

Changes Proposed to the May Draft of OPA 18.5 (Yonge Street and Carrville/16th Ave KDA)

*Note: this table is for reference only. See Appendix A to the Staff Report SRPBS.23.027 for the full official plan amendment.

Original Text (2010 OP)	Draft Proposal (May 2023)	Current Proposed (November 2023)
4.0 LAND USE POLICIES		
4.4 KEY DEVELOPMENT AREAS		
<p>4. It is a long term objective of this Plan that <i>intensification</i> of existing <i>major retail</i> uses occur through redevelopment into a more compact built form. New <i>major retail development</i> shall be permitted in the Key Development Areas only where it can be demonstrated that the use is to be integrated into the base of buildings as part of mixed-use, transit-oriented development. Expansions to Hillcrest Mall in the Yonge Street and 16th Avenue KDA shall be encouraged to integrate new <i>development</i> in a mixed-use format.</p>	<p>[No change, renumbered to 4.4.1(3)]</p>	<p>[No change <u>Minor edit</u>, renumbered to 4.4.1(3)]</p> <p><u>3.</u> It is a long term objective of this Plan that <i>intensification</i> of existing <i>major retail</i> uses occur through redevelopment into a more compact built form. New <u>development of major retail development</u> shall be permitted in the Key Development Areas only where it can be demonstrated that the use is to be integrated into the base of buildings as part of mixed-use, transit-oriented development. Expansions to Hillcrest Mall in the Yonge Street and 16th Avenue KDA shall be encouraged to integrate new <i>development</i> in a mixed-use format.</p>
4.4.1 LAND USE	4.4.1 LAND USE FOR ALL KEY DEVELOPMENT AREAS	4.4.1 LAND USE FOR ALL KEY DEVELOPMENT AREAS

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<p>4. It is a long term objective of this Plan that <i>intensification</i> of existing <i>major retail</i> uses occur through redevelopment into a more compact built form. New <i>major retail development</i> shall be permitted in the Key Development Areas only where it can be demonstrated that the use is to be integrated into the base of buildings as part of mixed-use, transit-oriented development. Expansions to Hillcrest Mall in the Yonge Street and 16th Avenue KDA shall be encouraged to integrate new <i>development</i> in a mixed-use format.</p>	<p>[No change, renumbered to 4.4.1(3)]</p>	<p>[No change Minor edit, renumbered to 4.4.1(3)]</p> <p>3. It is a long term objective of this Plan that <i>intensification</i> of existing <i>major retail</i> uses occur through redevelopment into a more compact built form. New development of major retail development shall be permitted in the Key Development Areas only where it can be demonstrated that the use is to be integrated into the base of buildings as part of mixed-use, transit-oriented development. Expansions to Hillcrest Mall in the Yonge Street and 16th Avenue KDA shall be encouraged to integrate new <i>development</i> in a mixed-use format.</p>
<p>10. <i>Development</i> abutting the Neighbourhood designation shall have a maximum height of 3 storeys except where it abuts existing <i>mid-rise</i> or <i>high-rise</i> residential buildings in the Neighbourhood designation, subject to the angular 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>[Delete]</p>	<p>[Delete No change, policy renumbered and moved to Section 4.4.3 Yonge Street and Bernard Avenue Key Development Area, as Policy (2)]</p>
<p>4.4.2 DESIGN</p>		

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<p>Walkable Streets and People Places</p> <p>2. Within the Key Development Areas, parking for new <i>major retail development</i> shall be required to locate below grade or in structured parking integrated at the rear or side of a building.</p> <p>3. New local streets shall be provided where feasible to encourage a fine grain street network to support connections within the KDA and to adjacent neighbourhoods.</p> <p>4. On-street parking shall be encouraged wherever possible on local streets within the KDAs.</p> <p>5. <i>Development</i> shall provide urban open space connections within the KDA and to abutting neighbourhoods to support pedestrian and cycling mobility.</p>	<p>[Policy (2), no change, renumbered to 4.4.3 Yonge Street and Bernard Avenue Key Development Area, as policy (2)]</p> <p>[Delete policies (3) and (4)]</p> <p>[Policy (5), no change, renumbered to 4.4.3 Yonge Street and Bernard Avenue Key Development Area, as policy (3)]</p>	<p>[Policy (2): no change, moved to Section 4.4.3 Yonge Street and Bernard Avenue Key Development Area, and renumbered as policy (3)]</p> <p>[Delete policies (3) and (4)]</p> <p>Policy (5), no change, moved to Section 4.4.3 Yonge Street and Bernard Avenue Key Development Area, and renumbered as policy (4)]</p>
<p>4.4.2 DESIGN</p>	<p><u>4.4.2 YONGE STREET AND CARRVILLE/16TH AVENUE KEY DEVELOPMENT AREA</u></p>	<p><u>4.4.2 YONGE STREET AND CARRVILLE/16TH AVENUE KEY DEVELOPMENT AREA</u></p>
	<p><u>Vision</u></p> <p><u>The vision for the Yonge Street and Carrville/16th Avenue KDA is a community that is walkable, sustainable, green and</u></p>	<p><u>Vision</u></p> <p><u>The vision for the Yonge Street and Carrville/16th Avenue KDA is a community that is walkable, sustainable, green and</u></p>

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	<p><u>vibrant, with a people friendly and shopping focus. This KDA will evolve from an existing retail/commercial node to a more connected, mixed-use urban centre that will become a transit, cycling and pedestrian-oriented destination. The area will also provide opportunities for new office and major office development to increase employment opportunities supported by the VIVA Bus Rapid Transit, high-occupancy vehicle (HOV) lanes on Carrville/16th Avenue, as well as a potential future GO Transit and/or TTC subway station.</u></p> <p><u>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.</u></p>	<p><u>vibrant, with a people 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.</u></p> <p><u>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.</u></p>
	<p><u>4.4.2.1 MIX OF LAND USE</u></p> <p><u>It is the policy of Council that:</u></p> <p><u>To achieve the City's economic development objectives and to best leverage transit investment, it is important for this KDA to support both residents and jobs at a ratio of 7 residents to 3 jobs within</u></p>	<p><u>4.4.2.1 MIX OF LAND USE</u></p> <p><u>It is the policy of Council that:</u></p> <p><u>To achieve the City's economic development objectives and to best leverage transit investment, it is important for this KDA to support both residents and jobs at a ratio of 7 residents to 3 jobs within</u></p>

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	<p><u>the KDA, through the implementation of the following policies.</u></p> <p><u>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.</u></p> <p><u>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 retain a minimum of 15% of the overall total gross floor area in the KDA. Accordingly, the following policies apply in the KDA:</u></p> <p><u>a. Development on lands with existing retail, commercial or office uses shall maintain or increase the existing amount of gross leasable floor area devoted to retail, commercial or office uses to enhance and support the existing retail, commercial and office focus of the area.</u></p> <p><u>b. To activate at-grade street frontages, development shall provide commercial, retail, or community uses at grade along</u></p>	<p><u>the KDA, through the implementation of the following policies.</u></p> <p><u>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.</u></p> <p><u>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 retain be at a minimum, of 15% of the overall total gross floor area in the KDA. Accordingly, the following policies apply in the KDA:</u></p> <p><u>a. Development on lands with existing retail, commercial or office uses shall maintain or increase the existing amount of gross leasable floor area devoted to retail, commercial or office uses to enhance and support the existing retail, commercial and office focus of the area.</u></p> <p><u>i. Notwithstanding Policy 4.4.2.1(2)(a), Hillcrest Mall shall maintain at minimal, 90% of the</u></p>

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	<p><u>arterial, collector, and local streets as shown on Schedule C2 (Public Realm).</u></p> <p><u>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. <i>Development</i> along the market promenade shall provide <i>retail</i> and <i>commercial</i> uses at grade, and where feasible, on floors above grade within the base building.</u></p> <p><u>d. <i>Development</i> fronting on arterial streets or located within 200 metres of the future GO Transit and/or TTC subway station is encouraged to include <i>office</i> or <i>major office</i>. This office space may be in stand-alone buildings or integrated with other uses where the office component is located on or above the ground floor of buildings.</u></p> <p><u>e. <i>Retail, commercial</i> or community uses are required to front onto existing or planned public parks or urban plazas.</u></p>	<p><u><i>total gross leasable floor area as of the adoption of this Plan.</i></u></p> <p><u>b. To activate at-grade street frontage(s), <i>development</i> shall provide <i>commercial, retail, or community</i> uses at grade along arterial, collector, and local streets as shown on Schedule C2 (Public Realm).</u></p> <p><u>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. <i>Development</i> along the market promenade shall provide <i>retail</i> and <i>commercial</i> uses at grade, and where feasible, on floors above grade within the base building.</u></p> <p><u>d. <i>Development</i> fronting on arterial streets or located within 200 metres of the future GO Transit and/or TTC subway station is encouraged to include <i>office</i> or <i>major office</i>. This office space may be in stand-alone buildings or integrated with other uses where the office component is located on or above the ground floor of buildings.</u></p>

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		<p><u>e. Development adjacent to parks and urban open spaces shall be designed to animate open spaces to facilitate an extension of the pedestrian environment, through active ground floor uses. Retail, commercial or community uses are required to front onto existing or planned public parks or urban plazas.</u></p>
	<p>[New Sidebar]</p> <p><u>When determining maximum permissible total gross floor area for the site, the calculation is based on multiplying the 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 by operation of policies of this Official Plan, related to matters such as <u>hazards</u> and natural heritage.</u></p>	<p>[New Sidebar]</p> <p>When determining maximum permissible total gross floor area for the site, the calculation is based on multiplying the developable area 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 <i>Floor Space Index (FSI)</i> allocated to the site or portion of the site.</p> <p>For clarity, the developable area portion of the site excludes lands that are deemed not developable by operation of policies of this Official Plan, related to matters such as <u>hazards</u> <u>lands</u> and natural heritage.</p>

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	<p><u>Interim Development</u></p> <p><u>7. The City supports the retention and expansion of the existing <i>retail</i> and <i>commercial</i> uses in this KDA, and as such, non-residential “interim development” that is not permanent in nature or duration and is two storeys or less shall be permitted as additions to the existing building(s) or as stand-alone building(s). Such non-residential interim development shall be permitted provided that it is in accordance with policy 3.4.1(37)(c) and it:</u></p> <p><u>a. Does not preclude the orderly development of the remainder of the lands on the <i>site</i>, by demonstrating that the parks and urban open space system, as well as the public streets as shown conceptually on Schedule C2 (Public Realm) can be implemented; and</u></p> <p><u>b. Does not include underground structures.</u></p> <p><u>8. Interim development as described in Policy 4.4.2.1(7) shall not be required to convey land to the City for parkland.</u></p>	<p><u>Interim Development</u></p> <p><u>7. The City supports the retention and expansion of the existing <i>retail</i> and <i>commercial</i> uses in this KDA, and as such, non-residential “interim development” that is not permanent in nature or duration and is two storeys or less shall be permitted as <u>additions expansions to the existing building(s) in accordance with policy 3.4.1(37)(c) or as stand-alone building(s).</u> Such non-residential interim development shall be permitted provided that it <u>shall not be permitted provided that it is in accordance with policy 3.4.1(37)(c) and it:</u></u></p> <p><u>a. Does not Preclude the orderly development of the remainder of the lands on the <i>site</i>, by demonstrating that the parks and urban open space system, as well as the public streets as shown conceptually on Schedule C2 (Public Realm) can be implemented; and</u></p> <p><u>b. Does not Include underground structures.</u></p> <p><u>8. Interim development as described in Policy 4.4.2.1(7) may also include stand-alone buildings, so long as the total</u></p>

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		<p><u>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.</u></p>
		<p><u>[Policies 4.4.2.1(8) to (11) are renumbered policies 4.4.2.1(9) to (12)]</u></p>
	<p><u>4.4.2.2 DESIGN</u></p>	<p><u>4.4.2.2 DESIGN</u></p>
	<p><u>It is the policy of Council that:</u></p> <p><u>Building a Strong, Vibrant Identity and Character</u></p> <p><u>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:</u></p> <p><u>a. Providing distinctive gateway buildings, features and amenity spaces oriented</u></p>	<p><u>It is the policy of Council that:</u></p> <p><u>Building a Strong, Vibrant Identity and Character</u></p> <p><u>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:</u></p> <p><u>a. Creating Providing distinctive a gateway through provision of distinctive buildings, features and amenity spaces</u></p>

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	<p><u>towards the intersections of Yonge Street and Carrville/16th Avenue;</u></p> <p><u>b. Creating streetscape elements with focal points, high quality materials, landscaped spaces and public art that contribute to a cohesive and well-designed public realm; and</u></p> <p><u>c. Creating a cohesive community by connecting all quadrants of the KDA through active transportation and street networks, as well as a network of parks, in accordance with Schedule C2 (Public Realm) and Schedule C3 (Active Transportation).</u></p>	<p><u>oriented towards the intersections of Yonge Street and Carrville/16th Avenue;</u></p> <p><u>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; and</u></p> <p><u>c. Creating a cohesive community by connecting all quadrants of the KDA through active transportation and street networks, as well as a network of parks, in accordance with Schedule C2 (Public Realm) and Schedule C3 (Active Transportation); and</u></p> <p><u>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.</u></p>
	4.4.2.3 PUBLIC REALM	4.4.2.3 PUBLIC REALM
	n/a	<p>[New Sidebar after Policy 4.4.2.3(1)]</p> <p><u>The City reviews the appropriateness of stratification of streets on a case-by-case</u></p>

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		<p><u>basis, as noted in Policy 3.5.5(3) of the Official Plan.</u></p>
	<p>n/a</p>	<p>[New Sidebar after Policy 4.4.2.3(4)]</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 servicing vehicles;</u> • <u>parking and curbside pick-up/drop-off lanes as appropriate; and/or application of the City's minimum standards for design, construction, and maintenance.</u>
	<p><u>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</u></p>	<p><u>4. Development that would entail the demolition of all or part of the existing Hillcrest Mall is may be required to complete area specific planning and transportation studies to the satisfaction of the City. These studies shall determine,</u></p>

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	<p><u>matters, an improved multi-modal fine-grained street network within the northwest quadrant of the KDA that also provides increased connectivity to the surrounding neighbourhoods.</u></p>	<p><u>among other matters, an improved multi-modal fine-grained street network within the northwest quadrant of the KDA that also provides increased connectivity to the surrounding neighbourhoods.</u></p>
	<p><u>Protecting for future high-order transit</u> <u>5. Development shall protect for a potential future TTC subway extension to be developed over the long-term in accordance with the conceptual alignment and station location as shown on Schedule C2.</u></p>	<p><u>Protecting for Future Higher Order Transit</u> <u>5. Development shall protect for a potential future TTC subway extension and station to be developed over the long-term in accordance with the conceptual alignment and station location as shown on Schedule C2. The alignment of the subway extension and the location of a future station shall be subject to further study and approval by Metrolinx.</u></p>
	<p><u>6. Development shall protect for a potential future GO Transit station to be developed over the long-term, as shown conceptually on Schedule C2.</u></p>	<p><u>6. Development shall protect for a potential future GO Transit station to be developed over the long-term, as shown conceptually on Schedule C2. The location of a future station shall be subject to further study and approval by Metrolinx.</u></p>
		<p><u>7. Notwithstanding the conceptual locations of the potential future TTC subway station and GO Transit station identified in</u></p>

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		<p><u>Schedule C2</u>, these two stations may co-locate along the existing rail corridor.</p>
	<p><u>7. Development that is located on or adjacent to the conceptual TTC subway extension alignment as shown on Schedule C2 in the Yonge Street and Carrville/16th Avenue KDA shall meet the following requirements:</u></p> <p><u>a. Public transit facilities, including but not limited to right-of-ways, stations, station entrances, emergency exit buildings, traction power sub stations, bus terminals (and related surface transit facilities), and vent shafts shall be integrated into the design of adjacent buildings, streets and open spaces. Rapid transit facilities that are not required to be accommodated within the subway right-of-way, shall be well integrated within adjacent development and the public realm as unobtrusively and attractively as possible.</u></p> <p><u>b. Development shall be required to obtain approval pursuant to Section 41 of the Planning Act, and enter into an agreement with the Region, obligating the owner to:</u></p>	<p><u>8. Development that is located on or adjacent to the conceptual TTC subway extension alignment as shown on Schedule C2 in the Yonge Street and Carrville/16th Avenue KDA shall meet the following requirements:</u></p> <p><u>a. Public transit facilities, including but not limited to right-of-ways, stations, station entrances, emergency exit buildings, traction power sub stations, bus terminals (and related surface transit facilities), and vent shafts shall be integrated into the design of adjacent buildings, streets and open spaces. Rapid transit facilities that are not required to be accommodated within the subway right-of-way, shall be well integrated within adjacent development and the public realm as unobtrusively and attractively as possible.</u></p> <p><u>b. Development shall be required to obtain approval pursuant to Section 41 of the Planning Act, and enter into an agreement with the Region, obligating the owner to:</u></p>

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	<p><u>i. Dedicate to the Region, at no cost and free of all encumbrances, an easement for a subsurface right-of-way and support for a future subway extension; and</u></p> <p><u>ii. Submit an application to Metrolinx, to demonstrate the proposed development is in accordance with Metrolinx’s standards, to the satisfaction of Metrolinx and the Region.</u></p> <p><u>c. Development shall be subject to Metrolinx’s project review process, where applicable.</u></p> <p><u>d. The Environmental Assessment process will identify lands that may be required for transit infrastructure and transit uses, such as: parking, bus terminal, station entrances, emergency exit buildings, 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,</u></p>	<p><u>i. Dedicate to the Region, at no cost and free of all encumbrances, an easement for a subsurface right-of-way and support for a future subway extension; and</u></p> <p><u>ii. Submit an application to Metrolinx, to demonstrate the proposed development is in accordance with Metrolinx’s standards, to the satisfaction of Metrolinx and the Region.</u></p> <p><u>c. Development shall be subject to Metrolinx’s project review process, where applicable.</u></p> <p><u>d. The Environmental Assessment process will identify lands that may be required for transit infrastructure and transit uses, such as: parking, bus terminal, station entrances, emergency exit buildings, 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,</u></p>

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	<p><u>lease, expropriation, or any other available means.</u></p>	<p><u>expropriation, or any other available means.</u></p>
	<p><u>Active Transportation Connections</u></p> <p><u>8. Development shall provide safe, comfortable and attractive pedestrian and cycling connections within the KDA and to adjacent Neighbourhoods, as conceptually shown on Schedule C3 (Active Transportation), and where appropriate, supplement those connections by:</u></p> <p><u>a. Creating publicly accessible pedestrian and cycling mid-block connections between adjacent properties;</u></p> <p><u>b. Prioritizing connections to the Bus Rapidway Transit, the potential future GO Transit station, and the potential future TTC subway station; and</u></p> <p><u>c. Providing sidewalks on both sides of all new streets as identified in Schedule C2.</u></p>	<p><u>Active Transportation Connections</u></p> <p><u>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:</u></p> <p><u>a. Creating publicly accessible pedestrian and cycling mid-block connections between adjacent properties;</u></p> <p><u>b. Prioritizing connections to the Bus Rapidway Transit, the potential future GO Transit station, and the potential future TTC subway station; and</u></p> <p><u>c. Providing sidewalks on both sides of all new streets as identified in Schedule C2.</u></p>
		<p><u>[Policy 4.4.2.3(9) is renumbered to 4.4.2.3(10)]</u></p>
	<p><u>10. The City will work with development proponents and York Region to explore opportunities to provide a multi-modal</u></p>	<p><u>10. The City will work with development proponents and York Region to explore opportunities to provide a multi-modal</u></p>

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	<p><u>crossing to connect the market promenade across Yonge Street over the long term.</u></p>	<p><u>crossing to connect the market promenade across Yonge Street over the long term.</u></p>
	<p><u>Open Space</u></p> <p><u>11. A series of public gathering spaces will be created to enhance and complement existing public spaces. These spaces will serve as focal points within the Yonge Street and Carrville/16th Avenue KDA. Over time, these spaces will contribute to creating a continuous network of public spaces for pedestrians and cyclists. As such, <i>development</i> shall provide public parkland as conceptually shown in Schedule C2 (Public Realm), and which are described generally as follows:</u></p> <p><u>a. The expansion of Spruce Avenue Park is proposed to accommodate parkland needs associated with development of lands within the southwest quadrant of the KDA. This park shall continue to function as a neighbourhood park;</u></p> <p><u>b. An urban square is planned in the northwest quadrant of the KDA. This urban square will provide access to outdoor recreational facilities within walking distance of residents and workers in this KDA, while drawing</u></p>	<p><u>Open Space</u></p> <p><u>11. A series of public gathering spaces will be created to enhance and complement existing public spaces. These spaces will serve as focal points within the Yonge Street and Carrville/16th Avenue KDA. Over time, these spaces will contribute to creating a continuous network of public spaces for pedestrians and cyclists. As such, <i>development</i> shall provide public parkland as conceptually shown in Schedule C2 (Public Realm), and which are described generally as follows:</u></p> <p><u>a. The expansion of Spruce Avenue Park is proposed to accommodate parkland needs associated with development of lands within the southwest quadrant of the KDA. This park shall continue to function as a neighbourhood park;</u></p> <p><u>b. An urban square is planned in the northwest quadrant of the KDA. This urban square will provide access to outdoor recreational facilities within walking distance of residents and workers in this KDA, while drawing</u></p>

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	<p><u>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;</u></p> <p><u>c. A neighbourhood park is planned in the northeast quadrant. Adjacent <i>retail, commercial</i> and community uses should front onto this park. This park will provide a gathering space for residents, workers and visitors. It is also intended to provide a resting point along the planned trail adjacent to the German Mills Creek. Public art and wayfinding signage that references the nearby David Dunlap Observatory and Park are encouraged to be provided within this park;</u></p> <p><u>d. A pedestrian and cycling bridge is proposed to connect the KDA to Bridgeview Park; and</u></p> <p><u>e. An extension to William Duncan Park is planned in the southeast quadrant to expand this existing neighbourhood park to accommodate active park facilities to serve future residents of the KDA and connect the KDA with the broader north-south trail system</u></p>	<p><u>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;</u></p> <p><u>c. A neighbourhood park is planned in the northeast quadrant. Adjacent <i>retail, commercial</i> and community uses should front onto this park. This park will provide a gathering space for residents, workers and visitors. It is also intended to provide a resting point along the planned trail adjacent to the German Mills Creek. Public art and wayfinding signage that references the nearby David Dunlap Observatory and Park are encouraged to be provided within this park;</u></p> <p><u>d. A pedestrian and cycling bridge is proposed to connect the KDA to Bridgeview Park; and</u></p> <p><u>e. An extension to William Duncan Park is planned in the southeast quadrant to expand this existing neighbourhood park to accommodate active park facilities to serve future residents of the KDA and connect the KDA with the broader north-south trail system</u></p>

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	<p><u>generally running along the rail tracks and German Mills Creek. The completion of this park expansion is dependent on the timing of when the temporary TTC train storage facility ceases to exist.</u></p>	<p><u>generally running along the rail tracks and German Mills Creek. The completion of this park expansion is dependent on the timing of when the temporary TTC train storage facility ceases to exist.</u></p> <p><u>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.</u></p>
	<p><u>4.4.3 YONGE STREET AND BERNARD AVENUE KEY DEVELOPMENT AREA</u></p>	<p><u>4.4.3 YONGE STREET AND BERNARD AVENUE KEY DEVELOPMENT AREA</u></p>
	<p><u>The Yonge Street and Bernard Avenue KDA Secondary Plan is found in Chapter 12 of this Plan.</u></p> <p><u>Additional policies that apply to this KDA are as follows:</u></p> <p>[Previous Policy 4.4.1(9) is now moved this subsection as Policy 4.4.3(1).]</p> <p>[Previous policies 4.4.2(2) and (5) are now moved to this sub-section as policies 4.4.3(2) and (3).]</p>	<p><u>The Yonge Street and Bernard Avenue KDA Secondary Plan is found in Chapter 12 of this Plan.</u></p> <p><u>Additional policies that apply to this KDA are as follows:</u></p> <p>1. The following height requirements shall apply to <i>development</i> in the Yonge Street and Bernard Avenue KDA:</p> <p>a. A minimum building height of 3 storeys;</p>

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		<p>b. A maximum base building height of 6 storeys;</p> <p>c. A maximum building height shall be determined through a policy led framework that includes the application of allocated site densities and angular plane policies, among others for specific sites within the KDA; and</p> <p>d. The tallest buildings shall be directed towards the intersection of Yonge Street and Bernard Avenue, and along Yonge Street in general.</p> <p><u>2. Development abutting the Neighbourhood designation shall have a maximum height of 3 storeys except where it abuts existing mid-rise or high-rise 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.</u></p> <p><u>3. Within the Key Development Areas, parking for new development of major retail development shall be required to locate below grade or in structured parking integrated at the rear or side of a building.</u></p>

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		<p><u>4. Development</u> shall provide urban open space connections within the KDA and to abutting neighbourhoods to support pedestrian and cycling mobility.</p>
<p>7. INTERPRETATION</p>		
<p>7.5 LIST OF SCHEDULES</p>	<p>[Add to the table of schedules:]</p> <p>C1 Yonge Street and Carrville/16th Avenue Key Development Area: Density Allocation</p>	<p><u>Six Seven changes are proposed to Schedule C1 (Density Allocation) as follows:</u></p> <ol style="list-style-type: none"> <u>1. The density for the Bread Block in the NW quadrant fronting Yonge Street from is changed from a "4.79" FSI to "4.8" FSI.</u> <u>2. The Hillcrest Mall development block is decreased from a "2.0" FSI to "1.0" FSI.</u> <u>3. The development block located immediately south of the Bread Block is split into two, with the northern half allotted a 5.0 FSI while the southern half is allotted a 6.0 FSI. in the NW quadrant is increased from "4.0" to "5.0" FSI and it is merged with the block located immediately south of it to form a single development block with a "5.0" FSI.</u> <u>4. The development block located at the northwest corner of Yonge Street and Carrville Road is expanded to include the</u>

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		<p><u>urban square planned in the quadrant; its density remains at 7.0 FSI.</u></p> <p><u>5. The northernmost development block in the NE quadrant is split into two blocks with a redistribution of density so that eastern block is allotted a “3.0” FSI while the western block fronting onto Yonge Street is allotted a “5.0” FSI.</u></p> <p><u>6. The development block at the NE corner of Yonge and 16th Avenue has been expanded easterly, and the area is allotted a “7.0” FSI.</u></p> <p><u>7. The development block located immediately north of 16th Avenue and west of the railway in the NE quadrant is increased in density from a “4.0” FSI to “4.5” FSI.</u></p>
<p>7.5 LIST OF SCHEDULES</p>	<p>[Add to the table of schedules:]</p> <p>C2 Yonge Street and Carrville/16th Avenue Key Development Area: Public Realm</p>	<p><u>Six-Seven changes are proposed to Schedule C2 (Public Realm):</u></p> <p><u>1. The E-W public local street has been removed in the SW quadrant.</u></p> <p><u>2. The planned collector street located in the SE quadrant is shifted slightly west to</u></p>

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		<p><u>accommodate the TTC Temporary Train Storage Facility.</u></p> <p><u>3. The planned multi-use trail in the SE quadrant is shifted slightly west to accommodate the TTC Temporary Train Storage Facility.</u></p> <p><u>4. The symbols for the potential future TTC subway station and GO Transit station has been enlarged.</u></p> <p><u>5. The dotted lines showing the potential TTC subway alignment has been removed.</u></p> <p><u>6. An arrow is added to the south of the KDA to indicate the potential TTC subway alignment.</u></p> <p><u>7. The legend items “Planned Local Street” and “Planned Collector Street” are amended with additional text after the street classification, which states: “alignment to be confirmed”.</u></p>
<p>7.5 LIST OF SCHEDULES</p>	<p>[Add to the table of schedules:]</p> <p>C3 Yonge Street and Carrville/16th Avenue Key Development Area: Active Transportation</p>	<p><u>Five changes are proposed to Schedule C3 (Active Transportation):</u></p> <p><u>1. The E-W public local street has been removed in the SW quadrant.</u></p>

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		<p>2. The planned collector street located in the SE quadrant is shifted slightly west to accommodate the TTC Temporary Train Storage Facility.</p> <p>3. The planned multi-use trail in the SE quadrant is shifted slightly west to accommodate the TTC Temporary Train Storage Facility.</p> <p>4. The Market Promenade in the northern quadrants is proposed to zig-zag along Yonge Street.</p> <p>5. The dotted lines showing the potential TTC subway alignment has been removed.</p>

New and Proposed Changes to Schedules

Schedule	Draft Proposal (May 2023)	Current Proposed (November 2023)
<p>Schedule A3 (Settlement Area)</p>	<p>Schedule A3 (Settlement Area) is amended as shown on Schedule 2 to this amendment to identify Protected Major Transit Station Areas boundaries as determined</p>	<p>Schedule A3 (Settlement Area) is amended in accordance with Schedule 2 to this amendment to identify protected major transit station areas boundaries</p>

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	<p>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.</p>	<p>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.</p>
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