

DRAFT OPA 18.5 – Yonge & Carrville/16th Avenue KDA

# **Amendment 18.5 to the Richmond Hill Official Plan**

**Yonge Street and Carrville/16th Avenue Key  
Development Area**

**DRAFT – May 11, 2023**

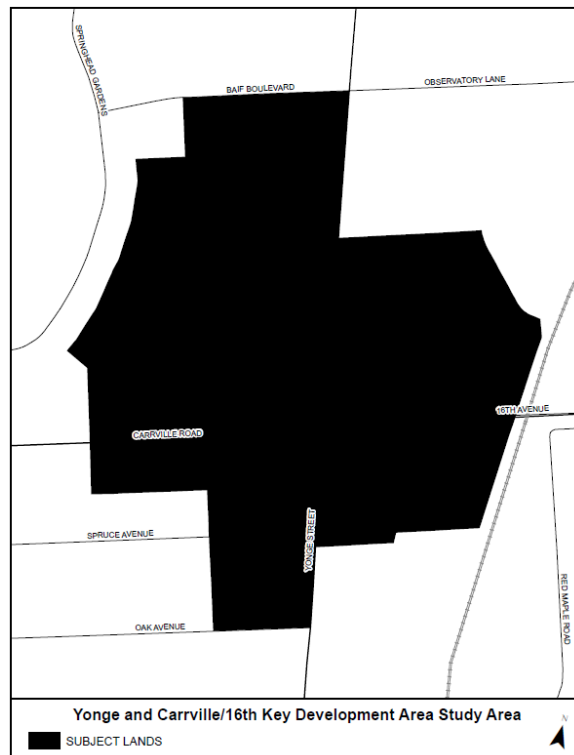
## Part One – The Preamble

### 1.1 Purpose

The purpose of this Amendment to the Richmond Hill Official Plan (OPA) is to provide more detailed planning policy and schedules related to the Yonge Street and Carrville/16<sup>th</sup> Avenue Key Development Area as part of the City Plan Official Plan Update process. This OPA aims to address matters such as long term planning vision for the area, permitted land use, design elements, public realm, mix of land use, density of development, and adjustments to boundaries in an effort to ensure conformity with the York Region Official Plan, 2022 (ROP). This OPA implements City Plan Key Directions endorsed by Council in February 2022, and supports the City’s Investment Attraction Strategy, Affordable Housing Strategy, Parks Plan, and Transportation Master Plan. The OPA is also intended to support economic development and job creation in the City. Furthermore, the amendment incorporates direction from the ROP regarding Protected Major Transit Station Areas within and near the area identified in the location section noted below.

### 1.2 Location

The Amendment applies to lands located generally north of Oak Avenue, south of Baif Boulevard, east of Springhead Gardens, and west of the Canadian National Railroad, as shown below.



### 1.3 Basis

The proposed modifications to the Official Plan are intended to implement the following Provincial, Regional and City policies and direction:

- Provisions of the *Planning Act (1990)*, which authorize municipalities to identify and delineate the boundary of protected major transit station areas (PMTSAs), and to identify land uses, as well as the minimum and/or maximum density and/or heights of buildings or structures on lands within PMTSAs (s.16(16) and (21));
  - OPA 18.5 identifies the Yonge Street and Carrville/16<sup>th</sup> Avenue Key Development Area (KDA) as an intensification area covered by three delineated PMTSAs in the Region of York's 2022 Official Plan. Accordingly, the proposed amendment includes minimum prescribed densities measured in residents and jobs per hectare, and provides permitted use and built form policies to achieve and exceed those minimums over the long term.
  - Through the implementation of the policies in this amendment, this area could accommodate up to 640 residents and jobs per hectare for the KDA overall. This translates into approximately 23,000 residents and 8,600 jobs, based on assumptions used at the time of preparing this amendment. Through on-going monitoring of the Official Plan this approximation of the ultimate buildout of the Key Development Area may change.
- Policies of the *Provincial Policy Statement (2020)*, which encourage compact, mixed-use development that incorporates compatible employment uses to support livable and resilient communities while considering housing needs (1.3.1(d));
  - OPA 18.5 permits higher density development in the KDA, through a range of land uses including residential, commercial, community, and office uses. The OPA requires new development to provide non-residential space on the ground floor of buildings, which may be in the form of retail, commercial, office, major office, and community uses. The OPA also sets a long-term target of non-residential space to not fall below 15% of the total new gross floor area for this entire KDA.
- Policies of *A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)*, which support the achievement of complete communities and prioritize major transit station areas (MTSAs) on priority transit corridors (2.2.1(4)(a) and 2.2.4(1));

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- OPA 18.5 plans for a complete community at the Yonge Street and Carrville/16<sup>th</sup> Avenue KDA by integrating a mix of uses in a compact form that provide for amenities and services within a 15-minute walk or 5-minute bike ride. The KDA will be the second densest location in the City, following the Richmond Hill Centre, due to its location on a priority transit corridor, and due to potential future transit services by a GO Transit and/or a TTC subway station(s).
- Policies of the York Region Official Plan (2022), which identify the Yonge Street and Carrville/16th Avenue KDA as part of three Protected Major Transit Station Areas (PMTSA): #39 16th-Carrville BRT Station, #41 Bantry-Scott BRT Station, and #51 Weldrick BRT Station. The majority of the KDA is within PMTSA #39 and its minimum density target is 300 residents and jobs per hectare. The Regional Official Plan directs that this area support a mix of land uses which shall be identified in the City's Official Plan. Furthermore, the ROP directs that the Official Plan provide direction regarding built form and scale of development to support and implement the Regional intensification hierarchy. The ROP also requires local municipalities to provide affordable housing targets, and set residents to jobs ratio targets to ensure live work opportunities and an appropriate balance of jobs to population.
  - The OPA designates PMTSA #39, as a KDA in accordance with both the Regional and City intensification hierarchy. A portion of lands within PMTSA #41 and #51 are within the KDA designation; the balance of those lands continue to be designated a combination of Regional Mixed Use Corridor and Neighbourhood. Additional policy direction regarding areas outside of the Key Development area designation will be provided via a subsequent amendment to this Official Plan through the continuation of the Official Plan Update process.
  - The OPA provides a target ratio of 7 residents to 3 jobs within the KDA area, which is intended to be achieved over the long term through the implementation of policies provided in the Official Plan.
  - Presently, the Official Plan provides a minimum affordable housing target of 35% of new housing in Key Development Areas. Through a subsequent OPA related to the City's Official Plan Update process, the City may update its affordable housing targets and definitions to further implement the ROP direction for affordable housing as noted above.
- Directions provided in the Council endorsed [Key Directions Report](#) related to this area include:
  - Build on the 2018 draft Secondary Plan.
  - Re-delineate the boundary of the Key Development Area (KDA).

- Connect to the David Dunlap Observatory, the German Mills Creek and the Bridgeview Park.
- Protect lands that can support future Yonge Subway and/or GO Transit stations.
- Ensure that the long term build out of this area is not precluded by a potential temporary subway train storage and maintenance facility, should it be necessary to locate one within this area.
- The proposed amendment is also informed by the [Planning for Change](#) report - July 2021, which provides guidance on updating the Official Plan in a manner that is responsive to anticipated change in the future and will likely impact city building over the long run.
- The proposed amendment is also informed by consultation the City has undertaken to date in relation to the Official Plan Update process. This consultation is documented in the following “What We Heard” reports:
  - [Phase 1: "What We Heard" Phase 1 Summary Report](#)
  - [Phase 2: What We Heard - Business Community Summary Report - July 2021](#)
  - [Phase 2: What We Heard - Centre-Specific Workshops Engagement Summary Report - July 2021](#)
  - [Phase 2: What We Heard - Key Directions Engagement Summary Report - November 2021](#)
  - [Phase 3, Batch 2: What We Heard - Employment and Intensification Areas Engagement Summary Report – March 2023](#)
- Additionally, the proposed amendment is informed by the City's [Investment Attraction Strategy](#), [Affordable Housing Strategy](#), [2022 Parks Plan](#) and emerging [Transportation Master Plan](#).

## 1.4 Implementation and Interpretation

The draft amendment is provided in a table format. The first column lists relevant policies of the Official Plan and the second column identifies how policies are to be modified, added or deleted using track changes. To assist the reader, the third column provides an explanation of the proposed change. Schedules 1 and 2 are provided to identify how certain schedules presently in the Official Plan are proposed to be modified. Schedules C1, C2, and C3 are new schedules that are proposed to be added to Chapter 7 of the Official Plan.

Section 16(16) and 16(21) of the *Planning Act* requires lower tier Official Plans to include policies regarding permitted uses and minimum density of development to implement Regional Official Plans that delineate protected major transit station areas.

In accordance with Section 17 (36.1.4) of the *Planning Act*, policies with respect to the following matters are not subject to appeal and would come into force when such policies and mapping are approved:

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

**Part Two – Draft Official Plan Policies for OPA 18.5 (Yonge Street and Carrville/16th Ave KDA)**

Official Plan (2023 Consolidation)	OPA 18.5 Proposed Changes	Rationale
<b>3.0 CITY BUILDING</b>		
<b>3.1.3 CITY STRUCTURE</b>		
<p>9. The Key Development Areas (KDAs) will accommodate <i>intensification</i> within the City at a level less than Richmond Hill Centre and are envisioned as mixed-use centres along a Regional Corridor. The existence of public rapid transit service combined with major existing nodes of retail and commercial development and opportunities for large land parcels to be redeveloped provides ideal conditions to promote transit-oriented development.</p>	<p>[No change]</p>	<p>This policy is from Chapter 3 to provide context. It is foundational to Chapter 4 policies that are intended to provide more detailed guidance.</p>
<b>3.4.1 Urban Design</b>		
<p>16. The City shall promote the establishment of a skyline by directing <i>high-rise</i> 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. <i>High-rise development</i> 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. Detailed policies on height and density for each centres and corridors will</p>	<p>[No change]</p>	<p>This policy is from Chapter 3 to provide for context. It is foundational to Chapter 4 policies that are intended to provide more detailed guidance.</p>

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<p>be elaborated in Chapter 4 of this Part 1 Plan or secondary plans.</p>		
<p><b>4.0 LAND USE POLICIES</b></p>		
<p><b>4.4 KEY DEVELOPMENT AREAS</b></p>		
<p>Key Development Areas (KDAs) are <i>intensification areas</i> located on a Regional Corridor where public rapid transit services intersect with major nodes of retail and commercial development activity, and where opportunities exist for redevelopment of large sites that can support new public streets, parks and urban open space connections. Two KDAs have been designated on Yonge Street: at the intersection of Yonge Street and Carrville/16th Avenue and at the intersection of Yonge Street and Bernard Avenue. The KDAs are envisioned as “sub-centres” or “inter-modal nodes” between the Local and Regional Centres. The purpose of the KDA designation is to establish mixed-use service centres serving the surrounding neighbourhoods and future intensification along Yonge Street. The Yonge Street and 16th Avenue KDA will be a sub-centre for mixed-use high density development due to its proximity to public rapid transit on Yonge Street and the opportunity to intensify underutilized lands in the area. The Yonge Street and Bernard Avenue KDA will be a sub-centre for mixed-use high density development due to its proximity to public rapid transit on Yonge Street,</p>	<p>[No change]</p>	<p>Provided for context.</p>



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including the Bernard transit terminal, and the opportunity to intensify underutilized lands in the area.		
<p><b>4.4.1 LAND USE</b></p> <p>It is the policy of Council that:</p> <p>1. The City shall prepare a Secondary Plan for the Yonge Street and 16th Avenue Key Development Area (KDA) and the Yonge Street and Bernard Avenue KDA in accordance with the policies of Section 5.1 of this Plan.</p>	<p><b>4.4.1 LAND USE <u>FOR ALL KEY DEVELOPMENT AREAS</u></b></p> <p>It is the policy of Council that:</p> <p><del>1. The City shall prepare a Secondary Plan for the Yonge Street and 16th Avenue Key Development Area (KDA) and the Yonge Street and Bernard Avenue KDA in accordance with the policies of Section 5.1 of this Plan.</del></p>	<p>This OPA constitutes secondary planning for the Yonge &amp; Carrville/16<sup>th</sup> KDA.</p> <p>The Yonge Street and Bernard Avenue KDA Secondary Plan is completed and has been approved by the OLT in 2022; the KDA’s secondary plan is now Chapter 12 of the Official Plan.</p>
<p>2. The predominant use of land in the KDA designation shown on Schedule A2 (Land Use) shall be for mixed-use, transit-oriented development.</p>	<p>[No change, renumbered to 4.4.1(1)]</p>	<p>Renumber policy.</p>
<p>3. The following land uses shall be permitted in the KDA designation:</p> <ul style="list-style-type: none"> <li>a. <i>Medium density residential;</i></li> <li>b. <i>High density residential;</i></li> <li>c. <i>Major Office;</i></li> <li>d. <i>Office;</i></li> <li>e. <i>Commercial;</i></li> <li>f. <i>Major retail;</i></li> <li>g. <i>Retail;</i></li> <li>h. Community uses in accordance with Section 4.1 of this Plan;</li> </ul>	<p>[No change, except for sub-policy (j), and that the policy is renumbered to 4.4.1(2)]</p>	<p>Renumber policy.</p>

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<p>i. Parks and urban open spaces in accordance with Section 3.4.4 of this Plan; and                      j. <i>Live-work units</i> in accordance with policies 3.3.3.2.9 and 3.3.3.2.10 of this Plan.</p>	<p>j. <i>Live-work units</i> in accordance with policies 3.3.3.2(9) and 3.3.3.2(10) of this Plan.</p>	<p>Change proposed to assist with locating policy that is being referred.</p>
<p>4. It is a long term objective of this Plan that <i>intensification</i> of existing <i>major retail</i> uses occur through redevelopment into a more compact built form. <i>New major retail development</i> shall be permitted in the Key Development Areas only where it can be demonstrated that the use is to be integrated into the base of buildings as part of mixed-use, transit-oriented development. Expansions to Hillcrest Mall in the Yonge Street and 16th Avenue KDA shall be encouraged to integrate new <i>development</i> in a mixed-use format.</p>	<p>[No change, renumbered to 4.4.1(3)]</p>	<p>Renumber policy.</p>
<p>5. Development fronting on Yonge Street, 16th Avenue and Bernard Avenue shall be required to provide <i>commercial, retail</i> or community uses at grade in a mixed-use building format.</p>	<p>[Delete]</p>	<p>The Yonge Street and Bernard Avenue KDA already has this policy in Chapter 12.                       New policy 4.4.2.1 (see page 16 of this document) speaks to mix of uses for the Yonge Street and Carrville/16<sup>th</sup> Avenue KDA.</p>
<p>6. a. The density of a development block within a KDA shall be a minimum of 2.5 FSI and a maximum of 3.0 FSI. The overall minimum and maximum FSI for specific blocks within a KDA or for a KDA overall may be revised</p>	<p>[Delete]</p>	<p>New Policy 4.4.2.1(3) (see page 18 of this document) speaks to density for the Yonge Street and Carrville/16<sup>th</sup> Avenue KDA.</p>

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<p>through the development and approval of the Secondary Plan for that KDA. The boundaries of development blocks shall be identified in a Secondary Plan.</p> <p>b. Density of development within the Yonge Street and Bernard Avenue KDA overall shall be a minimum of 2.5 FSI to a maximum of 4.0 FSI. Allocation of density within the KDA shall be specified in a schedule to the Official Plan and the implementing Zoning By-law. These allocations on a parcel basis can be less than and/or greater than the prescribed overall density.</p>		<p>Density for the Yonge Street and Bernard Avenue KDA is already described in Chapter 12 of the Official Plan.</p>
<p>7. Until such time as Council approves a Secondary Plan for the KDAs, applications for <i>development</i> shall be required to submit a concept plan, in accordance with Section 5.2 of this Plan, which demonstrates how the development meets land use and design policies of this Plan.</p>	<p>[Delete]</p>	<p>This OPA constitutes a secondary plan for the Yonge Street and Carrville/16<sup>th</sup> Avenue KDA.</p> <p>The Yonge Street and Bernard Avenue KDA is already approved via the Ontario Land Tribunal in 2022.</p>
<p>8. The following height requirements shall apply to <i>development</i> in the Yonge Street and 16th Avenue KDA:</p> <p>a. A minimum building height of 3 storeys;</p>	<p>[Delete]</p>	<p>Policy regarding height within the Yonge and 16<sup>th</sup> Avenue KDA is provided in new Section 4.4.2.1, as policy (5).</p>

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<p>b. A maximum base building height of 6 storeys;</p> <p>c. A maximum building height of 20 storeys; and</p> <p>d. The tallest buildings shall be directed towards the intersection of Yonge Street and Carrville Road/16th Avenue.</p>		
<p>9. The following height requirements shall apply to <i>development</i> in the Yonge Street and Bernard Avenue KDA:</p> <p>a. A minimum building height of 3 storeys;</p> <p>b. A maximum base building height of 6 storeys;</p> <p>c. A maximum building height shall be determined through a policy led framework that includes the application of allocated site densities and angular plane policies, among others for specific sites within the KDA; and</p> <p>d. The tallest buildings shall be directed towards the intersection of Yonge Street and Bernard Avenue, and along Yonge Street in general.</p>	<p>[No change, renumbered and moved to 4.4.3 Yonge Street and Bernard Avenue Key Development Area, as Policy (1)]</p>	<p>Chapter 12 of the OP has detailed policies and schedules for the Yonge Street and Bernard Avenue KDA. However, the secondary plan doesn't have policies about maximum base building height, as such, these policies are retained but moved to new Section 4.4.3 regarding the Yonge Street and Bernard Avenue KDA.</p>
<p>10. <i>Development</i> abutting the Neighbourhood designation shall have a maximum height of 3 storeys except where it abuts existing <i>mid-rise</i> or <i>high-rise</i> residential buildings in the Neighbourhood designation, subject to the angular</p>	<p>[Delete]</p>	<p>Yonge Street and Bernard Avenue KDA Secondary Plan in the Chapter 12 already has transition policies, and hence</p>

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<p>plane policies of Section 3.4.1.55 of this Plan. Building heights may progressively increase away from lands within the Neighbourhood designation.</p>		<p>Policy 4.4.1(10) is redundant for this KDA.</p> <p>Note: the Yonge Street and Carrville/16<sup>th</sup> Avenue KDA will address transition in new policy 4.4.2.1(3) regarding height and density.</p>
<p>11. <i>Medium density residential</i> development within the Key Development Area designation shall not be permitted to front directly onto Yonge Street, 16th Avenue and Bernard Avenue.</p>	<p><del>411.</del> <i>Medium density residential</i> development within the Key Development Area designation shall not be permitted to front directly onto Yonge Street, <u>Carrville Road</u>, 16th Avenue, and Bernard Avenue.</p>	<p>Renumber policy and add Carrville Road to streets where medium density is not permitted within the boundary of the KDA.</p>
<p><b>4.4.2 DESIGN</b></p>	<p><b>4.4.2 DESIGN</b></p>	
<p>It is the policy of Council that:</p> <p><b>Building a Strong, Vibrant Identity and Character</b></p> <p>1. <i>Development</i> shall be designed to promote the character and function of the KDA as a destination that is pedestrian-oriented by:</p> <p>a. Providing distinctive gateway buildings, features and amenity spaces oriented towards the intersections of Yonge Street and</p>	<p>[Delete]</p>	<p>The Yonge Street and Bernard Avenue KDA has these policies already in Chapter 12, and so Policy 4.4.2 is not needed for this KDA.</p> <p>Policy 4.4.2(1) for the Yonge Street and Carrville/16<sup>th</sup> Avenue KDA is updated and moved to new Section 4.4.2.2 - see page 23 of this document.</p>

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<p>Carrville/16th Avenue, and Yonge Street and Bernard Avenue;</p> <p>b. Creating visual focal points with coordinated building materials, streetscape elements, landscaped spaces and public art that contribute to a unified theme; and</p> <p>c. Enhancing or providing a fine grain street network promoting walkable streets.</p>		
<p><b>Walkable Streets and People Places</b></p> <p>2. Within the Key Development Areas, parking for new <i>major retail development</i> shall be required to locate below grade or in structured parking integrated at the rear or side of a building.</p> <p>3. New local streets shall be provided where feasible to encourage a fine grain street network to support connections within the KDA and to adjacent neighbourhoods.</p> <p>4. On-street parking shall be encouraged wherever possible on local streets within the KDAs.</p> <p>5. <i>Development</i> shall provide urban open space connections within the KDA and to abutting neighbourhoods to support pedestrian and cycling mobility.</p>	<p>[Policy (2), no change, renumbered to 4.4.3 Yonge Street and Bernard Avenue Key Development Area, as policy (2)]</p> <p>[Delete policies (3) and (4)]</p> <p>[Policy (5), no change, renumbered to 4.4.3 Yonge Street and Bernard Avenue Key Development Area, as policy (3)]</p>	<p>The Yonge Street and Bernard Avenue KDA already addresses policies (2), (3), and (4) in Chapter 12, but it still references policy (2), and as such, policies (2) and (5) will be moved to sub-section 4.4.3 that is specific to this Key Development Area.</p> <p>Proposed new sub-section 4.4.2.3 (see page 24) provides more detailed direction regarding public realm for the Yonge Street and Carrville/16<sup>th</sup> Avenue KDA.</p> <p>Based on the foregoing, policies 4.4.2(2) to (5) are not needed here.</p>

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	<p><b><u>4.4.2 YONGE STREET AND CARRVILLE/16<sup>TH</sup> AVENUE KEY DEVELOPMENT AREA</u></b></p>	<p>This is a new sub-section created specific for the Yonge Street and Carrville/16<sup>th</sup> Avenue KDA.</p>
	<p><b><u>Vision</u></b></p> <p><u>The vision for the Yonge Street and Carrville/16th Avenue KDA is a community that is walkable, sustainable, green and vibrant, with a people friendly and shopping focus. This 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 area will also provide opportunities for new office and major office development to increase employment opportunities supported by the VIVA Bus Rapid Transit, high-occupancy vehicle (HOV) lanes on Carrville/16<sup>th</sup> Avenue, as well as a potential future GO Transit and/or TTC subway station.</u></p>	<p>Preamble for the KDA.</p> <p>The vision for this KDA is to create a centre whereby all 4 quadrants work harmoniously to achieve a singular character. The vision is based on the proposed vision from the Key Directions Report and additional feedback from the public survey and workshop.</p>

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	<p><u>As the Yonge Street and Carrville/16<sup>th</sup> Avenue KDA intensifies, the KDA will maintain and enhance the existing commercial and retail focus of the area, while establishing a greater mix of uses through new development.</u></p>	
	<p><b><u>4.4.2.1 MIX OF LAND USE</u></b></p> <p><u>It is the policy of Council that:</u></p> <p><u>To achieve the City’s economic development objectives and to best leverage transit investment, it is important for this KDA to support both residents and jobs at a ratio of 7 residents to 3 jobs within the KDA, through the implementation of the following policies.</u></p> <p><u>1. The Yonge Street and Carrville/16<sup>th</sup> Avenue KDA will continue to function as a retail and commercial node. Over the long-term, this KDA will incorporate a mix of uses to include residential, office, major office, and community uses.</u></p> <p><u>2. As the Yonge Street and Carrville/16<sup>th</sup> Avenue KDA redevelops over time, the proportion of gross floor area associated with commercial, retail, office, major office, or community uses shall retain a minimum of 15% of the overall total gross floor area in the</u></p>	<p>In accordance with ROP direction, this policy section identifies a long term target ratio of residents to jobs.</p> <p>In order to meet the long-term target of 3 jobs per 7 residents, it is important to retain and expand on the existing non-residential GFA for this KDA. Based on analysis to date, a minimum of 15% of the overall long-term GFA needs to be utilized for non-residential purposes (i.e., office, commercial or community uses). As such, this OPA proposes a minimum target, which is expected to be achieved via multiple means as outlined in sub-policies (2)(a) to (e).</p> <p>Policies (2)(b) to (e) are proposed to ensure the principles of vibrancy, walkability, and complete community, as well as</p>



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	<p><u>KDA. Accordingly, the following policies apply in the KDA:</u></p> <p><u>a. Development on lands with existing retail, commercial or office uses shall maintain or increase the existing amount of gross leasable floor area devoted to retail, commercial or office uses to enhance and support the existing retail, commercial and office focus of the area.</u></p> <p><u>b. To activate at-grade street frontages, development shall provide commercial, retail, or community uses at grade along arterial, collector, and local streets as shown on <b>Schedule C2</b> (Public Realm).</u></p> <p><u>c. An east-west corridor in the northwest and northeast quadrants of the KDA, as identified in <b>Schedule C3</b> (Active Transportation) will be designed as a generally continuous market promenade. Development along the market promenade shall provide retail and commercial uses at grade, and where feasible, on floors above grade within the base building.</u></p> <p><u>d. Development fronting on arterial streets or located within 200 metres of the future GO Transit and/or TTC subway station is encouraged to include office or major</u></p>	<p>the city’s economic development goals can be met within the KDA.</p> <p>Policy (2)(d) is also proposed to assist with the City’s intent to advocate for transit stations to be located within the KDA. Having places to both live and to work within close proximity to these stations supports all-day two-way usage of these stations.</p> <p>Policy (2)(e) is added to encourage non-residential uses to front onto open spaces to animate them. It is acknowledged that this animation is highly desirable within the KDA, however, some flexibility in the application of this policy is warranted.</p>

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	<p><u>office. This office space may be in stand-alone buildings or integrated with other uses where the office component is located on or above the ground floor of buildings.</u></p> <p><u>e. Retail, commercial or community uses are required to front onto existing or planned public parks or urban plazas.</u></p>	
	<p><b><u>Height and Density</u></b></p> <p><u>3. The maximum site density for development within the Yonge Street and Carrville/16th Avenue KDA is shown on <b>Schedule C1</b> (Density Allocation).</u></p> <p><u>4. To ensure that new development within the KDA is contributing to the minimum density target assigned to the applicable PMTSA area as shown on <b>Schedule A3</b>, the minimum site density for development shall be:</u></p> <ul style="list-style-type: none"> <li><u>a. 2.0 FSI for development located within development blocks where a maximum density of 4.0 FSI or higher is assigned on <b>Schedule C1</b>.</u></li> <li><u>b. 1.0 FSI for development in all other areas not identified in Policy 4.4.2.1(4)(a).</u></li> </ul>	<p>The intent of the following policies is to support the Key Direction to facilitate the transformation of this area into a highly transit supportive complete community.</p> <p>The maximum density assigned to development blocks shall apply to the development site – this ensures that one site does not overtake density opportunity from nearby sites. Certain blocks are assigned density based on recent planning approvals/Council direction.</p> <p>To implement the Regional PMTSA directions, policy (4) directs that development must</p>

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	<p><u>5. The following are excluded from policy 4.4.2.1(4):</u></p> <ul style="list-style-type: none"> <li><u>a. interim development as per Policy 4.4.2.1(7);</u></li> <li><u>b. community uses listed in Section 4.1 of Part 1 of this Plan;</u></li> <li><u>c. parks and open space uses, and</u></li> <li><u>d. infrastructure.</u></li> </ul>	<p>meet or exceed the minimum density prescribed to a site.</p> <p>Interim development and the uses listed in policy (5) are not required to achieve this minimum target, given their temporal nature or the need for these uses to support growth and development in the KDA.</p>
	<p>[New Sidebar]</p> <p><u>When determining maximum permissible total gross floor area for the site, the calculation is based on multiplying the <b>developable portion of the site area</b> (inclusive of any lands that may be dedicated to a public authority for public infrastructure, such as a right-of-way or park) by the maximum Floor Space Index (FSI) allocated to the site or portion of the site.</u></p> <p><u>For clarity, the <b>developable portion of the site</b> excludes lands that are deemed not developable by operation of policies of this Official Plan, related to matters such as <i>hazards</i> and natural heritage.</u></p>	<p>While not part of the OPA, a new sidebar is proposed to be added to this sub-section, to assist with the application of Floor Space Index to determine a maximum gross floor area for a development site. The proposed wording reflects common practice.</p>

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Official Plan (2023 Consolidation)	OPA 18.5 Proposed Changes	Rationale
	<p><u>6. The following height requirements shall apply to development in the KDA:</u></p> <p><u>a. A minimum building height of 3 storeys;</u></p> <p><u>b. A maximum base building height of 6 storeys for high-rise buildings;</u></p> <p><u>c. A maximum street wall height of 4 storeys after which a step back is required for developments that front onto the market promenade as identified on <b>Schedule C3</b> (Active Transportation);</u></p> <p><u>d. The tallest heights should be directed to the Yonge and Carrville/16<sup>th</sup> Avenue intersection and to lands adjacent to the potential future GO Transit and TTC Subway stations</u></p> <p><u>e. The maximum height of a building is dependent on not exceeding the allocated density of development as prescribed in <b>Schedule C1</b> (Density Allocation) and the application of the 45 degree angular plane as per Policy 3.4.1(55) of this Plan, among other placemaking policies.</u></p>	<p>Policy 4.4.1(8) regarding height is deleted and its policies are updated here in Policy 4.4.2.1(5).</p> <p>Policy (6)(a) regarding the minimum 3 storeys is useful for discouraging big box/strip mall development in the area.</p> <p>Policy (6)(b) establishes a base-building height of 6 storeys, after which the tower portion of a high-rise building is established.</p> <p>Policy (6)(c) establishes a street wall height for the market promenade to ensure a walkable corridor along this street front.</p> <p>Policy (6)(d) speaks to buildings located between the central intersection of the KDA and the edges of the KDA adjacent to the Regional Mixed Use corridor and Greenway System where Chapter 3 angular plane policy would not apply.</p>
	<p><u><b>Interim Development</b></u></p>	<p>Policy (6) is provided in relation to policy 3.4.1(37)(c) of the OP that limits expansion of existing</p>

Official Plan (2023 Consolidation)	OPA 18.5 Proposed Changes	Rationale
	<p><u>7. The City supports the retention and expansion of the existing <i>retail</i> and <i>commercial</i> uses in this KDA, and as such, non-residential “interim development” that is not permanent in nature or duration and is two storeys or less shall be permitted as additions to the existing building(s) or as stand-alone building(s). Such non-residential interim development shall be permitted provided that it is in accordance with policy 3.4.1(37)(c) and it:</u></p> <p><u>a. Does not preclude the orderly development of the remainder of the lands on the <i>site</i>, by demonstrating that the parks and urban open space system, as well as the public streets as shown conceptually on <b>Schedule C2</b> (Public Realm) can be implemented; and</u></p> <p><u>b. Does not include underground structures.</u></p> <p><u>8. Interim development as described in Policy 4.4.2.1(7) shall not be required to convey land to the City for parkland.</u></p>	<p>buildings or structures within centres and corridors to 15% of their GFA, where development is proposed to be 2 storeys or less in height. This policy provides more parameters regarding the location of such development, to ensure that key public realm elements are not unnecessarily delayed.</p> <p>Policy (8) is a point of clarification in relation to how the City’s parkland dedication by-law is implemented. The <i>Planning Act</i> requirement for parkland dedication for commercial uses is based on a percentage of land, irrespective of density of development. For that reason, intensifying lands with additional</p>

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		commercial uses does not trigger parkland dedication.
	<p><u>9. In support of the Yonge North Subway Extension to Richmond Hill, a temporary train storage facility may be located on lands west of the CN Rail line, as shown conceptually on <b>Schedule C2</b>. The minimum height and density policies of this Official Plan shall not apply to this facility.</u></p>	<p>Policy (9) acknowledges that a temporary train storage facility is required to support the Yonge North Subway Extension to Bridge and High-Tech stations, it is important to recognize it and that it is intended to be a temporary facility and as such minimum height and density provisions need not apply to the site.</p>
	<p><b><u>Community Facilities</u></b></p> <p><u>10. To serve the growth in population in the Yonge Street and Carrville/16<sup>th</sup> Avenue KDA, a new public elementary school site will be located in the northeast quadrant of the KDA, as identified on <b>Schedule C2</b> (Public Realm). Other school sites may also be located in the KDA. Schools are encouraged to be integrated with <i>development</i>. An amendment to this Plan is not required to identify these future sites on <b>Schedule C2</b>.</u></p> <p><u>11. Proponents of development of lands in the northeast quadrant of this KDA shall consult</u></p>	<p>Policy (10) and (11) is proposed based on feedback from the York Region District School Board that suggested at least one new school is needed in the KDA, based on the forecasted growth for this area.</p> <p>Policy (11) is proposed because, while it is the City’s preference that future schools are integrated with development as per policy 4.1.2(2), which encourages camping or co-location of community uses, it is understood</p>

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	<p><u>with the applicable School Board during the pre-submission stage of a development proposal to ensure that development of a future school is not precluded and that it is constructed in a timely manner to accommodate demand. The precise configuration and location of the school shall be in a manner that is consistent with the requirements and policies of the School Board.</u></p>	<p>that the locating and configuration of a school is detailed through schoolboard and Provincial guidelines, policies, legislation and these may prevail over city policies. Early consultation with the school boards is required for development within NE quadrant to ensure that a school site is secured to meet the demand for it.</p>
	<p><b><u>4.4.2.2 DESIGN</u></b></p>	
	<p><u>It is the policy of Council that:</u></p> <p><b><u>Building a Strong, Vibrant Identity and Character</u></b></p> <p><u>1. Development in the Yonge Street and Carrville/16<sup>th</sup> Avenue KDA shall be designed to promote the character and function of the KDA as a transit-oriented destination that supports active transportation by:</u></p> <p><u>a. Providing distinctive gateway buildings, features and amenity spaces oriented towards the intersections of Yonge Street and Carrville/16th Avenue;</u></p>	<p>Previous Policy 4.4.2 has been updated and moved here for the Yonge Street and Carrville/16<sup>th</sup> Avenue KDA.</p>

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	<p><u>b. Creating streetscape elements with focal points, high quality materials, landscaped spaces and public art that contribute to a cohesive and well-designed public realm; and</u></p> <p><u>c. Creating a cohesive community by connecting all quadrants of the KDA through active transportation and street networks, as well as a network of parks, in accordance with <b>Schedule C2</b> (Public Realm) and <b>Schedule C3</b> (Active Transportation).</u></p>	
	<p><b><u>4.4.2.3 PUBLIC REALM</u></b></p>	
	<p><u>The Yonge Street and Carrville/16<sup>th</sup> Avenue Key Development Area will provide for a high quality public realm that encompass a wide range of publicly accessible spaces, including sidewalks, streets, parks, natural areas, trails and paths. The KDA will be served by a more connected and multi-modal transportation system. Creating smaller development blocks with the introduction of new streets will improve circulation and access to amenities and destinations. In addition, the introduction of new parks and trails in the KDA will complement existing parks and urban open space, while offering active and passive recreational opportunities. Over time, this KDA</u></p>	<p>A new preamble is proposed to be added to provide additional details on the vision for the public realm.</p> <p>The Key Directions report recommends that the Official Plan clearly identify public realm needs, especially within centres. The combination of proposed policy and schedules is intended to fulfil that recommendation.</p>



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	<p><u>will facilitate the development of a continuous network of publicly accessible spaces for the pedestrian and cyclist.</u></p>	
	<p><u>It is the policy of Council that:</u></p> <p><b><u>Public Streets</u></b></p> <p>1. <u>Proponents of development shall implement the street network and active transportation network as conceptually shown on <b>Schedule C2 (Public Realm)</b>, to support a fine-grained street network along with more connections for cyclists and pedestrians.</u></p>	<p>The Key Directions report recommends that the Official Plan clearly identify public realm needs, especially within centres. The combination of proposed policy and schedules is intended to fulfil that recommendation.</p>
	<p>2. <u>The planned north-south collector street on the easterly edge of the KDA shall be located in a manner that generally aligns with the outer limit of the Greenway System north of 16<sup>th</sup> Avenue and planned parkland south of 16<sup>th</sup> Avenue. In order to provide an open vista and access to the German Mills Creek, development shall not be permitted on the east side of the planned collector street, unless the development is directly related to transit service, such as a transit terminal.</u></p>	<p>This policy is proposed to address comments from the public stating that views of and access to the German Mills Creek is highly desirable in this KDA.</p>

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	<p>3. <u>The City will coordinate with the Region of York and development proponents to ensure that the new local and collector streets that intersect with the current service road adjacent to 16th Avenue are properly aligned to ensure safety for pedestrians, cyclists and vehicles, in accordance with City standards.</u></p>	<p>This policy is proposed in recognition that to create the fine grained street network within the northeast and southeast quadrants of the KDA will require improvements to the current service road, especially where new streets will intersect with it.</p>
	<p>4. <u>Development that would entail the demolition of all or part of the existing Hillcrest Mall is required to complete area specific planning and transportation studies to the satisfaction of the City. These studies shall determine, among other matters, an improved multi-modal fine-grained street network within the northwest quadrant of the KDA that also provides increased connectivity to the surrounding neighbourhoods.</u></p>	<p>Policy (4) is added to recognize that while the City wishes to preserve the Hillcrest Mall function, over the fullness of time, there may be a desire to transform the mall, and should that occur, the City would like to work with the proponent to improve the street network within this quadrant.</p>

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Official Plan (2023 Consolidation)	OPA 18.5 Proposed Changes	Rationale
	<p><b><u>Protecting for future high-order transit</u></b>  <u>5. Development shall protect for a potential future TTC subway extension to be developed over the long-term in accordance with the conceptual alignment and station location as shown on <b>Schedule C2.</b></u></p>	<p>Policy (5) protects for future TTC extension and station within the KDA. The identified alignment is based on an approved Environmental Assessment that predates current Metrolinx plans for the High Tech station.</p>
	<p><u>6. Development shall protect for a potential future GO Transit station to be developed over the long-term, as shown conceptually on <b>Schedule C2.</b></u></p>	<p>Policy (6) supports the conversion of the Temporary TTC train storage facility to a future GO Transit/TTC subway station.</p>
	<p><u>7. Development that is located on or adjacent to the conceptual TTC subway extension alignment as shown on <b>Schedule C2</b> in the Yonge Street and Carrville/16<sup>th</sup> Avenue KDA shall meet the following requirements:</u></p> <p><u>a. Public transit facilities, including but not limited to right-of-ways, stations, station entrances, emergency exit buildings, traction power sub stations, bus terminals (and related surface transit facilities), and vent shafts shall be integrated into the design of adjacent buildings, streets and open spaces. Rapid transit facilities that</u></p>	<p>Policy (7) is added to provide policy direction with respect to how the City, Region and development proponents can work with the transit authority to ensure future transit service.</p>

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	<p><u>are not required to be accommodated within the subway right-of-way, shall be well integrated within adjacent development and the public realm as unobtrusively and attractively as possible.</u></p> <p><u>b. Development shall be required to obtain approval pursuant to Section 41 of the Planning Act, and enter into an agreement with the Region, obligating the owner to:</u></p> <ul style="list-style-type: none"> <li><u>i. Dedicate to the Region, at no cost and free of all encumbrances, an easement for a subsurface right-of-way and support for a future subway extension; and</u></li> <li><u>ii. Submit an application to Metrolinx, to demonstrate the proposed development is in accordance with Metrolinx’s standards, to the satisfaction of Metrolinx and the Region.</u></li> </ul> <p><u>c. Development shall be subject to Metrolinx’s project review process, where applicable.</u></p> <p><u>d. The Environmental Assessment process will identify lands that may be required for transit infrastructure and transit uses, such as: parking, bus terminal, station entrances, emergency exit buildings,</u></p>	

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Official Plan (2023 Consolidation)	OPA 18.5 Proposed Changes	Rationale
	<p><u>traction power sub stations, or accesses along the future subway extension corridor. The Region shall protect, secure and negotiate appropriate land arrangements with the landowner and the City of Richmond Hill for such purpose, either through: dedication in accordance with the <i>Planning Act</i>, purchase, land exchange, lease, expropriation, or any other available means.</u></p>	
	<p><b><u>Active Transportation Connections</u></b></p> <p><u>8. Development shall provide safe, comfortable and attractive pedestrian and cycling connections within the KDA and to adjacent Neighbourhoods, as conceptually shown on <b>Schedule C3</b> (Active Transportation), and where appropriate, supplement those connections by:</u></p> <ul style="list-style-type: none"> <li><u>a. Creating publicly accessible pedestrian and cycling mid-block connections between adjacent properties;</u></li> <li><u>b. Prioritizing connections to the Bus Rapidway Transit, the potential future GO Transit station, and the potential future TTC subway station; and</u></li> <li><u>c. Providing sidewalks on both sides of all new streets as identified in <b>Schedule C2</b>.</u></li> </ul>	<p>Sub-policies (8)(a) and (b) encourage more publically accessible facilities that may be provided on private lands to enhance the network identified in Schedule C3. The approach provides flexibility for the development proponent while still creating a connected complete community.</p> <p>Sub-policy 7(c) is proposed to ensure that new public streets will have sidewalks on both</p>

Official Plan (2023 Consolidation)	OPA 18.5 Proposed Changes	Rationale
		sides; as policies 3.5.6(4) and (5) do not make this mandatory.
	<p><u>9. The market promenade in the northwest and northeast quadrants of the KDA, as identified in <b>Schedule C3</b> (Active Transportation), shall provide an enhanced streetscape that:</u></p> <ul style="list-style-type: none"> <li>a. <u>Reflects the role and function of this corridor as an important destination and attraction in the KDA;</u></li> <li>b. <u>Creates a pedestrian oriented sense of place applying common street wall treatments and cohesive design elements; and</u></li> <li>c. <u>Incorporates functional design elements such as street trees, pedestrian scale lighting, coordinated pavers, street furniture, and cycling amenities.</u></li> </ul> <p><u>10. The City will work with development proponents and York Region to explore opportunities to provide a multi-modal crossing to connect the market promenade across Yonge Street over the long term.</u></p>	<p>The proposed policies are provided to set expectations for how the KDA can evolve to create a visual and experiential linkage (the market promenade) between the west and east side of Yonge Street, linking Hillcrest Mall via a series of commercial frontages along a highly walkable street to the German Mills Creek.</p> <p>Policy (10) is provided in recognition that presently the proposed promenade is bisected by Yonge Street and safe crossing of Yonge Street requires moving up or down Yonge Street in order to cross with the assistance of a traffic signal. This policy also acknowledges comments from the public to explore alternative</p>

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Official Plan (2023 Consolidation)	OPA 18.5 Proposed Changes	Rationale
		crossings such as a tunnel or bridge across Yonge Street.
	<p><b><u>Open Space</u></b></p> <p><u>11. A series of public gathering spaces will be created to enhance and complement existing public spaces. These spaces will serve as focal points within the Yonge Street and Carrville/16<sup>th</sup> Avenue KDA. Over time, these spaces will contribute to creating a continuous network of public spaces for pedestrians and cyclists. As such, <i>development</i> shall provide public parkland as conceptually shown in <b>Schedule C2 (Public Realm)</b>, and which are described generally as follows:</u></p> <p><u>a. The expansion of Spruce Avenue Park is proposed to accommodate parkland needs associated with development of lands within the southwest quadrant of the KDA. This park shall continue to function as a neighbourhood park;</u></p> <p><u>b. An urban square is planned in the northwest quadrant of the KDA. This urban square will provide access to outdoor recreational facilities within walking distance of residents and workers in this KDA, while drawing visitors to this area. Its proximity to Hillcrest Mall and frontage on</u></p>	<p>Proposed parks are identified based on the direction outlined in the 2022 Parks Plan, the emerging Transportation Master Plan, and consultation with the public and stakeholders to date.</p> <p>Note: Urban Plazas are privately-owned, publicly accessible spaces as per Policy 3.4.4(14).</p>

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Official Plan (2023 Consolidation)	OPA 18.5 Proposed Changes	Rationale
	<p><u>Carrville Road will make it highly accessible and provide opportunities for social connections;</u></p> <p><u>c. A neighbourhood park is planned in the northeast quadrant. Adjacent <i>retail, commercial</i> and community uses should front onto this park. This park will provide a gathering space for residents, workers and visitors. It is also intended to provide a resting point along the planned trail adjacent to the German Mills Creek. Public art and wayfinding signage that references the nearby David Dunlap Observatory and Park are encouraged to be provided within this park;</u></p> <p><u>d. A pedestrian and cycling bridge is proposed to connect the KDA to Bridgeview Park; and</u></p> <p><u>e. An extension to William Duncan Park is planned in the southeast quadrant to expand this existing neighbourhood park to accommodate active park facilities to serve future residents of the KDA and connect the KDA with the broader north-south trail system generally running along the rail tracks and German Mills Creek. The completion of this park expansion is dependent on the timing of when the</u></p>	



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Official Plan (2023 Consolidation)	OPA 18.5 Proposed Changes	Rationale
	<p><u>temporary TTC train storage facility ceases to exist.</u></p> <p><u>12. In addition to the parks and urban open space identified in <b>Schedule C2</b>, development is encouraged to incorporate urban plazas to animate streets and provide open space to accommodate landscaping and trees.</u></p> <p><u>13. An urban plaza is encouraged to be located adjacent to the GO/TTC Station(s) to complement and animate the station transit function and create a focal point(s) for this centre. The urban plaza should be designed to accommodate safe and comfortable flow of pedestrian and cyclist traffic.</u></p>	
	<p><b><u>4.4.3 YONGE STREET AND BERNARD AVENUE KEY DEVELOPMENT AREA</u></b></p>	
	<p><u>The Yonge Street and Bernard Avenue KDA Secondary Plan is found in Chapter 12 of this Plan.</u></p> <p><u>Additional policies that apply to this KDA are as follows:</u></p>	<p>This new sub-section is created to list above noted policies pertaining to the Yonge Street and Bernard Avenue KDA, since the recently approved secondary plan in Chapter 12 makes cross-references to Chapter 4.4.</p>

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Official Plan (2023 Consolidation)	OPA 18.5 Proposed Changes	Rationale
		<p>Previous Policy 4.4.1(9) is now moved this subsection as Policy 4.4.3(1).</p> <p>Previous policies 4.4.2(2) and (5) are now moved to this subsection as policies 4.4.3(2) and (3).</p>
<b>5.1 SECONDARY PLANS</b>		
<p>3. Secondary Plans shall be prepared for the following areas of the City as shown on <b>Schedule A10</b> (Secondary Plan Areas) of this Plan:</p> <ul style="list-style-type: none"> <li>a. Richmond Hill Centre;</li> <li>b. Downtown Local Centre;</li> <li>c. Oak Ridges Local Centre;</li> <li>d. Yonge Street and 16th Avenue Key Development Area; and</li> <li>e. Yonge Street and Bernard Avenue Key Development Area.</li> </ul>	<p>3. <i>Secondary Plans</i> shall be prepared for the following areas of the City as shown on <b>Schedule A10</b> (Secondary Plan Areas) of this Plan:</p> <ul style="list-style-type: none"> <li>a. Richmond Hill Centre;</li> <li>b. Downtown Local Centre;</li> <li>c. Oak Ridges Local Centre;</li> <li><del>d. Yonge Street and 16th Avenue Key Development Area; and</del></li> <li><del>e. Yonge Street and Bernard Avenue Key Development Area.</del></li> </ul>	<p>Yonge Street and Bernard Avenue KDA is already completed and forms Chapter 12 of the Official Plan.</p> <p>This OPA constitutes a secondary plan for the Yonge Street and Carrville/16<sup>th</sup> Avenue KDA, but it will be embedded in Chapter 4 of the Official Plan.</p>
<p>10. In addition to the Secondary Plan requirements outlined in Section 5.1.5 of this Plan,</p>	<p>[Delete]</p>	<p>The Yonge Street and Bernard Avenue KDA Secondary Plan is already in effect and with the</p>

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<b>Official Plan (2023 Consolidation)</b>	<b>OPA 18.5 Proposed Changes</b>	<b>Rationale</b>						
<p>Secondary Plans for Key Development Areas shall include policies respecting the following:</p> <ul style="list-style-type: none"> <li>a. Policies to provide for a range of public parks and urban open spaces that allow for passive and active recreational opportunities; and</li> <li>b. The incorporation of public art, culture and heritage.</li> </ul>		<p>approval of this OPA, the Yonge Street and Carrville/16<sup>th</sup> KDA will be completed, as such, this policy is no longer needed.</p>						
<b>7. INTERPRETATION</b>								
<p><b>7.5 LIST OF SCHEDULES</b></p>	<p>[Add to the table of schedules:]</p> <table border="1" data-bbox="842 797 1499 1224"> <tbody> <tr> <td data-bbox="842 797 957 938">C1</td> <td data-bbox="957 797 1499 938">Yonge Street and Carrville/16<sup>th</sup> Avenue Key Development Area: Density Allocation</td> </tr> <tr> <td data-bbox="842 938 957 1079">C2</td> <td data-bbox="957 938 1499 1079">Yonge Street and Carrville/16<sup>th</sup> Avenue Key Development Area: Public Realm</td> </tr> <tr> <td data-bbox="842 1079 957 1224">C3</td> <td data-bbox="957 1079 1499 1224">Yonge Street and Carrville/16<sup>th</sup> Avenue Key Development Area: Active Transportation</td> </tr> </tbody> </table>	C1	Yonge Street and Carrville/16 <sup>th</sup> Avenue Key Development Area: Density Allocation	C2	Yonge Street and Carrville/16 <sup>th</sup> Avenue Key Development Area: Public Realm	C3	Yonge Street and Carrville/16 <sup>th</sup> Avenue Key Development Area: Active Transportation	<p>New schedules are added that are specific to the Yonge Street and Carrville/16<sup>th</sup> Avenue KDA.</p>
C1	Yonge Street and Carrville/16 <sup>th</sup> Avenue Key Development Area: Density Allocation							
C2	Yonge Street and Carrville/16 <sup>th</sup> Avenue Key Development Area: Public Realm							
C3	Yonge Street and Carrville/16 <sup>th</sup> Avenue Key Development Area: Active Transportation							

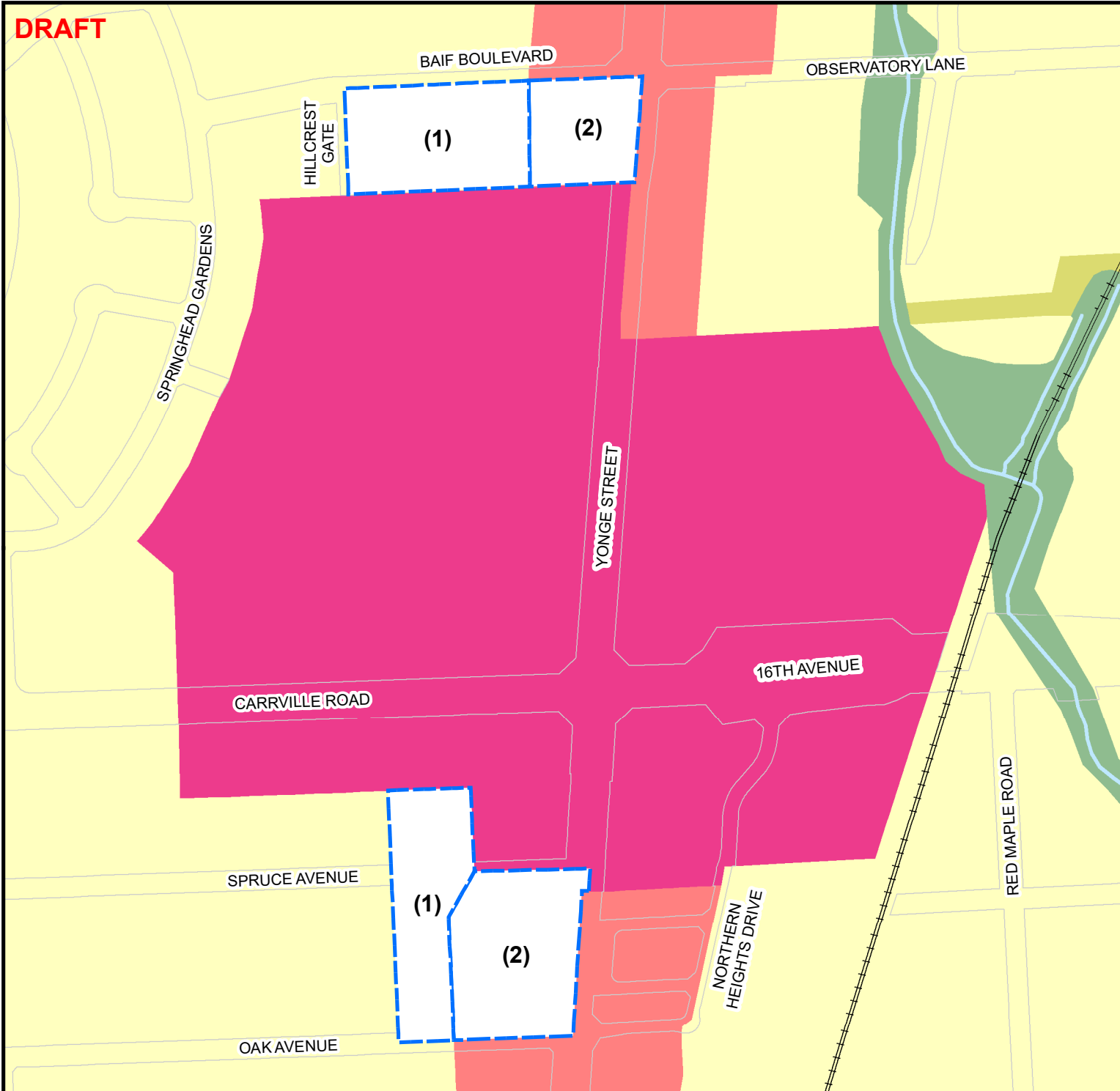
## New and Proposed Changes to Schedules

Schedule	OPA 18.5 Proposed Changes	Rationale
<p><b>Schedule A2</b> (Land Use)</p>	<p>Schedule A2 Land Use is amended as shown on Schedule 1 to this amendment by:</p> <ul style="list-style-type: none"> <li>a) re-designating lands shown as (1) from “Neighbourhood” to “Key Development Area” and</li> <li>b) re-designating lands shown as (2) from “Regional Mixed Use Corridor” to “Key Development Area.”</li> </ul>	<p>Based on more detailed analysis and consultation, minor boundary adjustments are proposed to the KDA and as a result some properties are being re-designated from “Neighbourhood” and “Regional Mixed Use Corridor” to Key Development Area. These adjustments are in accordance with the Key Directions report. The minor boundary adjustment to the north aligns with OP policies that generally direct for land use designations to be delineated by defined features such as streets. The expanded areas of the KDA have redevelopment potential contribute to centres, and they can contribute to the centre as focal points and areas with a mixed of uses.</p>
<p><b>Schedule A3</b> (Settlement Area)</p>	<p>Schedule A3 (Settlement Area) is amended as shown on Schedule 2 to this amendment to identify Protected Major Transit Station Area boundaries as determined by York Region for the following areas: PMTSA #39 16<sup>th</sup>-Carrville BRT Station with a minimum density target of 300 residents and jobs/hectare, and PMTSA #41 Bantry-Scott BRT Station and #51 Weldrick BRT Station, both with a minimum density target of 200 residents and jobs/hectare.</p>	<p>Adding the Protected Major Transit Station Area and related density target to Schedule A3.</p>
<p><b>Schedule A8</b> (Street Classification)</p>	<p>Schedule A8 (Street Classification) is amended to identify new “Planned Local Streets” and “Planned Collector Streets” as shown on Schedule C2 to this OPA.</p>	<p>This will enable the next OP consolidation to update Schedule A8 in accordance with the street network as shown on Schedule C2.</p>


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<b>Schedule</b>	<b>OPA 18.5 Proposed Changes</b>	<b>Rationale</b>
<b>Schedule A10</b> (Secondary Plan Areas)	Schedule A10 (Secondary Plan Areas) is amended by deleting the Yonge Street and Carrville/16 <sup>th</sup> Avenue KDA.	This KDA is no longer proposed to be a Part II Secondary Plan area; as it is a part of Chapter 4 policies.
New	<p>The following Schedules are added to Chapter 7 the Official Plan:</p> <ul style="list-style-type: none"> <li>a. Schedule C1 Yonge Street and Carrville/16<sup>th</sup> Avenue KDA Density Allocation</li> <li>b. Schedule C2 Yonge Street and Carrville/16<sup>th</sup> Avenue KDA Public Realm</li> <li>c. Schedule C3 Yonge Street and Carrville/16<sup>th</sup> Avenue KDA Active Transportation</li> </ul>	New schedules for the Yonge Street and Carrville/16th Avenue KDA are added.

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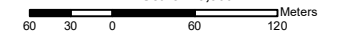
**Legend**

-  Lands to be Redesignated
- Lands Redesignated From:
  - (1)** "Neighbourhood" to "Key Development Area"
  - (2)** "Regional Mixed Use Corridor" to "Key Development Area"
- Land Use Designations**
  -  Natural Core
  -  Natural Linkage
  -  Key Development Area
  -  Regional Mixed Use Corridor
  -  Neighbourhood
- Other**
  -  Watercourses
  -  C.N.R.



PLANNING & INFRASTRUCTURE DEPARTMENT

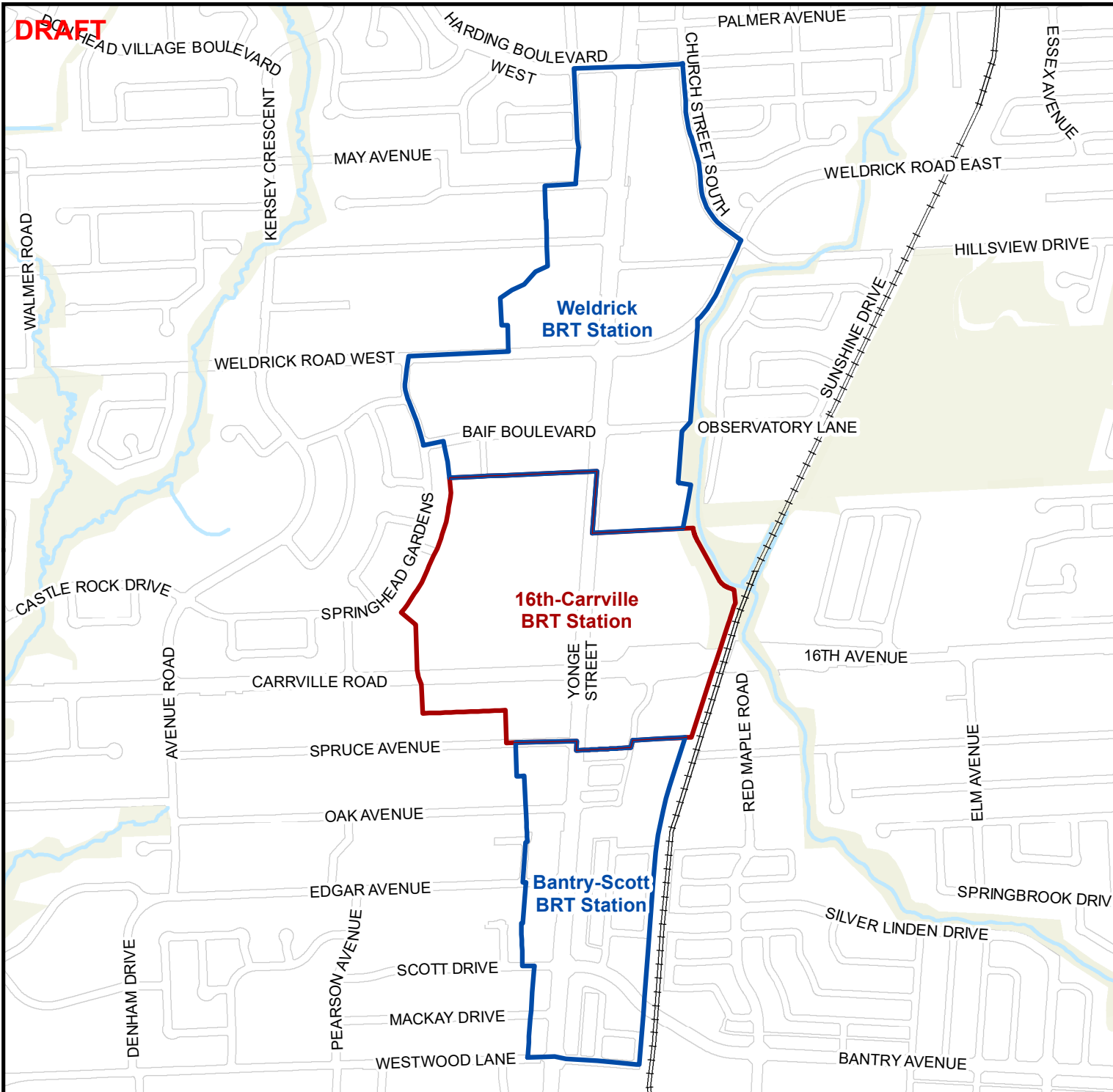
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**RICHMOND HILL  
OFFICIAL PLAN  
SCHEDULE 1  
TO OPA 18.5**

**DRAFT**



**Legend**

**Area to be added to Schedule A3**

Protected MTSA

300 R+J/Ha

200 R+J/Ha

**Other**

Watercourses

Greenway

C.N.R.



PLANNING & INFRASTRUCTURE DEPARTMENT

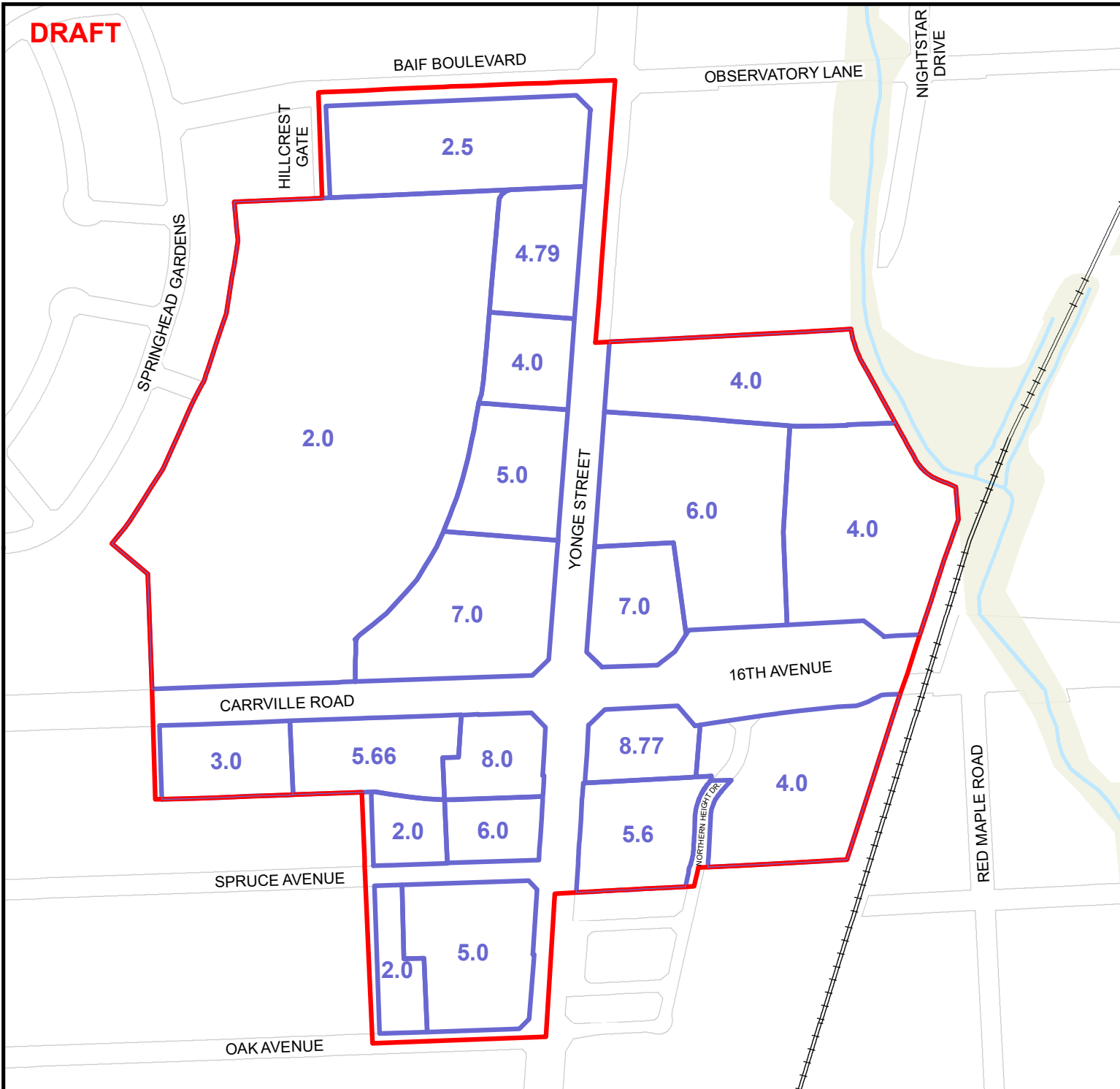
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**RICHMOND HILL  
OFFICIAL PLAN  
SCHEDULE 2  
TO OPA 18.5**

**DRAFT**



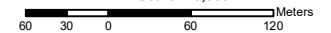
**Legend**

- Yonge Street and Carrville/16th Avenue Key Development Area
- Boundary of density category area with maximum FSI
- Watercourses
- Greenway
- C.N.R.



PLANNING & INFRASTRUCTURE DEPARTMENT

Scale 1:5,500

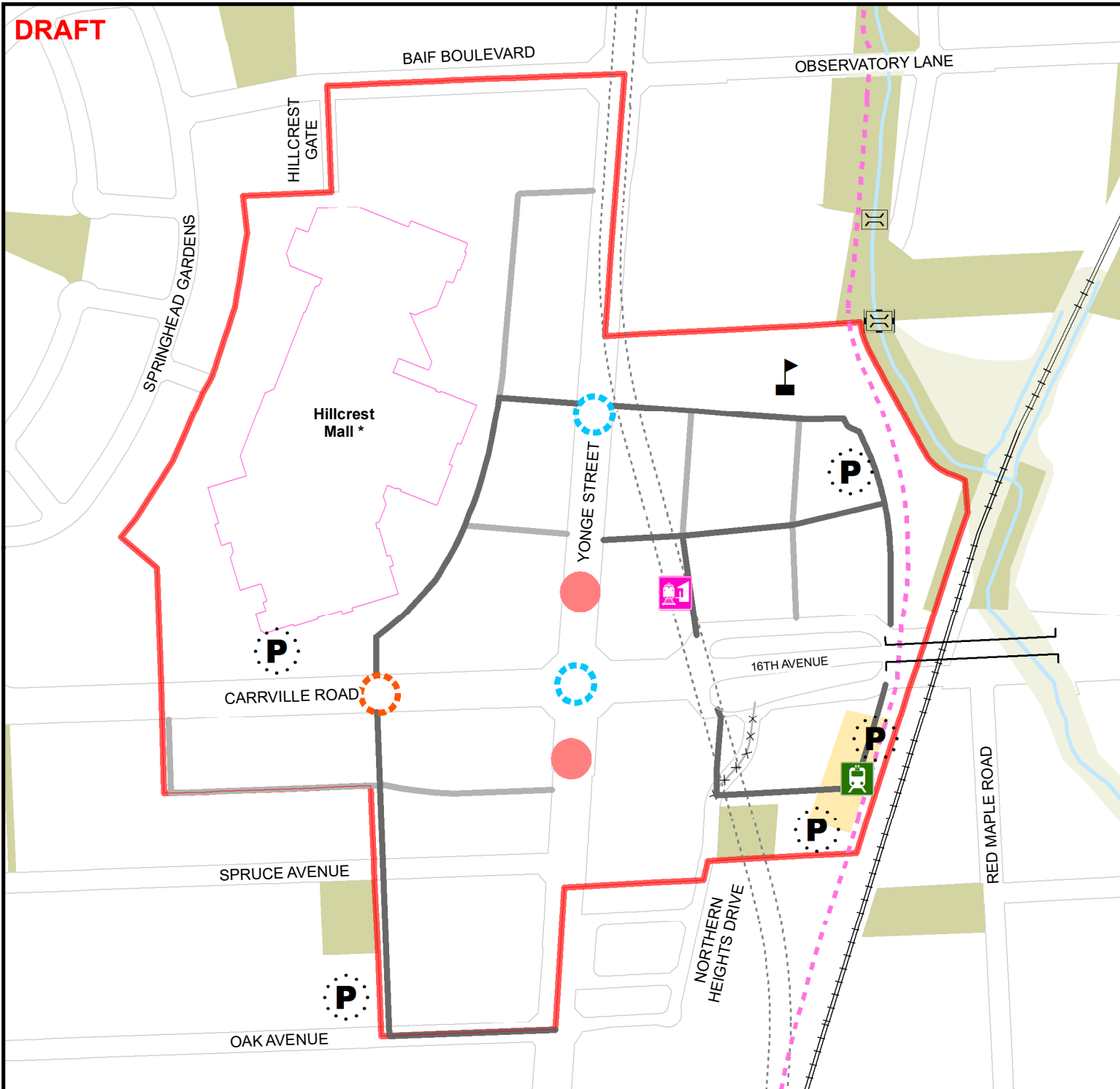


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**RICHMOND HILL  
OFFICIAL PLAN  
Yonge Street and Carrville/16th Avenue  
Key Development Area  
Density Allocation  
SCHEDULE C1**



**DRAFT**



- Legend**
- Yonge Street and Carrville/16th Avenue Key Development Area
  - Street Network**
    - Subject to Policy 4.4.2.3(4) of Part 1 of the Official Plan
    - Planned Signalized Intersection
    - Existing Signalized Intersection
    - Overpass
    - Planned Local Street
    - Planned Collector Street
    - Street to be Removed
  - Recreational Trails/ Bicycle Facilities**
    - Planned New Bridge Connection
    - Existing New Bridge Connection
    - Planned Trails
  - Parks and Urban Open Space**
    - Planned Parks and Urban Open Space
    - Existing Parks and Urban Open Space
  - Public Infrastructure**
    - Proposed School
    - Potential GO Station
    - Potential TTC Subway Station
    - Existing Bus Rapidway Transit Station
    - Temporary Train Storage Facility
    - Conceptual Subway Extension Alignment
  - Other**
    - Watercourses
    - Greenway
    - C.N.R.



PLANNING & INFRASTRUCTURE DEPARTMENT

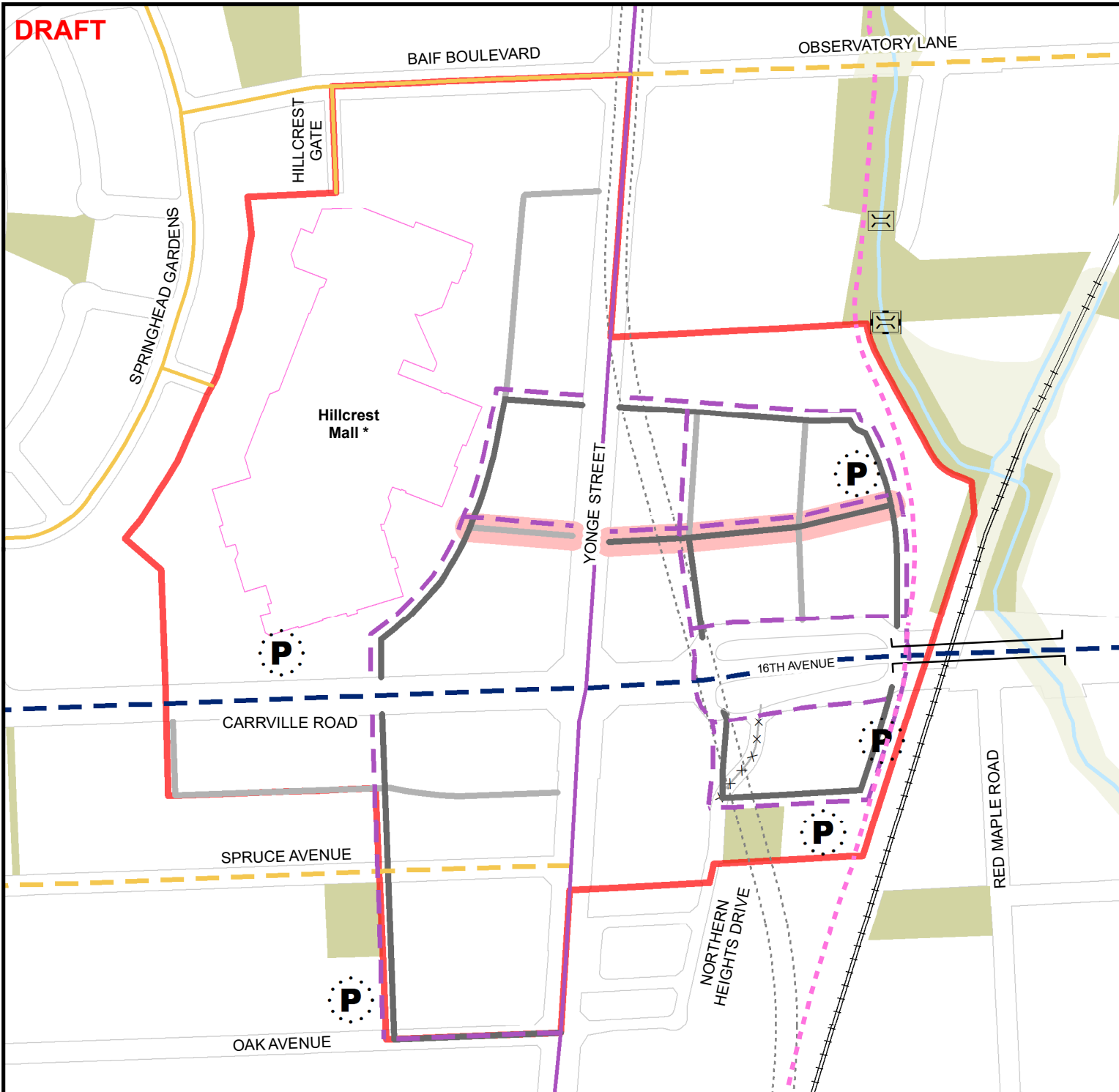
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**RICHMOND HILL  
OFFICIAL PLAN  
Yonge Street and Carrville/16th Avenue  
Key Development Area  
Public Realm  
SCHEDULE C2**

**DRAFT**



- Legend**
- Yonge and Carrville/16th Key Development Area Boundary
  - Market Promenade
- Recreational Trails/ Bicycle Facilities**
- Planned New Bridge Connection
  - Existing New Bridge Connection
  - Planned Conventional Bicycle Lanes
  - Planned Protected Bicycle Facilities
  - Planned Regional Bicycle Facilities
  - Planned Trails
  - Existing Conventional Bicycle Lanes
  - Existing Protected Bicycle Facilities
- Street Network**
- Subject to Policy 4.4.2.3(4) of Part 1 of the Official Plan
  - Overpass
  - Planned Local Street
  - Planned Collector Street
  - Street to be Removed
- Parks and Urban Open Space**
- Planned Parks and Urban Open Space
  - Existing Parks and Urban Open Space
- Public Infrastructure**
- Conceptual Subway Extension Alignment
- Other**
- Watercourses
  - Greenway
  - C.N.R.



PLANNING & INFRASTRUCTURE DEPARTMENT

Scale 1:5,500



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**RICHMOND HILL  
OFFICIAL PLAN**

**Yonge Street and Carrville/16th Avenue  
Key Development Area  
Active Transportation  
SCHEDULE C3**