

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

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(i)

Richmond Hill Official Plan

Official Plan Amendment 18.5

The attached schedule and explanatory text constitute Amendment No. 18.5 to the Richmond Hill Official Plan.

This amendment was prepared and recommended by the Richmond Hill Council and was adopted by the Council of the Corporation of the City of Richmond Hill by By-law No. 105-23 in accordance with Sections 17 and 26 of the Planning Act on the 8th day of November, 2023.

David West
Mayor

Stephen M.A. Huycke
City Clerk

(ii)

The Corporation of the City Of Richmond Hill

By-Law 105-23

A By-law to Adopt Amendment 18.5 to the
Richmond Hill Official Plan

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

1. That Amendment 18.5 to the Richmond Hill Official Plan, consisting of the attached Part Two is hereby adopted and consolidated with the Richmond Hill Official Plan.
2. That the Clerk is hereby authorized and directed to make application to The Regional Municipality of York for approval of the aforementioned Amendment 18.5 to the Richmond Hill Official Plan.
3. This by-law shall come into force and take effect on the day of the final passing thereof.

Passed this 8th day of November, 2023.

David West
Mayor

Stephen M.A. Huycke
City Clerk

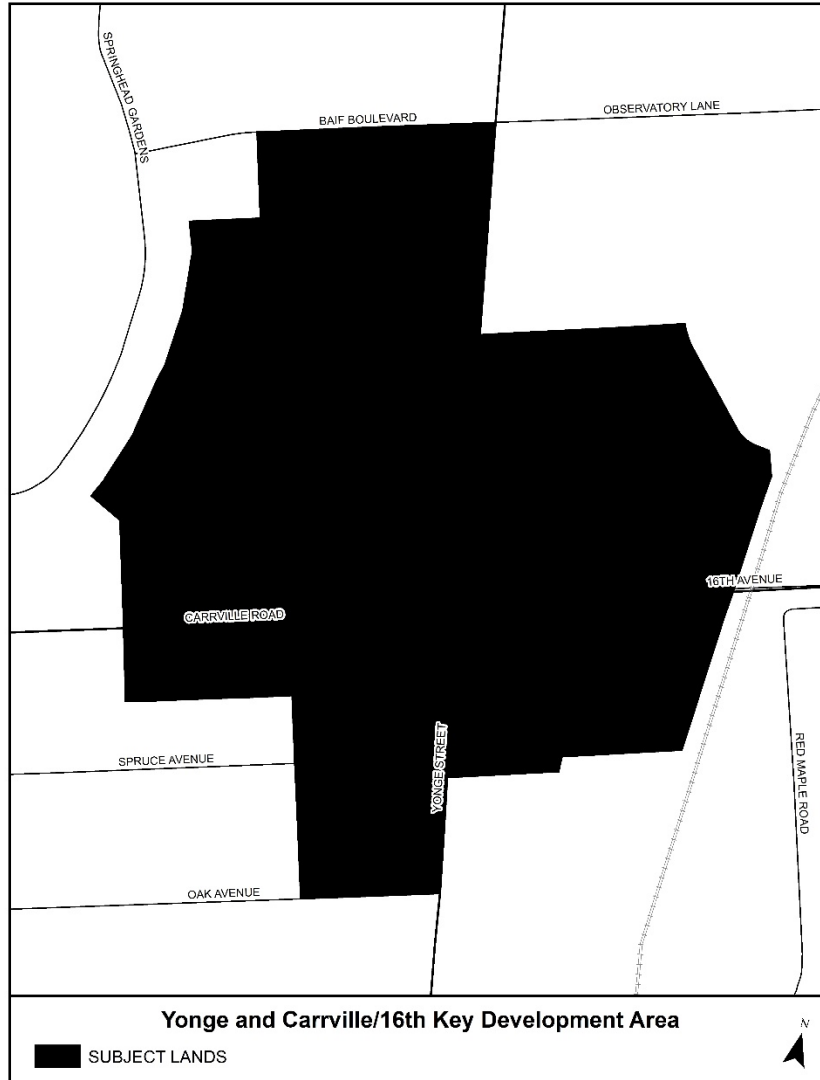
Part One – The Preamble

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/16th 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

This 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/16th 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 650 residents and jobs per hectare for the KDA overall. This translates into approximately 23,300 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));
 - OPA 18.5 plans for a complete community at the Yonge Street and Carrville/16th 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 (PMTSAs): #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 including 35% of new units being affordable within protected major transit station areas, 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 will review its affordable housing targets and definitions to further implement the ROP direction for affordable housing as noted above.
- Conformity with the 2022 York Region Official Plan shall be achieved through a combination of: (1) existing City-wide Official Plan policies; (2) area-specific policies contained in this Official Plan Amendment; and (3) future amendments to the Official Plan to satisfy requirements of the 2022 York Region Official Plan.
- 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

Schedules 1 and 2 of this amendment 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.

The implementation of this Amendment shall be in accordance with the provisions of the *Planning Act*, R.S.O. 1990, and the respective policies of the City of Richmond Hill 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 - The Amendment

2.1 Introduction

All of this part of the document entitled **Part Two – The Amendment**, consisting of the following text in Section 2.2, excluding all text provided in grey boxes, but including the attached schedules “1”, “2”, “C1”, “C2”, and “C3” constitutes Amendment 18.5 to the Richmond Hill Official Plan.

2.2 Details of the Amendment

The Richmond Hill Official Plan is amended as follows:

2.2.1 That Section 4.4.1 **LAND USE** be amended as follows:

2.2.1.1 That the heading in Section 4.4.1 entitled “LAND USE” be deleted and replaced with “LAND USE FOR ALL KEY DEVELOPMENT AREAS”

2.2.1.2 That Policy 4.4.1(1) be deleted in its entirety.

2.2.1.3 That Policy 4.4.1(2) be renumbered to 4.4.1(1).

2.2.1.4 That Policy 4.4.1(3) be amended as follows:

i. By renumbering Policy 4.4.1(3) to 4.4.1(2).

ii. By amending sub-policy (j) to add parentheses around the last digits of the referenced policies, so that it appears as follows:

“j. Live-work units in accordance with policies 3.3.3.2(9) and 3.3.3.2(10) of this Plan.”

2.2.1.5 That Policy 4.4.1(4) be amended as follows:

i. By renumbering Policy 4.4.1(4) to 4.4.1(3),

- ii. By amending the second sentence of the existing paragraph to add the words “development of” after the word “New” and remove the word “development” after the word “retail”, so that it appears as follows:

“New *development of major retail* 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.”

2.2.1.6 That Policy 4.4.1(5) be deleted in its entirety.

2.2.1.7 That Policy 4.4.1(6) be deleted in its entirety.

2.2.1.8 That Policy 4.4.1(7) be deleted in its entirety.

2.2.1.9 That Policy 4.4.1(8) be deleted in its entirety.

2.2.1.10 That Policy 4.4.1(9) be moved to Section 4.4.3 and that it be renumbered to Policy 4.4.3(1).

2.2.1.11 That Policy 4.4.1(10) be moved to Section 4.4.3 and that it be renumbered to Policy 4.4.3(2).

2.2.1.12 That Policy 4.4.1(11) be amended as follows:

- i. By renumbering Policy 4.4.1(11) to 4.4.1(4).

- ii. By adding the words “Carrville Road” after the words “Yonge Street”, so that it appears as follows:

“*Medium density residential* development within the Key Development Area designation shall not be permitted to front directly onto Yonge Street, Carrville Road, 16th Avenue, and Bernard Avenue.”

2.2.2 That Section 4.4.2 **DESIGN** be amended as follows:

- 2.2.2.1 That the heading in Section 4.4.2 entitled “DESIGN” be deleted and replaced with “YONGE STREET AND CARRVILLE/16TH AVENUE KEY DEVELOPMENT AREA”
- 2.2.2.2 That Policy 4.4.2(1) be deleted in its entirety.
- 2.2.2.3 That Policy 4.4.2(2) be amended as follows:
- i. By moving Policy 4.4.2(2) to Section 4.4.3 and renumbering Policy 4.4.2(2) to Policy 4.4.3(3).
 - ii. By removing the letter “s” after the word “Areas”, adding the words “development of” after the word “new”, and deleting the word “development” after the word “retail”, so that it appears as follows:
“Within the Key Development Area, parking for new *development of major retail* shall be required to locate below grade or in structured parking integrated at the rear or side of a building.”
- 2.2.2.4 That Policy 4.4.2(3) be deleted in its entirety.
- 2.2.2.5 That Policy 4.4.2(4) be deleted in its entirety.
- 2.2.2.6 That Policy 4.4.2(5) be moved to Section 4.4.3 and be renumbered to Policy 4.4.3(4).
- 2.2.2.7 That Section 4.4.2 be amended to add a preamble with the following text:
- “The vision for the Yonge Street and Carrville/16th Avenue KDA is a community that is walkable, sustainable, green and vibrant, with a pedestrian-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/16th Avenue, as well as a potential future GO Transit and/or TTC subway station.

As the Yonge Street and Carrville/16th 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*.”

2.2.3 That a new sub-section numbered 4.4.2.1 be added as follows:

i. By including a new heading entitled:

“4.4.2.1 MIX OF LAND USE”

ii. By adding the following text under the heading “4.4.2.1 MIX OF LAND USE”:

“It is the policy of Council that:

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.”

2.2.3.1 That a new policy number 4.4.2.1(1) be added with the following text:

“1. The Yonge Street and Carrville/16th 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.”

2.2.3.2 That a new policy number 4.4.2.1(2) be added with the following text:

“2. As the Yonge Street and Carrville/16th Avenue KDA redevelops over time, the proportion of gross floor area associated with *commercial*, *retail*, *office*, *major office*, or community uses shall be at minimal, 15% of the overall total gross floor area in the KDA. Accordingly, the following policies apply in the KDA:

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.

b. To activate at-grade street frontage(s), *development* shall provide *commercial*, *retail*, or community uses at grade.

c. An east-west corridor in the northwest and northeast quadrants of the KDA, as identified in Schedule C3 (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.

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 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.

e. Parks and urban open space shall be fronted by *retail*, *commercial* or community uses.”

2.2.3.3 That a new policy number 4.4.2.1(3) be added with the following text:

“Height and Density

3. The maximum *site* density for *development* within the Yonge Street and Carville/16th Avenue KDA is shown on **Schedule C1** (Density Allocation).”

2.2.3.4 That a new policy number 4.4.2.1(4) be added with the following text:

“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 **Schedule A3**, the minimum *site* density for *development* shall be:

a. 2.0 FSI for *development* located within development blocks where a maximum density of 4.0 FSI or higher is assigned on **Schedule C1**.

b. 1.0 FSI for *development* in all other areas not identified in Policy 4.4.2.1(4)(a).”

2.2.3.5 That a new policy number 4.4.2.1(5) be added with the following text:

“5. The following are excluded from policy 4.4.2.1(4):

- a. interim development as per Policy 4.4.2.1(7);
- b. community uses listed in Section 4.1 of Part 1 of this Plan;
- c. parks and open space uses, and
- d. *infrastructure*.”

NOTE TO READER: While not part of this OPA, a new sidebar will be added next to Section 4.4.2.1 with the following text:

“When determining maximum permissible total gross floor area for the site, the calculation is based on multiplying the **developable area of the site** by the maximum *Floor Space Index (FSI)* allocated to the site or portion of the site.

For clarity, **the developable area of the site** excludes lands that are deemed not developable by operation of policies of this Official Plan, related to matters such as *hazard lands* and natural heritage.”

2.2.3.6 That a new policy number 4.4.2.1(6) be added with the following text:

“6. The following height requirements shall apply to *development* in the KDA:

- a. A minimum building height of 3 storeys;
- b. A maximum base building height of 6 storeys for *high-rise* buildings;
- 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 **Schedule C3** (Active Transportation);
- d. The tallest heights should be directed to the Yonge and Carrville/16th Avenue intersection and to lands adjacent to the potential future GO Transit and TTC subway stations;
- e. The maximum height of a building is dependent on not exceeding the allocated density of *development* as prescribed in **Schedule C1** (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.”

2.2.3.7 That a new policy number 4.4.2.1(7) be added with the following text:

“Interim Development

7. The City supports the retention and expansion of the existing *retail* and *commercial* 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 expansions to the existing building(s) in accordance with policy 3.4.1(37)(c). Such non-residential interim development shall be permitted provided that it shall not:

a. Preclude the orderly development of the remainder of the lands on the *site*, by demonstrating that the parks and urban open space system, as well as the public streets as shown conceptually on **Schedule C2** (Public Realm) can be implemented; and

b. Include underground structures.”

2.2.3.8 That a new policy number 4.4.2.1(8) be added with the following text:

“8. Interim development as described in Policy 4.4.2.1(7) may also include stand-alone buildings, so long as the total expansion does not exceed 15% of the combined gross floor area of all existing buildings or structures located on the *site* as of the date of the adoption of this Plan.”

2.2.3.9 That a new policy number 4.4.2.1(9) be added with the following text:

“9. Interim development as described in Policy 4.4.2.1(7) shall not be required to convey land to the City for parkland.”

2.2.3.10 That a new policy number 4.4.2.1(10) be added with the following text:

“10. 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 **Schedule C2**. The minimum height and density policies of this Official Plan shall not apply to this facility.”

2.2.3.11 That a new policy number 4.4.2.1(11) be added with the following text:

“Community Facilities

11. To serve the growth in population in the Yonge Street and Carrville/16th Avenue KDA, a new public elementary school site will be located in the northeast quadrant of the KDA, as identified on **Schedule C2** (Public Realm). Other school sites may also be located in the KDA. Schools are encouraged to be integrated with *development*. An amendment to this Plan is not required to identify these future sites on **Schedule C2.**”

2.2.3.12 That a new policy number 4.4.2.1(12) be added with the following text:

“12. Proponents of development of lands in the northeast quadrant of this KDA shall consult 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.”

2.2.4 That a new sub-section numbered 4.4.2.2 be added with the heading as follows:

“4.4.2.2 DESIGN”

2.2.4.1 That a new policy number 4.4.2.2(1) be added with the following text:

“It is the policy of Council that:

Building a Strong, Vibrant Identity and Character

1. *Development* in the Yonge Street and Carrville/16th Avenue KDA shall be designed to promote the character and function of the KDA as a transit-oriented destination that supports active transportation by:

a. Creating a gateway through provision of distinctive buildings, features and amenity spaces oriented towards the intersections of Yonge Street and Carrville/16th Avenue;

b. Creating streetscape elements with focal points, high quality materials, landscaped spaces and where appropriate, public art, that contribute to a cohesive and well-designed public realm;

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 **Schedule C2** (Public Realm) and **Schedule C3** (Active Transportation); and

d. Locating parking for new *development of major retail* to below grade or in structured parking integrated at the rear or side of a building.”

2.2.5 That a new sub-section numbered 4.4.2.3 be added as follows:

i. By including a new heading entitled:

“4.4.2.3 **PUBLIC REALM**”

ii. By adding a preamble under the heading “4.4.2.3 PUBLIC REALM”, so that it appears as follows:

“The Yonge Street and Carrville/16th 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 will facilitate the development of a continuous network of publicly accessible spaces for the pedestrian and cyclist.”

2.2.5.1 That a new policy number 4.4.2.3(1) be added with the following text:

“It is the policy of Council that:

Public Streets

1. Proponents of *development* shall implement the street network and active transportation network as conceptually shown on **Schedule C2** (Public Realm), to support a fine-grained street network along with more connections for cyclists and pedestrians.

NOTE TO READER: While not part of this OPA, a new sidebar will be added next to Section 4.4.2.3(1) with the following text:

“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:

- sidewalks on both sides;
- bicycle facilities;
- vehicle travel lanes and turn radii that can support servicing vehicles;
- parking and curbside pick-up / drop-off lanes as appropriate; and/or application of the City’s minimum standards for design, construction, and maintenance.”

2.2.5.2 That a new policy number 4.4.2.3(2) be added with the following text:

“2. 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 16th Avenue and planned parkland south of 16th 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.”

2.2.5.3 That a new policy number 4.4.2.3(3) be added with the following text:

“3. 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.”

- 2.2.5.4 That a new policy number 4.4.2.3(4) be added with the following text:

“4. *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.”

- 2.2.5.5 That a new policy number 4.4.2.3(5) be added with the following text:

“Protecting for Future Higher Order Transit

5. *Development* shall protect for a potential future TTC subway extension and station to be developed over the long-term. The alignment of the subway extension and the location of a future station shall be subject to further study and approval by Metrolinx.”

- 2.2.5.6 That a new policy number 4.4.2.3(6) be added with the following text:

“6. *Development* shall protect for a potential future GO Transit station to be developed over the long-term. The location of a future station shall be subject to further study and approval by Metrolinx.”

- 2.2.5.7 That a new policy number 4.4.2.3(7) be added with the following text:

“7. Notwithstanding the conceptual locations of the potential future TTC subway station and GO Transit station identified in Schedule C2, these two stations may co-locate along the existing rail corridor.”

- 2.2.5.8 That a new policy number 4.4.2.3(8) be added with the following text:

“8. *Development* that is located on or adjacent to the conceptual TTC subway extension alignment in the Yonge Street and Carrville/16th Avenue KDA shall meet the following requirements:

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 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.

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:

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

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.

c. *Development* shall be subject to Metrolinx's project review process, where applicable.

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, 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 *Planning Act*, purchase, land exchange, lease, expropriation, or any other available means."

2.2.5.9 That a new policy number 4.4.2.3(9) be added with the following text:

"Active Transportation Connections

"9. *Development* shall provide safe, comfortable and attractive pedestrian and cycling connections within the KDA and to adjacent neighbourhoods, as conceptually shown on **Schedule C3** (Active Transportation), and where appropriate, supplement those connections by:

a. Creating publicly accessible pedestrian and cycling mid-block connections between adjacent properties;

- b. Prioritizing connections to the Bus Rapidway Transit, the potential future GO Transit station, and the potential future TTC subway station; and
- c. Providing sidewalks on both sides of all new streets as identified in **Schedule C2.**”

2.2.5.10 That a new policy number 4.4.2.3(10) be added with the following text:

“10. The market promenade in the northwest and northeast quadrants of the KDA, as identified in **Schedule C3** (Active Transportation), shall provide an enhanced streetscape that:

- a. Reflects the role and function of this corridor as an important destination and attraction in the KDA;
- b. Creates a pedestrian oriented sense of place applying common street wall treatments and cohesive design elements; and
- c. Incorporates functional design elements such as street trees, pedestrian scale lighting, coordinated pavers, street furniture, and cycling amenities.”

2.2.5.11 That a new policy number 4.4.2.3(11) be added with the following text:

“Open Space

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/16th Avenue KDA. Over time, these spaces will contribute to creating a continuous network of public spaces for pedestrians and cyclists. As such, *development* shall provide public parkland as conceptually shown in **Schedule C2** (Public Realm), and which are described generally as follows:

- 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;
- 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 Carrville Road will make it highly accessible and provide opportunities for social connections;

c. A neighbourhood park is planned in the northeast quadrant. 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;

d. A pedestrian and cycling bridge is proposed to connect the KDA to Bridgeview Park; and

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 when the temporary TTC train storage facility ceases to exist.

f. Minor adjustments to the location of parks shown on Schedule C2 and Schedule C3 of this Plan shall not require an amendment to this Plan, provided that the intent of this Plan is maintained.”

2.2.5.12 That a new policy number 4.4.2.3(12) be added with the following text:

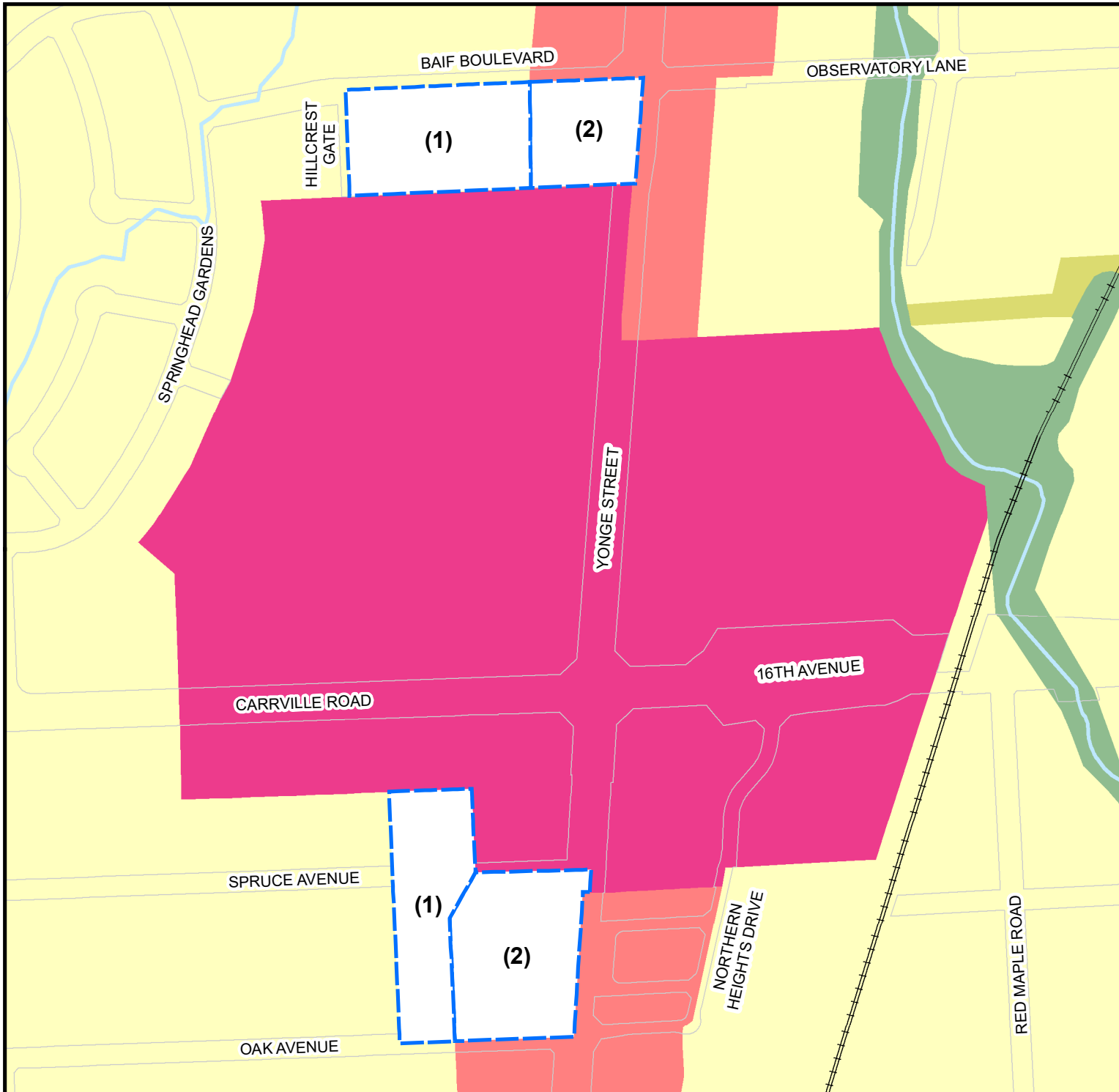
“12. In addition to the parks and urban open space identified in **Schedule C2**, *development* is encouraged to incorporate urban plazas to animate streets and provide open space to accommodate landscaping and trees.”

2.2.5.13 That a new policy number 4.4.2.3(13) be added with the following text:









“13. An urban plaza is encouraged to be located adjacent to the GO Transit / TTC subway 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.”

- 2.2.6 That a new Section 4.4.3 be added as follows:
- i. By including a new heading entitled:
“4.4.3 YONGE STREET AND BERNARD AVENUE KEY DEVELOPMENT AREA”
 - ii. By adding a preamble under the heading “4.4.3 YONGE STREET AND BERNARD AVENUE KEY DEVELOPMENT AREA”, so that it appears as follows:
“The Yonge Street and Bernard Avenue KDA Secondary Plan is found in Chapter 12 of this Plan.
Additional policies that apply to this KDA are as follows:”
- 2.2.7 That **Section 5.1 Secondary Plans** of the Richmond Hill Official Plan be amended as follows:
- 2.2.7.1 That policy 5.1(3) be amended to delete sub-policies “(d)” and “(e)”, and to add the word “and” at the end of sub-policy “(b)” so that it reads as follows:
- “3. Secondary Plans shall be prepared for the following areas of the City as shown on Schedule A10 (Secondary Plan Areas) of this Plan:
- a. Richmond Hill Centre;
 - b. Downtown Local Centre; and
 - c. Oak Ridges Local Centre.”
- 2.2.7.2 That policy 5.1(10) be deleted in its entirety.
- 2.2.8 That **Section 7.5 List of Schedules** of the Richmond Hill Official Plan be amended as follows:
- i. By adding “C1 Yonge Street and Carrville/16th Avenue Key Development Area: Density Allocation” to the list of Schedules which form part of the Official Plan
 - ii. By adding “C2 Yonge Street and Carrville/16th Avenue Key Development Area: Public Realm” to the list of Schedules which form part of the Official Plan
 - iii. By adding “C3 Yonge Street and Carrville/16th Avenue Key Development Area: Active Transportation” to the list of Schedules which form part of the Official Plan

- 2.2.9 That **Chapter 7** of the Official Plan add the following three new schedules as shown and attached in Part Two of this amendment:
- i. Schedule C1 Yonge Street and Carrville/16th Avenue Key Development Area: Density Allocation
 - ii. Schedule C2 Yonge Street and Carrville/16th Avenue Key Development Area: Public Realm
 - iii. Schedule C3 Yonge Street and Carrville/16th Avenue Key Development Area: Active Transportation
- 2.2.10 That **Schedule A2** (Land Use) be amended in accordance with Schedule 1 to this amendment as follows:
- i. By re-designating the lands on Schedule A2, as shown on Schedule 1 as “(1)” from “Neighbourhood” to “Key Development Area” and
 - ii. By re-designating the lands shown on Schedule A2 as shown on Schedule 1 as “(2)” from “Regional Mixed Use Corridor” to “Key Development Area.”
- 2.2.11 That **Schedule A3** (Settlement Area) be amended in accordance with Schedule 2 to this amendment to identify protected major transit station areas boundaries as determined by York Region for the following areas: PMTSA #39 16th-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.
- 2.2.12 That **Schedule A8** (Street Classification) be amended to identify new “Planned Local Streets” and “Planned Collector Streets” as shown on Schedule C2 (Public Realm) to this amendment.
- 2.2.13 That **Schedule A10** (Secondary Plan Areas) be amended to delete the Yonge Street and Carrville/16th Avenue Key Development Area from the schedule.



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 & BUILDING SERVICES
DEPARTMENT

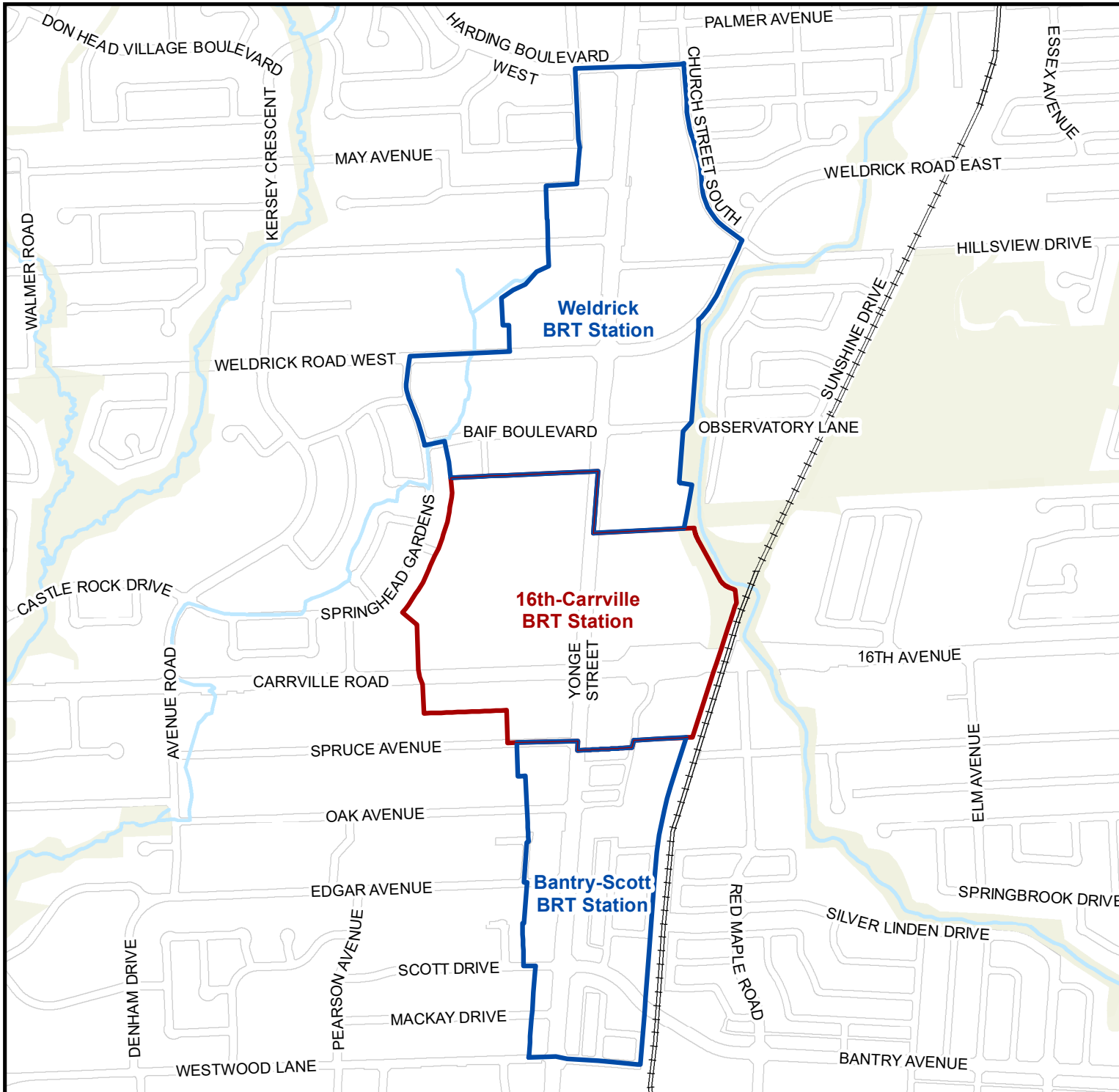
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NOTE: The information provided in this Schedule constitutes an operative part of the Richmond Hill Official Plan. While every effort is made to ensure its accuracy, currency and completeness, it is not a plan of survey. Due to size constraints and changes that occur over time, the City cannot warrant its accuracy, currency and completeness. Interested parties are therefore urged to make enquires with the City of Richmond Hill Planning And Building Services 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 18.5**

Lands in the KDA to be Re-designated and
Reflected on Schedule A2 (Land Use)
to the Official Plan



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 & BUILDING SERVICES
DEPARTMENT

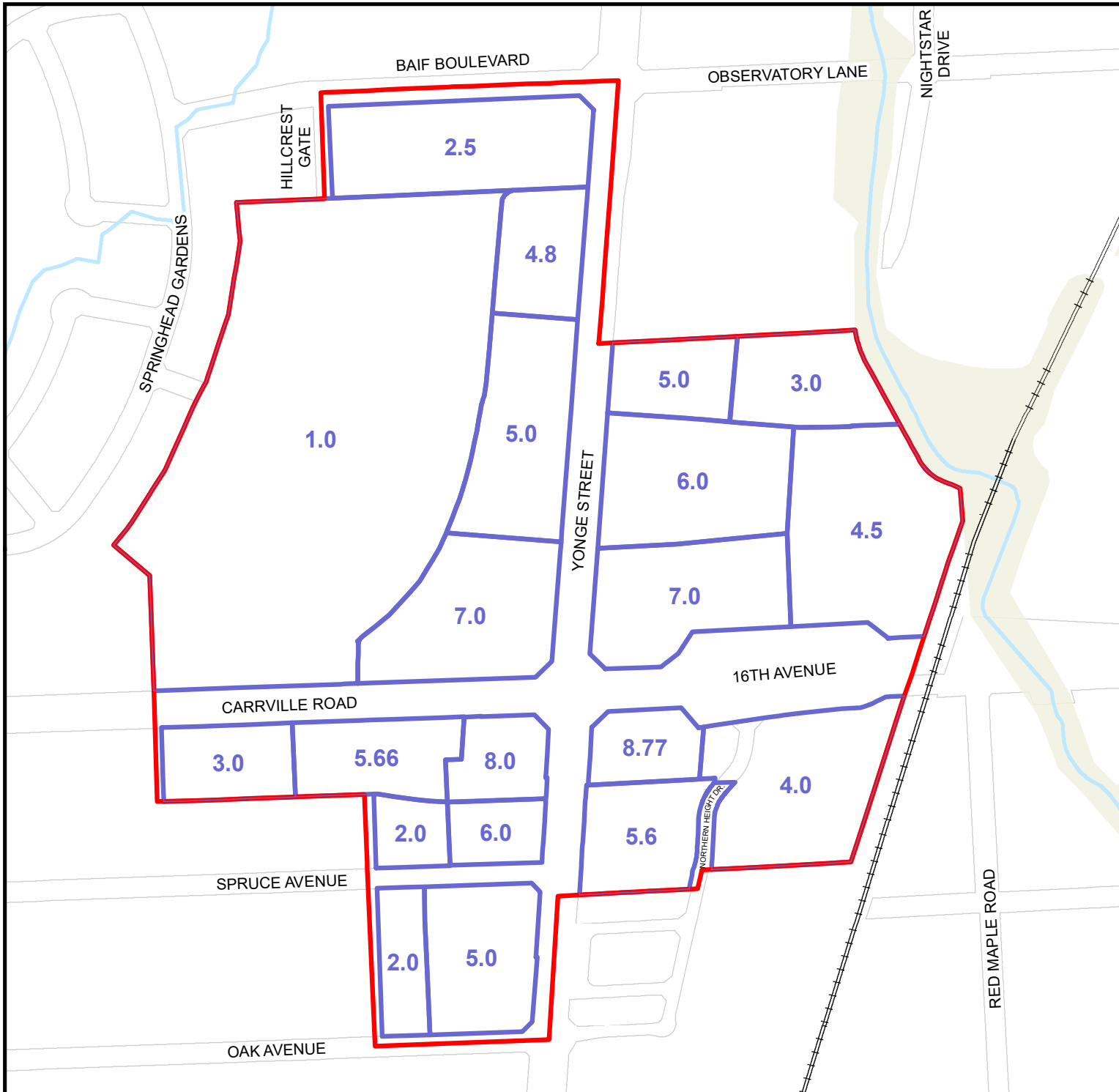
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**RICHMOND HILL
OFFICIAL PLAN
SCHEDULE 2
TO OPA 18.5**

Boundary of Protected Major Transit Station Areas
within the KDA to be Reflected on Schedule A3
(Settlement Area) to the Official Plan



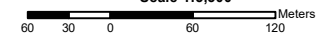
Legend

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



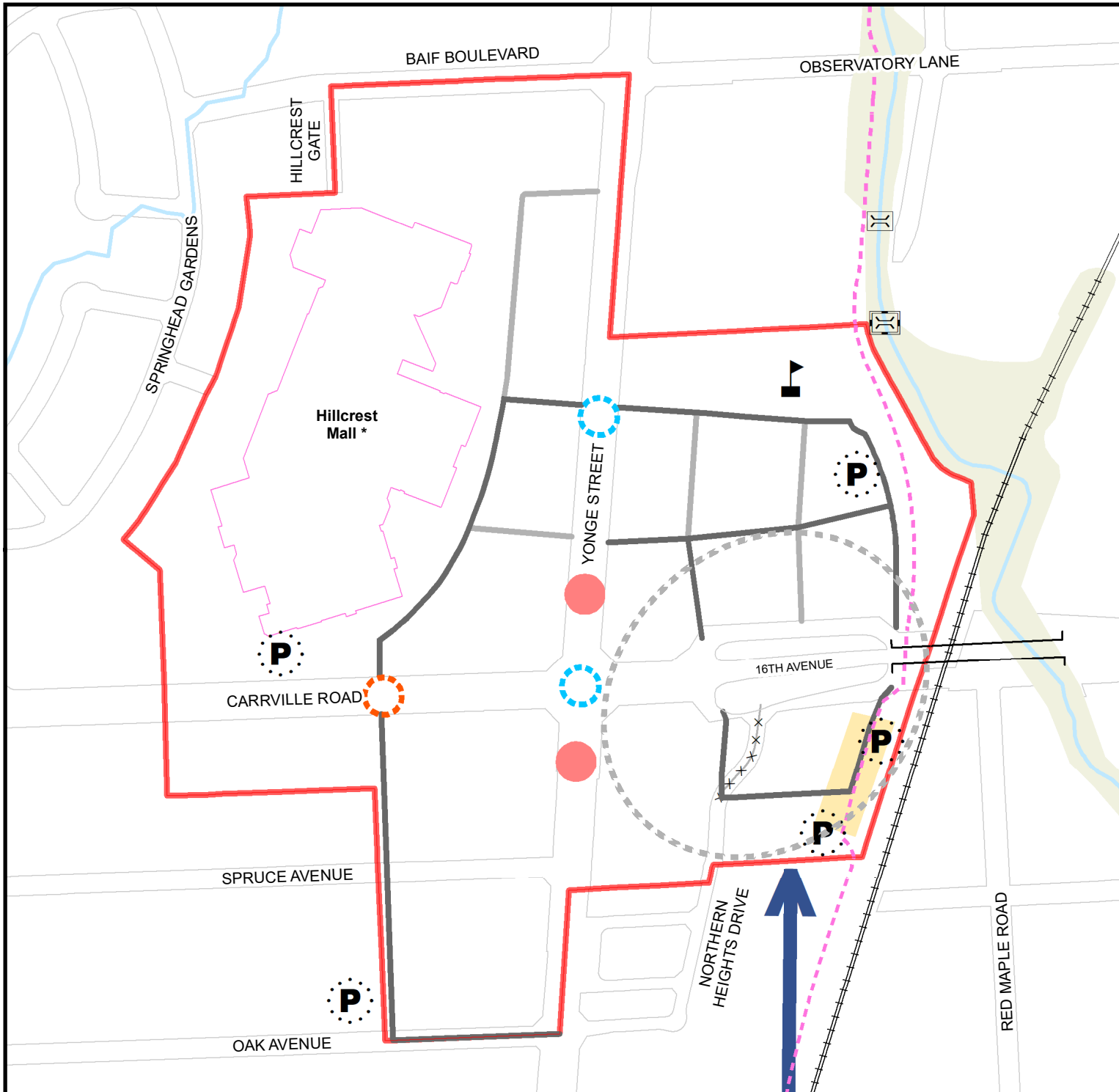
PLANNING & BUILDING SERVICES DEPARTMENT

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



Legend

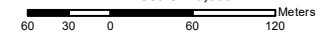
- Yonge Street and Carrville/16th Avenue Key Development Area
- Street Network**
- Subject to Policy 4.4.2.3(3) of Part 1 of the Official Plan
- Planned Signalized Intersection
- Existing Signalized Intersection
- Overpass
- Planned Local Street
- Planned Collector Street
- Street to be Removed
- Recreational 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
- Existing Bus Rapidway Transit Station
- Temporary Train Storage Facility
- Conceptual Subway Extension Alignment **
- Potential TTC Subway Station and GO Transit Station **
- Other**
- Watercourses
- Greenway
- C.N.R.

** Subject to further study and approval by Metrolinx; see Policies 4.4.2.3(5) to (7)



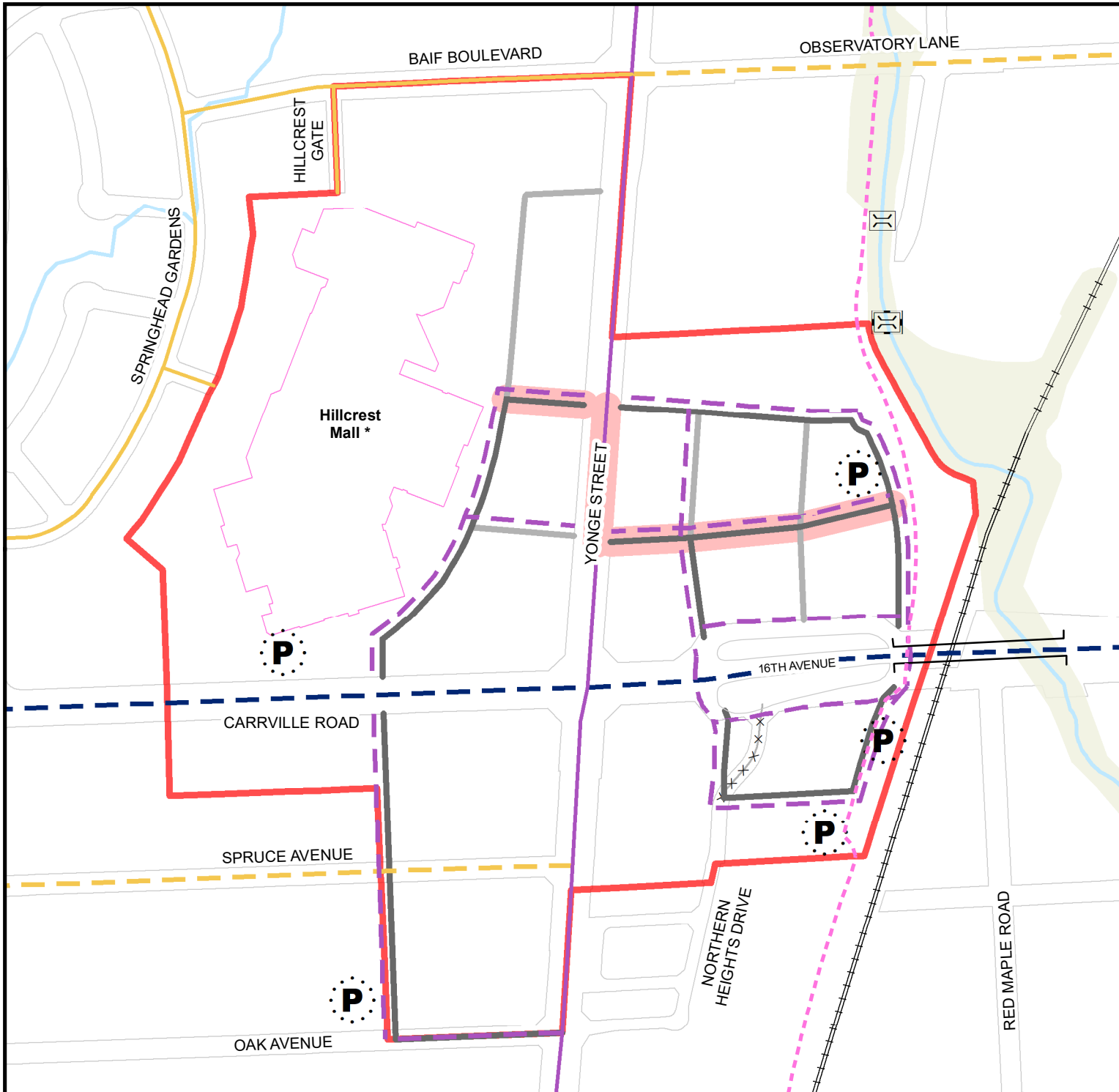
PLANNING & BUILDING SERVICES DEPARTMENT

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



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(3) 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
- Other**
- Watercourses
- Greenway
- C.N.R.



PLANNING & BUILDING SERVICES DEPARTMENT

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