

Amendment 18.7 To The Richmond Hill Official Plan

Newkirk Local Centre

DRAFT – May 11, 2023

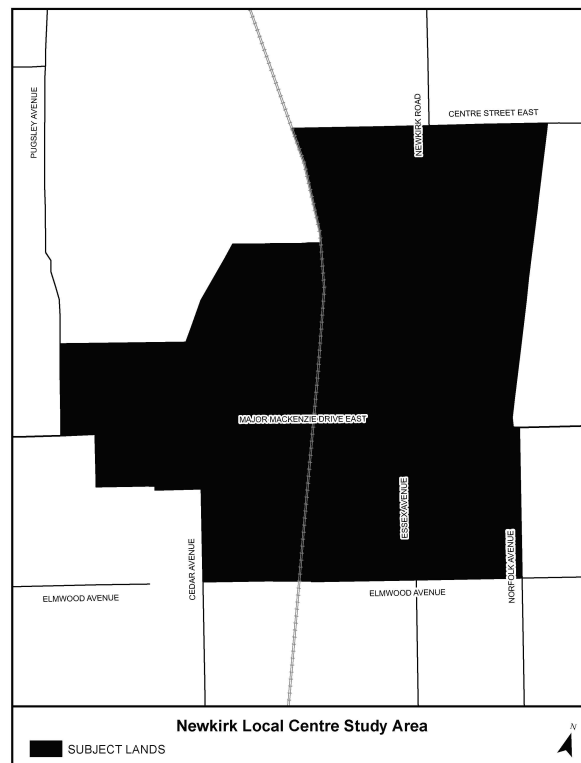
Part One – The Preamble

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 Newkirk Local Centre as part of the City Plan Official Plan Update process. This OPA addresses 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 Regional Official Plan (2022). The amendment 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 also intends to support economic development and job creation in the City. Furthermore, this OPA proposes to incorporate direction from the York Region Official Plan (2022) regarding Protected Major Transit Station Areas within the Newkirk Local Centre.

1.2 Location

The Amendment applies to lands presently designated Newkirk Local Development Area, and lands south of Centre Street designated Employment Area and Employment Corridor on Schedule A2 of the Official Plan which centre around the intersection of Major Mackenzie Drive East and Newkirk Road, 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 16(21));
 - This amendment identifies the Newkirk Local Centre as an intensification area covered by PMTSA #50 Richmond Hill GO Station in the York Region Official Plan (2022). Accordingly, the proposed amendment includes a minimum prescribed density of 150 residents and jobs per hectare, and provides permitted use and built form policies to achieve and exceed this minimum density target over the long term.
 - Through the implementation of the policies in this amendment, the Newkirk Local Centre is anticipated to accommodate up to 350 residents and jobs per hectare for the Local Centre overall. This translates into approximately 7,500 residents and 3,600 jobs, based on assumptions used at the time of preparing this amendment. Through ongoing monitoring of the Official Plan, this approximation of the ultimate buildout of the Local Centre may change.
- Policies of the *Provincial Policy Statement (2020)*, which encourage compact, mixed-use development to support livable and resilient communities while considering housing needs (1.3.1(d));
 - In accordance with the PPS, OPA 18.7 directs higher density development within the Local Centre in the form of low-, mid-, and high-rise development. Residential development is permitted throughout this Local Centre; and to support a mix of land uses, this amendment requires development within the Local Centre to provide non-residential space for properties that front arterial and collector streets. The non-residential use may be in the form of retail, commercial, office/major office, and community uses.
- Policies of *A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)*, which support the achievement of complete communities and prioritize for major transit station areas (MTSAs) on priority transit corridors (2.2.1(4)(a) and 2.2.4(1));
 - In accordance with the Growth Plan 2020, OPA 18.7 plans for a complete community within the Newkirk Local Centre by integrating a mix of uses in a compact form that provides for amenities and services within a 15-

minute walk or 5-minute bike ride. The Local Centre surrounds a major transit station with higher intensification planned than the surrounding lower density neighbourhood.

- Policies of the York Region Official Plan (2022), which identify the Newkirk Local Centre area as part of Protected Major Transit Station Area #50 with a minimum density target of 150 people and jobs per hectare. To support this density, the York Region Official Plan directs that this area support a mix of land uses. Furthermore, the York Region Official Plan directs that the Official Plan provide direction regarding built form and scale of development to support and implement the Regional intensification hierarchy, to provide a residents to jobs ratio target to ensure live work opportunities and an appropriate balance of jobs to population, and to provide affordable housing targets.
 - The proposed OPA designates the majority of PMTSA #50 as Local Centre. The remaining lands of the PMTSA will continue to be designated Neighbourhood, Local Mixed Use Corridor, and Natural Core. Additional policy direction regarding areas outside of the Local Centre designation may be provided via subsequent amendments to this Official Plan.
 - The proposed OPA provides a target ratio of 7 residents to 3 jobs, 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 25% of new housing in the City overall. 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 York Region Official Plan direction for affordable housing as noted above.
- Directions provided in the Council endorsed [Key Directions Report](#) related to this area and theme include:
 - Clearly express required public realm and facilities (parks, streets, community centers, library, fire halls, tree canopy, schools, etc.) that is commensurate with build-out of the broader area – to create amenity-rich communities.
 - Appropriately designate intensification areas and implement Regional MTSA minimum density direction.
 - Ensure that development provides social, physical and visual connections to adjacent areas to create a cohesive sense of place.

- Support density with public realm elements that are commensurate with the proposed level of build-out density, and ensure that density is in keeping with directions set out in other City master plans (e.g., TMP, UMESP, Parks, Recreation, Fire, etc.).
- Continue to consult on and provide more detailed guidance for Centres, starting with clear vision statements for each area.
- Convert employment lands south of Centre Street East to Local Centre designation.
- Elevate the area within the intensification hierarchy by redesignating the lands from Newkirk Local Development Area to Local Centre;
- Support development of a new community with a mix of uses and encourage structured commuter parking to allow for intensification opportunities;
- Update land use compatibility policies to ensure that existing and adjacent uses may continue.
- Provide new, and maintain existing, affordable housing.
- Enhance and provide connections to open space.
- 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.
- This 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 – February 2023](#)

- Additionally, this amendment is informed by the City's Investment Attraction Strategy, Affordable Housing Strategy, Parks Plan, and 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, while other attached schedules (Schedules G1 and G2) 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 municipal 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 defined 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 18.7

Official Plan (2023 Consolidation)	OPA 18.7 Proposed Changes	Rationale
3.0 CITY BUILDING		
3.1.3 CITY STRUCTURE		
<p>11. Local Centres will accommodate intensification at a scale and intensity that is less than the KDAs. Local Centres will be important community focal points and will develop as revitalized, mixed-use centres with pedestrian-oriented, human-scaled main streets.</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>
3.4.1 URBAN DESIGN		
<p>16. The City shall promote the establishment of a skyline by directing high-rise built form in a series of pulses that correspond with the centres of the city structure with the highest concentration in the Richmond Hill Centre, followed by Key Development Areas, and then Local Centres. High-rise development may also be permitted in the Regional Mixed-Use Corridors but should not detract from the “pulses” intended to be created within the respective Centres. Detailed policies on height and density for each centres and corridors will be elaborated in Chapter 4 of this Part 1 Plan or secondary plans.</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>

Official Plan (2023 Consolidation)	OPA 18.7 Proposed Changes	Rationale
4.0 LAND USE POLICIES		
4.3 LOCAL CENTRES		
<p>Local Centres are historic mixed-use areas of the City that will continue to evolve over time. Richmond Hill has two Local Centres: Downtown and Oak Ridges. Located on Yonge Street, which serves as the City’s historic commercial spine and main street, each Local Centre will evolve into a pedestrian-oriented, human scaled, vibrant area with its own unique identity. The identity of these areas is intimately tied to their historic use as main street centres and service areas for the surrounding neighbourhoods. The policies of this Plan seek to strengthen and enhance the character of each Local Centre by promoting context-sensitive development. As a result of locational differences and context, each Local Centre will include varying levels of activity and intensity.</p>	<p>Local Centres are historic mixed-use areas of the City that will continue to evolve over time. Richmond Hill has two-multiple Local Centres.: Downtown and Oak Ridges. Located on Yonge Street, which serves as the City’s historic commercial spine and main street, Each Local Centre will evolve into a pedestrian-oriented, human scaled, vibrant area with its own unique identity.</p> <p>The identity of <u>the Village and Oak Ridges Local Centres</u> these areas is intimately tied to their historic use as main street centres and service areas for the surrounding neighbourhoods, <u>whereas other Local Centres have had and will provide other functions.</u></p> <p>The policies of this Plan seek to strengthen and enhance the character of each Local Centre by promoting context-sensitive development. As a result of locational differences and context, each Local Centre will include varying levels of activity and intensity.</p>	<p>Update preamble to recognize that there are other Local Centres to come as per City Structure.</p> <p>The language surrounding “historic commercial spine and main street” will be moved to the preambles for Sections 4.3.1 and 4.3.2 (as part of OPAs 18.6 and 18.8 respectively), recognizing that those descriptions apply primarily to the Village and Oak Ridges Local Centres.</p>
[new section]	<u>4.3.3 NEWKIRK LOCAL CENTRE</u>	
[new preamble]	<u>The Newkirk Local Centre is focused around the intersection of Major Mackenzie Drive and Newkirk Road. Historically, the area has contained</u>	

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	<p><u>affordable and rental apartment buildings, industrial lands as part of the Newkirk Business Park, and commuter parking lots for the Richmond Hill GO Station.</u></p> <p><u>The Newkirk Local Centre will support a minimum density target of 150 residents and jobs per hectare, in accordance with the target identified in the associated Protected Major Transit Station Area as shown on Schedule A3 (Settlement Area).</u></p>	
[new preamble]	<p><u>Vision</u></p> <p><u>The vision for the Newkirk Local Centre is to create an affordable, livable, mixed-use community anchored by a transit station that connects commuters from across the City.</u></p>	The vision is based on the proposed vision from the Key Directions Report and additional feedback from the public based on responses from the public survey and workshop.
[new section]	<u>4.3.3.1 LAND USE</u>	
[new policy]	<p><u>It is the policy of Council that:</u></p> <ol style="list-style-type: none"> 1. <u>The Newkirk Local Centre consists of three distinct character areas, each with its own built form and function, as follows:</u> <ol style="list-style-type: none"> a. <u>The Northern Character Area, consisting of the lands north of Major Mackenzie Drive and east of the C.N. Railway corridor, shall be developed as a transit-oriented, mixed-use area adjacent to the GO rail station and</u> 	Setting up the three Character Areas, with the intention for each area.

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	<p><u>containing the majority of employment uses (including office, retail, and commercial uses) in the Local Centre.</u></p> <p>b. <u>The Southern Character Area, consisting of the lands south of Major Mackenzie Drive and east of the C.N. Railway corridor, shall be a predominantly low-rise and mid-rise residential area, functioning as a transitional area towards the existing low-rise residential neighbourhoods to the south and east of the Newkirk Local Centre.</u></p> <p>c. <u>The Western Character Area, consisting of the lands west of the C.N. Railway corridor, shall continue to be a mid-rise apartment neighbourhood, and allow for opportunities for infill development around existing apartments.</u></p>	
[new policy]	<p>2. <u>The following land uses shall be permitted within the Newkirk Local Centre designation:</u></p> <p>a. <u>High density residential;</u></p> <p>b. <u>Medium density residential;</u></p> <p>c. <u>Office;</u></p> <p>d. <u>Commercial;</u></p> <p>e. <u>Retail;</u></p> <p>f. <u>Automotive service commercial in accordance with policy 3.4.1(47) of this Plan;</u></p> <p>g. <u>Community uses in accordance with Section 4.1 of this Plan;</u></p>	Carried forward use permissions from original policy 4.5.1(3) re: Newkirk Local Development Area.

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	<p>h. <u>Parks and urban open spaces in accordance with Section 3.4.4 of this Plan; and</u></p> <p>i. <u>Live-work units in accordance with policies 3.3.3.2(9) and 3.3.3.2(10) of this Plan.</u></p>	
[new policy]	<p>3. <u>In addition to the permitted uses listed in policy 4.3.3.1(2) of this Plan, the following land uses shall also be permitted within the Northern Character Area:</u></p> <p>a. <u>Major office; and</u></p> <p>b. <u>Major retail, provided it is in a compact urban form.</u></p>	Adding new permissions for major office and major retail uses to locate in the Northern Character Area, in support of the long-term jobs target for this Local Centre.
[new policy]	<p>4. <u>Uses which were legally existing as of [insert date of adoption of the OPA] may continue to operate, and may be permitted to expand in greater compliance with this Plan.</u></p>	Adding a policy to recognize legally existing uses, since the date this OPA is adopted, to clarify that the redesignation of lands within the Northern Character Area is not intended to preclude these uses from continuing.
[new policy]	<p><u>Mix of Use</u></p> <p><u>A mix of land use shall be provided in the Newkirk Local Centre in order to achieve a long-term target ratio of 7 residents to 3 jobs through the implementation of the following policies.</u></p>	Preamble to direct policies related to providing non-residential uses, including the introduction of the long-term jobs target for the Local Centre.

Official Plan (2023 Consolidation)	OPA 18.7 Proposed Changes	Rationale
[new policy]	5. <u>Development shall provide commercial, retail, office or community uses at grade for the portion of the building with direct frontage on Major Mackenzie Drive and Newkirk Road.</u>	Carried forward existing policy 4.5.1(6), and expanding the requirement of non-residential uses to Newkirk Road.
[new policy]	6. <u>Retail, commercial and/or community uses are encouraged to front onto parks and urban plazas in order to animate the public realm.</u>	Expansion of existing policy 4.5.1(6), to encourage the provision of non-residential uses to animate parks or urban plazas, where deemed appropriate.
[new policy]	7. <u>In support of the GO Transit service and future more frequent service, development within the Northern Character Area shall, at a minimum, provide non-residential, employment generating uses, beyond the ground floor.</u>	In order to meet job creation aspirations of the OP Update, it is important to provide policy direction in support of non-residential uses in strategic areas of the City.
[new policy]	<p><u>Height and Density</u></p> <p>8. <u>The maximum site density for development within the Newkirk Local Centre is shown on Schedule G1 (Density Allocation).</u></p>	The intent of the following policies is to support the Key Direction to facilitate the transformation of this area into a transit supportive complete community in a manner that is context sensitive.

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		Directing density on a per-site basis ensures that one site does not overtake density opportunity from nearby sites.
[new policy]	<p>9. <u>To ensure that new <i>development</i> within the Newkirk Local Centre is contributing to the minimum density target assigned to the applicable PMTSA area as shown on Schedule A3 (Settlement Area), new <i>development</i> shall provide a minimum gross floor area equivalent to the following:</u></p> <ul style="list-style-type: none"> a. <u>A minimum density of 1.0 FSI for <i>development</i> within the Northern Character Area;</u> b. <u>A minimum density of 0.75 FSI for <i>development</i> within the Southern and Western Character Areas.</u> 	To implement the Regional PMTSA directions, this policy directs that development must meet or exceed the minimum density prescribed to a site.
[new policy]	<p>10. <u>The following uses are excluded from policy 4.3.3.1(9):</u></p> <ul style="list-style-type: none"> a. <u>community uses listed in Section 4.1 of this Plan;</u> b. <u>parks and open space uses; and</u> c. <u>infrastructure.</u> 	The uses listed are not required to achieve the minimum target, given the need for these uses to support growth and development in the Local Centre.
[new policy]	<p>11. <u>In the Northern Character Area, a minimum of 0.5 FSI of the allocated density shall be</u></p>	Expansion of existing policy 4.5.1(8), which allows an

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	<p><u>provided for non-residential uses such as office, commercial, and retail uses. The non-residential use may be integrated within buildings or located within separate buildings on the same site. For clarity, structured parking is not an eligible use to fulfill this requirement.</u></p>	<p>additional 0.5 FSI as for including non-residential uses. To ensure the provision of non-residential uses, and to achieve the planned long-term jobs target of this OPA, it will now be a requirement to provide a minimum amount of non-residential GFA. Sites closer to lands designated Employment Area are anticipated to provide a higher proportion of their GFA towards employment generating uses.</p>
<p>[new sidebar]</p>	<p>[New sidebar text]</p> <p><u>When determining maximum permissible total gross floor area for the site, the calculation is based on multiplying the developable portion of the site area (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 developable portion of the site excludes lands that are deemed not developable</u></p>	<p>While not part of the OPA, the new sidebar is proposed to be added to this subsection, to provide clarity regarding how the FSI information is to be interpreted and applied. The proposed wording reflects common practice.</p>

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	<p><u>by operation of policies of this Official Plan, related to matters such as <i>hazards</i> and natural heritage.</u></p>	
<p>[new policy]</p>	<p>12. <u>The following height permissions shall apply to development:</u></p> <ul style="list-style-type: none"> a. <u>A minimum building height of 3 storeys;</u> b. <u>A maximum street wall height, after which a step back for the remaining storey(s) is required, as follows:</u> <ul style="list-style-type: none"> i. <u>3 storeys for development that abuts the Neighbourhood designation; or</u> ii. <u>4 storeys, in all other areas;</u> c. <u>A maximum base building height of 4 storeys for high-rise buildings;</u> d. <u>In the Northern Character Area, a maximum building height of 20 storeys;</u> e. <u>In the Western Character Area, a maximum building height of 15 storeys;</u> f. <u>In the Southern Character Area, a maximum mid-rise building height of 10 storeys;</u> g. <u>A maximum of 4 storeys where abutting low-density residential development within the Neighbourhood designation; and</u> h. <u>In accordance with the angular plane policy 3.4.1(55) of this Plan, building heights may progressively increase away from lands within the Neighbourhood designation.</u> 	<p>Carrying over height policies from 4.5.1(9), and instituting height limits in each Character Area to reflect the local context of each area.</p> <p>Additional height requirements for street walls and base building height have been specified to promote a pedestrian-scaled built form for development within the Local Centre, and transition to the surrounding Neighbourhoods.</p> <p>Policy (g) is carrying over policy from 4.5.1(10).</p> <p>Note that mid-rise in this area is permitted to be up to 10 storeys, and for that reason this policy is not referring to the defined term provided in the Official Plan.</p>
<p>[new policy]</p>	<p>13. <u>The maximum height of a building shall only be permitted provided that the allocated density of</u></p>	

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	<p><u>development as prescribed in Schedule G1 is not exceeded, and the application of the angular plane, among other placemaking policies of this Plan, is not impacted.</u></p>	
[new policy]	<p><u>Commuter Parking</u></p> <p>14. <u>Commuter parking shall be required to locate below grade or in structured parking. Above grade structured parking shall be screened by liner buildings incorporating a mix of uses, in accordance with policy 3.4.1(47).</u></p>	Encourages GO station commuter parking to be consolidated/replaced in an underground (preferred) or above-ground structure, to allow for redevelopment of existing parking areas.
[new section]	<p><u>4.3.3.2 DESIGN</u></p>	
[new policy]	<p><u>It is the policy of Council that:</u></p> <p><u>Building a Strong, Vibrant Identity and Character</u></p> <p>1. <u>Development shall be designed so as to promote the character and function of the Newkirk Local Centre by:</u></p> <ul style="list-style-type: none"> a. <u>Creating entrance features oriented towards public street frontages; and</u> b. <u>Providing a series of focal points with coordinated streetscape elements that contribute to a unified theme.</u> 	Carrying over policy from 4.5.2(2).

Official Plan (2023 Consolidation)	OPA 18.7 Proposed Changes	Rationale
[new policy]	<p><u>Transition to Employment Area</u></p> <p>2. <u>To mitigate concerns over residential development and other sensitive land uses locating next to existing employment lands, development within the Newkirk Local Centre that fronts Centre Street East shall:</u></p> <p>a. <u>Preferably locate non-residential uses on the Centre Street frontage;</u></p> <p>b. <u>Locate sensitive land uses and outdoor amenities associated with residential uses, including balconies, away from the Centre Street frontage; and</u></p> <p>c. <u>Complete a Noise and Vibration analysis and implement required mitigation measures in accordance with policy 3.1.9.8(3) of this Plan.</u></p>	<p>Policy proposed to address transition issues to Employment Area designation to the north of the Local Centre, to ensure the continued viability of the adjacent employment lands.</p>
[new section]	<p><u>4.3.3.3 PUBLIC REALM</u></p>	
[new preamble]	<p><u>The Newkirk Local Centre will provide for a high standard of public realm that encompasses a wide range of publicly accessible spaces, including sidewalks, streets, parks, natural areas, trails and paths. The Local Centre will be served by a more connected and multi-modal transportation system. Creating smaller development blocks with the introduction of new streets and pedestrian connections will improve circulation and access to amenities and destinations. In addition, connections to parks located nearby and the addition of new urban plazas will offer active and</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</p>

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	<p><u>passive recreational opportunities. Over time, this Local Centre will facilitate the development of publicly accessible spaces for the pedestrian and cyclist.</u></p>	<p>intended to fulfill that recommendation.</p>
<p>[new policy]</p>	<p><u>It is the policy of Council that:</u></p> <p><u>Public Streets and Active Transportation Connections</u></p> <p>1. <u>Proponents of development in the Newkirk Local Centre shall implement the street network and active transportation network as conceptually shown on Schedule G2 (Public Realm), to support a fine-grained street network along with more connections for cyclists and pedestrians.</u></p>	<p>A new public street is proposed to provide access to the GO station when the current parking lot is redeveloped, to ensure public and transit access to the station from Newkirk Road.</p>
<p>[new policy]</p>	<p>2. <u>Sidewalks shall be provided on both sides of new streets.</u></p>	<p>New policy added to ensure public streets will have sidewalks on both sides, as existing policies 3.5.6(4) and (5) do not make this mandatory.</p>
<p>[new policy]</p>	<p>3. <u>Publicly accessible interconnections through and to adjacent sites are encouraged to be provided in order to promote a fine-grained network of streets and/or trails.</u></p>	<p>Additional opportunities for connections are encouraged to facilitate achievement of complete community goal.</p>

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[new policy]	<p>4. <u>The need for interconnections between properties shall be determined by the City and/or Region, including public easements to allow cross property access.</u></p>	<p>Additional opportunities for connections are encouraged to facilitate achievement of complete community goal.</p>
[new sidebar]	<p>[New sidebar text]</p> <p><u>Requested interconnections among development sites are intended to supplement the fine-grained street network, improve multi-modal circulation, and minimize vehicular accesses onto arterial roads. Such interconnections may be required to include the following:</u></p> <ul style="list-style-type: none"> • <u>sidewalks on both sides;</u> • <u>bicycle facilities;</u> • <u>vehicle travel lanes and turn radii that can support service vehicles;</u> • <u>parking and curbside pick-up/drop-off lanes as appropriate; and/or</u> • <u>application of the City’s minimum standards for design, construction, and maintenance.</u> 	<p>While not part of the OPA, the new sidebar is proposed to be added to this sub-section, to provide additional information regarding the function and form of interconnections that may be provided on development sites.</p>

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[new policy]	<p>5. <u>In the Northern Character Area, in order to improve site permeability and improve access to transit facilities, the following specific connections are planned to be provided through the <i>development</i> approval process:</u></p> <ul style="list-style-type: none"> a. <u>a multi-use trail connection east of Newkirk Road between Major Mackenzie Drive and Centre Street;</u> b. <u>east-west pedestrian and/or active transportation connections between the Richmond Hill GO rail platform and Newkirk Road, and between Newkirk Road and the north-south multi-use trail identified in (a), and</u> c. <u>a pedestrian/active transportation crossing of the C.N. Railway corridor to provide additional connections to lands outside the Local Centre. The timing of construction of this crossing shall be coordinated with <i>development</i> of lands on the west side of the C.N. Railway corridor.</u> 	<p>New pedestrian and cycling trails are proposed to increase connectivity within the Local Centre, to the GO station, and to schools and parks within the surrounding Neighbourhood.</p>
[new policy]	<p><u>Open Space</u></p> <p>6. <u><i>Development</i> in the Newkirk Local Centre shall implement the parks and public open space network as shown on Schedule G2 (Public Realm).</u></p>	<p>Reference to new Schedule G2 for location of parks and open spaces.</p>

Official Plan (2023 Consolidation)	OPA 18.7 Proposed Changes	Rationale
[new policy]	<p>7. <u>The City’s park system shall be expanded to support growth in this Local Centre and contribute to its vibrancy by providing an expansion to the existing Essex Parkette.</u></p>	<p>The areas surrounding the Newkirk Local Centre provide various existing parks to accommodate anticipated growth within the Centre. Additionally, and in accordance with the Parks Plan, an expansion to Essex Parkette within the Newkirk Local Centre is identified.</p>
[new policy]	<p>8. <u>In addition to the parks and public open space network listed in policies 4.3.3.3(5) through (8), and as shown on Schedule G2 (Public Realm) to this Plan, <i>development</i> is encouraged to provide urban plazas to enhance the public realm.</u></p>	<p>The proposed policy is in recognition that additional urban plazas and pedestrian connectivity between and through sites would further support the complete community objectives of the Local Centre, beyond what is shown on Schedule G2.</p>
[new policy]	<p>9. <u>An urban plaza is encouraged to be located adjacent to the GO Station to complement the GO Station’s existing transit function, to help animate the area, and to create a focal point for this Centre. The urban plaza should be designed to accommodate safe and comfortable flow of pedestrian and cyclist traffic.</u></p>	<p>Identifies a specific urban plaza to be created next to the Richmond Hill GO Station.</p>

Official Plan (2023 Consolidation)	OPA 18.7 Proposed Changes	Rationale
4.5 LOCAL DEVELOPMENT AREAS		
<p>Local Development Areas (LDAs) are areas where a cluster of land uses or public transit services intersect with a Local Corridor providing a local destination. LDAs will accommodate a more intensive and wider range of uses along the Local Corridor, but at a scale that is compatible with the context of each LDA. Three LDAs exist along the Major Mackenzie Drive Local Corridor: Trench Street LDA (at York-Central Hospital); Newkirk LDA (at the Newkirk GO Station); and Bayview LDA (at the intersection of Bayview Avenue and Major Mackenzie Drive East). The purpose of the LDA designation is to establish a series of smaller-scale, mixed-use service centres along the Major Mackenzie Local Corridor to support intensification at key nodes on the corridor and to service the surrounding neighbourhoods. The Trench Street LDA will be a mixed-use employment node focused around community uses with particular emphasis on health-related services associated with the York Central Hospital. The Newkirk LDA will be a pedestrian-oriented centre focused on access to transit and building on the existing employment uses and residential form of development that is in proximity to the Newkirk GO Transit station. The Bayview LDA is to remain a mixed-use node that builds on the current commercial and retail focus of the area.</p>	<p>Local Development Areas (LDAs) are areas where a cluster of land uses or public transit services intersect with a Local Corridor providing a local destination. LDAs will accommodate a more intensive and wider range of uses along the Local Corridor, but at a scale that is compatible with the context of each LDA. Three <u>Two</u> LDAs exist along the Major Mackenzie Drive Local Corridor: Trench Street LDA (at York-Central <u>Mackenzie Richmond Hill</u> Hospital); Newkirk LDA (at the Newkirk GO Station); and Bayview LDA (at the intersection of Bayview Avenue and Major Mackenzie Drive East). The purpose of the LDA designation is to establish a series of smaller-scale, mixed-use service centres along the Major Mackenzie Local Corridor to support intensification at key nodes on the corridor and to service the surrounding neighbourhoods. The Trench Street LDA will be a mixed-use employment node focused around community uses with particular emphasis on health-related services associated with the York-Central <u>Mackenzie Richmond Hill</u> Hospital. The Newkirk LDA will be a pedestrian-oriented centre focused on access to transit and building on the existing employment uses and residential form of development that is in proximity to the Newkirk GO Transit station. The Bayview LDA is to remain a mixed-use node that builds on the current commercial and retail focus of the area.</p>	<p>Technical amendment to address the promotion of the Newkirk LDA to Newkirk Local Centre.</p>

Official Plan (2023 Consolidation)	OPA 18.7 Proposed Changes	Rationale
4.5.1 LAND USE	4.5.1 LAND USE	
1. The City may prepare a Tertiary Plan for each of the Local Development Areas (LDAs) in accordance with the policies of Section 5.2 of this Plan.	[no change]	
2. The predominant use of land within the Local Development Areas (LDAs) shown on Schedule A2 (Land Use) shall be for mixed-use, transit-oriented development.	[no change]	
3. The following land uses shall be permitted within the LDA designation: a. <i>Medium density residential</i> ; b. <i>High density residential</i> ; c. <i>Office</i> ; d. <i>Commercial</i> ; e. <i>Retail</i> ; f. <i>Automotive service commercial</i> in accordance with policy 3.4.1.47 of this Plan; g. Community uses in accordance with Section 4.1 of this Plan; h. Parks and urban open spaces in accordance with Section 3.4.4 of this Plan; and i. <i>Live-work units</i> in accordance with policies 3.3.3.2.9 and 3.3.3.2.10 this Plan.	[no change]	
4. In addition to the permitted uses in policy 4.5.1.3 of this Plan, <i>major retail</i> shall be	[no change]	

Official Plan (2023 Consolidation)	OPA 18.7 Proposed Changes	Rationale
<p>permitted on lands within the Bayview LDA located on the north side of Major Mackenzie Drive East and east of Bayview Avenue. New <i>major retail</i> uses shall be encouraged to integrate in a mixed-use format.</p>		
<p>5. Notwithstanding Policy 4.5.1.3, permitted uses on lands located within the designated Employment Corridor shown on Schedule A2 (Land Use) abutting the Newkirk LDA shall only be in accordance with the Employment Corridor land use policies in Section 4.8.2 of this Plan.</p>	<p>[Delete]</p>	<p>The Employment Corridor lands near Major Mackenzie and Newkirk are being converted to Local Centre via this OPA; as such this policy is no longer required.</p>
<p>6. <i>Development</i> fronting on Major Mackenzie Drive shall be required to provide <i>commercial, retail, office</i> or community uses at grade.</p>	<p>[no change; renumbered to 4.5.1(5)]</p>	
<p>7. The maximum density of a development block within the Trench Street LDA and the Bayview LDA shall be 1.5 FSI. The boundaries of a development block shall be determined by the City through an approved Tertiary Plan or through the submission and review of an appropriate concept plan in accordance with Section 5.2 of this Plan.</p>	<p>[no change; renumbered to 4.5.1(6)]</p>	

Official Plan (2023 Consolidation)	OPA 18.7 Proposed Changes	Rationale
<p>8. The maximum density of a development block within the Newkirk LDA shall be 2.0 floor space index (FSI). An additional 0.5 FSI may be provided where proponents of <i>development</i> integrate <i>office, commercial</i> or <i>retail</i> uses in a mixed-use form. The boundaries of development block shall be determined by the City through a Tertiary Plan or through the review of a concept plan.</p>	<p>[Delete]</p>	<p>Policy modified and moved to Local Centre section of OP.</p>
<p>9. The following height requirements shall apply to <i>development</i> in the LDAs:</p> <ul style="list-style-type: none"> a. A minimum building height of 3 storeys; b. A maximum building height of 8 storeys in the Trench Street LDA; c. A maximum building height of 6 storeys in the Bayview LDA; d. A maximum building height of 15 storeys in the Newkirk LDA; e. Within the Newkirk LDA, a maximum base building height of 4 storeys; and f. The tallest buildings shall be directed to the Major Mackenzie Drive frontage. 	<p>9-7. The following height requirements shall apply to <i>development</i> in the LDAs:</p> <ul style="list-style-type: none"> a. A minimum building height of 3 storeys; b. A maximum building height of 8 storeys in the Trench Street LDA; c. A maximum building height of 6 storeys in the Bayview LDA; <u>and</u> d. A maximum building height of 15 storeys in the Newkirk LDA; e. Within the Newkirk LDA, a maximum base building height of 4 storeys; and f.-d. The tallest buildings shall be directed to the Major Mackenzie Drive frontage. 	<p>Removing policies specific to Newkirk from the LDA section that will no longer be relevant.</p>
<p>10. <i>Development</i> abutting the Neighbourhood designation shall have a maximum height of 3</p>	<p>[no change; renumbered to 4.5.1(8)]</p>	

Official Plan (2023 Consolidation)	OPA 18.7 Proposed Changes	Rationale
<p>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 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>4.5.2 DESIGN</p>	<p>4.5.2 DESIGN</p>	
<p>Building a Strong, Vibrant Identity and Character</p> <p>1. The submission of concept plans, in accordance with Section 5.2 of this Plan, shall be required in support of applications for <i>development</i> demonstrating how the <i>development</i> meets the land use and design policies of this Plan.</p>	<p>[no change]</p>	
<p>2. Development shall be designed so as to promote the character and function of the LDA by:</p> <ul style="list-style-type: none"> a. Creating entrance features oriented towards public street frontages; and b. Providing a series of focal points with coordinated streetscape elements that contribute to a unified theme. 	<p>[no change]</p>	

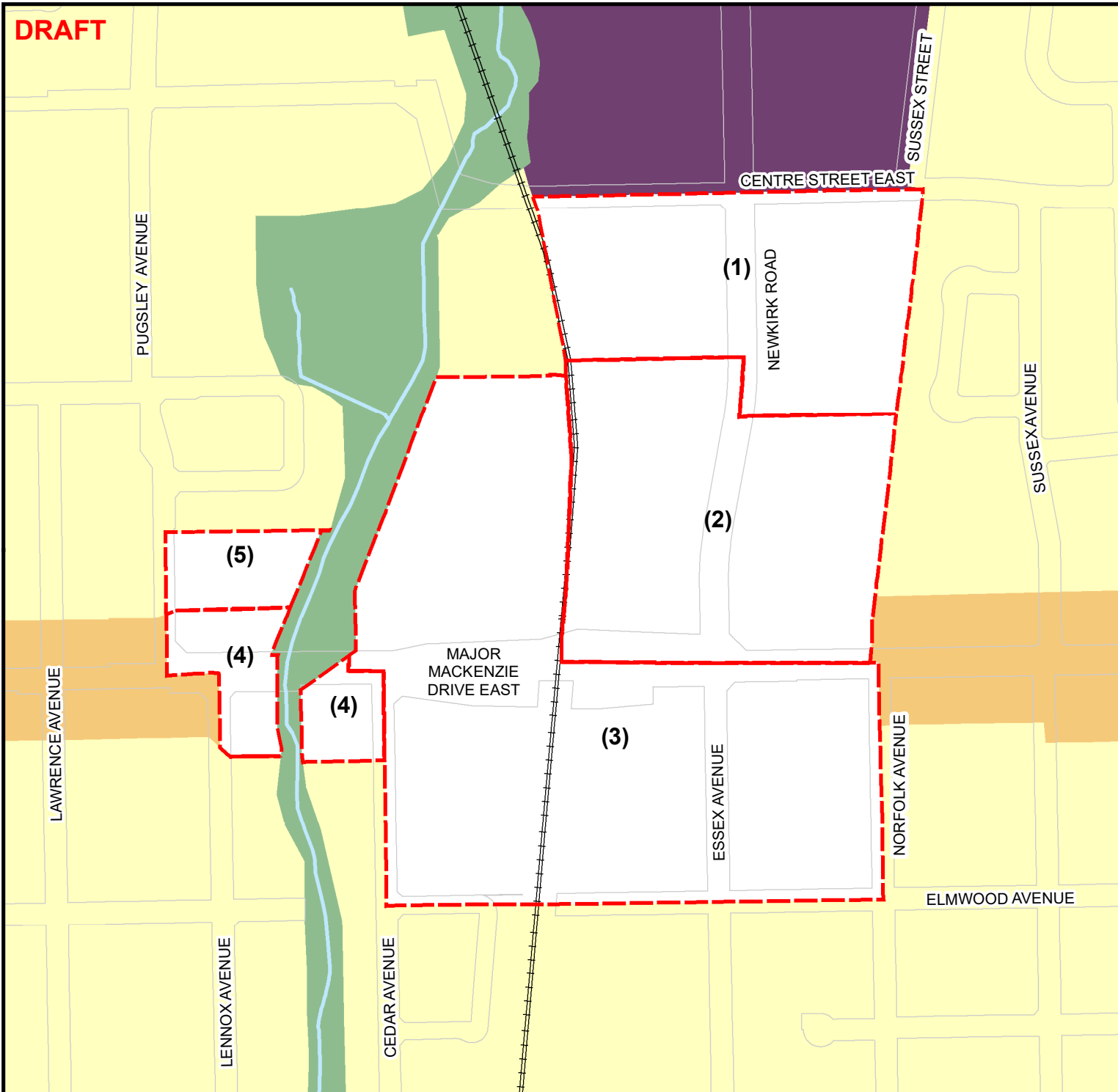
Official Plan (2023 Consolidation)	OPA 18.7 Proposed Changes	Rationale				
4.8.2 EMPLOYMENT CORRIDOR						
<p>4.8.2.1 LAND USE</p> <p>10. The following height requirements shall apply to the Employment Corridor on Major Mackenzie Drive East within the Newkirk Business Park:</p> <ul style="list-style-type: none"> a. A minimum building height of 3 storeys; b. A maximum building height of 15 storeys; and c. The tallest buildings shall be directed to the Major Mackenzie frontage. 	[Delete]	The Employment Corridor lands near Major Mackenzie and Newkirk are being converted to Local Centre via this OPA; as such this policy is no longer required in the Employment Corridor land use policies.				
<p>4.8.2.2 DESIGN</p> <p>5. <i>Development</i> of the GO Station lands within the Newkirk Employment Area shall be encouraged to provide structured parking.</p>	[Delete]	The Employment Corridor lands near Major Mackenzie and Newkirk are being converted to Local Centre via this OPA; as such this policy is no longer required in the Employment Corridor land use policies.				
7. INTERPRETATION						
<p>7.5 LIST OF SCHEDULES</p>	<p>[Add to the table of schedules:]</p> <table border="1" data-bbox="842 1230 1558 1370"> <tr> <td data-bbox="842 1230 968 1300"><u>G1</u></td> <td data-bbox="968 1230 1558 1300"><u>Newkirk Local Centre Density</u></td> </tr> <tr> <td data-bbox="842 1300 968 1370"><u>G2</u></td> <td data-bbox="968 1300 1558 1370"><u>Newkirk Local Centre Public Realm.</u></td> </tr> </table>	<u>G1</u>	<u>Newkirk Local Centre Density</u>	<u>G2</u>	<u>Newkirk Local Centre Public Realm.</u>	
<u>G1</u>	<u>Newkirk Local Centre Density</u>					
<u>G2</u>	<u>Newkirk Local Centre Public Realm.</u>					

New and Proposed changes to Schedules:

Schedule	OPA 18.7 Proposed Changes	Rationale
<p>Schedule A2 (Land Use)</p>	<p>Schedule A2 (Land Use) is amended as shown on Schedule 1 to this amendment by:</p> <ol style="list-style-type: none"> a. Redesignating the areas shown as (1) from “Employment Area” to “Local Centre”. b. Redesignating the areas shown as (2) from “Employment Corridor” to “Local Centre”. c. Redesignating the areas shown as (3) from “Local Development Area” to “Local Centre”. d. Redesignating the areas shown as (4) from “Local Mixed Use Corridor” to “Local Centre”. e. Redesignating the areas shown as (5) from “Neighbourhood” to “Local Centre”. 	<p>Establishing the boundary of the Newkirk Local Centre, including the portion that is subject to an employment conversion.</p> <p>Lands currently designated Neighbourhood and Local Mixed Use Corridor presently include built form height and density that complements and is consistent with the proposed Local Centre vision.</p>
<p>Schedule A3 (Settlement Area)</p>	<p>Schedule A3 (Settlement Area) is amended as shown on Schedule 2 to this amendment to identify the Protected Major Transit Station Area boundaries as determined by York Region for PMTSA #50 (Richmond Hill GO Station) with a minimum density target of 150 people and jobs per hectare.</p>	<p>Adding the Protected Major Transit Station Area and related density target to Schedule A3.</p>
<p>Schedule A8 (Street Classification)</p>	<p>Schedule A8 (Street Classification) is amended to:</p> <ol style="list-style-type: none"> a. Identify the “Planned Local Street” as shown on Schedule G2. 	<p>Adding the new planned local street to Schedule A8.</p> <p>This will enable the next OP consolidation to update Schedule A8 in accordance with the street network as shown on Schedule G2.</p>

<p>[new schedules]</p>	<p>The following Schedules shall be added to Chapter 7 the Official Plan:</p> <ul style="list-style-type: none">a. Schedule G1 Newkirk Local Centre Density Allocationb. Schedule G2 Newkirk Local Centre Public Realm	<p>Adding new area specific schedules to assist with implementing policies of OP.</p>
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Legend

Lands to be Redesignated

Lands Redesignated From:

- (1)** "Employment Area" to "Local Centre"
- (2)** "Employment Corridor" to "Local Centre"
- (3)** "Local Development Area" to "Local Centre"
- (4)** "Local Mixed Use Corridor" to "Local Centre"
- (5)** "Neighbourhood" to "Local Centre"

Land Use Designations

- Natural Core
- Employment Area
- Employment Corridor
- Local Development Area
- Local Mixed Use Corridor
- Neighbourhood

Other

- Watercourses
- C.N.R.



PLANNING & INFRASTRUCTURE DEPARTMENT

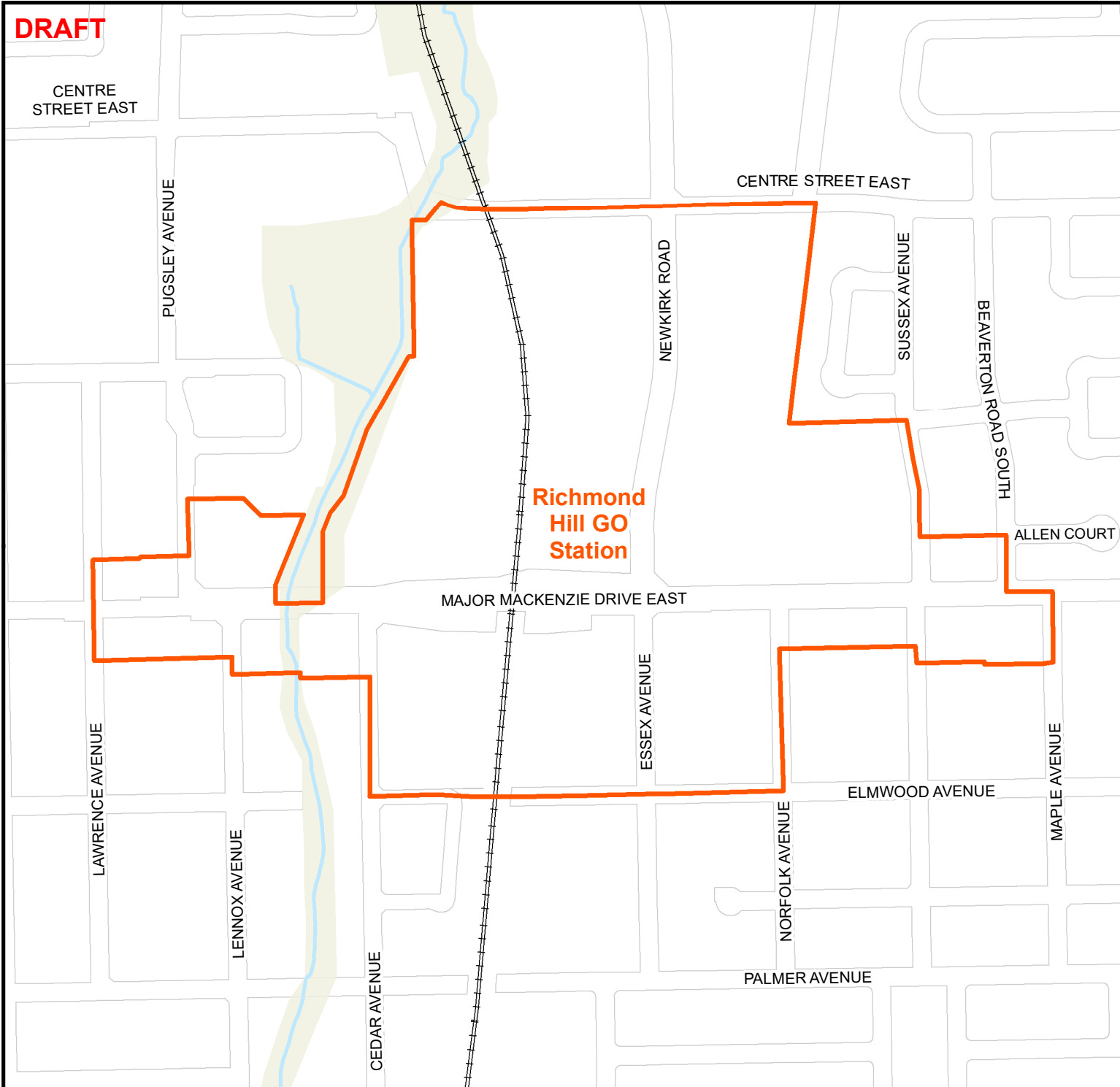
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NOTE: The information provided in this Schedule constitutes an operative part of the Richmond Hill Official Plan. While every effort is made to ensure its accuracy, currency and completeness, it is not a plan of survey. Due to size constraints and changes that occur over time, the City cannot warrant its accuracy, currency and completeness. Interested parties are therefore urged to make enquiries with the City of Richmond Hill Planning And Infrastructure Department to ensure that the information depicted in this Schedule is accurate, current and complete in all respects.

**RICHMOND HILL
OFFICIAL PLAN
SCHEDULE 1
TO OPA 18.7**

DRAFT



Legend

Area to be added to Schedule A3

Protected MTSA

150 R+J/Ha

Other

Watercourses

Greenway

C.N.R.



PLANNING & INFRASTRUCTURE DEPARTMENT

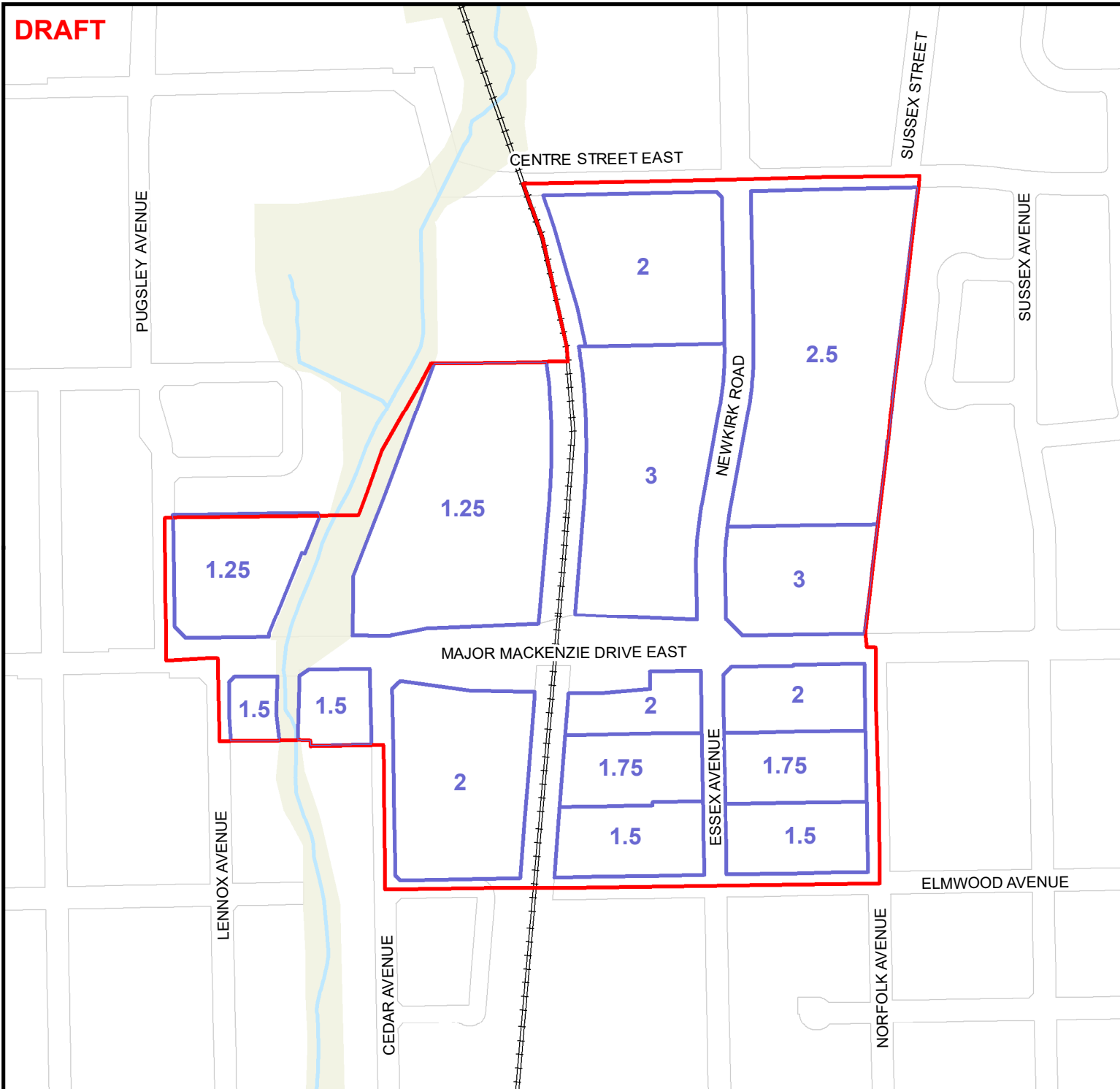
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**RICHMOND HILL
OFFICIAL PLAN
SCHEDULE 2
TO OPA 18.7**

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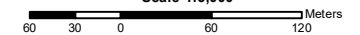
Legend

- Newkirk Local Centre Boundary
- Boundary of density category area with maximum FSI
- Watercourses
- Greenway
- C.N.R.



PLANNING & INFRASTRUCTURE
DEPARTMENT

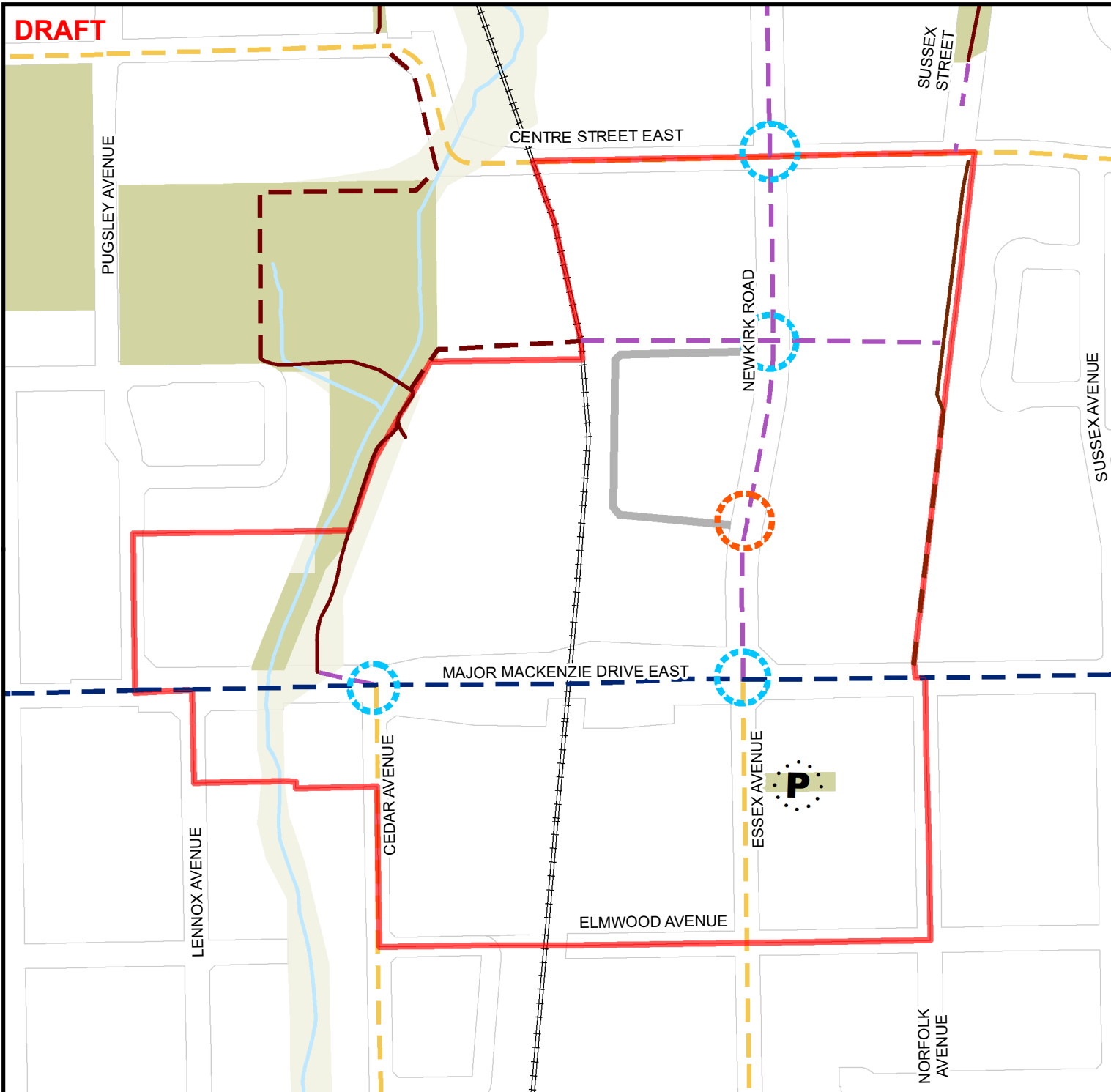
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**RICHMOND HILL
OFFICIAL PLAN
Newkirk Local Centre
Density Allocation
SCHEDULE G1**

DRAFT



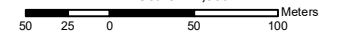
Legend

- Newkirk Local Centre boundary
- Street Network**
- Planned Signalized Intersection
- Existing Signalized Intersection
- Planned Local Street - alignment to be confirmed
- Recreational Trails/ Bicycle Facilities**
- Planned Conventional Bicycle Lanes
- Planned Protected Bicycle Facilities
- Planned Off-Road Trail
- Planned Regional Bicycle Facilities
- Existing Off-Road Trail
- Parks and Urban Open Space**
- Planned Parks and Urban Open Space
- Existing Parks and Urban Open Space
- Other**
- Watercourses
- Greenway
- C.N.R.



PLANNING & INFRASTRUCTURE DEPARTMENT

Scale 1:4,500



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**RICHMOND HILL
OFFICIAL PLAN
Newkirk Local Centre
Public Realm
SCHEDULE G2**