a range and mix of housing options, including strengthening the protection of rental housing, ensuring the construction of 3-bedroom units in high-rise development, and ensuring excess public lands can be used to create affordable housing (2.2.1 (4)(c), 2.2.6 (1), (3)).
 - New section 3.1.9.1 proposes to align development approvals with infrastructure capital plans and investment, to ensure sufficient capacity for new development (3.2.1 (1), (3)).
 - Urban agriculture is promoted through the proposed changes to policy 3.2.3 (9) (2.2.2 (4)(d)(iv)).
 - The proposed changes in section 3.2.3 help the OP promote green infrastructure, low-impact development, mitigate and adapt to the

- impacts of a changing climate, improve resilience and reduce greenhouse gas emissions (2.2.1 (4)(f)(g), 4.2.9, 4.2.10).
- Improvements to the Urban Design policies in section 3.4.1 will help ensure that development contributes to the creation of a vibrant public realm (2.2.1 (4)(e)).
 - The Mobility Hierarchy proposed in section 3.5.1 (2) prioritizes active transportation, transit, and goods movement over single-occupant automobiles (3.2.2 (2)(b)(c)(d), (4)(c)).
 - Introduction of greenhouse gas emissions targets in policies 3.1.1 (2) and 5.2.2 (3)(g) from the CEEP (4.2.10 (2)(c)).
- the amendment conforms to the Oak Ridges Moraine Conservation Plan (2017), as the proposed City Structure maintains the existing land use designations within the Oak Ridges Moraine Conservation Area, and does not propose to expand the settlement area into any protected areas; and
 - the amendment conforms to the York Region Official Plan (2010), and addresses the following policies:
 - The proposed City Structure corresponds with the Regional Structure as depicted on Map 1 and in Chapter 5 of the ROP.
The City Structure directs growth to the Urban Area, and intensification specifically to the Centres and Corridors along Yonge Street and Highway 7.
It also reflects the Rural and Agricultural Areas, the Oak Ridges Moraine and the Regional Greenlands System in the City's Greenway System.
 - The proposed City Structure continues to designate Richmond Hill Centre as a Regional Centre with the highest densities and greatest mix of uses. It also continues to depict Key Development Areas (KDAs), Regional Corridors, and Local Centres and Corridors in areas near existing or planned rapid transit stations as areas for intensification and a mix of uses.
 - Changes proposed to policies in section 3.1.9 support the use of Master Plans, and especially the policies in Chapter 7 of the ROP dealing with water and wastewater servicing, and the coordination of land use approvals with the provision of infrastructure.
 - The policy changes proposed in 3.1.9.6 implement ROP policies contained in Chapters 5.2 and 7.5 surrounding sustainable buildings and energy.
 - The existing policies in section 3.2.3 implement Regional policies and direction in Chapters 5.2 and 7.5; the amendments are intended to be improvements based on 12 years of experience in implementing the policies.
 - The proposed Mobility Hierarchy in policy 3.5.5 (2) implements Regional direction in Chapters 5.2 and 7.2 towards prioritizing the use of active transportation and transit over other modes of transport.

- Note that subsequent amendments to the Richmond Hill Official Plan will address policies which have yet to be updated, which will further ensure consistent policy direction with the above documents.

DRAFT

2 Part Two - The Amendment

2.1 Introduction

All of this part of the document entitled **Part Two – The Amendment**, consisting of the following text in Section 2.2 and the attached Schedule “1” constitutes Amendment 18.3 to the Richmond Hill Official Plan.

2.2 Details of the Amendment

The Richmond Hill Official Plan is amended as follows:

- 2.2.1 That any references to the “Town” of Richmond Hill throughout the Richmond Hill Official Plan be substituted with “City” of Richmond Hill.
- 2.2.2 That Schedule A1 (Urban Structure) be replaced with Schedule “1” to this amendment as Schedule A1 (City Structure).
- 2.2.3 That Section 1.4 Effect and Duration of the Richmond Hill Official Plan be amended as follows:
 - i. That the preamble be amended by deleting the year “2031” with the year “2041” so that it appears as follows:

The policies of this Plan will guide decisions to manage growth and development to implement the vision for the City over the planning period to 2041.
 - ii. That the fourth bullet be amended by deleting the year “2005” after the words “Provincial Policy Statement” so that it appears as follows:

Conforms to and builds on the concept of complete communities and growth management established by Provincial Initiatives such as the Provincial Policy Statement, the Oak Ridges Moraine Conservation Plan, the Greenbelt Plan, and the Growth Plan for the Greater Golden Horseshoe;
 - iii. That the sixth bullet be amended by deleting the words “5 (five) year” after the word “undergo” so that it appears as follows:

Will undergo comprehensive reviews in accordance with the Planning Act to adapt to changing circumstances and to ensure that relevant policies are updated;
 - iv. That the seventh bullet be amended by replacing the words “and community vision established through the People Plan Richmond

Hill consultation process” with the words “and subsequent review of the Strategic and Official Plans” so that it appears as follows:

Is one of the primary implementation mechanisms for the City’s Strategic Plan and subsequent review of the Strategic and Official Plans; and

- v. That the eighth bullet be amended by adding the words “Urban Master Environmental Servicing Plan” after the words “Transportation Master Plan”, and by replacing the words “the Parks and Recreation Master Plan” with the words “the Parks Plan, the Recreation Plan, the Cultural Plan” so that it appears as follows:

Is a key corporate document that is and should continue to be integrated with other corporate initiatives such as the City’s Transportation Master Plan, Urban Master Environmental Servicing Plan, the Economic Development Strategy, the Parks Plan, the Recreation Plan, the Cultural Plan and Development Charges.

2.2.4 That Section 2.1 (Vision Statement) be amended as follows:

- i. That the Vision Statement be amended by replacing the words “Richmond Hill – a new kind of urban” with the words “By 2041, the City of Richmond Hill will be the centerpiece of York Region and one of the most prominent, complete communities in the Greater Toronto Area”.
- ii. That a new paragraph be added after the Vision Statement with the following text:

The 2041 Vision for the City of Richmond Hill Official Plan evolves from Council’s Strategic Plan and public consultation related to the update of the 2010 Official Plan which commenced in 2019. This vision statement:

- Recognizes the City’s central location within the Region’s urban communities and that the City hosts two Bus Rapid Transit lines, GO Stations, a future subway system and 407 Transitway;
- Leads us to establish an urban system that supports transit-oriented, vibrant community development; starting with the Richmond Hill Centre;
- Provides the Official Plan direction that supports Richmond Hill as a robust regional mixed-use community;
- Directs the City to invest in public infrastructure that not only supports residents and businesses of Richmond Hill, but also those of York Region; and

- Brings about a call to action to partner with York Region and other levels of government, agencies, stakeholders, developers and the public to achieve common city-building goals.
- iii. That the existing first paragraph (new second paragraph) be deleted, and replaced with the following two paragraphs:

This vision statement was developed at a time when residents, businesses, stakeholders and City Council recognize that the City has evolved from a small village to one of Canada's top 30 most populated municipalities (and Ontario's 12th), according to the 2021 Census. This ranking results from the City's on-going transformation from suburban to urban. This vision statement was developed at a time when residents, businesses, stakeholders and City Council recognize that we must implement an Official Plan that is future forward in its thinking, capitalizes on the natural evolution and character of the City, and provides flexibility to adapt to lifestyle and demographic changes in the community, fundamental shifts in the global economy, an increasing national concern regarding housing affordability, and a worldwide climate change crisis.

It is anticipated that changes to the City's climate will result in higher annual average temperatures, and more extreme, unpredictable weather which over time will adversely impact natural systems, increase the risk of flooding, damage infrastructure and negatively impact public health. Mitigation and adaptation are core strategies for reducing greenhouse gas emissions and managing the risks related to climate change. The interconnectedness of actions requires direction across multiple sections of this Plan that contribute towards reducing the potential impacts and associated risks to a changing climate. These include the Plan's overall vision towards the development of complete communities that are sustainable, low-carbon, compact, mixed-use, and transit supportive, and are supported by policies relating to infrastructure, energy, natural environment, sustainable building design, connectivity and mobility, and land use to protect human health, property, environment, and economy. This approach recognizes the multidisciplinary action needed to achieve the goals set out in the City's Environment Strategy and the Community Energy and Emissions Plan (CEEP).

- iv. That the first sentence of the existing second paragraph (new fourth paragraph) be amended by replacing the words “meet this challenge” with the words “implement this Official Plan vision”, and adding the words “and vision” after the word “identity” so that it appears as follows:

To implement this Official Plan vision, the policies of this Plan reflect the planning direction of the Province and York Region while balancing the desire of the community for managed growth at a scale that reflects the local context and positively contributes to the City’s character, identity, and vision.

- v. That the fifth sentence of the existing second paragraph (new fourth paragraph) be amended by adding the words “and high-” after the word “mid-” so that it appears as follows:

Much of the City’s future growth will take the form of mid- and high-rise mixed-use development concentrated in the centres and corridors.

- vi. That the seventh sentence of the existing second paragraph (new fourth paragraph) be amended by replacing the word “Downtown” with the words “historic Village”, and replacing the word “an” with the word “authentic” so that it appears as follows:

Each area of the City, whether it be a business park, the historic Village or the Richmond Hill Centre, will continue to have authentic identifiable character.

- vii. That the eighth sentence of the existing second paragraph (new fourth paragraph) be amended by deleting and replacing the words “more compact urban areas” with the words “healthy complete communities” so that it appears as follows:

To promote healthy complete communities, this Plan seeks to facilitate compatible development that enhances the character of each area, promotes innovative sustainable design and is context sensitive and human-scaled.

- viii. That the second sentence of the existing third paragraph (new fifth paragraph) be deleted and replaced with the following text:

At the same time, there is a strong desire for city-building to occur in a manner that respects, enhances and delivers a unique identity for the City.

- ix. That the last sentence of the existing third paragraph (new fifth paragraph) be deleted.

- x. That the existing fourth and fifth paragraphs be deleted and replaced with the following text:

This Plan applies an environmental policy approach that reinforces connections between the natural and built environment, protects and plans for a range of economic opportunities, and promotes a contextually-sensitive approach to housing and residential intensification. Just as Richmond Hill transformed in the past from a village to a thriving suburban community, the City will continue to evolve in the future. Becoming the centerpiece of York Region and one of the most prominent communities in the Greater Toronto Area begins with following the Official Plan's guiding principles.

NOTE TO READER: While not part of this OPA, the existing sidebar on page 2-3 may be deleted, and replaced with the following text:

A complete community provides opportunities for people to live, work, shop and play. It offers access to infrastructure and amenities in well-designed, pedestrian-oriented places.

- 2.2.5 That Chapter 3 "Building a New Kind of Urban" be retitled to "City Building".

- 2.2.6 That the preamble to Chapter 3 be amended as follows:

- i. That the first sentence of the first paragraph be amended by replacing the words "Building a new kind of urban is about" with the words "Achieving the vision of this Official Plan requires", deleting the words "and enhances", adding the word "evolving" after the words "maintains the", and deletes the words "as it evolves" so that it appears as follows:

Achieving the vision of this Official Plan requires city building in a way that maintains the evolving character of a community through growth and development.

- ii. That the second sentence of the first paragraph be amended by replacing the words "can be" with the word "is" so that it appears as follows:

The process of urbanization is used to bring about positive changes to a community...

- iii. That the third sentence of the first paragraph be deleted, and replaced with the following text:

Yet city building also reflects the past and recognizes that Richmond Hill will grow in its own way.

2.2.7 That Section 3.1 A Complete Community be amended as follows:

- i. That the fourth sentence of the first paragraph be amended by replacing the year “2031” with the year “2041” so that it appears as follows:

To maintain and enhance Richmond Hill’s quality of life, this Plan anticipates changes that will confront the City to 2041, providing a proactive approach to shaping these changes in a way that benefits the community in the future.

2.2.8 That Section 3.1.1 Growth Management be amended as follows:

- i. That the existing policy under 3.1.1 is renumbered to 3.1.1 (1).
- ii. By adding a new policy 3.1.1 (2) with the following text:

The fulfillment of the City’s structure is guided by the City’s commitment to a low-carbon future as expressed in the City’s Community Energy and Emissions Plan (CEEP). The CEEP includes a target of Net-zero emissions by 2050. Achieving this target requires actions at all scales of *development*, and which are articulated in the CEEP and the policies of this Plan.

NOTE TO READER: While not part of this OPA, the following sidebar may be added in this sub-section:

Net-zero signifies that, by the year 2050, the City will have reduced its GHG emissions as much as possible and will not be emitting more than it is offsetting. Offsetting is the reduction in emissions in one place to compensate for emissions in another location. Achieving the net-zero target requires implementing the City’s multi-faceted Community Energy and Emissions Plan (CEEP). Actions identified in the CEEP include:

- use of modes of transportation that have no or minimal carbon emissions;
- build efficient low or no carbon emitting buildings;
- create and reuse renewable low or no carbon energy;
- reduce or eliminate waste;
- build compact complete communities;
- protect and enhance natural heritage; and
- ensure these objectives are met through municipal leadership.

Policies of this Official Plan aim to assist with implementing the CEEP to achieve these stated actions.

2.2.9 That Section 3.1.3 “Urban Structure Framework” be renamed to 3.1.3 “City Structure”, and be amended as follows:

- i. That the first sentence of the first paragraph in the preamble be amended by deleting the words “of the future” so that it appears as follows:

Given that Richmond Hill’s settlement area is nearly built out, most development in the City will occur through intensification.

- ii. That the third sentence of the first paragraph of the preamble be amended by replacing the word “urban” with the word “city” so that it appears as follows:

As explained in **Chapter 1**, Richmond Hill’s physical city structure has been shaped by environmental, economic, and socio-cultural factors to become what it is today.

- iii. That the fourth sentence of the first paragraph of the preamble be deleted, and replaced with the following text:

The four components of the City’s structure are centres and corridors, employment areas, neighbourhood areas, and the greenway system. Together, these components form the basis to achieving the City’s prominent complete community vision.

- iv. That the first sentence of the second paragraph of the preamble be amended by replacing the word “urban” with the word “city”, and deleting the word “framework” so that it appears as follows:

The city structure identified in this Plan was developed to help depict the physical make-up of the City over the long-term planning horizon.

- v. That the third sentence of the second paragraph of the preamble be deleted.

- vi. That third paragraph of the preamble be deleted and replaced with the following text:

This section outlines general policies to direct intensification and development in the city structure. More detailed policies specific to each component of the City’s structure can be found in **Chapter 4** (Land Use Policies) of this Plan.

NOTE TO READER: While not part of this OPA, the following sidebar may be added in this sub-section:

Schedule A1 City Structure as amended via OPA 18.3 provides the foundational guidance for the City's long-term buildout. Subsequent amendments to the Official Plan will provide more detailed guidance. In the interim period, policies in Chapter 7, and policy 7.1(1)(a) in particular, provide guidance in terms of how this schedule is applied.

- vii. That Policies 3.1.3 (1) through (3) be amended by replacing the words "urban structure" with the words "city structure".
- viii. That Policy 3.1.3 (4) be deleted, and replaced with the following text:

Richmond Hill's intensification hierarchy complements the City structure and is intended to clarify the City's priorities for where new growth is to occur within the City. More specifically, this hierarchy is provided to support the achievement of the City's residential intensification target. The network of Centres and Corridors listed in **Figure 1** and shown on **Schedule A1** (City Structure) are areas that are planned to accommodate the majority of growth within the City.

The Richmond Hill Centre is given the highest priority, followed by Key Development Areas and Regional Corridors where large parking fields, underutilized sites and/or parcels of vacant land presently exists.

The next priority are Local Centres, some of which already include a higher density of development and can benefit from supporting redevelopment to fulfill complete community aspirations.

Local Development Areas and Corridors also provide opportunities for intensification in a manner that may have more contextual limitations than those of the preceding areas.

Finally, neighbourhoods also play a role in the intensification hierarchy, through infill development, various grade related and/or low-rise housing options, and the provision of additional residential units. However, neighbourhoods will likely accommodate a lower yield of growth in comparison to the areas that precede it; therefore, they are identified as lower priority from a residential intensification perspective.

- ix. By adding a new policy 3.1.3 (5) with the following text:

In the City's intensification hierarchy, Centres are recognized as focal points and destination areas where a mix of uses shall be required, whereas Corridors play a supporting role to these Centres. Corridors provide connections, continuity, and transition between Centres, forming a cohesive network of mixed-use lands that serve the broader community and Region as a whole. The appropriate type, mix, scale and intensity of development within Centres and Corridors are described in policies 3.1.3 (8)-(16), **Figure 2**, and in **Chapter 4** of this Plan.

- x. Existing policy 3.1.3 (5) be renumbered 3.1.3 (6).
- xi. That Policy 3.1.3 (11) be amended by deleting the words "and generally less than the abutting areas of the Regional Corridor", and replacing the word "neighbourhood" with the word "community" so that it appears as follows:

Local Centres will accommodate *intensification* at a scale and intensity that is less than the KDAs. Local Centres will be important community focal points and will develop as revitalized, mixed-use centres with pedestrian-oriented, human-scaled main streets.

- xii. That Policy 3.1.3 (16) be amended by adding the words "rural, agricultural" after the word "environmental" so that it appears as follows:

The Greenway System will not accommodate *intensification* and only those uses outlined under the Greenway System land use designations will be permitted. The Greenway System is envisioned as a legacy of environmental, rural, agricultural and urban open space lands that will be protected, enhanced and actively managed over the long term.

2.2.10 That Figure 1 in Section 3.1.3 be amended by replacing "Downtown Local Centre" with "Village Local Centre", adding "Newkirk Local Centre", "Bathurst and Highway 7 Local Centre", and "East Beaver Creek and Highway 7 Local Centre" after "Oak Ridges Local Centre", and deleting "Newkirk Local Development Area".

2.2.11 That Figure 2 in Section 3.1.3 be amended as follows:

- i. That 1. Richmond Hill Centre be amended by replacing the words "Town of Markham" with the words "City of Markham", adding the word "urban" after the word "vibrant", adding the words "that is transit-oriented and supports pedestrian and other forms of active transportation. This centre will" after the words "mixed-use centre",

and replacing the word “containing” with the word “contain” so that it appears as follows:

Richmond Hill Centre at Yonge Street and Highway 7 is identified as an urban growth centre in the Growth Plan for the Greater Golden Horseshoe and as a Regional Centre in the York Region Official Plan. The Richmond Hill Centre is part of the Richmond Hill/Langstaff Gateway Urban Growth Centre (UGC) shared with the City of Markham. It will become a vibrant, urban mixed-use centre that is transit-oriented and supports pedestrian and other forms of active transportation. This centre will contain the greatest height and densities in the City, focused around a major inter-modal Regional transit hub.

- ii. That 3. Regional Corridors be amended by adding the words “in order” after the word “intensify”, adding the word “to” after the words “Greenway System”, adding a comma after the word “employment uses only”, replacing the word “and” after the words “employment uses only” with the words “and/or to”, adding the words “its predominant” after the word “maintain”, and replacing the word “character” after the word “neighbourhood” with the word “function” so that it appears as follows:

Both Yonge Street and Highway 7 are Regional Corridors. Regional Corridors function as key connections between centres in York Region and centres across the Greater Toronto Area (GTA), accommodating rapid transit. While the Regional Corridors are anticipated to accommodate intensification, this Plan recognizes that the character of the areas along the corridor vary (i.e., historical character, natural heritage, employment areas). Certain portions of the Regional Corridors will not develop or intensify in order to protect the Greenway System, to be maintained for employment uses only, and/or to maintain its predominant neighbourhood function.

- iii. That 4. Local Centres be deleted, and replaced with the following text:

Local Centres are intended to function as mixed-use centres to serve adjacent neighbourhoods. They will be transit supportive, complete community areas, each with a unique character due to the existing built context, cultural heritage and/or natural heritage that exists within them. Five Local Centres (Village, Oak Ridges, Newkirk, Bathurst/Highway 7, and East Beaver Creek/Highway 7) are identified in the City’s structure.

- iv. That 5. Local Development Areas (LDAs) be amended by deleting the words “the Newkirk LDA” so that it appears as follows:

LDAs are areas where a cluster of land uses and/or public transit services intersect with a Local Corridor providing a local destination point and opportunities for redevelopment. The Trench Street LDA and the Bayview LDA are envisioned as small-scale, sub-centres along the Local Corridor to serve adjacent neighbourhoods and the community.

- v. That 6. Local Corridors be amended by deleting the words “as early as 2021” after the words “public rapid transit system” so that it appears as follows:

Major Mackenzie Drive is identified as a Local Corridor. The Local Corridor functions as a key east-west connection between municipalities in southern York Region and is planned to accommodate a public rapid transit system. While the Local Corridor is anticipated to accommodate intensification, this Plan recognizes that the character of the corridor varies along its length in terms of building form, land use, and intensity of land uses.

- vi. That 7. Neighbourhoods be amended by adding the words “and medium-” after the word “low-” so that it appears as follows:

Neighbourhoods are generally characterized by low- and medium-density residential areas and a range of service uses and facilities including neighbourhood commercial plazas, schools, day nurseries, places of worship, community centres, parks and urban open spaces. Opportunities for small-scale infill development will bring about some change to neighbourhoods as they continue to evolve over time.

- vii. That 8. Employment Lands be amended by replacing the words “along sections of Major Mackenzie Drive East” with the words “are also located along portions of the CN Rail Line”, and replacing the year “2031” with the year “2041) so that it appears as follows:

The City’s employment lands (consisting of Employment Areas and Employment Corridors) are located along the Highway 404 Corridor, including the Beaver Creek, Headford, and Barker Business Parks, and along portions of the CN Rail line, including the Newkirk Business Park. In order for Richmond Hill to meet the forecast demand for employment growth to 2041, this Plan protects the existing supply of employment land over the long-term for employment uses.

- viii. That 9. Greenway System be deleted, and replaced with the following text:

The Greenway System occurs in both the urban and rural areas of the City. It is generally comprised of rural, agricultural and environmental lands. Urban open spaces also form part of the interconnected Greenway System. The Greenway System provides for tourism and economic opportunities as well as social/recreational and environmental opportunities. The natural areas of the Greenway System include features and functions of the natural environment including a portion of the Oak Ridges Moraine, the Greenbelt urban river valleys, the Don River, Rouge River, Humber River, and East Holland River systems, and numerous wetlands, kettle lakes, forests, and woodlots in the City. This Plan protects and enhances the Greenway System over the long term.

2.2.12 That Section 3.1.4 Integrating Land Uses be amended as follows:

- i. That the preamble be amended by adding the words “is transit supportive and includes” after the words “range of land uses”, deleting the word “and” after “shop”, adding the words “and innovate” after the word “play”, and replacing the words “Building a New Kind of Urban” after “Chapter 3” with the words “City Building” so that it appears as follows:

A complete community contains a diverse mix and range of land uses, is transit supportive and includes a balance of housing types, employment, services, amenities, parks and urban open spaces. The integration of land uses within a particular area, site or building, can contribute to the efficient use of land and infrastructure, support public transit, and help to create vibrant areas for people to live, work, shop, play and innovate. This Plan provides for the integration of land uses along a continuum ranging from a broad mix and range of uses in the *centres and corridors* to a limited range of uses in the Neighbourhoods, *employment lands* and the Greenway System. The policies of this section must be read together with the relevant policies of **Chapter 3** (City Building) and **Chapter 4** (Land Use Policies) of this Plan.

- ii. That Policy 3.1.4 (2) be amended by replacing the word “A” before the words “mix of uses” with the words “The greatest” so that it appears as follows:

The greatest mix of uses within the City shall be directed to the *centres and corridors* in order to: ...

- iii. That Policy 3.1.4 (3) be deleted, and replaced with the following text:

The density of *development* within the *centres and corridors* shall be determined based on their description in **Figure 2** and shall be informed by various factors, including but not limited to:

- a. Existing and planned transit infrastructure, whereby areas served by higher-order frequent transit service would generally develop with higher levels of density than those that do not have the same level of existing/planned transit service;
- b. Existing and planned City or Regional servicing infrastructure improvements as identified in Master Plan studies;
- c. Compatibility with the surrounding area and its planned growth and development, to ensure adjacent lands are not precluded from supporting planned *development* or that their long-term existing use is not negatively impacted by new *development*; and
- d. Estimation of developable area, in recognition that *development* may be prohibited or precluded due to the presence of natural heritage features and/or functions that are required to be protected and buffered in accordance with the policies of this Plan.

2.2.13 That Section 3.1.5 Housing be amended as follows:

- i. That Policy 3.1.5 (4) be deleted, and replaced with the following text:

The demolition or conversion of existing rental housing to ownership housing that would result in the loss of six or more purpose-built rental housing units shall be prohibited unless one of the following conditions are met:

- a. All of the existing rental housing units will be replaced and policy 3.1.5 (4)(c) is satisfied; or
- b. The overall vacancy rate of purpose-built rental housing for the City of Richmond Hill, as reported by the Canadian Mortgage and Housing Corporation, is above 3 per cent for the preceding three consecutive annual surveys.
- c. If the rents of the units proposed for demolition are considered affordable at the time of application, these must be replaced by units that have affordable rents.

- ii. That Policy 3.1.5 (6) be amended by adding the words “on a site” after the words “*High density residential development*”, deleting the words “be encouraged to” after the word “shall”, and replacing the words “portion of units that are suitable for households with children” with the words “minimum of 5 per cent of units that contain 3 or more bedrooms’ so that it appears as follows:

High density residential development on a site shall provide a minimum of 5 per cent of units that contain 3 or more bedrooms.

- 2.2.14 That Section 3.1.7 Community Uses be amended by adding a new policy 3.1.7 (5) with the following text:

Where public lands or buildings are deemed surplus by the City or other levels of government and public agencies, priority should be given to other public agencies for their use. Where appropriate and deemed not necessary for a public use, these surplus lands are encouraged to be prioritized for sale or lease for the development of affordable housing, particularly for purpose-built rental housing and supportive housing.

- 2.2.15 That Section 3.1.9 Servicing Our Community be amended by deleting the last two sentences in the second paragraph of the preamble.

- 2.2.16 That a new Section 3.1.9.1 Phasing of Development be added with the following text:

The provision of services is guided by this Official Plan, Master Plans, and the City’s Capital Plan. The provision of orderly development can only occur when new development is supported by the implementation of planned infrastructure improvements. As such, phasing of new development may be required in order to align the provisions of new development with the timing of infrastructure improvements.

It is the policy of Council that:

1. *Development* shall be commensurate with, and shall help to implement, the following Council-endorsed plans:
 - a. Transportation Master Plan;
 - b. Urban Master Environmental Servicing Plan;
 - c. Parks Plan;
 - d. Recreation Plan; and
 - e. Other plans approved by Council, as required.
2. *Development* may not be permitted to proceed if critical infrastructure required to support *development* are not in

place or identified in the City's or Region's Capital Plans and/or Development Charges Background Study.

2.2.17 That existing section 3.1.9.1 Water and Wastewater Services be renumbered to 3.1.9.2.

2.2.18 That existing section 3.1.9.2 Stormwater Management be renumbered to 3.1.9.3, and be amended as follows:

- iii. That Policy 3.1.9.2 (7) (new 3.1.9.3 (7)) be amended by adding the words "and implementation" after the word "preparation", replacing Section 3.1.9.3 with Section "3.1.9.4", replacing policy "3.1.9.2.8" with "3.1.9.3 (8)", and replacing the words "which may include techniques such as rainwater harvesting, runoff reduction of solids and materials at the source, phosphorus reduction, constructed wetlands, bioretention swales, green roofs, permeable surfaces, clean water collection systems and the preservation and enhancement of native vegetation cover" with the words "as per the City's Standards and Specifications Manual" so that it appears as follows:

The City shall require the preparation and implementation of comprehensive Master Environmental Servicing Plans, in accordance with Section 3.1.9.4 of this Plan, which shall include stormwater management requirements, in accordance with policy 3.1.9.3 (8) of this Plan, to minimize stormwater volume and containment loads, and maximize infiltration through an integrated treatment approach as per the City's Standards and Specifications Manual.

- iv. That Policy 3.1.9.2 (8) (new 3.1.9.3 (8)) be amended by adding the words "in accordance with the City's Standards and Specifications Manual, and" after the word "*development*" and deletion of the words "Where an MESP applies" so that it appears as follows:

Stormwater Management Plans shall be prepared prior to the approval of *development* in accordance with the City's Standards and Specifications Manual, and to the satisfaction of the City and the Conservation Authority. The content of Stormwater Management Plans shall be in conformity with and implement the provisions of the relevant MESP, watershed plan and water budget and conservation plan and other relevant policies of this Plan.

- v. By adding a new policy 3.1.9.3 (9) with the following text:

Functional Servicing Plans shall be prepared prior to the approval of *development* in accordance with the City's

Standards and Specifications Manual. Where applicable, the content of the Functional Servicing Plan shall be in conformity with and implement the recommendations of the relevant MESP.

- vi. That existing policies 3.1.9.2 (9) through 3.1.9.2 (10) be renumbered to 3.1.9.3 (10) through 3.1.9.3 (11).
- vii. That Policy 3.1.9.2 (11) be renumbered to 3.1.9.3 (12), and be amended by replacing the words “Town’s Stormwater Management Landscape Design Criteria and Implementation Guidelines” with the words “City’s Standards and Specifications Manual” and replacing the word “compliment” with the word “complement” so that it appears as follows:

The City’s Standards and Specifications Manual shall be utilized in the design, orientation, and construction of *stormwater management works* in order to enhance the Greenway System, create and enhance new public views, and integrate *stormwater management works* as destinations within the community. Opportunities for pedestrian pathways combined with other passive recreational opportunities to complement the Greenway System and connect to the surrounding areas will be encouraged.

- viii. That existing policy 3.1.9.2 (12) be renumbered to 3.1.9.3 (13).
- ix. That Policy 3.1.9.2 (13) be deleted.

2.2.19 That existing section 3.1.9.3 Master Environmental Servicing Plans be renumbered to 3.1.9.4, and be amended as follows:

- i. That Policy 3.1.9.3 (1) be deleted, and be replaced by new policy 3.1.9.4 (1) with the following text:

New Master Environmental Servicing Plans (MESPs) may be required for *development* within an area that is not subject to an existing MESP, at the discretion of the City.

- ii. That Policy 3.1.9.3 (3) be deleted.
- iii. That existing policies 3.1.9.3 (4) and (5) be renumbered to 3.1.9.4 (3) and (4).

2.2.20 That Section 3.1.9.4 Waste Management be renumbered to 3.1.9.5.

2.2.21 That Section 3.1.9.5 Energy Conservation be renumbered to 3.1.9.6, and amended as follows:

- i. That Policy 3.1.9.5 (1) (new 3.1.9.6 (1)) be amended by adding the words “renewable energy systems” after the words “renewable energy projects” and adding the words “including energy storage” after the words “alternative energy systems” so that it appears as follows:

Renewable energy projects, renewable energy systems, and alternative energy systems including energy storage shall be permitted throughout the City in accordance with Provincial and Federal requirements and shall be promoted in accordance with the policies of Section 3.2.3 (Sustainable Design) of this Plan.

- ii. That Policy 3.1.9.5 (2) be deleted, and be replaced by new policy 3.1.9.6 (2) with the following text:

The City shall implement its Corporate Energy Plan and Community Energy and Emissions Plan (CEEP) to conserve energy and reduce greenhouse gas emissions within its own facilities.

- iii. By adding a new policy 3.1.9.6 (3) with the following text:

The City shall work with all partners, stakeholders and *development* proponents to implement its CEEP in order to conserve energy, reduce greenhouse gas emissions, and promote low carbon energy alternatives in all *development*.

- iv. That Policy 3.1.9.5 (4) be deleted, and be replaced by new 3.1.9.6 (4) with the following text:

Development shall be encouraged to incorporate on-site, or provide connections to, a district heating or cooling system, alternative and renewable energy systems, energy storage facilities, and/or other low-carbon energy systems, where feasible. Within the *centres and corridors* and *employment lands*, the City may require connections to such facilities, where feasible.

- v. That Policy 3.1.9.5 (5) be deleted, and be replaced by new 3.1.9.6 (5) with the following text:

All *development* shall identify how it is contributing to the fulfillment of energy conservation actions and low carbon energy alternatives identified in the City’s CEEP and Section 3.2.3 (Sustainable Design) of this Plan.

2.2.22 That Sections 3.1.9.6 through 3.1.9.8 be renumbered to 3.1.9.7 through 3.1.9.9.

2.2.23 That Section 3.2.1.2 Land South of the Oak Ridges Moraine Conservation Plan Area be amended as follows:

- i. That Policy 3.2.1.2 (21) be amended by adding the words “canopy” after the words “strive to increase tree”, replacing the number “25%” with “30%”, and adding the words “by 2041” after the words “total land area” so that it appears as follows:

The City shall strive to increase tree canopy cover to a minimum of 30% of the City’s total land area by 2041. Priority will be given to increasing tree cover within the settlement area in order to enhance linkages to the Greenway System.

- ii. That Policy 3.2.1.2 (26) be amended by replacing the word “developing” with the word “updating” and adding the words “will assess canopy cover and woodland cover, which” before the words “may determine” so that it appears as follows:

The City will work with York Region in updating the Regional Urban Forest Management Plan that will assess canopy cover and woodland cover, which may determine locally significant woodlands and a strategy to increase tree cover in the City in accordance with policy 3.2.1.2 (21) of this Plan.

- iii. That Policy 3.2.1.2 (27) be amended by replacing the words “to be established” with “update” and by replacing the words “undertake an Urban Forest Effects (UFORE) Study” with the words “update the Urban Forest Study in partnership with York Region” so that it appears as follows:

As part of the Regional Urban Forest Management Plan update in accordance with policy 3.2.1.2 (26) of this Plan, the City shall update the Urban Forest Study in partnership with York Region to quantify the City’s urban forest and its functions.

2.2.24 That Section 3.2.1.3 Enhancing and Actively Managing the Greenway of this Plan be amended as follows:

- i. That Policy 3.2.1.3 (8) be amended by replacing the words “Oak Ridges Corridor Park” with the words “Oak Ridges Corridor Conservation Reserve” so that it appears as follows:

The Oak Ridges Corridor Conservation Reserve shall serve as a significant ecological connection within the City and to abutting municipalities. The Oak Ridges Corridor Conservation Reserve will continue to provide a legacy as a public park space contributing to Richmond Hill’s identity for future generations. Additional policies relating to the Oak Ridges Corridor

Conservation Reserve are contained within Section 3.4.5 of this Plan.

2.2.25 That Section 3.2.3 Sustainable Design be amended as follows:

- i. That Policy 3.2.3 (1) be deleted, and replaced with the following text:

The City shall promote leadership in sustainable *development* to further the objectives of becoming a sustainable, resilient low carbon City.

- ii. That Policy 3.2.3 (2) be deleted, and replaced with the following text:

The City shall utilize its Sustainability Assessment Tool to work with proponents of *development* and identify means of implementing sustainable development measures within their projects at the site plan or plan of subdivision stage, where applicable.

NOTE TO READER: While not part of this OPA, the following sidebar may be added in this sub-section:

The Sustainability Assessment Tool has been used in the City of Richmond Hill since 2014 as a means to identify and quantify sustainable design measures proposed in *development* that are subject to site plan and draft plan of subdivision approvals. Draft plan of subdivision and site plan applications (with the exception of single and semi-detached dwellings) within Richmond Hill are required to achieve the applicable minimum thresholds as determined by Council. The tool is intended to encourage *development* proponents to achieve their sustainability design goals and to contribute to the City's objectives related to healthy, complete and sustainable community development by implementing measures that go beyond provincial and municipal requirements.

- iii. That Policy 3.2.3 (4) be renumbered to 3.2.3 (3) and be amended by replacing the words "Sustainable Design Criteria" with the words "Sustainability Assessment Tool" so that it appears as follows:

The Sustainability Assessment Tool may be reviewed and revised by the City from time to time to respond to technology advancement and design innovation.

- iv. That Policies 3.2.3 (5) through (8) be renumbered to 3.2.3 (4) through (7).

- v. That Policy 3.2.3 (9) be renumbered to 3.2.3 (8) and be amended by replacing the word “communal” with the word “community” and adding the words “rooftop greenhouses and vertical agriculture” after the word “gardens” so that it appears as follows:

The City encourages the growing of produce through urban agriculture, including community gardens, rooftop greenhouses and vertical agriculture.

- vi. That Policies 3.2.3 (10) through (13) be renumbered to 3.2.3 (9) through (12).
- vii. That Policy 3.2.3 (14) be renumbered to 3.2.3 (13) and be amended by adding the word “shall” after the word “*Development*”, and replacing the words “These may include techniques such as rainwater harvesting, runoff reduction of solids and materials at source, constructed wetlands, bioretention swales, green roofs, permeable surfaces, clean water collection systems, and the preservation and enhancement of native vegetation cover” with “as per the City’s Standards and Specifications Manual” so that it appears as follows:

Development shall have an integrated and innovative approach to water management, be water efficient, and minimize stormwater volumes and contaminant loads and maximize infiltration through an integrated treatment approach, as per the City’s Standards and Specifications Manual.

- viii. That Policy 3.2.3 (15) be deleted, and replaced with new policy 3.2.3 (14) with the following text:

In accordance with policy 3.1.9.6 (4), *development* shall be encouraged to incorporate on-site, or provide connections to, a district heating or cooling system, alternative and renewable energy systems, energy storage facilities, and/or other low-carbon energy systems, where feasible.

- ix. That Policy 3.2.3 (16) be renumbered to 3.2.3 (15).
- x. That Policy 3.1.9.5 (3) be renumbered to 3.2.3 (16).
- xi. By adding a new policy 3.2.3 (20) with the following text:

To reduce light pollution, *development* shall be encouraged to design lighting according to dark sky compliant standards.

- xii. By adding a new policy 3.2.3 (21) with the following text:

To reduce the collision of birds against windows, *development* shall be encouraged to incorporate bird-friendly design strategies, including reduced reflectivity and transparency of windows.

- xiii. That Policies 3.2.3 (20) through (25) be renumbered to 3.2.3 (22) through (27).
- xiv. That Policies 3.2.3 (27) and (28) be renumbered to 3.2.3 (28) and (29).
- xv. That Policy 3.2.3 (29) be deleted, and replaced by new policy 3.2.3 (30) with the following text:

Development is encouraged to implement energy conservation and GHG emission reduction measures identified in the City's Sustainability Assessment Tool and Community Energy and Emissions Plan.

NOTE TO READER: While not part of this OPA, the following sidebar may be added in this sub-section

The following are energy targets identified in the Sustainability Assessment Tool, additional targets are provided wherein proponents would receive higher point scores:

- Residential buildings 3 storeys or less, achieve a performance level that is equal to ENERGY STAR® for New Homes version 17.1, or R-2000® requirements in accordance with Natural Resource Canada's (NRCan's) R-2000® procedures manual.
- Residential and non-residential buildings 4 storeys or greater, achieve a Total Energy Use (TEUI) of 135 kWh/m²/yr, Thermal Energy Demand Intensity (TEDI) of 50 kWh/m²/yr, and Greenhouse Gas Emissions (GHGI) of 15 kgCO₂/m²/yr.
- Industrial buildings (not including industrial processes) be designed to achieve 50% greater energy efficiency than the Model National Energy Code of Buildings, 2011.

- xvi. That Policy 3.2.3 (30) be renumbered to 3.2.3 (31).
- xvii. That Policy 3.2.3 (26) be renumbered to 3.2.3 (32).
- xviii. That Policy 3.2.3 (31) be renumbered to 3.2.3 (33).

- xix. That Policy 3.2.3 (32) be renumbered to 3.2.3 (34), and be amended by replacing the words “density bonusing” with the words “professional recognition” so that it appears as follows:

The City, together with York Region, will review and update sustainable building incentive programs as technologies and techniques evolve. These programs may include water and wastewater servicing allocation credits, professional recognition, expedited processing of development applications, or the use of Community Improvement Plans and associated financial tools.

- xx. That Policy 3.2.3 (33) be renumbered to 3.2.3 (35).
- xxi. That Policy 3.2.3 (34) be renumbered to 3.2.3 (36) and be amended by adding the words “reduce ambient surface temperatures and” after the word “To”, replace the word “include” with the word “install” and add the words “and green walls” after the words “white roofs” so that it appears as follows:

To reduce ambient surface temperatures and mitigate local heat island effects, *development* is encouraged to install green and/or white roofs and green walls.

- xxii. That Policy 3.2.3 (35) be renumbered to 3.2.3 (37).
- xxiii. By adding a new policy 3.2.3 (38) with the following text:

Development is encouraged to use tools such as lifecycle assessments to identify and use low-carbon building materials.

- xxiv. By adding a new policy 3.2.3 (39) with the following text:

Development is encouraged to incorporate high performance building design such as lower window-to-wall ratios, the use of exterior shading devices, and strategies to reduce thermal bridging.

2.2.26 That Section 3.3.3.2 Employment in the Centres and Corridors be amended as follows:

- i. That Policy 3.3.3.2 (9) be amended by adding the words “and home occupations” after the words “*Live-work units*”, adding the words “locate anywhere within” after the words “directed to”, and deleting the words “and arterial street frontages” after the words “Chapter 4” so that it appears as follows:

Live-work units and home occupations shall be directed to locate anywhere within the *centres and corridors*, unless otherwise stated in Chapter 4.

2.2.27 That Section 3.4 Place-Making be amended as follows:

- i. That the third sentence of the first paragraph of the preamble be deleted, and that the word “Downtown” be replaced by the word “Village” so that it appears as follows:

Place-making is about creating places where people want to be. An attractive place provides a sense of belonging, offering areas to reflect, gather, or interact with others. Richmond Hill has many of these places that have evolved from the City’s diverse history, environment, and people. The Village, Oak Ridges, the Mill Pond area, the Hamlet of Gormley, the David Dunlap Observatory, and the Oak Ridges Moraine are among some of the special places in Richmond Hill.

- ii. That the second paragraph of the preamble be amended by adding the words “Placemaking is optimized when both the private and public realm are seamlessly coordinated and where design is executed in the highest of standards. The Public realm is the fundamental organizing element of the city and defines how Richmond Hill is understood and experienced through the arrangement of its streets, blocks and open spaces. It has a key role in strengthening the broader network of public space to promote well-connected, walkable, cyclable safe and comfortable routes and places throughout the City and within its neighbourhoods. In supporting transit, a network of compact and interconnected streets and blocks, connected to the station or stop will ensure that the public realm is optimized for routing choices and flexibility, while accommodating a range of mobility options.” after the words “civic pride” so that it appears as follows:

This Plan focuses on enhancing and creating well designed places that have meaning to people, provide enduring patterns of community use and establish memorable physical qualities that instill civic pride. Placemaking is optimized when both the private and public realm are seamlessly coordinated and where design is executed in the highest of standards. The Public realm is the fundamental organizing element of the city and defines how Richmond Hill is understood and experienced through the arrangement of its streets, blocks and open spaces. It has a key role in strengthening the broader network of public space to promote well-connected, walkable, cyclable safe and comfortable routes and places throughout the City and within its

neighbourhoods. In supporting transit, a network of compact and interconnected streets and blocks, connected to the station or stop will ensure that the public realm is optimized for routing choices and flexibility, while accommodating a range of mobility options.

- iii. That a new paragraph is created from the start of “The policies of section 3.4...”, and this new paragraph be amended by replacing the words “Pedestrian connectivity is a priority” with the words “The quality of the public realm”, replacing the words “in both the public and private realm” with the words “throughout this section” and replacing the words “Oak Ridges Corridor Park” with the words “Oak Ridges Corridor Conservation Reserve” so that it appears as follows:

The policies of section 3.4 (Place-making) focus on fostering physical forms of *development* that cultivate the exchange of ideas, contribute to the character of the City, and are compatible with surrounding areas. The quality of the public realm and design excellence is promoted throughout this section. Urban Design policies foster a human-scaled, pedestrian-oriented and more compact physical environment. Cultural Heritage Resources will be preserved, rehabilitated, and adaptively reused to remain an integral part of the City’s identity. Archaeological Resources are to be preserved and cultural discoveries encouraged to be communicated through public and private realm projects. The Parks and Urban Open Space System, including the Oak Ridges Corridor Conservation Reserve, creates a network of focal points, urban linkages and gathering places connecting areas of the City.

2.2.28 That Section 3.4.1 Urban Design be amended as follows:

- i. That a second paragraph of the preamble be added with the following text:

Development which interfaces with the public realm has an important civic responsibility to strengthen life between buildings and the spaces they create. The design of adjacent buildings and their edges must be carefully considered in contributing to a safe, accessible, attractive and comfortable pedestrian environment. As such, retail, commercial, live-work and even certain residential uses will need to engage the public realm in ways that provide definition, visual interest and animation to achieve an attractive presentation towards streets and open spaces.

- ii. That Policy 3.4.1 (1) be amended by replacing the words “Town shall develop comprehensive” with the word “City’s”, deleting the word “that”, replacing the word “guidance” with the word “direction”, and adding the words “matters such as” before the words “the following” so that it appears as follows:

The City’s design guidelines provide design direction for matters such as the following:

- iii. That Policy 3.4.1 (1)(a) be amended by adding the words “accessible and” after the word “including” so that it appears as follows:

Site plan design, including accessible and sustainable design;

- iv. That Policy 3.4.1 (1)(b) be amended by deleting the word “and” after the word “massing”, and adding the words “and at-grade treatments” after the words “architectural quality” so that it appears as follows:

Built form (including building articulation), massing, architectural quality, and at-grade treatments;

- v. That Policy 3.4.1 (1)(i) be amended by adding the words “barriers and fencing” after the word “Signage” so that it appears as follows:

Signage, barriers and fencing;

- vi. By adding a new policy 3.4.1 (1)(k) with the following text:

Sun/shadow and wind control;

- vii. That existing policies 3.4.1 (1)(k) and (l) be renumbered to 3.4.1 (1)(l) and (m).

- viii. That Policy 3.4.1 (2) be amended by deleting the words “The relevant design guidelines which have been approved by”, adding the words “approved guidelines” after the word “Council”, and deleting the words “including” and following lettered policies so that it appears as follows:

Council approved guidelines shall be utilized in the review and evaluation of development applications and related studies.

NOTE TO READER: While not part of this OPA, the following sidebar may be added in this sub-section:

List of design guidelines:

- Richmond Hill Urban Design Guidelines
- Village Core Neighbourhood Design Guidelines
- North Yonge Street Urban Design Study
- Headford Business Park Urban Design Guidelines
- Barker Business Park Urban Design Guidelines
- Guidelines provided in Infill Studies and Tertiary Plans (see Appendix “9” for a listing)

- ix. That Policy 3.4.1 (3) be amended by adding the words “in some cases,” before the words “*low density residential development*” so that it appears as follows:

High-rise development, mid-rise development, medium density residential development, and in some cases, low density residential development containing 3 or more lots...

- x. That Policy 3.4.1 (7) be deleted.

- xi. That Policy 3.4.1 (8) be renumbered to 3.4.1 (7) and be amended by replacing the words “In advance of” with the words “In accordance with”, replacing the words “preparation of a Public Art Master Plan” with the words “City’s Public Art Policy”, and deleting the words “to create unique gathering places and focal points” so that it appears as follows:

In accordance with the City’s Public Art Policy, public art shall be directed to the following areas:

- xii. That Policy 3.4.1 (9) be deleted and be replaced by policy 3.4.1 (8) with the following text:

The City shall require the dedication of capital budget for public art purposes as follows:

- a. 1% of the capital budget for all major Regional projects such as buildings or expansions greater than 500 m² or major public realm improvement projects; and
- b. 1.5% of the capital budget for all City buildings or expansions greater than 500 m² or major public realm improvement projects, in accordance with the City’s Public Art Policy.

- xiii. That Policies 3.4.1 (10) and (11) be renumbered to 3.4.1 (9) and (10).

- xiv. That Policy 3.4.1 (12) be deleted and be replaced by new policy 3.4.1 (11) with the following text:

The City may undertake detailed design guidance for the public realm and streetscape design. In doing so, the City will strive for design excellence in the public and private realm in which people live and engage with each other and with the physical space around them.

- xv. That Policies 3.4.1 (13) and (14) be renumbered to 3.4.1 (12) and (13).
- xvi. That Policy 3.4.1 (15) be renumbered to 3.4.1 (14) and be amended by replacing the words “cycling, and walking” with the words “active transportation and recreational networks and” so that it appears as follows:

The City will enhance the value and beauty of Richmond Hill's active transportation and recreational networks and trails to maximize significant views, the Greenway System, cultural heritage resources, archaeological resources, and other landmarks.

- xvii. That the preamble under Building a Strong, Vibrant Identity and Character be amended by adding the words “As such, these policies promote the city pattern, pedestrian experience and wayfinding by creating focal points, gateways and landmarks, and engaging streetscapes” at the end of the paragraph so that it appears as follows:

The policies in this section contribute to building a strong identity for the City by enhancing existing areas and creating new places that strengthen Richmond Hill's character. As such, these policies promote the city pattern, pedestrian experience and wayfinding by creating focal points, gateways and landmarks, and engaging streetscapes.

- xviii. That Policy 3.4.1 (16) be renumbered to 3.4.1 (15) and be amended by replacing the words “Sustainable Design Criteria” with the words “The Sustainability Assessment Tool”, adding the words “site plan and subdivision” after the words “evaluation of”, adding the words “, where appropriate,” after the word “applications”, and adding the words “city building and” after the words “leader in” so that it appears as follows:

The Sustainability Assessment Tool shall be utilized in the review and evaluation of site plan and subdivision development applications, where appropriate, in order to position the City as a leader in city building and sustainable design.

- xix. That Policy 3.4.1 (17) be renumbered to 3.4.1 (16) and be amended by replacing the word “urban” with the word “city”, adding the word “the” after the words “followed by”, adding the word “and then” after the words “Key Development Areas”, replacing the words “Downtown Local Centre, the Local Development Areas and the Oak Ridges Centre” with the words “Local Centres” and adding the words “*High-rise development* may also be permitted in the Regional Mixed-Use Corridors but should not detract from the “pulses” intended to be created within the respective Centres.” so that it appears as follows:

The City shall promote the establishment of a skyline by directing *high-rise* built form in a series of pulses that correspond with the centres of the city structure with the highest concentration in the Richmond Hill Centre, followed by Key Development Areas, and then Local Centres. *High-rise development* may also be permitted in the Regional Mixed-Use Corridors but should not detract from the “pulses” intended to be created within the respective Centres.

- xx. That Policy 3.4.1 (18) be renumbered to 3.4.1 (17) and be amended by replacing the words “Yonge Street and Highway 7” with the words “Yonge Street and Garden Avenue”, and adding new point d with the words “Bathurst Street and Highway 7” so that it appears as follows:

The following intersections are recognized as major gateways:

- a. Yonge Street and Garden Avenue;
- b. Yonge Street and Bloomington Road;
- c. Leslie Street and Highway 7; and
- d. Bathurst Street and Highway 7.

- xxi. That Policy 3.4.1 (19) be renumbered to 3.4.1 (18) and be amended by adding the words “, design guidelines, concept plans, Public Art Policy, and Public Realm Master Plan” to the end of the sentence so that it appears as follows:

Minor gateways may be identified in *Secondary Plans*, design guidelines, concept plans, Public Art Policy, and Public Realm Master Plan.

- xxii. That Policy 3.4.1 (20) be renumbered to 3.4.1 (19) and be amended by replacing the words “public street corner” with the words “gateway”, adding the words “massing, scale” after the word “appropriate”, and replacing the words “and scale” with the words “in buildings, including provision of public realm amenity” so that it appears as follows:

Permitted *development* within gateways shall:

- a. Create a sense of entrance and arrival;
- b. Contribute to the image and identity of the City; and
- c. Be designed to articulate the gateway through appropriate massing, scale, architectural materials and treatments in buildings, including provision of public realm amenity.

- xxiii. That Policy 3.4.1 (21) and (22) be renumbered to 3.4.1 (20) and (21).
- xxiv. That Policy 3.4.2 (23) be renumbered to 3.4.1 (22) and be amended by deleting the word “new” after the words “Entrance features to”, deleting the words “in the designated greenfield area” after the word “*development*”, and replacing the words “provided that the features are landscape related and require minimal maintenance” with the words “as a means to highlight the distinct feature of the community” so that it appears as follows:

Entrance features to *low density residential development* shall be encouraged as a means to highlight the distinct feature of the community.

- xxv. That Policy 3.4.1 (24) be renumbered to 3.4.1 (23) and be amended by adding the words “and be supported through a view shed study” after the words “significant views”, replacing the word “Downtown” with the word “Village”, and adding new item (d) with the text “Others as identified in Secondary Plans or Council approved urban design guidelines.” so that it appears as follows:

New *development* shall protect the following significant views and be supported through a view shed study:

- a. The views looking north and south on Yonge Street to the church steeples in the Village;
- b. The views looking west on Bethesda Sideroad to Lake Wilcox;
- c. The views looking south on Yonge Street to the Toronto skyline; and
- d. Others as identified in *Secondary Plans* or Council approved urban design guidelines.

- xxvi. That Policy 3.4.1 (25) be renumbered to 3.4.1 (24) and be amended by adding the words “To improve wayfinding and navigation” at the start of the policy so that it appears as follows:

To improve wayfinding and navigation, *development* shall orient and site public streets, walking trails, cycling trails, parks, stormwater management works, and built form to create new public views that frame key natural heritage features, key hydrological features, significant views, cultural heritage, the Greenway System or other landmarks.

xxvii. That Policy 3.4.1 (26) be renumbered to 3.4.1 (25).

xxviii. That Policy 3.4.1 (27) be deleted, and replaced with new policy 3.4.1 (26) with the following text:

Development that fronts onto a park or open space, or an intersection of public streets shall be encouraged to provide enhanced architectural design, such that:

- a. Buildings that have frontage onto parks and open space shall be designed to frame the open space with the highest level of architectural expression, articulation and use of materials; and
- b. Buildings that terminate at the end of a public street shall be designed to address the termination of the street using the highest level of architectural expression, articulation and use of materials.

xxix. That Policy 3.4.1 (28) be renumbered to 3.4.1 (27).

xxx. That Policy 3.4.1 (29) be deleted.

xxxi. That the subheading “Walkable Streets, Built Form and People Place” be renamed “Walkable and Cyclable Streets, Built Form and Social Connection”, and the preamble be amended by adding the word “city” after the words “essential component of”, deleting the words “a new kind of urban community”, adding the words “cyclist supportive” after the words “pedestrian and”, and adding the words “As such, the City promotes the development of urban scaled spaces, blocks and streets with shared amenities for improving connectivity, safety and human comfort.” so that it appears as follows:

Leadership and innovation in built form and landscape design is an essential component of city building. The policies in this section contribute to the creation of a pedestrian and cyclist supportive, transit-oriented, human-scaled, and compact built environment. As such, the City promotes the development of urban scaled spaces, blocks and streets with shared amenities for improving connectivity, safety and human comfort.

- xxxii. That Policy 3.4.1 (30) be renumbered to 3.4.1 (28) and be amended by adding the words “and cyclable” after the words “Establishing walkable” and adding the words “, development blocks,” after the words “public street patterns” so that it appears as follows:

Development shall promote a compact land use pattern by:

- a. Establishing walkable and cyclable public street patterns, development blocks, and lot fabric to allow for future *development* and *intensification*;...

- xxxiii. That Policy 3.4.1 (31) be deleted and be replaced by new policy 3.4.1 (29) with the following text:

The façade of buildings facing a street should encourage continuous buildings along development blocks to provide a continuity of built form from one property to the next.

- a. Curb cuts and driveways to accommodate service and access shall be encourage to locate in the side or rear of a *development* site and should be designed so as to not dominate the streetscape.
- b. Where driveways cannot be located to the side or rear of a *development* site, access is encouraged to be integrated within the built form to allow for a continuous built form with adjacent properties.

- xxxiv. That Policy 3.4.1 (32) be renumbered to 3.4.1 (30) and be amended by adding the words “and enhanced treatments” after the word “landscaping” so that it appears as follows:

Where a setback from the public street or public sidewalk is required, *development* shall provide landscaping and enhanced treatments adjacent to the public street or public sidewalk to promote an attractive landscaped transition between the public and private realm.

- xxxv. That Policy 3.4.1 (33) be renumbered to 3.4.1 (31) and be amended by replacing the words “taller building features” with the words “enhanced built form and appropriate massing” so that it appears as follows:

Development at corner sites shall be designed to orient primary elevations of new buildings to both public street frontages and to include enhanced built form and appropriate massing in order to articulate and distinguish the corner.

- xxxvi. That Policy 3.4.1 (34) be renumbered to 3.4.1 (32).
- xxxvii. That Policy 3.4.1 (35) be renumbered to 3.4.1 (33) and be amended by adding the words “Development shall provide connections to existing and planned pedestrian cycling networks.”, renumbering the existing first sentence to (33)(a), renumbering items (a) through (e) to (a)(i) through (v), renumbering item (f) to (b), deleting the word “or” before the word “sidewalks”, adding the words “and/or bicycle paths” after the word “walkways”, and adding new item (c) with the words “*Development* shall provide sidewalks or walkways appropriately scaled and designed to support the intended/anticipated foot traffic associated with the land use and surrounding context, including local attractions, transit and the amount of density associated with the *development*” so that it appears as follows:
- Development* shall provide connections to existing and planned pedestrian and cycling networks.
- a. Wherever possible, *development* shall be designed to provide sidewalks or walkways between primary building entrances and:
- i. The public sidewalk;
- ii. Parking areas;
- iii. Walking and cycling paths and trails;
- iv. Parks; and
- v. Public transit terminals, stations, and stops.
- b. Wherever possible, *development* shall be designed to provide sidewalks, walkways and/or bicycle paths to abutting areas such as the Neighbourhood and the Greenway System.
- c. *Development* shall provide sidewalks or walkways appropriately scaled and designed to support the intended/anticipated foot traffic associated with the land use and surrounding context, including local attractions, transit and the amount of density associated with *development*.
- xxxviii. That Policies 3.4.1 (36) through (38) be renumbered to 3.4.1 (34) through (36).
- xxxix. That Policy 3.4.1 (39) be renumbered to 3.4.1 (37) and be amended by deleting the words “shall be designed to” in the opening statement, and inserting a new item (a) with the following text “Shall be designed to”, and renumbering the existing (a) to (a)(i), renumbering the first sentence of (b) to (a)(ii), adding new

items (a)(iii) through (vi) as provided below, renumbering the second sentence of existing (b) as new item (b), adding the words “Are subject to” at the beginning and replacing the word “are” with “where” before the words “set out”, and renumbering the remainder of (b) as new item (c) so that it appears as follows:

Development within the centres and corridors:

- a. Shall be designed to:
 - i. Create a rhythm of facades that complements adjacent buildings;
 - ii. Provide built form that maintains a well-proportioned, human-scaled street wall;
 - iii. Encourage a variation in setbacks along the building frontages to articulate façade emphasis allowing for visual interest, outdoor patios, recessed entries and landscaped areas;
 - iv. Design active ground floor use to animate the public realm as an extension of the pedestrian environment;
 - v. Locate functioning main entrances to buildings so that they are clearly identifiable and prominent; and
 - vi. Design and locate lobby, retail and commercial entrances for universal accessibility.
 - b. Are subject to minimum and maximum building heights, including maximum podium or base building heights, where set out in **Chapter 4** (Land Use Policies) of this Plan.
 - c. Notwithstanding the minimum height and density provisions as set out in **Chapter 4** of this Plan, expansions of existing buildings or structures may be permitted provided that the expansion is not greater than 15% of the gross floor area of the existing building or structure as of the date of adoption of this Plan. Single storey expansions greater than 15% of the gross floor area of the existing building or structure as of the date of adoption of this Plan may only be considered where it can be demonstrated to the satisfaction of the City that the proposed expansion will otherwise be in accordance with the policies of this Plan.
- xl. That Policy 3.4.1 (40) be renumbered to (38) and be amended by deleting the words “to avoid repetition along building facades and” so that it appears as follows:

Development within the centres and corridors shall incorporate a variety of compatible materials, fenestration, canopies, and/or

public spaces to create visual interest and an animated public realm.

- xli. That Policy 3.4.1 (41) be renumbered to 3.4.1 (39).
- xl.ii. That Policy 3.4.1 (42) be renumbered to 3.4.1 (40) and be amended by deleting the word “building” after the word “include”, deleting the word “decorative” before the word “street furnishings”, adding the words “pedestrian scale” before the words “light fixtures”, and adding the words “and planters, seating or” after the words “landscaped median” so that it appears as follows:

To promote visually appealing, safe, and pedestrian-oriented experiences, *development* shall be encouraged to:

- a. Design buildings to include materials and colours, landscaping and architectural styles compatible with the context of the area and to achieve variety along the streetscape;
- b. Provide street furnishings such as pedestrian scale light fixtures, landscaped medians and planters, seating or benches, bicycle racks and coordinated transit shelter designs and amenities to recognize and enhance the character of the existing area; and
- c. Incorporate architectural detailing and high-quality, durable materials that maintain and enhance the character of the existing area and extend the life cycle of the built environment.

- xl.iii. That Policy 3.4.1 (43) be renumbered to 3.4.1 (41) and be amended by replacing the words “achieve adequate” with the word “optimize” so that it appears as follows:

A sun/shadow analysis may be required for *high-rise* and *mid-rise development* applications. The analysis shall demonstrate that any shadowing on public sidewalks within and abutting the *development* site is limited to optimize sunlight and comfort in the public realm through all four seasons.

- xl.iv. That Policy 3.4.1 (44) be renumbered to 3.4.1 (42) and be amended by adding the words “and *mid-rise*” after the word “*high-rise*” so that it appears as follows:

A wind study may be required for *high-rise* and *mid-rise* development applications. The study shall demonstrate that any wind impacts on the public realm are adequately limited by the

proposed *development* to enable pedestrians to sit, stand, or walk in the public realm throughout all four seasons.

- xliv. That Policy 3.4.1 (45) be renumbered to 3.4.1 (43).
- xlvi. That Policy 3.4.1 (46) be renumbered to 3.4.1 (44) and be amended by deleting item (f).
- xlvii. That Policy 3.4.1 (48) be renumbered to 3.4.1 (46) and be amended by adding “/cyclists” after the words “vehicles and pedestrians” and adding new item (f) with the words “Adequate lighting and signage are provided for cycling paths.” so that it appears as follows:

Development shall be designed to minimize conflicts between vehicles and pedestrians/cyclists by ensuring that:

- a. Vehicular access is primarily from public streets;
 - b. Vehicular access is designed to serve multiple buildings, wherever appropriate;
 - c. Public laneways and driveway connections between adjacent sites shall be required where feasible;
 - d. Large land parcels incorporate a fine-grain street network to promote pedestrian circulation and transit-oriented development;
 - e. Sidewalks are provided where required, and that sidewalks continue across driveway entrances where they meet the street; and
 - f. Adequate lighting and signage are provided for cycling paths.
- xlviii. That Policy 3.4.1 (49) be renumbered to 3.4.1 (47) and be amended by adding items (a) through (e) with the following text:
- a. Above grade structured parking shall only be considered by the City if the site is constrained by high water table or other extenuating circumstances.
 - b. The design of above grade structured parking shall:
 - i. minimize impacts on the property and on surrounding properties, including safety and attractiveness of adjacent streets, parks and open spaces;
 - ii. be integrated within the podium of the building; and
 - iii. animate the street or open space by incorporating at-grade uses such as commercial, retail or community uses.

- c. Where fronting onto a street designed to support transit, pedestrians and high levels of animation, the design of above-grade structured parking shall be screened by liner buildings incorporating a mix of uses between the parking structure and the street space.
- d. Liner buildings, as identified in (c), may not be required where:
 - i. above grade parking structures front onto streets that provide service and loading access for *development*; or
 - ii. it can be demonstrated that the site is unable to support liner buildings because of limitations of block size.
- e. When exposed to the street, the facades of above grade structured parking shall be designed so that:
 - i. a high level of architectural treatment and animation is provided to mask the parking and screen views of the interior; and
 - ii. minimize the spillover effect of the parking structure's interior illumination on adjacent properties, open spaces and the public realm.
- xlix. That Policy 3.4.1 (50) be renumbered to 3.4.1 (48) and be amended by replacing the word "groundwater" with the words "high water table" so that it appears as follows:
- I. That Policy 3.4.1 (51) be renumbered to 3.4.1 (49) and be amended by adding the words "screening" before the words "along the perimeter" so that it appears as follows:

Major office *development* shall be encouraged to provide underground parking or, where not feasible due to high water table or other constraints, structured parking to the rear or side of the *development* site, or incorporated within the base of a building.

Surface parking should be minimized wherever possible. Where surface parking is provided, it shall wherever possible be located at the rear or side of a *development* site and shall include substantial landscaping within and screening along the perimeter of parking areas. Joint pedestrian and vehicular access between *development* sites shall be encouraged and may be required along arterial streets.

- li. That Policy 3.4.1 (52) be renumbered to 3.4.1 (50) and be amended by adding the words “, comfortable, continuous” after the word “safe” so that it appears as follows:

Safe, comfortable, continuous and barrier-free pedestrian connections between the *development* and surface parking areas shall be provided.

- lii. That Policy 3.4.1 (53) be renumbered to 3.4.1 (51).
- liii. That Policy 3.4.1 (54) be renumbered to 3.4.1 (52) and be amended by deleting the word “is” before the word “encouraged” so that it appears as follows:

Shared parking between complementary uses shall be explored and encouraged wherever feasible and appropriate.

- liv. By adding a new policy 3.4.1 (53) with the following text:

The pedestrian access to parking facilities shall be appropriately signed, designed and integrated into the façade so as not to appear as a dominant element.

- lv. By adding a new policy 3.4.1 (54) with the following text:

Parking facilities, service access points, loading areas, 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.

- lvi. That Policy 3.4.1 (55) be amended by adding the words “in Neighbourhoods” after the words “*residential* areas” and deleting point (a) and replacing it with new text so that it appears as follows:

To ensure built form compatibility and transition of building heights with adjacent *low-density residential* areas in Neighbourhoods, *development* within the *centres and corridors* shall be designed so as to provide:

- a. Suitable massing and design, in order to achieve skyview, light and building separation. Unless otherwise specified in **Chapter 4** (Land Use) of this Plan, the City shall apply a 45 degree angular plane, as a means to measure suitability.
 - i. Where there is a street separating the Neighbourhood designation from the *centres and corridors* designation, the angular view plane shall be measured from the adjacent *low density residential*

property line located in the Neighbourhood designation.

- ii. In the event that the Neighbourhood designation immediately abuts the lot line of lands within the *centres and corridors*, such as a side-lot or back-lot condition, the angular view plane may be measured from 10 metres above grade at the common lot line.

- b. New public streets with grade-related residential entrances facing existing *low density residential* or *medium density residential* areas, where appropriate; and
- c. Landscape buffers or linkages, which may include parks, where appropriate.

lvii. That Policy 3.4.1 (56) be deleted.

lviii. That Policy 3.4.1 (57) be renumbered to 3.4.1 (56) and be amended by adding the words “routing flexibility and” after the word “ensure” so that it appears as follows:

To ensure routing flexibility and connectivity within and between the *centres and corridors*, *development* fronting onto Yonge Street shall incorporate a rear laneway or a public street parallel to Yonge Street, where appropriate.

lix. That Policies 3.4.1 (58) through (61) be renumbered to 3.4.1 (57) through (60).

2.2.29 That Section 3.4.4 Parks and Urban Open Space System be amended as follows:

- i. That Policy 3.4.4 (2) be amended by adding the words “urban plazas” after the words “providing new parks” so that it appears as follows:

Development may be required to demonstrate through a concept plan how the proposed *development* will contribute to the connectedness and creation of a continuous urban open space system by providing new parks, urban plazas and/or urban linkages between neighbourhood areas, *centres and corridors*, *employment lands* and the Greenway System.

- ii. That Policy 3.4.4 (8) be amended by adding new point (a) with the text “Destination Parks”, existing items (a) through (d) be renumbered to (b) through (e), and adding new point (f) with the text “Urban Plazas” so that it appears as follows:

The urban open space system shall include the following types of parks:

- a. Destination Parks;
- b. Community Parks;
- c. Neighbourhood Parks;
- d. Linear Parks;
- e. Urban Squares; and
- f. Urban Plazas.

- iii. By adding a new heading titled “Destination Parks” after policy 3.4.4 (8) with the following text:

Destination Parks have a prominent City-wide function. They may vary considerably in terms of the recreational opportunities they provide, but their unique features attract visitors from across the City and beyond.

- iv. By adding a new policy 3.4.4 (9) with the following text:

Destination Parks:

- a. Consist of features and facilities not found elsewhere in the City;
- b. May be designed as sites to accommodate large events and celebrations; and
- c. May contain active and/or passive parkland components, as well as additional lands such as stormwater management facilities or portions of the Greenway System.

- v. That Policy 3.4.4 (9) be renumbered to 3.4.4 (10) and the preamble be amended by replacing the words “Town and beyond” with the word “City” so that it appears as follows:

Community parks provide passive and active recreational opportunities, which draw users from across the City.

- vi. That Policy 3.4.4 (10) be renumbered to 3.4.4 (11) and be amended by deleting item (d) so that it appears as follows.

Neighbourhood Parks shall:

- a. Provide a range of neighbourhood-oriented passive and active recreational opportunities;
- b. Provide opportunities for nature appreciation where possible; and

- c. Be comprehensively planned as part of the *Secondary Plan* process to contribute to an interconnected urban open space system.
- vii. That Policy 3.4.4 (11) be renumbered to 3.4.4 (12) and be amended by deleting item (b) and merging item (a) into the main policy so that it appears as follows:

Linear Parks shall be comprehensively planned as part of the *Secondary Planning* process to establish an interconnected urban open space system.

- viii. That Policy 3.4.4 (12) be renumbered to 3.4.4 (13) and be amended by deleting item (d) so that it appears as follows:

Urban Squares shall provide the following:

- a. Urban meeting and gathering facilities, including seating opportunities;
 - b. Pedestrian walkway connections to surrounding areas; and
 - c. A sense of character that complements and enhances the area.
- ix. By adding a new heading titled “Urban Plazas” after new policy 3.4.4 (13) with the following text:

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 *centres and corridors*. Over time, these spaces are intended to function as landmarks that people meet in or use for wayfinding purposes.

- x. By adding a new policy 3.4.4 (14) with the following text:

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 *development* 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.

- xi. That Policies 3.4.4 (13) through (15) be renumbered to 3.4.4 (15) through (17).
- xii. That Policy 3.4.4 (16) be deleted.
- xiii. That Policies 3.4.4 (17) through (20) be renumbered to 3.4.4 (18) through (21).
- xiv. That Policy 3.4.4 (21) be renumbered to 3.4.4 (22) and be amended by replacing the words “Oak Ridges Corridor Park” with the words “Oak Ridges Corridor Conservation Reserve” so that it appears as follows:

The year-round recreational use of unique regional resources such as the Oak Ridges Corridor Conservation Reserve shall be encouraged.

- xv. That Policy 3.4.4 (22) be renumbered to 3.4.4 (23).
- xvi. That Policy 3.4.4 (23) be renumbered to 3.4.4 (24) and be amended by adding the words “and *mid-rise*” after the words “*High-rise*” so that it appears as follows:

High-rise and *mid-rise development* adjacent to a park may be required to undertake a wind study and/or a sun/shadow study which demonstrates that the proposed *development* adequately limits negative shading and/or wind impacts on existing and proposed parks to the satisfaction of the City.

- xvii. That Policies 3.4.4 (24) through (26) be renumbered to 3.4.4 (25) through (27).

2.2.30 That Section 3.4.5 “Oak Ridges Corridor Park” be renamed to “Oak Ridges Corridor Conservation Reserve” and be amended as follows:

- i. That the preamble be amended by replacing the words “Oak Ridges Corridor Park” with the words “Oak Ridges Corridor Conservation Reserve” and replacing the word “park” with the words “natural area” so that it appears as follows:

Oak Ridges Corridor Conservation Reserve is a 404 hectare (1,000 acre) Provincially-owned natural area between Bathurst Street and Bayview Avenue just north of Jefferson Sideroad and Stouffville Road. Managed by the Conservation Authority, it provides an extensive ecological and recreational linkage on the Oak Ridges Moraine. The City will work with the Province and the Conservation Authority to protect, restore and enhance the natural area as a legacy in Richmond Hill for future generations.

- ii. That Policy 3.4.5 (1) be amended by replacing the words “Oak Ridges Corridor Park” with the words “Oak Ridges Corridor Conservation Reserve” and replacing the words “a community park within the Town” with the words “part of the City’s Greenway System” so that it appears as follows:

The Oak Ridges Corridor Conservation Reserve as shown on **Appendix 3** (Conceptual Location of East-West Greenway Corridor) shall serve as part of the City’s Greenway System and shall provide the following:...

- iii. That Policy 3.4.5 (2) be amended by replacing the words “Oak Ridges Corridor Park” with the words “Oak Ridges Corridor Conservation Reserve” so that it appears as follows:

The City shall promote connections, wherever possible, to establish linkages within the City to the Oak Ridges Corridor Conservation Reserve.

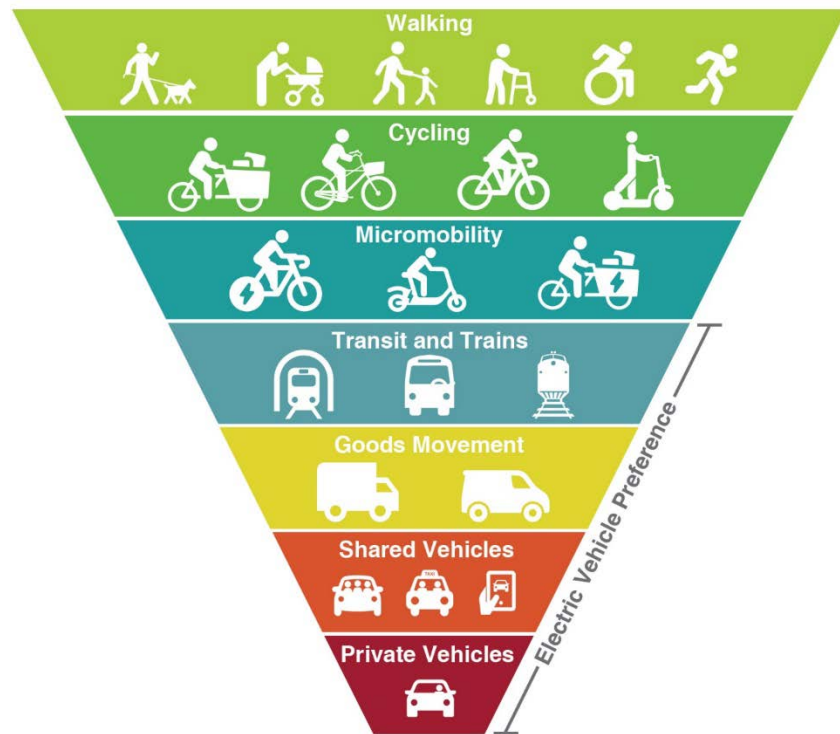
2.2.31 That Section 3.5.1 The Transportation System be amended as follows:

- i. That Policy 3.5.1 (2) be deleted, and replaced with the following text:

The City shall provide a range of choice in mobility with priority given to sustainable transportation modes while balancing limited street capacity and competing uses.

- a. The following mobility hierarchy, as illustrated in **Figure 4**, shall be supported:
 - i. Walking;
 - ii. Cycling;
 - iii. Micromobility;
 - iv. Public Transit;
 - v. Goods movement;
 - vi. Shared vehicles, including High Occupancy Vehicles (HOV), taxis, and ride-hailing services; and
 - vii. Single Occupant Vehicles.
 - b. For items (iv) through (vii) in (a) above, vehicles with electric propulsion shall be encouraged.
 - c. The hierarchy in (a) shall be applied to the planning, design and construction of transportation infrastructure; development and implementation of policies, programs and initiatives; and through the approval of *development*.
- ii. By adding a new Figure 4 adjacent to policy 3.5.1 (2).

“Mobility Hierarchy



NOTE TO READER: While not part of this OPA, the following sidebar may be added to this section:

Micromobility refers to electrified modes of personal travel (such as electric bikes, scooters, skateboards, monowheels/self-balancing boards, etc.) that make travelling more effortless than their non-electrified versions. With the use of these devices, people may be more willing and able to travel over longer distances, and at faster speeds, than when they are using the non-electrified versions, and as such may prefer them to using their private automobile.

2.2.32 That Section 3.5.5 Streets and Rights-of-Way be amended as follows:

- i. That the preamble be amended by replacing the word “urban” with the word “city”, adding the words “municipal sewers, watermain,” after the word “supporting” and by adding the words “and stormwater management works” after the words “utility infrastructure” so that it appears as follows:

The City’s streets are a core component of the transportation system and provide connections within the city structure. Streets support the public realm with pedestrian activity and local business. They accommodate automobile traffic and transit

while balancing the needs of pedestrians, cyclists and goods movement. They also provide a right-of-way for supporting municipal sewers, watermain, utility infrastructure and stormwater management works.

- ii. That Policy 3.5.5 (1) be amended by deleting the word “widths” before the words “as shown on **Schedule A8**” so that it appears as follows:

The City may require as a condition of *development* that sufficient lands be conveyed to provide for the street right-of-way as shown on **Schedule A8** (Street Classification) to this Plan in accordance with the policies of this Plan.

Notwithstanding the rights-of-way widths identified in this Plan, additional widths may be required for additional turn lanes at intersections, right-of-way transitions, utilities, cycling and pedestrian facilities, grading/cuts and fills and/or sightlines.

- iii. By adding a new policy 3.5.5 (3) with the following text:

Despite 3.5.5 (1) and (2), a stratified public right-of-way or public access easement over private property may be considered by the City in lieu of conveying an unencumbered publicly owned and operated right-of-way in the City’s *centres and corridors*, provided the function and form of the stratified public right-of-way or public access easement is the same as a public right-of-way.

- a. A proposal to stratify a public right-of-way or to provide a public access easement over private property must demonstrate to the satisfaction of the City:
 - i. the conveyance of lands to the City for an unencumbered public right-of-way would adversely affect the developability of a site, and all other *development* options or alternative right-of-way standards cannot be suitably accommodated;
 - ii. the City’s ability to operate, service, maintain, and replace infrastructure, services and utilities within lands that are subject to the stratified right-of-way or public access easement over private property is not impeded;
 - iii. the right-of-way maintains functionality and is designed and constructed in accordance with Provincial regulations, the City’s Standards and Specifications Manual and the Building Code;
 - iv. the design of the right-of-way is subject to the urban design policies of Section 3.4.1 of this Plan and the

- applicable functional street classification standards;
and
 - v. the stratified public right-of-way or public access easement over private property shall satisfy all relevant policies pertaining to public streets of this Plan.
- b. The appropriateness of permitting a stratified public right-of-way or public access easement over private property will be evaluated by the City through the review of applicable studies as determined by the City, including a Planning Justification Report and an Engineering Justification Report.

NOTE TO READER: While not part of this OPA, the following sidebar may be added to this subsection:

A stratified ownership arrangement occurs when the ownership of land is divided in a horizontal or vertical manner and can be above and/or below grade. These arrangements are made between two or more parties and may involve a municipality or multiple public bodies. Ownership is fully separated and clearly defined in stratified arrangements.

An easement is a right that one party has to use land that is owned by another party. The rights of the easement holder regarding use of the property are specific and typically limited. The property owner gives up only defined rights on that portion of the property that is used for the purposes of the easement.

2.2.33 That Policy 4.10.2.2 (2) of this Plan be amended by replacing the words “Oak Ridges Corridor Park” with the words “Oak Ridges Corridor Conservation Reserve” so that it appears as follows:

The City will work with the Province, York Region and the Conservation Authority to maintain and enhance the Oak Ridges Corridor Conservation Reserve and the Oak Ridges Trail as a natural reserve and a natural gateway to the ORM, including investigating opportunities for connections across public streets to facilitate pedestrian and wildlife crossings.

2.2.34 That Policy 5.22 (3) be amended as follows:

- i. By adding a new policy 5.22 (3)(g) with the following text:

A city-wide GHG emissions reduction target of net-zero by 2050, as stated in policy 3.1.1 (2);

- ii. That existing policy 5.22 (3)(g) be deleted and be replaced by new policy 5.22 (3)(h) with the following text:

A minimum tree canopy cover of 30%, and a woodland cover target of 15% across the City by 2041; and

- iii. Existing policy 5.22 (3)(h) be renumbered to 5.22 (3)(i).

2.2.35 That policy 5.27 be amended as follows:

- i. That Policy 5.27 (1) be amended by adding the words “shall demonstrate how the proposed development addresses relevant placemaking and built form policies of this Plan, and” after the words “by the policies of this Plan” so that it appears as follows:

Urban Design Reports or Briefs required by the policies of this Plan shall demonstrate how the proposed *development* addresses relevant placemaking and built form policies of this Plan, and shall include but not be limited to the following:...

- ii. By adding a new policy 5.27 (1)(c)(vii) with the following text:

vii. Streetscape and public realm elements;

- iii. Existing policies 5.27 (1)(c)(vii) through (ix) be renumbered to 5.27 (1)(c)(viii) through (x).

- iv. That Policy 5.27 (1)(d)(iii) be amended by replacing the words “Town’s Stormwater Management Landscaping Design Criteria and Implementation Guidelines” with the words “City’s Standards and Specifications Manual” so that it appears as follows:

Stormwater management works guidelines in accordance with the City’s Standards and Specifications Manual, where applicable;

2.2.36 By adding a new policy 5.29 Sustainability Metrics with the following text:

1. Proponents of site plan and/or plan of subdivision may be required to submit a completed Sustainability Assessment Tool form.
2. For applications that are subject to Policy 5.29 (1), as a prerequisite for approval, such applications must achieve the applicable minimum threshold score as determined by Council.

2.2.37 That Section 7.1 Implementation be amended as follows:

- i. By adding a new policy 7.1 (1)(a) with the following text:

The update of the 2010 Official Plan, commenced in 2019, may occur through multiple City-initiated amendments, which may result in an interim period where more specific policies and/or mapping may not align with the more recently updated general policies. In the event that this lack of alignment results in a conflict, the more specific land use policies (i.e. in **Chapter 4**) and/or mapping (i.e. land use designations as shown on **Schedule A2** (Land Use)) shall take precedence over the general policies (i.e. in **Chapter 3**) and/or mapping (i.e. conceptual city structure elements in **Schedule A1** (City Structure)).

- ii. That Policy 7.1 (4) be amended by replacing the year “2031” with the year “2041” so that it appears as follows:

The implementation of this Plan shall occur over the planning horizon to 2041.

- 2.2.38 By adding a new definition of “Secondary Plan” to Section 7.2 Definitions, and italicizing the term where it is used in the Official Plan, with the following text:

Secondary Plan means a part of an official plan, added by way of an amendment, that contains policies and land use designations that apply to multiple contiguous parcels of land, but not an entire municipality, and that provides more detailed land use policy direction in respect of those parcels than was provided before the amendment.

- 2.2.39 That 7.3 List of Figures be updated to add **Figure 4** (Mobility Hierarchy).

- 2.2.40 That 7.5 List of Schedules be updated to replace the words “Urban Structure” with the words “City Structure”.

Schedule 1 to OPA 18.3

