

**Amendment 18.7
To The Richmond Hill
Official Plan**

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(i)

Richmond Hill Official Plan

Official Plan Amendment 18.7

The attached schedule and explanatory text constitute Amendment No. 18.7 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.107-23 in accordance with Sections 17 and 26 of the Planning Act on the ____ day of _____, 20____.

David West
Mayor

Stephen M.A. Huycke
City Clerk

(ii)

The Corporation of The City Of Richmond Hill

By-Law 107-23

A By-law to Adopt Amendment 18.7 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 18.7 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 18.7 to the Richmond Hill Official Plan.
3. This by-law shall come into force and take effect on the day of the final passing thereof.

Passed this ____ day of _____, 20__.

David West
Mayor

Stephen M.A. Huycke
City Clerk

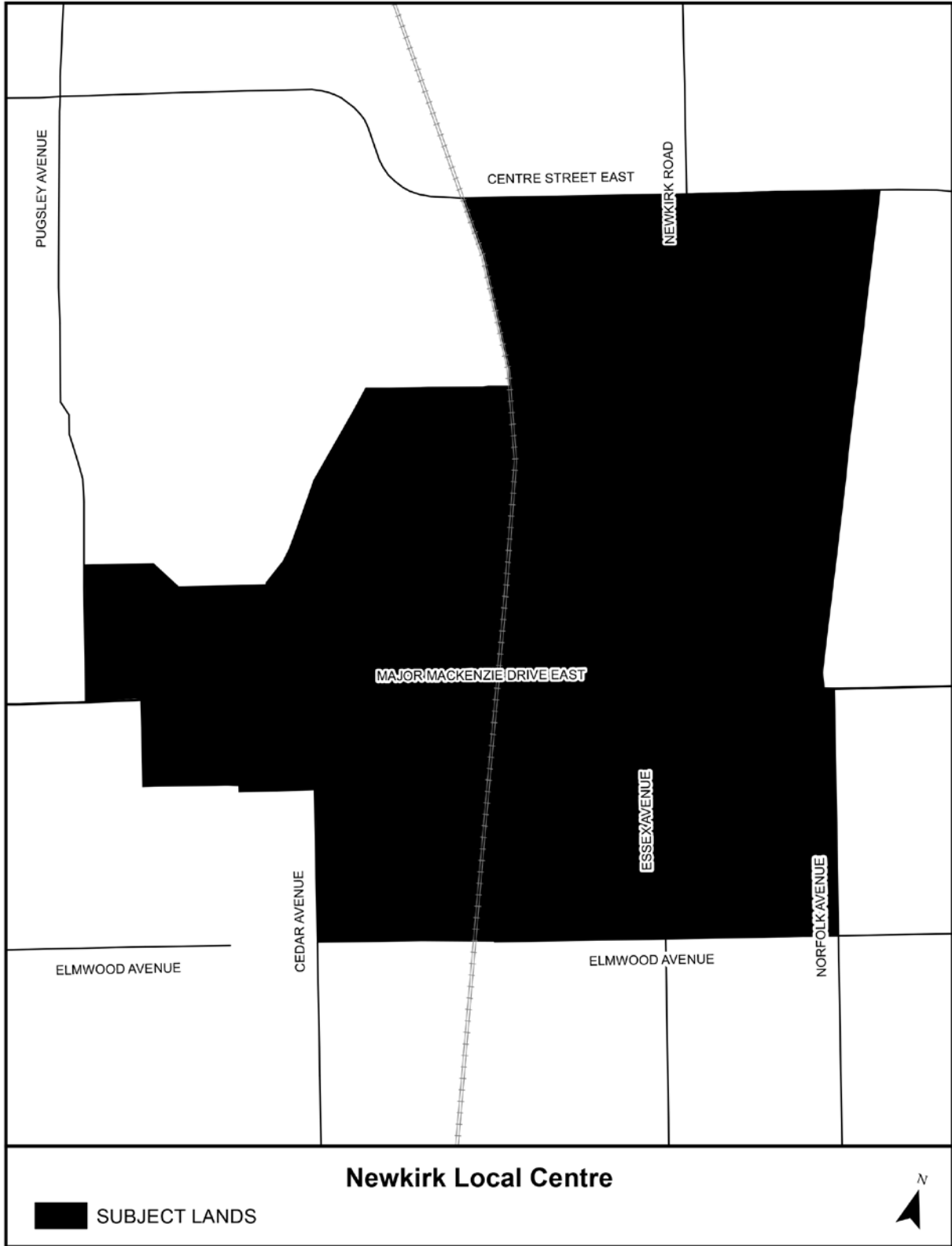
1 Part One – The Preamble

1.1 Purpose

The purpose of this Amendment to the Richmond Hill Official Plan (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 that are presently designated Employment Area and Employment Corridor on Schedule A2 of the Official Plan. These lands generally 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 including 35% of new units being affordable within PMTSAs.
 - 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 will update its affordable housing targets and definitions to further implement the York Region Official Plan 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 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, 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, 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*.

2 Part Two - The Amendment

2.1 Introduction

All of this part of the document entitled **Part Two – The Amendment**, consisting of the following text in Section 2.2 and the attached Schedule “1”, Schedule “2”, Schedule “G1”, and Schedule “G2” constitutes Amendment 18.7 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 4.3 **Local Centres** of the Richmond Hill Official Plan be amended as follows:

2.2.1.1. That the first paragraph in the preamble text under Section 4.3 be deleted and replaced with the following text:

“Local Centres are mixed-use areas of the City that will continue to evolve over time. Richmond Hill has multiple Local Centres. Each Local Centre will evolve into a pedestrian-oriented, human-scaled, vibrant area with its own unique identity.”

2.2.1.2. That in the second paragraph in the preamble text under Section 4.3, the words “these areas” be deleted and replaced with “the Village and Oak Ridges Local Centres”, and the words “whereas other Local Centres have had and will provide other functions” at the end of the paragraph be added so that it appears as follows:

“The identity of the Village and Oak Ridges Local Centres is intimately tied to their historic use as main street centres and service areas for the surrounding neighbourhoods, whereas other Local Centres have had and will provide other functions.”

2.2.2. That a new Section numbered and titled **4.3.3 Newkirk Local Centre** be added as follows:

2.2.2.1. By including a new preamble with the following text:

“The Newkirk Local Centre is focused around the intersection of Major Mackenzie Drive and Newkirk Road. Historically, the area has contained affordable and rental apartment buildings, industrial lands as

part of the Newkirk Business Park, and commuter parking lots for the Richmond Hill GO Station.

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)."

- 2.2.2.2. By adding a new header titled "Vision" following the preamble with the following text:

"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."

- 2.2.3. That a new Section numbered and titled **4.3.3.1 Land Use** be added as follows:

- 2.2.3.1. By adding new policies 4.3.3.1(1) to (3) with the following policy text:

"It is the policy of Council that:

1. The Newkirk Local Centre consists of three distinct character areas, each with its own built form and function, as follows:
 - a. 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 containing the majority of employment uses (including *office, retail, and commercial* uses) in the Local Centre.
 - b. 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.
 - c. 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.
2. The following land uses shall be permitted within the Newkirk Local Centre designation:
 - a. *High density residential;*
 - b. *Medium density residential;*

- c. *Office*;
 - d. *Commercial*;
 - e. *Retail*;
 - f. *Automotive service commercial* 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. *Live-work units* in accordance with policies 3.3.3.2(9) and 3.3.3.2(10) of this Plan.
3. 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:
- a. *Major office*; and
 - b. *Major retail*, provided it is in a compact urban form.”
- 2.2.3.2. By adding a new header titled “Mix of Use” following policy 4.3.3.1(3) with the following text:
- “A mix of land uses 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.”
- 2.2.3.3. By adding new policies 4.3.3.1(4) to (6) under the header “Mix of Use” with the following policy text:
- “4. *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.
5. *Retail, commercial* and/or community uses are encouraged to front onto parks and urban plazas in order to animate the public realm.
6. 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.”
- 2.2.3.4. By adding a new header titled “Height and Density”, and by adding new policies 4.3.3.1(7) to (11) under the header “Height and Density” with the following policy text:

- “7. The maximum *site* density for *development* within the Newkirk Local Centre is shown on **Schedule G1** (Density Allocation).
8. To ensure that new *development* 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 *development* shall provide a minimum gross floor area equivalent to the following:
 - a. A minimum density of 1.0 FSI for *development* within the Northern Character Area;
 - b. A minimum density of 0.75 FSI for *development* within the Southern and Western Character Areas.
9. The following uses are excluded from policy 4.3.3.1(9):
 - a. community uses listed in Section 4.1 of this Plan;
 - b. parks and open space uses; and
 - c. *infrastructure*.
10. In the Northern Character Area, a minimum of 0.5 FSI of the allocated density shall be 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.
11. The following height permissions shall apply to *development*:
 - a. A minimum building height of 3 storeys;
 - b. A maximum base building height as follows:
 - i. 3 storeys for *development* that abuts the Neighbourhood designation; or
 - ii. 4 storeys, in all other areas;
 - c. In the Northern Character Area, a maximum building height of 20 storeys;
 - d. In the Western Character Area, a maximum building height of 15 storeys;
 - e. In the Southern Character Area, a maximum building height of 10 storeys; and
 - f. 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.

NOTE TO READER: While not part of this OPA, a new sidebar will be added next to policy 4.3.3.1(7) 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.”

- 2.2.3.5. By adding a new header titled “Commuter Parking”, and by adding new policy 4.3.3.1(12) under this header with the following policy text:
- “12. 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).”
- 2.2.4. That a new Section numbered and titled **4.3.3.2 Design** be added as follows:
- 2.2.4.1. By adding a new header titled “Building a Strong, Vibrant Identity and Character”, and by adding new policy 4.3.3.2(1) under this header with the following policy text:
- “1. *Development* shall be designed so as to promote the character and function of the Newkirk Local Centre by:
- 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.”
- 2.2.4.2. By adding a new header titled “Transition to Employment Area”, and by adding a new policy 4.3.3.2(2) under this header with the following policy text:
- “2. 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:
- a. Preferably locate non-residential uses on the Centre Street frontage;
 - b. Locate *sensitive land uses* and outdoor amenities associated with residential uses, including balconies, away from the Centre Street frontage; and

- c. Complete a Noise and Vibration analysis and implement required mitigation measures in accordance with policy 3.1.9.8(3) of this Plan.”

2.2.5. That a new Section numbered and titled **4.3.3.3 Public Realm** be added as follows:

2.2.5.1. By including a new preamble with the following text:

“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 passive recreational opportunities. Over time, this Local Centre will facilitate the development of publicly accessible spaces for the pedestrian and cyclist.”

2.2.5.2. By adding a new header titled “Public Streets and Active Transportation Connections”, and by adding new policies 4.3.3.3(1) to (5) under this header with the following policy text:

- “1. 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.
2. Sidewalks shall be provided on both sides of new streets.
3. 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.
4. The need for interconnections between properties shall be determined by the City and/or Region, including public easements to allow cross property access.
5. 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 *development* approval process:
 - a. a multi-use trail connection east of Newkirk Road between Major Mackenzie Drive and Centre Street;

- b. 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
- c. 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 *development* of lands on the west side of the C.N. Railway corridor.”

NOTE TO READER: While not part of this OPA, a new sidebar will be added next to policy 4.3.3.3(4) 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 streets. Such interconnections may be required to include the following:

- sidewalks on both sides;
- bicycle facilities;
- vehicle travel lanes and turn radii that can support service 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.”

2.2.5.3. By adding a new header titled “Open Space”, and by adding new policies 4.3.3.3(6) to (9) under this header with the following policy text:

- “6. *Development* in the Newkirk Local Centre shall implement the parks and public open space network as conceptually shown on **Schedule G2** (Public Realm).
7. 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. Minor adjustments to the location of parks as shown on **Schedule G2** (Public Realm) to this Plan shall not require an amendment to this Plan, provided that the intent of this Plan is maintained.
8. 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, *development* is encouraged to provide urban plazas to enhance the public realm.
9. 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.”

2.2.6. That **Section 4.5 Local Development Areas** of the Richmond Hill Official Plan be amended as follows:

2.2.6.1. That in the preamble text under Section 4.5, the words “Three LDAs” be deleted and replaced with the word “Two LDAs”; the words “York Central Hospital” be deleted and replaced with the words “Mackenzie Richmond Hill Hospital”; the words “Newkirk LDA (at the Newkirk GO Station);” be deleted; and the sentence “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.” be deleted, so that the preamble appears as follows:

“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. Two LDAs exist along the Major Mackenzie Drive Local Corridor: Trench Street LDA (at Mackenzie Richmond Hill Hospital) 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 Mackenzie Richmond Hill Hospital. The Bayview LDA is to remain a mixed-use node that builds on the current commercial and retail focus of the area.”

2.2.6.2. By deleting policy 4.5.1(5) in its entirety;

2.2.6.3. That policies 4.5.1(6) to (7) be renumbered to 4.5.1(5) to (6);

2.2.6.4. By deleting policy 4.5.1(8) in its entirety;

2.2.6.5. By renumbering policy 4.5.1(9) to policy 4.5.1(7), by deleting sub points (d) and (e), and by renumbering sub point (f) to (d) so that it appears as follows:

“7. The following height requirements shall apply to development in the LDAs:

a. A minimum building height of 3 storeys;

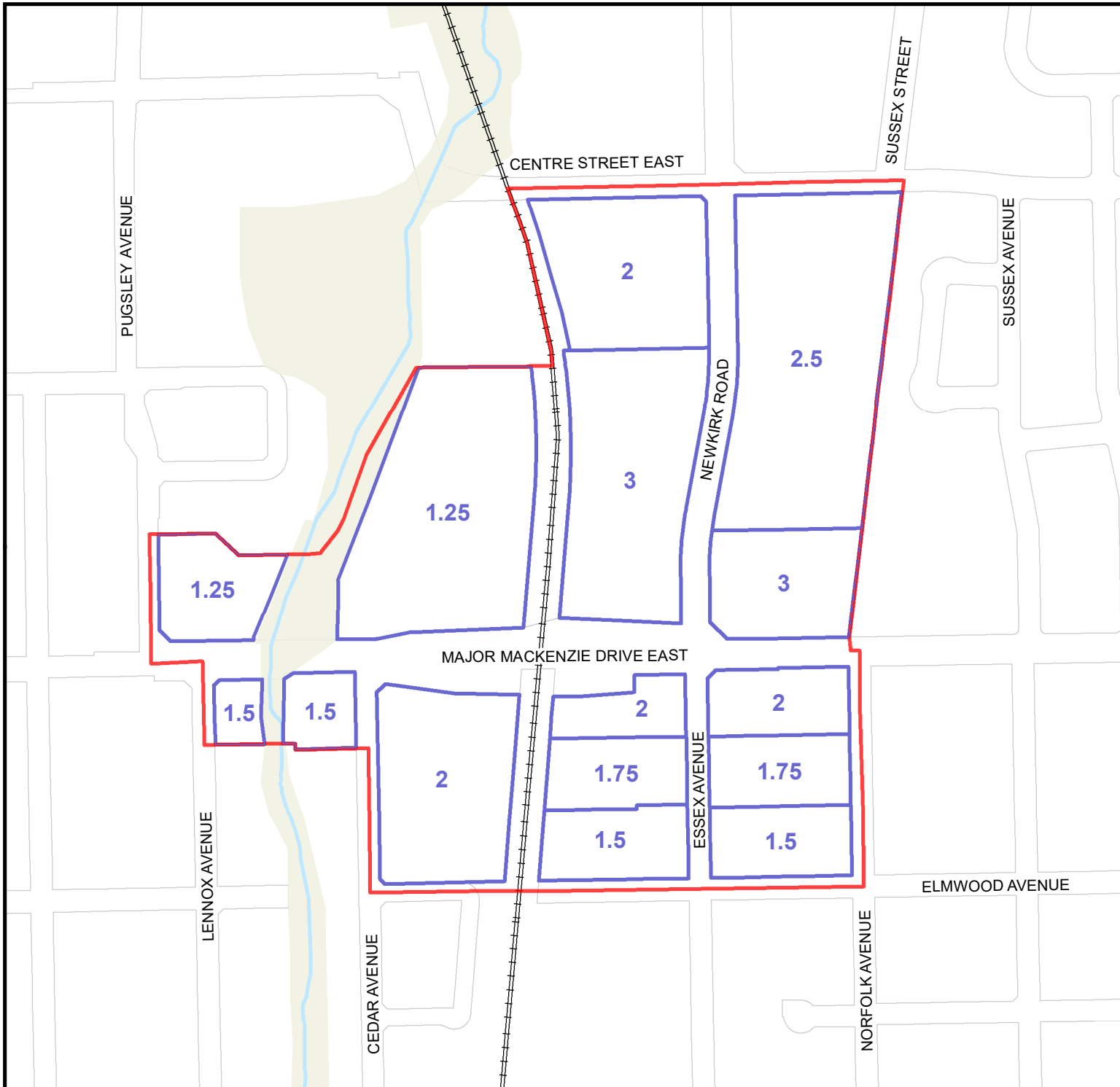
- b. A maximum building height of 8 storeys in the Trench Street LDA;
- c. A maximum building height of 6 storeys in the Bayview LDA; and
- d. The tallest buildings shall be directed to the Major Mackenzie Drive frontage.”

- 2.2.6.6. That policy 4.5.1(10) be renumbered to 4.5.1(8).
- 2.2.7. That **Section 4.8.2 Employment Corridor** of the Richmond Hill Official Plan be amended as follows:
 - 2.2.7.1. By deleting policy 4.8.2.1(10) in its entirety; and
 - 2.2.7.2. By deleting policy 4.8.2.2(5) in its entirety.
- 2.2.8. That **Section 7.5 List of Schedules** of the Richmond Hill Official Plan be amended as follows:
 - 2.2.8.1. By adding “G1 Newkirk Local Centre Density Allocation” to the list of Schedules which form part of the Official Plan
 - 2.2.8.2. By adding “G2 Newkirk Local Centre Public Realm” to the list of Schedules which form part of the Official Plan
- 2.2.9. That the following two new schedules be added to **Chapter 7** of the Official Plan as shown and attached in Part Two of this amendment:
 - a. Schedule G1 Newkirk Local Centre Density Allocation
 - b. Schedule G2 Newkirk Local Centre Public Realm
- 2.2.10. That **Schedule A2** (Land Use) be amended in accordance with Schedule 1 to this amendment as follows:
 - a. By redesignating the areas on Schedule A2, as shown on Schedule 1 as “(1)” from “Employment Area” to “Local Centre”
 - b. By redesignating the areas on Schedule A2, as shown on Schedule 1 as “(2)” from “Employment Corridor” to “Local Centre”;
 - c. By redesignating the areas on Schedule A2, as shown on Schedule 1 as “(3)” from “Local Development Area” to “Local Centre”;
 - d. By redesignating the areas on Schedule A2, as shown on Schedule 1 as “(4)” from “Local Mixed-Use Corridor” to “Local Centre”; and

- e. By redesignating the areas on Schedule A2, as shown on Schedule 1 as “(5)” from “Neighbourhood” to “Local Centre”.

2.2.11. That **Schedule A3** (Settlement Area) be amended in accordance with Schedule 2 to this amendment to identify the Protected Major Transit Station Area boundaries as determined by York Region for the following areas: PMTSA #50 (Richmond Hill GO Station) with a minimum density target of 150 residents and jobs per hectare.

2.2.12. That **Schedule A8** (Street Classification) be amended to identify the new “Planned Local Street” as shown on Schedule G2 to this amendment.



Legend

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



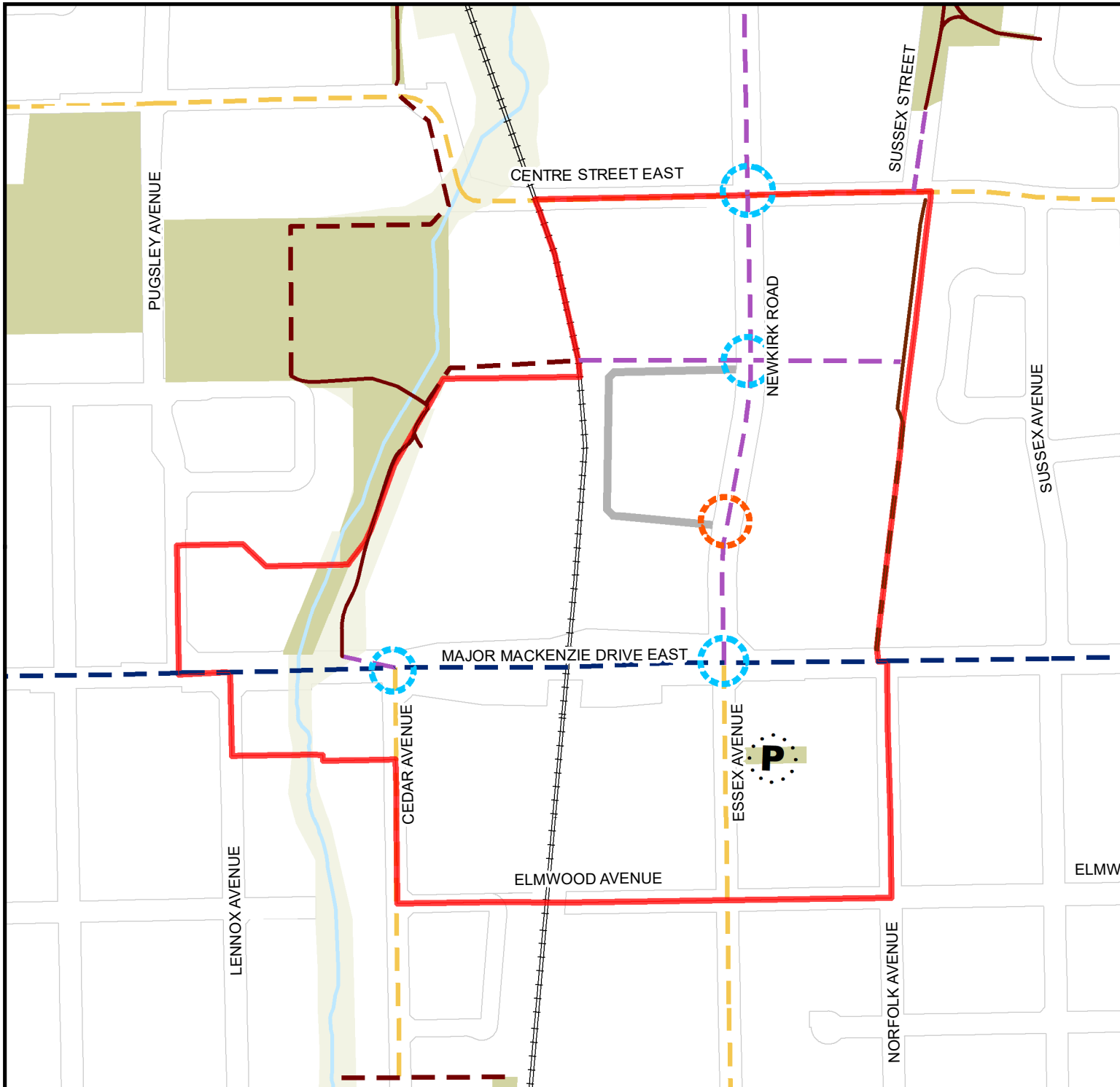
PLANNING & BUILDING SERVICES
DEPARTMENT

Scale 1:5,000



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
Newkirk Local Centre
Density Allocation
SCHEDULE G1**



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.



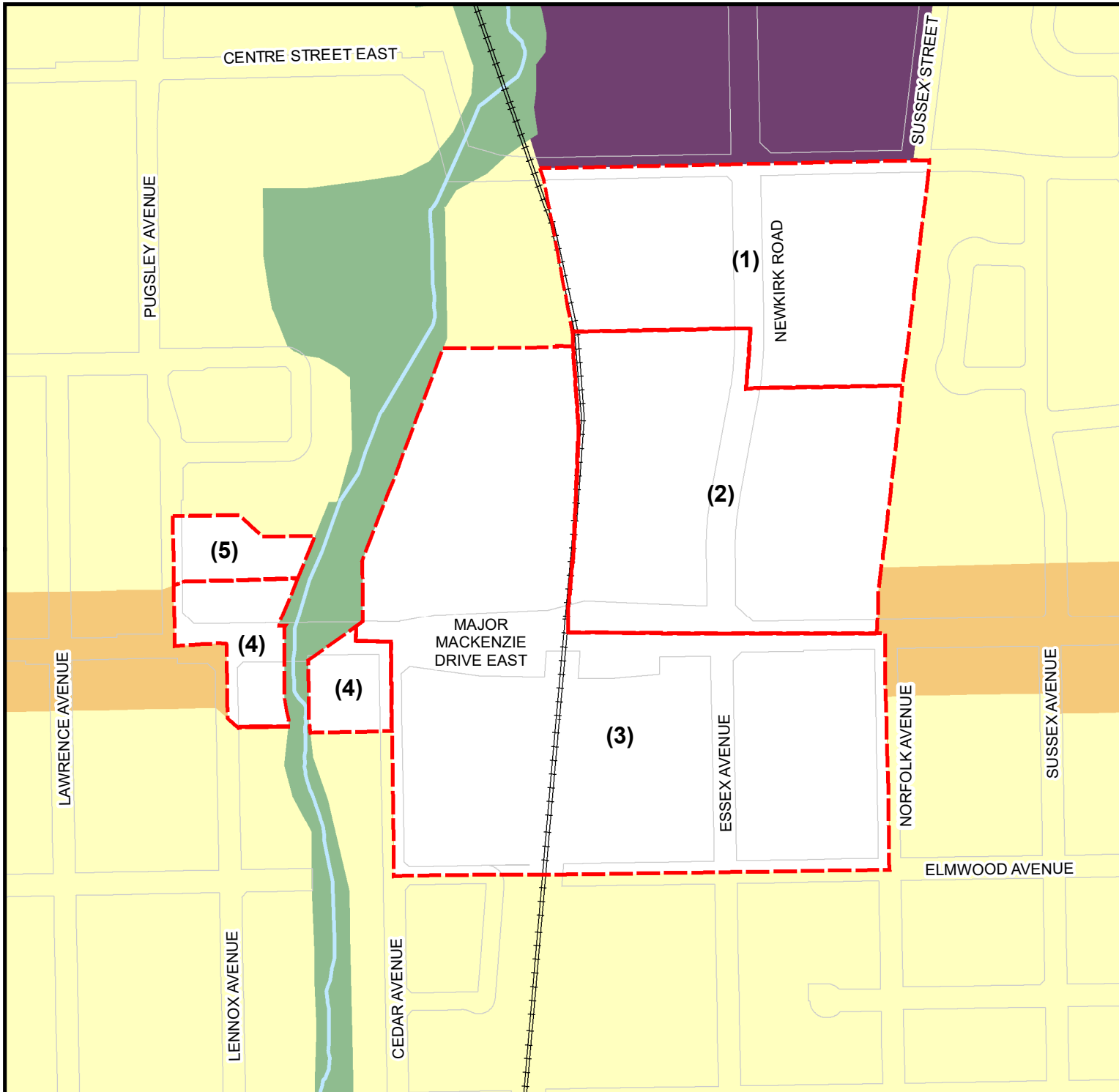
PLANNING & BUILDING SERVICES DEPARTMENT

Scale 1:5,000



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
Newkirk Local Centre
Public Realm
SCHEDULE G2**



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 & BUILDING SERVICES
DEPARTMENT

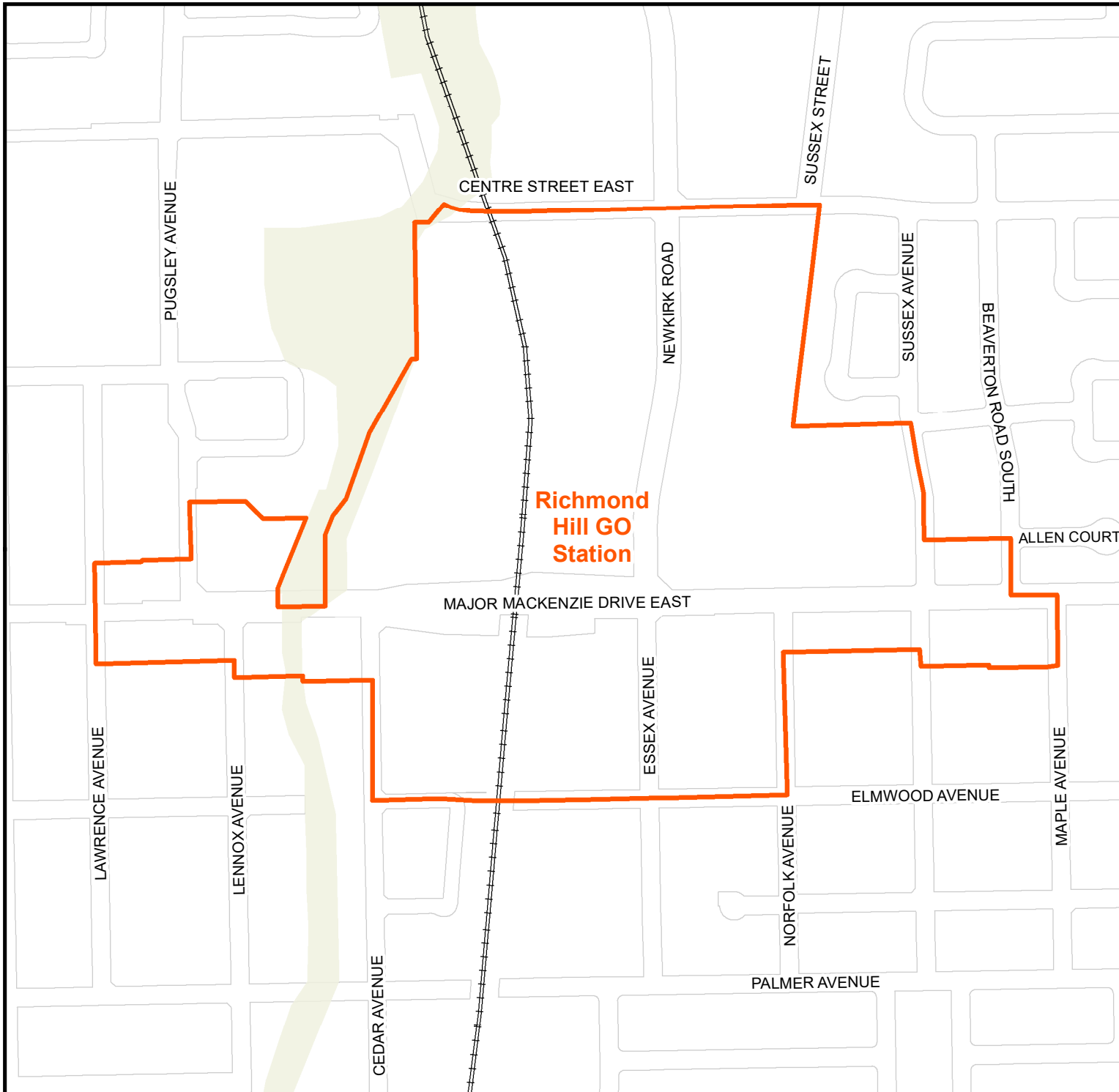
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RICHMOND HILL OFFICIAL PLAN SCHEDULE 1 TO OPA 18.7

Lands in the Newkirk Local Centre 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
 150 R+J/Ha

Other

 Watercourses

 Greenway

 C.N.R.

Richmond Hill GO Station



PLANNING & BUILDING SERVICES DEPARTMENT

Scale 1:6,000



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RICHMOND HILL OFFICIAL PLAN SCHEDULE 2 TO OPA 18.7

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