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PROPOSED

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12.0 Yonge and Bernard Key Development Area Secondary Plan

Basis

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

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

12.1 Introduction

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

12.1.1 Purpose

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

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

Furthermore, this Secondary Plan provides direction to support the continuation of the Bernard KDA’s bus terminal function for the Town and Region. Additionally, this Secondary Plan acknowledges that the Bernard KDA is an intensification area located within the settlement designation in the Oak Ridges Moraine Conservation Plan and as such, provides policy direction to ensure that future *development* is appropriate for this sensitive environment. It is estimated that at build-out, the Secondary Plan area may accommodate a population in the range of 8,000 – 10,000 people and employment of approximately 1,200 – 2,000 jobs. These estimates are approximate as assumptions on the average density of people and jobs anticipated were used.

12.1.2 Vision

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

The Bernard KDA is envisioned to have three distinct character areas: the Corridor, which reflects the Yonge Street corridor of taller and higher density *development*; the Interior, the transitional tier of interior *development*; and the Neighbourhood Edge, the area abutting established residential communities.

Through the establishment of the three character areas, the Bernard KDA will evolve from an existing *retail/commercial* node to a more connected, mixed-use urban centre that will become a transit, cycling, and pedestrian-oriented destination. The Bernard KDA will build on its assets to evolve into a vibrant place where the community will live, shop, work, and be entertained.

The Bernard KDA is envisioned to become a mixed-use area with a range of building types and forms, including various forms of townhouses, *mid-rise* and *high-rise* street related buildings. The highest and most dense buildings are directed along Yonge Street. Heights and densities will transition down from Yonge Street to respect the adjacent lower-rise Neighbourhood. The existing amount of *commercial* and *retail* floor space will be maintained and expanded through new development in a more urban format. The area will also provide opportunities for new *office* and *major office development* to increase employment opportunities. The planned heights and densities are supportive of a major transit station area as directed by the Growth Plan for the Greater Golden Horseshoe, 2017.



Bernard KDA Development Block

12.1.3 Principles

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

1. Improve Connectivity

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



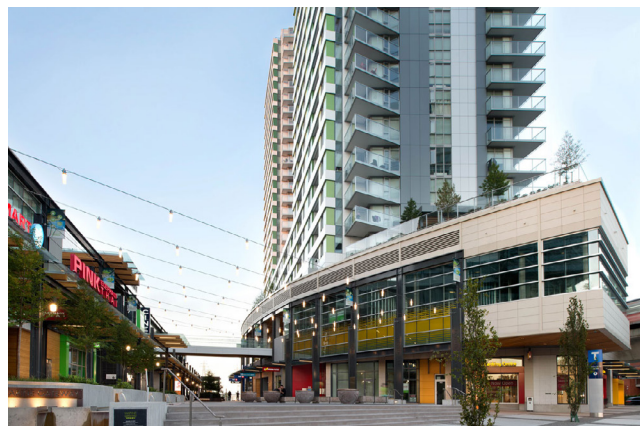
2. Accommodate Transition

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



3. Create Local Identity

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



12.2 Character Areas

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

Corridor Character Area

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



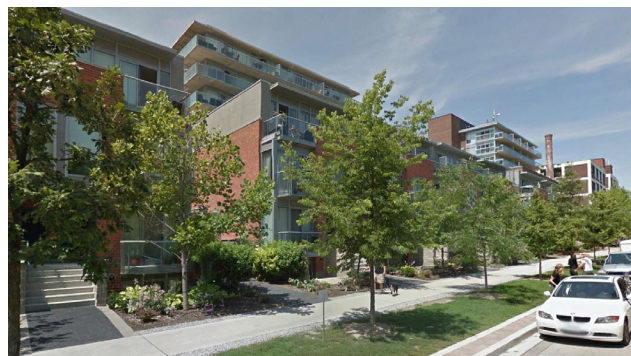
Interior Character Area

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



Neighbourhood Edge Character Area

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



12.2.1 Mix of Uses

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

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

2. In addition to the requirements for non-residential uses at grade in a mixed use building format on Yonge Street and Bernard Avenue as described in Policy 4.4.1(5) of the Part 1 Plan, *development* shall provide active at-grade street frontages through *commercial*, *retail*, or community uses at grade in a mixed-use building format along Yonge Street, Bernard Avenue, and Canyon Hill Avenue, and along planned local streets as shown on **Schedule 4**. *Live-work units* shall also be a permitted use on active at-grade street frontages along planned local streets.
3. *Development* on lands with existing *retail* or *commercial* uses shall generally maintain the existing amount of gross leaseable floor area devoted to *retail* or *commercial* uses to enhance and support the existing *retail* or *commercial* focus of the area.
4. *Development* shall be encouraged to include *office* or *major office* space located above the ground floor of buildings especially along Yonge Street and Bernard Avenue.
5. *Retail*, *commercial* or community uses shall also be encouraged to front onto urban squares and linear parks and be in a more compact format.

12.2.2 Height

The Official Plan directs for a height vision that requires the tallest buildings to be concentrated at the Yonge Street and Bernard Avenue intersection and along the Yonge Street corridor. As reflected by the three character areas, height and density will decline gradually towards the edges of the Bernard KDA boundaries, as distance increases away from the intersection. The lowest and least dense buildings will be located in areas that abut the Neighbourhood.

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

1. *Development* shall be subject to the minimum and maximum height requirements as shown on **Schedule 1** to this Secondary Plan.
2. Minor adjustments to the location of height boundaries shown on **Schedule 1** to this Secondary Plan shall not require an amendment to this Secondary Plan provided that the intent of this Secondary Plan is maintained.

12.2.3 Density

The Official Plan directs the minimum and maximum density of a development block within the Bernard KDA to be between 2.5 FSI and 3.0 FSI. Similar to the height strategy and as reflected by the three character areas, the highest densities are directed along the Yonge Street corridor, transitioning down to lower densities adjacent to the Neighbourhood.

1. The Key Development Area development block is shown on **Schedule 2** to this Secondary Plan and includes the entire Bernard KDA.

How is Floor Space Index (FSI) determined?

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

2. The maximum site density for *development* within the Key Development Area shall be as shown on **Schedule 2** to this Secondary Plan.
3. In the event a property spans more than one density category, corresponding density permissions will be calculated based on the land area present within each category.
4. Minor adjustments to the location of density boundaries shown on **Schedule 2** to this Secondary Plan shall not require an amendment to this Secondary Plan provided that the intent of this Secondary Plan is maintained.

12.2.4 Community Benefit Provisions

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

1. The Town may consider additional height and/or density on a site, in accordance with Section 37 of the *Planning Act* and Section 5.5 of the Part 1 Plan, and based on the following criteria:
 - a. The overall proposal fits within the context of the Bernard KDA, constitutes good planning, and conforms to all other policies of the Part 1 Plan and Secondary Plan.
 - b. The intensity and massing of the building provides an appropriate transition between buildings of differing scale.
2. Where the Town deems entering into a Section 37 agreement is appropriate, the Town may request the provision of community benefits, such as:
 - a. Streetscape/landscape improvements over and above the Town's standards for the enhanced streetscape within the Bernard KDA, as shown on **Appendix 2**;
 - b. Provision of public parking;
 - c. Provision of public art;
 - d. Provision of offsite pedestrian and cycling connections, facilities or TDM supportive infrastructure;
 - e. Provision of *affordable* housing over and above the requirements of the Part 1 Plan;
 - f. Achievement of an "Excellent" Sustainability Score under the Town's Sustainability Metrics program;
 - g. Contribution towards community gardens in accordance with the Town's Community Garden Policy; and/or,
 - h. Any other community benefit or contributions deemed appropriate by Council.

12.2.5 Built Form

12.2.5.1 Street Orientation and Streetwall

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

1. *Development* shall generally orient and place buildings at or near the street edge to animate and enhance the pedestrian realm.



Buildings placed at the street edge to animate the pedestrian experience

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

12.2.5.2 Angular Plane and Shadowing

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

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

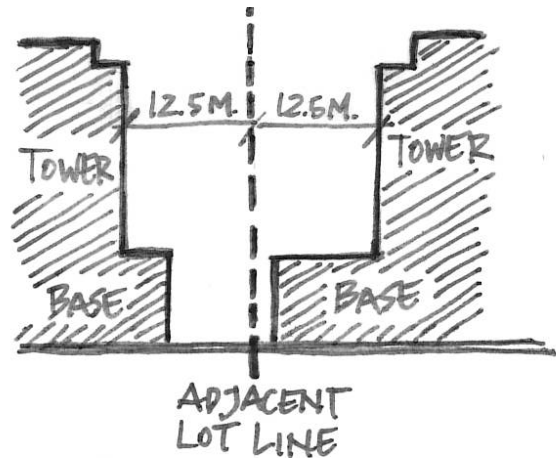
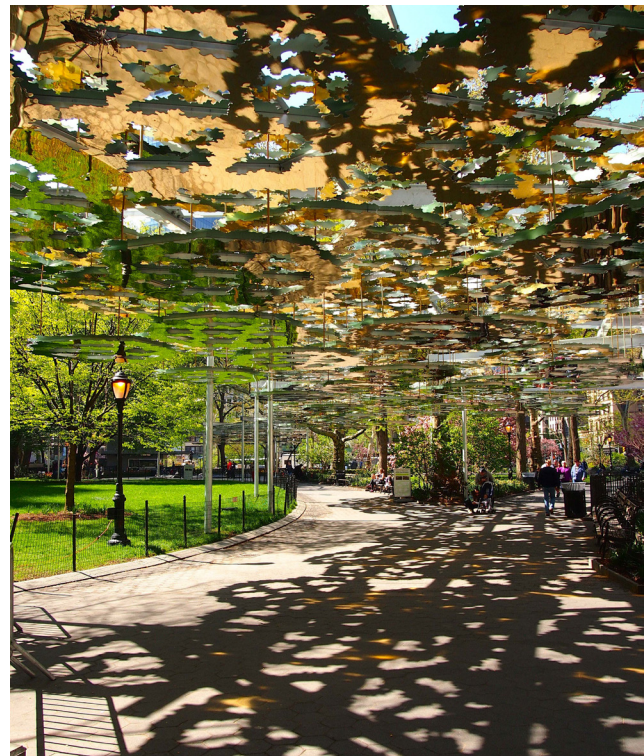


Figure 1 - High-rise buildings sited to provide half the required tower separation distance from adjacent lots



Example of public art used as visual focal point above a pedestrian connection

12.2.5.3 Views and Gateway Features

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

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

12.2.6 Community Services

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

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

12.2.7 Housing

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

12.3 Parks and Urban Open Space System

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

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

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

12.3.1 Greenway System

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

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

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

12.3.2 Parks

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

Urban Squares

Urban squares are intended to be located in mixed-use intensification areas to support a high level of pedestrian activity. Urban squares serve not only local residents, but also people working, shopping, and dining within and near the Bernard KDA.

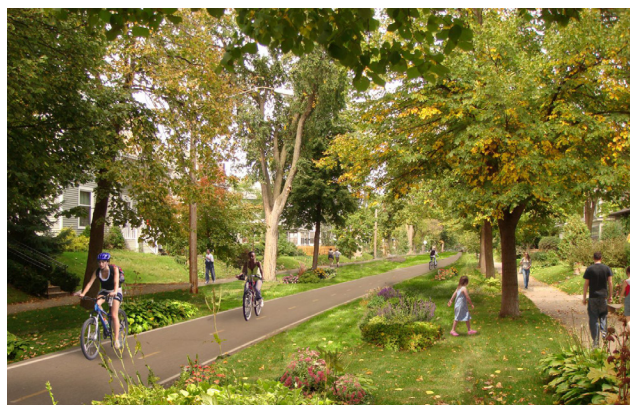
1. An urban square is planned in the southeast quadrant to support the evolution of the Bernard Bus Terminal and frame re-envisioned commercial uses. This will provide stronger visual connectivity from the rapidway into the Bernard KDA and provide an inviting public open gathering space.
2. An urban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



Linear Parks

Linear parks are public parks intended to provide connections between parks and other community destinations. Linear parks can also be sited to act as a physical, green separation between abutting land uses.

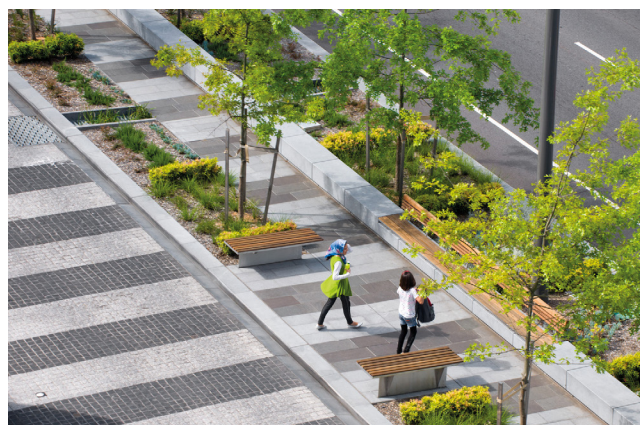
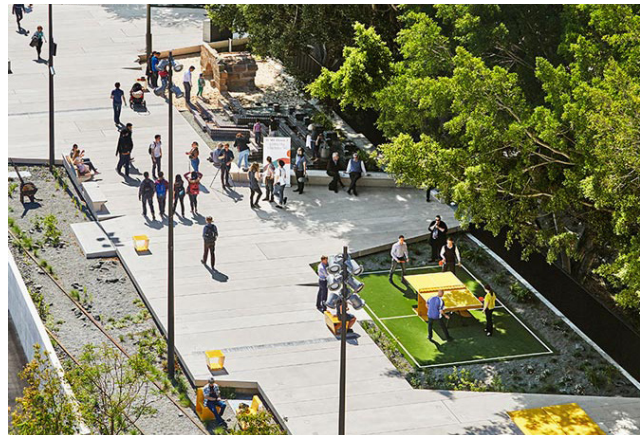
1. Linear parks are planned in the southeast and southwest quadrants to improve block permeability and strengthen multi-modal connectivity while enhancing the open space within the KDA.
2. The following criteria shall apply to the location and siting of new linear parks:
 - a. Linear parks shall be sited to facilitate pedestrian and cycling connections between destinations such as *commercial* and *retail* areas and transit stations.
 - b. The location of linear parks shall be used to create a visual impression, where applicable, or add to the connectivity of the broader parks and urban open space system.



12.3.3 Enhanced Streetscape

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

1. An enhanced streetscape is planned in all quadrants of the Bernard KDA to strengthen the appearance and health of the current street network to support the plan's vision for a walkable and environmentally sustainable community.
2. The enhanced streetscape shall be comprised of the following zones:
 - a. An amenity zone, including enhanced tree plantings, street furniture, enhanced lighting, bio-swales, and/or enhanced landscape plantings, as appropriate.
 - b. A pedestrian travel zone, including a continuous 2 metre minimum and 3 metre desired pedestrian space and enhanced paving patterns and/or permeable paving, as appropriate.
 - c. A spill out zone, including building entries and displays, awnings, public art, landscaping or plazas, as appropriate. Front yard setback requirements will provide for wider sidewalks and contribute to the streetscape enhancements.
3. *Development* shall provide enhanced streetscape components where identified on **Schedule 3**. Enhanced streetscape components may be provided within and/or adjacent to the public right of way.
4. Streetscape design within the enhanced streetscape shall reflect the mixed use character of the KDA, and shall complement adjacent land use and built form.
5. Examples of enhanced streetscape components are provided in **Appendix 2**. The Town may consider alternative enhancements where it is demonstrated that the proposed enhancement improves walkability and/or provides suitable environmental benefits.



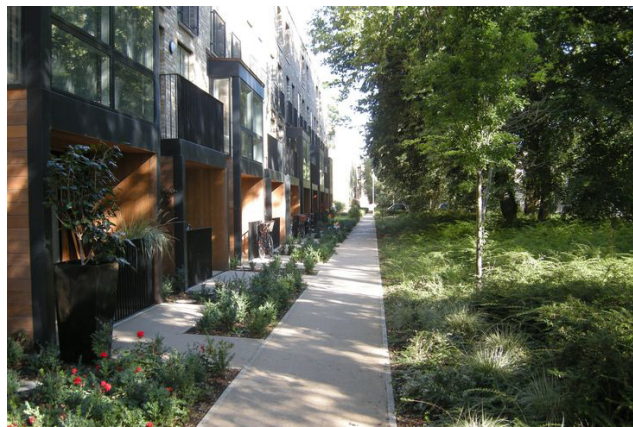
12.4 Connectivity and Mobility

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

1. A fine-grain grid of streets and blocks is fundamental to the vision for the Bernard KDA. The street network and block structure shown on **Schedule 4** to this Secondary Plan has been planned to:
 - a. Introduce more options for moving around the area with less reliance upon Yonge Street;
 - b. Create shorter, more pedestrian-oriented blocks that provide logical and direct connections within the Bernard KDA and between the area and the surrounding Neighbourhood through the provision of pedestrian and cycling connections and new public streets to support active transportation and transit use;
 - c. Support access to the bus rapid transit stations;
 - d. Ensure connectivity and permeability within the Bernard KDA and to the adjacent Neighbourhood;
 - e. Minimize walking distances between the *retail, commercial, office, major office* and community uses within the Bernard KDA and the surrounding Neighbourhood; and
 - f. Minimize access onto arterial streets to maximize their efficiency.
2. Transportation demand management (TDM) will be critical to achieve a balanced transportation system in the Bernard KDA that provides and promotes attractive alternatives to the automobile. Section 12.4.3 of this Secondary Plan outlines the approaches the Town shall utilize to implement TDM, in cooperation with York Region and landowners.
3. The street network shown on **Schedule 4** to this Secondary Plan has been evaluated as it relates to the projected population and employment outlined in Section 12.1.1 of this Secondary Plan. While the proposed street network, coupled with TDM strategies and other transit initiatives, is sufficient to keep pace with the projected population and employment growth, further studies may be required to address area-specific or site specific transportation issues.

12.4.1 Active Transportation

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



Pedestrian and Cycling Connections

Pedestrian and cycling connections provide an opportunity for a finer-grained active transportation network. Portions of the Bernard KDA provide opportunities to create pedestrian-scaled blocks, while other portions have larger blocks where opportunities exist to improve connections.

1. The Bernard KDA shall be planned to establish a well-connected system of pedestrian and cycling routes and streets as shown on **Schedule 4** to this Secondary Plan.
2. *Development* in the Bernard KDA shall generally provide for a 2 metre minimum and 3 metre desired pedestrian space along Yonge Street.
3. *Development* shall incorporate or enhance the planned pedestrian and cycling connections shown on **Schedule 4** to this Secondary Plan.
4. Cycling facilities are proposed along Bernard Avenue, Canyon Hill Avenue, Leyburn Avenue, and Yorkland Street. A cycling facility is planned to be accommodated on streets shown on **Schedule 4** to this Secondary Plan.
5. Pedestrian connections within and between sites and cycling connections shown on **Schedule 4** shall be designed to incorporate:
 - a. Appropriate pedestrian-scaled lighting;
 - b. Landscaping, where possible, that is consistent with Crime Prevention Through Environmental Design (CPTED) principles of design and Accessibility for Ontarians with Disabilities Act (AODA) requirements;
 - c. Appropriate signage with clear and legible directions; and
 - d. Connections to destinations such as public trails, parks, urban squares, transit stations, community uses and the adjacent Neighbourhood.
6. The York Region Transportation Master Plan, the Town's Pedestrian and Cycling Master Plan and the Town's Urban MESP shall be utilized to plan for pedestrian and bicycle connections.



Bicycle Parking and Other End-of-Trip Facilities

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

12.4.2 Transit

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

Bus Rapidway Transit (BRT)

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

1. *Development* shall support transit by:
 - a. Ensuring a mix of uses consistent with the Part 1 Plan, including employment uses to draw peak ridership in the morning and afternoon and destination uses such as *retail, commercial*, and arts and cultural facilities to draw ridership during off-peak hours.
 - b. Siting entrances close to the edge of the right-of-way and providing landscaping that animates the pedestrian realm, where appropriate.
 - c. Ensuring a transit-supportive built form and site density in accordance with Schedule 2 to this Secondary Plan.
 - d. Implementing the finer-grained street network as identified in this Secondary Plan.
 - e. Implementing appropriate on site pedestrian/cycling connections.
2. The Town will work with York Region to ensure that *development* is well connected and integrated into the planned pedestrian and cycling network along Yonge Street.
3. *Development* shall support the potential redevelopment of the Bernard Bus Terminal as an integrated use within the Bernard KDA including the potential configuration of bus facilities integrated into the development of the future street network and/or integrated into a mixed-use building.

12.4.3 Transportation Demand Management (TDM)

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

1. The Town shall encourage and support implementing car-share facilities in the Bernard KDA.
2. The Town shall encourage and support implementing bike-share facilities to offer opportunities for short distance trips to be made by employees or residents.
3. The Town may introduce public bicycle parking within the enhanced streetscape.
4. The Town may establish a system of thematic wayfinding signage for the Bernard KDA to emphasize the proximity of destinations within each quadrant and serve as a branding opportunity.

5. Development shall be required to prepare and implement a TDM Strategy to the Town's satisfaction, which may include, but shall not be limited to, any or all of the following:
 - a. Cycling infrastructure and end-of-trip infrastructure such as secure bicycle storage and shower and change room facilities;
 - b. Dedicated cycling routes internal to the site to and from key destinations;
 - c. Connections to existing municipal bicycle network;
 - d. Subsidized transit passes or pre-loaded transit cards for new residents and/or employees;
 - e. Pedestrian amenities, such as treed sidewalks, benches and marked crossings;
 - f. Continuous pedestrian linkages to minimize pedestrian walking distances;
 - g. Functional building entrances oriented to locations where pedestrians, cyclists, and transit users arrive such as a street, park, urban square, or urban plaza;
 - h. Weather protection along street frontages adjacent to transit stops;
 - i. Car-sharing programs and preferential car-share parking;
 - j. Preferential carpool parking;
 - k. Paid parking for non-residential uses;
 - l. Employer shuttles or vanpools supported by preferential parking;
 - m. Electric vehicle charging stations or rough-ins;
 - n. Varying hours of work to reduce peak hour loads;
 - o. Maximum parking rates;
 - p. Commitment to participate in residential or workplace TDM program;
 - q. Technology that displays transit information;
 - r. Other measures that may be identified.



12.4.4 Public Streets

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

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

12.4.4.1 Regional Arterial Street

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

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

12.4.4.2 Collector and Local Streets

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

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

1. Characteristics for collector and local streets include:
 - a. Cycling facilities.
 - b. On-street parking on one side, and on two sides where feasible. Permeable paving may be included, as appropriate.
 - c. Enhanced streetscape components as per section 12.3.3.
2. Collector streets shall have a planned right-of-way width of 26 metres and may be reduced to a minimum of 23 metres where such a width is not detrimental to the movement of traffic and the provision of municipal servicing, utilities, and landscaping, and subject to the satisfaction of the Town.
3. Local streets shall have a planned right-of-way width of 20 metres and may be reduced to a minimum of 18 metres where such a width is not detrimental to the movement of traffic and the provision of municipal servicing, utilities, and landscaping, and subject to the satisfaction of the Town.
4. Notwithstanding the right-of-way widths identified in the Part 1 Plan and policies 12.4.4.2(2) and (3) of this Secondary Plan, additional widths may be required for additional lanes at intersections, right-of-way transitions, utilities, cycling and pedestrian facilities, grading/cuts and fills and/or sightlines.
5. New collector and local streets shall be acquired through the development process to provide for a finer grained street network in accordance with the Policy 4.4.2(3) of the Part 1 Plan.
6. Minor adjustments to the location of streets shown on **Schedule 4** to this Secondary Plan shall not require an amendment to this Secondary Plan provided that the intent of this Secondary Plan is maintained.

12.4.5 Private Streets

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

12.4.6 Access

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

12.4.7 Encroachments

1. Permanent structural components of any new *development* such as colonnades, balconies, and underground parking structures are not permitted to encroach onto public property.
2. Notwithstanding 12.4.7 (1), underground parking may be permitted below parks where the Town deems it to be necessary and appropriate, as per policy 3.1.8(3)(i) of the Part 1 Plan.
3. The following temporary or semi-permanent encroachments into the public realm, including onto or over public sidewalks, urban squares, or parks, may be considered subject to appropriate approvals by the Town or York Region:
 - a. Awnings;
 - b. Outdoor cafés and seating for restaurants; and
 - c. Semi-permanent structures, including entry features, arcades and perpendicular signage attached to the building.
4. Any permitted encroachment, whether temporary or semi-permanent, shall be established by the Town on a site-by-site basis through the Town's encroachment permit application process.

12.4.8 Parking

Parking infrastructure is a component of the overall transportation system and is used to support the vision for the Bernard KDA as a mixed-use, pedestrian-oriented area.

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

12.5 Implementation

12.5.1 Community Improvement Plan

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

12.5.2 Monitoring

1. The Town shall monitor key statistics to understand:
 - a. Population and employment growth within the area;
 - b. The density distribution shown on **Schedule 2** of this Secondary Plan;
 - c. The mix of uses within the area;
 - d. The amount, range, and size (total gross floor area) of non-residential uses;
 - e. Travel characteristics, parking demand and modal split; and
 - f. The percentage of new *affordable* housing units across the Bernard KDA.

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

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

12.5.3 Land Acquisition

1. The Town may acquire lands for public uses, such as: parks and environment protection, parking or access, (whether for streets or parking facilities), through one or more of the following mechanisms:
 - a. Acquisition in accordance with Provincial legislation;
 - b. Working with the Provincial Government, York Region, and Toronto and Region Conservation Authority to acquire land;
 - c. Encouraging landowners to dedicate or bequeath lands;
 - d. As a condition of development approval;
 - e. Land exchanges with the Town and/or other landowners;
 - f. Easements registered on title;
 - g. Public purchase; and
 - h. Any other available means.

12.5.4 Zoning By-laws

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

12.5.5 Site Plan Control

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

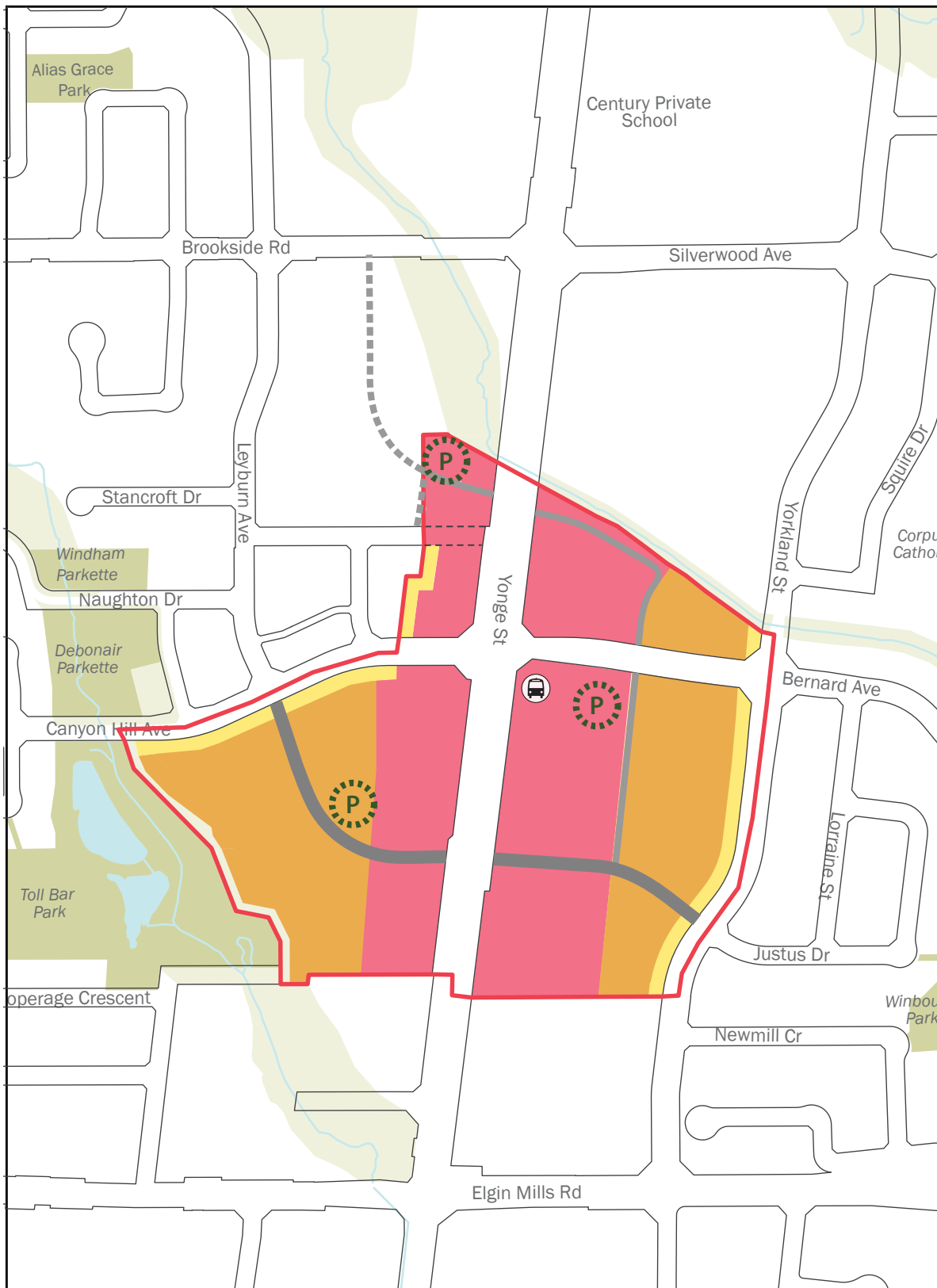
12.5.6 Servicing

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

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

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

1. *Development* shall be required to submit a Functional Servicing Report in accordance with the requirements of Policy 5.3(7)(d) of the Part 1 Plan to demonstrate conformity with the recommendations of the Town's Urban MESP. The Functional Servicing Report shall, without limitation, address adequacy of the storm, sanitary and water systems, stormwater management including *development* impacts to groundwater and surface water resources. The Functional Servicing Report shall include supporting Geotechnical, Hydrogeological and Water Balance studies in accordance with the recommendations of the Town's Urban MESP. The Geotechnical and Hydrogeological Report may be subject to peer review to strengthen the level of oversight of the development process.
2. *Development* shall incorporate sustainable water conservation technologies and low impact development measures for stormwater volume control in accordance with the Town's approved Sustainability Metrics and the Town's Urban MESP.
3. Should Council approve a Community Energy Plan for District Energy in the Bernard KDA, *development* shall design new buildings for district-energy readiness in accordance with the Town's Community Energy Plan.



**RICHMOND HILL
Bernard KDA
Secondary Plan
HEIGHT
SCHEDULE 1**

LEGEND

KDA Development Block

Greenway System

Existing Park

Bernard Bus Terminal

Urban Square (refer to Sched. 3)

Naughton Drive Restricted Access

Planned Local Street

Planned Local Street - alignment outside of KDA to be confirmed

Planned Collector Street

Neighbourhood Edge (3 Storeys)

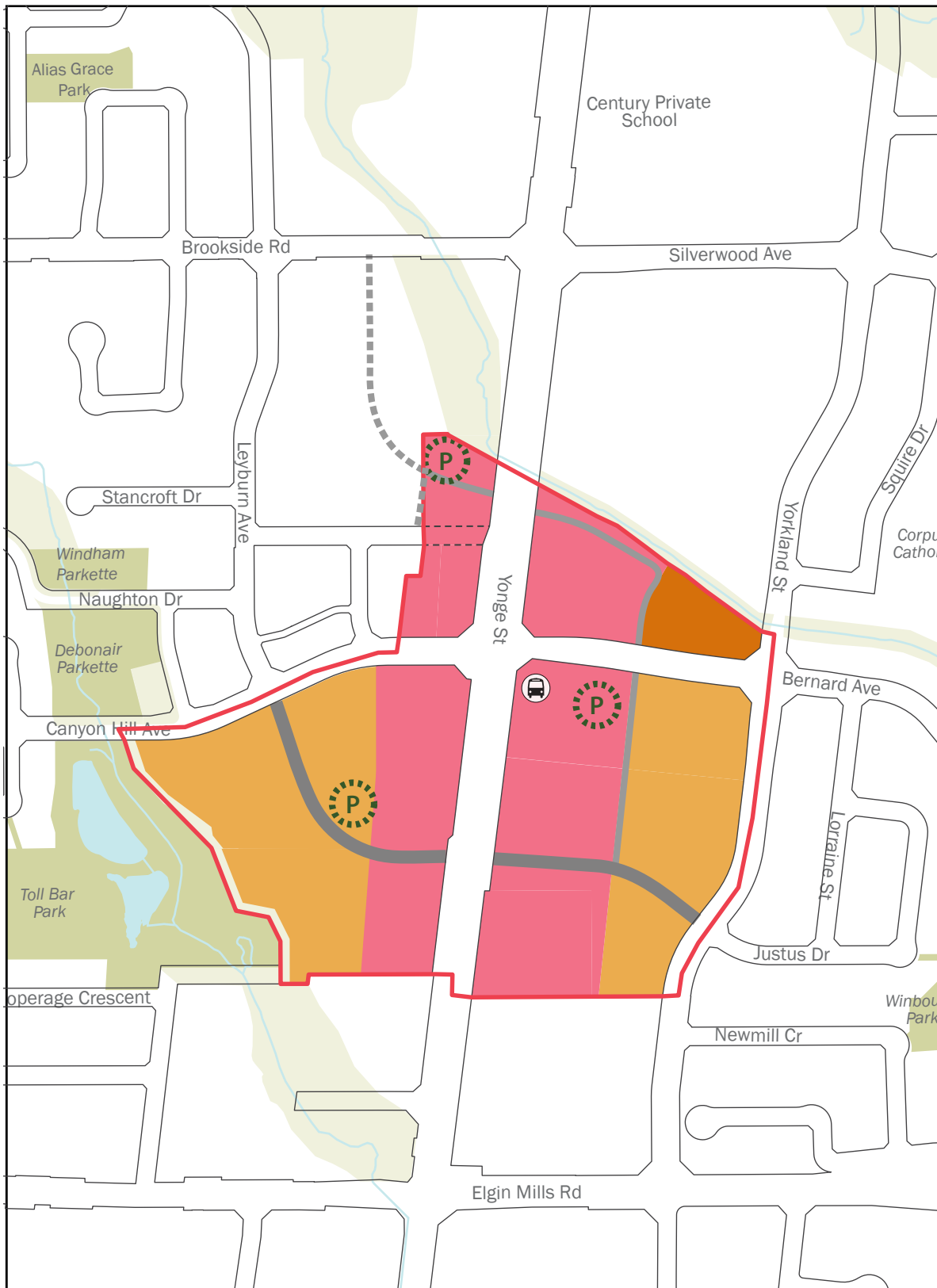
Interior Character Area (4-10 Storeys)

Corridor Character Area (10-15 Storeys)

NOTE:
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**RICHMOND HILL
Bernard KDA
Secondary Plan
DENSITY
SCHEDULE 2**

LEGEND

- KDA Development Block
- Greenway System
- Existing Park
- P Bernard Bus Terminal
- P Urban Square (refer to Sched. 3)
- Naughton Drive Restricted Access

- Planned Local Street
- Planned Local Street - alignment outside of KDA to be confirmed
- Planned Collector Street
- Max 4.0 FSI
- Max 2.5 FSI
- Max 2.0 FSI



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**RICHMOND HILL
Bernard KDA
Secondary Plan
OPEN SPACE
SCHEDULE 3**

LEGEND

- KDA Development Block
- Greenway System
- Existing Park
- Bernard Bus Terminal
- Naughton Drive Restricted Access
- Planned Local Street
- Planned Collector Street
- Planned Local Street - alignment outside of KDA to be confirmed

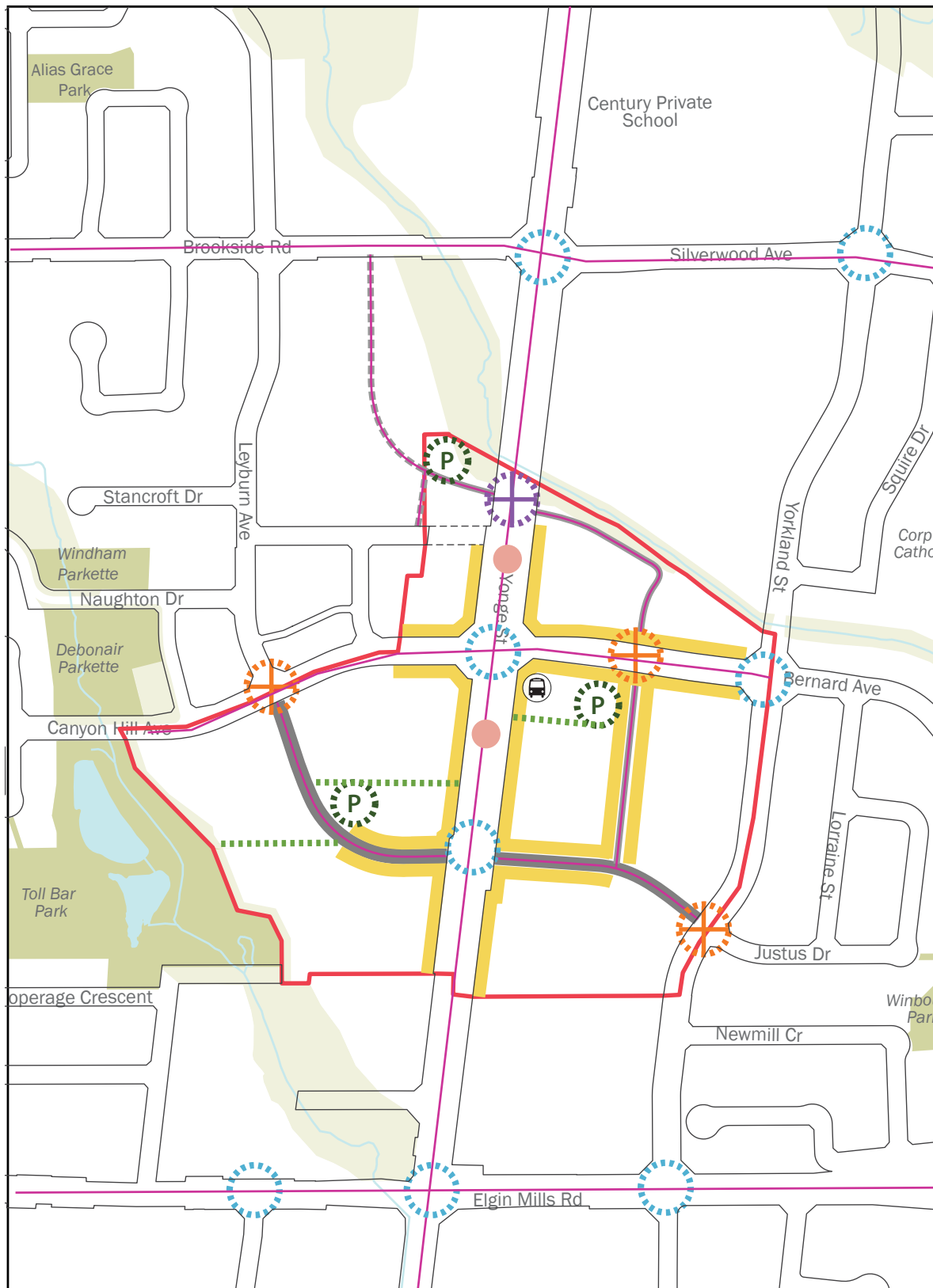
Planned Urban Open Spaces

- Urban Square
- Linear Park
- Enhanced Streetscape

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**RICHMOND HILL
Bernard KDA
Secondary Plan
STREETS
SCHEDULE 4**

LEGEND

- KDA Development Block
- Greenway System
- Existing Parks
- Bernard Bus Terminal
- Urban Square
- Linear Park
- Naughton Drive Restricted Access
- Bus Rapidway Transit Station

Planned Road Network

- Planned Local Street
- Planned Collector Street
- Planned Public Street - alignment outside KDA to be confirmed
- Potential Signalized Intersection
- All Way Stop Control/Signalized Intersection
- Cycling Facilities
- Active at Grade Street Frontages

Existing Road Network

- Signalized Intersection

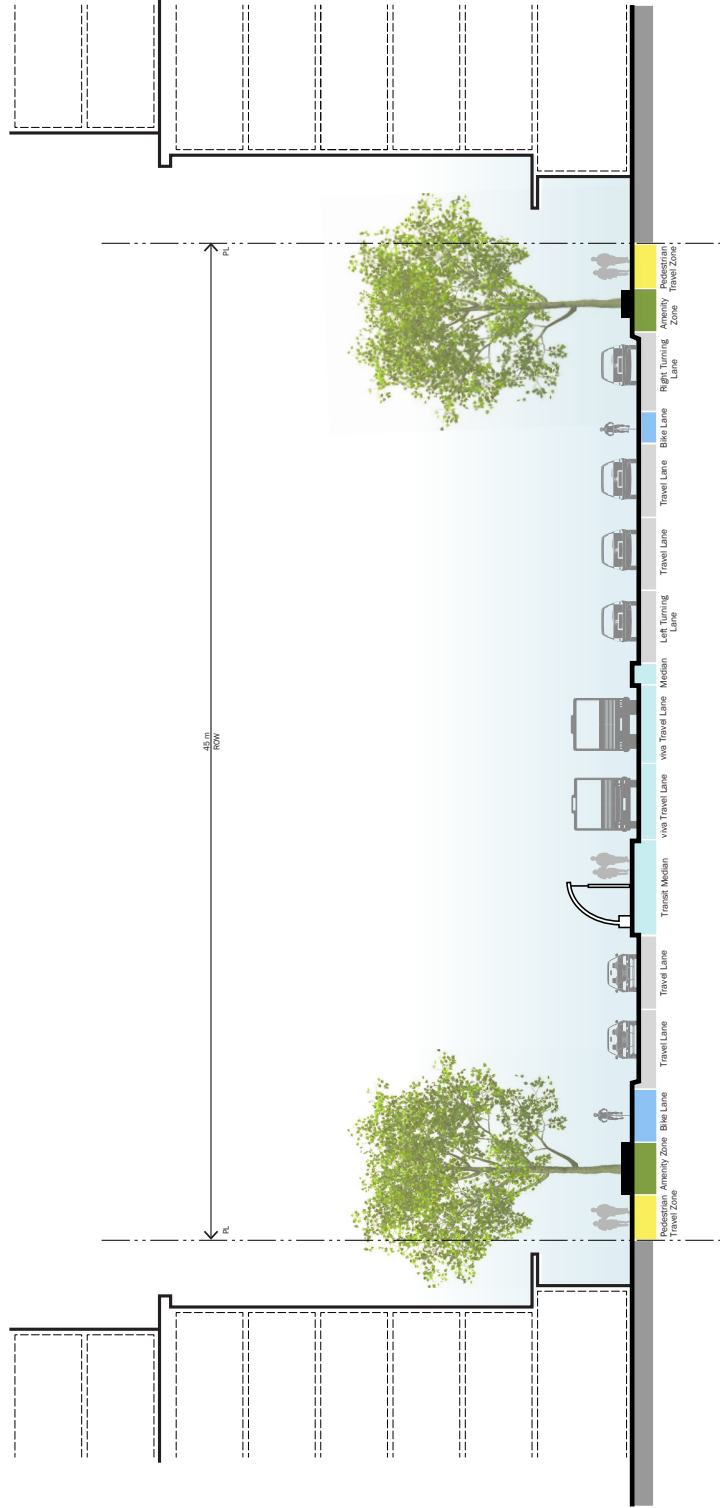
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CROSS SECTION CONCEPTS - YONGE STREET

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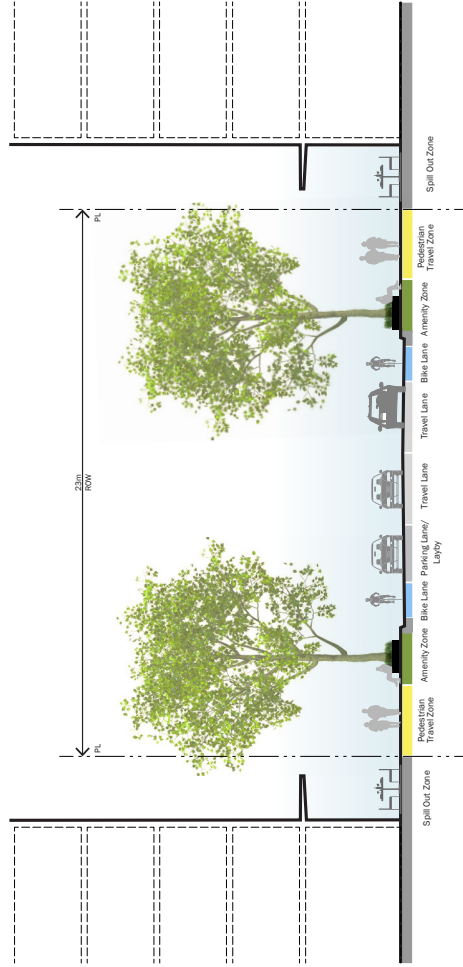
TYP: YONGE ST CORRIDOR - 45 M ROW

RICHMOND HILL
Bernard KDA
Secondary Plan
APPENDIX 1

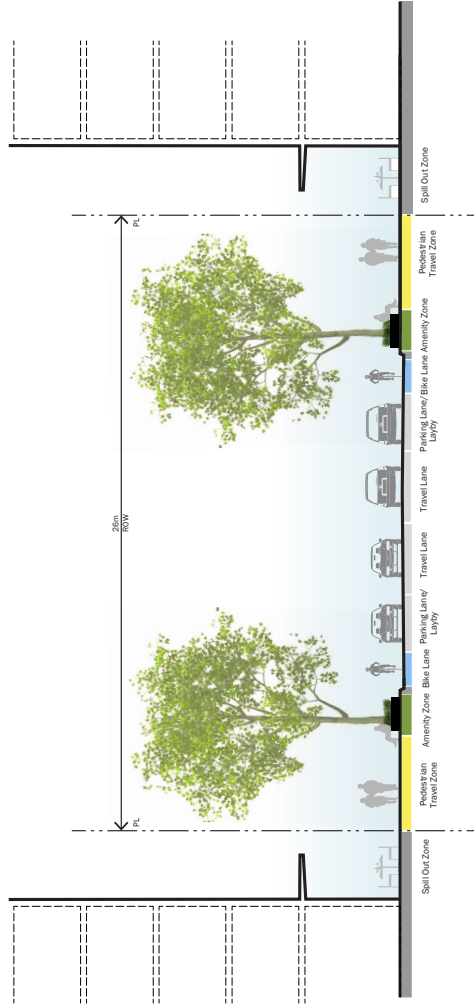
CROSS SECTION CONCEPTS - COLLECTOR STREETS

NOTE: This information is provided in this Appendix as a conceptual guide only and is not intended to constitute an official plan. While every effort is made to ensure its accuracy, currency and completeness, it is not a plan and should not be used for any purpose that may occur over time. The Town cannot warrant its accuracy, currency and completeness. Interested parties are advised to consult with the Town of Richmond Hill Planning And Regulatory Services Department to ensure that the information depicted in this Appendix is accurate, current and complete in all respects.

RICHMOND HILL Bernard KDA Secondary Plan APPENDIX 1



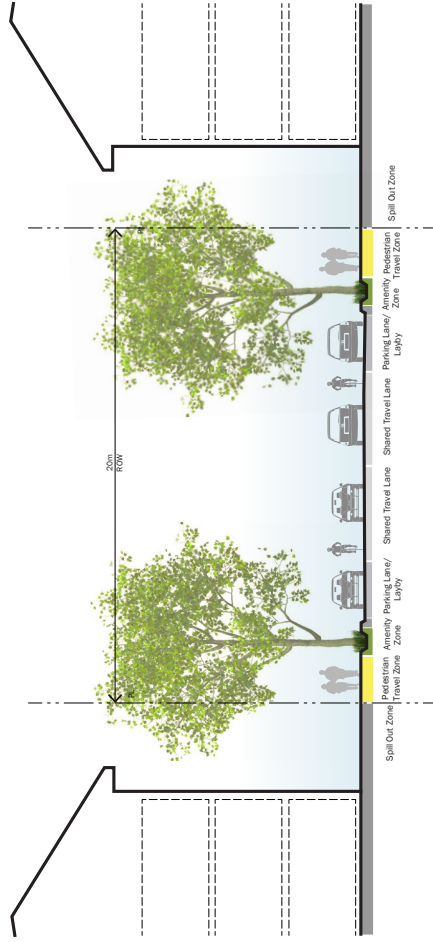
TYP. COLLECTOR - 23 M ROW



TYP. COLLECTOR - 26 M ROW

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CROSS SECTION CONCEPTS - LOCAL STREETS



TYP. LOCAL ROAD - 20 M ROW, TWO PARKING LANES



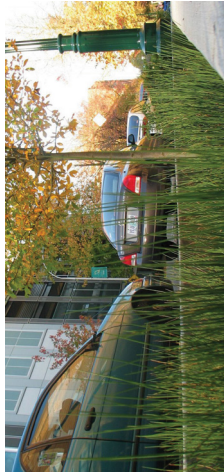
TYP. LOCAL ROAD - 20 M ROW, ONE PARKING LANE

ENHANCED STREETSCAPE
COMPONENTS

RICHMOND HILL
Bernard KDA
Secondary Plan
APPENDIX 2



Enhanced tree plantings (soil cells)



Bio-swales



Street furnishings such as benches, waste disposal, transit shelters



Enhanced street lighting

Enhanced landscape plantings

AMENITY ZONE



Permeable pavers



Enhanced paving patterns

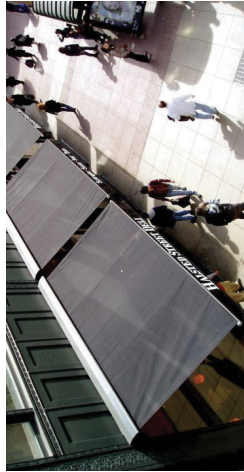


Street Trees/Shade Elements

PEDESTRIAN TRAVEL ZONE



Building entries and displays



Awnings



Flexible seating and planting transitions to Urban Plazas



Patio/commercial area

SPILL OUT ZONE