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11.0 Yonge and Carrville/16th Key Development Area Secondary Plan

Basis

The intersection of Yonge Street and Carrville Road/16th Avenue in Richmond Hill is identified as a “Key Development Area” on Schedule A1 (Urban Structure), is designated a “Key Development Area” on Schedule A2 (Land Use) of the Richmond Hill Official Plan, and has a land area of approximately 39 hectares.

The Yonge Street and Carrville Road/16th Avenue Key Development Area Secondary Plan (“16th KDA Secondary Plan” or “Secondary Plan”) was prepared in accordance with Section 5.1.5 and 5.1.10 of the Richmond Hill Official Plan, which requires the preparation of policies to further implement the vision, principles, development concept, including urban open space system, streets, pedestrian and cycling facilities in accordance with the Council endorsed Yonge Street and Carrville Road/16th Avenue KDA Policy Directions and Recommendations Report (December, 2016) and the balance of Part 1 of the Richmond Hill Official Plan (“Official Plan” or “Part 1 Plan”), particularly Section 4.4 (Key Development Areas).

11.1 Introduction

1. The following text, Schedules and Appendices to this Secondary Plan attached hereto, constitute Chapter 11 (Yonge and Carrville/16th Key Development Area Secondary Plan) to the Richmond Hill Official Plan. Except for references to legislation which are traditionally italicized, italicized terms in this Secondary Plan are defined in the Definitions section of Chapter 7 of the Official Plan.

2. This Secondary Plan shall be read in conjunction with the Part 1 Plan. This Secondary Plan does not replace the relevant Part 1 Plan policies and must be read together with those policies.

3. The Yonge Street and Carrville Road/16th Avenue Key Development Area (“16th KDA”) is focused on the intersection of Yonge Street and Carrville Road/16th Avenue, as shown on Schedule A10 (Secondary Plan Areas) of the Official Plan. It is serviced by public rapid transit on Yonge Street and, over the long term, is planned to be serviced by high-occupancy vehicle (HOV) lanes with transit priority on Carrville Road/16th Avenue.

4. The policies of this Secondary Plan will guide decisions to manage growth and development to implement the vision for the 16th KDA over the planning period to 2031.

11.1.1 Purpose

The purpose of this Secondary Plan is to further articulate policies to guide the evolution of development in the 16th KDA Secondary Plan area as shown on Schedule A10 (Secondary Plan Areas) to the Official Plan. The policies in this Secondary Plan 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 16th KDA through the process of intensification. The policies guide and direct intensification of the 16th 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. It is estimated that at build-out, the Secondary Plan area may accommodate a population in the range of 12,000 to 14,600 people and employment of approximately 6,900 to 8,500 jobs. These estimates are approximate as assumptions on the average density of people and jobs anticipated were used.
11.1.2 Vision

The 16th KDA is envisioned to become the second most intensely developed area in Richmond Hill after the Richmond Hill Centre. Over time, the four quadrants of the 16th KDA will be transformed into a cohesive 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 and pedestrian-oriented destination.

The 16th KDA will evolve from an existing retail/commercial node to a more connected, mixed-use urban centre that will become a transit and pedestrian-oriented destination. The 16th KDA will build on its assets to evolve into a vibrant place where the community will live, shop, work, and be entertained. It will be inviting to stroll or pause through the various urban open spaces, encouraging people to experience it on foot or by bicycle.

The 16th KDA is envisioned to become a mixed-use area with predominantly mid-rise and high-rise street related buildings. The highest and most dense buildings are directed to the intersection of Yonge Street and Carrville Road/16th Avenue. Heights and densities will transition down from this intersection 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, including the VIVA Bus Rapidway Transit, and any future GO station or TTC subway station infrastructure, which may, over the long-term contribute to the establishment of a new mobility hub in the area.
11.1.3 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 16th KDA. The principles set the framework that will guide the transformation of the 16th KDA.

1. **Improve Connectivity**
   
   a. Expand the public street network to create a finer-grained, multi-modal system with buildings aligned to frame existing and new streets;
   
   b. Incorporate and promote a walkable and connected pedestrian and cycling environment; and
   
   c. Enhance the urban open space system and expand connections to the Greenway System.

2. **Accommodate Transition**
   
   a. Maintain the viability of existing uses and activities through phased redevelopment opportunities that will contribute to the KDA's evolution into a mixed-use urban centre; and
   
   b. Provide a built form transition from the 16th KDA to the adjacent residential Neighbourhood.

3. **Create Local Identity**
   
   a. Provide a distinctive mixed-use commercial-residential node while enhancing the role of Hillcrest Mall as a centre for regional retail activity;
   
   b. Create a unique sense of place at the intersection of Yonge Street and Carrville Road/16th Avenue; and
   
   c. Establish an attractive urban appearance through high quality building, landscape and streetscape design.
11.2 Character Areas

The vision for the 16th KDA is to create a more cohesive mixed-use area with predominantly mid-rise and high-rise street related buildings, while incorporating unique existing characteristics. The policies support the retention and expansion of Hillcrest Mall, promote the establishment of office and major office uses at the intersection of Yonge Street and Carrville Road/16th Avenue, and establish an appropriate transition to the adjacent Neighbourhood.

11.2.1 Mix of Uses

The 16th KDA currently functions as a retail and commercial node, anchored by Hillcrest Mall. This Secondary Plan provides policy direction to maintain and enhance the area’s retail and commercial functions while enhancing the mix of uses to include residential, office and major office uses over the long-term.

1. Development shall be subject to the land use permissions of the Part 1 Plan.

2. In addition to the requirements for non-residential uses at grade in a mixed-use building format on Yonge Street and 16th Avenue as described in Policy 4.4.1(5) of the Part 1 Plan, development on lands with existing retail or commercial uses shall generally maintain the existing amount of gross leasable floor area devoted to retail or commercial uses to enhance and support the existing retail and commercial focus of the area.

3. Notwithstanding Policy 4.4.1(3) of the Part 1 Plan, development adjacent to the Neighbourhood in the southwest quadrant shall be limited to medium density residential, community uses, parks and urban open spaces and live-work units as shown in the hatched area on Figure 1. Existing low density residential buildings which legally existed on the date of adoption of this Plan shall be permitted.

4. Development shall be encouraged to include office or major office space located above the ground floor of buildings at the intersection of Yonge Street and Carrville Road/16th Avenue. Office or major office space will be considered a preferred community benefit in accordance with Policy 11.2.4 of this Secondary Plan.

5. Retail, commercial, or community uses shall be encouraged to front onto urban squares and linear parks.

11.2.2 Height

The Official Plan directs for a height vision that requires the tallest buildings to be concentrated at the Yonge Street and Carrville Road/16th Avenue intersection. Height and density will decline gradually towards the edges of the 16th KDA boundaries, as distance increases away from the intersection. The lowest and least dense buildings will be located in areas that abut the Neighbourhood.

The height, density and angular plane policies of the Part 1 Plan and this Secondary Plan work together to prescribe an appropriate upper limit to guide the scale of development envisioned in the 16th KDA. Not all development will be able to achieve the maximum height permitted in every instance due to the varying characteristics of each site and area. The Part 1 Plan requires a minimum height of 3 storeys for development within the KDA.
1. Development shall be subject to the maximum height requirements of the Part 1 Plan which are distributed and shown on Schedule 1 to this Secondary Plan.

2. Minor adjustments to the location of height boundaries shown on Schedule 1 to this Secondary Plan shall not require an amendment to this Secondary Plan provided that the intent of this Secondary Plan is maintained.

### 11.2.3 Density

The Official Plan directs the minimum and maximum density of a development block within the 16th KDA to be between 2.5 FSI and 3.0 FSI. Similar to the height strategy, the highest densities are directed to the intersection of Yonge Street and Carrville Road/16th Avenue, transitioning down to lower densities adjacent to the Neighbourhood.

#### 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 Town considers the total site area including any lands that may be dedicated for parkland or public streets.

1. The Key Development Area development block is shown on Schedule 2 to this Secondary Plan and includes the entire 16th KDA. It is planned to achieve a density of 3.0 FSI.

2. The maximum site density for development within the Key Development Area shall be as shown on Schedule 2 to this Secondary Plan.

3. 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.

### 11.2.4 Community Benefit Provisions

There may be instances where it is appropriate to permit additional height or density other than that identified in section 11.2.2 and 11.2.3 of the Secondary Plan on certain sites in the 16th KDA. In such circumstances, the following criteria shall be met and community benefits shall be provided.

1. The Town may consider additional height and/or density on a site, in accordance with Section 37 of the Planning Act and Section 5.5 of the Part 1 Plan, and based on the following criteria:
   a. The overall proposal fits within the context of the 16th KDA, constitutes good planning, and conforms to all other policies of the Part 1 Plan and Secondary Plan.
   b. The intensity and massing of the building provides an appropriate transition between buildings of differing scale.

2. Where the Town deems entering into a Section 37 agreement is appropriate, the Town may request the provision of community benefits, such as:
   a. Streetscape/landscape improvements over and above the Town’s typical standard;
   b. Provision of public parking;
   c. Provision of public art;
   d. Provision of offsite pedestrian and cycling connections or facilities;
   e. Provision of underground pedestrian connections or facilities;
   f. Provision of office or major office uses above the ground floor of buildings in accordance with Policy 11.2.1(4) of this Secondary Plan;
   g. Provision of affordable housing over and above the requirements of the Part 1 Plan;
   h. Achievement of an “Excellent” Sustainability Score under the Town’s Sustainability Metrics program; and/or,
   i. Any other community benefit or contributions deemed appropriate by Council.
11.2.5 Built Form

11.2.5.1 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 the street edge to animate and enhance the pedestrian realm.
2. Where a continuous streetwall exists within or nearby the 16th 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 required.
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 2.

11.2.5.2 Angular Plane and Shadowing
To ensure appropriate transition to the adjacent Neighbourhood 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. Development adjacent to an existing or planned parks 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 to autumn seasons (March to November).

11.2.5.3 Views and Gateway
To create a unique sense of place, establishing an attractive urban appearance is key to unifying the four quadrants into 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 Town’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 the Gateway, private urban plazas, and linear parks shown on Schedule 3 to this Secondary Plan.
4. Buildings surrounding the Gateway shall be oriented towards the intersection of Yonge Street and Carrville Road/16th Avenue.
5. Development adjacent to the Gateway 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.

6. Development adjacent to the Gateway shall be designed in
accordance with Policy 3.4.1(20) of the Part 1 Plan.

11.2.6 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 16th KDA to support the needs of the growing centre. To
support the 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. Notwithstanding policies 4.1.1(4, 5(a), and 7) of the Part 1 Plan,
sites for places of worship and schools within the 16th KDA may
also be considered on public streets.

2. Community uses shall be accommodated in a more compact,
urban form in accordance with Policy 3.1.7(4) of the Part 1 Plan. The Town shall promote the development of smaller
school site sizes, the co-location of schools on a site or within a building, and multi-storey school buildings in the
16th KDA.

3. Community uses, including schools, shall be encouraged to co-locate on a site or within a building.

4. A new public elementary school site is identified on Schedule 3 to this Secondary Plan.

5. Development of lands in the vicinity of the new public elementary school site identified on Schedule 3 to this
Secondary Plan shall address the following matters in consultation with the applicable School Board:
   a. The precise location of the new public elementary school site;
   b. The size, configuration, connectivity, and phasing of the new public elementary school site, which shall be
      consistent with the policies and requirements of the applicable School Board; and
   c. Whether this location shall be developed as a community hub with compatible partners as determined by the
      School Board such as local recreation centre, day nurseries, and other community uses.

6. Development of lands previously identified by a School Board for a school site that are no longer required for school
purposes shall be subject to the underlying policies of this Secondary Plan and shall not require an amendment to
this Plan to remove the school symbol from the lands.

7. Lands previously acquired by or on behalf of a School Board that are no longer required for school purposes are
encouraged to be used for other community uses, affordable housing, and/or parkland, or for interim uses such as
public parking facilities.

11.2.7 Housing

1. A minimum of 35 per cent of new housing units within the 16th KDA shall be affordable.

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 or high density 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 development on a site shall provide a minimum of 5 per cent of units that contain 3 or more bedrooms.

5. New rental accommodation will be promoted and the retention of existing rental housing stock will be encouraged
in accordance with Policy 3.1.5(4) of the Part 1 Plan.
11.3 Parks and Urban Open Space System

The 16th KDA parks and urban open space system is shown on Schedule 3 to this Secondary Plan and is envisioned as a series of public parks, urban squares and private urban plazas connecting to the larger Greenway System. The Gateway and linear parks envisioned at the intersection of Yonge Street and Carrville Road/16th Avenue will create a cohesive new focal point and sense of arrival within the 16th KDA.

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;
   b. Parks, including:
      i. A Local Park;
      ii. A Parkette;
      iii. Urban Squares; and
      iv. Linear Parks;
   c. Urban Plazas.

2. The Town may further articulate design elements that will be used to unify and create an identity for the parks and urban open space system.

3. Minor adjustments to the location of parks and urban plazas 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.

11.3.1 Greenway System

The German Mills Creek runs along the north-east edge of the 16th KDA. These lands are designated Natural Core in the Part 1 Plan and are located within the TRCA’s floodplain regulation area. 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 16th KDA and the larger Greenway System, including the David Dunlap Observatory Park.

1. Development and site alteration shall be subject to the key hydrological feature protection requirements of section 3.2.1.2 (lands south of the ORMCP Area) and section 4.10.5 (Natural Core) of the Part 1 Plan.

2. Development and site alteration shall be subject to the floodplain protection requirements of section 3.2.2.3 (Natural Hazards) of the Part 1 Plan.

11.3.2 Parks

A series of public gathering spaces will be created to enhance and complement existing public spaces. These spaces will serve as focal points or enhance the Gateway to the 16th KDA and over time, will contribute to creating a continuous network of public spaces for the pedestrian.

Local Parks

Local Parks are a type of Neighbourhood Park that contain a variety of active recreation facilities as well as passive recreational space. They are publicly owned parks intended to provide play areas, recreational opportunities and outdoor greenspace close to homes.

1. The Town may accept lands adjacent to Spruce Avenue Park as off-site parkland dedication associated with the development of lands within the 16th KDA.

Parkettes

Parkettes are also a type of Neighbourhood Park that are typically smaller and often contain no active recreational facilities other than a playground.

2. The parkette envisioned in the southeast quadrant is planned to connect the area with the broader north-
south trail network, providing a pedestrian and cycling connection between the 16th KDA and the David Dunlap Observatory to the north and Richmond Hill Centre to the south.

**Urban Squares**

Urban squares are intended to be located in mixed-use intensification areas to support a high level of pedestrian activity. Urban squares serve not only local residents, but also people working, shopping, dining, and attending appointments or business functions nearby. One of the urban squares envisioned is a gateway park to enhance the sense of arrival into the 16th KDA and attract pedestrians into the area.

3. A gateway park is planned in the northwest quadrant and, together with the linear parks planned on the east side of Yonge Street, shall serve as an east-west pedestrian and cyclist connection linking the quadrant with the Greenway system to the east.

4. An urban square is planned in the northwest quadrant to serve as a key community amenity to support future intensification along Yonge Street and provide a space for the Hillcrest Mall farmer’s market.

5. An urban square is planned in the northeast quadrant to provide a central gathering place and accommodate opportunities for public events and other activities that can support the social and commercial vitality of the area.

**Linear Parks**

Linear parks are public parks that are characterized as being linear, rather than a compact configuration, and are 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.

6. A linear park is planned in the northeast and southeast quadrants to function as a connection between the gateway park and the David Dunlap Observatory.

7. The following criteria shall apply to the location and siting of new 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. Linear parks shall connect the 16th KDA with the north-south trail system running along the rail tracks, where possible.

   c. 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.

   d. Linear parks shall be encouraged to be sited to create or highlight sight lines to the Gateway.
11.3.3 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 16th KDA. Over time, these spaces are intended to function as landmarks that people meet in or use for wayfinding or active transportation purposes.

1. Three urban plazas are planned in the northwest quadrant to complement the urban open space network and improve the pedestrian environment. An urban plaza is planned along Carrville Road to provide a western gateway feature to the 16th KDA. An urban plaza is planned at both the rear and front of Hillcrest Mall to provide a sense of entrance into the mall and support the creation of a main street character that will provide a transition from the 16th KDA into the adjacent neighbourhoods to the west.

2. An urban plaza is planned in the northeast quadrant along Yonge Street to accommodate the potential subway alignment.

3. An urban plaza is planned in the southwest quadrant along the planned north-south public street to provide a physical transition to the planned medium density development.

4. 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.
   d. Urban plazas shall be encouraged to be sited to create or highlight sight lines to the Gateway.
11.4 Connectivity and Mobility

The vision for the 16th 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 16th KDA. Creating a more walkable block structure and introducing a finer grain street network is fundamental to the vision for the 16th KDA. 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 16th 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, Carrville Road, or 16th Avenue;
   b. Create shorter, more pedestrian-oriented blocks that provide logical and direct connections within the 16th KDA and between the area and the surrounding Neighbourhood through the provision of pedestrian and cycling connections and new public streets;
   c. Support access to the bus rapid transit stations, potential TTC subway station and potential GO station;
   d. Ensure connectivity and permeability within the 16th KDA and to the adjacent Neighbourhood;
   e. Minimize walking distances between the retail, commercial, office, major office, and community uses within the 16th KDA and the surrounding Neighbourhood; and
   f. Minimize access onto arterial streets to maximize their efficiency.

2. Transportation demand management (TDM) will be critical to achieve a balanced transportation system in the 16th KDA, one that provides and promotes attractive alternatives to the automobile. Section 11.4.3 of this Secondary Plan outlines the approaches the Town 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 11.1.1 of this Secondary Plan. While the proposed street network, coupled with TDM strategies and other transit initiatives, is sufficient to keep pace with the projected population and employment growth, further studies may be required to address area-specific transportation issues.

11.4.1 Active Transportation

The 16th KDA is envisioned as a 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 16th KDA. Fostering active transportation connections adds to the identity of the 16th KDA as a unique place within the Town 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 16th KDA provide opportunities to create pedestrian-scaled blocks, while other portions have larger blocks where opportunities exist to improve connections.

1. The 16th KDA shall be planned to establish a well-connected system of pedestrian and cycling routes and streets that connect key destinations as shown on Schedule 4 to this Secondary Plan.

2. Development in the 16th KDA shall generally provide for a 2 metre minimum and 3 metre desired pedestrian space along
Yonge Street, Carrville Road, and 16th Avenue as shown on Appendix 1 to this Secondary Plan.

3. Development shall incorporate or enhance the planned pedestrian and cycling connections shown on Schedule 4 to this Secondary Plan.

4. Bicycle lanes and cycling facilities are proposed along Yonge Street, Carrville Road, and 16th Avenue. A cycling facility is planned to be accommodated on all planned public streets shown on Schedule 4 to this Secondary Plan in accordance with the Town's Urban MESP.

5. Pedestrian and cycling connections shown on Schedule 4 shall be designed to incorporate:
   a. Appropriate pedestrian-scaled lighting;
   b. Landscaping, where possible, that is consistent with Crime Prevention Through Environmental Design (CPTED) principles of design and Access for Ontarians with Disabilities Act (AODA) requirements;
   c. Appropriate signage with clear and legible directions; and
   d. A minimum width of 6 metres.

6. Direct above ground and underground publicly accessible pedestrian connections shall be encouraged to connect to the potential subway station and the potential GO station shown on Schedule 4 to this Secondary Plan and to adjacent buildings.

7. The York Region Transportation Master Plan, the Town's Pedestrian and Cycling Master Plan and the Town's Urban MESP shall be utilized to plan for pedestrian and bicycle connections.

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

8. Development shall be encouraged to provide end-of-trip cycling facilities, including but not limited to secure, indoor bicycle parking, shower and change facilities, and other amenities or street furniture in accordance with the Town's approved Sustainability Metrics.

9. Adequate and sheltered public bicycle parking shall be provided, where feasible, in accordance with the Town's approved Sustainability Metrics.

**11.4.2 Transit**

The 16th 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. The Richmond Hill GO Train Station to the south of the KDA at Yonge Street and Highway 7 provides connections to downtown Toronto. VIVA and York Region Transit provide connections with the TTC subway line and surrounding areas. Bus Rapidway Transit (BRT) featuring dedicated bus lanes are under construction and will run along Yonge Street through the 16th KDA. Future improvements are planned along Carrville Road and 16th Avenue with transit priority as identified in the York Region Transportation Master Plan and includes High Occupancy Vehicle and transit lanes. Lastly, there is protection for a potential extension of the TTC subway from the future station at Richmond Hill Centre to the 16th KDA.
Bus Rapidway Transit (BRT)

BRT stations are planned at the intersection of Yonge Street and Carrville Road/16th Avenue in the 16th 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.
   c. Ensuring a transit-supportive built form and site density in accordance with Schedule 2 to this Secondary Plan.

2. The Town will work with York Region to ensure that development is well connected and integrated into the planned pedestrian and cycling network along Yonge Street.

Potential Subway Extension

3. **Development** shall be designed to protect for a potential subway extension from the Richmond Hill Centre portion of the Richmond Hill-Langstaff Urban Growth Centre to the 16th KDA.

4. **Schedule 4** identifies the general alignment of a potential TTC subway extension into the 16th KDA subject to a future Environmental Assessment and station design.

5. A future subway station and track facilities shall be located within and below an open space reserved primarily for subway entrance and exit facilities, streets, utilities and municipal services, and park amenities, as generally identified in Schedule 4. The location and design of the facilities and track tunnel generally shall permit the planting of mature trees in the open spaces above. Other than structures associated with a subway or park uses, buildings shall generally not be permitted within the subway right-of-way.

6. Public transit facilities, including but not limited to right-of-ways, stations, station entrances, stops and utilities shall be integrated into the design of adjacent streets and open spaces. Utilities that are not required to be accommodated within the subway right-of-way, such as electrical substations and service buildings, shall be well integrated with adjacent development as unobtrusively and attractively as possible.

7. In order to provide for the orderly development of the lands where the potential subway alignment is located, development shall be required to obtain approval pursuant to Section 41 of the Planning Act, and enter into an agreement with the Region, obligating the owner to:
   a. Dedicate to the Region, at no cost and free of all encumbrances, an easement for a subsurface right-of-way and support for a future subway extension; and
   b. Submit an application to the Toronto Transit Commission, to the satisfaction of the Commission and Region acting reasonably, in accordance with the TTC’s Developer’s Guide.

8. Development adjacent to the potential subway alignment shall be subject to the policies of the Toronto Transit Commission applicable to such development.

Potential GO Station and Mobility Hub

A new potential GO station in the 16th KDA was identified in Metrolinx’s Regional Express Rail 10-year Program: New Stations Analysis. The potential new GO station is envisioned as part of a future all day, two-way GO service to Richmond Hill and beyond.

9. The Town, in cooperation with York Region, shall seek the prioritization of the potential new GO Station identified in the 16th KDA to be a mobility hub as part of Metrolinx’s Regional Transportation Planning initiatives given the growth forecast and the need to shift the modal split within the area.

10. Should the Province recommend the construction of a new GO station within the 16th KDA, the Town, in cooperation with York Region, shall request that Metrolinx establish a collaborative consultation plan to consult with York Region, the Town, and stakeholders at the planning and design stage of the project to facilitate pedestrian and cycling connections to the new GO station.
11.4.3 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 shifting travel away from peak periods. 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 encourage more people to walk or cycle to shops, services and transit stops. Municipal TDM opportunities within the 16th KDA will be explored to provide further support for end of trip mobility options.

1. The Town shall support implementing car-share facilities in the 16th KDA.

2. The Town shall support implementing bike-share facilities to offer opportunities for short distance trips to be made by employees or residents during commuter periods.

3. The Town may introduce public bicycle parking within the boulevard. The implementation of thematic bicycle parking facilities should have regard for the existing and future sidewalk dimensions so as not to detract from the pedestrian realm.

4. The Town may establish a system of thematic wayfinding signage for the 16th 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 Town's satisfaction, which may include, but shall not be limited to, any or all of the following:
   a. Cycling infrastructure and end-of-trip infrastructure such as secure bicycle storage and shower and change room facilities;
   b. Dedicated cycling routes internal to the site to and from key destinations;
   c. Connections to existing municipal bicycle network;
   d. Subsidized transit passes or pre-loaded transit cards for new residents and/or employees;
   e. Pedestrian amenities, such as treed sidewalks, benches and marked crossings;
   f. Continuous pedestrian linkages to minimize pedestrian walking distances;
   g. Functional building entrances oriented to locations where pedestrians, cyclists, and transit users arrive such as a street, park, urban square, or urban plaza;
   h. Weather protection along street frontages adjacent to transit stops;
   i. Car-sharing programs and preferential car-share parking;
   j. Preferential carpool parking;
   k. Paid parking for non-residential uses;
   l. Employer shuttles or vanpools supported by preferential parking;
   m. Electric vehicle charging stations or rough-ins;
   n. Varying hours of work to reduce peak hour loads;
   o. Maximum parking rates;
   p. Commitment to participate in residential or workplace TDM program;
   q. Other measures that may be identified.
11.4.4 Streets

Streets represent important public spaces and aid in shaping the experience and identity of a place. More than a road to move 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 is fundamental to achieving a successful 16th 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-oriented streets. The cross-sections shown in Appendix 1 to this Secondary Plan illustrate the intended character and shall be utilized to inform detailed design.

2. The streets shown on Schedule 4 to this Secondary Plan include arterial streets and public streets.

3. In addition to streets, the 16th KDA includes pedestrian and cyclist connections.

11.4.4.1 Yonge Street

Yonge Street is an arterial street and will remain a primary street framed by buildings along the majority of its length through the 16th KDA. The treatment of this street will serve to unify the 16th KDA with the Regional Mixed Use Corridor to the north and south of the KDA. Vehicular access to Yonge Street shall be limited and generally provided from side or rear streets to the satisfaction of York Region.

1. Yonge Street shall be planned to have a maximum right-of-way width of 45 metres.

2. Characteristics for Yonge Street in the 16th KDA include:
   a. Dedicated bus lanes in the centre median.
   b. Two vehicle travel lanes in each direction.
   c. Dedicated curbside bicycle lanes in each direction including left turn protected bike boxes at signalized intersections.
   d. Trees and landscaping in the boulevard.
   e. Pedestrian-scaled lighting over the long term.
   f. 2 metre minimum and 3 metre desired pedestrian space.
   g. The pavement is marked at all signalized intersections to define pedestrian cross walks.

3. The Town will work cooperatively with York Region to investigate the provision of on-street parking in off-peak hours.

11.4.4.2 Carrville Road/16th Avenue

Carrville Road/16th Avenue is an important east-west arterial street through the 16th KDA. It is a route for transit, pedestrians, cyclists, as well as vehicles. The built form and character of the street will shape the interface between the north and south side of the 16th KDA.

1. Carrville Road/16th Avenue shall be planned to have a maximum right-of-way width as determined through the Environmental Assessment process.

2. Characteristics for Carrville Road/16th Avenue in the 16th KDA include:
   a. Three vehicle travel lanes in each direction, with the shoulder lane dedicated for High Occupancy Vehicles and transit.
   b. Dedicated off-street bicycle track west of Yonge Street. East of Yonge Street bicycle facilities to be determined through the Environmental Assessment process.
   c. Street trees complement a desired pedestrian and bicycle track space.
   d. Streets trees in a centre median west of Yonge Street.
11.4.4.3 Public Streets

Public streets provide linkages within the 16th KDA or to the adjacent Neighbourhoods and as described in the Part 1 Plan. Public streets are shown on Schedule 4 to this Secondary Plan.

1. Characteristics for public streets include:
   a. On-street parking on one side, where feasible.
   b. Street tree planting.
   c. Continuous 2 metre wide sidewalk.
   d. Cycling facilities.

2. Collector streets shall have a planned right-of-way width of 26 metres and may be reduced to a minimum of 23 metres where such a width is not detrimental to the movement of traffic and the provision of municipal servicing, utilities, and landscaping, and subject to the satisfaction of the Town.

3. Local streets shall have a planned right-of-way width of 20 metres and may be reduced to a minimum of 18 metres where such a width is not detrimental to the movement of traffic and provision of municipal servicing, utilities, and landscaping, and subject to the satisfaction of the Town. Notwithstanding the foregoing, further reductions in the right-of-way width of local streets to a minimum of 15.5 metres may be considered in the 16th KDA provided that the local street:
   a. provides a high quality public realm and preserves and/or complements the character of the area;
   b. promotes pedestrian activity and accommodates an appropriate width;
   c. is not detrimental to the movement of traffic and provision of municipal servicing, utilities, and landscaping;
   d. does not pose a risk to public safety; and
   e. meets the overall design standards of the Town.

4. Notwithstanding the right-of-way widths identified in the Part 1 Plan, additional widths may be required for additional lanes at intersections, right-of-way transitions, utilities, cycling and pedestrian facilities, grading/cuts and fills and/or sightlines.

5. New public streets shall be acquired through the development process to provide for a finer grained street network in accordance with the Policy 4.4.2(3) of the Part 1 Plan.

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

7. 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.

11.4.4.4 Encroachments and Access

1. Permanent structural components of any new development such as colonnades, balconies, and underground parking structures are not permitted to encroach onto public property.

2. The following temporary or semi-permanent encroachments into the public realm, including onto or over public sidewalks, urban squares, or parks, may be considered subject to appropriate approvals by the Town 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.

3. Any permitted encroachment, whether temporary or semi-permanent, shall be established by the Town on a site-by-site basis through a Council approved protocol, which may include appropriate criteria.

4. Where feasible, development shall consolidate accesses between properties to minimize the impact of servicing
and loading. Interconnection with adjacent properties is encouraged, including public easements to allow cross property access.

11.4.5 Parking

Parking infrastructure is a component of the overall transportation system and is used as a tool in this Secondary Plan to support the vision for the 16th KDA as a mixed-use, pedestrian-oriented area.

1. The Town, in cooperation with York Region, shall investigate the opportunity and appropriateness of implementing lay-by on-street parking on Yonge Street.

2. Parking for new major retail development shall be required to locate below grade or 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. The establishment of a public parking authority, or other similar operation, may be considered for the 16th KDA to:
   a. review and manage on-street parking;
   b. provide and manage an appropriate public parking supply;
   c. develop a pay-for-parking system for public parking;
   d. provide shared, central public parking facilities in high-demand locations; and,
   e. support alternative modes of travel.

4. Development shall utilize the Town’s most current Parking Strategy to establish minimum and maximum parking standards and to support transportation demand management. More detailed and land use specific parking requirements may be provided in the implementing Zoning By-law.

5. In order to reinforce streets as important public spaces, the locations of parking, driveways and service entrances and loading areas are encouraged to 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 accessible open spaces. Development is encouraged to provide shared access at the side and/or rear of buildings to aid in providing for these functions.
11.5 Implementation

11.5.1 Community Improvement Plan
1. Lands within the 16th KDA may be identified as part of a Community Improvement Plan Area.
2. The Town 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 Town as part of the 16th KDA Community Improvement Plan:
   a. A program to promote office or major office uses to locate within the 16th KDA.
   b. A program to promote enhanced landscape treatments to improve the image of the 16th KDA.
   c. A program to promote affordable housing.
   d. Other programs as determined by Council.

11.5.2 Monitoring
1. The Town shall monitor key statistics to understand:
   a. Population and employment growth within the area;
   b. 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 and modal split; and
   f. The percentage of new affordable housing units across the 16th 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 Town 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.

11.5.3 Land Acquisition
1. The Town may acquire lands for public uses, such as: 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 Town and/or other landowners;
   f. Easements registered on title;
   g. Public purchase; and
   h. Any other available means.

11.5.4 Zoning By-laws
1. In accordance with Section 5.6 of the Part 1 Plan, the Town shall prepare an implementing Zoning By-law no later
than 3 years after the approval of this Secondary Plan. 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 Town adopt such a by-law for this area.

11.5.5 Site Plan Control

1. As part of the Site Plan Control process, the Town 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.

11.5.6 Interim Development

1. Notwithstanding Policy 3.4.1.(39)(b) of the Part 1 Plan, interim development on the north-west corner of the 16th KDA (the Hillcrest Mall lands) shall be permitted as additions to the existing building(s) or as stand-alone building(s) in accordance with the Part 1 Plan and Zoning by-law in effect at the time of the approval of this Secondary Plan. Such interim development shall be permitted provided that it:
   a. does not preclude the proper and orderly development of the remainder of the lands on the site;
   b. does not delay or preclude completion of public streets identified on Schedule 4 to this Secondary Plan;
   c. does not delay or preclude development of tall buildings providing for office or major office uses at the Yonge Street and Carrville Road/16th Avenue intersection;
   d. does not delay or preclude development of the parks and urban open space system identified on Schedule 3 to this Secondary Plan; and
   e. is not intended to be long-term and is considered appropriate for short- to medium-term.

11.5.7 Servicing

The Town’s Urban MESP completed in 2014 revealed a number of required improvements to the wastewater collection system to accommodate the intensification planned for the 16th KDA. The recommended MESP sanitary system improvements are identified as Projects WW-04, WW-05 and WW-06. Project WW-04 is required to accommodate growth within the portion of the 16th KDA south of Carrville Road and west of Yonge Street and involves a new sewer installation from Dalemount Gate across from Yonge Street to Ellesmere Street. The portion of WW-04 with the Yonge Street road allowance will be installed as part of the York Region Bus Rapid Transit project for Yonge Street. Project WW-05 is required to accommodate growth for the portion of the 16th KDA located on the east side of Yonge Street and involves upgrading the size of a sewer located on 16th Avenue and within Town easements. The portion of WW-05 located within 16th Avenue has been constructed to accommodate a high density development on Yonge Street. Project WW-06 is required to accommodate growth within the portion of the 16th KDA north of Carrville Road and west of Yonge Street and involves upgrading the size of a sewer located on Denava Gate. The timing for these sanitary system improvements has been estimated in the Urban MESP, however the actual timing will depend on the specific location of growth within the 16th KDA.

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 Town’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 Town’s Urban MESP.

2. Development shall incorporate sustainable water conservation technologies and low impact development measures for stormwater volume control in accordance with the Town’s approved Sustainability Metrics and the Town’s Urban MESP.

Schedules

1. Height

Legend
- KDA Development Block
- Greenway System
- Low-Rise (Max 4 storeys)
- Mid-Rise (Max 8 storeys)
- High-Rise (Max 15 storeys)
- High-Rise: Yonge and 16th Intersection (Max 20 storeys)
- Pedestrian and/or Cycling Connections
- Planned Public Street
- Potential Private Street
- Planned TTC Subway Alignment
- Park, Urban Square or Urban Plaza
- Watercourses
- Railway
- Subject to Chapter 6 of the Part 1 Plan
2. Density

Legend

- KDA Development Block
- 1.0 FSI
- 2.0 FSI
- 3.0 FSI
- 4.0 FSI
- Subject to Policy 6.5 to the Part 1 Plan
- Pedestrian and/or Cycling Connections
- Planned Public Street
- Potential Private Street
- Planned TTC Subway Alignment
- Railway
- Watercourses
- Greenway System
- Park, Urban Square or Urban Plaza
  (Refer to Schedule 3 to this Secondary Plan)

RICHMOND HILL
Yonge - 16th KDA
Secondary Plan
Density
Schedule 2
Appendices

1. Streetscape Cross-Sections

NOTE: The information provided in this Appendix constitutes a non-operative part of the Richmond Hill Official Plan. While every effort is made to ensure its accuracy, currency and completeness, it is not a plan of survey. Due to size constraints and changes that occur over time, the Town cannot warrant its accuracy, currency and completeness. Interested parties are therefore urged to make enquires with the Town of Richmond Hill Planning and Regulatory Services Department to ensure that the information depicted in this Appendix is accurate, current and complete in all respects.

Example cross-sections of Carrville Road and 16th Avenue in the 16th KDA
NOTE: The information provided in this appendix constitutes a non-operative part of the Richmond Hill Official Plan. The Town of Richmond Hill makes no representation as to the accuracy, currency and completeness of the information provided herein. Interested parties are therefore urged to make enquires with the Town of Richmond Hill Planning and Regulatory Services Department to ensure that the information depicted in this Appendix is accurate, current and complete in all respects.

Example cross-sections of Yonge Street and a local street in the 16th KDA.