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### DRAFT STRATEGIC DIRECTIONS REPORT 3

NEW COMPREHENSIVE ZONING BY-LAW: ZONING FOR THE YONGE STREET AND CARRVILLE/16TH AVENUE KEY DEVELOPMENT AREA, VILLAGE LOCAL CENTRE, OAK RIDGES LOCAL CENTRE, AND NEWKIRK LOCAL CENTRE



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## Executive Summary

This report is the third of a series of draft Strategic Directions Reports designed to outline the proposed intent, design, and implementation of new zoning regulations for the City of Richmond Hill under a new comprehensive zoning by-law (CZBL). The CZBL is to be implemented in phases that generally follow the batches of amendments to the City of Richmond Hill Official Plan (RHOP). The new Comprehensive Zoning By-law (CZBL) is an opportunity to better regulate land use planning in the City of Richmond Hill. The purpose of the Project is to review, consolidate and update the City's Zoning By-laws into a single comprehensive Zoning By-law that implements the policies and vision of the Plan. Key objectives of the Project include creating a comprehensive Zoning By-law that is:

- user-friendly and easy to understand, administer and enforce;
- reflective of current and emerging planning and development practices and trends; and,
- fully accessible online

This draft Strategic Directions Report introduces the relevant land use planning and development framework, and recommended approach, specific to four planning areas forming part of the City's intensification hierarchy. These four areas are:

1. Yonge Street and Carrville/16th Avenue Key Development Area (Official Plan Amendment (OPA) 18.5);
2. Village Local Centre (OPA 18.6);
3. Oak Ridges Local Centre (OPA 18.8); and
4. Newkirk Local Centre (OPA 18.7).

The report recommends how the CZBL may address and implement Official Plan policies for these four areas as related to permitted land uses and built form, including height, density, urban design, and parking and loading requirements specific to Centres and Corridors (City-wide parking and loading considerations and recommended directions are the focus of Strategic Directions Report #4). In doing so, the report details the relevant planning objectives and policies for each area and recommends how to address those elements in the CZBL.

The report sets out 16 proposed recommendations with sub-recommendations, each listed following a discussion on the related topic or issues, and which are consolidated in the final section of the Report. The recommendations include proposed zone regulations, height and density, a high standard of design, and parking management.

Input from the public is encouraged to shape the recommended strategic directions for the CZBL. An Open House is scheduled for Monday, June 24, 2024 on the Draft Strategic Directions Reports. Strategic Directions for the CZBL will be finalized based on comments received and will be brought forward to the Committee of the Whole and Council in Richmond Hill in September 2024.



## 1 Introduction

The new Comprehensive Zoning By-law (CZBL) is an opportunity to better regulate land use planning in the City of Richmond Hill. The purpose of the Project is to review, consolidate and update the City's Zoning By-laws into a single comprehensive Zoning By-law that implements the policies and vision of the Plan. Key objectives of the Project include creating a comprehensive Zoning By-law that is:

- user-friendly and easy to understand, administer and enforce;
- reflective of current and emerging planning and development practices and trends; and,
- fully accessible online

The City of Richmond Hill has engaged a consultant team lead by R.E. Millward and Associates to develop the new CZBL. Over the past few years, background research, technical papers, and studies focusing on specific planning issues has been completed. This work will inform the development of a series of Strategic Directions Reports (SDRs) which will guide the drafting of the first phases(s) of the CZBL that will be drafted and are expected to be approved in 2025, as outlined below:

1. **SDR 1:** Framework, Design, Phasing and Implementation of the CZBL;
2. **SDR 2:** Zoning for the City of Richmond Hill's Neighbourhoods;
3. **SDR 3:** Zoning for the Yonge Street and Carrville/ 16th Avenue Key Development Area, Village Local Centre, Oak Ridges Local Centre, and Newkirk Local Centre; and
4. **SDR 4:** Zoning for Parking and Loading based on the reports prepared by HDR Transportation Consultants.

These draft SDRs will be available on the Zone Richmond Hill webpage for public review and presented at a public open house on June 24, 2024. After incorporating public comments, the four (4) SDRs will be presented to City Council for consideration and endorsement in September 2024. A consultation strategy will be presented to City Council at the same time with the four SDRs.

Subsequent SDRs will be developed later to deal with those portions of the CZBL that will be considered by City Council following completion of the Official Plan Update.



## 1.1 Purpose of this Report

The purpose of this report is to set out strategic directions for the zone structure and types of regulations that pertain to the certain areas of Richmond Hill that are designated as Key Development Areas and Local Centres under the Official Plan, forming part of the City's Centres and Corridors system and broader intensification hierarchy, and to seek input from the public on the proposed recommendations. The report will identify the existing land use planning objectives and policies and give initial direction on how these should be addressed and implemented by the CZBL.

The CZBL will be implemented in phases to correspond to adopted and in force Official Plan land use policies. This pertains to applicable policies in the *York Region Official Plan (YROP)*, the *Richmond Hill Official Plan (RHOP)*, and any amendments that may involve secondary plans, tertiary plans, or exceptions to specific areas or properties (official plan amendments). The *YROP*, *RHOP*, official plan amendments, and CZBL regulations must not conflict with in-place Provincial policies and legislation, which include the:

- *Planning Act*;
- *Ontario Heritage Act*;
- *Municipal Act*;
- *Oak Ridges Moraine Conservation Act*;
- *Provincial Policy Statement*; and
- *Growth Plan for the Greater Golden Horseshoe (Growth Plan)*.

Emerging legislation to these Provincial acts and policies under Bills 97, 108, 109, 23, and 185 (received Royal Assent), are also considered in the development of the CZBL. Please refer to Report 1 Framework, Design, Phasing and Implementation of the new CZBL for details on the existing zoning by-laws, the recent and emerging Provincial and Federal policies, the *YROP*, the *RHOP*, and emerging planning issues.

## 1.2 History of Richmond Hill's Land Use Policy and Regulatory Framework

In its earliest days, Richmond Hill was a small settlement along Yonge Street, partially in the township of Vaughan and partially in the township of Markham. The Village of Richmond Hill was incorporated in 1873.

By 1957, Richmond Hill was incorporated as a town, and the municipality was bounded by Crosby Avenue to the north, Church Street to the east, Major Mackenzie to the south, and Mill Pond to the west. At this point, there was only one parent zoning by-law, 986, which was adopted by the local Council in 1953.

In 1971, the Region of York was established which expanded the boundaries of Richmond Hill annexed parts of Whitchurch Township, Markham Township, Vaughan Township, and King Township. The municipality grew to its current size, bounded by Bloomington Road to the north,



Highway 404 (former Woodbine Avenue) to the east, Highway 7 to the south, and Bathurst Street to the west. Several communities including Gormley, Dollar, Langstaff, Carrville, Headford, Elgin Mills, Jefferson, Bond Lake, Temperanceville, Lake Wilcox, Oak Ridges, and Richvale became part of Richmond Hill. By this time, an additional six parent zoning by-laws were present across the municipality. Some of these parent zoning by-laws cover areas that were not within the earlier boundaries of Richmond Hill.

The Ontario Municipal Board approved the Town of Richmond Hill's first Official Plan in 1982, when seven more parent zoning by-laws were in place. By 1994, the first York Region official plan was approved, and 16 more parent zoning by-laws were in place.

In 2010, the Town of Richmond Hill and York Region each adopted their second Official Plan. Nine more parent zoning by-laws were in place by this time. By 2019, Richmond Hill was incorporated as a city. York Region adopted its third Official Plan three years later. Four more parent zoning by-laws were adopted during this period, totaling 40 parent by-laws today.

### **1.3 Limited Scope of Report**

While introducing the broad policy objectives of the City's Centres and Corridors system, which forms part of the broader intensification hierarchy, this report provides a detailed analysis of and recommended directions for these component areas only:

- Yonge Street and Carrville/16<sup>th</sup> Avenue KDA (OPA 18.5 adopted by Council on November 22, 2023);
- Village Local Centre (OPA 18.6, adopted by Council on November 22, 2023);
- Oak Ridges Local Centre (OPA 18.8, adopted by Council on November 29, 2023); and
- Newkirk Local Centre (OPA 18.7, adopted by Council on November 29, 2023).

Preparing zoning regulations for the one KDA and three Local Centres noted above may form part of Phase 1 of the CZBL which will be brought forward for Council's consideration and approval in 2025. While these areas are subject to appeals to the Ontario Land Tribunal (OLT), it is not clear when the OPA appeals will be dealt with by the OLT, if the OPAs will be dealt with by the OLT together or under separate appeals, if the issues involved with the appeals are considered global or site specific in nature, and if the any of the issues can be settled to avoid a contested hearing. If the appeals end up being site specific only, or only involve a few issues that the zoning does not have to deal with to provide a comprehensive set of regulations, then drafting of new zoning regulations as part of Phase 1 may be possible. While it is anticipated that work can be done in the upcoming months on developing draft zoning regulations for these areas, it is unclear at this time what portion of the zoning regulations could be brought forward to Council for adoption. Parking and loading regulations for automobiles, bicycles, and loading for the four OPA areas, being one Key Development Area and three Local Centres, will be done in concert with the other regulations.



## **1.4 Background Research for Centres and Corridors (limited scope) Zoning Strategic Directions**

As part of Phase 1 of the CZBL Project the City retained Gladki Planning Associates, Meridian Planning, and DTAH to undertake smaller studies on specific zoning issues and topics to help inform the drafting of the CZBL and the Official Plan Update. The findings of the studies were summarized in a total of 11 technical papers and two building typology studies. Of those, the following were analysed in detail, to support the discussion and recommendations in this Strategic Directions Report, since being most relevant to the contexts and issues of Centres and Corridors:

- Community Uses;
- Aging in Place;
- Automotive Commercial Uses;
- Short Term and Shared Accommodations; and
- Centres and Corridors Building Typology Study.

In addition, the Parking and Transportation Demand Management Strategy (PTDMS) for Developments, prepared by HDR, was relied upon for the discussion and recommendations related to parking and loading. Overall, materials related to permitted land uses (for example, types and mixes of residential and non-residential), building forms (for example, height and density, together with design), and vehicular parking (for example, short-term for deliveries and spaces for residents in tall buildings) was a primary focus of the discussion and recommendations in this report.





## 2 Policy Direction

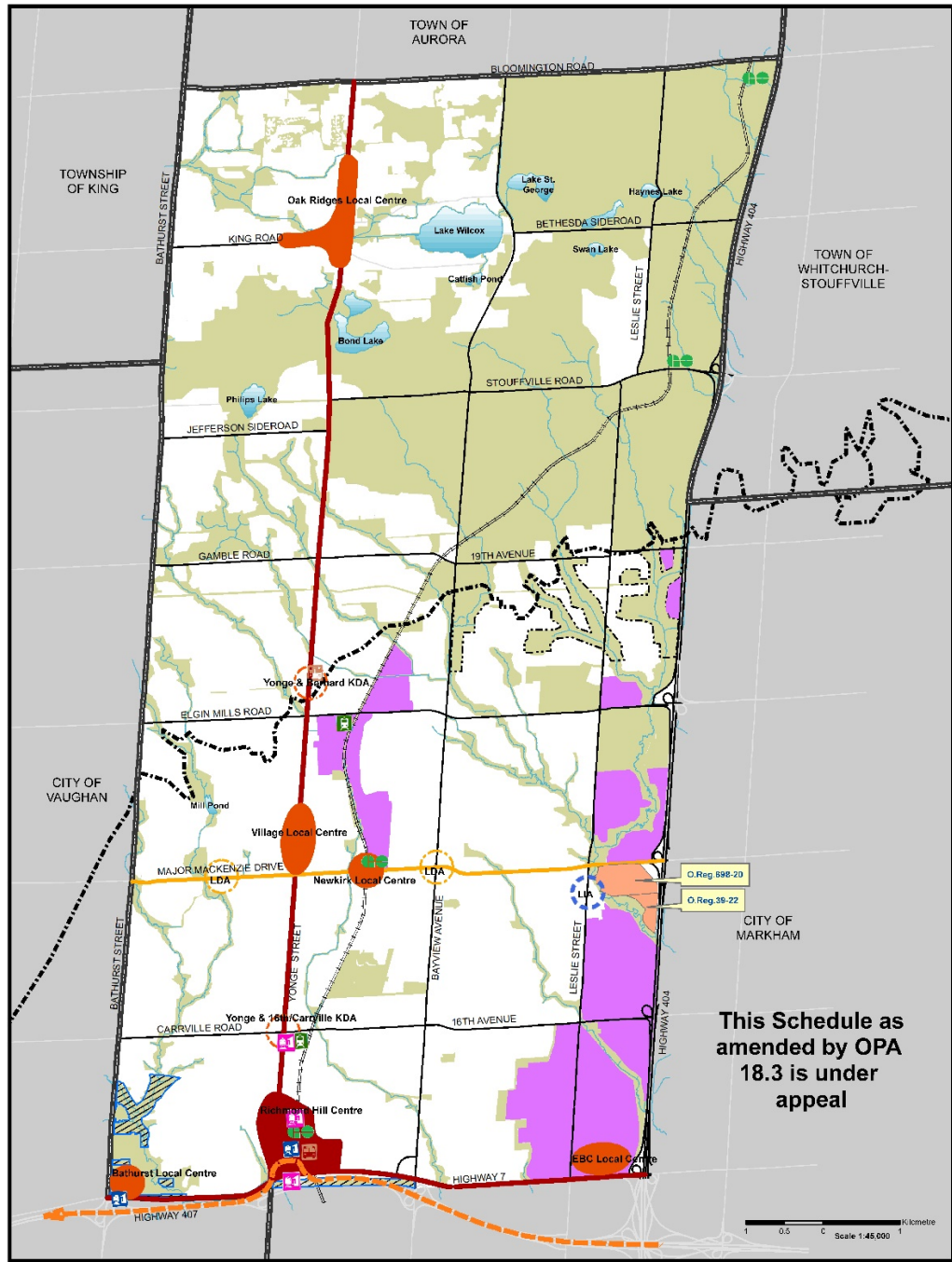
### 2.1 Richmond Hill Official Plan Update

The *Richmond Hill Official Plan* has been in place since 2010 and is based on Provincial and Regional policy direction merged with local community input and technical expertise. The Official Plan is an urban structure framework (see Figure 1) to direct growth and determine land use spatially throughout Richmond Hill and guide future land use planning decisions. The Official Plan is currently at various stages in the review process, to conform with Provincial policies and regulations made since 2010, including accommodating additional population and employment growth to 2051. The *Richmond Hill Official Plan* must also conform with the *York Region Official Plan*, adopted in 2021, which will become a local planning responsibility in July 2024 upon the Province's dissolution of regional planning responsibilities.

An over-arching theme of the *Richmond Hill Official Plan* is “building a new kind of urban”, which is giving direction to the CZBL review process. This vision, as described in section 2.1 of the Official Plan, creates complete, vibrant, and connected communities by reinforcing connections between the natural and built environment, protecting, and planning for a range of economic opportunities, and promoting a place-based approach to housing and intensification.

### 2.2 Centres and Corridors System

The planning and implementation of Centres and Corridors (refer to Figure 1) across Richmond Hill is foundational to achieving the vision and objectives of the Official Plan. Centres and Corridors are focal points for development and intensification, population and employment growth, and transportation accessibility. These are a mix of old, new, and emerging areas planned to be complete communities, where a wide range of living, working, shopping, service, recreation, and transportation options are available in a compact, mixed-used and people-oriented design. The Centres and Corridors form part of the City's intensification hierarchy (refer to Figure 2), which is planned to focus growth to enhance existing communities and make efficient use of existing and planned infrastructure and services.



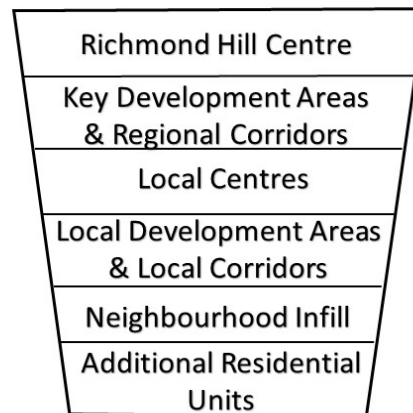
**RICHMOND HILL OFFICIAL PLAN City Structure SCHEDULE A1**

**Legend**

Richmond Hill Centre	Neighbourhood Areas	407 Transitway
Key Development Areas	Employment Lands	Proposed 407 Transitway Stations
Local Centres	Greenway Systems	Oak Ridges Metrolinx Conservation Plan Area
Local Development Areas	<b>Transit Infrastructure</b>	Growth Plan Area
Local Street Transit Hub Area	Existing GO Station	Parway Belt West Plan
Neighbourhood Local Centre	Proposed GO Station	Areas Subject to Minister's Zoning Order
Local Centre	Heritage	Waterbodies
	Proposed TTC Subway	Watercourses
		C.N.R.

PLANNING & INFRASTRUCTURE DEPARTMENT

Figure 1: Schedule A1 – City Structure, Richmond Hill Official Plan, 2010



*Figure 2: Intensification Hierarchy, Richmond Hill Official Plan, 2010*

**Richmond Hill Centre** is intended to develop into a compact, mixed-use urban centre supported by a high-quality public realm, walkable streets, and transit-oriented development. As an increasingly regional focal point, Richmond Hill Centre will be a major residential and employment destination, a meeting place, and the primary location for cultural facilities, public institutions, and major services. The Centre will be a prominent, major transit node in Richmond Hill and in York Region due to its scale, planned density, function and identity. It will continue to be the primary focal point for transit infrastructure investment and will be a destination point attracting people from all parts of the Region as it evolves into a vibrant and distinct urban centre. The Richmond Hill Centre Secondary Plan forms Chapter 10 of the Official Plan.

The CZBL will not address Richmond Hill Centre at this time. The area is currently zoned by By-law 278-96 and involves three Minister’s Zoning Orders that make up most of the area.

**Key Development Areas (KDAs)** are intensification areas located on a Regional Corridor where public rapid transit services intersect with major nodes of retail and commercial development activity, and where opportunities exist for redevelopment of large sites that can support new public streets, parks, and urban open space connections. The Official Plan identifies the Yonge Street and Carrville/16<sup>th</sup> Avenue and Yonge Street and Bernard Avenue KDAs.

**Local Centres** are mixed-use areas that will 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. The identity is intimately tied to their historic use as main street centres and service areas for the surrounding neighbourhoods, whereas other Local Centres have and will provide other functions. The policies of the Official Plan seek to strengthen and enhance the character of each Local Centre by promoting context-sensitive development. As a result of locational differences and context, each Local Centre will include varying levels of activity and intensity. The Official Plan identifies the Village, Oak Ridges, and Newkirk Local Centres.



**Regional Mixed-Use Corridors** are areas that support a broad range and mix of land uses and activities in a compact, pedestrian-friendly, and transit-oriented built form. The Regional Mixed-Use Corridor designation does not apply across the entire length of the Regional Corridor. The Official Plan recognizes that the character of development along the Regional Mixed-Use Corridor designation will not be uniform along all segments. Currently the Plan identifies two regional corridors on Yonge Street and Highway 7.

**Local Development Areas** are locations where land uses or public transit services intersect with a Local Corridor providing a local destination. Local Development Areas 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 Local Development Area. The Official Plan identifies the Trench Street (at York Central Hospital) and Bayview Local Development Areas, both of which are along Major Mackenzie Drive.

**Local Mixed-Use Corridors** are areas that function as a smaller-scale, urban main street connecting the Local Development Areas and providing opportunities for east-west regional connection and the movement of people, goods, and services by way of planned, long-term public rapid transit. The Local Mixed-Use Corridor designation envisions a more limited range and mix of land uses and activities in compact, pedestrian-oriented built form. The Local Mixed-Use Corridor designation does not apply across the entire length of the Local Corridor. The Official Plan recognizes that the character of development within the Local Mixed-Use Corridor designation will not be uniform across all segments.

## 2.3 Planned Function of the Key Development Areas and Local Centres

### 2.3.1 Yonge Street and Carrville/16<sup>th</sup> Avenue Key Development Area

The vision for the Yonge Street and Carrville/16<sup>th</sup> Avenue KDA (see Figure 3) 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 York Region Transit's Viva bus rapid transit services, high-occupancy vehicle lanes on Carrville Road-16<sup>th</sup> Avenue, as well as a potential future GO Transit and/or Toronto Transit Commission subway station. As the Yonge Street and Carrville/16<sup>th</sup> Avenue KDA intensifies, the KDA will maintain and enhance the existing commercial and retail focus of the area, while establishing a greater mix of uses through new development.

This KDA is also a Provincially and Regionally important intensification and transit node, planned under the *Growth Plan for the Greater Golden Horseshoe* as a Protected Major Transit Station Area (PMTSA) that is planned to achieve a minimum density of 160 residents and jobs combined per hectare. The Official Plan has established a target of 670 residents and jobs per hectare for the Yonge Street and Carrville/16<sup>th</sup> Avenue KDA. Planning requirements for this and



other PMTSAs will be strengthened under the recently proclaimed Bill 185 through such measures as limiting third-party appeals to official plan and zoning by-law amendment applications, and by prohibiting the requirement for minimum parking requirements.



*Figure 3: Hillcrest Mall located within Yonge Street and Carrville/16<sup>th</sup> Avenue Key Development Area. Example of commercial site that may support intensification<sup>1</sup>.*

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<sup>1</sup> Photo source: [https://en.wikipedia.org/wiki/Hillcrest\\_Mall](https://en.wikipedia.org/wiki/Hillcrest_Mall).

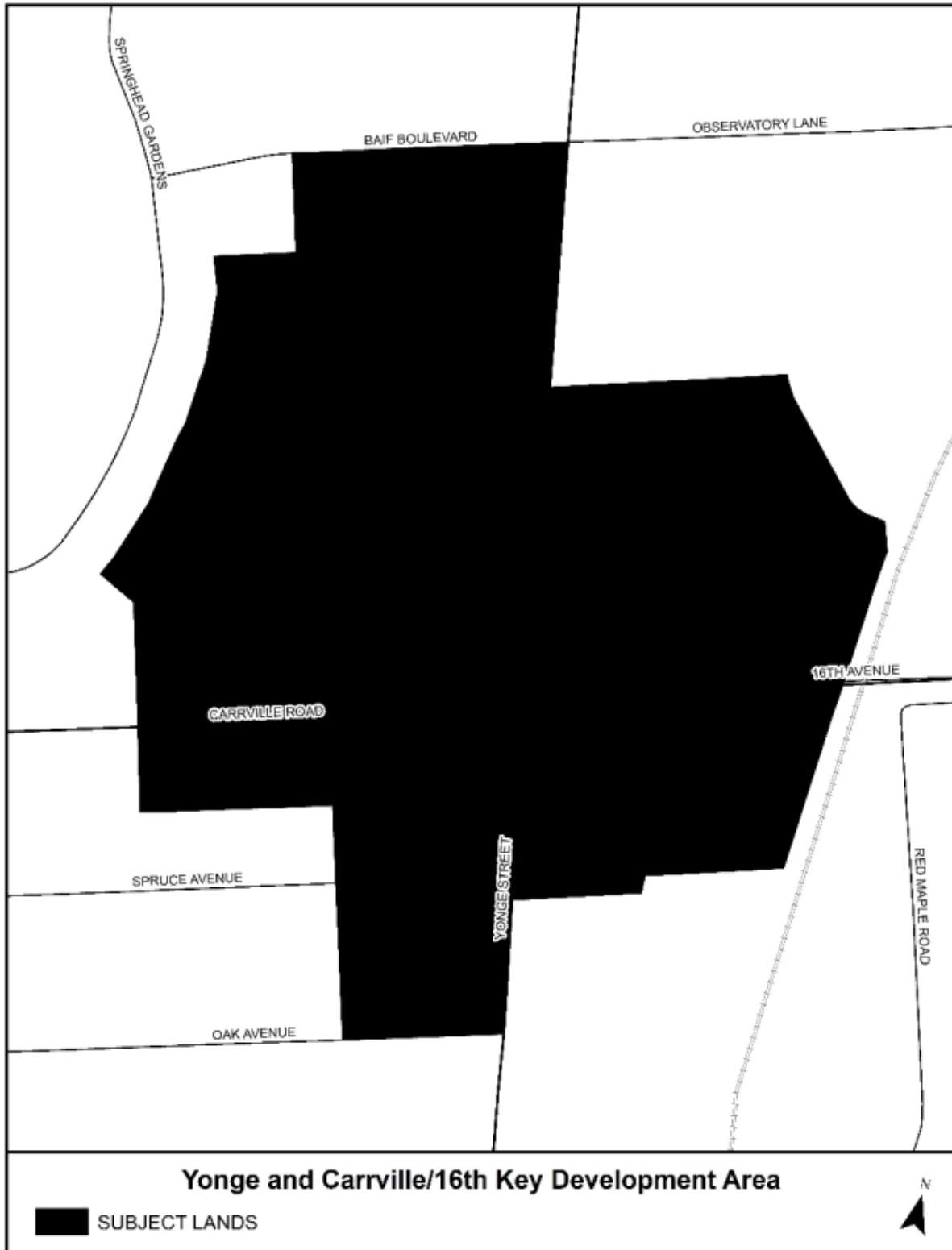


Figure 4: Yonge Street and Carrville/16th Avenue Key Development Area map, Official Plan Amendment 18.5, 2023



### **2.3.2 Village Local Centre**

The Village Local Centre (see Figure 5) is the historic, symbolic, and cultural heart of Richmond Hill, and is intended to accommodate intensification at a scale less than the KDAs and the abutting Regional Corridor. The Village will continue to be an area that supports a mix of uses to preserve its function as a complete community that is inclusive, people-oriented and supports aging in place. This area is envisioned to be a “Village within the City” that is vibrant, walkable, accessible, and green, providing opportunities for entertainment, community gathering and events, and to appreciate Richmond Hill’s history and diversity. It will accommodate low- to mid-rise development, including a smaller format, niche market main street area that is a vibrant, locally and regionally attractive destination for dining, shopping, cultural activities, commercial uses, and an entertainment hub.

This Local Centre is also a Provincially and Regionally important intensification and transit node, planned under the Growth Plan as a PMTSA with a minimum density of 160 residents and jobs combined per hectare. The Official Plan, in meeting and exceeding these requirements, has established a long-term target of up to 360 residents and jobs combined per hectare for the Village Local Centre. Planning requirements for this and other PMTSAs will be strengthened under Bill 185 through such measures as limiting third-party appeals to official plan and zoning by-law amendment applications, and by prohibiting the requirement for minimum parking requirements.



Figure 5: Village Local Centre map, Official Plan Amendment 18.6, 2023





### 2.3.3 Newkirk Local Centre

The Newkirk Local Centre (see Figure 6) includes Richmond Hill GO Station, and is planned to create an affordable, livable, mixed-use community anchored by transit that connects commuters across Richmond Hill. It is planned to achieve, under the Official Plan, an overall long-term density of up to 350 residents and jobs combined per hectare. This Local Centre is also a Provincially and Regionally important intensification and transit node, planned under the Growth Plan as a PMTSA with a minimum density of 150 residents and jobs combined per hectare. Planning requirements for this and other PMTSAs will be strengthened under Bill 185 through such measures as limiting third-party appeals to official plan and zoning by-law amendment applications, and by prohibiting the requirement for minimum parking requirements.

The Local Centre is characterized by three distinct character areas each with their own built form and function:

- Northern Character Area (lands north of Major Mackenzie Drive East and east of the Canadian National Railway (CN) Bala Subdivision), which are intended to be developed as a transit-oriented, mixed-use area adjacent to the station and containing most of the employment uses (including office, retail, and commercial uses).
- Southern Character Area (lands south of Major Mackenzie Drive East and east of the CN Bala Subdivision), which are intended to be developed as a 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.
- Western Character Area (lands west of the CN Bala Subdivision), which are intended to continue to be a mid-rise apartment neighbourhood and allow for opportunities for infill development around existing apartments.

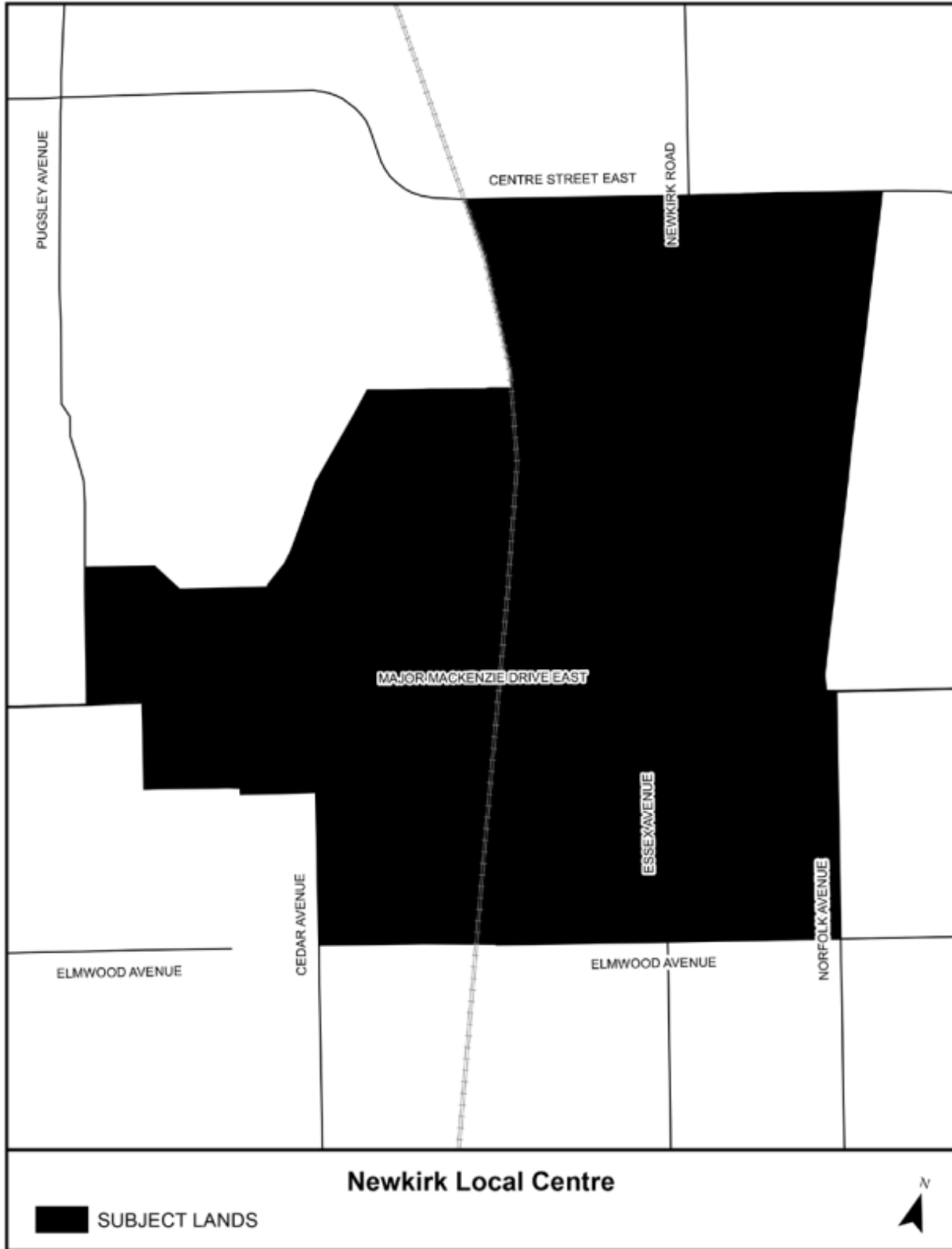


Figure 6: Newkirk Local Centre map, Official Plan Amendment 18.7, 2023



### **2.3.4 Oak Ridges Local Centre**

Located on the Oak Ridges Moraine, the Oak Ridges Local Centre (see Figure 7) is envisioned to be an active community with a modern town feel that is green, connected to nature, and with a walkable and sustainable main street. It is planned to achieve, under the Official Plan, an overall long-term density of up to 290 residents and jobs combined per hectare. Creating a compact and modern main street built form will help generate more residents and businesses, which in turn will help support the mobility hierarchy and transit services on Yonge Street. This area will accommodate a low- to mid-rise, pedestrian-oriented, human-scaled, mixed-use centre serving the Oak Ridges community. New development shall complement the character and create an inclusive, people-oriented complete community that also supports aging in place. It is the intent that the identity of Oak Ridges be enhanced, taking an environment-first approach through innovative landscape, built form, and environmental design.



Figure 7: Oak Ridges Local Centre map, Official Plan Amendment 18.8, 2023



### 3 Recommended Strategic Directions

This section provides relevant context based on *RHOP* direction and outlines recommended strategic directions for the comprehensive zoning by-law (CZBL) as it pertains to City-wide (for example, sustainability and housing affordability) and area-specific (for example, local infrastructure and height requirements) policies applicable to lands designated as Key Development Areas (KDAs) and Local Centres. For this analysis, only the Yonge Street and Carrville/16<sup>th</sup> Avenue KDA and the Village, Oak Ridges, and Newkirk Local Centres will be considered at this stage in the CZBL process.

CZBL zones and related regulations to be considered for the Centres and Corridors include regulations pertaining to permitted uses, built form, and parking and loading. Official Plan policies and related recommended CZBL regulations that are common across all four areas will be identified, while Official Plan policies and related CZBL regulations applicable only to certain areas will also be noted.

#### *RECOMMENDATION:*

1. It is recommended that the CZBL consider harmonizing, to the extent appropriate and possible, existing zones through the creation of:
  - a. A new KDA zone category, with various zones as needed, for the Yonge and Carrville/16<sup>th</sup> Avenue KDA and other KDAs in the future.
  - b. A new Local Centre zone, with various zones as needed, for the Village, Oak Ridges, and Newkirk Local Centres, and other Local Centres in the future.
  - c. Regulations that are the same, where appropriate, across all Key Development Areas and Local Centres, and regulations that are area- and site-specific.

#### 3.1 Precedent Zoning By-law in Effect

Zoning By-law 111-17 applies to the Yonge Street and Bernard Avenue KDA, coming into effect in 2022 upon Ontario Land Tribunal approval, and, while out of scope for the CZBL review, can provide some direction for how to zone the Yonge Street and Carrville/16<sup>th</sup> Avenue KDA and, possibly, the Local Centres. For example, Zoning By-law 111-17 includes two mixed-use zones that permit a wide range of residential and non-residential uses. The mixed-use zones also provide development standards based on the different built forms permitted (for example, high-rise buildings and block townhouses). Furthermore, being a newer parent zoning by-law means that the most current development standards and industry practices for higher density development are reflected. Included in these standards and practices are 45° angular plane provisions that provide appropriate transitions between higher- and lower-density areas.



**RECOMMENDATION:**

2. It is recommended that the CZBL consider zones and development standards from Zoning By-law 111-17 for the Yonge and Bernard KDA, which could also be applied to the Yonge Street and Carrville/16<sup>th</sup> Avenue KDA and, possibly, Local Centres, including:
  - a. Harmonized zones that permit a range of mixed-uses.
  - b. Minimum and maximum densities, expressed in floor space index (FSI).
  - c. Minimum and maximum heights, expressed in storeys with considerations for also expressing height in metres.
  - d. Maximum streetwall heights and step-back requirements.
  - e. The definition and application of the 45° angular plane.
  - f. Appropriate lot frontage and floorplate area requirements.
  - g. Non-residential uses at-grade and related built form standards.
  - h. Minimum outdoor amenity space requirements for low-, medium-, and high-density buildings.

### **3.2 Permitted Uses: Achieving Complete Communities**

Mixing land uses together, such as residential with street-related commercial and retail uses, is an important objective of the Official Plan's Chapter 3 (City Building) policies and is critical for achieving complete communities and for becoming the "centerpiece of York Region and one of the most prominent, complete communities in the Greater Toronto Area." A complete community contains a diverse mix and range of land uses, is people- and transit-oriented, and includes a balanced mix of housing types, employment, services, amenities, and parks and open spaces. Mixing and integrating these uses, especially within mid- and high-rises building and across blocks where intensification is desirable, is critical for achieving vibrant and sustainable communities that meet the needs of existing and future residents.

Section 3.1.4 of the Official Plan encourages a mix of and uses and integration, at varying forms and at different scales, across the Centres and Corridors areas:

- Utilize land, infrastructure, and services efficiently (policy 3.1.4(2)a).
- Concentrate people and jobs in areas well served by public rapid transit (policy 3.1.4(2)b).
- Increase opportunities for living in proximity to employment opportunities, community services, and other amenities (policy 3.1.4(2)d).
- Reduce dependence on the automobile (policy 3.1.4(2)e).
- Enhance accessibility by encouraging walking and cycling for local trips (policy 3.1.4(2)f).
- Enhance existing mixed-use areas by strengthening the diversity and range of uses in these areas over the long term (policy 3.1.4(2)g).



- Provide a mix and range of housing types, unit sizes, functions, tenures, and levels of affordability to allow residents to contribute positively to the economy and society (policy 3.1.4(2)h).
- Facilitate social interaction, cultural, and economic activity (policy 3.1.4(2)i).

The land uses and related building types permitted under the Official Plan Amendments (OPAs) for the Yonge Street and Carrville/16<sup>th</sup> Avenue KDA (OPA 18.5), Village Local Centre (OPA 18.6), Oak Ridges Local Centre (OPA 18.8), and Newkirk Local Centre (OPA 18.7) respond to the Official Plan vision for these areas, which is to create compact, mixed-use, and well-designed communities that are oriented to people and transit. The main difference across these four areas is scale, reflecting their natural and built contexts, and existing and planned levels of rapid transit infrastructure and services.

### 3.2.1 Residential Uses: A Range of Compact Forms

*Table 1: Official Plan permitted residential dwelling types*

<b>Centre</b>	<b>Low density</b>	<b>Medium density</b>	<b>High density</b>
<b>Yonge Street and Carrville/16<sup>th</sup> Avenue KDA</b>	Not permitted	Permitted	Permitted
<b>Village Local Centre</b>	Permitted on lands without direct frontage on Yonge Street or Major Mackenzie Drive	Permitted on lands without direct frontage on Yonge Street or Major Mackenzie Drive	Permitted
<b>Oak Ridges Local Centre</b>	Not permitted	Permitted	Permitted
<b>Newkirk Local Centre</b>	Not permitted	Permitted	Permitted

Short-term rental accommodations (for example, Airbnb), especially in busy and growing areas such as Centres and Corridors, are becoming an important issue to address. Accordingly, the technical report prepared for this issue recommends that short-term accommodations be treated as a residential use, with appropriate and effective regulation, to ensure that such uses remain compatible with the primary function of residential areas. For example, it is recommended in the Gladki Planning Associates report that short-term rentals be for a period not exceeding 30 days and provided by the primary occupant of the residence being rented.



**RECOMMENDATION:**

3. It is recommended that the CZBL consider and/or including regulations for, with respect to residential dwellings and living areas:
  - a. A zone structure, and associated standards, which is applicable across all KDAs and Local Centres, that recognizes varying intensities and forms of compact residential development.
  - b. A variety of zones permitting low-, medium-, and high-density residential with a range and mix of lot sizes and dwelling types and sizes including three-bedroom family sized apartments, to support housing affordability and aging in place.
  - c. Short-term rental accommodations, as being permitted in residential zones (and mixed-use zones, as may be created in the CZBL) subject to regulations including the maximum length of stay and that the operator be the principal resident of the residence.
  - d. Not permitting new single-detached dwellings in all KDAs and Local Centres, except where allowed under the applicable Official Plan policies.
  - e. Organizing zone standards in a chart format which will deal with regulations such as minimum lot frontage, minimum lot area, setbacks, coverage, landscaping, maximum footprint, and the array of permitted residential building types.
  - f. Standardized definitions for different residential building types and associated standards such as minimum and maximum front yard setbacks and/or build-to-zones, minimum and maximum streetwall heights, step backs, and angular planes.
  - g. Establishing minimum lot or site areas for specific permissions and to encourage the consolidation of lands.

### 3.2.2 Non-Residential Uses: A Focus on Mixed-Use

*Table 2: Official Plan permitted non-residential uses*

<b>Centre</b>	<b>Commercial, community uses, retail, office</b>
<b>Yonge Street and Carrville/16<sup>th</sup> Avenue KDA</b>	Long-term target of no less than 15% of total new gross floor area of buildings, which will also include major office. Development on lands with existing retail, commercial, or office uses shall be maintained or increased.
<b>Village Local Centre</b>	Commercial, community uses, or retail uses are required within portions of building with direct frontage on Yonge Street or Major Mackenzie Drive. Development is encouraged to include office uses at and/or above grade.
<b>Oak Ridges Local Centre</b>	Required at-grade within portions of buildings fronting onto Yonge Street.
<b>Newkirk Local Centre</b>	Required within portions of building with direct frontage on Yonge Street or Major Mackenzie Drive. Development shall include a minimum of 0.5 FSI of the allocated density in the Northern Character Area, excluding parking.





In addition to the range of permitted non-residential uses described in Table 2, live-work units are also permitted in all Centres and Corridors (policy 3.3.2(9)). These are dwellings, in various forms, which are the primary residence of the person engaged in the work activities permitted on-site, and which are subject to several conditions established under policy 3.3.2(10).

*RECOMMENDATION:*

4. It is recommended that the CZBL consider implementing Official Plan mixed-use requirements through, but not limited to, the following:
  - a. Establishing minimum mixed-use requirements for buildings, as a percentage of new gross floor area, consistent with long-term targets.
  - b. Creating mixed-used zones, and associated regulations, appropriate for different built contexts, including:
    - i. Low-rise buildings, including those adjacent to surrounding lower-density residential areas and employment areas.
    - ii. Ground and the initial few floors of mid-rise buildings on secondary streets.
    - iii. Ground and the initial few floors of taller buildings on major streets.
  - c. Creating appropriate definitions and regulations for live-work units, and other uses permitted in the Centres and Corridors.
  - d. Accommodating, including through co-location in mixed-use buildings, and regulations for, community uses such as schools and community centres to serve dense and growing populations.

The Official Plan recognizes that these planning areas are in various stages of transition to a more compact, mixed-use, and people- and transit-oriented form of development. Accordingly, there are policies permitting, with conditions, other uses such as:

- In the Yonge Street and Carrville/16<sup>th</sup> Avenue KDA and Newkirk Local Centre, major retail in a compact urban form, including accommodating parking underground, and providing an attractive and accessible public realm.
- In the Oak Ridges Local Centre, the expansion of some existing stand-alone, non-residential buildings and uses.
- In the Oak Ridges and Newkirk Local Centres, automotive service commercial uses.

*RECOMMENDATION:*

5. It is recommended that the CZBL consider appropriate regulations to address uses not commonly associated with intensification areas, including automotive service commercial based on the technical report by Gladki Associates Planning, and stand-alone retail, which could continue longer term in locations that are continuing to evolve and intensify.



### 3.3 Built Form and Development Standards

Section 3.4.1 of the Official Plan promotes compact, pedestrian-oriented, human-scaled development in both the public and private realm. The City's design policies provide direction on such matters as site plan design, built form, massing, architectural quality, building articulation, exterior building design elements, streetscapes, and the public realm (policy 3.4.1(1)).

In sum, the Official Plan policies promote an urban structure and built form that is made legible through the creation of focal points, gateways, and landmarks. The establishment of a skyline, for example, is promoted by directing high-rise built form in a series of "pulses" that correspond with centres and key development areas (see Figure 8). High-rise development is also permitted in the Regional Mixed-Use Corridors but at locations and scales that do not detract from the Centres and key development areas.



A new skyline will be established through a series of pulses in building heights in the Centres and Key Development Areas

Figure 8: Illustration of "pulses" built form concept, City of Richmond Hill Urban Design Guidelines, 2013

There are several detailed built form requirements that pertain to development within the Centres and Corridors urban structure, including that:

- Development shall promote a compact land use pattern and create a pedestrian-oriented built environment through the design and placement of buildings and landscaping on a site (policy 3.4.1(28)).
- A continuous street facade, with service, access and driveways located to the side or rear, is encouraged (policy 3.4.1(29)).
- Landscaping and enhanced treatments adjacent to the public street or public sidewalk shall promote an attractive landscaped transition between the public and private realm, where a setback is required (policy 3.4.1(30)).
- Buildings shall front onto a public street, with some exceptions (policy 3.4.1(36)).
- Entrances of buildings shall be oriented to a street (policy 3.4.1(34)).
- A rhythm of facades that complements adjacent buildings should be created (policy 3.4.1(37)).



- A well-proportioned, human-scaled streetwall should be maintained (policy 3.4.1(37)).
- A variation in setbacks along building frontages to allow for visual interest, outdoor patios, recessed entries, and landscaped areas is encouraged (policy 3.4.1(37)).
- The public realm should be animated and treated as an extension of the pedestrian environment, through active ground floor uses (policy 3.4.1(37)).
- Functioning main entrances to buildings should be located so that they are clearly identifiable and prominent (policy 3.4.1(37)).
- Development is designed to minimize conflicts between vehicles and pedestrians, and cyclists, including creating a fine-grained public street network within large parcels of land (policy 3.4.1(46)).

A draft Centres and Corridors Building Typology Study was completed in 2023 and related recommendations will inform the ongoing Official Plan and CZBL review processes, towards advancing the built form and urban design policy objectives. Among the findings and recommendations of the Study were that:

- It is important to achieve a high level of design excellence in prominent locations across the City, including the Centres and Corridors.
- Built form considerations, including maximum building height and length, minimum building separation dimensions and setbacks, influence the quality of new development and how it can be effectively integrated into the Centres and Corridors.
- Parking requirements can frustrate the achievement of good and efficient buildings.
- Development Intensification, especially on larger sites, requires improved pedestrian access and connectivity.
- The transition between and among higher- and lower-density development is an important consideration, especially with respect to shadow impacts.
- Relationships between buildings and streets, including activating the street level through good building and public realm design, and first floor uses such as retail and commercial, are important for achieving lively and complete communities.



*RECOMMENDATION:*

6. It is recommended that the CZBL consider, and implement where possible and appropriate, the following general built form regulatory elements, which are consistent with and expand on the findings and recommendations of the Centres and Corridors Building Typology Study, including:
  - a. Minimum and maximum building heights, including base buildings, in consideration of Official Plan minimum and maximum thresholds.
  - b. Minimum building separation dimensions and setbacks.
  - c. Minimum and maximum floor plates.
  - d. First floor building heights and interfaces with the public realm, including pedestrian and vehicular access points.
  - e. Public and private open space interfaces, and general design standards.
  - f. Standards for angular planes, measured from adjacent property lines, or from property lines on the opposite side of an adjacent right-of-way, to control height and improve transition to adjacent areas and buildings.
  - g. A height range for mid-rise buildings, measured in storeys and metres, which is the equivalent of a minimum of five storeys, to a maximum of eight storeys, consistent with the Official Plan. In some areas, angular planes and/or step backs may be used to modify maximum heights and to improve transition to adjacent areas and buildings.
  - h. Exploring a new “tall-mid-rise” building with a height range measured in storeys and metres, which is the equivalent of a minimum of nine storeys, to a maximum of twelve storeys. In some areas, angular planes and/or step backs may be used to modify maximum heights and to improve transition to adjacent areas and buildings.
  - i. A height range for high-rise buildings, measured in storeys and metres, which is the equivalent of a minimum of nine (or twelve) storeys. Angular planes and/or step backs will be used to modify maximum heights of the tower and/or the base building and to improve transition to adjacent areas and buildings.
  - j. Avoiding inappropriately long horizontal building form for mid-rise and high-rise base-buildings, as prescribed in the Official Plan, and establishing regulations for maximum building length along lot frontages, and requirements for vertical articulation along street-facing mid-rise building facades.
  - k. For mid-rise buildings and the high-rise base-buildings, in retail-oriented mixed-use areas, limiting ground floor residential uses. For residential uses that may be permitted at-grade, requiring dwellings to have entrances directly on the street or public space.
  - l. Controlling the percentage of transparent or semi-transparent glazing on ground floor facades.
  - m. For mid-rise buildings and high-rise base buildings, limiting the projection of balconies along the primary street frontage in commercial or mixed-use zones to achieve appropriate streetwall conditions.
  - n. Minimum outdoor amenity space requirements for low-, medium-, and high-density buildings.
  - o. A minimum site percentage for landscaped areas, landscaped strips, and setbacks, with minimum soil depths.



### 3.3.1 Permitted Densities

Table 3: Official Plan permitted densities

Centre	Minimum	Maximum
<b>Yonge Street and Carrville/16<sup>th</sup> Avenue KDA</b>	2.0 FSI on blocks where the maximum density is 4.0 FSI and above	Established on a block-by-block basis, to a maximum of 8.77 FSI. Highest densities are concentrated at the Yonge Street and Carrville Road-16 <sup>th</sup> Avenue intersection.
<b>Village Local Centre</b>	1.5 FSI in blocks abutting Yonge Street and Major Mackenzie Drive, and 0.5 FSI in all other areas.	Between 2.8-3.5 FSI in blocks abutting Yonge Street and Major Mackenzie Drive, and between 1.0-2.5 FSI in all other areas.
<b>Oak Ridges Local Centre</b>	1.0 FSI	2.5 FSI
<b>Newkirk Local Centre</b>	0.75 FSI in Southern and Western Character Areas, 1.0 FSI in Northern Character Area	Varying limits by development block. 3.0 FSI in Northern Character Area, closest to the GO station, and 2.0 FSI in the Southern and Western Character Areas.

**RECOMMENDATION:**

7. It is recommended that the CZBL implement the minimum and maximum permitted FSI densities established in the OPAs through numeric values forming part of the zone and the zone label.

There are other planning policies, including historic preservation and protecting important views, which must also be addressed through zoning as an important regulatory and implementation tool. These considerations, important for the livability and sustainability of communities, also include:

- Protecting for and maintaining public open spaces, including linear parks.
- Reducing land use incompatibility between employment and residential areas.
- Protecting for important infrastructure and service improvements.

This is important when introducing change, especially at increasing rates of growth, in areas planned for intensification and a wider range of uses and activities.



**RECOMMENDATION:**

8. It is recommended that the CZBL consider area- and issue-specific planning objectives including:
  - a. Protecting for, and maintaining the planned function of, existing and future outdoor gathering places including civic squares, linear parks, and other publicly- and privately-owned publicly accessible open spaces.
  - b. In the Yonge Street and Carrville/16<sup>th</sup> Avenue KDA:
    - i. Protecting for the potential future extension of the Yonge Subway including those lands required for a future station, track, and other related facilities.
    - ii. Anticipating the eventual redevelopment of Hillcrest Mall while reincorporating 90% of the existing retail and commercial floor area into new development.
    - iii. Supporting and implementing the vision of the market promenade as a new pedestrian-oriented streetscape and major destination within the KDA.
  - c. In the Village Local Centre, historic preservation including maintaining the maximum 45° angular plane on Yonge Street to protect significant views of the church spires, and a 30° angular plane is also required to be applied from the property line on the east side of Church Street.
  - d. In the Newkirk Local Centre, addressing and mitigating potential land use compatibility conflicts between the existing employment area on and near Centre Street East and the introduction of sensitive uses (residential, for example) in the Northern Character Area.

*Table 4: Official Plan permitted heights*

<b>Centre</b>	<b>Minimum</b>	<b>Maximum</b>
<b>Yonge Street and Carrville/16<sup>th</sup> Avenue KDA</b>	Three storeys	Overall height limits dependent on the maximum not exceeding the maximum density (FSI) and the 45° angular plane, as applicable. Base building heights are limited to six storeys for high-rise buildings.
<b>Village Local Centre</b>	Two storeys	Nine storeys south of Wright and Dunlop Streets, with a maximum base building height of three storeys. 15 storeys north of Wright and Dunlop Streets, with a maximum base building height of six storeys and a maximum streetwall height of three storeys.
<b>Oak Ridges Local Centre</b>	Two storeys	Eight storeys permitted on Yonge Street, north of King Road and south of Blackforest Drive, and six storeys elsewhere. Base buildings are limited to a height of four storeys, above which a step back is required.
<b>Newkirk Local Centre</b>	Three storeys	10 storeys in Southern Character Area 15 storeys in Western Character Area 20 storeys in Northern Character Area



**RECOMMENDATION:**

9. It is recommended that the CZBL establish or consider regulations, with respect to building height and transition:
  - a. Implementing the required minimum and maximum limits, and context-appropriate limits within ranges provided for in the Official Plan.
  - b. Expressing the height of non-residential ground floors, and potentially other building elements, in metres, and providing minimum and maximum ground floor heights.
  - c. Providing guidance on how to measure, illustrate, and apply angular planes as built form transitions between higher density blocks and adjacent lower density areas.
  - d. Providing guidance, including through illustrations or formulae, for determining maximum permitted heights based on the achievement of maximum densities per development block.
  - e. Including required heights in both storeys and metres on the height overlay map.
  - f. Providing standards that make maximum height and density permissions independent so that one maximum may be achieved without achieving the other.
  - g. Standards for minimum separation distances between and among buildings of various from including the tower portion of high-rise buildings, mid-rise buildings, and low-rise buildings.
  - h. Providing a step back above the high-rise base building, to provide a clearly discernible top to the streetwall and to minimize shadow impact on the public realm, and to ensure that an appropriately human-scaled base building is created.

### **3.3.2 Yonge Street and Carrville/16<sup>th</sup> Avenue Key Development Area**

Section 4.4.2 of the Official Plan, as amended by OPA 18.5, envisions a built form for the Yonge Street and Carrville/16<sup>th</sup> Avenue KDA.

The vision for the Yonge Street and Carrville/16<sup>th</sup> Avenue KDA is a community that is walkable, sustainable, green and vibrant, with a pedestrian-friendly and shopping focus.

As an important transit hub, currently served by York Region Transit's Viva bus rapid transit service and planned as a future subway station area on the proposed Yonge North Subway Extension, the KDA will support a mix of land uses and densities that are transit supportive. To this end, the Official Plan includes policy directions to achieve the vision of a dense, mixed-use, a people- and transit-oriented place through:



- Minimum site densities of 2.0 FSI within development blocks where the maximum density is 4.0 FSI or higher, and a minimum on 1.0 FSI for all other areas (policy 4.4.2.1(4)).
- Building heights shall be:
  - A minimum of three-storeys (policy 4.4.2.1(6)a).
  - A maximum base height of six storeys for high-rise buildings (policy 4.4.2.1(6)b).
  - A maximum streetwall height of four storeys after which a step back is required fronting onto the market promenade (policy 4.4.2.1(6)c).
  - Directed, for the tallest building heights, to the Yonge Street and Carrville Road-16<sup>th</sup> Avenue intersection, and adjacent to the potential future GO Transit and Toronto Transit Commission stations (policy 4.4.2.1(6)d).
  - Based on not exceeding the allocated development density (expressed as FSI) and the application of the 45° angular plane (policy 4.4.2.1(6)e).
- Development shall be designed to promote the character and function of the KDA as a transit-oriented destination (policy 4.2.2.2(1)) that creates:
  - A gateway by providing distinctive buildings, features and amenity areas oriented towards the intersection of Yonge Street and Carrville Road-16<sup>th</sup> Avenue (policy 4.2.2.2(1)a).
  - Streetscape elements with focal points, high quality materials, landscaped spaces and public art that contribute to a cohesive and well-designed public realm (policy 4.2.2.2(1)b).
  - A cohesive community by connecting all quadrants of the KDA through active transportation and street networks, as well as a network of parks (policy 4.2.2.2(1)c).
  - Locating parking for new development of major retail to below grade or in structured parking integrated at the rear or side of a building (policy 4.2.2.2(1)d).
- To activate at-grade street frontages, development shall provide commercial, retail or community uses (policy 4.4.2.1(2)b).

**RECOMMENDATION:**

10. It is recommended that the CZBL consider, with respect to the built form within the Yonge Street and Carrville/16<sup>th</sup> Avenue KDA:
- a. Maximum and minimum densities, expressed as FSI, to implement the Official Plan ranges and achieve the Provincial density targets, expressed as residents and jobs combined per hectare, for Protected Major Transit Station Areas (PMTSAs).
  - b. Minimum and maximum heights, expressed in metres and storeys, consistent with the Official Plan ranges, and through a height overlay map, which may be independent of the zones.
  - c. Directing the tallest heights to the Yonge Street and Carrville Road-16<sup>th</sup> Avenue intersection and potential future GO Transit rail and Toronto Transit Commission subway stations and regulating maximum heights not to exceed the allocated density of development and the application of the 45° angular plane.





- d. Height restrictions for interim development, including expansions to existing standalone retail building(s), to support the retention and expansion of existing retail and commercial uses in the KDA.
- e. Regulations for mid-rise buildings, and the high-rise base buildings, including minimum and maximum front-, side-, and rear-yard setbacks and step backs, and/or angular planes, to achieve a compatible urban form.
- f. Regulations for maximum building length along lot frontages, and requirements for vertical articulation along street-facing facades, to complement adjacent buildings and to create a well-proportioned, human-scale streetwall, and to avoid inappropriately long horizontal building forms.
- g. For mid-rise buildings and high-rise base buildings, limiting the projection of balconies along the primary street frontage in commercial or mixed-use zones, to achieve appropriate streetwall conditions.
- h. The following regulations:
  - i. Create standards that do not permit or limit residential uses on ground floors.
  - ii. Require ground floor dwelling units to have entrances on the street or a public space.
  - iii. Control the percentage requirements for transparent glazing of ground floor facades.
  - iv. Require commercial GFA at grade and/or a percentage of GFA.
  - v. Minimum ground floor heights.
  - vi. An active frontage requirement.
  - vii. Minimum width of facade as a percentage of lot.
  - viii. Requirements for principal entrance to be in the ground floor facade facing the street.
  - ix. Minimum outdoor amenity space requirements for low-, medium-, and high-density buildings.
- i. Minimum setbacks and separation requirements, between buildings on the same site and between buildings on adjacent sites.
- j. Maximum tower floor plates or areas, determined in consideration of the site area, to limit shadow and wind impacts and to minimize the loss of important views.
- k. Maximum lot coverage requirements, which also include minimum setbacks, and minimum soft and hard landscaping requirements with minimum soil depths to encourage plant growth.
- l. To achieve a high-quality open space and landscaping within development sites, requiring specific minimum and maximum setbacks and build-to lines, landscaping requirements and/or setback exceptions for the provision of urban squares and privately-owned publicly accessible spaces.



### 3.3.3 Village Local Centre

Section 4.3.1 of the Official Plan, as amended by OPA 18.6, envisions a built form for the Village Local Centre.

It will predominantly accommodate low-rise to mid-rise development including a smaller format niche market main street that is a vibrant, locally and regionally attractive destination for dining, shopping, cultural activities, commercial uses and an entertainment hub.

To this end, the Official Plan includes specific policy directions to achieve an appropriately scaled built form and public realm that accommodates mixed-use development intensification, vibrant and attractive street life, and a respect for significant built and cultural heritage elements through:

- Conserving cultural heritage resources, significant views to church spires and other significant architectural features, and mature trees (policy 4.3.1.1(1)a).
- Appropriately transitioning development to adjacent neighbourhoods, which will incorporate human scale urban design (policy 4.3.1.1(1)c).
- Encouraging the establishment of new parks and enhancing pedestrian connections within the area (policy 4.3.1.1(1) d).
- Continuing to be a compact, pedestrian-oriented mixed-use centre (policy 4.3.1.1(1)e).
- For properties fronting onto Yonge Street and Major Mackenzie Drive:
  - Development is encouraged to provide office uses in floors at and/or above grade to support employment opportunities (policy 4.3.1.1(6)).
  - Retail, commercial, or community uses are encouraged to front onto existing or planned public parks or urban plazas (policy 4.3.1.1(7)).
- Building heights shall be a minimum of two storeys (policy 4.3.1.1(11)a), and maximum buildings heights shall be:
  - For properties south of Wright and Dunlap Streets, nine storeys along with a maximum base building height of three storeys (policy 4.3.1.1(11)b).
  - For properties located north of Wright and Dunlap Streets, 15 storeys along with a maximum base building height of six storeys and a maximum streetwall height of three storeys (policy 4.3.1.1(11)c).
- Development fronting onto Yonge Street shall maintain a maximum 45° angular view plane projected from the adjacent property line on the opposite side of Yonge Street to maintain the significant views to the church spires (policy 4.3.1.1(12)).



*Figure 9: Example of intensification in the Village Local Centre<sup>2</sup>.*

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<sup>2</sup> Photo source: <https://condos.ca/richmond-hill/y9825-9825-yonge-st>



*RECOMMENDATION:*

11. It is recommended that the CZBL consider or establish, with respect to the built form within the Village Local Centre:
  - a. Regulations that support and reinforce the historic character of the area, address facade improvements and building renovation, and the redevelopment of sites that are complementary and contextually sensitive to the area.
  - b. Height overlay maps that state the minimum and maximum heights in metres (and storeys), which may be independent of the zones.
  - c. Standards for angular planes, measured from the adjacent property line on the opposite side of the street right-of-way, to control height and improve transition to adjacent areas and buildings and to maintain significant views of the church spires.
  - d. For mid-rise buildings and high-rise base buildings, limiting the projection of balconies along the primary street frontage in commercial or mixed-use zones to achieve appropriate streetwall conditions.
  - e. The following regulations:
    - i. Establish minimum and maximum setbacks and build-to zones.
    - ii. Prohibit or limit residential uses on ground floors.
    - iii. Require ground floor dwelling units to have entrances on the street or a public space.
    - iv. Control the percentage requirements for transparent glazing of ground floor facades.
    - v. Require commercial gross floor area (GFA) at grade and/or a percentage of GFA.
    - vi. Minimum ground floor heights.
    - vii. An active frontage requirement.
    - viii. Minimum width of facade as a percentage of lot.
    - ix. Requirements for principal entrance to be in the ground floor facade facing the street.
    - x. Minimum outdoor amenity space requirements for low-, medium-, and high-density buildings.
  - f. Establish regulations for maximum building length along lot frontages as well as requirements for vertical articulation along street-facing, mid-rise and high-rise base building facades.
  - g. Establish minimum side and rear setbacks and step backs, to achieve appropriate transitions and separation distances between buildings.
  - h. To achieve a high-quality open space and landscaping within development sites, requiring specific minimum and maximum setbacks and build-to lines, landscaping requirements and/or setback exceptions for the provision of urban squares and privately-owned publicly accessible spaces.



### 3.3.4 Oak Ridges Local Centre

Section 4.3.2 of the Official Plan, as amended by OPA 18.8, envisions a built form for the Oak Ridges Local Centre.

The Oak Ridges Local Centre is envisioned to be an active community with a 'modern town' feel located on the Oak Ridges Moraine that is green, connected to nature, clean and safe with a walkable and sustainable main street... New development shall complement the Oak Ridges character and create an inclusive, people-oriented complete community that also supports aging in place.

Buildings shall be a mix of low- and mid-rise forms and contribute to an overall character that is human-scaled and mixed-use. To that end, the Official Plan includes specific policy directions to achieve this vision:

- Development shall provide commercial, retail, office or community uses at-grade for the portion of buildings with direct Yonge Street frontage (policy 4.3.2.1(3)).
- Development is encouraged to provide office uses in floors at- or above-grade to support employment opportunities (policy 4.3.2.1(5)).
- Building heights shall be a minimum of two storeys (policy 4.3.2.1(7)a), and maximum building heights shall be:
  - Six storeys along with a maximum base building height of four storeys, after which a step back is required (policy 4.3.2.1(7)b).
  - Eight storeys for development fronting Yonge Street, north of King Road and south of Blackforest Drive and Worthington Avenue (policy 4.3.2.1(7)c).
- Development shall enhance the character and identity of the Local Centre through landscaping, site, and built form design that is inspired by local natural features, through such measures as maintaining southern skyline views and views to natural features, and by applying low impact development technology (policy 4.3.2.2(1)).
- Development shall provide opportunities to establish a gateway focal point at the intersection of Yonge Street and Bloomington Road, through a combination of architectural design, signage, landscaping, and/or public art (policy 4.3.2.2(2)).
- Built form shall provide limited setbacks to Yonge Street to enhance the sense of enclosure, and to create a pedestrian-oriented main street character (policy 4.3.2.2(3)).
- Development shall transition to a compatible built form adjacent to low-rise residential areas (policy 4.3.2.2(5)).
- New development is encouraged to provide urban plazas to enhance the park system and the vibrancy of the Local Centre (policy 4.3.2.3(6)).



*RECOMMENDATION:*

12. It is recommended that the CZBL establish or implement, with respect to the built form within the Oak Ridges Local Centre:
- a. A maximum FSI that will form part of the zone and the zone label.
  - b. Minimum and maximum heights using a height overlay map, which may be independent of the zones.
  - c. Standards for angular planes, measured from adjacent property lines and/or from property lines on the opposite side of an adjacent right-of-way to allow buildings to step back as they rise to maintain views to the skyline to the south, and views and connections to natural features.
  - d. Standards for minimum height, build-to lines, and step backs at Yonge Street and Bloomington Road to assist with the establishment of a gateway focal point at this location.
  - e. Standards for build-to lines or zones along Yonge Street to create a cohesive streetwall, enhance the sense of enclosure along the street, and to provide a setback area adjacent to the public sidewalk.
  - f. The following specifications:
    - i. Create standards that prohibit or limit residential uses on ground floors.
    - ii. Require ground floor dwelling units to have entrances on the street or a public space.
    - iii. Control the percentage requirements for transparent glazing of first floor facades.
    - iv. Require commercial GFA at grade and/or a percentage of GFA.
    - v. Minimum ground floor heights.
    - vi. An active frontage requirement.
    - vii. Minimum width of facade as a percentage of lot.
    - viii. Requirements for principal entrance to be in the ground floor facade facing the street.
    - ix. Minimum outdoor amenity space requirements for low-, medium-, and high-density buildings.
  - g. Regulations for maximum building length for mid-rise buildings and high-rise base buildings along lot frontages as well as requirements for vertical articulation along street-facing, mid-rise building facades.
  - h. Minimum side and rear setbacks and step backs and/or angular planes, measured from adjacent property lines.
  - i. To achieve a high-quality open space and landscaping within development sites, requiring specific minimum and maximum setbacks and build-to lines, landscaping requirements and/or setback exceptions for the provision of urban squares and privately-owned publicly accessible spaces.



### 3.3.5 Newkirk Local Centre

Section 4.3.3 of the Official Plan, as amended by OPA 18.7, envisions a built form for the Newkirk Local Centre that is focused on the intersection of Major Mackenzie Drive East and Newkirk Drive.

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.

This Local Centre consists of three distinct character areas, each with its own built form and function.

The Northern Character Area, consisting of the lands north of Major Mackenzie Drive and east of the Canadian National Railway (CN) Bala Subdivision, shall be developed as a transit-oriented, mixed-use area adjacent to the GO rail station and containing most employment uses (including office, retail, and commercial uses) in the Local Centre. Specific built form policies include:

- A minimum building height of three storeys (policy 4.3.3.1(11)a).
- A maximum building height of 20 storeys (policy 4.3.3.1(11)c), along with a maximum base building height of three storeys for development abutting Neighbourhood areas, and a maximum base building height of four storeys in all other areas (policy 4.3.3.1(11)b).
- Building heights may progressively increase away from areas designated Neighbourhoods (policy 4.3.3.1(11)f).
- A minimum development density of 1.0 FSI (policy 4.3.3.1(8)a), and a minimum of 0.5 FSI of allocated density shall be provided for non-residential uses such as office, commercial, and retail uses (policy 4.3.3.1(10)).
- GO Transit 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 (policy 4.3.3.1(12)).
- Mitigating concerns on residential development and other sensitive uses locating next to existing employment lands:
  - Non-residential uses are preferably located on the Centre Street frontage (policy 4.3.3.2(2)a).
  - Sensitive land uses and outdoor amenities associated with residential uses are to be located away from the Centre Street frontage (policy 4.3.3.2(2)b).
- New pedestrian and active transportation connections are planned to improve site permeability and access to transit facilities, including new crossings of the CN Bala Subdivision, and between the Richmond Hill GO Station platform and Newkirk Road (policy 4.3.3.3(5)).
- An urban plaza is encouraged to be located adjacent to the Richmond Hill GO Station, designed to accommodate the safe and comfortable flow of pedestrian and cyclist traffic (policy 4.3.3.3(9)).



The Southern Character Area, consisting of the lands south of Major Mackenzie Drive and east of the CN Bala Subdivision, shall be a low- and mid-rise residential area. This area functions as a transitional area towards the existing low-rise residential neighbourhoods to the south and east of the Newkirk Local Centre. Specific built form policies include:

- A minimum building height of three storeys (policy 4.3.3.1(11)a).
- A maximum building height of 10 storeys (policy 4.3.3.1(11)e), along with a maximum base building height of three storeys for development abutting Neighbourhood areas, and a maximum base building height of four storeys in all other areas (policy 4.3.3.1(11)b).
- Building heights may progressively increase away from areas designated Neighbourhoods (policy 4.3.3.1(11)f).
- A minimum development density of 0.75 FSI (policy 4.3.3.1(8)b).

The Western Character Area, consisting of the lands west of the CN Bala Subdivision, shall continue to be a mid-rise apartment neighbourhood and allow for opportunities for infill development around existing apartments. Specific built form policies include:

- A minimum building height of three storeys (policy 4.3.3.1(11)a).
- A maximum building height of 15 storeys (policy 4.3.3.1(11)d), along with a maximum base building height of three storeys for development abutting Neighbourhood areas, and a maximum base building height of four storeys in all other areas (policy 4.3.3.1(11)b).
- Building heights may progressively increase away from areas designated Neighbourhoods (policy 4.3.3.1(11)f).
- A minimum development density of 0.75 FSI (policy 4.3.3.1(8)b).

**RECOMMENDATION:**

13. It is recommended that the CZBL establish or implement, with respect to the built form within the Newkirk Local Centre:
- a. Minimum and maximum heights in metres (and storeys), using a height overlay map, which may be independent of the zones.
  - b. Standards for angular planes, measured from adjacent property lines and/or from property lines on the opposite side of an adjacent right-of-way, to allow building heights to progressively increase away from lands within the Neighbourhood designation.
  - c. A height range for “tall mid-rise buildings” that will permit a new building form that is a bridge between mid-rise buildings (five to eight storeys) and high-rise buildings (currently nine storeys and higher), to achieve a compatible built form in the Southern Character Area.
  - d. Requirements for side and rear (internal) setbacks in accordance with Official Plan policies.
  - e. That the taller component of mid-rise developments, and the tower component of high-rise developments, have a step back above the base building or podium to provide a clearly discernible top to the streetwall and to minimize





shadow impact on the public realm, in accordance with the Official Plan and the Centres and Corridors Typology Study.

- f. To create a well-proportioned, human scale streetwall, and to avoid inappropriately long horizontal building form, as prescribed in the Official Plan, establish regulations for maximum building length along lot frontages as well as requirements for vertical articulation along street-facing facades.
- g. For mid-rise buildings and high-rise base buildings, limiting the projection of balconies along the primary street frontage in commercial or mixed-use zones to achieve appropriate streetwall conditions to achieve appropriate streetwall conditions.
- h. Establish the following specifications:
  - i. Ground floor animation in appropriate locations.
  - ii. Minimum and maximum setbacks and build-to zones.
  - iii. Prohibit or limit residential uses on ground floors.
  - iv. Require ground floor dwelling units to have entrances on the street or a public space.
  - v. Control the percentage requirements for transparent glazing of first floor facades.
  - vi. Require commercial GFA at grade and/or a percentage of GFA.
  - vii. Minimum ground floor heights.
  - viii. Active frontage requirement.
  - ix. Minimum width of facade as a percentage of lot.
  - x. Requirements for principal entrance to be in the ground floor facade facing the street.
  - xi. Minimum outdoor amenity space requirements for low-, medium-, and high-density buildings.
- i. To achieve a high-quality open space and landscaping within development sites, requiring specific minimum and maximum setbacks and build-to lines, landscaping requirements and/or setback exceptions for the provision of urban squares and privately-owned publicly accessible spaces.
- j. To achieve good quality green space and plantings, establishing minimum site percentage for landscaped areas, landscaped strips, and setbacks with minimum soil depths.
- k. To achieve appropriate and compatible landscape areas, establishing a maximum lot coverage with minimum setbacks and minimum landscaping requirements (both soft and hard).
- l. Regulations regarding density, minimum lot area, minimum lot width, or minimum lot frontage, to achieve the appropriate level of building intensity on small lots.
- m. Regulations that prohibit parking in front and side yards and that provide requirements for forms of parking and loading, including provisions for access.



### 3.4 Vehicular and Bicycle Parking Management

Recognizing that Richmond Hill is evolving into a “new kind of urban” place, the City’s strategic direction to parking, loading, and curbside management in the Centres and Corridors must also evolve. Of note, three of the four areas examined in this report have been designated as PMTSAs, which, per the City’s Transportation Master Plan, aim to achieve by 2051 a non-auto mode split of 50% during rush hours. As such, the PMTSA designations require a direction that not only promotes, but is predicated on walking, cycling, and public transit use.

The City has already taken the initiative to establish policies to support the PMTSAs. As identified in the City’s Official Plan and Transportation Master Plan, the parking management directions that could be considered for implementation through the CZBL to apply to the Yonge Street and Carrville/16<sup>th</sup> Avenue KDA, Village Local Centre, Oak Ridges Local Centre, and the Newkirk Local Centre include:

- Reducing minimum parking requirements and, potentially, introducing maximum parking requirements.
- Permitting surface parking lots through temporary use by-laws as a means of implementing a phased development plan, with the understanding that these lots will be eliminated to provide the land area for future phases of development.
- Locating any required short-term visitor parking at the rear of the building, or in the case of a phased development, to the side of the building as a temporary use until the parking lot is subsequently developed.
- Locating any required long-term resident, staff, or fleet vehicle parking in a structured parking facility (either underground or above-ground), so long as the structured parking facility does not occupy the street-level frontage(s) of the site.
- Requiring the use of shared parking between co-located mixed uses.
- Requiring electric vehicle (EV) and EV ready parking spaces and charging infrastructure.
- Requiring the provision of bicycle parking spaces for both long-term (resident, employee) and short-term (visitor) usage.
- Requiring the provision of change and shower facilities for non-residential uses based on a scale corresponding with the number of bicycle parking spaces required (with the scale to be determined, recognizing that smaller developments may be exempted from this provision).

General strategic directions related to parking and loading are contained in Strategic Directions Report #4 and in the draft Parking and Transportation Demand Management Strategy prepared by HDR Transportation Consultants. The following sections address additional directions related to parking management in each of the Centres and Corridors which are the subject of this Report.



### 3.4.1 Parking management in the Yonge Street and Carrville/16<sup>th</sup> Avenue Key Development Area

With reference to the Yonge Street and Carrville/16<sup>th</sup> Avenue KDA, policy 4.4.2.2(1)d of the Official Plan states that:

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

- 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.

In addition, Schedule A1 of the Official Plan identifies a proposed GO station to be located along the eastern edge of the KDA. This proposed station, to be located on the CN Bala Subdivision, will be served by the existing Richmond Hill GO Line.

The City, in partnership with Metrolinx, should examine the opportunity of orienting the proposed Yonge-Street and Carrville/16<sup>th</sup> Avenue GO Station as a community-oriented station that is dependent on walking, cycling, and transit use for station access, as opposed to the current parking-intensive, Regional catchment area commuter rail station model. This could be achieved through the CZBL through a GO transit station-specific zone with maximum parking requirements, including the potential requirement for spaces to be designated for passenger pick-up and drop-off use only.

**RECOMMENDATION:**

14. It is recommended that the CZBL, for the Yonge Street and Carrville/16<sup>th</sup> Avenue KDA, consider:
  - a. Requiring that parking for new major retail developments be located below grade or in structured parking integrated at the rear or side of a building.
  - b. Creating a GO Transit station-specific zone to set maximum parking requirements and, potentially, to designate spaces for passenger pick-up and drop-off use only.

### 3.4.2 Parking management in the Village Local Centre

For the Village Local Centre, policy 4.3.1.3(7) of the Official Plan states that:

Where permitted by the zoning by-law, new development may provide additional parking, in excess of maximum parking rates, provided the additional parking is publicly accessible to satisfy offsite parking needs of existing nearby businesses and community facilities.



Recognizing that the Village Local Centre is designated as a PMTSA, a place that is meant to be transit-oriented with a high non-auto mode split, the provision of additional parking more than maximum parking rates is not desirable. The CZBL will implement rates in accordance with the draft PTDMS for this area. Parking rates beyond these maximums in the Village Local Centre are not recommended to be permitted as of right.

**RECOMMENDATION:**

15. It is recommended that the CZBL, for the Village Local Centre, not permit parking on any site within the area in excess of maximum parking rates established by the draft Parking and Transportation and Demand Management Strategy.

### **3.4.3 Parking management in the Newkirk Local Centre**

The Newkirk Local Centre includes Richmond Hill GO Station, a commuter rail station served by the Richmond Hill GO Line and located northwest of Major Mackenzie Drive East and Newkirk Road. The Station currently includes 2,007 parking spaces, which includes free, paid reserved, and carpool parking spaces.

Policy 4.3.3.1(12) of the Official Plan states that:

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).

In the long-term, the City, in partnership with Metrolinx, should examine the opportunity of reorienting Richmond Hill GO Station from a parking-intensive, Regional catchment area commuter rail station to a more community-oriented station that is dependent on walking, cycling, and transit use for station access. This could be achieved through the CZBL through a GO transit station-specific zone with maximum parking requirements, including the potential requirement for spaces to be designated for passenger pick-up and drop-off use only.

As an additional reference, policy 4.3.3.1(10) of the Official Plan states that:

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.



*RECOMMENDATION:*

16. It is recommended that the CZBL, for the Newkirk Local Centre, consider:
  - a. Requiring the location of commuter parking below grade or in structured parking.
  - b. If the commuter parking is provided in an above-grade facility, then the facility must be screened by liner buildings incorporating a mix of uses.
  - c. Creating a GO Transit station-specific zone to set maximum parking requirements and, potentially, to designate spaces for passenger pick-up and drop-off use only.



## 4 Summary of the Recommendations

This report has provided a background and discussion on a variety of topics that deal with areas which are designated as Key Development Areas (KDAs) and Local Centres and within Richmond Hill.

The following are the strategic direction recommendations on these matters.

1. It is recommended that the CZBL consider harmonizing, to the extent appropriate and possible, existing zones through the creation of:
  - a. A new KDA zone category, with various zones as needed, for the Yonge and Carrville/16<sup>th</sup> Avenue KDA and other KDAs in the future.
  - b. A new Local Centre zone, with various zones as needed, for the Village, Oak Ridges, and Newkirk Local Centres, and other Local Centres in the future.
  - c. Regulations that are the same, where appropriate, across all Key Development Areas and Local Centres, and regulations that are area- and site-specific.
2. It is recommended that the CZBL consider zones and development standards from Zoning By-law 111-17 for the Yonge and Bernard KDA, which could also be applied to the Yonge Street and Carrville/16<sup>th</sup> Avenue KDA and, possibly, Local Centres, including:
  - a. Harmonized zones that permit a range of mixed-uses.
  - b. Minimum and maximum densities, expressed in floor space index (FSI).
  - c. Minimum and maximum heights, expressed in storeys with considerations for also expressing height in metres.
  - d. Maximum streetwall heights and step-back requirements.
  - e. The definition and application of the 45° angular plane.
  - f. Appropriate lot frontage and floorplate area requirements.
  - g. Non-residential uses at-grade and related built form standards.
  - h. Minimum outdoor amenity space requirements for low-, medium-, and high-density buildings.
3. It is recommended that the CZBL consider, with respect to residential dwelling types:
  - a. A zone structure, and associated standards, which is applicable across all KDAs and Local Centres, that recognizes varying intensities and forms of compact residential development.
  - b. A variety of zones permitting low-, medium-, and high-density residential with a range and mix of lot sizes and dwelling types and sizes including three-bedroom family sized apartments, to support housing affordability and aging in place.
  - c. Short-term rental accommodations, as being permitted in residential zones (and mixed-use zones, as may be created in the CZBL) subject to conditions including the maximum length of stay and that the operator be the principal resident of the residence.
  - d. Not permitting new single-detached dwellings in all KDAs and Local Centres.
  - e. Organizing zone standards in a chart format which will deal with regulations such as minimum lot frontage, minimum lot area, setbacks, coverage, landscaping, maximum footprint, and the array of permitted residential building types.
  - f. Standardized definitions for different residential building types and associated standards such as minimum and maximum front yard setbacks and/or build-to-



- zones, minimum and maximum streetwall heights, step backs, and angular planes.
  - g. Establishing minimum lot or site areas for specific permissions and to encourage the consolidation of lands.
4. It is recommended that the CZBL consider implementing Official Plan mixed-use requirements through, but not limited to, the following:
    - a. Establishing minimum mixed-use requirements for buildings, as a percentage of new gross floor area, consistent with long-term targets.
    - b. Creating mixed-used zones, and associated regulations, appropriate for different built contexts, including:
      - i. Low-rise buildings, including those adjacent to surrounding lower-density residential areas and employment areas.
      - ii. Ground and the initial few floors of mid-rise buildings on secondary streets.
      - iii. Ground and the initial few floors of taller buildings on major streets.
    - c. Creating appropriate definitions and regulations for live-work units, and other uses permitted in the Centres and Corridors.
    - d. Accommodating, including through co-location in mixed-use buildings, and regulations for, community uses such as schools and community centres to serve dense and growing populations.
  5. It is recommended that the CZBL consider appropriate regulations to address uses not commonly associated with intensification areas, including automotive service commercial based on the technical report by Gladki Associates Planning, and stand-alone retail, which could continue longer term in locations that are continuing to evolve and intensify.
  6. It is recommended that the CZBL consider, and implement where possible and appropriate, the following general built form regulatory elements, which are consistent with and expand on the findings and recommendations of the Centres and Corridors Building Typology Study, including:
    - a. Minimum and maximum building heights, including base buildings, in consideration of Official Plan minimum and maximum thresholds.
    - b. Minimum building separation dimensions and setbacks.
    - c. Minimum and maximum floor plates.
    - d. First floor building heights and interfaces with the public realm, including pedestrian and vehicular access points.
    - e. Public and private open space interfaces, and general design standards.
    - f. Standards for angular planes, measured from adjacent property lines, or from property lines on the opposite side of an adjacent right-of-way, to control height and improve transition to adjacent areas and buildings.
    - g. A height range for mid-rise buildings, measured in storeys and metres, which is the equivalent of a minimum of five storeys, to a maximum of eight storeys, consistent with the Official Plan. In some areas, angular planes and/or step backs may be used to modify maximum heights and to improve transition to adjacent areas and buildings.
    - h. Exploring a new “tall-mid-rise” building with a height range measured in storeys and metres, which is the equivalent of a minimum of nine storeys, to a maximum of twelve storeys. In some areas, angular planes and/or step backs may be used



- to modify maximum heights and to improve transition to adjacent areas and buildings.
- i. A height range for high-rise buildings, measured in storeys and metres, which is the equivalent of a minimum of nine (or twelve) storeys. Angular planes and/or step backs will be used to modify maximum heights of the tower and/or the base building and to improve transition to adjacent areas and buildings.
  - j. Avoiding inappropriately long horizontal building form for mid-rise and high-rise base-buildings, as prescribed in the Official Plan, and establishing regulations for maximum building length along lot frontages, and requirements for vertical articulation along street-facing mid-rise building facades.
  - k. For mid-rise buildings and the high-rise base-buildings, in retail-oriented mixed-use areas, limiting ground floor residential uses. For residential uses that may be permitted at-grade, requiring dwellings to have entrances directly on the street or public space.
  - l. Controlling the percentage of transparent or semi-transparent glazing on ground floor facades.
  - m. For mid-rise buildings and high-rise base buildings, limiting the projection of balconies along the primary street frontage in commercial or mixed-use zones to achieve appropriate streetwall conditions.
  - n. Minimum outdoor amenity space requirements for low-, medium-, and high-density buildings.
  - o. A minimum site percentage for landscaped areas, landscaped strips, and setbacks, with minimum soil depths.
7. It is recommended that the CZBL implement the minimum and maximum permitted FSI densities established in the Official Plan Amendments through numeric values forming part of the zone and the zone label.
8. It is recommended that the CZBL consider area- and issue-specific planning objectives including:
- a. Protecting for, and maintaining the planned function of, existing and future outdoor gathering places including civic squares, linear parks, and other publicly- and privately-owned publicly accessible open spaces.
  - b. In the Yonge Street and Carrville/16<sup>th</sup> Avenue KDA:
    - i. Protecting for the potential future extension of the Yonge Subway including those lands required for a future station, track, and other related facilities.
    - ii. Anticipating the eventual redevelopment of Hillcrest Mall while reincorporating 90% of the existing retail and commercial floor area into new development.
    - iii. Supporting and implementing the vision of the market promenade as a new pedestrian-oriented streetscape and major destination within the KDA.
  - c. In the Village Local Centre, historic preservation including maintaining the maximum 45° angular plane on Yonge Street to protect significant views of the church spires, and a 30° angular plane is also required to be applied from the property line on the east side of Church Street.
  - d. In the Newkirk Local Centre, addressing and mitigating potential land use compatibility conflicts between the existing employment area on and near Centre Street East and the introduction of sensitive uses (residential, for example) in the Northern Character Area.





9. It is recommended that the CZBL establish or consider regulations, with respect to building height and transition:
  - a. Implementing the required minimum and maximum limits, and context-appropriate limits within ranges provided for in the Official Plan.
  - b. Expressing the height of non-residential ground floors, and potentially other building elements, in metres, and providing minimum and maximum ground floor heights.
  - c. Providing guidance on how to measure, illustrate, and apply angular planes as built form transitions between higher density blocks and adjacent lower density areas.
  - d. Providing guidance, including through illustrations or formulae, for determining maximum permitted heights based on the achievement of maximum densities per development block.
  - e. Including required heights in both storeys and metres on the height overlay map.
  - f. Providing standards that make maximum height and density permissions independent so that one maximum may be achieved without achieving the other.
  - g. Standards for minimum separation distances between and among buildings of various from including the tower portion of high-rise buildings, mid-rise buildings, and low-rise buildings.
  - h. Providing a step back above the high-rise base building, to provide a clearly discernible top to the streetwall and to minimize shadow impact on the public realm, and to ensure that an appropriately human-scaled base building is created.
10. It is recommended that the CZBL consider, with respect to the built form within the Yonge Street and Carrville/16<sup>th</sup> Avenue KDA:
  - a. Maximum and minimum densities, expressed as FSI, to implement the Official Plan ranges and achieve the Provincial density targets, expressed as residents and jobs combined per hectare, for Protected Major Transit Station Areas (PMTSAs).
  - b. Minimum and maximum heights, expressed in metres and storeys, consistent with the Official Plan ranges, and through a height overlay map, which may be independent of the zones.
  - c. Directing the tallest heights to the Yonge Street and Carrville Road-16<sup>th</sup> Avenue intersection and potential future GO Transit rail and Toronto Transit Commission subway stations and regulating maximum heights not to exceed the allocated density of development and the application of the 45° angular plane.
  - d. Height restrictions for interim development, including expansions to existing standalone retail building(s), to support the retention and expansion of existing retail and commercial uses in the KDA.
  - e. Regulations for mid-rise buildings, and the high-rise base buildings, including minimum and maximum front-, side-, and rear-yard setbacks and step backs, and/or angular planes, to achieve a compatible urban form.
  - f. Regulations for maximum building length along lot frontages, and requirements for vertical articulation along street-facing facades, to complement adjacent buildings and to create a well-proportioned, human-scale streetwall, and to avoid inappropriately long horizontal building forms.
  - g. For mid-rise buildings and high-rise base buildings, limiting the projection of balconies along the primary street frontage in commercial or mixed-use zones, to achieve appropriate streetwall conditions.



- h. The following regulations:
    - i. Create standards that do not permit or limit residential uses on ground floors.
    - ii. Require ground floor dwelling units to have entrances on the street or a public space.
    - iii. Control the percentage requirements for transparent glazing of ground floor facades.
    - iv. Require commercial GFA at grade and/or a percentage of GFA.
    - v. Minimum ground floor heights.
    - vi. An active frontage requirement.
    - vii. Minimum width of facade as a percentage of lot.
    - viii. Requirements for principal entrance to be in the ground floor facade facing the street.
    - ix. Minimum outdoor amenity space requirements for low-, medium-, and high-density buildings.
  - i. Minimum setbacks and separation requirements, between buildings on the same site and between buildings on adjacent sites.
  - j. Maximum tower floor plates or areas, determined in consideration of the site area, to limit shadow and wind impacts and to minimize the loss of important views.
  - k. Maximum lot coverage requirements, which also include minimum setbacks, and minimum soft and hard landscaping requirements with minimum soil depths to encourage plant growth.
  - l. To achieve a high-quality open space and landscaping within development sites, requiring specific minimum and maximum setbacks and build-to lines, landscaping requirements and/or setback exceptions for the provision of urban squares and privately-owned publicly accessible spaces.
11. It is recommended that the CZBL consider or establish, with respect to the built form within the Village Local Centre:
- a. Regulations that support and reinforce the historic character of the area, address facade improvements and building renovation, and the redevelopment of sites that are complementary and contextually sensitive to the area.
  - b. Height overlay maps that state the minimum and maximum heights in metres (and storeys), which may be independent of the zones.
  - c. Standards for angular planes, measured from the adjacent property line on the opposite side of the street right-of-way, to control height and improve transition to adjacent areas and buildings and to maintain significant views of the church spires.
  - d. For mid-rise buildings and high-rise base buildings, limiting the projection of balconies along the primary street frontage in commercial or mixed-use zones to achieve appropriate streetwall conditions.
  - e. The following regulations:
    - i. Establish minimum and maximum setbacks and build-to zones.
    - ii. Prohibit or limit residential uses on ground floors.
    - iii. Require ground floor dwelling units to have entrances on the street or a public space.
    - iv. Control the percentage requirements for transparent glazing of ground floor facades.



- v. Require commercial gross floor area (GFA) at grade and/or a percentage of GFA.
  - vi. Minimum ground floor heights.
  - vii. An active frontage requirement.
  - viii. Minimum width of facade as a percentage of lot.
  - ix. Requirements for principal entrance to be in the ground floor facade facing the street.
  - x. Minimum outdoor amenity space requirements for low-, medium-, and high-density buildings.
- f. Establish regulations for maximum building length along lot frontages as well as requirements for vertical articulation along street-facing, mid-rise and high-rise base building facades.
  - g. Establish minimum side and rear setbacks and step backs, to achieve appropriate transitions and separation distances between buildings.
  - h. To achieve a high-quality open space and landscaping within development sites, requiring specific minimum and maximum setbacks and build-to lines, landscaping requirements and/or setback exceptions for the provision of urban squares and privately-owned publicly accessible spaces.
12. It is recommended that the CZBL establish or implement, with respect to the built form within the Oak Ridges Local Centre:
- a. A maximum FSI that will form part of the zone and the zone label.
  - b. Minimum and maximum heights using a height overlay map, which may be independent of the zones.
  - c. Standards for angular planes, measured from adjacent property lines and/or from property lines on the opposite side of an adjacent right-of-way to allow buildings to step back as they rise to maintain views to the skyline to the south, and views and connections to natural features.
  - d. Standards for minimum height, build-to lines, and step backs at Yonge Street and Bloomington Road to assist with the establishment of a gateway focal point at this location.
  - e. Standards for build-to lines or zones along Yonge Street to create a cohesive streetwall, enhance the sense of enclosure along the street, and to provide a setback area adjacent to the public sidewalk.
  - f. The following specifications:
    - i. Create standards that prohibit or limit residential uses on ground floors.
    - ii. Require ground floor dwelling units to have entrances on the street or a public space.
    - iii. Control the percentage requirements for transparent glazing of first floor facades.
    - iv. Require commercial GFA at grade and/or a percentage of GFA.
    - v. Minimum ground floor heights.
    - vi. An active frontage requirement.
    - vii. Minimum width of facade as a percentage of lot.
    - viii. Requirements for principal entrance to be in the ground floor facade facing the street.
    - ix. Minimum outdoor amenity space requirements for low-, medium-, and high-density buildings.



- g. Regulations for maximum building length for mid-rise buildings and high-rise base buildings along lot frontages as well as requirements for vertical articulation along street-facing, mid-rise building facades.
    - h. Minimum side and rear setbacks and step backs and/or angular planes, measured from adjacent property lines.
    - i. To achieve a high-quality open space and landscaping within development sites, requiring specific minimum and maximum setbacks and build-to lines, landscaping requirements and/or setback exceptions for the provision of urban squares and privately-owned publicly accessible spaces.
13. It is recommended that the CZBL establish or implement, with respect to the built form within the Newkirk Local Centre:
  - a. Minimum and maximum heights in metres (and storeys), using a height overlay map, which may be independent of the zones.
  - b. Standards for angular planes, measured from adjacent property lines and/or from property lines on the opposite side of an adjacent right-of-way, to allow building heights to progressively increase away from lands within the Neighbourhood designation.
  - c. A height range for “tall mid-rise buildings” that will permit a new building form that is a bridge between mid-rise buildings (five to eight storeys) and high-rise buildings (currently nine storeys and higher), to achieve a compatible built form in the Southern Character Area.
  - d. Requirements for side and rear (internal) setbacks in accordance with Official Plan policies.
  - e. That the taller component of mid-rise developments, and the tower component of high-rise developments, have a step back above the base building or podium to provide a clearly discernible top to the streetwall and to minimize shadow impact on the public realm, in accordance with the Official Plan and the Centres and Corridors Typology Study.
  - f. To create a well-proportioned, human scale streetwall, and to avoid inappropriately long horizontal building form, as prescribed in the Official Plan, establish regulations for maximum building length along lot frontages as well as requirements for vertical articulation along street-facing facades.
  - g. For mid-rise buildings and high-rise base buildings, limiting the projection of balconies along the primary street frontage in commercial or mixed-use zones to achieve appropriate streetwall conditions to achieve appropriate streetwall conditions.
  - h. Establish the following specifications:
    - i. Ground floor animation in appropriate locations.
    - ii. Minimum and maximum setbacks and build-to zones.
    - iii. Prohibit or limit residential uses on ground floors.
    - iv. Require ground floor dwelling units to have entrances on the street or a public space.
    - v. Control the percentage requirements for transparent glazing of first floor facades.
    - vi. Require commercial GFA at grade and/or a percentage of GFA.
    - vii. Minimum ground floor heights.
    - viii. Active frontage requirement.
    - ix. Minimum width of facade as a percentage of lot.



- x. Requirements for principal entrance to be in the ground floor facade facing the street.
  - xi. Minimum outdoor amenity space requirements for low-, medium-, and high-density buildings.
  - i. To achieve a high-quality open space and landscaping within development sites, requiring specific minimum and maximum setbacks and build-to lines, landscaping requirements and/or setback exceptions for the provision of urban squares and privately-owned publicly accessible spaces.
  - j. To achieve good quality green space and plantings, establishing minimum site percentage for landscaped areas, landscaped strips, and setbacks with minimum soil depths.
  - k. To achieve appropriate and compatible landscape areas, establishing a maximum lot coverage with minimum setbacks and minimum landscaping requirements (both soft and hard).
  - l. Regulations regarding density, minimum lot area, minimum lot width, or minimum lot frontage, to achieve the appropriate level of building intensity on small lots.
  - m. Regulations that prohibit parking in front and side yards and that provide requirements for forms of parking and loading, including provisions for access.
14. It is recommended that the CZBL, for the Yonge Street and Carrville/16<sup>th</sup> Avenue KDA, consider:
- a. Requiring that parking for new major retail developments be located below grade or in structured parking integrated at the rear or side of a building.
  - b. Creating a GO Transit station-specific zone to set maximum parking requirements and, potentially, to designate spaces for passenger pick-up and drop-off use only.
15. It is recommended that the CZBL, for the Village Local Centre, not permit parking on any site within the area in excess of maximum parking rates established by the draft Parking and Transportation and Demand Management Strategy.
16. It is recommended that the CZBL, for the Newkirk Local Centre, consider:
- a. Requiring the location of commuter parking below grade or in structured parking.
  - b. If the commuter parking is provided in an above-grade facility, then the facility must be screened by liner buildings incorporating a mix of uses.
  - c. Creating a GO Transit station-specific zone to set maximum parking requirements and, potentially, to designate spaces for passenger pick-up and drop-off use only.