

**APPENDIX D:  
SUMMARY TABLE OF RECOMMENDED LAND  
USE AND DESIGN FRAMEWORK**

**Framework for Intensification Areas –Summary Table**

The Table below summarizes the recommendations discussed in Chapter 6 Recommended Land Use and Design Framework.

	16 <sup>th</sup> Ave KDA	Bernard KDA	Oak Ridges Local Centre	GO Station LDA	Hospital LDA	Bayview LDA	Yonge Regional Corridor - South	Yonge Regional Corridor – North	Hwy 7 Regional Corridor	Major Mackenzie Local Corridor	Infill Policies for Intersections Along Arterial Roads	Infill Policies for Neighbourhoods
<b>Intent</b> (excerpt)	The area is envisioned to evolve as a hub for office, commercial and residential uses at high densities, building on the existing opportunity of Yonge Street as the Town’s commercial spine. Future development will create a community of street related buildings that provide a pedestrian friendly, safe and vibrant environment. Development plans for large sites will incorporate locations for new streets, parks and amenities.	The long term objective for this Key Development Area is to encourage continued re-urbanization into a mixed use service hub with commercial and other amenities serving the surrounding neighbourhoods and future residential redevelopment along Yonge Street. Re-urbanization will result in a community of street related buildings that provide a pedestrian friendly, safe and vibrant environment. Development plans for large sites will incorporate locations of new streets, parks and amenities.	The intent of the Oak Ridges Local Centre is to define a focal point that will serve as a community core for residents in the Oak Ridges community and to re-direct the focus of the corridor from existing single storey strip commercial uses to a more vibrant, pedestrian-oriented and mixed use activity centre that includes live-work opportunities, small scale sustainable tourism possibilities and environmentally related industries that serve the needs of local residents and visitors to the Oak Ridges Moraine.	This LDA is envisioned to redevelop as a high density mixed-use node focused on the GO Station with primarily residential uses complemented by office employment and ancillary retail/commercial activity. A new community of street related buildings that provide a safe, vibrant, pedestrian friendly environment will be created incorporating new streets, parks and amenities. A defining feature of this LDA will be the opportunity for office employment uses to be situated adjacent to well serviced transit facilities, as well as convenient pedestrian connections to the Downtown.	This LDA is envisioned to evolve into a moderately intense, mixed-use node characterized predominantly by health-oriented employment mixed with residential uses and supported by complementary uses.  New development is anticipated to support ancillary medical facilities to the existing hospital in the form of physician’s and other professional offices, clinics, laboratories, research facilities, institutional uses, as well as residential and retail uses that complement the employment in the area.	The introduction of residential uses at medium density levels, service uses and limited employment into this area together with the redevelopment of commercial uses will allow the area to evolve overtime into a mixed use node, focused on improved Bus Rapid Transit along Major Mackenzie Drive, while providing goods and services for the established community and supporting future residential development in the surrounding neighbourhood including the Newkirk GO Station LDA and the Local Corridor along Major Mackenzie Drive.	Yonge Street south of the Downtown is envisioned to redevelop as an animated, mixed use corridor at densities and built forms lower in scale than at KDAs.	Yonge Street north of the Downtown is envisioned to signal a change in development scale and intensity as the northward section of the Yonge Street Regional Corridor enters the Greenbelt.  This part of the Corridor is envisioned to redevelop as a pedestrian oriented mixed-use corridor containing tower buildings on small floor plates between the Downtown and the Bernard Avenue Key Development Area and buildings with mid-rise building heights north of the Bernard Avenue Key Development Area with an emphasis on a mix of residential uses supported by local retail and employment uses.	Outside of the Regional Centre boundaries, the area between Bayview Avenue to just west of Leslie Street provides the most practical opportunities for mixed use intensification. Redevelopment is intended to provide for the evolution of the area into a mixed-use Corridor characterized predominantly by medium intensity residential and employment uses that support the nearby Beaver Creek Business Park, along with complementary uses including retail and services with an improved public realm that prioritizes pedestrian scale, safety, comfort and mobility. Edge conditions and appropriate transition will be important considerations for redevelopment. Maximum heights will need to comply with flight path requirements associated with the Buttonville Airport.	Intensification along Major Mackenzie Drive will not occur uniformly across the corridor. The intent of redevelopment outside of the Local Development Areas is largely as residential uses with neighbourhood retail and some commercial uses that provide services to the surrounding communities.	In general, it is recommended that development up to four storeys in height may be approved at intersections along arterial roads including intersections with arterial or collector roads, other than Regional or Local Corridors. They are intended to redevelop primarily for residential development along with convenience retail and services, provided that criteria are met and that the development increases convenience for local residents, creating opportunities to reduce vehicular travel.	Richmond Hill is comprised of many neighbourhoods that are located on the interior of the major road network and that are characterized by low-density residential uses. Physical changes in these neighbourhoods are expected to be minimal. However, in some cases, there may be vacant or underutilized properties that could be redeveloped in a way that strengthens the neighbourhood by providing opportunities to reinforce the prevailing development patterns.  Intensification in these neighbourhoods is subject to a set of criteria which will ensure that proposed changes are sensitive, gradual and in keeping with the existing character of these communities. It is recommended that infill development will respect the physical character of the neighbourhood in terms of: <ul style="list-style-type: none"> <li>• Predominant building type and dwelling types;</li> <li>• Building heights, massing and scale;</li> <li>• Size and configuration of lots;</li> <li>• Privacy, sunlight and sky views;</li> <li>• Pattern of streets, lanes and blocks;</li> <li>• Pattern of front, side and rear yard setbacks;</li> <li>• Landscaped open space;</li> <li>• Unique landscape or streetscape features; and</li> <li>• Conservation of heritage buildings, structures and landscapes.</li> </ul> Additionally, development will: <ul style="list-style-type: none"> <li>• Front onto and animate existing public streets;</li> <li>• Enhance the public streetscape and improve the pedestrian experience;</li> <li>• Be grade-related wherever possible;</li> <li>• Locate and screen service areas and garbage storage to minimize the impact on</li> </ul>
<b>Permitted Uses</b>	multi unit residential, townhouses, office, retail, commercial, service and institutional uses in stand alone or mixed use buildings along with parks and open spaces	multi unit residential, townhouses, office, retail, commercial, service and institutional uses in stand alone or mixed use buildings along with parks and open spaces	multi unit residential, townhouses, office, retail, commercial, accommodation, service and institutional uses in stand alone or mixed use buildings along with parks and open spaces	multi unit residential, office, retail, commercial, service and institutional uses in stand alone or mixed use buildings along with parks and open spaces  At this point, the lands north of Major Mackenzie Drive and east of the C.N. rail line are part of the Newkirk employment area. These lands are anticipated to serve as an intensified employment node with some possible mixed use, given the proximity to the GO Station. Residential intensification in this LDA will be encouraged outside of the Newkirk employment area.	<b>Core Hospital Area</b> focusing on medical and related uses <b>Complementary Use Area</b> supporting uses to the hospital but including office, retail, commercial, service and institutional uses, research and laboratory facilities as well as multi unit residential uses, in stand-alone or mixed-use buildings <b>Transition Area</b> – located immediately adjacent to existing residential areas with a range of residential uses including townhouses as well as offices of medical professionals.	multi unit residential, townhouses, retail, commercial, service uses as well as limited office and institutional uses in stand alone or mixed use buildings along with parks and open spaces	multi unit residential, townhouses, office, retail, commercial, service and institutional uses in stand alone or mixed use buildings along with parks and open spaces	multi unit residential, townhouses, grade-related retail, commercial and service uses, as well as office and institutional uses in the base of mixed use buildings along with parks and open spaces.	multi unit residential, townhouses, office, retail, commercial, service and institutional uses in stand alone or mixed use buildings along with parks and open spaces	multi unit residential and townhouse uses in stand alone or mixed use buildings, with grade related office, retail, commercial, service and institutional uses along with parks and open spaces	multi unit residential and townhouse uses in stand alone or mixed use buildings, with grade related office, retail, commercial and service uses along with parks and open spaces.  Secondary suites to be permitted as-of-right subject to the following: <ul style="list-style-type: none"> <li>- 1 secondary suite is permitted per dwelling;</li> <li>-adequate parking is provided;</li> <li>- structure meets all building and fire code requirements; and</li> <li>- any exterior changes to the existing dwelling will be in keeping with the character of the street.</li> </ul>	
<b>Prohibited Uses</b>	Uses which detract from the enjoyment of the public realm such as automotive related uses, drive-through uses, single storey retail, and, outdoor storage facilities should be discouraged.  Townhouses will not be permitted along the Yonge Street frontage.	Uses which detract from the enjoyment of the public realm such as automotive related uses, drive-through uses, single storey retail, and, outdoor storage facilities should be discouraged.  Townhouses will not be permitted along the Yonge Street frontage.	Uses which detract from the enjoyment of the public realm such as automotive related uses, drive-through uses, single storey retail, and, outdoor storage facilities should be discouraged.	Uses which detract from the enjoyment of the public realm such as automotive related uses, drive-through uses, single storey retail, and, outdoor storage facilities should be discouraged.	Uses which detract from the enjoyment of the public realm such as automotive related uses, drive-through uses, single storey retail, and, outdoor storage facilities should be discouraged.	Uses which detract from the enjoyment of the public realm such as automotive related uses, drive-through uses, single storey retail, and, outdoor storage facilities should be discouraged.	Uses which detract from the enjoyment of the public realm such as automotive related uses, drive-through uses, single storey retail, and, outdoor storage facilities should be discouraged.  Townhouses will not be permitted along the Yonge Street frontage.	Uses which detract from the enjoyment of the public realm such as automotive related uses, drive-through uses, single storey retail, and, outdoor storage facilities should be discouraged.  Townhouses will not be permitted along the Yonge Street frontage.	Uses which detract from the enjoyment of the public realm such as automotive related uses, drive-through uses, single storey retail, and, outdoor storage facilities should be discouraged.  Townhouses will not be permitted along the Hwy 7 frontage.	Uses which detract from the enjoyment of the public realm such as automotive related uses, drive-through uses, single storey retail, and, outdoor storage facilities should be discouraged.	Uses which detract from the enjoyment of the public realm such as automotive related uses, drive-through uses, single storey retail, and, outdoor storage facilities should be discouraged.	

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<b>Density (FSI)</b>	2.5 + 0.5 = 3.0	2.5 + 0.5 = 3.0	1.0	2.0 + 0.5 = 2.5	1.5	1.5	2.5	2.0	2.5	1.5	n/a	the surrounding neighbourhood;
<b>Maximum Height equivalent of</b>	15 to 20 storeys in tower form, provided that building mass, density and height is concentrated along Yonge Street with the highest buildings at the intersection of Yonge/16 <sup>th</sup> Ave.  Tall buildings are to be located at major intersections on top of base buildings of a height equivalent of between 4-8 storeys.	15 storeys in tower form, provided that building mass, density and height is concentrated along Yonge Street with the highest buildings along the Yonge St. frontage on the site of the Bernard Terminal.  Tall buildings are to be located at intersections and on top of base buildings of a height equivalent of between 4 to 8 storeys.	4 storeys	15 storeys in tower form.  Tall buildings are to be located along the Major Mackenzie Drive frontage on top of base buildings with a height equivalent of between 4 to 8 storeys.	8 storeys, provided that building mass, density and height is concentrated along Major Mackenzie Drive.	6 storeys, provided that building mass, density and height is concentrated along Major Mackenzie Drive and Bayview Avenue.	15 storeys in tower form, provided that building mass, density and height is concentrated along Yonge Street.  Tall buildings are to be located at intersections and on top of base buildings of between 4 to 8 storeys.	<b>Yonge St. from Downtown to Bernard KDA</b> = 15 storeys in tower form, provided that the building mass, density and height is concentrated along Yonge Street. Tall buildings are to be located at intersections and on top of base buildings of a height equivalent of between 4 to 8 storeys.  <b>Yonge St. north of the Bernard KDA</b> = 8 storeys, provided that building mass, density and height is concentrated along Yonge Street.	11 storeys provided that building mass, density and height is concentrated along Highway 7.	4 storeys	4 storeys	<ul style="list-style-type: none"> <li>• Provide adequate parking, while integrating features such as garages into the design in a discreet manner;</li> <li>• Support sustainability and improve environmental amenity in ways that have functional and aesthetic value; and</li> <li>• Position infill to take advantage of solar heat and reflected light.</li> </ul>
<b>Minimum building height equivalent of</b>	3 storeys	3 storeys	2 storeys	3 storeys	3 storeys	3 storeys	3 storeys	<b>Yonge St. from Downtown to Bernard KDA</b> = 3 storeys  <b>Yonge St. north of the Bernard KDA</b> = 2 storeys	3 storeys	2 storeys	2 storeys	<ul style="list-style-type: none"> <li>- 1 secondary suite is permitted per dwelling;</li> <li>-adequate parking is provided;</li> <li>- structure meets all building and fire code requirements; and</li> <li>- any exterior changes to the existing dwelling will be in keeping with the character of the street.</li> </ul>
<b>Continuous building frontage</b>	Minimum height equivalent of 4 storeys along Yonge & 16 <sup>th</sup> Ave.  Exceptions to this may be where a publicly accessible forecourt or urban square is provided.	Minimum height equivalent of 4 storeys along Yonge St.  Exceptions to this may be where a publicly accessible forecourt or urban square is provided.	Where possible, publicly accessible forecourts or other urban square features should be incorporated into the design of buildings fronting on Yonge St. In other places, a continuous 2 storey building frontage will be built along Yonge St.	Minimum height equivalent of 4 storeys along Major Mackenzie Drive and minimum height equivalent of 3 storeys along Newkirk Road.  Exceptions to this may be where a publicly accessible forecourt or urban square is provided.	Minimum height equivalent of 3 storeys along Major Mackenzie Drive.  Exceptions to this may be where a publicly accessible forecourt or urban square is provided.	Minimum height equivalent of 3 storeys along Major Mackenzie Drive and Bayview Avenue.  Exceptions to this may be where a publicly accessible forecourt or urban square is provided.	Minimum height equivalent of 4 storeys along Yonge Street.  Exceptions to this may be where a publicly accessible forecourt or urban square is provided.	Minimum height equivalent of 4 storeys along Yonge St. from Downtown to Bernard KDA.  Minimum height equivalent of 3 storeys along Yonge St. north of the Bernard KDA.  Exceptions to this may be where a publicly accessible forecourt or urban square is provided.	Minimum height equivalent of 4 storeys along Hwy 7.  Exceptions to this may be where a publicly accessible forecourt or urban square is provided.	Minimum height equivalent of 2 storeys along Major Mackenzie Drive.  Exceptions to this may be where a publicly accessible forecourt or urban square is provided.	Minimum height equivalent of 2 storeys along corridors.  Exceptions to this may be where a publicly accessible forecourt or urban square is provided.	
<b>Tower floorplates</b>	Generally less than 750 m <sup>2</sup>	Generally less than 750 m <sup>2</sup>	n/a	Generally less than 750 m <sup>2</sup>	n/a	n/a	Generally less than 750 m <sup>2</sup>	Generally less than 750 m <sup>2</sup>	n/a	n/a	n/a	
<b>Transition zone apply?</b>	yes	yes	yes	Buildings located adjacent the Newkirk Employment Area to the north will address transition measures.	yes	yes	yes	yes	yes	yes	yes	
<b>Detailed Study required?</b>	Secondary plan or detailed development plan	Secondary plan or detailed development plan	Secondary Plan	Secondary plan or detailed development plan	Detailed development plans	Detailed development plans	Contextual analysis	Contextual analysis	Contextual analysis	Contextual analysis	Detailed development plans equivalent to site plan applications	