

**PARTIALLY APPROVED BY THE LOCAL PLANNING APPEAL TRIBUNAL**

**PER DECISION DATED FEBRUARY 26, 2021, CASE No. PL180073**

# 12

Y O N G E A N D

B E R N A R D

K E Y

D E V E L O P M E N T

A R E A

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## **12.0 Yonge and Bernard Key Development Area Secondary Plan**

### **12.1 Introduction**

#### **12.1.1 Purpose**

The purpose of this Secondary Plan is to further articulate policies to guide the evolution of development in the Yonge and Bernard KDA Secondary Plan area as shown on **Schedule A10** (Secondary Plan Areas) to the Official Plan. The policies in this Secondary Plan are intended to supplement, not replace, the policies of the Part 1 Plan. To accurately understand and interpret all of the policies in this Secondary Plan, they must be read in conjunction with the Part 1 Plan.

This Secondary Plan further articulates the policy framework for enhancing the retail and commercial character of the Bernard KDA through the process of intensification. The policies guide and direct intensification of the Bernard KDA in a manner that will maintain and enhance the existing commercial and retail focus of the area by establishing a greater mix of uses through new development.

Furthermore, this Secondary Plan provides direction to support the continuation of the Bernard KDA's bus terminal function for the City and Region. Additionally, this Secondary Plan acknowledges that the Bernard KDA is an intensification area located within the Settlement Area designation in the Oak Ridges Moraine Conservation Plan and as such, it provides policy direction to ensure that future development is appropriate for this sensitive environment. In order to meet Regional Major Transit Station Area minimum density targets and targeted mix of land use in this area, at build-out this KDA should accommodate a minimum of approximately 4000 residents and 1300 jobs. Based on the planned density in this area, should new development reach the maximum density this Secondary Plan permits, it is estimated that at build-out, the Secondary Plan area may accommodate a population in the range of 10,600 - 11,300 people and employment of approximately 1,500 – 3,000 jobs. These estimates are approximate as assumptions on the average density of people and jobs anticipated were used.

#### **12.1.2 Vision**

The Bernard KDA is envisioned to become the third most intensely developed area in Richmond Hill after the Richmond Hill Centre and the Yonge and 16th KDA. Over time, the Bernard KDA will be transformed into a cohesive complete community through redevelopment that builds on the area's existing assets, and promotes a shift away from the focus on automobile use towards the creation of a transit, cycling, and pedestrian oriented destination. As the lands within the Yonge Street and Bernard Avenue Key Development Area are designated "Settlement Area" in accordance with the Oak Ridges Moraine Conservation Plan, intensification will take place in a manner sensitive to the environment and natural heritage character of the surrounding area. An enhanced streetscape is planned in all quadrants of the Bernard KDA to enhance natural features and integrate low impact development practices into new infrastructure.

The Bernard KDA is envisioned to have three distinct character areas: the Corridor, which reflects the Yonge Street corridor of taller and higher density development; the Interior, the transitional tier of interior development; and the Neighbourhood Edge, the area abutting established residential communities. Through the establishment of the three character areas, the Bernard 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

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destination. The Bernard KDA will build on its assets to evolve into a vibrant place where the community will live, shop, work, and be entertained.

The Bernard KDA is envisioned to become a mixed-use area with a range of building types and forms, including various forms of townhouses, mid-rise and high-rise street related buildings. The highest and most dense buildings are directed along Yonge Street. Heights and densities will transition down from Yonge Street to respect the adjacent lower-rise Neighbourhood. The existing amount of commercial and retail floor space will be maintained and expanded through new development in a more urban format. The area will also provide opportunities for new office and major office development to increase employment opportunities. The planned heights and densities are supportive of a major transit station area as directed by the Growth Plan for the Greater Golden Horseshoe, 2019.

### **12.1.3 Principles**

Three principles reflect the values of the community, the inherent characteristics and qualities of the area, and the policy direction of the Part 1 Plan for the Bernard KDA. These principles set the framework that will guide the transformation of the Bernard KDA.

#### **1. Improve Connectivity**

- a. Provide a fine-grained, walkable street network to improve pedestrian and cycling infrastructure and access to public transit.
- b. Strengthen connections to the existing Greenway System and establish new linear parks and urban plazas to accompany redevelopment.
- c. Create an enhanced streetscape to frame new *development* by providing an improved streetscape environment for pedestrian activity and low impact development practices into new infrastructure.

#### **2. Accommodate Transition**

- a. Maintain and reinforce the stable *low density residential* neighbourhoods through built form policies to ensure intensification takes place in a way that protects and appropriately transitions to established residential neighbourhoods.
- b. Direct the majority of non-residential *development* to the intersection of Yonge Street and Bernard Avenue and along the Yonge Street Corridor to create a central node of commercial activity and public life at the heart of the Bernard KDA.

#### **3. Create Local Identity**

- a. Permit and encourage *development* that will create a vibrant, mixed-use destination that ensures compatibility with surrounding residential areas and that contributes to the animation of Yonge Street.
- b. Encourages the establishment of vibrant, active at-grade street frontages through the provision of *commercial, retail, or community* uses at grade in a mixed-use building format.

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## **12.2 Character Areas**

The vision for the Bernard KDA is to create a more cohesive mixed-use centre with a strong identity, a range of land uses, and new public open spaces, while maintaining and enhancing existing retail uses. To establish this vision, the Bernard KDA is envisioned to have three distinct character areas, each with its own built form and function.

### **Corridor Character Area**

The Corridor Character Area is planned along Yonge Street as shown on **Schedule 1** to this Secondary Plan. This area is envisioned to be comprised of a mix of uses and built forms, with the tallest and most dense buildings encouraged to front Yonge Street to reinforce the creation of a strong Yonge Street Corridor. This area will also provide pedestrian-oriented active at-grade street frontages that provide retail, commercial and other community services to strengthen Yonge Street's main street character.

### **Interior Character Area**

The Interior Character Area is generally planned between the Corridor Character Area and the Neighbourhood Edge Character Area as shown on **Schedule 1** to this Secondary Plan. This area is intended to provide a built form transition from the higher heights and densities along the Corridor to the Neighbourhood Edge Character Area, with a mix of uses such as at grade retail or live/work units to animate the streets and provide a range of housing forms such as townhouses, mid-rise and high-rise buildings.

### **Neighbourhood Edge Character Area**

The Neighbourhood Edge Character Area is generally planned along the existing lower rise residential areas as shown on **Schedule 1** to this Secondary Plan. This area is intended to provide a built form transition between the lower rise established neighbourhoods adjacent to the Bernard KDA and the higher intensity form in the centre of the KDA and along the Corridor.

#### **12.2.1 Mix of Uses**

This Secondary Plan provides policy direction to maintain and enhance the area's retail and commercial functions while enhancing the mix of uses to strengthen residential *development*, *office* and *major office* uses, as well as major retail development over the long-term.

1. *Development* shall be subject to the land use permissions of the Part 1 Plan.
2. In order to achieve complete community goals of this Plan, and the Region's mix of use target for the Major Transit Station Area in which this KDA is located, new *development* which includes one or more "Active At Grade Frontages" as shown on **Schedule 4** is encouraged to allocate a minimum of 15% of its total gross floor area to non-residential uses, such as commercial, retail, office or community uses. In the case of sites with multiple existing and/or planned buildings, the recommended minimum 15% gross floor area can be satisfied within each building or within one single building, or any combination thereof, provided that the overall non-residential gross floor area of the site is at least 15% of the total gross floor area.
3. In addition to the requirements for non-residential uses at grade in a mixed use building format on Yonge Street and Bernard Avenue as described in Policy 4.4.1(5) of the Part 1 Plan, *development* shall provide active at-grade street frontages through *commercial*, *retail*, or community uses at grade in a mixed-use building format along Yonge Street, Bernard Avenue, and along planned local and collector streets as

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shown on **Schedule 4**. *Live-work units* shall also be permitted on active at-grade street frontages along planned local streets.

4. *Development* on lands with existing non-residential uses such as *retail*, office, community, or *commercial* uses, including drive-thru facilities, shall increase or maintain the amount of gross leasable floor area that has been devoted to *those* uses as of November 2017, in order to enhance and support the mixed-use focus of the area.
5. *Development* shall be encouraged to include *office* or *major office* space located above the ground floor of buildings especially along Yonge Street and Bernard Avenue.
6. *Retail*, *commercial* or community uses shall also be encouraged to front onto linear parks and be in a more compact format.
7. Redevelopment within each of the quadrants within the KDA for a mix of uses will consider the variations of the existing conditions in its respective quadrant and the need to phase development accordingly.

### **12.2.2 Height**

As reflected by the three character areas, height and density will decline gradually towards the edges of the Bernard KDA boundaries, as distance increases away from the Yonge Street. The lowest and least dense buildings will be located in areas that abut the Neighbourhood designation.

The height, density and angular plane policies of the Part 1 Plan and this Secondary Plan work together to prescribe an appropriate upper limit for the height of a building, to guide the scale of *development* envisioned in the Bernard KDA.

1. The height of buildings within the Neighbourhood Edge Character area shall be 3 storeys. The height of new buildings within the Interior Character and Corridor Character Area shall be a minimum of 4 storeys.
2. The tallest buildings will generally be concentrated at the Yonge Street and Bernard Avenue intersection and along the Yonge Street corridor.
3. A building may not penetrate the 45 degree angular plane measured from the closest adjacent Neighbourhood designation property line.
4. The maximum height of a building is dependent on not exceeding the allocated density of *development* within the density category of the site, and the application of the height and built form policies of this Secondary Plan and the Official Plan.

### **12.2.3 Density**

The Official Plan directs that the KDA achieve a minimum density of 2.5 FSI and a maximum density of 4.0 FSI overall. . In order to achieve the purpose, vision and principles for development of the Bernard KDA as set out in Sections 12.1.1, 12.1.2 and 12.1.3 of this Secondary Plan, density will be accommodated on specific

**How is Floor Space Index (FSI) determined?**  
As defined in the Part 1 Plan, FSI is the ratio of gross floor area for all buildings on a site to its respective lot area. When calculating FSI, the City considers the total developable site area including any lands that may be dedicated for parkland or public streets.

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development sites and on a Secondary Plan-wide basis in accordance with **Schedule 2** to this Secondary Plan, and subject to compliance with all other policies of this Secondary Plan. Similar to the height strategy and as reflected by the three character areas, the highest densities are directed along the Yonge Street corridor, transitioning down to lower densities adjacent to the Neighbourhood.

1. The deployment of density within the Key Development Area is shown in categories on **Schedule 2** to this Secondary Plan.
2. The maximum site density for *development* within the Key Development Area is shown on **Schedule 2** to this Secondary Plan.
3. In the event a property boundary spans more than one density category, corresponding density permissions will be calculated based on the land area present within each category on a pro-rated basis in accordance with the overall land area of the property, recognizing that a property may have a density less than and/or greater than the density applicable to each land area.
4. Minor adjustments to the location of density boundaries shown on **Schedule 2** to this Secondary Plan shall not require an amendment to this Secondary Plan provided that the intent of this Secondary Plan is maintained.
5. In order to ensure that all development within the KDA is transit supportive, new *development* shall demonstrate that it can support a minimum of 200 residents and jobs per hectare for the development site. This generally translates to a minimum FSI of 1.5 for the site. This policy shall not preclude the redevelopment and expansion of existing uses within the KDA as permitted through the implementing Zoning By-law.

### **12.2.4 Built Form**

#### **12.2.4.1 Street Orientation and Streetwall**

The location and orientation of buildings in relation to the street is important because of the impact on the street at the pedestrian level. A consistent and active street edge is desired.

1. *Development* shall generally orient and place buildings at or near the street edge to animate and enhance the pedestrian realm.
2. Where a continuous streetwall exists within or nearby the Bernard KDA, such as the podiums of buildings along the Regional Mixed Use Corridor, *development* shall generally be sited to maintain and enhance the streetwall.
3. To encourage pedestrian amenities at grade, partial recessing of buildings may be permitted.
4. In accordance with Policy 3.4.1(58) of the Part 1 Plan, *development* shall site towers of high-rise buildings to provide a minimum of half of the required tower separation distance from the adjacent developable lots as shown in Figure 1.

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5. Notwithstanding Policy 3.4.1(59) of the Part 1 Plan, residential buildings 10 storeys or less shall not be required to have a slender floorplate above the podium and policy 12.2.5.1 (6) regarding distance separation between mid-rise buildings shall apply.
6. *Mid-rise* buildings with windows facing a sideyard shall be designed to provide a sufficient separation distance of approximately 15 metres between both proposed and existing buildings and be sited to provide a minimum of half of the required separation distance from the adjacent developable lots to maintain light, view and privacy conditions.

#### **12.2.4.2 Angular Plane and Shadowing**

To ensure appropriate transition to the adjacent Neighbourhood designation and parks, angular plane and shadow analysis requirements have been established.

1. *Development* shall be subject to the angular plane requirements of Policy 3.4.1(55) and 4.4.1(10) of the Part 1 Plan.
2. In the event that the Neighbourhood designation immediately abuts the lot line of lands within the KDA, such as a side-lot or back-lot condition, the angular plane may be measured from 10 metres above grade at the lot line.
3. *Development* adjacent to an existing or planned park shown on **Schedule 3** to this Secondary Plan shall be required to demonstrate that any shadowing of parks is limited, so as to ensure adequate sunlight for plant growth and comfortable public recreational use in the park during the spring and summer seasons (March to September).

#### **12.2.4.3 Views and Gateway Features**

To create a unique sense of place, establishing an attractive urban appearance is key to transforming the Bernard KDA and creating a distinct destination. Establishing new focal points on buildings and properties will help to create a sense of place in the area.

1. *Development* shall provide visual focal points that contribute to a unified theme that may include coordinated building materials, streetscape elements, landscaped spaces, and/or public art.
2. The City's Public Art Policy shall be utilized to determine the provision of public art.
3. *Development* shall be encouraged to provide new public art within linear parks as shown on **Schedule 3** to this Secondary Plan.
4. Distinctive gateway buildings, features and amenity spaces shall be oriented towards the intersection of Yonge Street and Bernard Avenue, and *development* at this intersection shall be designed to include architectural features or materials that contribute to the sense of arrival such as distinct and prominent store fronts with awnings, stand-alone markers, public art, or landscape treatments.

#### **12.2.5 Community Services**

In accordance with Policy 4.1.1(2) of the Part 1 Plan, community services and facilities are encouraged throughout and adjacent to the Bernard KDA to support the needs of the growing centre. To support the

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residents of this area, community services such as schools, recreation centres, libraries, day nurseries, and emergency facilities shall be planned to keep pace with the growing population.

1. Community uses shall be accommodated in a more compact, urban form in accordance with Policy 3.1.7(4) of the Part 1 Plan; accordingly, Policy 4.1.1(4 - 7) do not apply to lands within the Bernard KDA.
2. Community uses shall be encouraged to co-locate on a site or within a building.

### **12.2.6 Housing**

1. A minimum of 35 per cent of new dwelling units within the Bernard KDA shall be *affordable* in order to realize the City and Region's affordable housing targets, and to provide housing that is responsive to the needs of the City's residents.
2. *Affordable* housing shall comprise a mix and range of types, lot sizes, unit sizes, functions, and tenures to provide opportunity for all household types including larger families, seniors and residents with special needs.
3. *Medium density residential* or *high density residential development* on a site shall demonstrate how the minimum 35 per cent *affordable* housing target is met or exceeded over the long term on the site.
4. *High density residential development* on a site shall provide a minimum of 5 per cent of units that contain 3 or more bedrooms.
5. New purpose-built rental housing ~~accommodation~~ will be encouraged and promoted to address rental housing needs.

### **12.3 Parks and Urban Open Space System**

The Bernard KDA parks and urban open space system is shown on **Schedule 3** to this Secondary Plan and is envisioned as a series of linear parks and urban plazas connecting to the larger Greenway System. The linear parks envisioned east and west of Yonge Street will strengthen connectivity and improve passive recreation. Urban plazas will contribute to the character of the Bernard KDA, and are encouraged in areas to complement and support places of greater activity.

This system of parks and urban open space is intended to support mobility and connectivity while improving the public realm and enhancing a sense of place within the Bernard KDA. Additionally, this system is designed to connect the urban environment of the Bernard KDA to the abutting Greenway System and its associated natural heritage features, which include watercourses and *significant woodlands*.

1. The parks and urban open space system shown on **Schedule 3** to this Secondary Plan identifies:
  - a. Greenway System lands along German Mills Creek and the tributary to the Rouge River;
  - b. Linear Parks
  - c. Enhanced Streetscape.
2. In addition to Schedule 3 parks and open spaces, *development* shall be encouraged to provide private urban plazas that are publicly accessible often referred to as POPS.

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3. The City may further articulate design elements that will be used to unify and create an identity for the parks and urban open space system.
4. Minor adjustments to the location of parks shown on **Schedule 3** to this Secondary Plan shall not require an amendment to this Secondary Plan provided that the intent of this Secondary Plan is maintained.

### **12.3.1 Greenway System**

The German Mills Creek is located along the western edge of the KDA, and a tributary to the Rouge River is located along the northern edge of the KDA. These lands are designated Natural Core in the Part 1 Plan and contain key natural heritage and key hydrological features as defined by the Oak Ridges Moraine Conservation Plan (ORMCP), as well as hazard lands. Buffers from Natural Core areas are required to be more specifically defined through a Natural Heritage Evaluation at the time of *development*.

Section 3.2.1 of the Part 1 Plan directs that lands within the Greenway System shall be protected, enhanced, and actively maintained over the long term. These lands are envisioned to become a key connection point between the Bernard KDA and the larger Greenway System to the west and north of the KDA.

1. *Development* and *site alteration* shall be subject to section 3.2.1(1)(18) and section 4.10.5 (Natural Core) of the Part 1 Plan.
2. *Development* and *site alteration* adjacent to natural heritage or hydrological features shall be subject to the natural heritage evaluation requirements of section 3.2.1(1)(27) of the Part 1 Plan and appropriate buffers shall be established in accordance with the Part 1 Plan policies.
3. Notwithstanding Policy 3.2.2.3(7) of the Part 1 Plan, reductions may be permitted to the minimum protection zone (buffer) from the outer limits of *hazardous lands* and *hazardous sites* to the satisfaction of the City and the Conservation Authority to facilitate *development* or *site alteration*. However, no such reduction shall be permitted unless it is demonstrated through a Geotechnical Study, Natural Heritage Evaluation and/or Floodplain Assessment, prepared to the satisfaction of the City and the Conservation Authority, that the *development* or *site alteration* will not pose a risk to human health and safety or property, will not adversely impact upon adjacent properties or infrastructure, and will not have a negative impact on the adjacent *key natural heritage features* or *key hydrological features* and/or their functions.

### **12.3.2 Parks**

A series of public gathering spaces will be created to enhance and complement existing public spaces. These spaces will serve as focal points and will enhance the sense of place within the KDA and over time, will contribute to creating a continuous network of public spaces for the pedestrian and cyclist.

#### **Linear Parks**

Linear Parks are shown on Schedule 3 to this Secondary Plan. Linear parks are public parks intended to provide connections between parks and other community destinations. Linear parks can also be sited to act as a physical, green separation between abutting land uses.

1. Linear parks are planned in the southeast, and southwest quadrants to improve block permeability and strengthen multi-modal connectivity while enhancing the open space within the KDA.

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2. The following criteria shall apply to the location and siting of linear parks:
  - a. Linear parks shall be sited to facilitate pedestrian and cycling connections between destinations such as *commercial* and *retail* areas and transit stations.
  - b. The location of linear parks shall be used to create a visual impression, where applicable, or add to the connectivity of the broader parks and urban open space system.
  - c. To provide for appropriate active transportation and recreation opportunities and to support the scale of *development* permitted:
    - i. The minimum width of the linear park within the south-east quadrant shall be 23 metres, and
    - ii. The minimum width of the linear park within the south-west quadrant shall be 15 metres.

**12.3.3 Urban Plazas**

Urban plazas are privately-owned, publicly accessible spaces that are intended to support areas with a high level of pedestrian activity. Urban plazas are a key component to enhancing the identity and connectivity of the Bernard KDA. Over time, these spaces are intended to function as landmarks that people meet in or use for wayfinding or active transportation purposes.

1. The following criteria shall apply to the location and siting of new urban plazas:
  - a. Urban plazas shall be sited to reinforce a high quality, formalized relationship with adjacent built form, uses and the streetscape.
  - b. Large sites may include a single, large scale urban plaza or a series of smaller urban plazas.
  - c. The location of urban plazas shall be used to create a visual impression or add to the connectivity of other parks or urban open spaces.

**12.3.4 Enhanced Streetscape**

The enhanced streetscape is shown on Schedule 3 to this Secondary Plan. The Enhanced Streetscape is intended to frame new *development* and provide an important and welcoming streetscape environment to allow for cycling infrastructure, wider sidewalks, green stormwater infrastructure, permeable paving and the provision of flexible seating. The enhanced streetscape also presents the opportunity to integrate low impact development practices into new infrastructure.

1. An enhanced streetscape is planned in all quadrants of the Bernard KDA to strengthen the appearance and health of the current street network to support the plan's vision for a walkable and environmentally sustainable community.
2. The enhanced streetscape shall be comprised of the following zones, as shown on Appendix 1 to this Secondary Plan:
  - a. An amenity zone, including enhanced tree plantings, street furniture, enhanced lighting, bio-swales, and/or enhanced landscape plantings, as appropriate.
  - b. A pedestrian travel zone, including a continuous 2 metre minimum and 3 metre desired pedestrian space and enhanced paving patterns and/or permeable paving, as appropriate.

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- c. A spill out zone, including building entries and displays, awnings, public art, landscaping or plazas, as appropriate. Front yard setback requirements will provide for wider sidewalks and contribute to the streetscape enhancements.
3. *Development* shall provide enhanced streetscape components where identified on **Schedule 3**. Enhanced streetscape components may be provided within and/or adjacent to the public right of way.
4. Streetscape design within the enhanced streetscape shall reflect the mixed use character of the KDA, and shall complement adjacent land use and built form.
5. Examples of enhanced streetscape components are provided in **Appendix 2**. The City may consider alternative enhancements where it is demonstrated that the proposed enhancement improves walkability and/or provides suitable environmental benefits.

## **12.4 Connectivity and Mobility**

The vision for the Bernard KDA is to provide for a more connected and multi-modal transportation system. By creating smaller development blocks with the introduction of new streets, more opportunities for movement are provided with less reliance on the arterial streets for site access within the Bernard KDA. Creating a more walkable block structure and introducing a finer grain street network is fundamental to the vision for the Bernard KDA. In accordance with Policy 3.5.1(15) of the Part 1 Plan, which identifies the long-term target transit modal split of 50% in the Regional Centres and Regional Corridors during peak periods, the policies in this section are designed to encourage modal shifts away from single occupant vehicles in favour of more sustainable transportation measures to ensure maximum benefits from transit and active transportation investments. Development levels beyond those projected by this Plan are likely to jeopardize reasonable operations of the existing and planned street network.

1. A fine-grain grid of streets and blocks is fundamental to the vision for the Bernard KDA. The street network and block structure shown on **Schedule 4** to this Secondary Plan has been planned to:
  - a. Introduce more options for moving around the area with less reliance upon Yonge Street;
  - b. Create shorter, more pedestrian-oriented blocks that provide logical and direct connections within the Bernard KDA and between the area and the surrounding Neighbourhood through the provision of pedestrian and cycling connections and new public streets to support active transportation and transit use;
  - c. Support access to the bus rapid transit stations;
  - d. Ensure connectivity and permeability within the Bernard KDA and to the adjacent Neighbourhood;
  - e. Minimize walking distances between the *retail, commercial, office, major office* and community uses within the Bernard KDA and the surrounding Neighbourhood;
  - f. Minimize vehicular access onto arterial streets to maximize their efficiency; and

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- g. Ensure vehicular interconnections between blocks to connect to public roadways to maximize their efficiency, where appropriate.
2. Transportation demand management (TDM) will be critical to achieve a balanced transportation system in the Bernard KDA that provides and promotes attractive modes of travel other than the automobile. Section 12.4.3 of this Secondary Plan outlines the approaches the City shall utilize to implement TDM, in cooperation with York Region and landowners.
3. The street network shown on **Schedule 4** to this Secondary Plan has been evaluated as it relates to the projected population and employment outlined in Section 12.1.1 of this Secondary Plan. While the planned Regional road improvements and proposed street network, coupled with TDM strategies and other transit initiatives, is sufficient to keep pace with the projected population and employment growth, a *development* proponent may be required to monitor traffic conditions and modal splits, to prepare detailed studies to address area-specific or site specific transportation issues.

#### **12.4.1 Active Transportation**

The Bernard KDA is envisioned as a cycling and pedestrian-oriented, compact and mixed-use environment. A key component of realizing this vision is to promote active transportation as a desirable way to travel within the Bernard KDA. Fostering active transportation connections adds to the identity of the Bernard KDA as a unique place within the City that people will want to visit. This Secondary Plan outlines the active transportation framework envisioned for the area.

#### **Pedestrian and Cycling Connections**

Pedestrian and cycling connections provide an opportunity for a finer-grained active transportation network. Portions of the Bernard KDA provide opportunities to create pedestrian-scaled blocks, while other portions have larger blocks where opportunities exist to improve connections. Where feasible, cycling facilities shall have their own dedicated right-of-way to increase the level of safety and comfort for cyclists.

1. The Bernard KDA shall be planned to establish a well-connected system of pedestrian and cycling routes and streets as shown on **Schedule 4** to this Secondary Plan.
2. *Development* in the Bernard KDA shall provide for a 2 metre minimum pedestrian space on both sides of the streets as shown on **Schedule 4**, and 3 metre pedestrian space is desired along Yonge Street.
3. *Development* shall incorporate or enhance the planned pedestrian and cycling connections shown on **Schedule 4** to this Secondary Plan.
4. Cycling facilities are proposed along Bernard Avenue, Canyon Hill Avenue, Leyburn Avenue, and Yorkland Street. Cycling facilities are planned to be accommodated on streets and linear parks shown on **Schedule 4** to this Secondary Plan.
5. Pedestrian connections within and between sites and cycling connections shown on **Schedule 4** shall be designed to incorporate:
  - a. Appropriate pedestrian-scaled lighting;

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- b. Landscaping, where possible, that is consistent with Crime Prevention Through Environmental Design (CPTED) principles of design and Accessibility for Ontarians with Disabilities Act (AODA) requirements;
  - c. Appropriate signage with clear and legible directions;
  - d. Sufficient width to provide sky-view within the connection, and
  - e. Connections to destinations such as public trails, parks, urban plazas, transit stations, community uses and the adjacent Neighbourhood. These connections include but are not limited to those identified as “Potential Trails” on Schedule 3.
6. The York Region Transportation Master Plan, the City’s Pedestrian and Cycling Master Plan and the City’s Urban MESP shall be utilized to plan for pedestrian and bicycle connections.

### **Bicycle Parking and Other End-of-Trip Facilities**

7. *Development* shall provide street furniture or end-of-trip cycling facilities, including but not limited to secure, indoor bicycle parking, shower and change facilities, long-term bicycle parking at grade, and other amenities in accordance with the City’s Zoning By-law and approved Sustainability Metrics.
8. Adequate and sheltered public bicycle parking shall be provided, where feasible, in accordance with the City’s Zoning By-law and approved Sustainability Metrics.
9. Short-term (visitor) bicycle parking facilities shall be located near the entrance of the building, where feasible, and to the satisfaction of the City.

### **12.4.2 Transit**

The Bernard KDA is well served by local and regional transit. A supportive transit system encourages ridership. Transit riders often walk or bike to or from transit stops, providing physical activity. Bus Rapidway Transit (BRT) featuring dedicated bus lanes will run along Yonge Street through the Bernard KDA. As Yonge Street forms the spine of Richmond Hill, the planned BRT service will provide an important rapid transit connection for the City. Local York Region Transit (YRT) services will continue to evolve with growing transit demands and the Bernard Bus Terminal will maintain its function as a transit hub for several YRT routes.

### **Bus Rapidway Transit (BRT)**

BRT stations are planned at the intersection of Yonge Street and Bernard Avenue in the Bernard KDA as identified on **Schedule 4** to this Secondary Plan.

1. *Development* shall support transit by:
  - a. Ensuring a mix of uses consistent with the Part 1 Plan, including employment uses to draw peak ridership in the morning and afternoon and destination uses such as *retail, commercial*, and arts and cultural facilities to draw ridership during off-peak hours.
  - b. Siting entrances close to the edge of the right-of-way and providing landscaping that animates the pedestrian realm, where appropriate.

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- c. Ensuring a transit-supportive built form and site density in accordance with Schedule 2 to this Secondary Plan.
  - d. Implementing the finer-grained street network as identified in this Secondary Plan.
  - e. Implementing appropriate on site connections to the pedestrian/cycling network.
2. The City will work with York Region to ensure that *development* is well connected and integrated into the planned pedestrian and cycling network along Yonge Street.

### **Bernard Bus Terminal**

3. *Development* within the KDA shall support the potential redevelopment of the Bernard Bus Terminal as an integrated use serving the Bernard KDA including the potential configuration of bus facilities integrated into the development of the future street network and/or integrated into a mixed-use building within the KDA. The ultimate size and location of the Bus Terminal shall be determined in consultation with the transit authority and all other stakeholders, ensuring maximum utility and efficiency of service over the long term in compliance with this Secondary Plan and through an environmental assessment, if one is required. Any additional land that is required to support the transit terminal shall be acquired by the Region, as permitted by the *Planning Act*. For greater clarity, the owner providing the land to the Region for the Bernard Bus Terminal shall be reasonably compensated for the fair market value of the land provided using all funding mechanisms available, including but not limited to cost sharing agreements amongst all owners of land within the KDA.

### **12.4.3 Transportation Demand Management (TDM)**

The goal of Transportation Demand Management (TDM) is to reduce the amount of travel by decreasing the need to travel, shifting travel away from the single occupant vehicle, and peak period travel. This Secondary Plan facilitates TDM by planning for appropriate *intensification* and a mix of uses that supports increased transit use. An improved pedestrian environment, pedestrian and cycling connections, and a system of parks and urban open spaces will provide more travel options and encourage more people to walk or cycle to shops, services and transit stops. Municipal TDM opportunities within the Bernard KDA will be explored to provide further support for end of trip mobility options.

1. The City shall encourage and support implementing car-share facilities in the Bernard KDA.
2. The City shall encourage and support implementing bike-share or other micro-mobility facilities to offer opportunities for short distance trips to be made by employees or residents.
3. The City may introduce public bicycle parking within the enhanced streetscape.
4. The City may establish a system of thematic wayfinding signage for the Bernard KDA to emphasize the proximity of destinations within each quadrant and serve as a branding opportunity.
5. *Development* shall be required to prepare and implement a TDM Strategy to the City's satisfaction, which must incorporate, but shall not be limited to, any or all of the following:

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- a. Cycling infrastructure and end-of-trip infrastructure such as secure bicycle storage and shower and change room facilities;
- b. Secure public bicycle parking;
- c. Bicycle maintenance facilities;
- d. Dedicated cycling routes internal to the site to and from key destinations;
- e. Connections to existing municipal bicycle network;
- f. Pedestrian amenities, such as treed sidewalks, benches and marked crossings;
- g. Continuous pedestrian linkages to minimize pedestrian walking distances;
- h. Functional building entrances oriented to locations where pedestrians, cyclists, and transit users arrive such as a street, park, or urban plaza;
- i. Subsidized transit passes or pre-loaded transit cards for new residents and/or employees;
- j. Pick-up/drop-off spaces;
- k. Preferential carpool parking;
- l. Varying hours of work to reduce peak hour loads;
- m. Commitment to participate in residential or workplace TDM program;
- n. Commute trip reduction programs;
- o. Maximum parking rates;
- p. Dedicate spaces to priority uses;
- q. Unbundle parking spaces from lease agreement;
- r. Transportation marketing services;
- s. The TDM Strategy may also include, but shall not be limited to, any of all of the following:
  - i. Additional long-term bicycle parking (beyond minimum requirements);
  - ii. Improved access to long-term bicycle parking;
  - iii. Enhanced short-term bicycle parking;
  - iv. Public bicycle share spaces;
  - v. Shared bicycle fleet and subsidization of the service provider to encourage expansion to new areas;

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- vi. Weather protection along street frontages adjacent to transit stops;
  - vii. Shuttle bus service, provided and operated by the development;
  - viii. Employer shuttles or vanpools supported by preferential parking;
  - ix. Electric vehicle charging stations or rough-ins;
  - x. Paid parking for non-residential uses;
  - xi. Other innovative strategies (i.e. valet, off-site parking, agreements, rented parking);
  - xii. Location of off-street parking / overflow parking plan;
  - xiii. Technology that displays general transit information (e.g. information to resident, employees and visitors about transit, rideshare and taxi services, bicycling facilities, and overflow parking options);
  - xiv. Technology that displays real-time transit information (e.g. next vehicle arrivals, current schedules, detours, etc.);
  - xv. Multimodal wayfinding signage;
  - xvi. Other measures that may be identified.
6. In addition to the Transportation Demand Measurements outlined above, reductions in parking supply may be permitted through:
- a. The provision of publicly accessible car-share parking spaces with implemented car-sharing programs, to the satisfaction of the City of Richmond Hill.
  - b. The consideration of shared parking supply between office and residential visitor uses situated in the same parking facility under one property owner.

Such reductions shall be permitted at the sole discretion of the City; upon the provision of a satisfactory Transportation Planning Study and Transportation Demand Management Strategy; and in accordance with rates and formulas prescribed in the City's most current Parking Strategy.

#### **12.4.4 Public Streets**

Streets represent important public spaces and aid in shaping the experience and identity of a place. More than a road to move vehicular traffic, a street defines and considers all of the elements that combine to create the quality and character of the "urban room" that contains the street: sidewalks, trees, lighting, furnishings, signage and the character and quality of the buildings that define the streetwall. Given that a culture of walking and cycling is fundamental to achieving a successful Bernard KDA, streets must be designed to balance pedestrian, cycling, transit, land use and civic functions, in addition to the movement of vehicles.

1. The intent of the hierarchy of streets shown on **Schedule 4** to this Secondary Plan is to identify the characteristics that will be fostered to create pedestrian and cycling oriented streets. Additional private streets and pedestrian paths are encouraged to be provided in order to supplement the planned network

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for this area. The cross-sections shown in **Appendix 1** to this Secondary Plan illustrate the intended character shall be utilized to inform detailed design.

2. Streetscapes shall be designed with high-quality design elements to improve the character of the Bernard KDA and enhance the appearance, health, and enjoyment of the urban landscape.
3. The streets shown on **Schedule 4** to this Secondary Plan include existing and planned arterial, collector and local streets that are required to support the long term development of this area.
4. In addition to streets, the Bernard KDA includes pedestrian and cyclist connections.

#### **12.4.4.1 Regional Arterial Street**

Yonge Street is an existing arterial street and will remain a primary street framed by buildings along the majority of its length through the Bernard KDA. Vehicular access to Yonge Street shall be limited and generally provided from collector or local streets where access consolidation is not feasible, to the satisfaction of York Region.

1. Yonge Street shall have a maximum right-of-way width of 45 metres.
2. Characteristics for Yonge Street in the Bernard KDA include:
  - a. Dedicated bus lanes in the centre median.
  - b. Two vehicle travel lanes in each direction.
  - c. Left turn lanes at signalized intersections.
  - d. 2 metre minimum and 3 metre desired pedestrian space.
  - e. The pavement is marked at all signalized intersections to define pedestrian cross walks.
3. Pursuant to a comprehensive area-wide parking strategy, the City will work cooperatively with York Region to investigate the provision of on-street parking in off-peak hours.
4. *Development* shall be designed to protect for a potential new signalized intersection on Yonge Street, north of Bernard Avenue, subject to the review of York Region.

#### **12.4.4.2 Collector and Local Streets**

Collector and local streets provide linkages within the Bernard KDA or to the adjacent Neighbourhoods as described in the Part 1 Plan. ~~Collector and local streets are shown on **Schedule 4** to this Secondary Plan.~~

1. Characteristics for collector and local streets include:
  - a. Sidewalks on both sides;
  - b. Cycling facilities.
  - c. On-street parking on one side, and on two sides where feasible. Permeable paving may be included, as appropriate.

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- d. Enhanced streetscape components as per section 12.3.3~~4~~.
2. Collector and local streets for the Bernard KDA are conceptually shown on Schedule 4 to this Secondary Plan.
3. The location, alignment, layout and width of the streets may differ from what is shown conceptually on Schedule 4, and may be adjusted to address existing uses, access and easement agreements.
4. Minor adjustments to the location of streets shown on **Schedule 4** to this Secondary Plan shall not require an amendment to this Secondary Plan provided that the intent of this Secondary Plan is maintained.
5. Collector streets and local streets shall be designed in accordance with section 3.5.5 and 3.5.6 of the Part 1 Plan.
6. New collector and local streets shall be acquired through the development process to provide for a finer grained street network in accordance with the Part 1 Plan.
7. The use of a stratified public street or private street with public access easement for vehicles, pedestrians, and cyclists may be considered in lieu of conventional public street provide that:
  - a. There is a Council approved policy permitting the use of a stratified public street or private street for such purpose;
  - b. It can be demonstrated that the provision of a conventional public street would adversely affect the developability of a site;
  - c. It protects, and does not impede, the City's ability to operate, service, maintain, and replace infrastructure, services and utilities in the stratified public or private street; and,
  - d. It maintains the functionality and characteristics listed in section 12.4.4.2.1 and is designed in accordance with section 12.4.4.2.5.
8. The appropriateness of a stratified public street or private street with public access easement for vehicles, pedestrians, and cyclists shall be determined during the detailed planning phases subject to the requirements outlined in 12.4.4.2.7
9. Naughton Drive currently has restricted access to Yonge Street. As *development* occurs along the northwest quadrant of the KDA, and the new Abitibi Road extension is secured, the portion of Naughton Drive from Abitibi road to Yonge Street may be removed and become developable land.

### **12.4.5 Private Streets**

1. Private streets shall be designed to function and appear the same as public streets, including being designed in accordance with the City's design standards and providing connectivity between sites.

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**12.4.6 Access**

1. Where feasible, *development* shall consolidate accesses between properties to minimize the impact of servicing and loading. The need for interconnection between properties shall be determined by the City and/or Region, including public easements to allow cross property access.

**12.4.7 Encroachments**

1. The following temporary or semi-permanent encroachments into the public realm, including onto or over public sidewalks, or parks, may be considered subject to appropriate approvals by the City or York Region:
  - a. Awnings;
  - b. Outdoor cafés and seating for restaurants; and
  - c. Semi-permanent structures, including entry features, arcades and perpendicular signage attached to the building.

2. Any permitted encroachment, whether temporary or semi-permanent, shall be established by the City on a site-by-site basis through the City's encroachment permit application process.

**12.4.8 Parking**

Parking infrastructure is a component of the overall transportation system and is used to support the vision for the Bernard KDA as a mixed-use, pedestrian-oriented area. Parking rates and related requirements shall be specified in the implementing zoning by-law and shall be informed by the City's Parking Strategy.

1. The City, in cooperation with York Region, shall investigate the opportunity and appropriateness of implementing on-street lay-by parking on Yonge Street and local and collector streets.
2. *Development* shall locate parking below grade or where it is not feasible, in structured or surface parking at the rear or side of a site in accordance with Policy 3.4.1(49) and (50) of the Part 1 Plan. Parking for new *major retail development* shall be required to locate below grade or where it is not feasible, in structured parking integrated at the rear or side of a building in accordance with Policy 4.4.2(2) of the Part 1 Plan.
3. Where permitted, above grade structured parking shall be integrated within the podium of the building, subject to Policy 12.4.8.4, and where feasible, the ground floor portion of the podium that faces a street or open space shall be occupied by *commercial, retail* or community uses, to provide at grade animation of these spaces.
4. The façade of an above-grade parking structure shall be well designed to appear as a fenestrated building, with well-articulated openings and high-quality materials, subject to review through the development process.
5. In order to reinforce streets as important public spaces, the locations of parking, driveways, service entrances and loading areas shall be carefully considered and coordinated with the locations for pedestrian entrances. Parking facilities, service access points, loading areas and any visible waste containers and/or mechanical equipment should be located in a manner that has a minimal physical impact on sidewalks and

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accessible open spaces. *Development* shall, where feasible, provide shared access at the side and/or rear of buildings to aid in providing for these functions.

## **12.5 Implementation**

### **12.5.1 Community Improvement Plan**

1. Lands within the Bernard KDA may be identified as part of a Community Improvement Plan Area.
2. The City shall consider the preparation of a Community Improvement Plan or a series of Community Improvement Plans, in order to identify public realm improvement priorities and establish programs to assist the private sector in improving their properties.
3. The following programs may be considered by the City as part of the Bernard KDA Community Improvement Plan:
  - a. A program to promote *office* or *major office* uses to locate within the Bernard KDA.
  - b. A program to promote enhanced landscape treatments to improve the image of the Bernard KDA.
  - c. A program to promote *affordable* housing.
  - d. Other programs as determined by Council.

### **12.5.2 Monitoring**

1. The City shall monitor key statistics on an ongoing basis to determine the following:
  - a. Population and employment growth within the area;
  - b. The uptake of the density distribution shown on **Schedule 2** of this Secondary Plan;
  - c. The mix of uses within the area;
  - d. The amount, range, and size (total gross floor area) of non-residential uses;
  - e. Travel characteristics, modal split, and implementation of transportation demand management measures;
  - f. The supply and demand of vehicular and bicycle parking;
  - g. The provision of municipal infrastructure to support growth within the KDA; and
  - h. The percentage of new *affordable* housing units across the Bernard KDA.

Key statistics may include gross floor area, *dwelling units*, and number of people and jobs added within the Secondary Plan Area.

2. Over time, the City shall monitor if and how *development* contributes to the achievement of the vision, principles, and policies of this Secondary Plan, and identify emerging priorities and initiatives to ensure the policies of this Secondary Plan remain relevant.

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**12.5.3 Land Acquisition**

1. The City may acquire lands for public uses, such as: parks and environment protection, parking or access, (whether for streets or parking facilities), through one or more of the following mechanisms:
  - a. Acquisition in accordance with Provincial legislation;
  - b. Working with the Provincial Government, York Region, and Toronto and Region Conservation Authority to acquire land;
  - c. Encouraging landowners to dedicate or bequeath lands;
  - d. As a condition of *development* approval;
  - e. Land exchanges with the City and/or other landowners;
  - f. Easements registered on title;
  - g. Public purchase; and
  - h. Any other available means.

**12.5.4 Zoning By-laws**

**12.5.4.1 General**

1. An Implementing Zoning By-law for the Bernard KDA shall provide the appropriate zoning provisions and *development* standards to implement the policies of the Bernard KDA Secondary Plan.
2. Any reference to the Zoning By-law within this Secondary Plan should also be interpreted to apply to a Development Permit By-law in accordance with Section 5.16 of the Part 1 Plan, should the City adopt such a by-law for this area.

**12.5.4.2 Holding By-law**

The density allocations in Schedule 2 of this Secondary Plan are premised on the provision of an appropriate mix of uses and the servicing required to support the cumulative growth forecasted for this KDA. From a transportation perspective, in order to accommodate a combined population in excess of 10,400 residents and jobs, the analysis assumes that certain modal splits within the KDA and outside of the KDA will be achieved, and that the following Region of York Capital projects are completed to support the full buildout of the KDA:

- a) Highway 404 HOV expansion (Highway 7 to Stouffville Road)
- b) Yonge Street Rapidway (Highway 7 to 19<sup>th</sup> Avenue)
- c) Leslie Street road widening (19<sup>th</sup> Avenue to William F. Bell Parkway)
- d) Elgin Mills Road East grade separation over the CN Rail Corridor
- e) Elgin Mills Road West road widening (Bathurst Street to Yonge Street)
- f) 19<sup>th</sup> Avenue road widening (Bayview Avenue to Leslie Street)
- g) Bathurst Street road widening (Major MacKenzie to Gamble Road)

While at the time of approval of this Secondary Plan most of these projects are under construction, the City will need to monitor the status of the remaining projects to ensure that future growth within the KDA is supported

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by the identified transportation infrastructure. Similarly, the City will need to monitor the achievement of modal splits through the development approval process.

From a mix of use perspective, the analysis assumes that there is an increase in non-residential GFA to support achievement of transportation modal splits, and at a minimum, there is no net loss of non-residential GFA.

Accordingly, *development* shall be subject to a holding by-law to ensure orderly development within the KDA.

1. The lifting of the “H” will be subject to a requirement that a *development* proponent prepare and submit, in addition to all other studies and reports required for a complete application, a transportation planning study which demonstrates to the satisfaction of Council or other approval authority that the proposed *development* meets all of the required conditions prescribed for the applicable development scenario contained in the following table:

Scenario	The overall KDA combined population and jobs (existing and approved development <sup>1</sup> ) along with the proposed <i>development</i> is:	And, the Regional Projects (a-f) listed above are constructed	And, the KDA & Yonge Corridor minimum modal split <sup>2</sup> is...	And the minimum modal splits <sup>2</sup> along Bayview and Bathurst corridors are...	And, Regional Project (g) <sup>3</sup> listed above is included in the Region of York Capital Plan:
A	Under 10,400 residents and jobs combined.	n/a	n/a	n/a	n/a
B	Between 10,400 and 12,650 residents and jobs combined.	✓	30% min.	20% min.	n/a
C	Between 10,400 and 12,650 residents and jobs combined.	✓	17% min.	11% min.	✓
D	Greater than 12,650 residents and jobs combined.	✓	30% min.	20% min.	✓

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<sup>1</sup>“Approved development means development for which a building permit has been issued by the City to allow construction to proceed.

#### **<sup>2</sup>Clarification on Modal Split**

Modal split can be calculated using TTS data, transit ridership data and auto trips and applied on a screenline approach, individual corridor and or traffic zones. If identified modal split targets have not been achieved other suitable measures can be used to demonstrate increase in non-auto travel or increase in road capacity.

#### **<sup>3</sup>Regional Project (g)**

Should a future Regional Municipal Comprehensive Review or Transportation Master Plan update indicate this is improvement is no longer required this item will be removed from the Holding Provision.

2. The lifting of the “H” will be subject to a requirement that prior to the approval of any proposed new development, the proponent demonstrate to the satisfaction of Council that a mix of land uses is provided on the site, including plans that will ensure the replacement of any existing non-residential gross floor area which would be displaced as part of the proposed development, in accordance with policies provided in Section 12.2.1.

### **12.5.5 Subdivision of Land**

1. Subject to Policy 12.4.2, where a *development* application is proposed on lands within the Secondary Plan that include a planned street, linear park, and/or the Bernard Bus Terminal (shown in its current location on Schedules 3 and/or 4), the City may require that the proponent submit an application for Plan of Subdivision, or where deemed appropriate, an application for consent to sever, where permitted by the Planning Act. Where an application for a Plan of Subdivision or consent to sever is required, the City or other approval authority may require that lands be conveyed to the City and/or Region for such purposes as authorized by Section 51(25) of the Planning Act, so as to ensure that the planned infrastructure required to support growth within the KDA is achieved.

### **12.5.6 Site Plan Control**

1. As part of the Site Plan Control process, the City may include conditions of approval requiring reciprocal easements in perpetuity between properties or public access easements to ensure connectivity is maintained between *development* that fronts onto private streets.

### **12.5.7 Servicing**

The City’s Urban MESP completed in 2014 determined that the City’s existing water distribution system is generally sufficiently sized to accommodate the planned intensification within the Bernard KDA. This analysis was confirmed through the background work conducted prior to the adoption of this Secondary Plan. Further refinements to the system will be required at the time of development when additional site plan information is available.

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The City's 2014 Urban MESP did not identify any issues regarding the capacity of the existing storm sewer network within the area of the Bernard KDA. With the development of new streets, additional storm sewers will be required to safely convey the runoff from the roadways to an appropriate outlet and to provide safe access of the roadways. The proposed storm sewers will be designed as per the City's standards.

The sanitary servicing analysis indicates that there is sufficient existing and future reserve capacity in the current sanitary collection system to service the northeast, northwest and southeast quadrants of the KDA. The existing sanitary sewer (Reach C) servicing the southwest quadrant of the KDA will need to be upgraded to accommodate growth within this portion of the KDA. The capacity analysis will be refined at the time of development, based on additional site plan information and based on the recommendations of the Urban MESP Update Study.

1. *Development* shall be required to submit a Functional Servicing Report in accordance with the requirements of Policy 5.3(7)(d) of the Part 1 Plan to demonstrate conformity with the recommendations of the City's Urban MESP. The Functional Servicing Report shall, without limitation, address adequacy of the storm, sanitary and water systems, stormwater management including *development* impacts to groundwater and surface water resources. The Functional Servicing Report shall include supporting Geotechnical, Hydrogeological and Water Balance studies in accordance with the recommendations of the City's Urban MESP. The Geotechnical and Hydrogeological Report may be subject to peer review to strengthen the level of oversight of the development process.
2. *Development* shall incorporate sustainable water conservation technologies and low impact development measures for stormwater volume control in accordance with the City's approved Sustainability Metrics and the City's Urban MESP.
3. Should Council approve a Community Energy Plan for District Energy in the Bernard KDA, *development* shall design new buildings for district-energy readiness in accordance with the City's Community Energy and Emissions Plan.

### **12.5.8 Bonusing (Bonusing By-laws)**

1. Notwithstanding Section 5.5, Bonusing By-laws are not permitted for *development* within the KDA.

NOTE: This policy implements Bill 108 changes to the Planning Act. On a date to be prescribed by the Planning Act or once the City's Community Benefits Charge By-law is in effect (whichever is sooner) section 5.5 of the Part 1 Plan will no longer be in effect. The density and height permissions represent the maximum growth for this KDA, and have been developed and approved with the understanding that the Planning Act as amended by Bill 108 is in full force and effect.

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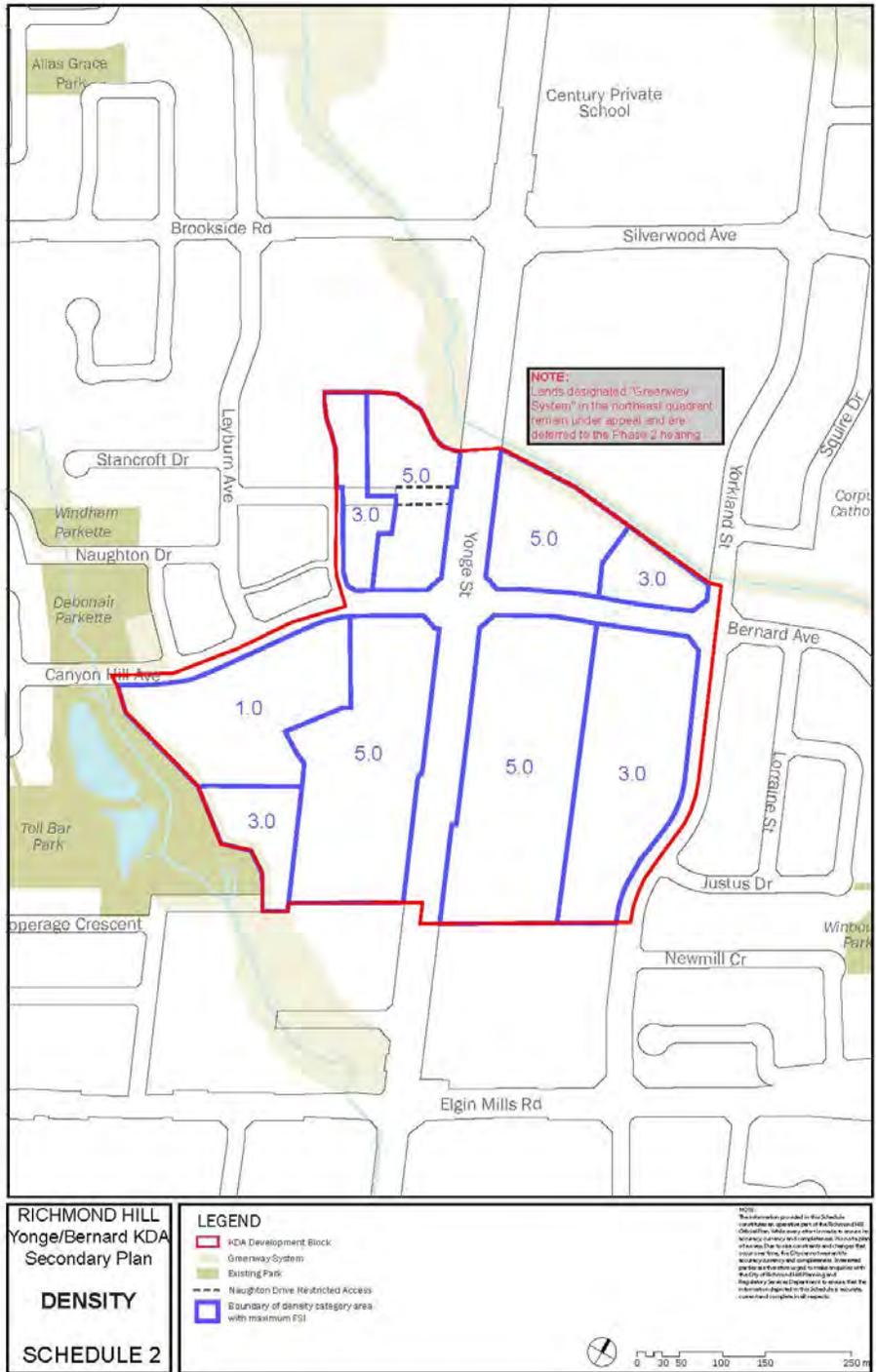
Schedule in effect for lands west of Yonge Street only



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**Schedule in effect for lands west of Yonge Street only**



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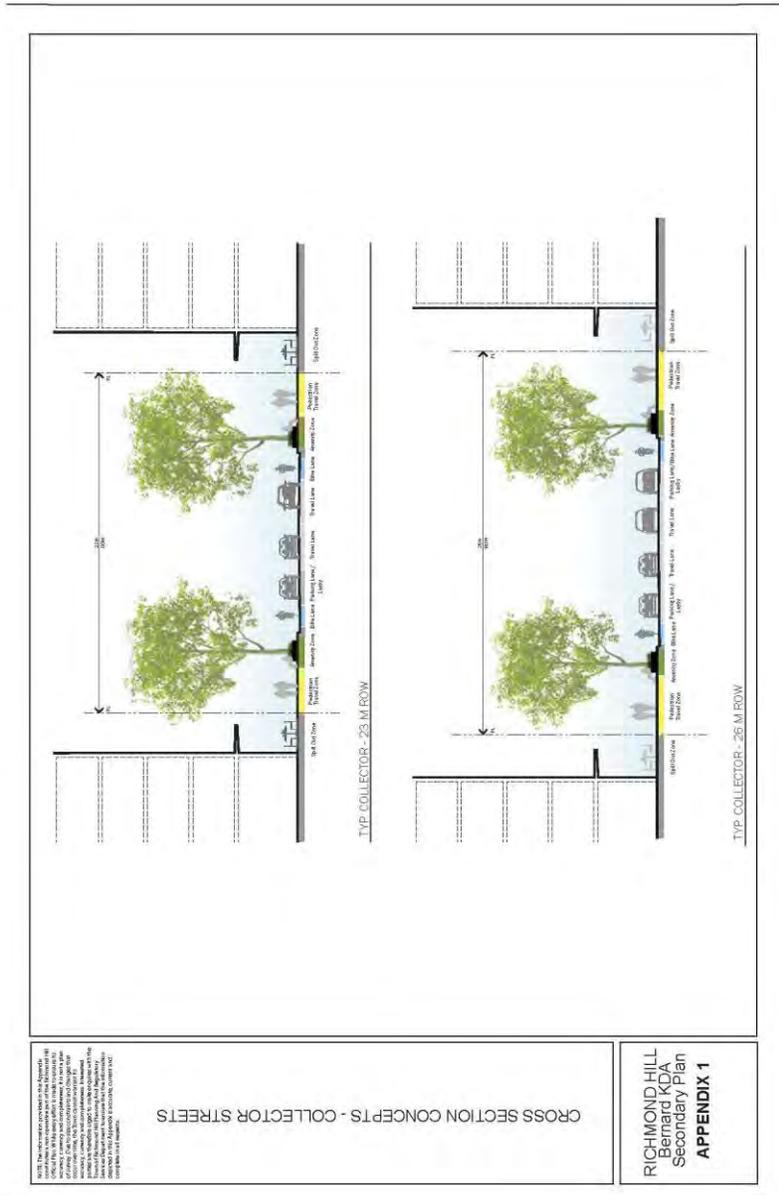
Schedule in effect for lands west of Yonge Street only





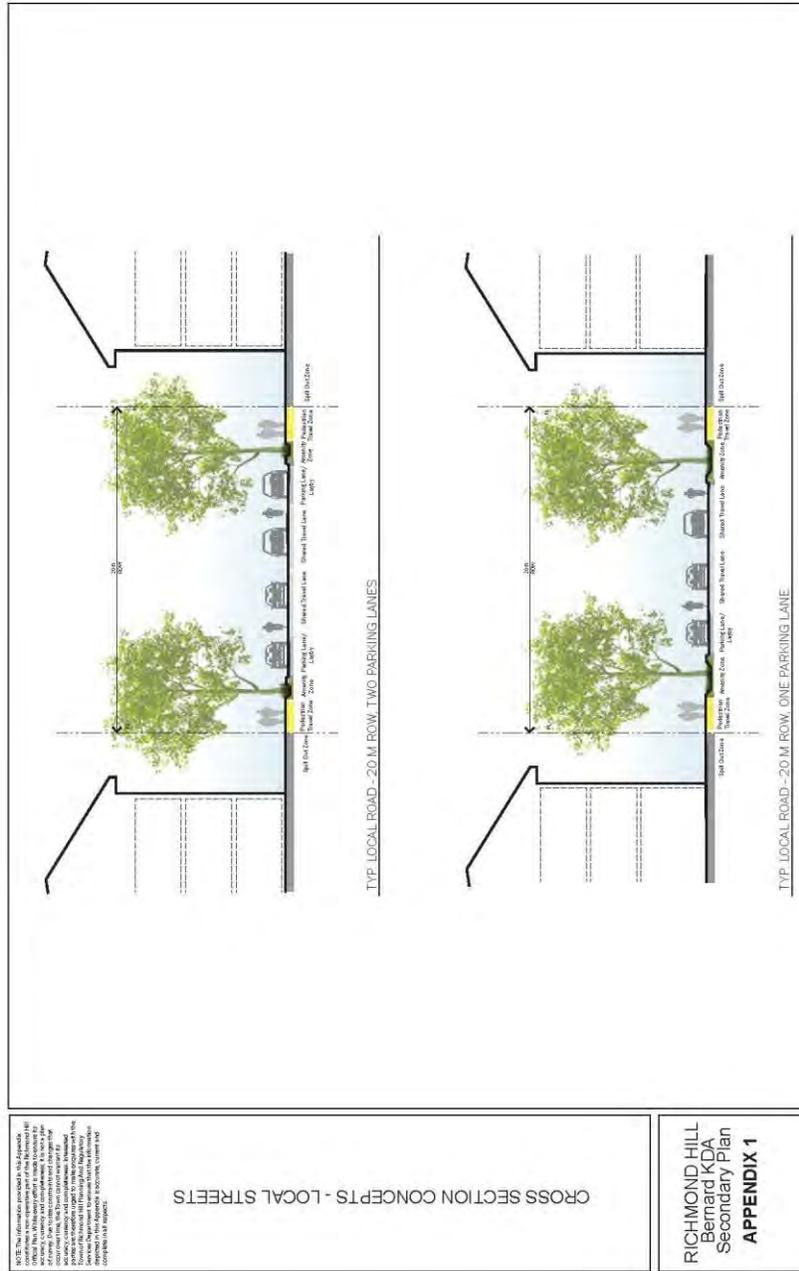
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MAY 2020

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<p style="text-align: center;">ENHANCED STREETSCAPE COMPONENTS</p>	 <p>Enhanced tree plantings (cool cells)</p>  <p>Bus-wells</p>  <p>Street furniture such as benches, waste disposal, transit shelters</p>  <p>Enhanced landscape plantings</p>	 <p>Permeable pavers</p>  <p>Enhanced paving patterns</p>  <p>Street Trees/ Shade Elements</p>	 <p>Building entries and displays</p>  <p>Awnings</p>  <p>Flexible seating and planting transitions to Urban Plazas</p>  <p>Plaza/commercial area</p>
	<p>AMENITY ZONE</p>	<p>PEDESTRIAN TRAVEL ZONE</p>	<p>SPILL OUT ZONE</p>
	<p>RICHMOND HILL Bernard KDA Secondary Plan APPENDIX 2</p>		
	<p>MAY 2020</p>		