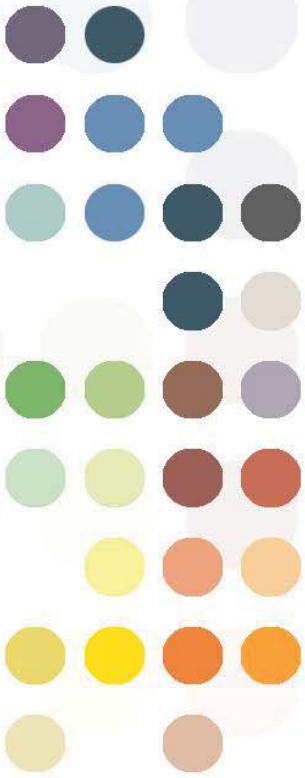
# Richmond Hill Official Plan

OCTOBER 2026 CONSOLIDATION



CITY OF RICHMOND HILL OFFICIAL PLAN (2010) APPEALS (PL110189)

**APPELLANT, PARTY AND PARTICIPANT LISTING PROVIDED FOR CONVENIENCE AND REFERENCE PURPOSES ONLY**

***Appellants are identified by number and appealed policies are highlighted***

11 Haulover Investments Ltd.
37 Robert Salna Holdings Inc.
44 1191621 Ontario Inc.

City of Richmond Hill Official Plan – Office Consolidation

Explanatory Note

This October 2026 Official Plan Office Consolidation ("Office Consolidation") is provided for convenience to the reader. The previous consolidation of this Official Plan was dated June 2025.

This Office Consolidation is provided in a "text-only" manner. All figures, tables, schedules, and appendices are included in this Office Consolidation. Sidebars to policies are provided in between text and are noted. Only select images (from the June 2025 and previous consolidations) that assist with policy interpretation are provided.

*Background*

The Richmond Hill Official Plan (2010) was adopted by the Council of the City of Richmond Hill on July 12, 2010. On February 10, 2011, the Plan was appealed to the Ontario Municipal Board ("OMB") for failure to make a decision by several appellants as noted in the listing titled "City of Richmond Hill Official Plan Appeals (PL110189)".

The adopted Official Plan was endorsed, with modifications, by the Regional Municipality of York ("York Region") on May 19, 2011.

On April 5, 2012 the OMB issued an Order partially approving the Richmond Hill Official Plan (2010). This Order was subsequently amended by the OMB on April 26, 2012, June 29, 2012, October 23, 2012, December 20, 2012, April 26, 2013, June 17, 2013, September 26, 2013, November 6, 2013, January 31, 2014, March 21, 2014, July 4, 2014, August 26, 2014, October 17, 2014, March 6, 2015, April 29, 2015, June 22, 2015, October 13, 2015, January 19, 2016, March 23, 2016, April 13, 2016, May 25, 2016, October 14, 2016, March 7, 2017, March 20, 2017, March 31, 2017, August 8, 2017, January 23, 2018, and (by the Ontario Land Tribunal) on February 26, 2021. The OMB's partial approval Order and subsequent amending Orders have brought specific policies and schedules of the new Official Plan into effect, and all of those policies and schedules, as modified, are provided in this Office Consolidation. (Note: The Ontario Land Tribunal Case number for the remaining matters that are under appeal is OLT-22-003456.)

This October 2026 Office Consolidation includes City initiated and privately initiated amendments that have been approved by Council, York Region, or the Ontario Municipal Board/Local Planning Appeal Tribunal/Ontario Land Tribunal as of October 2026. A list of all Official Plan Amendments is set out in the Index of Official Plan Amendments.

EXPLANATORY NOTE

*Annotation Provided in this Office Consolidation*

To assist the reader, comment boxes are provided to identify sections or policies that are under appeal by the OPAs listed in the *Index of Official Plan Amendments*.

*Annotations Regarding Matters that are Under Appeal*

Schedule A0 “Deferred Areas” identifies the lands that are the subject of site or area specific appeals related to OMB File Number PL110189 (now OLT-22-003456). Those matters that remain under appeal are noted in this consolidation by way of comment boxes. The comment box includes the Appellant number per the list entitled “City of Richmond Hill Official Plan Appeals (PL110189)” and an annotation with respect to the nature of the appeal wherein the notation “(S)” denotes Site or Area Specific Appeal and where no letter following the number denotes that the appeal is on a city-wide basis. Where a chapter, section, policy, or schedule of the Richmond Hill Official Plan remains under appeal on a City-wide, area specific or site-specific basis related to OMB File PL110189, the policies of the City’s former Official Plan (1981), as amended, remain in effect.

In addition, appeals in relation to OPA 18.5 have been scoped to site-specific appeals. Policies that are under appeal are identified using track changes and in comment boxes in this Office Consolidation. Policies in track changes and identified in comment boxes are to be read as being in effect for areas not subject to the appeal(s).

Contact Information

For more information, please contact the City of Richmond Hill’s Planning and Building Services Department at (905) 771-8910.

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Disclaimer:

This annotated version of the Richmond Hill Official Plan (2010) is for information purposes only. Annotations shown are for reference and convenience only. Accordingly, the City does not warrant their accuracy. Where there is a discrepancy between this consolidation and the approved document (i.e. certified Official Plan Amendment), the approved document is to be relied upon.

## THE CORPORATION OF THE TOWN OF RICHMOND HILL

### BY-LAW NO. 85-10

A By-Law to Repeal the Official Plan for the Richmond Hill Planning Area adopted on December 24, 1981 and to Adopt the Richmond Hill Official Plan dated July 2010 as the Official Plan for the Town of Richmond Hill

The Council of the Corporation of the Town of Richmond Hill, in accordance with the provisions of Sections 17, 21 and 26 of the *Planning Act*, hereby enacts as follows:

1. The Official Plan for the Richmond Hill Planning Area as adopted by Council on December 24, 1981 and approved by the Ministry of Municipal Affairs on July 23, 1982, as amended, is hereby repealed.

2. The Town Clerk is hereby authorized and directed to request the Regional Municipality of York to approve the repeal of the above mentioned Official Plan.

3. The attached Richmond Hill Official Plan dated July 2010, being comprised of the Part I text, schedules and appendices, the Part II text and schedules and constituting the Richmond Hill Official Plan is hereby adopted as the Official Plan for the Town of Richmond Hill.

4. The Town Clerk is hereby authorized and directed to make application to the Regional Municipality of York for approval of the Richmond Hill Official Plan dated July 2010 as the Official Plan for the Town of Richmond Hill.

5. The repeal of the Official Plan for the Richmond Hill Planning Area provided for in Clause 1 of this By-law shall not come into effect until the Richmond Hill Official Plan dated July 2010 comes into effect in whole or in part in accordance with the provisions of Section 17 of the *Planning Act*.

READ A FIRST AND SECOND TIME THIS 12TH DAY OF JULY, 2010.

READ A FIRST AND SECOND TIME THIS 12TH DAY OF JULY, 2010.

Mayor Dave Barrow
Mayor

Town Clerk

# INDEX OF OFFICIAL PLAN AMENDMENTS

| OPA # | Description of Amendment | City File # | Effective Date | Adopting By-law |
|---|---|---|---|---|
| 1 | Add Exception Policy 6.8*<br>*Deleted by OPA 18.8 | D01-12010 | June 24, 2014 | 63-14 |
| 2 | Add Exception Policy 6.14 | D01-12012 | January 20, 2016 (OMB approved) | 124-16 |
| 3 | Add Exception Policy 6.16 | D01-13001 | June 1, 2016 | 22-16 |
| 4 | Modify Exception Policy 6.2 | D01-14001 | July 29, 2016 (OMB approved) | 89-16 |
| 5 | Add Exception Policy 6.18 | D01-15006 | March 23, 2017 | 1-17 |
| 7 | Add Exception Policy 6.22*<br>*OPA 46 replaced this Exception 6.22 | D01-15003 | July 26, 2018 (OMB approved) | 94-17 |
| 8 | Yonge/Bernard KDA Secondary Plan | D11-17001 | July 22, 2022 (OLT approved) | 110-17 |
| 9 | Add policy 9.6.2.3 (l), delete policy 9.6.5.3 (b), add policy 9.7.2.6 (f), and modify Schedule “A” to Chapter 9 – North Leslie Secondary Plan | D01-15007 | May 3, 2018 | 108-17 |
| 10 | Modify Appendix 7 to remove lands from Existing Neighbourhood Commercial Sites | D01-17005 | August 9, 2018 | 85-18 |
| 11 | Add Exception Policy 6.23 and Schedule A15 | D01-16004 | June 5, 2020 (LPAT approved) | n/a |
| 13 | Modify Appendix 7 to remove lands from Existing Neighbourhood Commercial Sites | D01-16006 | May 9, 2019 | 33-19 |

| OPA # | Description of Amendment | City File # | Effective Date | Adopting By-law |
|---|---|---|---|---|
| 14 | Add policy 9.6.2.3 (m) and modify Schedule "A" to Chapter 9 – North Leslie Secondary Plan | D01-17004 | July 25, 2019 | 72-19 |
| 16 | Modify Exception Policy 6.9 | D01-12006 | May 15, 2020 (LPAT approved) | n/a |
| 17 | Add Exception Policy 6.27 | D01-17001 | September 22, 2020 (LPAT approved) | n/a |
| 18.2 | Official Plan Update - Leslie Street Institutional Area Amends Schedules A1 and A2, Section 3.1.3, Figure 2, Section 3.1.4, Policies 3.1.6(2), 3.1.7(4), 3.1.9.7(3), 3.3.2(6), and Section 4.1.1; and adds a new Section 4.12. | D01-20006 | December 25, 2020 | 126-20 |

| OPA # | Description of Amendment | City File # | Effective Date | Adopting By-law |
|---|---|---|---|---|
| 18.3 | Official Plan Update – Vision and Urban Structure<br>Changes all references to the "Town" of Richmond Hill to "City"; Amends Schedule A1; Amends Sections 1.4, 2.1, 3.1 Preamble, Sections 3.1.1 and 3.1.3, Figure 2, Sections 3.1.4, 3.1.5, 3.1.7, 3.1.9, 3.2.1.2, 3.2.1.3, and 3.2.3, Policy 3.1.9.5 (renumbered to 3.2.3 (16)), Sections 3.2.3; 3.3.3.2, 3.4, 3.5.1; adds a new Figure 4; amends Section 3.5.5, Policies 4.10.2.2(2), 5.22(3), 5.27, Section 5.29, Section 7.1, 7.2 Definitions, 7.3 List of Figures,7.5 List of Schedules. | D01-20005 | September 9, 2022, with the exception of a site-specific appeal, which was determined on May 7, 2025 by OLT Order | 81-22 |
| 18.4 | Official Plan Update – Neighbourhoods<br>Amends Sections 3.3.2, 3.3.3.3, 4.1, 4.9, 7.2 Definitions, and 7.6 List of Appendices<br>Add Exception Policy 6.51 | D01-20006 | September 9, 2022 with the exception of a site specific appeal to the Ontario Land Tribunal, which was determined on May 7, 2025 by OLT Order | 82-22 |

| OPA # | Description of Amendment | City File # | Effective Date | Adopting By-law |
|---|---|---|---|---|
| 18.5 | Official Plan Update – Yonge Street and Carrville/16th Avenue Key Development Area Amends Section 4.4.1, 4.4.2, adds a new Section 4.4.3, Amends Section 5.1, AMENDS Section 7.5 List of Schedules and adds Schedule C1, Schedule C2, Schedule C3, Amends Schedule A2, Schedule A3, Schedule A8 and Schedule A10. | MOPA-22-0001 | OPA 18.5 is in effect as of December 20, 2024, with the exception of site-specific matters appealed to the Ontario Land Tribunal (OLT-24-000485) as identified in comment boxes within this consolidation. | 105-23 |
| 18.6 | Official Plan Update – Village Local Centre Amends Sections 4.3.1, 4.3.1.1, 4.3.1.2, adds a new Section 4.3.1.3, Amends Sections 4.6.1, 4.6.2, 5.1, 6 Exceptions, 7.5 List of Schedules by deleting Schedule A9, adding Schedule E1, Schedule E2, Amending Schedule A2, Schedule A3, Schedule A8, Schedule A9 and Schedule A10. | MOPA-23-0001 | OPA 18.6 is in effect as of March 10, 2025, with the exception of site specific appeal to the Ontario Land Tribunal, which was withdrawn on April 1, 2026 by OLT Order (OLT-24-000494). | 106-23 |

| OPA # | Description of Amendment | City File # | Effective Date | Adopting By-law |
|---|---|---|---|---|
| 18.7 | Official Plan Update – Newkirk Local Centre Amends Sections 4.3, adds new Sections 4.3.3, 4.3.3.1, 4.3.3.2, 4.3.3.3, amends Sections 4.5, 4.8.2, 7.5 List of Schedules by adding Schedule G1 and Schedule G2 and amending Schedule A2, Schedule A3, Schedule A8. | MOPA-23-0002 | April 16, 2024 | |
| 18.8 | Official Plan Update – Oak Ridges Moraine Local Centre Amends Sections 4.3.2, 4.3.2.1, 4.3.2.2, adds a new Section 4.3.2.3, 5.1, 6 Exceptions, 7.5 List of Schedules by adding Schedule F1 and Schedule F2 and Amending Schedule A1, Schedule A2, Schedule A8, Schedule A10 and Schedule A11. | MOPA-23-0003 | OPA 18.8 is in effect as of December 5, 2024, with the exception of site-specific appeals which were determined by the Ontario Land Tribunal (OLT-24-000503) on November 13, 2025, and July 7, 2026, respectively. | 108-23 |
| 19 | Add Exception Policy 6.28*<br>*Deleted by OPA 18.8 | D01-15001 | December 16, 2020 (LPAT approved) | n/a |
| 20 | Add Exception Policy 6.29 | D01-16002 | September 30, 2020 (LPAT approved) | 109-20 |
| 21 | Add policy 9.5.2.2 (p) to Chapter 9 – North Leslie Secondary Plan | D01-13003 | February 18, 2021 | 147-20 |
| 22 | Lake Wilcox SPA – Amends Schedule A2 and A7, Sections | DO1-20010 | June 9, 2021 (adopted by Council) | 65-21 |

| OPA # | Description of Amendment | City File # | Effective Date | Adopting By-law |
|---|---|---|---|---|
| | 3.2.2.3, 3.2.2.4, 4.9 and 7.2 Definitions. | | September 28, 2021 (approved by York Region)<br>December 10, 2025 (OLT approved) | |
| 23 | Additional Dwelling Units - Amend policies 3.1.5 (5), 4.9.1.2 (3), 5.14 (4)(c), 7.2 Definitions, 8.6.2.2 (b), 8.6.2.3 (b), 8.6.2.5.5, 9.6.2.1 (b), 9.6.2.2 (b), 9.6.2.4 (5), and 9.9.2 Definitions. | D01-20011 | April 21, 2021 | 25-21 |
| 24 | Add Exception Policy 6.30 | D01-14003 | June 28, 2022 (OLT approved) | n/a |
| 25 | Add Exception Policy 6.5 | D01-19002 | October 28, 2011 (OMB Approved) | n/a |
| 26 | Add Exception Policy 6.31 | D01-18004 | May 27, 2022 (OLT approved) | n/a |
| 27 | Amends Policy 9.6.3.2 (j) | D01-20002 | August 5, 2021 | 80-21 |
| 28 | Amends Policy 9.6.3.3 | D01-18005 | June 19, 2024 | 78-24 |
| 30 | Add Exception Policy 6.33 | D01-16005 | January 6, 2022 (OLT approved) | n/a |
| 31 | Add policies 9.5.2.2 (q) and 9.6.3.3 (i) to Chapter 9 – North Leslie Secondary Plan | D01-18008 | March 22, 2022 | 17-22 |
| 32 | Add Exception Policy 6.35 | D01-16001 | July 4, 2022 | 61-22 |
| 33 | Add Exception Policy 6.34 | D01-20012 | August 19, 2022 | 86-22 |
| 34 | Add Exception Policy 6.36 | D01-21001 | May 22, 2024 (OLT approved) | n/a |

| OPA # | Description of Amendment | City File # | Effective Date | Adopting By-law |
|---|---|---|---|---|
| 35 | Modify policy 9.6.2.3 (l) of Chapter 9 – North Leslie Secondary Plan | D01-21005 | July 20, 2022 | 95-22 |
| 36 | Add Exception Policy 6.37<br><br>*Note: Exception 6.37(b) is further amended by OPA 48 | D01-20003 | September 7, 2022 | 97-22 |
| 37 | Amend Appendix 7 (Existing Neighbourhood Commercial Sites) by deleting the subject lands | D01-19004 | July 7, 2022 (OLT approved) | N/A |
| 38 | Amend Schedule "A" - Land Use Plan to the North Leslie Secondary Plan (Chapter 9 of the City of Richmond Hill Official Plan) | D01-21002 | February 22, 2023 | 2-23 |
| 39 | Add Exception 6.38 | D01-20018 | February 22, 2023 | 13-23 |
| 40 | Add Exception 6.39 | D01-20009 | May 18, 2023 (OLT approved) | N/A |
| 41 | Richmond Hill Centre Secondary Plan | D11-21001 | January 17, 2025 (OLT-23-001120) | 55-23 |
| 42 | Add Exception 6.40 | D01-19005 | August 2, 2023 (OLT approved) | N/A |

| OPA # | Description of Amendment | City File # | Effective Date | Adopting By-law |
|---|---|---|---|---|
| 43 | Amend Schedule A11, Add Exception 6.41 | D01-20004 | February 12, 2026 (OLT Approved) | N/A |
| 44 | Add Exception 6.42 | D01-18007 | October 17, 2023 (OLT Approved) | N/A |
| 46 | Delete and Replace Exception 6.22 | D01-21010 | May 28, 2024 (OLT approved) | N/A |
| 47 | Add Exception 6.44 | D01-20013 | March 17, 2025 (OLT approved) | N/A |
| 48 | Modify Exception 6.37 | OPA-23-0009 | May 9, 2024 | 40-24 |
| 49 | Add Exception 6.45 | D01-20008 | May 22, 2024 | 49-24 |
| 50 | Add Exception 6.46 | OPA-22-0006 | June 7, 2024 | 60-24 |
| 51 | Add Exception 6.43 | D01-21004 | July 19, 2024 | 66-24 |
| 52 | Add Exception 6.48 | D01-20017 | July 3, 2024 | 72-24 |
| 53 | Add Exception 6.47 | D01-20015 | September 23, 2024 (OLT approved) | N/A |
| 54 | Add Exception 6.49 | D01-18003 | June 19, 2024 | 79-24 |
| 55 | Add Exception 6.50 | D01-20014 | July 19, 2024 | 80-24 |
| 56 | Add Exception 6.52 | OPA-24-0001 | January 17, 2025 (OLT approved) | N/A |
| 57 | Add Exception 6.53 | D01-21003 | December 19, 2024 | 147-24 |
| 58 | Adding policies 3.1.5(5)(f),3.1.5(5)(g), 3.1.5(5)(h) Amend 7.2- Definitions - Additional Residential Unit | MOPA-24-0001 | January 14, 2025 | 145-24 |
| 59 | Amend Policies 3.4.1.55(a)(ii), 4.3.3.1(11)(b), 4.4.3(2), 12.2.2(1) and 12.2.4.2(1). Delete 12.2.2(3). | MOPA-24-0001 | January 14, 2025 | 146-24 |
| 60 | Add Exception 6.54 | D01-17006 | April 29, 2025 | 41-25 |

| OPA # | Description of Amendment | City File # | Effective Date | Adopting By-law |
|---|---|---|---|---|
| 61 | Adding Policies 4.8.1.1(4), 4.8.2.1(4), modifying policy 4.8.2.1.(3)(a) and renumbering policies in 4.8.1.1 (4)-(8) and 4.8.2.1(4)-(11) | MOPA-24-0002 | May 6, 2025 | 34-25 |
| 63 | Amend Schedule A11, Add Exception 6.55 | OPA-23- 0001 | July 29, 2025 | 52-25 |
| 64 | Amend Schedule A11, Add Exception 6.56 | OPA-25-0003 | June 18, 2026 | 34-26 |
| 65 | Amend Exception 6.29 | OPA-24-0007 | August 20, 2026 | 72-26 |

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# 1

# INTRODUCTION



# 1 INTRODUCTION

## 1.1 PURPOSE OF THE PLAN

After experiencing rapid growth and development in the latter part of the 20th century, it was recognized by Council and the public that a new Official Plan was necessary to proactively shape and guide the future growth and development of the City of Richmond Hill over the next 25 years. To begin, the City embarked on the People Plan Richmond Hill process – a consultation initiative to truly engage the community and find out what kind of City its residents and businesses want Richmond Hill to be. The intent of People Plan Richmond Hill was successfully achieved by engaging participants through numerous consultation activities and events over a two-year time span. The result was the achievement of a consensus regarding the provision of key directions for developing the City's Strategic Plan as well as core long-term planning directions for the Official Plan.

This Official Plan ("Plan") brings Richmond Hill's planning policy framework into the 21st century. It provides clear direction for growth, balancing change in the City with protection of what is valued from the past, truly blending the old and the new. Once considered a village that rapidly became a mid-size City on the outskirts of a growing urban region, the City of Richmond Hill is now located within the centre of a thriving metropolitan area. It is a mosaic of people from different cultures, where urban meets suburban, where the city and nature intersect, and where streets, highways and transit systems connect. It is the culmination of places where the past is remembered and cherished, but also where new and innovative possibilities can be explored. The City of Richmond Hill has embraced this transformation – from the "renaissance" of its downtown, to celebrating the Oak Ridges Moraine, to protecting economic opportunities, to requiring excellence in urban design and redevelopment projects that respect and reinforce the City's character. Most importantly, this Official Plan was created by and for the City's greatest resource – its people. Richmond Hill's ability to attract some of the best and the brightest from all walks of life is a testament to the character of this City and its residents. This Official Plan is a planning policy and design document that will ensure Richmond Hill remains a gathering place for people and future generations to come.

Only time will tell how the future urban structure of the City takes hold and how many new and interesting places become part of the fabric and character of Richmond Hill. Through the development of this Official Plan, many stories were heard from the public about "our City", the places that they value, and what it means to live and work in Richmond Hill. While it is accepted that growth and urbanization will continue, it is based on the understanding that Richmond Hill will undertake this transformation in its own unique way. After all, cities and towns are ultimately about us – our unique identity and values, revealing places, our history and our future. They influence how we live at various stages in our lives and, through our own daily experiences, cities and towns mature and evolve with us. Through this Official Plan, the City has made a commitment to redefining what it means to be urban in Richmond Hill.

## 1.2 CONTEXT

While the City was first incorporated as a village in 1872, archaeological records of the first human settlements in Richmond Hill go as far back as 11,000 years ago when aboriginal groups set up nomadic camps along the strandlines of Richmond Hill's kettle lakes. These post-

glacial lakes, aquifers, rich vegetation and hilly topography characterized what we now know as the Oak Ridges Moraine – a geologically based landform with significant ecological and hydrological features in Southern Ontario that encompasses much of the City. Iroquoian settlements linked to subsistence agriculture on the land were later established in Richmond Hill, including a site near the intersection of Yonge Street and Major Mackenzie Drive. Sometime later, nomadic camps of the Mississauga Indians moved seasonally across York Region including what is present day Richmond Hill.

By the late 1700s, when the first European settlers arrived, Yonge Street was carved out of the landscape to serve as a military route. Settlement patterns soon emerged along this travel corridor and were initially established by British immigrants and United Empire Loyalists. One-thousand acre concession blocks were surveyed and formed the east-west and north-south concession roads that remain part of the City's urban structure today. In the early 1800s, a focal point of settlement known as Mile's Hill emerged on the lands located at Yonge Street and Major Mackenzie Drive, eventually leading to the establishment of streets around that area which later became known as the Village of Richmond Hill.

For almost a century, Richmond Hill matured as a farming community comprised of a series of crossroad villages and hamlets focused on agriculturally-based mills and industries along the various river corridors. The stagecoach and subsequent rail line extending from Toronto helped establish Richmond Hill as a service stop for the traveling public and spurred other general trade industries with the addition of freight shipping routes. By the early 1900s, the City began to transform itself from a village and separate hamlets into a thriving town centre. The laying of the railroad and the emergence of the automobile resulted in the City's growing urbanization dominated by post-World War II residential subdivision and industrial development. The 1980s to the present day was a period of rapid growth and development for the City. Richmond Hill's population increased from 37,000 in 1981 to more than 180,000 in 2007.

Despite its transformation over the years, certain key characteristics of the City remain the same. The Oak Ridges Moraine is still an identifiable feature in Richmond Hill covering over half of the City's land area. The watercourses originating from the Moraine are identifiable through the valley and stream corridors in the southern portion of the City and provide existing and potential linkages for the Greenway System. Transportation remains a defining feature in the City. Yonge Street continues to serve as a historical spine for development throughout York Region, the Greater Toronto Area (GTA) and beyond, and the rail corridors and highways through Richmond Hill continue to attract and spur growth within the City. With a proposed Yonge subway extension to its Richmond Hill Centre at Yonge Street and Highway 7, VIVA rapid transit and local transit on the corridors, and the GO train and bus service all intersecting in Richmond Hill – the City serves as both a destination and a major transit hub for commuters in the GTA. Socio-economic, natural and cultural landmarks such as the historic village core in the Downtown, the identifiable Beaver Creek Business Park, neighbourhoods such as Mill Pond and Lake Wilcox, and the David Dunlap Observatory continue to provide unique and interesting places. Foremost, the City's central location in the middle of a thriving metropolitan region places Richmond Hill front and centre in the GTA. This location is partly what led to the City's past growth and development and will continue to influence it in the future.

After almost three decades of rapid urbanization, the City is nearly built out to its urban boundary. Consequently, future growth and development will largely be accommodated in more compact, pedestrian-oriented, mixed-use forms of development. The transformation towards a

new urban form in Richmond Hill mirrors the current shift in land use planning in Ontario – particularly in the GTA. Recent Provincial initiatives including changes to the *Planning Act*, the Provincial Policy Statement (2005), the Oak Ridges Moraine Conservation Plan, the Greenbelt Plan, and the Growth Plan for the Greater Golden Horseshoe focus on managing growth and curbing the effects of urban sprawl through planned intensification, mixed-use development and compact built form. Further direction from York Region requires the incorporation of sustainable design through the planning of energy-efficient, pedestrian and transit-oriented communities with increased densities focused on centres and corridors. This changing context was reinforced by what the City heard through the People Plan Richmond Hill process. The Strategic Plan – A Plan for People, A Plan for Change states the community's vision for the City as "a place where people come together to build a community".

That sentiment and longing for Richmond Hill to be about the places where people connect and for the City to remain "our City" has been a key focus in the way the policies of this document were developed – approaches that are innovative, integrated and new, yet balanced by what is appropriate to the City's local and historic context. Understanding where the City has been and where it wants to go in the future, this Plan will lead Richmond Hill through its next transformation.

## 1.3 PLAN ORGANIZATION

The Official Plan is divided into two parts. Part I contains seven chapters that make up the body of the Official Plan and Part II contains the Secondary Plans.

*PART I PLAN*

**Chapter One** introduces the purpose and context for developing the Plan, how it is organized, how long it is to be in effect, and how to read the Plan.

**Chapter Two** articulates the Plan's vision for the City and what it aspires to be, including ten guiding principles for planning policy development and implementation.

**Chapter Three** sets out the City's approach to growth management through the general policies and urban structure framework for the City. The policies outlined in this Chapter generally apply City-wide and cover a number of policy areas ranging from growth management, housing, infrastructure and servicing to the Greenway System, employment, place-making/urban design and transit-oriented development. The policies are organized under the core directions for the guiding principles: a complete community, environment, economy, place-making, and connectivity/mobility.

**Chapter Four** contains the land use designations which apply in the City and, together with the schedules of the Plan, establish both land use and design policies for each area of the City's urban structure.

**Chapter Five** sets out the policies and planning tools to implement the Plan.

**Chapter Six** outlines the exceptions to policies contained in the Plan.

**Chapter Seven** contains information and visuals to facilitate interpretation of the Plan, including definitions, schedules, appendices and a list of figures and tables that appear within the Plan.

*PART II PLAN*

Part II of the Plan contains Secondary Plans with more detailed policies that apply to specific areas of the City.

## 1.4 EFFECT AND DURATION

The policies of this Plan will guide decisions to manage growth and development to implement the vision for the City over the planning period to 2031.

The Plan:

- Applies to all lands within the jurisdiction of the Corporation of the City of Richmond Hill;
- Is a legal document, the origin derived from the *Planning Act* and the implementation of this Plan shall be in accordance with the provisions of the *Planning Act*;
- Has due regard for matters of Provincial interest identified in Section 2 of the *Planning Act*;
- Conforms to and builds on the concept of complete communities and growth management established by Provincial initiatives such as the Provincial Policy Statement, the Oak Ridges Moraine Conservation Plan, the Greenbelt Plan, and the Growth Plan for the Greater Golden Horseshoe
- Conforms to the York Region Official Plan;
- Will undergo comprehensive reviews in accordance with the *Planning Act* to adapt to changing circumstances and to ensure that relevant policies are updated;
- Is one of the primary implementation mechanisms for the City's Strategic Plan and subsequent review of the Strategic and Official Plans; and
- Is a key corporate document that is and should continue to be integrated with other corporate initiatives such as the City's Transportation Master Plan, Urban Master Environmental Servicing Plan, the Economic Development Strategy, the Parks Plan, Recreation Plan, the Cultural Plan and Development Charges.

## 1.5 HOW TO READ THIS PLAN

This Official Plan establishes policies to implement the Official Plan vision and desired outcome that will direct the City's growth, development and management of resources. Rooted in the guiding principles and urban structure for the City, the policies provide overall direction on where and how the City will grow, allowing enough flexibility for both the public and private sector in Richmond Hill to establish innovative approaches to meet the defined objectives and address the challenges of the day. The land use and design policies in this Plan are intended to be read in their entirety and all relevant policies are to be applied to each situation.

While the Plan is organized into various chapters that speak to specific elements of a complete community and the City's urban structure, **the Plan is an integrated document that must be read as a whole**. Policies in this Plan are intended to be mutually reinforcing to speak to

various components of a complete community and to components of the City's urban structure, including policies that recognize the link between land use, infrastructure, transportation and urban design.

Sections 1.1 to 1.3 in Chapter One are for information purposes only to help the reader understand the context and organization of this Plan. The operative policies of this Plan are contained in Sections 1.4 and 1.5 of Chapter One, Chapters Two to Seven in Part I, and the Secondary Plans in Part II of this Plan. Within Part I, the preambles, numbered policies, and the corresponding definitions and schedules are to be considered operative parts of this Plan. In addition to the policy text, the Part I Plan consists of figures, tables and schedules to help identify boundaries, planned infrastructure, and areas of the urban structure where the corresponding policies apply. Supplementary or visual components contained in the Chapter Seven appendices are for information purposes only and do not form operative parts of this Plan. Throughout this document, any non-policy textual commentary or diagrams provided in the side bars are intended to guide the user's understanding of a given policy and are not to be interpreted as policies of this Plan.

The policies of Chapter Three apply City-wide to provide general polices to all land use designations. The policies of Chapter Four, which speak to land use and design, must be read together with all the relevant and applicable policies of this Plan including policies of Chapter Three related to sustainable design, place-making and connectivity and mobility.

Except for references to legislation which are traditionally italicized, italicized terms in this Plan are defined in the Definitions section of Chapter Seven. For other non-italicized terms, the normal meaning of the word applies. Some terms may be italicized only in specific policies. For these terms, the defined meaning applies where they are italicized, and the normal meaning applies where they are not italicized. Defined terms in the Definitions section are intended to capture both singular and plural forms of these terms in the policies.

Except where a word appears at the beginning of a sentence when it is traditionally capitalized, references to land use designations as identified in this Plan through the policies and land use schedule are also capitalized. Words may also be capitalized where they refer to the name of a study, plan, guideline or a distinct feature that has been approved by a government agency. Where the word appears in a sentence and is not capitalized, other than at the beginning of the sentence, the normal meaning of the word applies.

Sidebar:

**HOW TO READ THIS PLAN**

FUNCTIONAL PARTS OF THIS PLAN:

***Part I***

Chapter 1: Sections 1.4 to 1.5

Chapters 2 to 7

Tables

Schedules

Definitions

***Part II***

Secondary Plans

FOR ILLUSTRATIVE PURPOSES ONLY:

***Part I***

Chapter 1: Sections 1.1 to 1.3

Graphics and text boxes

Figures

Sidebar diagrams and text

Appendices

# 2

# VISION & GUIDING PRINCIPLES



# 2 VISION & GUIDING PRINCIPLES

The approach to developing this Official Plan is based on Provincial and Regional policy direction from the top-down merged with local community input and technical expertise. Conforming to legislated requirements and capturing the community's vision for growth and development, this integrated approach was fundamental to shaping the City's future Official Plan vision. What has resulted is a set of guiding principles that provide a foundation for the Official Plan, an urban structure framework to direct growth and determine land use spatially throughout the City, and major policy directions for developing Official Plan policies that will guide future land use planning decisions. The vision statement and guiding principles outlined in this Chapter establish a comprehensive vision for the Official Plan and what Richmond Hill will become.

## 2.1 VISION STATEMENT

***"The City of Richmond Hill will be the centerpiece of York Region and one of the most prominent, complete communities in the Greater Toronto Area"***

The Vision for the City of Richmond Hill Official Plan evolves from Council's Strategic Plan and public consultation related to the update of the 2010 Official Plan which commenced in 2019. This vision statement:

- Recognizes the City's central location within the Region's urban communities and that the City hosts two Bus Rapid Transit lines, GO Stations, a future subway system and 407 Transitway;
- Leads us to establish an urban system that supports transit-oriented, vibrant community development, starting with the Richmond Hill Centre;
- Provides the Official Plan direction that supports Richmond Hill as a robust regional mixed-use community;
- Directs the City to invest in public infrastructure that not only supports residents and businesses of Richmond Hill, but also those of York Region; and
- Brings about a call to action to partner with York Region and other levels of government, agencies, stakeholders, developers and the public to achieve common city-building goals.

Sidebar

| |
|---|
| The Key Directions Report endorsed by Council in February 2022 to inform the update of this Official Plan proposes that this City Vision be achieved by 2041. |

This vision statement was developed at a time when residents, business, stakeholders and City Council recognize that the City has evolved from a small village to one of Canada's top 30 most populated municipalities (and Ontario's 12th), according to the 2021 Census. This ranking results from the City's transformation from suburban to urban. This vision statement was developed at a time when residents, business, stakeholders and City Council recognize we must implement an Official Plan that is future forward in its thinking, capitalizes on the natural evolution and character of the City, and provides flexibility to adapt to lifestyle and~~,~~

demographics changes in the community, fundamental shifts in the global economy, an increasing national concern regarding housing affordability, and a worldwide climate change crisis.

It is anticipated that changes to the City's climate will result in higher annual average temperatures, and more extreme, unpredictable weather which over time will adversely impact natural systems, increase the risk of flooding, damage infrastructure and negatively impact public health. Mitigation and adaptation are core strategies for reducing greenhouse gas emissions and managing the risks related to climate change. The interconnectedness of actions requires direction across multiple sections of this Plan that contribute towards reducing the potential impacts and associated risks to a changing climate. These include the Plan's overall vision towards the development of complete communities that are sustainable, low-carbon, compact, mixed-use, and transit supportive, and are supported by policies relating to infrastructure, energy, natural environment, sustainable building design, connectivity and mobility, and land use to protect human health, property, environment, and economy. This approach recognizes the multidisciplinary action needed to achieve the goals set out in the City's Environment Strategy and the Community Energy and Emissions Plan (CEEP).

To implement this Official Plan vision, the policies of this Plan reflect the planning direction of the Province and York Region while balancing the desire of the community for managed growth at a scale that reflects the local context and positively contributes to the City's character, identity, and vision. Growth is directed away from environmental areas that, over time, are to be enhanced as important natural features of a connected Greenway System that includes a linkage with urban open spaces. Cultural heritage resources will be managed to provide a link to our past. Employment lands are protected in order to promote long term economic vitality. Much of the City's future growth will take the form of mid- and high-rise mixed-use development concentrated in a network of centres and corridors. New development will be pedestrian oriented, compact and human-scaled, with the objective of promoting mobility and walkability, fostering social interaction, and ensuring compatibility with existing development. Each area of the City, whether it be a business park, the historic Village or the Richmond Hill Centre, will continue to have an identifiable character. To promote healthy complete communities, this Plan seeks to facilitate compatible development that enhances the character of each area, promotes innovative sustainable design and is context sensitive and human-scaled.

Based on the consultation that led to this vision, it is clear that Richmond Hill's location within a broader urban landscape is well understood, as is the need to plan for development that promotes transit infrastructure and investment. At the same time, there is a strong desire for city-building to occur in a manner that respects, enhances and delivers a unique identity for the City. Policies in this Plan point to intensification and compact form at an appropriate scale that is acceptable in Richmond Hill's context and that considers transition, phasing and excellence in design. This Plan supports the ongoing conservation and protection of the Greenway System, requiring that the system be managed and enhanced through linkages to the built-up areas and by innovative sustainable design and infrastructure. Moreover, this Plan allows for increased office, commercial and retail employment appropriately directed to the centres and corridors that are well suited to mixed-use, intensification and transit.

This Plan applies an environmental policy approach that reinforces connections between the natural and built environment, protects and plans for a range of economic opportunities, and promotes a contextually-sensitive approach to housing and residential intensification. Just as Richmond Hill transformed in the past from a village to a thriving suburban community, the City

will continue to evolve in the future. Becoming the centerpiece of York Region and one of the most prominent communities in the Greater Toronto Area begins with following the Official Plan's guiding principles.

## 2.2 GUIDING PRINCIPLES

The following guiding principles were developed with the community to provide direction for the policies in this Plan as well as future land use decisions. The Official Plan is one of the most powerful public policy documents that a municipality has to guide future growth and development and meet the needs of its community. To fulfill this corporate responsibility for maintaining and improving the well being of Richmond Hill as a whole, the City must ensure that public policy decisions are made not just from a strictly economic perspective, an environmental perspective, or even a neighbourhood perspective. Rather, such decisions must be made from the perspective of what is best for the community and the public good as a whole. Rooted in core directions (complete communities, environment, economy, place-making, connectivity and mobility) from the Province and reflective of the community's vision from People Plan Richmond Hill, the Official Plan guiding principles signify the type of community valued by the residents of Richmond Hill.

**Official Plan Guiding Principles**

**Complete Communities**

- Direct growth to built-up urban areas with existing infrastructure and services in a network of centres and corridors.
- Create an integrated, vibrant and diverse community that provides a mix of land uses, including a balance of housing, employment, community services, parks and open spaces.

**Environment**

- Protect and enhance natural environmental systems, functions and resources over the long term.
- Incorporate and promote sustainable development practices and initiatives.

**Economy**

- Protect employment lands over the long term.
- Promote economic vitality and provide for a balanced and diverse range of employment opportunities.

**Place-making**

- Recognize and enhance the inherent and unique aspects of Richmond Hill and create focal points, gateways, experiences and landmarks.
- Strive for design excellence in the public and private realm.

**Connectivity and Mobility**

- Plan for transit and pedestrian oriented development.
- Promote connectivity, mobility and accessibility within and between neighbourhoods, employment lands, parks and open spaces.

Sidebar

A complete community provides opportunities for people to live, work, shop and play. It offers access to infrastructure and amenities in well-designed, pedestrian-oriented places.

# 3

# CITY BUILDING



# 3 CITY BUILDING

Achieving the vision of this Official Plan requires city building in a way that maintains and enhances the character of a community as it evolves through growth and development. The process of urbanization can be used to bring about positive changes to a community – the establishment of greenways, upgrades to transit, and the provision of more vibrant places and services to effectively meet the needs of the growing population. This transformation will be incremental, timed with the provision of infrastructure and services, and directed to key locations within the City at the appropriate intensity and scale.

This balanced approach to urbanization is reflected in the Official Plan Guiding Principles outlined in **Chapter 2** and carried forward in the policies of this Plan. **Chapter 3** contains policies which generally apply across all land use designations. This Chapter is organized into five main policy sections that correspond with the core directions of the Official Plan Guiding Principles: ***A Complete Community***; ***Environment***; ***Economy***; ***Placemaking***; and ***Connectivity and Mobility***. Each section outlines policies to implement the guiding principles and must be read in conjunction with the other chapters of this Plan.

## 3.1 COMPLETE COMMUNITY

**Guiding Principles for a Complete Community:**

- Direct growth to built up urban areas with existing infrastructure and services in a network of centres and corridors.
- Create an integrated, vibrant, and diverse community that provides a mix of uses, including a balance of housing, employment, services, amenities, parks and open spaces.

A complete community provides opportunities for people to live, work, shop and play. It offers amenities in well-designed, pedestrian-oriented places developed at a human scale where public transit, walking, and cycling are viable alternatives to the automobile. This is the type of community envisioned for Richmond Hill, a City that is already a desirable place to live and work. To maintain and enhance Richmond Hill's quality of life, this Plan anticipates changes that will confront the City and applies a proactive approach to shaping these changes in a way that benefits the community in the future. Over time, Richmond Hill will be a more integrated, vibrant and diverse community that promises a mix of land uses, including a balance of housing types, employment, services, amenities, parks and open spaces.

While all sections in Chapter 3 contribute to the overarching goal of a complete community, this section outlines policies that will provide the foundation for a complete community in Richmond Hill by managing growth and development within the City's defined *settlement area*. As identified through the City's urban structure framework, the majority of growth will be directed to a network of *centres and corridors* which are to be the primary areas for intensification based on existing and planned public rapid transit, infrastructure and public service facilities (i.e. human services and institutional uses). Outside these areas, growth will be limited in order to sustain the unique character of the City's neighbourhoods and preserve the City's Greenway System and *employment lands*. Building on this approach to growth management and intensification, additional components of a complete community addressed in this section include: the integration of land uses where appropriate to encourage a greater mix and range of uses; policies to meet the basic needs of a growing and diverse population through housing, employment, community uses (public and human services), parks and servicing.

### 3.1.1 GROWTH MANAGEMENT

1. As part of managing growth, municipalities are required to plan for projected population and employment. The population and employment forecasts contained in this Plan are allocated to the City of Richmond Hill by York Region. The forecasts are intended to help guide and inform planning for housing and employment growth, transportation requirements and investments, infrastructure and the needs of other services and programs. This Plan provides a comprehensive land use planning framework to direct and manage growth to 2031 based on the population and employment forecast identified in **Table 1**:

**Table 1: City-wide Population and Employment Forecast:**

| ***Year*** | ***2006*** | ***2016*** | ***2021*** | ***2026*** | ***2031*** |
|---|---|---|---|---|---|
| Population ("People") | 169,800 | 216,900 | 231,400 | 239,100 | 242,200 |
| Employment ("Jobs") | 61,100 | 86,100 | 94,300 | 97,400 | 99,400 |

2. The fulfillment of the City's Structure is guided by the City's commitment to a low carbon emissions future as expressed in the City's Community Energy and Emissions Plan (CEEP). Achieving the CEEP target of net-zero emissions requires actions at all scales of *development*, which are articulated in the CEEP and policies of this Plan.

Sidebar:

Net-zero signifies that, by the year 2050, the City will have reduced its greenhouse gas (GHG) emissions as much as possible and will not be emitting more than it is offsetting.

Offsetting is the reduction of emissions in one place to compensate for emissions in another location. Achieving the net-zero target requires implementing the City's multi-faceted Community Energy and Emissions Plan (CEEP). Actions identified in the CEEP include:

- use of modes of transportation that have no or minimal carbon emissions,
- build efficient low or no carbon emitting buildings;
- create and use renewable low or no carbon energy;
- reduce or eliminate waste;
- build compact complete communities;
- protect and enhance natural heritage; and
- ensure these objectives are met though municipal leadership.

Policies of this Official Plan aim to assist with implementing the CEEP to achieve these stated actions.

### 3.1.2 MANAGING GROWTH WITHIN THE SETTLEMENT AREA

The *settlement area* of Richmond Hill will be the focus of growth and development in the City based on the availability of existing and planned services. The *settlement area* boundary shown on **Schedule A3** (Settlement Area) defines the area that is already serviced or may be serviced with major streets, transit, and piped sewer and water services in accordance with the policies of this Plan. The land within the settlement area represents a 20-year supply of urban land to accommodate growth in accordance with the York Region Official Plan. This Plan does not contemplate the limits of the *settlement area* being expanded beyond the *built boundary* and the *designated greenfield area* over the time horizon of this Plan.

Within the *settlement area* is the *built boundary*, identified by the Province of Ontario, within which intensification of residential and employment uses will occur. Areas outside of the *built boundary* but within the *settlement area* are considered to be *designated greenfield areas* where the establishment of new communities will occur. *Development* within either portion of the *settlement area* shall be consistent with density targets identified in Provincial and Regional policies.

It is the policy of Council that:

1. Population and employment growth shall be accommodated within the *settlement area* boundary to 2031 in accordance with Table and the policies of this Plan.

2. Expansion of the *settlement area* as shown on **Schedule A3** (Settlement Area) shall be initiated only by the Region, in consultation with the City, as part of a *municipal comprehensive review* that is consistent with the policies of the Growth Plan for the Greater Golden Horseshoe, 2006 (Growth Plan) and the York Region Official Plan.

3. The City will work with York Region to ensure that by the year 2015 and for each year thereafter, a minimum of 40% of all residential *development* in York Region will occur within the *built boundary*. The City, in consultation with the Region, will monitor the number of units built within the *built boundary* shown on **Schedule A3** (Settlement Area) by the year 2015, and each year thereafter, to ensure conformity with the requirements of the Growth Plan.

4. The City will work with York Region to achieve the minimum density target of 50 people and jobs combined per hectare within the *developable area* of the Region's *designated greenfield area*.

5. Secondary Plans within the *designated greenfield area* that are not completely built as of the adoption of this Plan should be re-examined to determine if 50 residents and jobs per hectare in the *developable area* can be achieved.

6. Secondary plans and subdivision plans within the *designated greenfield area* that are not approved, are encouraged to be developed in accordance with the policies of the New Community Areas section of the Region of York Official Plan.

7. Within the City's built boundary shown on **Schedule A3** (Settlement Area), this Plan provides policies to meet the following minimum intensification targets for population growth as identified in **Table 2**.

8. The City will work with York Region to maintain a housing supply of 3 to 7 years across the Region in registered and draft approved plans of subdivision, condominium plans and/or site plans.

**Table 2: Minimum intensification targets within the built boundary**

| Target new residential units (2006 to 2031) |
|---|
| 15,300* |

**The minimum intensification targets for new residential units within the built boundary shown in Table 2 are intended to provide an estimate of units that can be built as a result of development that conforms to this Plan.*

### 3.1.3 CITY STRUCTURE

Given that Richmond Hill's *settlement area* is nearly built out, most development in the City will occur through intensification. Intensification is the development of a property, site or area at a higher density than currently exists. As explained in **Chapter 1**, Richmond Hill's physical city structure has been shaped by environmental, economic, and socio-cultural factors to become what it is today. The four components of the City's structure are centres and corridors, employment areas, neighborhood areas, and the greenway system. Together, these components form the basis to achieving the City's prominent complete community vision.

The city structure identified in this Plan was developed to help depict the physical make-up of the City over the long-term planning horizon. It provides a visual synthesis of Provincial and Regional policy direction for growth management combined with feedback from the public on where Richmond Hill's distinct features, systems, economies and places should be enhanced.

This section outlines general policies to direct intensification and development in the city structure. More detailed policies specific to each component of the City's structure can be found in **Chapter 4** (Land Use Policies) of this Plan.

Sidebar

Schedule A1 City Structure as amended via OPA 18.3 provides the foundational guidance for the City's long term buildout. Subsequent amendments to the Official Plan will provide more detailed guidance. In the interim period, policies in Chapter 7, and policy 7.1(1)(a) in particular, provide guidance in terms of how this schedule is applied.

It is the policy of Council that:

1. The city structure as shown on **Schedule A1** (City Structure) to this Plan shall form a spatial framework for land use and development in Richmond Hill.

2. Over the time horizon of this Plan, the *centres and corridors* of the city structure shown on **Schedule A1** (City Structure) and defined on **Schedule A2** (Land Use) to this Plan shall accommodate the majority of the City's projected population growth. Projected employment growth will be accommodated within the City's *employment lands*, the Leslie Street Institutional Area, and in the *centres and corridors*. The addition of new or expansion of existing *centres and corridors* is not anticipated and shall only be initiated by the City through a *municipal comprehensive review*.

3. The majority of *intensification* in the City shall occur in the *centres and corridors* shown on **Schedule A1** (City Structure) and defined by the land use designations shown on **Schedule A2** (Land Use) and the policies of this Plan. *Intensification* outside of the *centres and corridors* shall be limited in accordance with the policies of this Plan.

4. Richmond Hill's intensification hierarchy complements the City structure and is intended to clarify the City's priorities for where new growth is to occur within the City. More specifically, this hierarchy is provided to support the achievement of the City's residential intensification target. The network of Centres and Corridors listed in **Figure 1** and shown on **Schedule A1** (City Structure) are areas that are planned to accommodate the majority of growth within the City.

   The Richmond Hill Centre is given the highest priority, followed by Key Development Areas and Regional Corridors where large parking fields, underutilized sites and/or parcels of vacant land presently exists.

   The next priority are Local Centres, some of which already include a higher density of development and can benefit from supporting redevelopment to fulfill complete community aspirations.

   Local Development Areas and Corridors also provide opportunities for intensification in a manner that may have more contextual limitations than those of the preceding areas.

   Finally, neighbourhoods also play a role in the intensification hierarchy, through infill development, various grade related and/or low-rise housing options, and the provision of additional residential units. However, neighbourhoods will likely accommodate a lower yield of growth in comparison to the areas that precede it; therefore, they are identified as lower priority from a residential intensification perspective.

5. In the City's intensification hierarchy, Centres are recognized as focal points and destination areas where a mix of uses shall be required, whereas Corridors play a supporting role to these Centres. Corridors provide connections, continuity, and transition between Centres, forming a cohesive network of mixed-use lands that serve the broader community and Region as a whole. The appropriate type, mix, scale and intensity of development within Centres and Corridors are described in policies 3.1.3 (8)-(16), **Figure 2**, and in **Chapter 4** of this Plan.

6. *Development* in the centres and corridors shall accommodate the highest densities and widest range of uses within the City and shall be provided at an appropriate scale and intensity, in accordance with the policies of this Plan. This includes a built form transitioning to the surrounding areas and ensures the creation of a high-quality, human-scaled, pedestrian-oriented public realm.




**Richmond Hill Intensification Hierarchy**

7. The Richmond Hill Centre will:

    a. Be the primary *intensification* area of the City providing the greatest range of uses in a mixed-use format, including employment and residential uses, that are transit-oriented and concentrated around an integrated transit hub;

    b. Accommodate the highest level of *intensification* in the City, including the greatest height and density;

    c. In accordance with the York Region Official Plan (2022) and as shown on Schedule A3, be planned to achieve a minimum gross density of:

        i. 1,400 persons and jobs per hectare for the lands referred to in section 2 of Ontario Regulation 344/22 (as shown in Schedule 2 of the Richmond Hill Centre Secondary Plan);

        ii. 400 persons and jobs per hectare for the balance of 'PMTSA #49 - Richmond Hill Centre Subway Station';

        iii. 200 persons and jobs per hectare for 'PMTSA #41 - Bantry-Scott BRT Station

8. *Development* applications to amend the Official Plan that would have the effect of reducing the density of a site that has been designated for medium or high-density residential development in the *centres and corridors* shall only be considered through a *municipal comprehensive review*.

9. The Key Development Areas (KDAs) will accommodate *intensification* within the City at a level less than Richmond Hill Centre and are envisioned as mixed-use centres along a Regional Corridor. The existence of public rapid transit service combined with major existing nodes of retail and commercial development and opportunities for large land parcels to be redeveloped provides ideal conditions to promote transit-oriented development.

10. The Regional Corridors, outside of the KDAs, will accommodate *intensification* at a scale and intensity generally less than the KDAs. Certain areas of the Regional Corridors will have a broad range and mix of land uses and activities in a compact, pedestrian and transit-oriented built form serviced by existing and planned public rapid transit.

11. Local Centres will accommodate *intensification* at a scale and intensity that is less than the KDAs. Local Centres will be important community focal points and will develop as revitalized, mixed-use centres with pedestrian-oriented, human-scaled main streets.

12. The Local Development Areas (LDAs) will accommodate *intensification* at varying scales and intensity that is less than the KDAs and Regional Corridors. The LDAs are located along the Local Corridor and represent a series of smaller-scale, mixed-use service hubs for the adjacent neighbourhoods.

13. The Local Corridor will accommodate *intensification* at a scale and intensity less than the LDAs. Certain areas of the Local Corridor will have a limited range and mix of land uses and activities in a compact, pedestrian-oriented built form served by planned, long-term public rapid transit.

14. The Neighbourhoods will accommodate only limited *intensification* through small-scale infill and redevelopment at a lower scale and intensity than any other area of the urban structure.

15. The Employment Lands will accommodate *intensification* of employment uses as permitted under the Employment Area designation and the Employment Corridor designation. The majority of employment intensification will take place along the Employment Corridors serviced by existing and planned public rapid transit.

16. The Greenway System will not accommodate *intensification* and only those uses outlined under the Greenway System land use designations will be permitted. The Greenway System is envisioned as a legacy of environmental, rural, agricultural and urban open space lands that will be protected, enhanced and actively managed over the long-term.

17. The Leslie Street Institutional Area designation will accommodate intensification through *office*, institutional, small-scale *retail* and small-scale *commercial* uses. The Leslie Street Institutional Area is envisioned as a cohesive corridor for institutional, *office*, small-scale *retail* and small-scale *commercial* uses that provide a valuable function to the immediate area and the City as a whole.

**CENTRES**

- Richmond Hill Centre
- Yonge Street and 16th Avenue/Carrville Road Key Development Area
- Yonge Street and Bernard Avenue Key Development Area
- Village Local Centre
- Oak Ridges Local Centre
- Newkirk Local Centre
- Bathurst and Highway 7 Local Centre
- East Beaver Creek and Highway 7 Local Centre
- Trench Street Local Development Area
- Bayview Local Development Area

**CORRIDORS**

- Yonge Street Regional Corridor
- Highway 7 Regional Corridor
- Major Mackenzie Local Corridor

**Figure 1: Centres and Corridors identified in the City Structure**

**1. Richmond Hill Centre**

Richmond Hill Centre at Yonge Street and Highway 7 is identified as an urban growth centre in the Growth Plan for the Greater Golden Horseshoe and as a Regional Centre in the York Region Official Plan. The Richmond Hill Centre is part of the Richmond Hill/Langstaff Gateway Urban Growth Centre (UGC) shared with the City of Markham. It will become a vibrant, urban mixed-use centre that is transit-oriented and supports pedestrian and other forms of active transportation. This centre will contain the greatest height and densities in the City, focused around a major inter-modal Regional transit hub.

**2. Key Development Areas (KDAs)**

KDAs are intensification areas located along the Regional Corridors where public rapid transit services intersect with major nodes of retail and commercial development, and

where opportunities exist for redevelopment of large land parcels that can support new public streets. The Yonge and 16th Avenue KDA and the Yonge and Bernard Avenue KDA are envisioned as sub-centres or inter-modal nodes between the Local and Regional Centres.

3. **Regional Corridors**

   Both Yonge Street and Highway 7 are Regional Corridors. Regional Corridors function as key connections between centres in York Region and centres across the Greater Toronto Area (GTA), accommodating rapid transit. While the Regional Corridors are anticipated to accommodate intensification, this Plan recognizes that the character of the areas along the corridors vary (i.e., historical character, natural heritage, employment areas). Certain portions of the Regional Corridors will not develop or intensify in order to protect the Greenway System, to be maintained for employment uses only, and/or to maintain its predominant neighbourhood function.

4. **Local Centres**

   Local Centres are intended to function as mixed use centres to serve adjacent neighbourhoods. They will be transit supportive, complete community areas, each with a unique character due to the existing built context, cultural heritage and/or natural heritage that exists within them. Five Local Centres (Village, Oak Ridges, Newkirk, Bathurst/Highway 7, and East Beaver Creek/Highway 7) are identified in the City's structure.

5. **Local Development Areas (LDAs)**

   LDAs are areas where a cluster of land uses and/or public transit services intersect with a Local Corridor providing a local destination point and opportunities for redevelopment. The Trench Street LDA and the Bayview LDA are envisioned as small-scale, sub-centres along the Local Corridor to serve adjacent neighbourhood and the community.

6. **Local Corridors**

   Major Mackenzie Drive is identified as a Local Corridor. The Local Corridor functions as a key east-west connection between municipalities in southern York Region and is planned to accommodate a public rapid transit system. While the Local Corridor is anticipated to accommodate intensification, this Plan recognizes that the character of the corridor varies along its length in terms of building form, land use, and intensity of land uses.

7. **Neighbourhoods**

   Neighbourhoods are generally characterized by low- and medium-density residential areas and a range of service uses and facilities including neighbourhood commercial plazas, schools, day nurseries, places of worship, community centres, parks and urban open spaces. Opportunities for small-scale infill development will bring about some change to neighbourhoods as they continue to evolve over time.

8. **Employment Lands**

   The City's employment lands (consisting of Employment Areas and Employment Corridors) are located along the Highway 404 Corridor, including the Beaver Creek, Headford, and Barker Business Parks, and along portions of the CN Rail line, including

the Newkirk Business Park. In order for Richmond Hill to meet the forecast demand for employment growth, this Plan protects the existing supply of employment land over the long-term for employment uses.

**9. Greenway System**

The Greenway System occurs in both the urban and rural areas of the City. It is generally comprised of rural, agricultural and environmental lands. Urban open spaces also form part of the interconnected Greenway System. The Greenway System provides for tourism and economic opportunities as well as social/recreational and environmental opportunities. The natural areas of the Greenway System include features and functions of the natural environment including a portion of the Oak Ridges Moraine, the Greenbelt urban river valleys, the Don River, Rouge River, Humber River, and East Holland River systems, and numerous wetlands, kettle lakes, forests, and woodlots in the City. This Plan protects and enhances the Greenway System over the long-term.

**10. Leslie Street Institutional Area (LIA)**

The Leslie Street Institutional Area is focused along the east side of Leslie Street, north of the Headford Business Park Employment Lands and south of Major Mackenzie Drive East. This area is generally characterized as an area for a mix and range of institutional and business land uses in a context that respects the heritage values of the area, provides a hub for institutional uses, and provides compatible land uses to the south and west of the area.

**Figure 2: Description of the City Structure Components**

### 3.1.4 INTEGRATING LAND USES

A complete community contains a diverse mix and range of land uses, is transit supportive and includes a balance of housing types, employment, services, amenities, parks and urban open spaces. The integration of land uses within a particular area, site or building, can contribute to the efficient use of land and infrastructure, support public transit, and help to create vibrant areas for people to live, work, shop, play and innovate. This Plan provides for the integration of land uses along a continuum ranging from a broad mix and range of uses in the *centres and corridors* to a limited range of uses in Neighbourhoods, *employment lands* and the Greenway System. The policies of this section must be read together with the relevant policies of **Chapter 3** (City Building) and **Chapter 4** (Land Use Policies) of this Plan.

It is the policy of Council that:

1. The mix of land uses will vary across the City's structure. The appropriate mix and range of land uses within each area of the urban structure shall reflect the planned function of that area as outlined in Section 3.1.3 and **Chapter 4** (Land Use Policies) of this Plan.

2. The greatest mix of uses within the City shall be directed to the *centres and corridors* in order to:

    a. Utilize land, infrastructure and services efficiently;

    b. Concentrate people and jobs in areas well served by public rapid transit;

    c. Create assessment growth and contribute to the City's fiscal health;

d. Increase opportunities for living in proximity to employment opportunities, community services and other amenities;

e. Reduce dependence on the automobile;

f. Enhance accessibility by encouraging walking and cycling for local trips;

g. Enhance existing mixed use areas by strengthening the diversity and range of uses in these areas over the long term;

h. Provide a mix and range of housing types, unit sizes, functions, tenures and levels of affordability in order to allow residents to contribute positively to the economy and society; and

i. Facilitate social interaction, cultural and economic activity.

3. The density of *development* within *centres and corridors* shall be determined based on their description in **Figure 2** and shall be informed by various factors, including but not limited to:

   a. Existing and planned transit infrastructure, whereby areas served by high-order frequent transit service would generally develop with higher levels of density than those that do not have the same level of existing/planned transit service;

   b. Existing and planned City or Regional servicing infrastructure improvements as identified in Master Plan studies;

   c. Compatibility with the surrounding area and its planned growth and development, to ensure adjacent lands are not precluded from supporting planned *development* or that their long term existing use is not negatively impacted by new *development*; and

   d. Estimation of developable area, in recognition that *development* may be prohibited or precluded due to the presence of natural heritage features and/or functions, hazardous lands, and any associated buffers that are required to be protected in accordance with the policies of this plan.

4. Where an existing or planned public rapid transit corridor intersects the Neighbourhood designation, the mix and range of permitted uses shall be in accordance with the Neighbourhood policies of Section 4.9 of this Plan.

5. Where an existing or planned public rapid transit corridor intersects an *employment land* designation (Employment Area or Employment Corridor), the mix and range of permitted uses shall be in accordance with the *employment land* policies of Section 4.8 of this Plan.

**Commented [A1]:** SECTION UNDER APPEAL AS IT READ ON THE DAY THAT THE CITY ADOPTED THE 2010 OFFICIAL PLAN, BEING JULY 12, 2010:
Appellant: 44(S)

6. Where an existing or planned public rapid transit corridor intersects a Greenway System designation, the mix and range of permitted uses shall be in accordance with the Greenway System policies of Section 4.10 of this Plan.

7. Where an existing or planned public rapid transit corridor intersects the Leslie Street Institutional Area designation, the mix and range of permitted uses shall be in accordance with the policies of Section 4.12 of this Plan.

### 3.1.5 HOUSING

Commented [A2]: SECTION UNDER APPEAL AS IT READ ON THE DAY THAT THE CITY ADOPTED THE 2010 OFFICIAL PLAN, BEING JULY 12, 2010:
Appellant: 44(S)

A fundamental aspect of a complete community is the provision of adequate, affordable and suitable housing to meet the needs of a diverse population. Housing is essential to the health, security and well being of the City's citizens. This section outlines general housing policies. More detailed policies related to the development and design of residential uses can be found in other sections of **Chapter 3** (Building a New Kind of Urban) and in **Chapter 4** (Land Use Policies) of this Plan.

It is the policy of Council that:

1. A mix and range of housing types and affordability shall be encouraged in order to meet the needs of the whole community.

2. Within the Richmond Hill Centre and the KDAs, a minimum 35% of new housing units shall be *affordable*, offering a range of affordability for low and moderate income households.

3. A minimum of 25% of new housing units within the *settlement area* shall be *affordable* and should be coordinated across the City including secondary plan and tertiary plan areas. A portion of these units should be designed to be accessible for people with disabilities. *Affordable* housing units should include a mix and range of types, lot sizes, unit sizes, functions, and tenures to provide opportunity for all household types across the City including larger families, seniors and residents with special needs.

4. The demolition or conversion of existing rental housing to ownership housing that would result in the loss of six or more purpose-built rental housing units shall be prohibited unless one of the following conditions are met:

    a. All of the existing rental housing units will be replaced and policy 3.1.5 (4)(c) is satisfied; or

    b. The overall vacancy rate of purpose-built rental housing for the City of Richmond Hill, as reported by the Canada Mortgage and Housing Corporation, is above 3 per cent for the preceding three consecutive annual surveys, and the conversion or demolition of rental units will not significantly reduce the overall supply of purpose-built rental housing in the City.

    c. If the rents of the units proposed for demolition are considered affordable at the time of application, these must be replaced by units that have affordable rents.

5. *Additional residential units* may be permitted within the City in accordance with the following policies:

    a. *Additional residential units* are permitted in areas zoned for residential development.

    b. Notwithstanding (a), an *additional residential unit* is not permitted:

        i. On *hazard lands* or hazardous sites;

        ii. On lands within the "Oak Ridges Moraine Natural Core" and "Oak Ridges Moraine Natural Linkage" designations; or,

        iii. On lands within the Greenbelt Plan Protected Countryside - Natural Core designation.

c. Notwithstanding the definition of *additional residential unit*, where lands are designated "Oak Ridges Moraine Countryside", only one *additional dwelling unit* is permitted within a *single detached dwelling*.

d. The dwelling and *additional residential unit(s)* meet all Provincial building code and fire code regulations and requirements; and,

e. Exterior changes to the existing *ground-related dwelling* are compatible with the character of the area.

f. The provision of outdoor amenity space, which may include shared spaces, on lots containing additional residential units is encouraged.

g. Where an application is made under Section 45 of the *Planning Act*, as amended, in relation to an *additional residential unit*, the Committee of Adjustment is encouraged to consider minor variances to achieve the following objectives, as appropriate:

   i. Minor variances related to setbacks, separation distance, height, and location in a flankage yard, to facilitate the conversion of legally existing accessory structures for *additional residential units*;
   ii. To create accessible or barrier-free *additional residential units*; and ,
   iii. To preserve mature trees.

h. *Low-rise* housing forms arising through the creation of *additional residential units* are not considered medium density residential and will not be subject to the locational criteria of policy 4.9.1.2(2).

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

7. The City will work with York Region to implement and monitor the York Region Housing Supply Strategy and to develop an *affordable* housing implementation framework.

### 3.1.6 EMPLOYMENT

**Commented [A3]:** SECTION UNDER APPEAL AS IT READ ON THE DAY THAT THE CITY ADOPTED THE 2010 OFFICIAL PLAN, BEING JULY 12, 2010:
Appellant: 44(S)

A strong, healthy economy is integral to a complete community. Richmond Hill's local economy is dependent on the businesses located in its designated *employment lands* and will continue to depend on the *employment lands* and the *centres and corridors* for economic growth. This section outlines policies to support continued, strong economic performance and a diverse range of employment opportunities throughout the City. More detailed economic and employment land use policies can be found in Sections 3.3 and **Chapter 4** (Land Use Policies) of this Plan.

It is the policy of Council that:

1. The City protect and maximize the use of its designated *employment lands* by prohibiting *employment land* conversion and encouraging *intensification* of employment uses within the Employment Area designation and the Employment Corridor designation.

2. The City continues to diversify its economic base by developing its *centres and corridors* and the Leslie Street Institutional Area designation for a range of economic uses, such as office, retail and commercial activity.

3. Within the *centres and corridors*, the City shall encourage a mix of commercial and retail uses along with office and residential development.

### 3.1.7 COMMUNITY USES

Community uses include public, private and not-for-profit institutions, facilities and services that support a complete community and the needs of the City. This section outlines general policies to direct the location and development of community uses, including human services such as health care and community and social services. More detailed policies can be found in the land use and design policies of **Chapter 4** (Land Use Policies) of this Plan.

It is the policy of Council that:

1. Community uses such as educational facilities, community centres, recreation centres, libraries, fire stations, police stations, and other like uses shall be planned to keep pace with growth.

2. Where a Secondary Plan is required by this Plan, the need for community uses and the appropriate location of these uses shall be determined as part of the Secondary Plan process.

3. New major community uses shall be directed to the Richmond Hill Centre and Regional Corridors.

4. Community uses within the *centres and corridors* and the Leslie Street Institutional Area designation shall be accommodated in a more compact, urban form which may include the location of the use on small sites or the co-location of uses on a site or within a building, including multi-storey buildings.

5. Where public lands or buildings are deemed surplus by the City or other levels of government and public agencies, priority should be given to other public agencies for their use. Where appropriate and deemed not necessary for a public use, these surplus lands are encouraged to be prioritized for sale or lease for the development of affordable housing, particularly for purpose-built rental housing and supportive housing.

### 3.1.8 PARKLAND

The City's parks contribute significantly to the quality of life in Richmond Hill and are an essential component of a complete community. Parks together with urban open spaces are part of the Greenway System and contribute to providing a continuous network of focal points, gathering places and urban linkages. This section outlines policies related to the provision of parks and urban open space throughout the City. More detailed design policies for parks and urban open spaces can be found in Section 3.4 (Placemaking) of this Plan.

It is the policy of Council that:

1. An interconnected parks and urban open space system shall be planned with the long term objective of providing access to the system within *walking distance* to all dwellings within the *settlement area*.

2. The City may acquire lands for park or other public recreational purposes as a condition of development in accordance with Section 3.1.8.3, and may also acquire land, or an interest in lands, though means such as, but not limited to, land purchases or expropriations, land exchanges, partnership and agreements with other public/quasi-public agencies, and promotion of land donations.

3. Dedication of lands for park or other public recreational purposes shall be required as a condition of *development* in accordance with Sections 42, 51.1 and 53 of the *Planning Act*. The amount of land required and the cash-in-lieu component, if any, shall be determined at the sole discretion of the City in accordance with the statutory requirements and the following criteria:

    a. For residential development the greater of the following:

        i. 5% of the land proposed for residential development; or

        ii. up to 1 hectare of land for each 300 dwelling units proposed for residential *development*.

    b. For residential development the City may specify in a by-law enacted pursuant to Section 42(3) of the *Planning Act*, a sliding scale for parkland dedication requirements, having regard to the proposed size of dwelling units, types or dwelling units, density of the development and/or the number of occupants per dwelling unit.

    c. For commercial or industrial development, 2% of the land proposed for *development*.

    d. In the case of land proposed for development for more than one land use, the owner shall be required to convey land at the rate applicable to the predominant proposed use of the land, and all of the land proposed for *development* shall be included for the purpose of calculating the amount of land required to be conveyed.

    e. The City may, at its discretion, accept the conveyance of off-site lands in fulfillment of parkland conveyance requirements.

    f. In lieu of the conveyance of land for park or other public recreational purposes, Council may require the payment of money equal to the value of the land otherwise required to be conveyed in accordance with this section. In considering whether all or part of a conveyance requirement may be satisfied by the payment of cash-in-lieu, the City shall have regard to the following:

        i. The current and anticipated future need for active and passive public recreational space as a result of existing development and projected future development at the site and surrounding area;

        ii. The need for additional amenity space in conjunction with existing or future park facilities, such parking areas, walking and cycling trails, and additional buffer areas adjacent to sensitive uses and lands within the Greenway System;

        iii. The amount of private open space at the site and surrounding area if it is accessible to the general public;

        iv. Whether the size, shape and location of the land that would otherwise be conveyed is suitable for park or other public recreational purposes;

        v. Whether the conveyance of land would have undesirable impacts on the development of the site; and

        vi. Such other considerations as the City deems relevant to the specific circumstances before it.

**Commented [A4]:** SECTION UNDER APPEAL AS IT READ ON THE DAY THAT THE CITY ADOPTED THE 2010 OFFICIAL PLAN, BEING JULY 12, 2010:
Appellants: 11, 37

Bill 23 changed this to "1 hectare for each 600 net residential units."

g. The following uses shall be exempt from any land conveyance or cash-in-lieu requirements under this section:

   i. Long-term care facilities, nursing homes and homes for the aged in which the units do not constitute dwelling units as defined in accordance with Section 42(2) of the Planning Act;

   ii. Not-for-profit or charitable uses including religious, educational, benevolent, health or welfare uses, as well as not-for-profit housing;

   iii. Facilities owned and operated by or on behalf of the Government of Canada, the Government of Ontario, a municipality or any agency, board or commission thereof.

h. Land required for stormwater management facilities and land not suitable for development, including *hazard lands*, *environmentally significant areas*, *areas of natural and scientific interest*, *wetlands*, *significant woodlands* and buffers to *key natural heritage features*, shall not be accepted as part of parkland dedication.

i. Where Council has determined that there is a need for parkland conveyance in whole or in part as a condition of development approval, Council may give consideration to the acceptance of parkland for which there is stratified title. Without limiting the generality of the foregoing, Council may consider accepting stratified title parkland if it can be demonstrated to the satisfaction of Council that:

   i. The public has a reasonable similar level of access to that of parkland conveyed in fee simple; and

   ii. The limited title and the associated physical conditions of the land to be conveyed do not unduly limit the intended role and function of the parkland.

j. If, through the development approvals process, the City, in its discretion, secures public access over privately-owned open space by an easement of other appropriate mechanism, the required conveyance of land or payment of cash-in-lieu under this section shall be reduced by an amount that is equal to or less than the open space secured.

4. In determining the extent to which a *development* parcel is entitled to a credit for a prior conveyance or payment for the purposes of subsections 42(7) and (9) of the *Planning Act*, where such prior conveyance or payment was made in respect of a larger parcel or area of land, such credit shall be applied on a pro-rate basis having regard to, among other things: the relative size of the *development* parcels; the density of permitted *development* on the *development* parcel at the time of the prior conveyance or payment; and whether part of the prior conveyance or payment was in consideration of additional height and/or density rights pursuant to an agreement with the City or another public authority, such as an agreement under Section 37 of the *Planning Act*. In the case of redevelopment, where there was no prior conveyance of land for park purposes and no payment made in lieu of it under the *Planning Act*, a credit shall be given to recognize the existing development in determining the amount of land to be conveyed for park purposes and/or payment of money in lieu of it that may be required under Section 42 of the *Planning Act*.

### 3.1.9 SERVICING OUR COMMUNITY

Infrastructure that supports the day-to-day needs of a community is an important part of a complete community. This includes transit and streets for getting around, clean water for drinking, proper

treatment of sewage, control of stormwater runoff, and utilities for energy and communication. For the City to grow in an efficient manner and achieve the vision set out in this Plan, land use and infrastructure policies are to be considered together. The City will strive to align infrastructure investments and encourage investments made by other public agencies to align with the policies of this Plan.

This section sets out the City's general policies governing the planning for and provision of infrastructure in Richmond Hill. More detailed policies for certain services related to mobility and connectivity (e.g. streets, transit, bicycle and pedestrian routes) are in Section 3.5 (Connectivity and Mobility).

#### 3.1.9.1 Phasing of Development

The provision of services is guided by this Official Plan, Master Plans, and the City's Capital Plan. The provision of orderly development can only occur when new development is supported by the implementation of planned infrastructure improvements. As such, phasing of new development may be required in order to align the provision of new development with the timing of infrastructure improvements.

It is the policy of Council that:

1. *Development* shall be commensurate with, and shall help to implement, the following Council-endorsed plans:
   a. Transportation Master Plan;
   b. Urban Master Environmental Servicing Plan;
   c. Parks Plan;
   d. Recreation Plan; and
   e. Other plans approved by Council, as required.

2. *Development* may not be permitted to proceed if critical infrastructure required to support *development* are not in place or identified in the City's or Region's Capital Plans and/or Development Charge Background Study.

#### 3.1.9.2 Water and Wastewater Services

It is the policy of Council that:

1. *Development* within the *settlement area* shall be on the basis of public water and wastewater services.

2. The cost of providing services to facilitate *development* shall be borne by the landowner; however, the provisions of the *Local Improvement Act* may be utilized where Council deems it to be in the best interests of the City.

3. Water and wastewater servicing capacity shall be allocated to *development* in the *settlement area* by Council. *Development* in the *settlement area* may be considered by Council for servicing allocation provided that the proponent demonstrates conformity with the City's criteria for servicing allocation as approved by Council.

4. *Development* outside of the *settlement area* on the Oak Ridges Moraine shall be subject to the servicing policies in Section 3.2.1.1 of this Plan.

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Appellant: 11(S)

5. *Development* outside of the *settlement area* south of the Oak Ridges Moraine shall be accompanied by a sewage and water system plan demonstrating that:

    a. The *ecological integrity* and *hydrological integrity* of *key natural heritage features* and *key hydrological features* and their functions will be maintained;

    b. The quantity and quality of groundwater and surface water will be maintained;

    c. Stream base flows will be maintained;

    d. The project will comply with the applicable watershed plan and water budget and conservation plan;

    e. The water use projected for the *development* will be sustainable; and

    f. Water and sewer service trenches are designed and constructed so as to keep disruption of the natural groundwater flow to a minimum.

**3.1.9.3 Stormwater Management**

It is the policy of Council that:

1. *Development* shall adhere to Provincial and Conservation Authority guidelines for stormwater management best management practices (BMPs). Applicants are encouraged to purpose innovative *stormwater management works* to control the quantity and quality of stormwater runoff, erosion control, sedimentation control and temperature control subject to the City's approval, in consultation with the Conservation Authority.

2. In areas where soil types and site size would permit, the City shall require on-site infiltration and retention through permeable surfaces, bioswales, and other innovative alternatives to the practice of collecting and piping stormwater runoff.

3. Development shall be required to incorporate, where appropriate, *low impact development* techniques to minimize changes to the water balance on the *development* site, provide appropriate quality and quantity control of runoff at source, consider the watershed plan and its associated water budget and conservation plan objectives and to minimize change to the long-term recharge function to underground aquifers.

4. No *development* shall occur in flood vulnerable areas as shown on **Schedule A7** (Floodplain Regulation Areas, Special Policy Areas and Flood Vulnerable Areas) until such time as a comprehensive Flood Risk Assessment Study is completed for the area and approved by Council and the Conservation Authority based on a terms of reference approved by the City.

5. *Development* within flood vulnerable areas as shown on **Schedule A7** (Floodplain Regulation Areas, Special Policy Areas and Flood Vulnerable Areas), where it is consistent with Provincial, Conservation Authority, and City policies, shall be required to incorporate appropriate *low impact development* techniques to maintain and eliminate, where possible, flood vulnerable areas. *Low impact development* quantity controls should focus on reducing peak flow and reducing runoff volumes; and providing appropriate quality control of runoff at source.

6. *Development* shall be required to incorporate *low impact development* techniques that allow smaller rainfall events to be retained at source on the development site, to provide appropriate groundwater recharge at source. For the purposes of this policy, smaller rainfall events include

storms within a 24-hour period with rainfall volumes of 5 mm or less. These storms are recognized to represent 50% of the annual average rainfall volume.

7. The City shall require the preparation and implementation of comprehensive Master Environmental Servicing Plans, in accordance with Section 3.1.9.4 of this Plan, which shall include stormwater management requirements, in accordance with policy 3.1.9.3(8) of this Plan, to minimize stormwater volume and contaminant loads, and maximize infiltration through an integrated treatment approach as per the City's Standards and Specifications Manual.

8. Stormwater Management Plans shall be prepared prior to the approval of *development* in accordance with the City's Standards and Specifications Manual, and to the satisfaction of the City and the Conservation Authority. The content of Stormwater Management Plans shall be in conformity with and implement the provisions of the relevant MESP, watershed plan and water budget and conservation plan and other relevant policies of this Plan.

9. Functional Servicing Plans shall be prepared prior to the approval of *development* in accordance with the City's Standards and Specifications Manual. Where applicable, the content of the Functional Servicing Plan shall be in conformity with and implement the recommendations of the relevant MESP.

10. *Rapid infiltration basins* and *rapid infiltration columns* shall not be permitted.

11. *Development* may be required to create and implement an Erosion and Sedimentation Control Plan consistent with City and Conservation Authority requirements. The Erosion and Sedimentation Control Plan must list the BMPs employed and describe how they accomplish the following objectives:

    a. Prevent erosion of soil during construction, including prevention of sediment migration off - site, by stormwater runoff and/or wind erosion, including but not limited to stockpiling of topsoil for reuse;

    b. Prevent sedimentation of any affected stormwater conveyance systems or receiving streams;

    c. Prevent polluting the air with dust and particulate matter; and

    d. Stabilization of all disturbed areas.

12. The City's Standards and Specifications Manual shall be utilized in the design, orientation, and construction of *stormwater management works* in order to enhance the Greenway System, create and enhance new public views, and integrate *stormwater management works* as destinations within the community. Opportunities for pedestrian pathways combined with other passive recreational opportunities to complement the Greenway System and connect to the surrounding area will be encouraged.

13. *Stormwater management works* for watersheds that extend beyond the municipal boundary shall be developed in conjunction with adjacent municipalities.

14. The City shall pursue opportunities to implement quantity and quality controls for *stormwater management works* and/or source control programs within the *settlement area* where current controls do not exist or are not adequate.

15. Local demonstration, pilot or monitoring projects shall be encouraged on public land and private land to increase public understanding of alternative *stormwater management works* and to test their performance.

#### 3.1.9.4 Master Environmental Servicing Plans

It is the policy of Council that:

1. New Master Environmental Servicing Plans (MESPs) may be required for *development* within an area that is not subject to an existing MESP, at the discretion of the City.
2. MESPs completed in accordance with Council approved Terms of Reference prior to the adoption of this Plan shall apply to development within the lands subject to the respective MESP.
3. MESPs shall be approved by Council in consultation with York Region and the Conservation Authority in accordance with the criteria set out in policy 5.23 of this Plan.
4. *Development* within the boundaries of an existing MESP approved by Council as of the date of adoption of this Plan, or a new MESP required by the policies of this Plan, shall demonstrate conformity with the requirements of the applicable MESP.

#### 3.1.9.5 Waste Management

It is the policy of Council that:

1. The City shall support programs to divert waste from landfills, including but not limited to a waste reduction strategy, building design, and guidelines that support waste reduction and diversion.
2. New multi-unit residential *development* shall participate in and incorporate three-stream waste collection in the building design.

#### 3.1.9.6 Energy Conservation

It is the policy of Council that:

1. *Renewable energy projects,* renewable energy systems and alternative energy systems including energy storage shall be permitted throughout the City in accordance with Provincial and Federal requirements and shall be promoted in accordance with the policies of Section 3.2.3 (Sustainable Design) of this Plan.
2. The City shall implement its Corporate Energy Plan and Community Energy and Emissions Plan (CEEP) to conserve energy and reduce greenhouse gas emissions within its own facilities.
3. The City shall work with all partners, stakeholders and *development* proponents to implement its CEEP in order to conserve energy, reduce greenhouse gas emissions, and promote low carbon energy alternatives in all *development*.
4. *Development* shall be encouraged to incorporate on-site, or provide connections to, a district heating or cooling system, alternative and renewable energy systems, energy storage facilities, and/or other low-carbon energy systems, where feasible. Within the *centres and corridors* and *employment lands*, the City may require connections to such facilities, where feasible.

5. All *development* shall identify how it is contributing to the fulfillment of energy conservation actions and low carbon energy alternatives identified in the City's CEEP and Section 3.2.3 (Sustainable Design) of this Plan.

### 3.1.9.7 Utilities

It is the policy of Council that:

1. Public utilities, authorized in accordance with the requirements of the *Environmental Assessment Act*, where applicable, and that do not conflict with the Vision and Guiding Principles of this Plan, are permitted in all land use designations.

2. The underground installation of utilities shall be required unless it is demonstrated to the City's satisfaction that it would not be feasible to do so.

3. The City shall encourage the gradual elimination of above ground utilities with primary emphasis on the *centres and corridors* where feasible.

4. The City shall promote the shared placement of utilities within easements and rights-of-way to minimize land requirements and increase the efficiency of utility construction and maintenance.

5. Where it is not possible to install utilities underground, above ground structures should be clustered, where feasible, and shall be required to locate in areas that minimize the visual effects of utilities, where feasible, through screening or buffering that maintains the character of the surrounding area.

6. The City shall encourage utility providers to consider innovative methods to contain utility services on or within streetscape features such as gateways, lamp posts, or transit shelters.

7. Wherever feasible, telecommunication service providers may be required to facilitate the integration of cellular transmission facilities in the design of buildings at an early stage in the *development* process.

8. The City will encourage proponents of *development* to undertake discussions with utility providers at an early stage in the *development* approval process to ensure that utility requirements, including adequate utility networks, required stations and facilities, and required setbacks, are or will be in place to serve the needs of the proposed *development*.

9. *Development* within 30 metres of the TransCanada pipeline right-of-way shall be required to ensure the safety and integrity of TransCanada pipeline facilities.

### 3.1.9.8 Noise, Odour and Vibration

It is the policy of Council that:

1. The City shall require appropriate mitigation of adverse impacts on sensitive uses from noise, odour and vibration emanating from noise, odour and vibration generating sources such as airports, rail yards, railways, Provincial highways, arterial streets, primary transit corridors, industrial uses and commercial uses.

2. Sensitive uses shall be buffered through mechanisms such as appropriate development standards, building design, location of outdoor living areas, and the provision of landscaping including street trees, fencing, or berms.

3. Where residential or institutional *development* is proposed in proximity to a Provincial highway, an airport, a railway, an arterial street, or an industrial use, proponents of development shall be required to submit a Noise and Vibration analysis and implement required mitigation measures to the satisfaction of the City.

4. The Noise and Vibration Analysis shall:

    a. Be undertaken by a qualified person;

    b. Use recognized noise and prediction techniques;

    c. Incorporate appropriate mitigation measures to minimize incompatibility between land uses to the satisfaction of the City, in consultation with York Region, where applicable; and

    d. Contain an assessment of noise levels to which the proposed uses will be subjected before and after abatement measures are installed, from the existing and anticipated situation over a 24-hour period.

    e. Address the Ministry of the Environment land use compatibility guidelines.

#### 3.1.9.9 Buttonville Airport

It is the policy of Council that:

1. The Noise Exposure Forecast and Noise Exposure Projection systems for the Federal Zoning Regulations for Buttonville Airport shall be used as a basis for land use planning and *development* control for as long as Buttonville Airport continues in operation.

2. The height of buildings or structures shall be restricted in accordance with the Federal Zoning Regulations for Buttonville Airport in order to ensure a satisfactory level of safety for lands located on the approach paths to the Buttonville Airport for as long as the Buttonville Airport continues in operation.

## 3.2 ENVIRONMENT

Richmond Hill's natural environment has been shaped by thousands of years of evolution. The City's environmental features include kettle lakes in the northern part of City, portions of the Oak Ridges Moraine (ORM) and the watersheds of the Rouge, Don, Humber and East Holland Rivers. Through the time horizon of this Plan, the City's natural and built environment will continue to evolve as Richmond Hill matures into a more urban landscape. To evolve towards a new kind of urban community, this Plan recognizes the natural environment as an integrated system and prescribes a holistic environmental policy approach aimed at preserving and enhancing the environment through the process of urbanization.

The holistic environmental policy approach applies a comprehensive view of the City, protecting and enhancing both the natural and built environments by the combined use of a natural heritage system approach and sustainable design techniques. This Plan establishes the Greenway System as a key tool to implement the holistic environmental policy approach by protecting natural features and functions, enhancing linkages within the City and to adjacent municipalities, and protecting agricultural, countryside, parks and urban open space areas in a connected system. Water Resource Management systems contribute to the Greenway System, protecting and enhancing water resources that are essential to the ecosystem and human functions. Sustainable Design practices are recognized as an essential component of integrating the built and natural environments and focus on

enhancing the Greenway System over the long-term by decreasing the impact of urbanization. The policies of this Plan are intended to continue to implement the City's role as a leader in environmental protection and management by protecting, enhancing, restoring, and actively managing the environment within the process of urbanization.

**Guiding Principles for the Environment:**

- Protect and enhance natural environmental systems, functions and resources over the long term.
- Incorporate and promote sustainable development practices and initiatives.

### 3.2.1 GREENWAY SYSTEM

The Greenway System is envisioned as a legacy of environmental, agricultural and urban open space lands that will be protected, enhanced, and actively managed over the long term. Richmond Hill's Greenway System has a wealth of natural features and functions that are part of the larger Regional Greenlands System which includes portions of the Oak Ridges Moraine (ORM) Conservation Plan Area, the Greenbelt Plan Area, and the Parkway Belt West Plan Area. Over half of Richmond Hill is located on the ORM Conservation Plan Area and this Plan establishes policies that focus on preserving, connecting, enhancing, and restoring the Greenway System over the long-term.

It is the policy of Council that:

1. The Greenway System shown on **Schedule A1** (Urban Structure) shall be protected, enhanced and actively managed over the long-term.
2. The Greenway System shall include the core natural features and linkages both on and off the Oak Ridges Moraine Conservation Plan Area and within the Greenbelt Plan Area8, as well as open spaces both within and outside of the *settlement area*. The Greenway System shall also include the open space areas of the Parkway Belt West Plan and urban open spaces such as parks, *stormwater management works*, community courtyards, and rooftop gardens.
3. Where lands within the Greenway System are governed by the Oak Ridges Moraine Conservation Plan, 2001 these lands are identified on **Schedule A1** (Urban Structure) and are subject to the policies in Section 3.2.1.1 (Lands on the ORM Conservation Plan Area) of this Plan, as well as the relevant land use and design policies in **Chapter 4** (Land Use Policies) of this Plan.
4. The technical papers associated with the Oak Ridges Moraine Conservation Plan and the Greenbelt Plan shall be consulted to provide clarification in implementing the policies related to *key natural heritage features* and *key hydrological features* within the areas subject to the Provincial Plans. In the event of a conflict in the interpretation of the Provincial technical papers and the policies of this Plan, the policy which is more protective of the feature or function shall apply.
5. Where lands within the Greenway System are governed by the Greenbelt Plan, these lands are identified on **Schedule A1** (Urban Structure) and are subject to the Greenbelt Plan Protected Countryside policies in **Chapter 4** (Land Use Policies) of this Plan.
6. Where lands within the Greenway System are governed by the Parkway Belt West Plan, these lands are identified on **Schedule A1** (Urban Structure) and are subject to the Parkway Belt West policies in **Chapter 4** (Land Use Policies) of this Plan. Where lands within the Parkway Belt West

designation contain a *key natural heritage feature* or a *key hydrological feature*, the policies of Section 3.2.1.2 (Lands South of the ORM Conservation Plan Area) of this Plan shall apply.

7. *Development* and *site alteration* shall be directed away from the Greenway System in accordance with the policies of this Plan.

8. The City shall seek the dedication of *key natural heritage features* and *key hydrological features* and their associated minimum *vegetation protection zone(s)*, through the *development* approval process to an appropriate public agency at no public expense.

9. The limits of a *key natural heritage feature* or a *key hydrological feature* or its functions must be determined through the approval of a draft approved plan of subdivision, consent or through a site plan approval. Once the limits of the feature have been determined through an approval process, the limits shall not be reduced.

10. Improved connectivity of the Greenway System shall be established by the creation of new natural and urban open space linkages where possible through the *development* approval process, publicly initiated capital projects, and the City's community stewardship initiatives.

11. Development shall be directed away from *sensitive surface water features* and *sensitive groundwater features*. Groundwater features and functions shall be protected by maintaining or improving water balance across the watershed and by improving water infiltration through the use of *low impact development techniques*, where feasible.

12. The City's natural features and functions shall be protected and enhanced both on the Oak Ridges Moraine Conservation Plan Area (ORMCP Area) and off the ORMCP Area. Within Section 3.2.1 of this Plan, *development* located on the ORMCP Area shall be subject to the policies of Section 3.2.1.1 (Lands on the ORMCP Area) of this Plan and *development* located south of the ORMCP Area shall be subject to the policies of Section 3.2.1.2 (Lands South of the ORMCP Area) of this Plan. *Development* shall also be subject to the land use and design policies contained in **Chapter 4** (Land Use Policies) of this Plan.

Sidebar:

The Oak Ridges Moraine (ORM), one of Ontario's most significant landforms, is a natural landform which consists of an irregular ridge stretching 160 kilometres from the Trent River in the east to the Niagara Escarpment in the west. The Escarpment and ORM together form the foundation of south-central Ontario's natural heritage and greenspace systems. The ORM is a geologically-based landform with significant ecological and hydrological features that make its ecosystem vital to south-central Ontario.

### 3.2.1.1 Lands On The Oak Ridges Moraine Conservation Plan Area

In 2001, the Province of Ontario enacted the Oak Ridges Moraine Conservation Act, 2001. Subsequently, the Province enacted the Oak Ridges Moraine Conservation Plan (ORMCP) pursuant to Section 3 of the Act (Ontario Regulation 140/02). The objectives of the ORMCP are:




Lands on the Oak Ridges Moraine Conservation Plan Area

a. Protecting the *ecological integrity* and *hydrological integrity* of the Oak Ridges Moraine Conservation Plan Area;

b. Ensuring that only land and resource uses that maintain, improve or restore the ecological and hydrological functions of the Oak Ridges Moraine Conservation Plan Area are permitted;

c. Maintaining, improving or restoring all of the elements that contribute to the ecological and hydrological functions of the Oak Ridges Moraine Conservation Plan Area, including the quality and quantity of its water and its other resources;

d. Ensuring that the Oak Ridges Moraine Conservation Plan Area is maintained as a continuous natural landform and environment for the benefit of present and future generations;

e. Providing for land and resource uses and *development* that are compatible with the other objectives of the Plan;

f. Providing for continued *development* within existing urban settlement areas and recognizing existing rural settlements;

g. Providing for a continuous recreational trail through the Oak Ridges Moraine Conservation Plan Area that is accessible to all including persons with disabilities;

h. Providing for other public recreational access to the Oak Ridges Moraine Conservation Plan Area; and

i. Any other objectives that may be prescribed by the Province of Ontario.

It is the policy of Council that:

1. The policies of Section 3.2.1.1 of this Plan shall apply to lands on the Oak Ridges Moraine (ORM) Conservation Plan Area.

**Applicability of Oak Ridges Moraine Conservation Plan (ORMCP)**

2. All *development* and *site alteration* within the Oak Ridges Moraine Conservation Plan Area shown on **Schedule A1** (Urban Structure) shall be subject to the provisions of the ORMCP, including the applicable provisions of Part III, Protecting Ecological and Hydrological Integrity and Part IV, Specific Land Use policies of the ORMCP. Where policies within this Plan conflict with the policies of the ORMCP, the policies which are most protective of the feature shall prevail. The City of

Richmond Hill may be more restrictive than what is set out under the ORMCP, with the exception of policies that apply to agricultural uses, *mineral aggregate operations* and *wayside pits*.

Lands that are covered by Ministerial Orders, approved by the Minister of Municipal Affairs and Housing on June 27, 2002 shall prevail, in the event of conflict with the ORMCP.

**Oak Ridges Moraine Land Use Designation**

3. **Schedule A2** (Land Use) to this Plan identifies land use designations within the Oak Ridges Moraine Conservation Plan Area and has been developed based upon maps prepared by the Province of Ontario. Amendments to land use designations will only be considered within the Oak Ridges Moraine Conservation Plan Area:

    a. as part of a provincial review of that Plan;

    b. as provided for in the Oak Ridges Moraine Conservation Plan and the *Oak Ridges Moraine Conservation Act, 2001*, as amended; or

    c. within Urban Areas of Towns and Villages.

    However, in no event will amendments to this Plan be considered which would have the effect of removing lands from the ORM Natural Core and the ORM Natural Linkage designations.

**Transitional Applications**

4. Within the Oak Ridges Moraine Conservation Plan (ORMCP) Area, there may be applications under the *Planning Act* and the *Condominium Act*, which, due to their date of commencement, are subject to the transitional provisions of Sections 15 and 17 of the *Oak Ridges Moraine Conservation Act, 2001*. The following policies shall apply to such applications:

    a. Applications respecting lands within the settlement area shown on **Schedule A3** (Settlement Area), which were commenced and for which a decision has been made before November 17, 2001, are not subject to the provisions of the ORMCP. Applications in the ORM Natural Core, ORM Natural Linkage or ORM Countryside designations that were commenced and decided before November 17, 2001 as defined in the *Oak Ridges Moraine Conservation Act, 2001* are not subject to the provisions of the ORMCP provided that the uses, buildings or structures for which the application was intended, legally existed as of November 15, 2001.

    b. Applications, as defined in the *Oak Ridges Moraine Conservation Act, 2001*, under the *Planning Act* or the *Condominium Act*, which were commenced but not decided upon prior to November 17, 2001 are subject to the transitional provisions under Section 15(2) of the *Oak Ridges Moraine Conservation Act, 2001* and any prescribed provisions under Section 48 of the ORMCP. In any event all applications remain subject to other applicable policies of this Plan.

    c. Notwithstanding Policies 3.2.1.1.4 (a) and (b), where an application for development has been submitted after November 17, 2001 as a direct consequence of a condition attached to a provisional consent, a draft plan of subdivision or a draft plan of condominium, such an application shall be completed under the same system in effect as the original approval in accordance with Section 17(1) of the *Oak Ridges Moraine Conservation Act, 2001*. In addition, any development permission established by such further approvals may be recognized in the applicable zoning by-law, as appropriate.

d. In no case shall Section 17 of the ORMCP be extended to include decisions on applications commenced subsequent to November 17, 2001 and not specifically identified as a condition to the original application approval.

e. Nothing in this plan affects the approval of lands within the City of Richmond Hill that are subject to the Minister's order made pursuant to Subsection 18(1) of the *Oak Ridges Moraine Conservation Act, 2001*, and dated June 27, 2002, as amended or the approval of development on lands in the North Leslie Secondary Plan area which are subject to Ontario Municipal Board rulings regarding conformity with and the application of the Oak Ridges Moraine Conservation Plan (ORMCP) to develop in this area.

**Major Development on the Oak Ridges Moraine Conservation Plan Area**

5. All *major development* on the ORM Conservation Plan Area shall conform with the applicable watershed plan.

**Sewage and Water Services**

6. An application for *major development* shall be accompanied by:

   a. A sewage and water system plan which demonstrates:

      i. That the *ecological integrity* of *key natural heritage features* and *key hydrological features* and their functions will be maintained;

      ii. That the quantity and quality of groundwater and surface water will be maintained;

      iii. That stream base flows will be maintained;

      iv. That the project will comply with the applicable watershed plan and water budget and conservation plan; and

      v. That the water use projected for the *development* will be sustainable.

   b. Water and sewer service trenches shall be planned, designed and constructed so as to keep disruption of the natural groundwater flow to a minimum.

**Partial Services**

7. The construction or expansion of *partial services* shall be prohibited. However, this prohibition does not prevent the construction or expansion of *partial services* where necessary to address a serious health concern or environmental concern that has been identified by the local Medical Officer of Health, the City, the Region or other designated authority. Nor shall this prohibition prevent the construction or expansion of *partial services* if:

   a. The construction or expansion was approved under the *Environmental Assessment Act* before November 17, 2001; and

   b. The period of time during which the construction or expansion may begin has not expired.

**Rapid Infiltration Basins and Columns**

8. New *rapid infiltration basins* and new *rapid infiltration columns* shall be prohibited.

**Site Plan Applications**

9. An application for site plan approval under Section 41 of the *Planning Act* is not required in order to comply with the requirements of the Oak Ridges Moraine Conservation Plan (ORMCP) if it relates to land in respect of which any of the following was commenced before November 17, 2001 and approved after that date:

    a. An application for an amendment to the Zoning By-law;

    b. An application for approval of a plan of subdivision under Section 51 of the *Planning Act*; or

    c. An application for approval or exemption from approval for a plan of condominium under Section 9 of the *Condominium Act*, 1998.

**Existing Uses**

10. Nothing in this Plan applies so as to prevent the following:

    a. The use of any land, building or structure for a purpose prohibited by the Oak Ridges Moraine Conservation Plan (ORMCP) or the policies of **Chapter 4** (Land Use Policies) of this Plan, if the land, building or structure was lawfully used for that purpose on November 15, 2001 and continues to be used for that purpose; or

    b. The erection or use for a purpose prohibited by the policies of **Chapter 4** (Land Use Policies) of this Plan of a building or structure for which a permit has been issued under subsection 8 (2) of the *Building Code Act*, 1992 on or before November 15, 2001 if:

        i. The permit has not been revoked under subsection 8 (10) of the Building Code Act, 1992; and

        ii. Once erected the building or structure is used and continues to be used for the purpose for which it was erected.

**Expansion of Existing Buildings, Structures or Institutional Uses**

11. Nothing in this Plan applies so as to prevent the expansion of an existing building or structure that lawfully existed as of November 15, 2001, on the same lot or the expansion of an existing institutional use, if the applicant seeking the expansion demonstrates that:

    a. There will be no change in use; and

    b. The expansion will not adversely affect the ecological integrity of the Oak Ridges Moraine Conservation Plan Area.

    Notwithstanding the foregoing, an existing mineral aggregate operation or an existing *wayside pit* within the ORM Natural Core area shall not be expanded beyond the boundary of the area under licence or permit.

**Reconstruction of Existing Buildings or Structures**

12. Nothing in this Plan applies so as to prevent the reconstruction, within the same location and dimensions, of building or structure lawfully existing on November 15, 2001 that is damaged or destroyed by causes beyond the owner's control, and the reconstructed building or structure shall

be deemed to be an existing building or structure if there is no change in use and no intensification of the use.

**Use Conversion**

13. Nothing in this Plan applies so as to prevent the conversion of an existing use that lawfully existed as of November 15, 2001 to a similar use, if the applicant demonstrates that the conversion:

    a. Will bring the use into greater conformity with this Plan; and

    b. Will not adversely affect the *ecological integrity* of the Oak Ridges Moraine Conservation Plan Area.

**Previously Authorized Single Detached Dwelling**

14. Nothing in this Section applies so as to prevent the use, erection or location of a *single detached dwelling* if:

    a. The use, erection and location would have been permitted by the applicable Zoning By-law on November 15, 2001; and

    b. The applicant demonstrates, to the extent possible, that the proposed use, erection and location will not adversely affect the *ecological integrity* of the Oak Ridges Moraine Conservation Plan Area.

**Previously Authorized Buildings or Structures or Authorized Under Section 17(1) of the *Oak Ridges Moraine Conservation Act*, 2001.**

15. Nothing in this Plan applies so as to prevent the use, erection or location of a building or structure if:

    a. The use, erection and location were authorized by the approval of an application that was commenced before November 17, 2001 and approved after that date; or

    b. The use, erection and location were authorized by the approval of an application that was commenced after November 17, 2001 and decided in accordance with subsection 17 (1) of the *Oak Ridges Moraine Conservation Act*.

**Land Uses Permitted in all ORM designations**

16. The following shall be permitted in all ORM land use designations:

    a. Transportation, infrastructure and utilities shall be prohibited in all ORM land use designations and *key natural heritage features* and *key hydrological features* unless the requirements of Section 41 of the Oak Ridges Moraine Conservation Plan (ORMCP) have been addressed to the satisfaction of the applicable approval authority, namely, York Region or the City of Richmond Hill. The City shall ensure that the Section 41 requirements, including the determination of need and no reasonable alternatives, are met through *Environmental Assessment Act*, *Planning Act*, *Condominium Act*, and *Local Improvement Act* approval processes or other applicable approval processes.

    b. Low-intensity recreational uses, which include non-motorized trail uses, natural heritage appreciation, unserviced camping on public and institutional land, and small scale

structures accessory to low-intensity recreational uses, shall be permitted in all designations in the Oak Ridges Moraine Conservation Plan Area subject to the applicable provisions of Section 37 of the ORMCP.

c. A recreational trail system is to be established throughout the entire area which is subject to the ORMCP. Where a trail or portion thereof is located within the City of Richmond Hill, it may be permitted in any part of the City subject to the provisions of Section 39 of the ORMCP. Further, the City shall encourage the linkage of any trails in the City to the Oak Ridges Moraine trail system.

**Other Uses**

17. *Home businesses*, home industries, *bed and breakfast establishments* and *farm vacation homes* shall be permitted in accordance with the permitted uses in all of the ORM land use designations provided the use is ancillary or subordinate to a lawfully existing *single detached dwelling* or a new *single detached dwelling* permitted by this Plan and the Oak Ridges Moraine Conservation Plan.

**Settlement Area on the Oak Ridges Moraine Conservation Plan Area**

18. The purpose of the *settlement area* on the Oak Ridges Moraine Conservation Plan Area (ORMCP Area) is to focus and contain urban growth. The following policies apply to all lands located within the *settlement area* on the ORMCP Area:

a. With respect to land in the *settlement area* on the ORM Conservation Plan Area, all uses including the creation of new lots which are otherwise permitted under this Plan and applicable Secondary Plans, as amended from time to time shall be permitted.

b. Permitted uses shall be subject to the requirements of Sections 19(3) and 31(4) of the Oak Ridges Moraine Conservation Plan (ORMCP) and Section 3.2.1.1 of this Plan. With respect to land within the settlement area that does not include a *key natural heritage feature* or a *key hydrological feature*, an application for site plan

c. approval under Section 41 of the *Planning Act* is not required to comply with Section 3.2.1.1 provisions of this Plan.

**Table 3: Minimum Areas of Influence and Minimum Vegetation Protection Zones for Key Natural Heritage Features and Key Hydrological Features**

Clauses and sections referred to in Column 4 of Table 3 refer to the clauses of the ORMCP

| Item | Feature | Minimum Area of Influence | Minimum Vegetation Protection Zone |
|---|---|---|---|
| 1 | ***Wetlands*** | All land within 120 metres of any part of feature | All land within 30 metres of any part of feature, subject to clause 23 (1)(d) if a natural heritage evaluation is required |

| Item | Feature | Minimum Area of Influence | Minimum Vegetation Protection Zone |
|---|---|---|---|
| 2 | **Significant portions of *habitat of endangered, rare and threatened species*** | All land within 120 metres of any part of feature | As determined by a natural heritage evaluation carried out under Section 23 |
| 3 | ***Fish habitat*** | All land within 120 metres of any part of feature | All land within 30 metres of any part of feature, subject to clause 23 (1) (d) if a natural heritage evaluation is required |
| 4 | ***Areas of natural and scientific interest*** **(life science)** | All land within 120 metres of any part of feature | As determined by a natural heritage evaluation carried out under Section 23 |
| 5 | ***Areas of natural and scientific interest*** **(earth science)** | All land within 50 metres of any part of feature | As determined by an earth science heritage evaluation carried out under Section 30 (12) |
| 6 | ***Significant valleys*** | All land within 120 metres of stable top of bank | All land within 30 metres of stable top of bank, subject to clause 23 (1) (d) if a natural heritage evaluation is required |
| 7 | ***Significant woodlands*** | All land within 120 metres of any part of feature | All land within 30 metres of the base of outermost tree trunks within the woodland, subject to clause 23 (1) (d) if a natural heritage evaluation is required |
| 8 | ***Significant wildlife habitat*** | All land within 120 metres of any part of feature | As determined by a natural heritage evaluation carried out under Section 23 |
| 9 | **Sand barrens, savannahs and tallgrass prairies** | All land within 120 metres of any part of feature | All land within 30 metres of any part of feature, subject to clause 23 (1) (d) if a natural heritage evaluation is required |

| Item | Feature | Minimum Area of Influence | Minimum Vegetation Protection Zone |
|---|---|---|---|
| 10 | ***Kettle lakes*** | All land within 120 metres of the surface catchment area | All land within the surface catchment area or within 30 metres of any part of feature, whichever is greater, subject to clause 26 (4) (c) if a hydrological evaluation is required |
| 11 | ***Permanent and intermittent streams*** | All land within 120 metres of meander belt | All land within 30 metres of meander belt, subject to clause 26 (4) (c) and subsection 26 (5) if a hydrological evaluation is required |
| 12 | ***Seepage Areas and springs*** | All land within 120 metres of any part of feature | All land within 30 metres of any part of feature, subject to clause 26 (4) (c) and subsection 26 (5) if a hydrological evaluation is required |

**Protecting Ecological and Hydrological Integrity**

19. The Policies of Part III of the Oak Ridges Moraine Conservation Plan (ORMCP) shall apply to the review of all applications for *development* or site alteration.

20. As required by Section 20 of the ORMCP, all applications for *development* or *site alteration* shall identify planning, design and construction practices that ensure that no buildings or other *site alterations* impede the movement of plants and animals among *key natural heritage features*, *key hydrological features* and adjacent land within the ORM Natural Core and ORM Natural Linkage designations.

21. **Table 3** (Minimum Area of Influence and Vegetation Protection Zones) establishes the minimum area of influence and the minimum vegetation *protection zone* that relates to a *key natural heritage feature*, *key hydrological feature*, or *Areas of Natural and Scientific Interest* referenced in the following sections. Section 21 of the ORMCP shall be consulted when considering and applying the provision regarding minimum area of influence and minimum *vegetation protection zones*.

**Key Natural Heritage Features**

22. **Schedule A4** (Key Natural Heritage Features and Key Hydrological Features) to this Plan identifies *key natural heritage features* as identified by mapping provided by the Province of Ontario, York Region and the Conservation Authority. No amendment will be required to the Schedule where minor changes are proposed based upon studies carried out in accordance with

the Oak Ridges Moraine Conservation Plan (ORMCP) or through changes made by the Province of Ontario. The following are *key natural heritage features*:

a. *Wetlands*;

b. Significant portions of the *habitat of endangered, rare and threatened species*;

c. *Fish habitat*;

d. *Areas of Natural and Scientific Interest*;

e. *Significant valleylands*;

f. *Significant woodlands*;

g. *Significant wildlife habitat*; and

h. Sand barrens, savannahs and tallgrass prairies.

**Schedule A4** does not define *fish habitat*, *significant valleylands*, *significant wildlife habitat* and the *habitat of endangered, rare and threatened species*. These features are to be identified using criteria established by the Province, including those species identified by the Species at Risk in Ontario list and Provincially rare species on the Oak Ridges Moraine.

23. Notwithstanding the foregoing, any changes to **Schedule A4** (Key Natural Heritage Features and Key Hydrological Features) which affects the boundary of an *Area of Natural and Scientific Interest*, *wetlands*, *habitat of endangered, rare and threatened species* or *fish habitat* will be made only upon receipt of confirmation by the District Office of the Ministry of Natural Resources and in the case of *fish habitat*, with the Department of Fisheries and Oceans or its delegate. Additionally, *fish habitat* on the ORM Conservation Plan Area are to include but are not limited to all *key hydrological features* with surface water characteristics.

24. Changes to the extent, size and configuration of *key natural heritage features* and their associated *minimum vegetation protection zones* resulting from studies undertaken in accordance with the requirements of the Oak Ridges Moraine Conservation Plan (ORMCP) will be communicated to the Province and other stakeholders. The changes should be conveyed in a format that takes into account relevant Geographical Information System (GIS) standards. Such information will be incorporated into the long-term monitoring of the Oak Ridges Moraine Conservation Plan area and considered in updates to the Official Plan and the ORMCP 10 year review.

25. *Environmentally Significant Areas* on the Oak Ridges Moraine Conservation Plan Area, as identified by the Conservation Authority, are also considered to be *key natural heritage features*, subject to the same requirements for protection and study and types of permitted uses as those identified in the Oak Ridges Moraine Conservation Plan (ORMCP) for *Areas of Natural and Scientific Interest*. Any potential changes to the boundaries of the *Environmentally Significant Areas* shall be approved by the City in consultation with the Conservation Authority.

26. All *development* and *site alteration* with respect to land within a *key natural heritage feature* or the related minimum *vegetation protection zone* as identified on **Table 3** is prohibited, except the following:

a. Fish, wildlife and *forest management*;

b. Conservation and flood or erosion control projects, but only if they have been demonstrated to be necessary in the public interest after all alternatives have been considered;

c. Transportation, infrastructure, and utilities as described in Section 41 of the ORMCP, but only if the need for the project has been demonstrated and there is no reasonable alternative; and

d. Low-intensity recreational uses subject to Section 37 of the Oak Ridges Moraine Conservation Plan.

**Natural Heritage Evaluation**

27. An application for *development* or *site alteration* respecting lands within the minimum area of influence defined by Table 3 but outside of the *key natural heritage feature* itself, and the related minimum *vegetation protection zone*, shall be accompanied by a Natural Heritage Evaluation pursuant to Section 23 of the Oak Ridges Moraine Conservation Plan (ORMCP) and Section 5.24 of this Plan. An evaluation may result in the minimum *vegetation protection zone* greater than that shown in the Table 3 to the ORMCP.

28. Where site specific studies or updated information from the Province of Ontario result in refinements to the boundary or extent of *key natural heritage features* or *key hydrological features*, such refinements shall not require an amendment to this Plan.

29. No new agricultural uses, *accessory uses* or *agriculture-related uses* shall be permitted within a *key natural heritage feature* or a *key hydrological feature* and their associated minimum *vegetation protection zone* unless in accordance with policies 3.2.1.1.10 through 3.2.1.1.15 of this Plan.

**Key Hydrological Features**

30. **Schedule A4** (Key Natural Heritage Features and Key Hydrological Features) to this Plan identifies *key hydrological features* as determined by mapping provided by the Province of Ontario. No amendment will be required to the schedule where minor changes are proposed based upon studies carried out in accordance with the Oak Ridges Moraine Conservation Plan (ORMCP) or through changes made by the Province of Ontario. The following are *key hydrological features*:

    a. *Permanent and intermittent streams*;

    b. *Wetlands*;

    c. *Kettle lakes*; and

    d. *Seepage areas and springs*.

31. Changes to the extent, size and configuration of *key hydrological features* and their associated minimum *vegetation protection zones* resulting from studies undertaken in accordance with the requirements of the Oak Ridges Moraine Conservation Plan (ORMCP) shall be communicated to the Province and stakeholders. The changes shall be conveyed in a format that takes into account relevant Geographical Information System (GIS) standards. This information will be incorporated into the long term monitoring of the Oak Ridges Moraine Conservation Plan Area and considered in updates to this Plan and the ORMCP 10 year review.

32. All *development* and *site alteration* with respect to land within a *key hydrological feature* or the related minimum vegetation protection zone as identified in **Table 3** is prohibited, except the following:

    a. Fish, wildlife and *forest management*;

    b. Conservation and flood or erosion control projects, but only if they are determined to be necessary in the public interest after all reasonable alternatives have been considered;

    c. Transportation, infrastructure, and utilities as described in Section 41 of the ORMCP, but only if the need for the project has been demonstrated and there is no reasonable alternative; and

    d. Low-intensity recreational uses subject to Section 37 of the ORMCP.

Sidebar:

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| The term Key Hydrological Features (KHF) in this Plan replaces the term Hydrologically Sensitive Features used in the Oak Ridges Moraine Conservation Plan (ORMCP) to be consistent with the York Region Official Plan. |

**Hydrological Evaluation**

33. An application for *development* or *site alteration* on lands within the minimum area of influence defined by **Table 3** but outside of the *key hydrological feature* itself, and the related minimum *vegetation protection zone* shall be accompanied by a hydrological evaluation pursuant to Section 26 (4) of the ORMCP.

**Watershed Plans**

34. The goals and objectives of watershed plans shall be supported through the implementation of this Plan.

**Landform Conservation**

35. **Schedule A6** (Landform Conservation Areas) to this Plan identifies *landform conservation areas* as determined by mapping provided by the Province of Ontario.

    a. An application for *development* or *site alteration* on lands within any area identified as a Landform Conservation Area Category 1 or 2 on **Schedule A6** (Landform Conservation Areas) to this Plan shall identify planning, design and construction practices in conformity with the policies for the applicable Landform Conservation Area Category that will keep disturbance of landform character to a minimum in accordance with the provisions of Section 30 of the Oak Ridges Moraine Conservation Plan (ORMCP). However, Sections 30(5), (6) and (10) shall not apply to *mineral aggregate operations*.

    In addition, an application for *development* or *site alteration* with respect to lands within an *Area of Natural and Scientific Interest* (earth science) or the related minimum area of influence (See Table 3) shall be accompanied by an earth science heritage evaluation that:

i. Identifies planning, design and construction practices that will ensure protection of the geological or geomorphological attributes for which the *Area of Natural and Scientific Interest* was identified; and

ii. Determines whether a minimum *vegetation protection zone* is required, and if so, specifies the dimensions of that zone and provides for the maintenance and, where possible, improvement or restoration of natural *self-sustaining vegetation* within it.

b. With respect to lands within the *settlement area*, in considering applications for *development* or *site alteration* within *landform conservation areas* (Category 1 and 2) the approval authority shall consider the importance of adopting planning, design and construction practices that will keep disturbance to landform character to a minimum, so as to satisfy the requirements of Sections 30(5) to (11) of the ORMCP.

**Groundwater Protection**

36. **Schedule A5** (ORM Areas of High Aquifer Vulnerability and Wellhead Protection Areas) to this Plan identifies Groundwater Protection Areas which includes areas of high *aquifer vulnerability*, as determined by mapping provided by the Province of Ontario.

Under the Oak Ridges Moraine Conservation Plan (ORMCP), municipalities are required to map and provide policies for the protection of municipal wells that are found on the Oak Ridges Moraine Conservation Plan Area (ORMCP Area). *Wellhead protection areas* on the ORMCP Area are shown on **Schedule A5**. Should additional *wellhead protection areas* be identified by either the City or Region, they shall be included on **Schedule A5** through an amendment to this Plan, including the relevant policies in Sections 28 and 42 of the ORMCP.

**Areas of High Aquifer Vulnerability**

37. The following uses, with the exception of existing uses permitted by policy 3.2.1.1.10 of this Plan, shall be prohibited in areas of high *aquifer vulnerability* identified on **Schedule A5** (ORM Areas of High Aquifer Vulnerability and Wellhead Protection Areas) to this Plan:

a. Generation and storage of *hazardous waste* or *liquid industrial waste*.

b. Waste disposal sites and facilities, organic soil conditioning sites, and snow storage and disposal facilities.

c. Underground and above-ground storage tanks that are not equipped with an approved secondary containment device.

d. Storage of a contaminant listed in Schedule “3” (Severely Toxic Contaminants) to Regulation 347 of the Revised Regulations of Ontario, 1999.

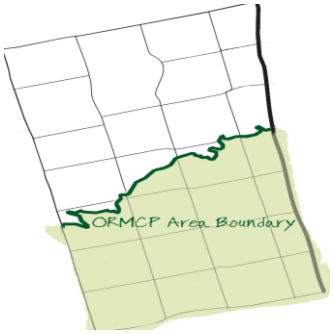
In addition the City shall encourage restrictions on haulage routes for the transportation of chemicals and volatile materials in such areas.

### 3.2.1.2 Lands South of the Oak Ridges Moraine Conservation Plan Area

Lands south of the ORM Conservation Plan Area are part of the Greenway System which includes environmental, agricultural and urban open space lands.

It is the policy of Council that:

1. The policies of Section 3.2.1.2 of this Plan shall apply to lands located south of the Oak Ridges Moraine (ORM) Conservation Plan Area.




Lands south of the Oak Ridges Moraine Conservation Plan

**Key Natural Heritage Features and Key Hydrological Features**

2. *Key natural heritage features* and *key hydrological features* shall be protected and enhanced, where possible, over the long term.

3. *Key natural heritage features* and *key hydrological features* shall include:

    a. *Significant habitat of endangered and threatened species*;

    b. *Fish habitat*;

    c. *Wetlands*;

    d. *Areas of Natural and Scientific Interest*;

    e. *Environmentally Significant Areas*;

    f. *Significant valleylands*;

    g. *Significant woodlands*;

    h. Sand barrens, savannahs and tallgrass prairies;

    i. *Permanent and intermittent streams*;

    j. *Seepage areas and springs*; and

    k. *Significant wildlife habitat*.

4. *Key natural heritage features* and *key hydrological features* in policies 3.2.1.2.3 (c) through (i) that are known to exist as of the date of adoption of this Plan are shown on **Schedule A4** (Key Natural Heritage Features and Key Hydrological Features) of this Plan.

5. In the event that a *key natural heritage feature* or a *key hydrological feature* in policy 3.2.1.2.3 is not mapped in this Plan, it shall be identified in accordance with criteria provided by the Province and the Conservation Authority through a Natural Heritage Evaluation in accordance with Section 5.24 of this Plan prior to *development*.

6. *Development* and *site alteration* shall not be permitted on lands within *key natural heritage features* or *key hydrological features*.

7. In the event of removal of any portion of a *key natural heritage feature* or a *key hydrological feature* by unauthorized *development* or *site alteration*, the landowner shall be required to restore the features and functions to an appropriate ecological condition, as determined by the City of

Richmond Hill in consultation with York Region, the Conservation Authority, and the Province of Ontario, at the landowner's sole expense.

8. A minimum *vegetation protection zone* of 30 metres shall be provided and enhanced from the outer limits of all *key natural heritage features* except for:

    a. *Significant woodlands*, which will require a minimum *vegetation protection zone* in accordance with policy 3.2.1.2.25 of this Plan;

    b. *Significant habitat of endangered and threatened species*, which will require a minimum *vegetation protection zone*, in accordance with policy 3.2.1.2.15 of this Plan.

9. *Development* or *site alteration* shall not be permitted within the minimum *vegetation protection zone* of *key natural heritage features* and *key hydrological features* unless it is demonstrated through a Natural Heritage Evaluation that the *development* or *site alteration* will not result in a negative impact on the feature or its functions to the satisfaction of the City.

10. Where a *key natural heritage feature* or a *key hydrological feature* is located on or adjacent to a proposed *development*, a Natural Heritage Evaluation shall be provided as part of a *development* application in accordance with Section 5.24 of this Plan.

11. Where a *key natural heritage feature* or a *key hydrological feature* crosses the boundaries of the Oak Ridges Moraine Conservation Plan Area or the Greenbelt Plan Area, the policies which are most protective of the feature shall prevail.

12. Lands identified on **Schedule A4** (Key Natural Heritage Features and Key Hydrological Features) as *Environmentally Significant Areas* shall be prohibited from being used for the purpose of a pit or quarry, a *wayside pit* or quarry, batching/asphalt plant or a new waste disposal site, except where a licence has been issued by the appropriate authority prior to the adoption of this Plan.

13. The City will co-operate with the Conservation Authority, the Province and York Region to further define and better understand *key natural heritage features*, *key hydrological features* and their functions, and to promote improved stewardship and protection strategies.

14. The City will encourage private and public landowners with lands containing *key natural heritage features* or *key hydrological features* to manage the lands in a manner that maximizes conservation and enhancement of such features and their functions in accordance with the policies of this Plan.

**Endangered and Threatened Species and Their Habitats**

Endangered and threatened species are listed in regulations under the *Endangered Species Act*. This Plan protects *significant habitat of endangered and threatened species* identified by the Province.

It is the policy of Council that:

15. *Development* or *site alteration* shall not be permitted within *significant habitat of endangered and threatened species* where such habitat has been identified by the Province or through a Natural Heritage Evaluation, as required by policy 3.2.1.2.10 of this Plan.

16. The City will encourage private land stewardship which enhances the *habitat of endangered and threatened species*.

17. The City will work with the Province, where appropriate, on the preparation of recovery strategies and/or management plans for *endangered and threatened species* in Richmond Hill.

**Wetlands**

Wetlands are essential components of the Greenway System, providing environmental, economic and social benefits. Wetlands include areas that are seasonally or permanently covered by shallow water as well as where the water table is close to or at the surface. Four major types of wetlands are swamps, marshes, bogs and fens. Generally, wetlands are characterized by hydric soils and hydrophytic or water tolerant plants. Among other functions, wetlands control and store surface water to assist in flood control and groundwater recharge. Wetlands also provide habitat for a wide variety of plant and animal species.

It is the intent of this Plan to protect all wetlands, regardless of their classification as Provincially significant, locally significant or unclassified to ensure no loss of wetland function or area within the City. **Schedule A4** (Key Natural Heritage Features and Key Hydrological Features) shows the general location of wetlands in Richmond Hill.

It is the policy of Council that:

18. *Development* or *site alteration* is not permitted within *wetlands* identified on **Schedule A4** (Key Natural Heritage Features and Key Hydrological Features) or *wetlands* identified through an MESP or a Natural Heritage Evaluation completed in accordance with section 5.23 or section 5.24 of this Plan. Where a *wetland* has been identified, it shall be subject to applicable Conservation Authority policies and the policies of this Plan.

19. In addition to the requirements of Section 5.24 (Natural Heritage Evaluation) of this Plan, *development* or *site alteration* adjacent to the minimum *vegetation protection zone* of a *wetland* shall only be permitted where a Natural Heritage Evaluation demonstrates that the proposed *development* or *site alteration* does not result in any of the following:

    a. Loss of wetland function, including maintenance of water balance;

    b. Demand for future *development* that will negatively affect existing wetland functions;

    c. Conflict with existing site-specific wetland management practices; or,

    d. Loss of contiguous wetland area;

    and provided that:

    e. The proposed *development* or *site alteration* enhances all *wetlands* identified to the satisfaction of the City.

20. Boundary expansions or reclassification of existing *wetlands* by the Province will not require an amendment to **Schedule A4** (Key Natural Heritage Features and Key Hydrological Features) of this Plan. Where new *wetlands* are identified by the Province, such new *wetlands* shall be subject to the policies of this Plan and will be added to **Schedule A4** at the time of a *municipal comprehensive review*.

**Woodlands**

Woodlands are essential components of the Greenway System, and at present, woodlands comprise approximately 14% of the total land area of Richmond Hill. Because much of the remaining woodland cover is fragmented and lacking in interior habitat areas, maintaining and enhancing woodlands and integrating them into new and existing communities is of utmost importance to the City.

It is the intent of this Plan to protect woodlands as part of the Greenway System recognizing the importance of the urban forest. This section provides policies for the identification, management and improvement of *significant woodlands* in order to preserve existing *significant woodlands* and enhance the quality of *woodlands* over the long term. Additional policies on the urban forest are outlined in Section 3.2.3 (Sustainable Design) and Section 3.4 (Place-making) of this Plan.

It is the policy of Council that:

21. The City shall strive to increase tree canopy cover to a minimum of 30% of the City's total land area, in accordance with the City's Urban Forest Management Plan. Priority will be given to increasing tree cover within the *settlement area* in order to enhance linkages to the Greenway System.

    Sidebar

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    |---|
    | Richmond Hill's Urban Forest Management Plan will guide the responsible management of all trees and their growing environments in the City over the next 20 years. The Plan was approved by Council in 2020, and its vision extends to 2040. |

22. *Significant woodlands* include any *woodland* meeting one of the following criteria:

    a. Contains *globally or Provincially rare plants, animals or communities* as designated by the Natural Heritage Information Centre;

    b. Contains species designated by the Committee on the Status of Endangered Wildlife in Canada or by the Committee on the Status of Species at Risk in Ontario as threatened, endangered, or of special concern;

    c. Is within 30 metres of a *key hydrological feature*;

    d. Is over 2 hectares and:

        i. Is within 100 metres of another key natural heritage feature; or

        ii. Occurs within the Greenway System.

    e. Is 4 hectares or larger in size.

f. Notwithstanding 3.2.1.2(22)(a) to (e), on lands within the Greenbelt Plan Area, the *woodland* will be evaluated for significance based on the requirements of the Greenbelt Plan and associated technical papers.33

23. **Schedule A4** (Key Natural Heritage Features and Key Hydrological Features) identifies *woodlands* that may be significant based on information and data that are available. Due to the scale of the mapping in this Plan, the extent of the *significant woodland* coverage may not be clearly visible on **Schedule A4**. In the event that additional *significant woodlands* are identified by the City or any other public agency or through a Natural Heritage Evaluation completed as part of the *development* application process, these *significant woodlands* shall be subject to the policies of this Plan and will be added to **Schedule A4** at the time of a *municipal comprehensive review*.

24. *Development* or *site alteration* shall not be permitted within *woodlands* greater than 2 hectares that are not *significant woodlands* identified on **Schedule A4** (Key Natural Heritage Features and Key Hydrological Features) to this Plan or identified through a Natural Heritage Evaluation in accordance with Section 5.24 of this Plan.

25. Site specific studies, including but not limited to the Natural Heritage Evaluation required by policy 3.2.1.2.10 of this Plan, will be used to determine or verify the significance of *woodlands* and to define the minimum *vegetation protection zone* appropriate to protect the *woodlands* which in no case shall be less than 10 metres. An amendment to this Plan shall not be required if:

    a. a site specific study determines that a woodland does not meet any of the criteria identified in policy 3.2.1.2.22 of this Plan; or

    b. a site-specific study determines that a minor adjustment to the outer limits of a *significant woodland* is required.

**Managing the Urban Forest**

26. The City will work with York Region in updating the Regional Urban Forest Management Plan that will assess canopy cover and woodland cover, which may determine locally significant woodlands and a strategy to increase tree cover in the City in accordance with policy 3.2.1.2(21) of this Plan.

27. As part of the Regional Urban Forest Management Plan update in accordance with policy 3.2.1.2(26) of this Plan, the City shall update the Urban Forest Study in partnership with York Region to quantify the City's urban forest and its functions.

28. For each tree that is removed from City property or from City or Regional street rights-of-way, a sufficient number of trees will be replanted based on an appropriate methodology to the satisfaction of the City to replace the lost tree value.

29. The City shall promote the planting of native species. The planting of invasive species shall not be permitted.

30. The City shall continue to promote public awareness and stewardship initiatives that educate residents about the value and importance of protecting the natural environment and that involve residents in the planting and care of trees.

31. The City will encourage and work with the Province and other stakeholders involved in *forest management* to maintain and enhance publicly and privately owned forested lands and to encourage landowners, through stewardship initiatives, to use good forestry practices.

**Natural Linkage**

This Plan encourages natural linkages to be maintained or created in appropriate areas to increase the size, diversity, connectedness and resiliency of the Greenway System. Natural linkage areas are areas where restoration or naturalization should be undertaken to enhance connectivity and minimum *vegetation protection zones* between areas of the Greenway System.

It is the policy of Council that:

32. The City will encourage natural linkages and ecological restoration on public lands including but not limited to parks, schools, public facilities, rights-of-way, and *stormwater management works*.

33. The City may require *development* located within or adjacent to the Greenway System or on or adjacent to lands containing a *key natural heritage feature* or a *key hydrological feature* to provide natural linkage connections to the Greenway System.

34. Natural linkage areas will be protected in an appropriate zone category and may be dedicated to a public agency to enhance the Greenway System over the long term.

35. The City shall encourage and support ecological restoration initiatives on private lands that are part of a natural linkage area through community stewardship initiatives.

### 3.2.1.3 Enhancing and Actively Managing the Greenway

The enhancement of the Greenway System will be actively managed and promoted over the long-term through the eff orts of the City, in coordination with public agencies, residents and property owners. Community stewardship, including the actions of residents and property owners, is critical to the long term success of the Greenway System. Small changes to the landscape can have an incremental and profound impact when individual actions contribute to a larger goal. This section provides direction for steps that the City will take to enhance the integrity and resiliency of the Greenway System over the long term.

It is the policy of Council that:

1. The City shall strive to enhance and actively manage the Greenway System by:
    a. Improving public access and enjoyment of lands under public ownership, where appropriate;
    b. Restoring, creating, and protecting a variety of landscapes, features, and functions; and
    c. Establishing cooperative partnerships to maintain the stewardship of the Greenway System.
2. Proponents of *development*, public agencies, residents, and landowners are encouraged to enhance linkages within and between components of the Greenway System through the provision of naturalized plantings, boulevards, hedgerows, or similar enhancements.
3. The City will seek opportunities to expand the Greenway System by linking additional parks, urban open spaces, *stormwater management works*, and streetscapes or boulevards by:
    a. Acquiring such linkages where feasible; and

b. Acquiring lands, or easements over lands, associated with *development* which can be connected to the Greenway System for the extension of recreational trails or to connect *key natural heritage features* and *key hydrological features*.

4. The sale or disposal of publicly owned lands in the Greenway System will generally be discouraged.

5. The City will work with York Region, the Conservation Authority, the Province of Ontario, and adjacent municipalities to secure lands within the Greenway System within public ownership at minimal or no public expense. Nothing in this Plan will require the City or any other public agency to purchase private lands within the Greenway System.

6. The City may develop a Greenway Acquisition Strategy to prioritize which lands should be acquired by the City or other public agencies in common interest with the City, at no public expense, in order to improve public access and to maintain the ecological, hydrological or hydraulic health of the Greenway System over the long term. Nothing in this Plan will require the City or any other public agency to purchase private lands within the Greenway System.

**Ecological Connections to Adjacent Municipalities**

The long term health of the Greenway System depends in part on its ability to maintain and enhance connectivity to natural features and functions in adjacent municipalities. The City, in concert with other public agencies, has secured an extensive east-west greenway corridor between Bathurst Street and Leslie Street, known as the Oak Ridges Corridor Park. Given Richmond Hill's central location within York Region, this Plan envisions the Oak Ridges Corridor Park as a key connection in the larger Regional Greenlands System. The Oak Ridges Corridor Park is a strategic gateway to the ORM and the City's Greenway System and will evolve to provide both east-west and north-south connections within the City and to adjacent municipalities.

7. The City will work with the Province, York Region, adjacent municipalities, and the Conservation Authority to preserve and enhance ecological *connectivity* to natural features and functions in adjacent municipalities through measures which include but are not limited to the following:

    a. Protecting and restoring valley and stream corridors that provide connections to valley and stream corridors in adjacent municipalities;

    b. Securing a continuous east-west greenway corridor of at least 500 metres in width across the Natural Core and Natural Linkage areas of the ORM, as shown in **Appendix 3** (Conceptual Location of East-West Greenway Corridor), to connect to natural features and functions in adjacent municipalities; and

    c. The establishment of a recreational trail system in accordance with policy 3.2.1.1.16c of this Plan.

8. The Oak Ridges Corridor Conservation Reserve shall serve as a significant ecological connection within the City and to abutting municipalities. The Oak Ridges Corridor Conservation Reserve will continue to provide a legacy as a public park space contributing to Richmond Hill's identity for future generations. Additional policies relating to the Oak Ridges Corridor Conservation Reserve are contained within Section 3.4.5 of this Plan.

### 3.2.2 WATER RESOURCE MANAGEMENT

The policies of this section apply across the City both on and off the Oak Ridges Moraine (ORM) pertaining to general water resource management, primarily related to managing surface water and protecting and enhancing sub-surface water features and functions. Richmond Hill's water systems include aquifers, headwaters, rivers, streams, ponds, *wetlands*, *kettle lakes* and man-made water systems including *stormwater management works*. These systems are part of the *hydrological cycle* and interact through rain, runoff, percolation and evaporation with the natural features and functions of the Greenway System. Water systems are recognized as constantly evolving and changing elements of the broader ecosystem, playing a crucial role in ecological function while providing important recreational and agricultural resources. This Plan recognizes that water resources are part of a more complex system, being essential to both the ecosystem and human functions.

#### 3.2.2.1 Watershed Planning

Watershed plans emphasize the importance of managing both surface and sub-surface water systems comprehensively. Richmond Hill contains portions of four different watersheds including the Don, Rouge, Humber, and East Holland Rivers, as well as numerous sub-surface water systems that exist across the City. This Plan emphasizes the importance of managing both surface and sub-surface water systems on a coordinated and comprehensive basis.

It is the policy of Council that:

1. The policies of Section 3.2.2 of this Plan shall apply throughout the City, including lands located on the ORM and lands located south of the ORM.

2. The goals and objectives of the watershed plans shall be supported through the implementation of this Plan.

3. The City will work with York Region, the Conservation Authority, adjacent municipalities, and other agencies to co-ordinate and implement updates to watershed planning initiatives and implement watershed plan objectives that:

    a. Protect and enhance river system functions, linkages and sensitivities;

    b. Achieve water quality and quantity objectives for the *watershed*;

    c. Address the long term cumulative impact of *development* on the *watershed* through regular monitoring, reporting and adaptive management as necessary;

    d. Protect and enhance existing geology, hydrology, hydrogeology, limnology, aquatic and terrestrial habitats and the quality, quantity and function of groundwater recharge areas;

    e. Provide guidelines for sustainable development, design and construction; and,

    f. Wherever possible, facilitate modifications to existing neighbourhoods to ensure better hydrologic function.

4. The City will promote increased public awareness, foster stewardship and further the understanding of watershed health and protection in partnership with the Conservation Authority and other stakeholders.

### 3.2.2.2 Sensitive Groundwater Features and Functions

*Sensitive groundwater features* and functions require specific consideration as part of the land use planning process to ensure that the health of sub-surface water resources are not compromised.

It is the policy of Council that:

1. *Development* and *site alteration* shall be restricted in or near *sensitive groundwater features* such that these features and their related hydrologic functions will be protected, enhanced or restored. *Sensitive groundwater features* and functions will be protected and, where possible, enhanced as part of the *development* approval process.

2. The City may require a Hydrogeological Study in support of a *development* application which shall be completed by a qualified person in accordance with Section 5.25 of this Plan.

3. Where a conflict exists between the ORMCP and the policies of this section, the policies which are most protective of the feature or function shall prevail.

4. The City shall work with York Region and the Conservation Authority to include mapping and policies in this Plan when significant recharge areas or vulnerable aquifer areas are identified and for areas where groundwater may pose a constraint to future development.

### 3.2.2.3 Natural Hazards

**Commented [A6]:** SECTION UNDER APPEAL AS IT READ ON THE DAY THAT THE CITY ADOPTED THE 2010 OFFICIAL PLAN, BEING JULY 12, 2010:
Appellant: 37(S)

Natural hazards such as flooding, erosion and slope failures pose a risk to human health and safety, as well as to property. As a matter of public safety and security, it is important to reduce the potential risks and costs associated with natural hazards by ensuring that *development* is directed away from these areas. This Plan incorporates floodplain areas into the Greenway System to protect and enhance these areas over the long term.

It is the policy of Council that:

1. *Development* shall be directed away from *hazardous lands* and *hazardous sites* by designating all floodplain lands, with the exception of *Special Policy Areas* and flood vulnerable areas, as part of the Greenway System.

2. *Development* shall not be permitted to locate in *hazardous lands* and *hazardous sites* where the use is:

    a. an institutional use including a hospital, long-term care home, retirement home, pre-school, school nursery, day care and/or school where there is a threat to the safe evacuation of vulnerable populations such as older persons, persons with disabilities, and those who are sick or young, during an emergency as a result of flooding, failure of floodproofing measures or protection works, or erosion;

    b. an *essential emergency service* such as that provided by fire, police and ambulance stations and electrical substations

    c. a use associated with the disposal, manufacture, treatment or storage of *hazardous substances*.

3. The City shall support the efforts of the Conservation Authority in the management of floodplain lands and *Special Policy Areas*, which are within the Floodplain Regulation Area as shown on

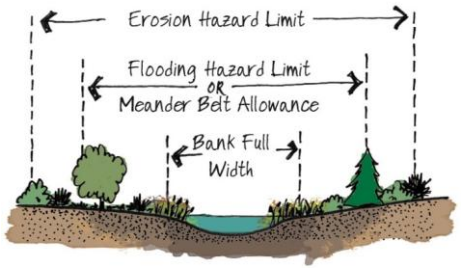
**Schedule A2** (Land Use) and **Schedule A7** (Floodplain Regulation Areas, Special Policy Areas and Flood Vulnerable Areas). The designation of a *Special Policy Area,* and any change or modification to the official plan policies, land use designations or boundaries applying to *Special Policy Area* lands, must be approved by the Ministers of Municipal Affairs and Housing and Natural Resources and Forestry prior to the approval authority approving such changes or modifications.

4. In *Special Policy Areas* and where otherwise permitted, *development* shall be planned and designed in order to minimize flooding impacts.

5. *Development* and *site alteration* shall be prohibited within the floodplain subject to Conservation Authority regulations and the natural hazard policies of the Provincial Policy Statement.

6. New lot creation shall be prohibited on *hazardous lands* and on *hazardous sites*.

7. A minimum protection zone (or buffer) of 10 metres shall be provided and enhanced from the outer limits of *hazardous lands* and *hazardous sites*, as defined by the City and the Conservation Authority, or such greater distance as may be determined through a Natural Heritage Evaluation, a Geotechnical Study, a floodplain assessment, or to conform to Provincial regulations.




**Example Cross Section of Hazard Lands**

8. *Hazardous lands* and *hazardous sites* shall be dedicated to public agencies at minimal or no public expense through the *development* process, where appropriate

Sidebar:

Hazardous lands means property or lands that could be unsafe for development due to naturally occurring processes. Along river, stream and small inland lake systems, this means the land, including that covered by water, to the furthest landward limit of the flooding hazard or erosion hazard limits.

Hazardous sites means property or lands that could be unsafe for development and site alteration due to naturally occurring hazards. These may include unstable soils or unstable bedrock.

### 3.2.2.4 Special Policy Areas

Commented [A7]: SECTION UNDER APPEAL AS IT READ ON THE DAY THAT THE CITY ADOPTED THE 2010 OFFICIAL PLAN, BEING JULY 12, 2010:
Appellant: 37(S)

*Special Policy Areas* shown on **Schedule A7** (Floodplain Regulation Areas, Special Policy Areas and Flood Vulnerable Areas) are areas within the City that have historically existed in the floodplain. It is recognized that in these areas, strict adherence to the policies of the Provincial Policy Statement, 2005 concerning new *development* would result in social and economic hardships for the community and as such, these areas shall be subject to a separate set of policies. The policies of this section are intended to provide for the continued viability of existing uses (which are generally on a small scale).

It is the policy of Council that:

1. The policies established and used within the defined limits of *Special Policy Areas* shown on **Schedule A7** (Floodplain Regulation Areas, Special Policy Areas and Flood Vulnerable Areas) are areas where the Province of Ontario, the Conservation Authority, and the City agree to accept a higher level of flood risk.

2. For lands in *Special Policy Areas* shown on **Schedule A2** (Land Use) and **Schedule A7** (Floodplain Regulation Areas, Special Policy Areas and Flood Vulnerable Areas), the development, redevelopment or rehabilitation of buildings or structures shall be subject to site plan control.

3. Where lands designated Neighbourhood are identified as being located in the *Special Policy Area* as shown on **Schedule A2** (Land Use) and **Schedule A7** (Floodplain Regulation Areas, Special Policy Areas and Flood Vulnerable Areas), the development, redevelopment or rehabilitation of buildings or structures may be permitted subject to the following criteria:

    a. Notwithstanding the land use permissions established in 4.9.1, only *low-rise* single detached dwelling units shall be permitted

    b. New *low-rise* single detached dwelling units shall be required to be floodproofed to the highest level technically feasible

    c. *Additional Residential Units* shall not be permitted

4. New development must locate primary building system controls such as service units and panels, above the Regulatory Flood level.

5. Pursuant to 3.2.2.4 (15), site specific Official Plan Amendments to the *Special Policy Area* for intensification beyond the level of *development* permitted in this Plan shall only be considered through a *municipal comprehensive review* and subject to the approval of the Ministers of the Ministry of Municipal Affairs and Housing and Natural Resources and Forestry.

6. The City shall amend the Zoning By-law on lands wholly or partly designated *Special Policy Area* and enact provisions, where appropriate, related to minimum building or structure setbacks, maximum lot coverage, minimum height of any building or structure opening, floodproofing and other such matters as may be determined to be necessary by the City and/or the Toronto and Region Conservation Authority.

7. Notwithstanding policy 3.2.2.4.2, new lot creation shall be prohibited in *Special Policy Areas*.

8. The approval of minor variance and/or site plan applications for buildings or structures in *Special Policy Areas* shall be conditional upon the landowner incorporating into the project flood measures capable of ensuring that the new buildings or structures, or additions to existing buildings or

structures, will not be flooded under Regulatory Flood conditions, to the satisfaction of the City and the Conservation Authority. Dry passive floodproofing to the Regulatory Flood level is preferred.

9. Where it is not technically feasible or it is impractical to flood protect a building or a structure, or an addition to a building or a structure to the level of the Regulatory Flood Control then, notwithstanding other provisions of this Plan, the City, to the satisfaction of the Conservation Authority, may permit a reduced level of flood protection.

10. The specific level of flood protection to be imposed and any flood protection measures to be implemented relative to individual *development* applications shall be determined by the Conservation Authority and the City and in no case shall any building or structure be subject to a risk of flooding in excess of the 1:350 year flood.

11. Access and egress to all new buildings and structures providing overnight accommodation shall be safe, pursuant to the provincial floodproofing standards (dry access/egress is preferred) as outlined in Provincial guidance. Where access and egress cannot achieve provincial flood proofing standards, they must achieve the maximum level of flood protection determined by the City and the TRCA to be practical and feasible. The stated safe access for all pedestrian and vehicular traffic shall be demonstrated to the satisfaction of the City and TRCA. No new building, structure or addition, shall be permitted within the *Special Policy Area* unless it has been demonstrated to the satisfaction of the City and Conservation Authority that:

    a. It would not be subjected to flows, which due to their velocity, depth or both, would be a hazard to life or property;

    b. It would not be susceptible to major structural damage as a result of a flood below or equal to the level of the Regulatory Flood;

    c. The necessary flood protection measures would not have a negative impact on adjacent properties; or

    d. Adverse downstream and/or upstream impacts would not be created/exacerbated and/or an increase in risk to life or property would not occur as a result of flooding.

12. *Development* applications on lands within a *Special Policy Area* shall be accompanied by engineering studies, prepared by a qualified professional, detailing such matters as flood frequency, the velocity and depth of storm flow, soil conditions, proposed flood damage reduction measures, flood protection measures, including structural design details, stormwater management techniques, and other necessary information and studies as may be required by the Conservation Authority and the City. These studies shall demonstrate no adverse down stream or upstream impacts and no increase in risk to life or property as a result of flooding.

13. Prior to the issuance of a building permit, applications for *development* on lands wholly or partly within a *Special Policy Area* shall require the approval of the Conservation Authority pursuant to the *Regulation of Development, Interference with Wetlands and Alterations to Shorelines and Watercourses*. The alteration of a watercourse or intensification within a wetland, or development (as defined by the *Conservation Authorities Act*), shall not be permitted within the *Special Policy Area* without the approval of the Conservation Authority.

14. New *development* shall be prohibited on any parcel of land which is wholly or partly in a *Special Policy Area* where the use is:

a. an institutional use including a hospital, long-term care home, retirement home, pre-school, school nursery, day care, school and/or any land uses where there is a threat to the safe evacuation of vulnerable populations such as older persons, persons with disabilities, and those who are sick or young, during an emergency as a result of flooding, failure of floodproofing measures or protection works, or erosion;

b. an *essential emergency service* such as that provided by fire, police and ambulance stations and electrical substations;

c. a use associated with the disposal, manufacture, treatment or storage of *hazardous substances*.

15. *Special Policy Areas* should not be planned for intensification beyond the level of development that is currently provided for in this Plan, unless it has been demonstrated that no other alternatives exist outside the floodplain. Any change in the level of development within the *Special Policy Area* must be comprehensively assessed by the City in accordance with policy 3.2.2.4(13).

16. The designation of a *Special Policy Area* and any change or modification to the official plan policies, land use designations or boundaries applying to *Special Policy Area* lands must be approved by the Ministers of Municipal Affairs and Housing and Natural Resources and Forestry prior to the approval authority approving such changes or modifications.

### 3.2.2.5 Flood Vulnerable Areas

Commented [A8]: SECTION UNDER APPEAL AS IT READ ON THE DAY THAT THE CITY ADOPTED THE 2010 OFFICIAL PLAN, BEING JULY 12, 2010:
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Flood vulnerable areas shown on **Schedule A7** (Floodplain Regulation Areas, Special Policy Areas and Flood Vulnerable Areas) are those areas within the City that are potentially susceptible to damages during flood situations. Certain flood risk matters must be understood and resolved prior to *development* occurring within these areas.

It is the policy of Council that:

1. Notwithstanding the land use designations shown on **Schedule A2** (Land Use) to this Plan, no new *development* shall occur in flood vulnerable areas as shown on **Schedule A7** (Floodplain Regulation Areas, Special Policy Areas and Flood Vulnerable Areas) until such time as:

   a. a comprehensive Flood Risk Assessment Study is completed for area and approved by Council in consultation with the Conservation Authority; or

   b. the City, in consultation with the Conservation Authority, has implemented a flood remediation program in accordance with the Final approved Flood Remediation Environmental Assessment for the flood vulnerable area.

2. Until such time as the City, in consultation with the Conservation Authority, has implemented a flood remediation program in accordance with the Final approved Flood Remediation Environmental Assessment for the flood vulnerable area shown on **Schedule A7** (Floodplain Regulation Areas, Special Policy Areas and Flood Vulnerable Areas), where development is proposed in a flood vulnerable area, a comprehensive Flood Risk Assessment Study must be completed to the satisfaction of the City in consultation with the Conservation Authority in order to maintain or decrease the level of risk associated with the area. The Flood Risk Assessment Study shall formulate specific actions and strategies for flood remediation, flood proofing, flood warning and emergency response measures, including the protection and enhancement of *key natural heritage features* and *key hydrological features* and their functions and, where feasible, the use of

*low impact development* techniques and sustainable design solution instead of traditional engineering solutions.

#### 3.2.2.6 Lake Remediation

The Lake Wilcox Remediation Strategy, approved by Council in 1996, sets out the City's management strategies to achieve a healthy lake ecosystem. The Strategy focuses on improvements to water quality and habitat associated with Lake Wilcox. The City has taken a number of actions which have lead to improvements in both water quality and habitat around Lake Wilcox. While the City continues to invest in restoration projects around Lake Wilcox, including the naturalization of the shoreline associated with the Oak Ridges Community Centre and Park, this Plan establishes new priorities for the management of Lake Wilcox as both a natural and cultural resource to be enjoyed by residents of the City and the larger region.

It is the policy of Council that:

1. Over the time horizon of this Plan, Lake Wilcox remediation projects shall focus on:
    a. Reducing the historic phosphorous levels that have built up in the Lake;
    b. Connecting and restoring the shoreline to support a greater diversity of aquatic and terrestrial vegetation and wildlife;
    c. Creating and enhancing linkages to the City's Greenway System; and
    d. Creating aesthetically pleasing urban waterfront experiences that foster a sense of civic pride and provide places for residents to enjoy being close to the water.
2. Where *development* that is demonstrated to contribute groundwater or surface water recharge to Lake Wilcox, Council shall be satisfied that the *development* will not have an adverse impact on the water quantity or quality of the Lake.
3. *Development* on lakefront properties shall be required to enhance the Lake Wilcox shoreline by restoring the minimum *vegetation protection zone* required, as set out in **Table 3** to this Plan, which shall include restoring the natural shoreline edge, to the satisfaction of the City and the Conservation Authority, and by ensuring the use of best management practices, including reduced fertilizer use, on the site. Where the minimum *vegetation protection zone* as set out in **Table 3** to this Plan cannot be achieved, an alternate remediation strategy may be approved by the City and the Conservation Authority.
4. The City will work with York Region, the Conservation Authority, and other public agencies to implement the Sustainable Neighbourhood Retrofit Action Plan (SNAP) within the Lake Wilcox area.

#### 3.2.2.7 Watercourse Restoration

This Plan focuses on improving the health of the City's watercourses through appropriate design, construction and operational measures that reduce overland flow, increase infiltration and restore riparian lands.

It is the policy of Council that:

1. The City, in consultation with the Conservation Authority and York Region, may undertake a Watercourse Restoration Strategy to determine opportunities for watercourse improvement and priority restoration areas.

2. The Watercourse Restoration Strategy shall include, but not be limited to:

    a. An inventory of existing environmental conditions including water budgets, baseflow, type and health of the aquatic ecosystem, and condition of riparian lands;

    b. Information and management direction from the applicable watershed plan for the area or previously completed watercourse management strategies that have been undertaken by the Conservation Authority;

    c. Documentation of existing statutes, guidelines and other regulatory measures that apply to the natural and built environment surrounding the watercourse;

    d. Identification of measures required to restore, remediate and improve the watercourse geomorphology and riparian habitat;

    e. Description of technologies that should be implemented by the City, the Conservation Authority, and private landowners at the time of *development*; and

    f. An outline of the monitoring program that should be implemented to evaluate the performance of the selected restoration or remediation plan.

3. Proponents of *development* abutting a watercourse shall undertake a Natural Heritage Evaluation which includes an examination of potential restoration measures in accordance with the Watercourse Restoration Strategy, to improve the ecological health of the watercourse and, where possible, expand the area of the watercourse including its associated aquatic and riparian habitat. The Natural Heritage Evaluation in addition to the requirements of Section 5.24 of this Plan shall include but not be limited to:

    a. The restoration of riparian habitat;

    b. Re-planting of vegetative species on riparian lands to a vegetated self-sustaining condition;

    c. Restoration or stabilization of stream beds, banks, and shorelines to a more natural state;

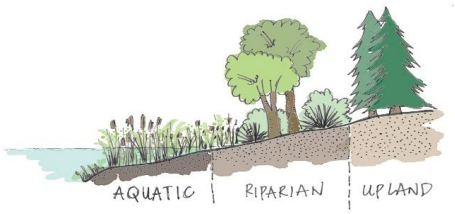
    d. Removal of direct runoff discharge of stormwater into the watercourse; and

    e. The introduction of *low impact development* techniques as part of the proposed *development* to reduce runoff and increase infiltration.

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Appellant: 37(S)

### 3.2.3 SUSTAINABLE DESIGN

Sustainable design techniques are an essential component of integrating the built and natural environments and enhancing the Greenway System over the long term. Minimum sustainable design performance will enhance the City's environment through the promotion of energy and water conservation and efficiency, a healthier community, and sustainable building and site design practices. Through the process of urbanization, Richmond Hill will continue to provide leadership and foster innovation in sustainable design.




**Diagrammatic representation of aquatic, riparian and upland habitats**

It is the policy of Council that:

1. The City shall promote leadership in sustainable *development* to further the objectives of becoming a sustainable, resilient low carbon City.

2. The City shall utilize its Sustainability Assessment Tool to work with proponents of *development* and identify means of implementing sustainable development measures within their projects at the site plan or plan of subdivision stage, where applicable.

   Sidebar:

   The Sustainability Assessment Tool has been used in the City of Richmond Hill since 2014 as a means to identify and quantify sustainable design measures proposed in *development* that are subject to site plan and draft plan of subdivision approvals. The tool identifies possible measures in the following categories:

   - Built Environment
   - Mobility
   - Natural Environment and Open Space
   - Infrastructure and Buildings
   - Innovation

   Draft plan of subdivisions and site plan applications (with the exception of single and semi-detached dwellings) within Richmond Hill are required to achieve the applicable minimum thresholds as determined by Council. The tool is intended to encourage *development* proponents to achieve their sustainability design goals and to contribute to the City's objectives related to healthy, complete and sustainable community development by implementing measures that go beyond provincial and municipal requirements.

3. The Sustainability Assessment Tool may be reviewed and revised by the City from time to time to respond to technology advancement and design innovation.

**Air Quality**

4. The City shall work to improve air quality through the active transportation and land use policies of Section 3.5 (Connectivity and Mobility) and **Chapter 4** (Land Use Policies) of this Plan and by continuing to improve and enhance the City's urban forest.

**Climate Change**

5. The City may consider the following proactive measures towards climate change mitigation:

    a. Re-planting to mitigate water level fluctuations;

    b. The incorporation of water retention or water recycling devices;

    c. Monitoring landscape-scale changes to the environment associated with climate change through measures such as the incorporation of bio-indicator species; and

    d. Other issues which may arise related to climate change.

6. The City shall work with York Region and the Conservation Authority to prepare for climate change impacts by ensuring public health and safety, infrastructure security, emergency services, and that evacuation routes are maintained during flood events.

7. The City shall work with York Region and the Conservation Authority and other partners to ensure that climate change effects are considered in flood management and in the management of the Greenway System.

**Local Food Production**

8. The City encourages the growing of produce through urban agriculture, including community gardens, rooftop greenhouses, and vertical agriculture.

9. *High density residential development* shall be encouraged to provide permanent and viable growing space with solar access and related facilities such as rainwater harvesting systems and storage areas for tools.

**Brownfields**

10. *Development* on or adjacent to closed or active waste disposal sites or facilities, shown on **Appendix 4** (Known Closed/Inactive Waste Disposal Facilities) shall be required to provide written approval from the Ministry of the Environment that the *development* satisfies the provisions of the *Environmental Protection Act*.

11. Where a *development* application requests a change in land use to a more sensitive use, the applicant will be required to demonstrate that the site is either not contaminated or has been remediated in accordance with the standards and requirements identified in relevant Provincial legislation and regulations including but not limited to the *Environmental Protection Act* and the regulations thereunder.

12. Prior to *development* on sites which may be contaminated or potentially contaminated, the applicant shall be required to undertake a Phase 1 Environmental Site Assessment (ESA) in accordance with Provincial legislation and regulations. Where a Phase 1 ESA indicates the site subject to the *development* application may be contaminated, the City shall require that a Phase 2 ESA be undertaken in accordance with the relevant Provincial legislation and regulations.

**Site Design**

13. *Development* shall have an integrated and innovative approach to water management, be water efficient, and minimize stormwater volumes and contaminant loads and maximize infiltration through an integrated treatment approach, as per the City's Standards and Specifications Manual.

14. In accordance with policy 3.1.9.6 (4), *development* shall be encouraged to incorporate on-site, or provide connections to, a district heating or cooling system, alternative and renewable energy systems, energy storage facilities, and/or other low-carbon energy systems, where feasible.

15. To minimize the use of potable water for outdoor watering, new residential *development* shall achieve outdoor irrigation and outdoor water use through the installation of rainwater harvesting systems.

16. The City may require, where appropriate and feasible, naturalized low maintenance landscaping.

17. *Development* is encouraged to use water conserving, drought resistant landscaping by:

    a. Providing an adequate level and quality of topsoil and/or providing soil scarification;

    b. Installing drought resistant sod;

    c. Providing landscaping features that minimize the demand for water and synthetic chemicals by utilizing native and drought resistant species; and

    d. Installing permeable driveway surfaces.

18. *Development* is encouraged to mitigate local heat island effects by including:

    a. installing light coloured paving materials including white concrete, grey concrete, open pavers, and any material with a solar reflectance index (SRI) of at least 29; and

    b. locating trees or other plantings to provide shading for at least 50% of sidewalks, patios and driveways, and within 15 metres of buildings.

19. *Development* shall be required to create and implement erosion and sedimentation control measures and a Plan may be required in accordance with policy 3.1.9.2.10 of this Plan.

20. To reduce light pollution, *development* shall be encouraged to design lighting according to dark sky compliant standards.

21. To reduce the collision of birds against windows, *development* shall be encouraged to incorporate bird-friendly design strategies, including reduced reflectivity and transparency of windows.

**Preserving Mature Trees**

22. *Development* shall be required, to the greatest extent possible, to site proposed buildings, structures, and utilities so as to protect existing trees greater than 20 centimetres Diameter at Breast Height (DBH).

23. Proponents of *development* shall prepare a Tree Inventory and Preservation Plan in accordance with City standards demonstrating how existing trees greater than 20 centimetres DBH are to be protected during the construction stage and over the long term.

24. Where existing trees greater than 20 centimetres DBH have been approved by the City for removal as part of the *development* process, the City shall require the landowner to replace the lost tree cover based on an appropriate methodology to the satisfaction of the City, at the sole expense of the landowner in a location as agreed to by the City.

**Tree-Lined Streets**

25. *Development* shall be required to provide street trees on public streets to the satisfaction of the City.

**Building Design**

26. *Development* shall be encouraged to achieve energy efficiency levels that exceed the Ontario Building Code for residential buildings, and the Model National Energy Code for non-residential buildings.

27. *Development* shall achieve 10% greater water conservation than the Ontario Building Code (as amended to O. Reg.315/11, January 1, 2012) for all new buildings.

28. *Development* of public facilities with a gross floor area over 500 $m^2$ shall achieve a minimum LEED® Silver standard, or alternative equivalent.

29. The City shall encourage *development* of public facilities with a gross floor area under 500 $m^2$ to achieve a minimum LEED® Silver standard, or alternative equivalent.

30. *Development* is encouraged to implement energy conservation and GHG emission reduction measures identified in the City's Sustainability Assessment Tool and Community Energy and Emissions Plan.

Sidebar:

The following are energy targets identified in the Sustainability Assessment Tool, additional targets are provided wherein proponents would receive higher point scores:

- Residential buildings 3 storeys or less, achieve a performance level that is equal to ENERGY STAR® for New Homes version 17.1, or R-2000® requirements or in accordance with Natural Resource Canada's (NRCan's) R-2000 procedures manual
- Residential and non-residential buildings 4 storeys or greater, achieve a Total Energy Use (TEUI) of 135 kWh/$m^2$/yr, Thermal Energy Demand Intensity (TEDI) of 50 kWh/$m^2$/yr, and Greenhouse Gas Emissions (GHGI) of 15 kgCO2/$m^2$/yr
- Industrial buildings (not including industrial processes) be designed to achieve 50% greater energy efficiency than the Model National Energy Code of Buildings, 2011.

31. *Development* is encouraged to achieve 20% greater water conservation than the Ontario Building Code (as amended to O.Reg. 315/11, January 1, 2012).

32. The City shall require the provision of adequate space, growing medium, and conditions for tree protection and tree planting within street rights-of-way in the design and construction of new public streets or existing public street improvements.

33. *Development* is encouraged to design and certify new buildings to LEED® Silver, Gold or Platinum standards, or alternative equivalent. The City may establish complementary incentive programs to foster the successful implementation of LEED® buildings, or alternative equivalent, across Richmond Hill, in consultation with York Region.

34. The City, together with York Region, will review and update sustainable building incentive programs as technologies and techniques evolve. These programs may include water and wastewater servicing allocation credits, professional recognition, expedited processing of *development* applications, or the use of Community Improvement Plans and associated financial tools.

35. *Development* shall include a solar design strategy which identifies approaches that maximize solar gains and facilitate future solar installations (i.e. solar ready).

36. To reduce ambient surface temperatures and mitigate local heat island effects, *development* is encouraged to install green and/or white roofs and green walls.

37. *Development* is encouraged to reuse existing habitable building stock to extend the life cycle of the City's building stock and to conserve resources, reduce waste, and reduce adverse environmental effects of new buildings related to materials manufacturing and transport.

38. *Development* is encouraged to use tools such as lifecycle assessments to identify and use low-carbon building materials.

39. *Development* is encouraged to incorporate high performance building design such as lower window-to-wall ratios, the use of exterior shading devices, and strategies to reduce thermal bridging.

## 3.3 ECONOMY

Richmond Hill maintains a strong economic position within the Greater Toronto Area (GTA). Its strategic location, transportation infrastructure, skilled and educated workforce and high standard of living, among other things, have made it an attractive place to do business. In recognition of the City's urbanization and limited supply of *employment lands*, a comprehensive approach is set out to provide for an appropriate mix of employment uses within the City including industrial, commercial, retail and institutional uses to meet long term needs. The future economic vision for the City is for continued strong economic performance on its *employment lands* with an increased emphasis on developing its *centres and corridors* as the focal points of economic activity for office and population-related employment. To maintain and promote Richmond Hill's economic vitality, this Plan protects and seeks to maximize the appropriate use for the City's *employment lands* while diversifying Richmond Hill's economic base, where appropriate, throughout the City.

**Guiding Principles for the Economy:**

- Protect employment lands over the long term.
- Promote economic vitality and provide for a balanced and diverse range of employment opportunities.

### 3.3.1 EMPLOYMENT LAND PROTECTION

Commented [A10]: SECTION UNDER APPEAL AS IT READ ON THE DAY THAT THE CITY ADOPTED THE 2010 OFFICIAL PLAN, BEING JULY 12, 2010:
Appellant: 44(S)

The City's local economy is well-served by its business parks along the Highway 404 corridor and within the Newkirk Business Park (see **Figure 3** for City of Richmond Hill Business Parks). The City has experienced pressure to convert its *employment lands* to retail, commercial, residential and other non-employment uses. Recognizing the City's limited *employment land* supply, this Plan maintains and protects the City's existing *employment lands* for employment uses as permitted by the policies of this Plan. The intent of these policies is to ensure that the long-term supply of *employment lands* is maintained to meet the future needs of the City and to ensure an appropriate balance of land uses across the City.

It is the policy of Council that:

1. The conversion of lands within the Employment Area designation or the Employment Corridor designation to non-employment uses shall only be permitted by Council through a *municipal comprehensive review*, provided that a Regional *municipal comprehensive review* has been completed in accordance with the applicable policies, forecasts and land budgets of York Region's Official Plan, and where it has been demonstrated that:

    a. There is a need for the conversation;

    b. There exists a sufficient inventory of appropriately designated *employment lands*;

    c. There exists a shortfall in the inventory of appropriately designated non-*employment lands*;

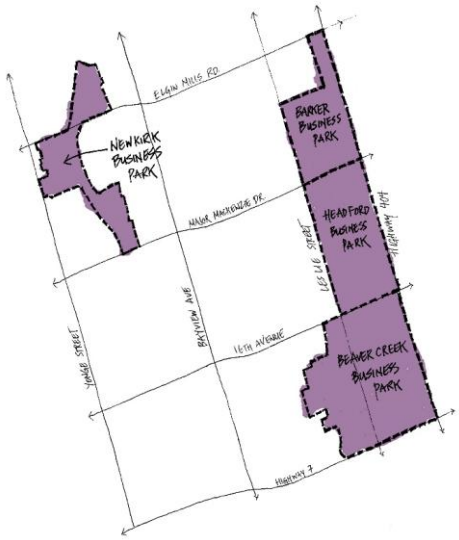



**Figure 3 – City of Richmond Hill Business Parks**

    d. The conversion will not adversely affect the overall viability of t he designated *employment lands*;

    e. There is existing or planned infrastructure to accommodate the proposed conversion;

    f. The lands are not required over the long term for employment purposes for which they are designated;

    g. Cross jurisdictional issues have been considered;

    h. The conversion will not prevent, nor potentially jeopardize, the ability of the City to meet the employment forecasts established by York Region or of this Plan; and

    i. The conversion will not adversely affect the ability of lands abutting or in proximity to the proposed conversion site to be used or continue to be used for employment purposes over the long term.

2. For the purposes of Section 3.3.1 of this Plan:

a. Employment uses refer to those primary employment uses permitted within the Employment Area designation and Employment Corridor designation as identified in **Chapter 4** (Land Use Policies) of this Plan.

b. The addition of any non-employment use constitutes a conversion; and

c. Non-employment uses include residential, non-ancillary commercial, non-ancillary retail, and major retail uses.

3. Where there is a conflict or inconsistency between the policies of Section 3.3.1 of this Plan and the policies of any Secondary Plan respecting the conversion of employment lands, the policies of Section 3.3.1 of this Plan shall apply.

**Commented [A11]:** SECTION UNDER APPEAL AS IT READ ON THE DAY THAT THE CITY ADOPTED THE 2010 OFFICIAL PLAN, BEING JULY 12, 2010:
Appellant: 44(S)

### 3.3.2 ECONOMIC VITALITY AND EMPLOYMENT INTENSIFICATION

The strength and vitality of the City's economy depends on continued economic development initiatives and municipal support to retain and attract business and economic development. The policies of this Plan are intended to assist the City's Economic Development Strategy through the implementation of economic-based land use policies and targets. These policies are aimed at: improving the City's live-work balance; providing incentives for intensification and sustainable building and site design; supporting industries within niche market areas of the City; and supporting and planning for infrastructure.

It is the policy of Council that:

1. Employment opportunities shall be provided for residents with the goal of achieving:

   a. An overall employee-to-resident target ratio of 1:2 (1 job for every 2 residents) in the City.

2. A vibrant and healthy community shall be promoted to attract and retain youth, a highly skilled labour force, and quality employers.

3. The City will work with York Region to monitor the location, type and characteristics of business and the supply of serviced *employment lands* to achieve a minimum density of 40 jobs/ha in the *developable area*.

4. *Intensification* of employment uses shall be promoted through the following:

   a. Density targets within the *developable area* of designated *employment lands* and in the *centres and corridors* in accordance with the applicable land use designation policies of this Plan and applicable Secondary Plan policies; and

   b. Consideration of incentives and planning tools to encourage higher density forms of employment development in the:

      i. Designated *employment lands*; and

      ii. *Centres and corridors*.

5. The City shall work with public transit providers to support and plan for high quality public rapid transit encouraging more frequent transit services in the *centres and corridors*, and increased transit services in the *employment lands*.

6. The City shall work with business and local business organizations to create a business-friendly environment that includes:

    a. A diverse size and mix of available *employment lands*;

    b. State-of-the-art communications facilities and networks, including broadband technology;

    c. Advanced and sustainable infrastructure and building design;

    d. A protected and enhanced natural environment;

    e. *Employment lands* that are well designed and include compatible business support services; and

    f. A diverse range of institutional, *office* and small-scale *retail* and small-scale *commercial* uses within the Leslie Street Institutional Area designation, in accordance with the policies of Section 4.12 of this Plan.

7. The City shall promote Richmond Hill as a location for knowledge-based activities, such as creative and technology based business and industries, by leveraging existing employment clusters and the City's highly skilled, diverse and educated workforce, and by establishing strong links to education and research institutions and companies.

8. Telecommuting shall be encouraged.

9. *Live-work units* and *home occupations* shall be directed to locate anywhere within the *centres and corridors,* unless otherwise stated in **Chapter 4**.

10. The following policies shall apply to *home occupations* where permitted within the Zoning By-law:

    a. The *home occupation* is subordinate to the residential use of the dwelling, and the owner of the home occupation resides in the dwelling.

    b. The *home occupation* is conducted wholly within a dwelling;

    c. The home occupation remains accessory to the primary residential use and is limited in floor space to a portion of the dwelling as determined by the Zoning By-law;

    d. The number of employees is generally limited to the home occupant and one additional employee may be permitted;

    e. The built form of the dwelling and the property should continue to maintain its appearance and principal use as a residential dwelling in keeping with the character of the area;

    f. Adequate on-site parking is provided;

    g. Signage is limited in accordance with the City's Sign By-law;

    h. *Home occupations* shall not provide a storefront. Any *retail* sales of goods or merchandise associated with a *home occupation* shall be incidental and accessory to a *home occupation*;

    i. Veterinary services are not permitted. The Zoning By-law may reference other types of *home occupations* that are prohibited;

j. No outdoor storage or display of goods, materials or equipment associated with a *home occupation* shall be permitted; and

k. Prior to establishing a *home occupation*, proponents shall ensure that the proposed *home occupation* complies with all applicable municipal by-laws, including but not limited to, the City's noise, sign, property standards, and parking standards as regulated through the applicable Zoning By-laws and Municipal Code. For greater certainty, *home occupations* shall not create, or have the potential to create, a hazard, nuisance or adverse impact with respect to excessive noise or vibration, vehicular traffic, emissions, objectionable odours, gases, fumes, dust or glare, and the occupation shall not be considered offensive or incompatible within a residential area;

11. The City shall work with Regional, Provincial and Federal governments, where applicable, to ensure that the City is considered a high-priority location for major sporting, trade and convention facilities, natural heritage interpretive centres and venues for showcasing arts, cultural and entertainment activities.

12. The City shall establish and promote destinations for recreation and tourism within the City, in consultation with the Region, including jobs that support and complement Richmond Hill's cultural attractions and enjoyment of the City's Greenway System.

13. The City shall demonstrate leadership in corporate sustainability to the City's businesses through the implementation of the City's Sustainable Design and Construction Policy for City of Richmond Hill Facilities and monitoring of the City's Energy Plan for City Facilities.

14. The policies of this Plan support the City of Richmond Hill Economic Development Strategy which may be reviewed and implemented concurrent with the five-year review of this Plan.

### 3.3.3 EMPLOYMENT IN THE URBAN STRUCTURE

Richmond Hill's economy contains many small and medium-sized businesses which play a significant role in supporting the City's economic vitality. The following policies promote the location and retention of small-scale *commercial*, *retail* and community uses within neighbourhoods. The policies also support the establishment of *home occupations* and *live-work units* within neighbourhoods to support a work from neighbourhood approach. Providing opportunities for employment within neighbourhoods helps to create communities where residents can access amenities and services within a 15-minute walking distance of their home, and support a walkable community where social and economic interactions are possible, while providing for predominantly residential communities in which to live.

#### 3.3.3.1 Employment Lands

The City's employment lands, or business parks, have traditionally provided for industrial uses such as manufacturing, processing, servicing, warehousing and bulk storage of goods, and wholesaling. Given the anticipated build-out of the City's settlement area within the foreseeable future, there are limited opportunities for new business parks or expansion of the City's designated employment lands. The availability of larger parcels of land, proximity to transportation, and need for separation of incompatible uses positions the existing employment lands as ideal locations for land intensive and industrial activities. This Plan protects employment lands for future economic growth and development recognizing the important contribution that these lands have made and will continue to make to the City's local economy and the regional economy.

It is the policy of Council that:

1. Employment uses shall be directed to the Employment Area and Employment Corridor designations on **Schedule A2** (Land Use) to maintain and promote the long-term viability of these lands for employment purposes and to recognize the importance of these lands to the City's economy.

2. Employment uses that generate a higher concentration of workers and consumer traffic, such as *major office*, *office*, hotel, convention centre, and banquet facilities, shall be encouraged to locate within the Employment Corridor designation and, if in the Employment Area designation, within *walking distance* to public rapid transit.

3. *Development* in the Employment Area designation or Employment Corridor designation on a site adjacent to the Greenway System shall maintain and enhance the *ecological integrity* and *hydrological integrity* of the Greenway System and incorporate sustainable design measures in accordance with the policies of this Plan.

4. Minimum distance separation and mitigation policies under the applicable Federal, Provincial and City Regulations shall be applied to uses within the Employment Area designation or the Employment Corridor designation to minimize possible adverse effects from heavy industrial uses and to avoid the introduction of additional uses which are incompatible with heavy industrial activities. Heavy industry is defined in accordance with the Ministry of the Environment's land-use compatibility guidelines and generally refers to those uses characterized by activities such as large volumes of materials and products, *fugitive emissions*, outside storage and truck traffic.

### 3.3.3.2 Employment in the Centres and Corridors

The *centres and corridors* are intended to serve as a focus of economic activity in support of the City's objective of diversifying its economic base. Given the City's forecasted employment growth and limited supply of *employment land*, intensification and higher density forms of employment are required. Focusing economic activities that are dependent on a higher concentration of workers and consumer traffic in the *centres and corridors* also promotes synergy between businesses and other uses within these areas. This Plan recognizes the opportunity for *live-work units* in certain locations of the City in order to provide for limited small-scale *office*, *commercial* and *retail* uses that are compatible with the surrounding area and contribute to an appropriate mix of activity.

It is the policy of Council that:

1. In the *centres and corridors*, economic activity shall generally be accommodated within compact, mixed-use, pedestrian friendly and transit-oriented development.

2. *Major office* development shall be directed to locate in the Richmond Hill Centre, KDAs, and Regional Corridors. The City may develop incentives to attract *major office* to these locations.

3. *Major office*, *office*, *commercial* and/or *retail* or *major retail* development within the *centres and corridors* shall be encouraged to integrate with other permitted land uses in a mixed-use format.

4. Mixed-use buildings incorporating street-related *retail*, *commercial* or community uses shall be directed to the *centres and corridors* in accordance with the policies of this Plan.

5. New *retail* including *major retail* shall be designed to be pedestrian friendly, transit-oriented, and integrated into communities and pedestrian and cycling networks, and be designed to achieve high quality urban shall be required to:

6. New *major retail development* in the Richmond Hill Centre and the KDAs shall be required to:

    a. Integrate with other permitted land uses in a compact, mixed-use format; and

    b. Provide underground parking or, where not feasible due to groundwater constraints, structured parking to the rear or side of the site; and

    c. Outdoor storage and display shall generally not be permitted, except in accordance with the Zoning By-law.

7. *Major retail* and *retail* development in the Regional Corridors, Local Corridor and LDAs shall be encouraged to integrate with other permitted land uses in a more compact, mixed-use format and shall be designed to facilitate future redevelopment or retrofitting. Outdoor storage and display shall generally not be permitted, except in accordance with the Zoning By-law.

8. Applications for *major retail development* in excess of 30,000 gross leasable square metres shall be required to provide a Regional Impact Analysis to the satisfaction of the City that addresses the following:

    a. Transportation requirements including traffic impact and parking analysis;

    b. The impact on existing and approved future retail facilities;

    c. Pedestrian, cycling and transit access to the facilities; and

    d. The manner in which the proposed *development* addresses and complies with the Urban Structure policies of this Plan and the York Region Official Plan.

9. *Live-work units* and home occupations shall be directed to locate anywhere within the *centres and corridors*, unless otherwise stated in **Chapter 4**.

10. The following policies shall apply to *live-work units* where permitted within the Zoning By-law:

    a. The *live-work unit* is the primary dwelling of the occupant;

    b. The *commercial* and/or *retail* component of the *live-work unit* is limited to occupations identified in the Zoning By-law;

    c. *Live-work units* with a *retail* component are generally restricted to units at street level and are directly fronting onto a public street;

    d. Outdoor storage and display are not permitted;

    e. Exterior lighting and signage will be restricted to avoid impacting adjacent land uses and shall be in accordance with the City's Sign By-law;

    f. The *live-work unit* is *compatible* with the adjacent uses with respect to built form;

    g. The use of the *live-work unit* shall not generate traffic, noise or odour that is incompatible with adjacent uses;

    h. Adequate parking is provided; and

i. Where *live-work units* are permitted within the same building or structure as residential units, separate building entrance and hallway access points may be required to the satisfaction of the City.

#### 3.3.3.3 Employment in the Neighbourhoods

Richmond Hill's economy contains many small and medium-sized businesses which play a significant role in supporting the City's economic vitality. The following policies promote the location and retention of small-scale *commercial*, *retail* and community uses within the neighbourhoods. The policies also support the establishment of *home occupations* and *live-work units* within neighbourhoods to support a work from neighbourhood approach. Providing opportunities for employment within neighbourhoods helps to create communities where residents can access amenities and services within a 15-minute walking distance of their home, and support a walkable community where social and economic interactions are possible, while providing for predominantly residential communities in which to live.

It is the policy of Council that:

1. Neighbourhood commercial sites consisting of small-scale *retail*, *commercial*, *office, live-work units* and community uses shall be permitted in the Neighbourhood designation shown on **Schedule A2** (Land Use) to this Plan only in accordance with the policies of Section 4.9.1.3 of this Plan.

## 3.4 PLACE-MAKING

Place-making is about creating places where people want to be. An attractive place provides a sense of belonging, offering areas to reflect, gather, or interact with others. Richmond Hill has many of these places that have evolved from the City's diverse history, environment, and people. The Village, Oak Ridges, the Mill Pond area, the Hamlet of Gormley, the David Dunlap Observatory, and the Oak Ridges Moraine are among some of the special places in Richmond Hill.

This Plan focuses on enhancing and creating well designed places that have meaning to people, provide enduring patterns of community use and establish memorable physical qualities that instill civic pride. Placemaking is optimized when both the private and public realm are seamlessly coordinated and where design is executed in the highest of standards. The Public realm is the fundamental organizing element of the city and defines how Richmond Hill is understood and experienced through the arrangement of its streets, blocks and open spaces. It has a key role in strengthening the broader network of public space to promote well-connected, walkable, cyclable, safe and comfortable routes and places throughout the City and within its neighbourhoods. In supporting transit, a network of compact and interconnected streets and blocks, connected to the station or stop will ensure that the public realm is optimized for routing choices and flexibility, while accommodating a range of mobility options.

The policies of section 3.4 (Place-making) focus on fostering physical forms of *development* that cultivate the exchange of ideas, contribute to the character of the City, and are compatible with surrounding areas. The quality of the public realm and design excellence is promoted throughout this section. Urban Design policies foster a human-scaled, pedestrian-oriented and more compact physical environment. Cultural Heritage Resources will be preserved, rehabilitated, and adaptively reused to remain an integral part of the City's identity. Archaeological Resources are to be preserved and cultural discoveries encouraged to be communicated through public and private realm projects. The Parks and Urban Open Space System, including the Oak Ridges Corridor Conservation Reserve, creates a network of focal points, urban linkages and gathering places connecting areas of the City.

**Guiding Principles for Place-making:**

- Recognize and enhance the inherent and unique aspects of Richmond Hill and create focal points, gateways, experiences and landmarks.
- Strive for design excellence in the public and private realm.

### 3.4.1 URBAN DESIGN

Urban design is concerned with shaping the physical form of urban and rural areas. It plays a vital role in maintaining and enhancing civic image, economic potential, and quality of life. Excellence in urban design is critical to reinforcing the human-scale of the urban structure. The policies of this Plan foster compact, pedestrian-oriented, human-scaled *development* in both the public and private realm. Innovative and creative design solutions that contribute to the quality and character of Richmond Hill and that ensure physical compatibility with the scale of surrounding areas will be encouraged. This section must be read in concert with Section 3.2.3 (Sustainable Design) and the land use and design policies in **Chapter 4** (Land Use Policies) of this Plan.

*Development* which interfaces with the public realm has an important civic responsibility to strengthen life between buildings and the spaces they create. The design of adjacent buildings and their edges must be carefully considered in contributing to a safe, accessible, attractive and comfortable pedestrian environment. As such, retail, commercial, live-work and even certain residential uses will need to engage the public realm in ways that provide definition, visual interest and animation to achieve an attractive presentation towards streets and open spaces.

**Leadership in Design**

Leadership, collaboration, innovation and the exchange of ideas are important parts of creating a more vibrant City. The policies in this section contribute to urban design excellence through projects and practices that respond to emerging trends, issues and legislation.

It is the policy of Council that:

1. The City's design guidelines provide design direction for matters such as the following:
    a. Site plan design, including accessible and sustainable design;
    b. Built form (including building articulation), massing, architectural quality and at-grade treatments;
    c. Exterior design such as building facades, fenestration, colour, material, rhythm and proportion of architectural elements;
    d. Streetscapes and the public realm;
    e. The Greenway System, including the urban open space system, trails, and wayfinding components;
    f. Universal design, such as barrier free design;
    g. Circulation and parking (including above and below-ground parking structures);
    h. Lighting;

i. Signage, barriers and fencing;

j. Public art;

k. Sun/shadow and wind control;

l. Drive-throughs and gas stations; and

m. Additional matters as may be determined by the City in consultation with the development industry and other stakeholders.

2. Council approved guidelines shall be utilized in the review and evaluation of development applications and related studies.

   Sidebar:

   List of design guidelines:

   - Richmond Hill Urban Design Guidelines
   - Village Core Neighbourhood Design Guidelines
   - North Yonge Street Urban Design Study
   - Headford Business Park Urban Design Guidelines
   - Barker Business Park Urban Design Guidelines
   - Guidelines provided in Infill Studies and Tertiary Plans (see Appendix "9" for a listing)

3. *High-rise development*, *mid-rise development*, *medium density residential development*, and in some cases, *low density residential development* containing 3 or more lots, shall be required to prepare a concept plan, which may include an urban design report or brief as determined through the pre-consultation process, demonstrating how the proposed *development* meets the policies of the plan and addresses the relevant design guidelines and is in accordance with Section 5.2 (Tertiary Plans/Concept Plans) and Section 5.27 (Urban Design Reports and Briefs) of this Plan.

4. The City shall review its design and development standards to ensure consistency with the policies of this Plan. The City may establish additional design and development standards to provide leadership in sustainable design and urban design.

5. The City may establish a Design Review Panel to provide professional advice on *development* within the *centres and corridors* as part of the planning approval process.

6. The City may establish an Excellence in Design Awards Program to recognize projects that provide leadership and innovation in urban design and sustainable design.

7. In accordance with the City's Public Art Policy, public art shall be directed to the following areas:

   a. Areas that have cultural significance;

   b. Areas that have extensive pedestrian traffic such as public transit terminals and stops;

   c. Areas within the Greenway System including parks and urban squares;

   d. Areas that have or could have important public or civic uses;

e. The *centres and corridors*;

f. Major and minor gateways; and

g. Other areas as may be identified by the City.

8. The City shall require the dedication of capital budget for public art purposes as follows:

   a. 1% of the capital budget for all major Regional projects such as buildings or expansions greater than 500 $m^2$ or major public realm improvement projects; and

   b. 1.5% of the capital budget for all City buildings or expansions greater than 500 m² or major public realm improvement projects, in accordance with the City's Public Art Policy.

9. The City will work with York Region, the Conservation Authority and other public agencies to strengthen the physical presence of the Greenway System to enhance Richmond Hill's landscape-related identity and maintain and enhance the visual continuity of the Greenway System over the long term. Policies related to strengthening the physical presence of the various Greenway System land use designations are contained in Section 4.10 (Greenway System) of this Plan.

10. The City may initiate the use of design competitions for public projects within Richmond Hill.

11. The City may undertake detailed design guidance for the public realm and streetscape design. In doing so, the City will strive for design excellence in the public and private realm in which people live and engage with each other and with the physical space around them.

12. The City will work with property owners, adjacent municipalities, the Region and other government agencies with jurisdiction over public street rights-of-way on the design and installation of appropriate gateway and signage features.

13. The City will partner with York Region and adjacent municipalities on streetscape improvement initiatives.

14. The City will enhance the value and beauty of Richmond Hill's active transportation and recreational networks and trails to maximize significant views, the Greenway System, cultural heritage resources, archaeological resources, and other landmarks.

**Building a Strong, Vibrant Identity and Character**

The policies in this section contribute to building a strong identity for the City by enhancing existing areas and creating new places that strengthen Richmond Hill's character. As such, these policies promote the city pattern, pedestrian experience and wayfinding by creating focal points, gateways and landmarks, and engaging streetscapes.

15. The Sustainability Assessment Tool shall be utilized in the review and evaluation of site plan and subdivision development applications, where appropriate, in order to position the City as a leader in city building and sustainable design.

16. The City shall promote the establishment of a skyline by directing *high-rise* built form in a series of pulses that correspond with the centres of the city structure with the highest concentration in the Richmond Hill Centre, followed by Key Development Areas, and then Local Centres. *High-rise*

*development* may also be permitted in the Regional Mixed-Use Corridors but should not detract from the "pulses" intended to be created within the respective Centres. Detailed policies on height and density for each centres and corridors will be elaborated in Chapter 4 of this Part 1 Plan or secondary plans.

17. The following intersections are recognized as major gateways:

    a. Yonge Street and Garden Avenue;

    b. Yonge Street and Bloomington Road;

    c. Leslie Street and Highway 7; and

    d. Bathurst Street and Highway 7.

18. Minor gateways may be identified in *Secondary Plans*, design guidelines, concept plans, Public Art Policy, and Public Realm Master Plan.

19. Permitted *development* within gateways shall:

    a. Create a sense of entrance and arrival;

    b. Contribute to the image and identity of the City; and

    c. Be designed to articulate the gateway through appropriate massing, scale, architectural materials and treatments in buildings, including provision of public realm amenity.

20. The City may explore the establishment of entrance features or signage at gateways to provide a more defined signal of entry into Richmond Hill.

21. The City shall encourage the establishment of new landmarks at appropriate locations in accordance with the policies of this Plan, particularly in the *centres and corridors* at major gateways, minor gateways, and other visually prominent sites.

22. Entrance features to *low density residential development* shall be encouraged as a means to highlight the distinct feature of the community

23. New *development* shall protect the following significant views and be supported through a view shed study:

    a. The views looking north and south on Yonge Street to the church steeples in the Village;

    b. The views looking west on Bethesda Sideroad to Lake Wilcox;

    c. The views looking south on Yonge Street to the Toronto skyline; and

    d. Others as identified in *Secondary Plans* or Council approved urban design guidelines.

24. *Development* shall orient and site public streets, walking trails, cycling trails, parks, stormwater management works, and built form to improve wayfinding and navigation, and to create new public views that frame key natural heritage features, key hydrological features, significant views, cultural heritage, the Greenway System or other landmarks.

25. *Development* adjacent to the Greenway System shall maximize visual access and appropriate physical access to the system or feature through the incorporation of single-loaded streets and by siting parks, *stormwater management works* or other public uses adjacent to the system or feature.

26. *Development* that fronts onto a park or open space, or an intersection of public streets shall be encouraged to provide enhanced architectural design, such that:

    a. Buildings that have frontage onto parks and open space shall be designed to frame the open space with the highest level of architectural expression, articulation and use of materials; and

    b. Buildings that terminate at the end of a public street shall be designed to address the termination of the street using the highest level of architectural expression, articulation and use of materials.

27. The City may require applicants for *high-rise development* to provide a viewplane analysis to address any applicable angular plane policies and/or public views recognized by the policies of this Plan.

**Walkable and Cyclable Streets, Built Form and Social Connection**

Leadership and innovation in built form and landscape design is an essential component of city building. The policies in this section contribute to the creation of a pedestrian and cyclist supportive, transit-oriented, human-scaled and compact built environment. As such, the City promotes the development of urban form, with smaller blocks and streets that have shared amenities for improving connectivity, safety and human comfort.

28. *Development* shall promote a compact land use pattern by:

    a. Establishing walkable and cyclable public street patterns, development blocks, and lot fabric to allow for future *development* and *intensification*;

    b. Creating a pedestrian-oriented built environment through the design and placement of buildings and landscaping on a site; and

    c. Creating or continuing a fine-grained street network.

29. The façade of buildings facing a street should encourage continuous buildings along development blocks to provide a continuity of built form from one property to the next.

    a. Curb cuts and driveways to accommodate service and access shall be encouraged to locate in the side or rear of a *development* site and should be designed so as to not dominate the streetscape.

    b. Where driveways cannot be located to the side or rear of a *development* site, access is encouraged to be integrated within the built form to allow for a continuous built form with adjacent properties.

30. Where a setback from the public street or public sidewalk is required, *development* shall provide landscaping and enhanced treatments adjacent to the public street or public sidewalk to promote an attractive landscaped transition between the public and private realm.

31. *Development* at corner sites shall be designed to orient primary elevations of new buildings to both public street frontages and to include enhanced built form and appropriate massing in order to articulate and distinguish the corner.

32. Development located adjacent to the Greenway System including a park or urban open space shall be designed to frame the edges of these areas.

33. *Development* shall provide connections to existing and planned pedestrian and cycling networks.

    a. Wherever possible, *development* shall be designed to provide sidewalks or walkways between primary building entrances and:
        i. The public sidewalk;
        ii. Parking areas;
        iii. Walking and cycling paths and trails;
        iv. Parks; and
        v. Public transit terminals, stations, and stops.

    b. Wherever possible, *development* shall be designed to provide sidewalks, walkways and/or bicycle paths to abutting areas such as the Neighbourhood and the Greenway System.

    c. *Development* shall provide sidewalks or walkways appropriately scaled and designed to support the intended/anticipated foot traffic associated with the land-use and surrounding context, including local attractions, transit and the amount of density associated with *development*.

34. *Development* within the *centres and corridors* shall orient primary entrances of buildings to a street.

35. Backyards facing onto public streets, parks, urban open spaces, or the Greenway System shall be discouraged.

36. *Development* within the *centres and corridors* shall be oriented to front onto a public street. *Development* shall be permitted to front onto a private street only where a new public street cannot reasonably be achieved. *Development* within the Neighbourhoods and *employment lands* shall be encouraged to orient new buildings to front onto a public street, park or other public space.

37. *Development* within the *centres and corridors*:

    a. Shall be designed to:

        i. Create a rhythm of facades that complements adjacent buildings;

        ii. Provide built form that maintains a well-proportioned, human-scaled street wall;

        iii. Encourage a variation in setbacks along the building frontages to articulate façade emphasis allowing for visual interest, outdoor patios, recessed entries and landscaped areas;

        iv. Animate the public realm as an extension of the pedestrian environment, through active ground floor uses;

v. Locate functioning main entrances to buildings so that they are clearly identifiable and prominent; and

vi. Provide for universal accessibility in the lobby, retail, and commercial entrances.

b. Are subject to minimum and maximum building heights, including maximum podium or base building heights, where set out in **Chapter 4** (Land Use Policies) of this Plan.

c. Notwithstanding the minimum height and density provisions as set out in **Chapter 4** of this Plan, expansions of existing buildings or structures may be permitted provided that the expansion is not greater than 15% of the gross floor area of the existing building or structure as of the date of adoption of this Plan. Single storey expansions greater than 15% of the gross floor area of the existing building or structure as of the date of adoption of this Plan may only be considered where it can be demonstrated to the satisfaction of the City that the proposed expansion will otherwise be in accordance with the policies of this Plan.

38. *Development* within the *centres and corridors* shall incorporate a variety of compatible materials, fenestration, canopies, and/or public spaces to create visual interest and an animated public realm.

39. Wherever possible, *development* shall be designed to provide adequate visual transparency on building façades, weather protection, entranceways, and landscaping to maximize comfort within the pedestrian realm through all four seasons.

40. To promote visually appealing, safe, and pedestrian-oriented experiences, *development* shall be encouraged to:

a. Design buildings to include materials and colours, landscaping and architectural styles compatible with the context of the area and to achieve variety along the streetscape;

b. Provide street furnishings such as pedestrian scale light fixtures, landscaped medians and planters, seating or benches, bicycle racks and coordinated transit shelter designs and amenities to recognize and enhance the character of the existing area; and

c. Incorporate architectural detailing and high-quality, durable materials that maintain and enhance the character of the existing area and extend the life cycle of the built environment.

41. A sun/shadow analysis may be required for *high-rise* and *mid-rise development* applications. The analysis shall demonstrate that any shadowing on public sidewalks within and abutting the *development* site is limited to optimize sunlight and comfort in the public realm through all four seasons.

42. A wind study may be required for *high-rise* and *mid-rise development* applications. The study shall demonstrate that any wind impacts on the public realm are adequately limited by the proposed *development* to enable pedestrians to sit, stand, or walk in the public realm throughout all four seasons.

43. *Development* shall be designed to provide screening of loading areas, rooftop mechanical equipment, and outdoor storage areas where permitted.

44. Drive-through facilities shall be subject to the following design criteria to be further implemented through the development approval process, where appropriate:

a. Buildings shall be located close to the public street to provide safe pedestrian access between the primary building entrance and the public street;

b. Sufficient vehicle stacking spaces shall be provided on site to prevent spillover onto public streets;

c. Based on the surrounding built form and land use context, stacking lanes shall be encouraged to be located at the side or rear of buildings rather than a wrap around lane;

d. Stacking lanes and audio devices shall be located to minimize the potential impacts that may adversely affect adjacent land uses; and

e. Intensive landscaping shall be provided to appropriately screen headlamps from public view or surrounding land uses.

45. *Automotive service commercial* facilities shall be subject to the following design criteria:

a. The location of *automotive service commercial* facilities shall be restricted to the intersection of two arterial streets or the intersection of an arterial street and a collector street;

b. No more than two *automotive service commercial* facilities shall be permitted at any intersection; and

c. *Automotive service commercial* sites and structures shall be encouraged to integrate with other *commercial* or *retail* developments.

46. *Development* shall be designed to minimize conflicts between vehicles and pedestrians/cyclists by ensuring that:

a. Vehicular access is primarily from public streets;

b. Vehicular access is designed to serve multiple buildings, wherever appropriate;

c. Public laneways and driveway connections between adjacent sites shall be required where feasible;

d. Large land parcels incorporate a fine-grain public street network to promote pedestrian circulation and transit-oriented development;

e. Sidewalks are provided where required, and that sidewalks continue across driveway entrances where they meet the street; and

f. Adequate lighting and signage are provided for cycling paths.

47. In the *centres and corridors*, parking shall be encouraged or required, in accordance with the policies of this Plan, to locate below grade or in structured or surface parking at the rear or side of a *development* site to enhance the pedestrian realm.

a. Above grade structured parking shall only be considered by the City if the site is constrained by high water table or other extenuating circumstances.

b. The design of above grade structured parking shall:

i. Minimize impacts on the property and on surrounding properties, including safety and attractiveness of adjacent streets, parks and open spaces;

ii. Be integrated within the podium of the building; and

iii. Animate the street or open space by incorporating at-grade uses in the podium such as commercial, retail or community uses.

c. Where fronting onto a street designed to support transit, pedestrians and high levels of animation, the design of above-grade structured parking shall be screened by liner buildings incorporating a mix of uses between the parking structure and the street space.

d. Liner buildings, identified in 3.4.1(47)(c), may not be required where:

i. Above grade parking structures front onto streets that provide service and loading access for *development*; or

ii. It can be demonstrated that the site is unable to support liner buildings because of limitations of block size.

e. When exposed to the street, the facades of above grade structured parking shall be designed so that:

i. a high level of architectural treatment and animation is provided to mask the parking and screen views of the interior; and

ii. minimize the spillover effect of the parking structure's interior illumination on adjacent properties, open spaces and the public realm.

48. *Major office development* shall be encouraged to provide underground parking or, where not feasible due to high water table or other constraints, structured parking to the rear or side of the *development* site, or incorporated within the base of a building.

49. Surface parking should be minimized wherever possible. Where surface parking is provided, it shall wherever possible be located at the rear or side of a *development* site and shall include substantial landscaping within and screening along the perimeter of parking areas. Joint pedestrian and vehicular access between *development* sites shall be encouraged and may be required on arterial streets.

50. Safe, comfortable, continuous and barrier-free pedestrian connections between the *development* and surface parking areas shall be provided.

51. On-street parking shall be encouraged wherever possible on public streets.

52. Shared parking between complementary uses shall be explored and encouraged wherever feasible and appropriate.

53. The pedestrian access to parking facilities shall be appropriately signed, designed and integrated into the façade so as not to appear as a dominant element.

54. Parking facilities, service access points, loading areas, 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.

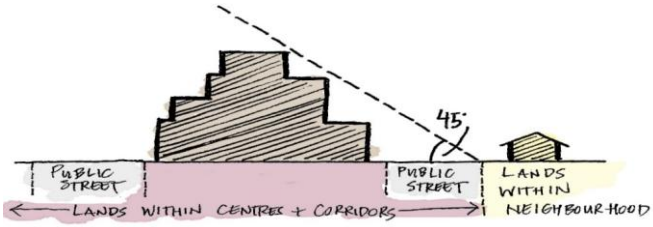
**Transition to Neighbourhoods**

Proper built form and landscape transitions ensure an appropriate balance between the competing planning objectives of encouraging intensification and respecting the abutting established built form and landscape. The policies in this section set out requirements for transition of new development to adjacent areas.

55. To ensure built form compatibility and transition of building heights with adjacent *low-density residential* and *medium density residential* areas in Neighbourhoods, *development* within the *centres and corridors* shall:

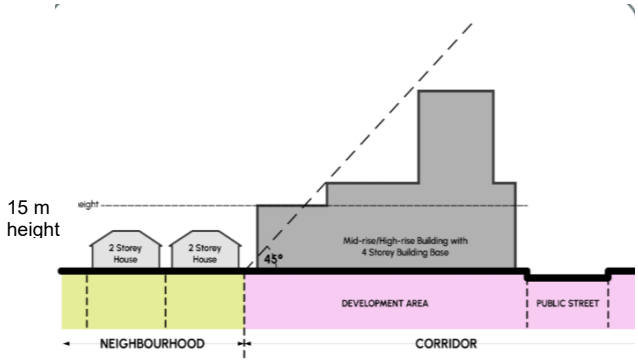
    a. Provide suitable massing and design, in order to achieve skyview, light and building separation. Unless otherwise specified in **Chapter 4** (Land Use) of this Plan, the City shall apply a 45 degree angular plane, as a means to measure suitability.

        i. Where there is a street separating the Neighbourhood designation from the *centres and corridors* designation, the angular view plane shall be measured from the adjacent *low density residential* property line located in the Neighbourhood designation.




**Angular Plane when a street separate Neighbourhood designation from Centre or Corridor**

        ii. In the event that the Neighbourhood designation immediately abuts the lot line of lands within the *centres and corridors*, such as a side-lot or back-lot condition, a building up to 15 metres in height may protrude into the angular plane.




**Angular Plane when a street does not separate Neighbourhood designation from Centre or Corridor**

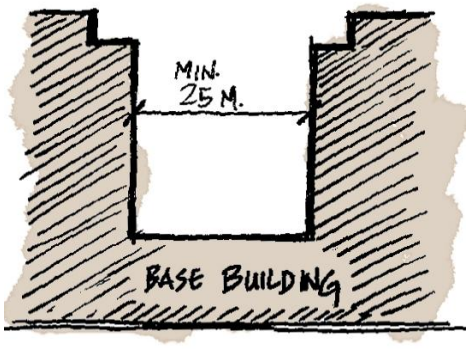
b. Incorporate new public streets with grade-related residential entrances facing existing *low density residential* or *medium density residential* areas, where appropriate; and

c. Provide landscape buffers or linkages, which may include parks, where appropriate.

d. Be designed to minimize impacts related to privacy for adjacent *low density residential* and *medium density residential* areas through appropriate buffering, setbacks, built-form treatments and landscape.

56. To ensure routing flexibility and connectivity within and between the *centres and corridors*, development fronting onto Yonge Street shall incorporate a rear laneway or a public street parallel to Yonge Street, where appropriate.

57. *High-rise* buildings shall be designed to provide a sufficient separation distance of approximately 25 metres between both proposed and existing towers to maintain appropriate light, view and privacy conditions.




**Minimum tower separation distance of 25 metres**

58. *High-rise* residential buildings shall generally have a slender floorplate above the podium of approximately 750 square metres to adequately limit shadow and wind impacts and loss of skyview.

59. *Mid-rise* and *high-rise development* shall have a step back of the building above the base building height set out in the relevant policies of **Chapter 4** (land Use Policies) to provide a clearly discernible top to the street wall and to minimize shadow impact on the public realm.

60. *Development* in the *settlement area* that abuts the Greenway System shall provide a naturalized transition to the Greenway System.

### 3.4.2 CULTURAL HERITAGE

Conservation of cultural heritage resources is an integral part of place-making, contributing to the City's identity, economic potential, and quality of life. This Plan recognizes the importance of preserving cultural heritage resources in a way that allows historical buildings, structures, and landscapes to be experienced and appreciated by existing and future generations.

It is the policy of Council that:

1. The City shall use the authority and tools provided by legislation, policies, and programs, including the *Ontario Heritage Act*, the *Planning Act*, the Provincial Policy Statement 2005, the *Environmental Assessment Act*, the *Municipal Act*, the *Greenbelt Act*, and the *Places to Grow Act* to implement and enforce the cultural heritage policies of this Plan.

2. The City shall protect and conserve *cultural heritage resources* in accordance with applicable legislation and recognized heritage protocols. In this regard, the City:

    a. Shall maintain a Register of Cultural Heritage Resources of all know properties of cultural heritage value or interest;

    b. May designate *cultural heritage resources* under the *Ontario Heritage Act*;

    c. May establish heritage conservation districts and adopt heritage conservation district plans for each district;

    d. May establish guidelines on the management of *cultural heritage resources* under the *Ontario Heritage Act*;

    e. May establish policies and/or urban design guidelines to recognize the importance of an area's cultural heritage context and identity; and

    f. May impose conditions on *development*, providing for:

        i. the provision of easements or covenants for the conservation of *cultural heritage resources*; and

        ii. the implementation of appropriate conservation, restoration or mitigation measures to ensure the conservation of any affected *cultural heritage resources*.

3. The Register of Cultural Heritage Resources shall be periodically updated to determine if additional properties warrant inclusion or if additional information is required in respect to the

heritage attributes of designated cultural heritage resources including cultural heritage landscapes to conserve *cultural heritage resources* on an ongoing basis.

4. Development shall be designed so as to conserve designated cultural heritage resources including cultural heritage landscapes.

5. Development and site alteration adjacent to a property with a protected cultural heritage resource shall ensure that the heritage attributes of that property are conserved.

6. *Development* shall be encouraged to retain, rehabilitate and adaptively reuse *cultural heritage resources* identified on the Register as an integral part of the development in order to maintain and enhance the identity and character of the City.

7. The City may require a Cultural Heritage Impact Assessment or a Cultural Heritage Conservation Plan, in accordance with Section 5.28 of this Plan, prepared by a qualified professional where *development* is proposed:

    a. Adjacent to, or in the immediate vicinity of, a building, structure or landscape designated or on the register under the *Ontario Heritage Act*; or

    b. Within or adjacent to, or in the immediate vicinity of, a Heritage Conservation District.

8. All options for on-site retention of *cultural heritage resources* shall be exhausted before resorting to relocation. Relocation of built heritage resources shall be considered only through a Cultural Heritage Impact Assessment or a Cultural Heritage Conservation Plan that addresses retention and relocation.

9. The City will work with public agencies to ensure that publicly owned *cultural heritage resources* are conserved and maintained in a state of good repair over the long term.

10. The City shall encourage private landowners to conserve and maintain *cultural heritage resources* in a state of good repair over the long term.

11. The City may establish identification and evaluation criteria, consistent with Provincial regulations in order to guide and prioritize designation and conservation strategies.

12. The character of Heritage Conservation District(s) shall be preserved, maintained and enhanced through the careful consideration of *development* proposals within the district. *Development* proposals within a designated Heritage Conservation District, shall be assessed on the basis of conformity within the applicable Heritage Conservation District Plan which has been approved by Council.

13. The City may prepare and adopt a Heritage Management Plan to provide for a comprehensive and evolving strategy for conservation and management of City owned *cultural heritage resources*.

14. Public awareness and enjoyment of Richmond Hill's cultural heritage shall be promoted. To enhance opportunities for conserving cultural heritage, the City will:

    a. Maintain a Municipal Heritage Advisory Committee pursuant to the *Ontario Heritage Act*. The Municipal Heritage Advisory Committee may advise Council on all matters associated with the identification, conservation, protection, preservation and adaptive re-use of cultural heritage;

b. Initiate or support public programs or heritage interpretation activities intended to increase community awareness and appreciation of cultural heritage;

c. Participate in public programs or heritage interpretation activities initiated by other levels of government or other agencies or groups;

d. Name public streets and other public places and facilities to recognize persons, groups, themes, activities, or landscapes of interest to the City's cultural heritage; and

e. Encourage lost historical sites to be documented and commemorated through the *development* process or through public works projects.

### 3.4.3 ARCHAEOLOGICAL RESOURCES

*Archaeological resources*, both pre-contact Aboriginal and European, contribute to Richmond Hill's unique, local identity. They include sites that may contain scatters of artefacts, the remains of structures, cultural deposits or subsurface strata of human origin. Archaeological sites are both highly fragile and non-renewable. This Plan recognizes the importance of conserving *archaeological resources* and of the potential to incorporate appropriate archaeological discoveries in the City's place-making efforts.

It is the policy of Council that:

1. *Development* and *site alteration* shall only be permitted on lands containing *archaeological resources* or *areas of archaeological potential* where the significant *archaeological resources* have been assessed and conserved on site or are conserved by removal and documentation to the satisfaction of the City in compliance with Provincial requirements, standards or guidelines. Where significant *archaeological resources* are preserved on site, *development* and *site alteration* shall maintain the heritage integrity of the site.

2. Prior to approval of *development* or *site alteration* on lands containing significant or potentially significant *archaeological resources* identified in the City's Archaeological Master Plan, or as identified in an archaeological assessment required as part of a *development* application, a plan for the protection and/or management of these resources shall be developed, in cooperation with the City and York Region, in accordance with Provincial legislation and guidelines. If the *archaeological resources* pertain to First Nations and/or Métis Nation heritage, the protection and/or management plan will be developed in consultation with appropriate First Nations and Métis Nation communities. Where the appropriate cultural affiliation cannot be identified, the closest First Nation or Métis shall be consulted. In circumstances where *archaeological resources* are to be preserved on a site, the City shall consider regulatory tools such as zoning restrictions and heritage easements.

3. Upon receiving information that lands proposed for *development* may include *archaeological resources* or constitute an *area of archaeological potential*, the owner of such land shall be required to undertake studies by a qualified licensed archaeologist to:

    a. Assess the property in compliance with current Provincial standards and guidelines for consulting archaeologists;

    b. Assess the impact of the proposed *development* on any *archaeological resources*;

c. Identify methods to mitigate any negative impact that the proposed *development* may have on any *archaeological resources*, including methods of preservation on site or recovery and preservation;

d. Comply with current Ministry of Culture standards and guidelines for consulting archaeologists; and

e. Provide to the City a compliance letter to be issued by the Province for any completed Archaeological Study.

4. Where burial sites are encountered during any archaeological work or land disturbing activity, all work must immediately cease and the site secured. The appropriate provincial and municipal authorities shall be notified by the proponent and the required provisions under the *Cemeteries Act*, *Ontario Heritage Act*, along with other applicable protocol or policy must be followed to provide for culturally appropriate and respectful treatment of the discovery. A licensed archaeologist(s) shall be required to assess and/or monitor the property, and recommend conservation strategies.

5. Where First Nations or Metis archaeological resources are discovered and preservation in their current location is not possible, the proponent shall engage in consultations with the City and York Region and First Nations and/or Metis to investigate the potential for a secure re-internment site and interpretation centre for such artefacts or remains.

6. All First Nation and/or Metis village sites, cemeteries and ossuaries shall be considered as features and the First Nations with the closest cultural affiliation and/or the nearest First Nations and/or Metis shall be consulted to identify preservation or commemorative approaches.

7. Where development is proposed on or adjacent to a known archaeological site thought or found to be First Nations or Métis in origin, the First Nation with the closest cultural affiliation and/or the nearest First Nation and/or Métis shall be notified by the proponent's archaeologist and a representative(s) of the First Nation(s) shall be invited to attend the site and participate in the Archaeological Assessment work.

8. The City shall encourage the communication of appropriate archaeological discoveries and/or cultural narratives in *development* proposals through innovative architectural and/or landscape architectural design, public art, or other public realm projects.

9. The City shall support York Region's eff orts to prepare and implement the York Region Archaeological Management Plan.

10. The City shall work with York Region and others to investigate the potential for a secure re-internment site and interpretation centre for First Nations archaeological resources.

11. The City shall work with York Region, other local municipalities in York Region, First Nations, Métis and the Province to develop and implement a First Nations and Métis development review and consultation protocol.

### 3.4.4 PARKS AND URBAN OPEN SPACE SYSTEM

**Commented [A12]:** SECTION UNDER APPEAL AS IT READ ON THE DAY THAT THE CITY ADOPTED THE 2010 OFFICIAL PLAN, BEING JULY 12, 2010:
Appellant: 37(S)

Richmond Hill has an exceptional system of parks and urban open spaces that enhance the City's identity as a healthy and desirable place to live, and add to the social well-being of the City's residents. The urban open space system is part of the Greenway System, providing opportunities for recreation, relaxation, and nature appreciation. The urban open space system will include a network

of parks, conservation areas, stormwater management ponds, cemeteries and urban linkages such as walkways, trails, utility corridors and boulevards. The system will connect areas of the Greenway System within the *settlement area* and beyond. This Plan recognizes the contribution of the urban open space system to Richmond Hill's competitive advantage.

It is the policy of Council that:

1. An interconnected urban open space system shall be expanded over time within the *settlement area* and connected to the Greenway System, wherever possible, utilizing parks, stormwater management ponds, cemeteries, walkways, trails, utility corridors, sidewalks, bicycle paths, streets and boulevards to establish a vibrant more connected community.

2. *Development* may be required to demonstrate through a concept plan how the proposed *development* will contribute to the connectedness and creation of a continuous urban open space system by providing new parks, urban plazas and/or urban linkages between neighbourhood areas, *centres and corridors*, *employment lands* and the Greenway System.

3. The City shall endeavour to improve, preserve, and enhance the urban open space system as part of the Greenway System by:

    a. Improving public access to lands under public ownership;

    b. Restoring, enhancing, creating and protecting a variety of focal points, gathering places and linkages within the urban open space system; and

    c. Promoting and encouraging the stewardship of lands within the urban open space system.

4. The urban open space system shall be expanded to provide additional public linkages by:

    a. Securing or acquiring such lands in public ownership, where feasible; and

    b. Securing easements over lands associated with private *development*.

5. The sale or disposal of publicly owned lands in the urban open space system shall generally be discouraged.

6. Land uses permitted in the urban open space system shall be subject to the land use and design policies in **Chapter 4** (Land Use Policies) of this Plan.

7. The City shall update the City's Parks Master Plan, as required, to ensure consistency with the policies of this Plan on an ongoing basis.

8. The urban open space system shall include the following types of park:

    a. Destination Parks;

    b. Community Parks;

    c. Neighbourhood Parks;

    d. Linear Parks;

    e. Urban Squares; and

f. Urban Plazas.

**Destination Parks**

Destination Parks have a prominent City-wide function. They may vary considerably in terms of the recreational opportunities they provide, but their unique features attract visitors from across the City and beyond.

9. Destination Parks:

   a. Consist of features and facilities not found elsewhere in the City;

   b. May be designed as sites to accommodate large events and celebrations; and

   c. May contain active and/or passive parkland components, as well as additional lands such as stormwater management facilities or portions of the Greenway System.

**Community Parks**

Community Parks provide passive and active recreational opportunities, which draw users from across the City.

10. Community Parks shall provide the following:

   a. Major indoor and outdoor recreation facilities, including community facilities, playgrounds, and parking facilities;

   b. Visual interest and identity for the City; and

   c. Opportunities for nature appreciation, where possible.

**Neighbourhood Parks**

Neighbourhood Parks provide a range of neighbourhood-oriented passive and active recreational opportunities, which draw users from areas within *walking distance* of the park.

11. Neighbourhood Parks shall:

   a. Provide a range of neighbourhood-oriented passive and active recreational opportunities;

   b. Provide opportunities for nature appreciation, where possible; and

   c. Be comprehensively planned as part of the *Secondary Plan* process to contribute to an interconnected urban open space system.

**Linear Parks**

Linear Parks function as linkages or connections between parks and other destinations within the City, providing walkways, paths, and trails for passive recreation.

12. Linear Parks shall be comprehensively planned as part of the *Secondary Planning* process to establish an interconnected urban open space system.

**Urban Squares**

Urban Squares serve as resting, meeting, and gathering places within the *centres and corridors*. Urban Squares may take the form of public or private courtyards, mews, plazas, or other similar urban meeting places that provide opportunities for people to gather, reflect, and interact with one another.

13. Urban Squares shall provide the following:

    a. Urban meeting and gathering facilities, including seating opportunities;

    b. Pedestrian walkway connections to surrounding areas; and

    c. A sense of character that complements and enhances the area.

**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 *Centres and Corridors*. Over time, these spaces are intended to function as landmarks that people meet in or use for wayfinding.

14. 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 *development* 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.

**Parks as Focal Points**

15. The City shall ensure that the location of new Community Parks, Neighbourhoods Parks, and Urban Squares obtained through the development approval process or through a public acquisition process will serve as focal points within Neighbourhoods, *centres and corridors*, or *employment lands*.

16. Parks shall have frontage on a public street and be designed to maximize frontage on the street.

17. Parks may provide the following:

    a. Public art;

    b. Integration of *cultural heritage resources* or *archaeological resources* appropriate to the context of the area; and

    c. Community gardens or opportunities for urban agriculture where appropriate.

18. The City in co-operation with the School Boards shall ensure that parks are located adjacent to school sites, wherever possible.

19. In the event that the school portion of a school/park combination is declared surplus for educational purposes, the City shall ensure the park continues to be a focal point in the area.

20. The City shall require that parks are located so as to frame or take advantage of significant views and landmarks, wherever possible.

21. Public art shall be encouraged in parks to promote creative thinking, social interaction, and civic engagement.

22. The year-round recreational use of unique regional resources such as the Oak Ridges Corridor Conservation Reserve shall be encouraged.

**Park Design**

23. Where parkland immediately abuts or is within close proximity to residential areas, appropriate measures shall be taken to reduce adverse noise and visual impacts, including lighting effects, and the location and buffering of parking and other facilities.

24. *High-rise* and *mid-rise development* adjacent to a park may be required to undertake a wind study and/or a sun/shadow study which demonstrates that the proposed *development* adequately limits negative shading and/or wind impacts on existing and proposed parks to the satisfaction of the City.

25. New Community Parks and Neighbourhood Parks within the City shall:

    a. Be comprehensively planned as part of the Parks Master Plan and/or Secondary Planning process;

    b. Be centrally located, wherever possible;

    c. Have pedestrian access on all sides of the park, wherever possible;

    d. Be located adjacent to a school, where possible, with facilities complementary to the school facilities;

    e. Be located at the corner of two public streets, wherever possible;

    f. Incorporate natural or cultural heritage features and resources, as appropriate;

    g. Community Parks shall have frontage on an arterial or collector street;

    h. Neighbourhood Parks shall have frontage on a collector or local street;

    i. Promote pedestrian connections to other destinations in the area;

    j. Be planned and designed to serve as focal points for neighbourhoods;

    k. Be planned and designed to create a sense of arrival between the area surrounding the park and the park site;

    l. Parking for Neighbourhood Parks shall be encouraged on public streets; and

    m. Be planned and designed to provide spaces for public events.

26. Linear Parks shall be designed to:

    a. Include both hard and soft surface materials; and

    b. Provide safe passage and visibility through the provision of adequate lighting and appropriate landscape species.

27. Urban Squares shall be designed to:

    a. Provide spaces framed by buildings and/or landscaping which are open to the sky;

    b. Include ample seating opportunities to provide resting, meeting, or gathering places within the urban open space system;

    c. Include hard surfaces such as stairs, planters, and/or ramps that can serve as additional seating areas; and

    d. Enhance or complement the sense of place and character of the area.

### 3.4.5 OAK RIDGES CORRIDOR CONSERVATION RESERVE

Oak Ridges Corridor Conservation Reserve is a 404 hectare (1,000-acre) Provincially-owned natural area between Bathurst Street and Bayview Avenue just north of Jefferson Sideroad and Stouffville Road. Managed by the Conservation Authority, it provides an extensive ecological and recreational linkage on the Oak Ridges Moraine. The City will work with the Province and the Conservation Authority to protect, restore and enhance the natural area as a legacy in Richmond Hill for future generations.

It is the policy of Council that:

1. The Oak Ridges Corridor Conservation Reserve as shown on **Appendix 3** (Conceptual Location of East-West Greenway Corridor) shall serve as part of the City's Greenway System and shall provide the following:

    a. Visual interest and identity for the City;

    b. Opportunities for a wide variety of passive recreational and nature appreciation activities;

    c. All-season trails that connect with Regional or Provincial trail systems;

    d. Protection of natural landscape and ecological features; and

    e. Large open areas which contribute to Richmond Hill's identity and enhance the quality of the urban landscape.

2. The City shall promote connections, wherever possible, to establish linkages within the City to the Oak Ridges Corridor Conservation Reserve.

## 3.5 CONNECTIVITY AND MOBILITY

The quality of life and the potential for economic investment in Richmond Hill is affected by the inter-relationship between land use and transportation. This Plan focuses on fostering improved connectivity and mobility. Better connections and barrier-free design within the City can help make

Richmond Hill more pedestrian friendly and accessible. Development that is well-designed and transit-oriented promotes greater transit ridership and helps to create healthy, vibrant streetscapes.

**Guiding Principles for Connectivity and Mobility:**

- Plan for transit and pedestrian oriented development.
- Promote connectivity, mobility and accessibility within and between neighbourhoods, employment lands, parks and open spaces.

### 3.5.1 THE TRANSPORTATION SYSTEM

The transportation system is an essential part of the City's urban structure and has a direct influence on the quality of life in the City. A range of choice in the transportation system is required to balance the needs of users, promote less automobile use and enhance connections. The transportation system allows for the movement of people and goods including public transit, streets, rail, sidewalks, linkages, trails and pedestrian and cycling infrastructure.

It is the policy of Council that:

1. The City shall promote a safe, balanced, efficient, accessible and well connected transportation system in accordance with the planned Transportation System as shown on **Schedule A8** (Street Classification), **Appendix 5** (Public Rapid Transit) and **Appendix 6** (Active Transportation) to this Plan.

2. The City shall provide a range of choice in mobility with priority given to sustainable transportation modes while balancing limited street capacity and competing uses.

    a. The following mobility hierarchy, as illustrated in Figure 4, shall be supported:
        i. Walking;
        ii. Cycling;
        iii. Micromobility;
        iv. Public Transit;
        v. Goods movement;
        vi. Shared vehicles, including High Occupancy Vehicles (HOV), taxis, and ride-hailing services; and
        vii. Single Occupant Vehicles

    b. For items (iv) through (vii) in (a) above, vehicles with electric propulsion shall be encouraged.

    c. The hierarchy in (a) shall be applied to the planning, design and construction of transportation infrastructure; development and implementation of policies, programs and initiatives; and through the approval of *development*.




**Figure 4 – Mobility Hierarchy**

Sidebar:

Micromobility refers to electrified modes of personal travel (such as electric bikes, scooters, skateboards, monowheels/self-balancing boards, etc.) that make travelling more effortless than their non-electrified versions. With the use of these devices, people may be more willing and able to travel over longer distances, and at faster speeds, than when they are using the non-electrified versions, and as such may prefer them to using their private automobile.

3. The City's transportation planning eff orts shall be coordinated with Provincial and Regional transportation priorities.

4. The City supports ongoing participation with Provincial, Regional and local area municipalities in the planning for public rapid transit improvements to proactively plan for future transportation infrastructure and services.

5. The Yonge Street and Highway 7 Regional Corridors shall be planned as regional public rapid transit corridors in the transportation system.

6. Yonge Street shall accommodate a range of transportation users and land uses to contribute to its evolution as a mixed-use corridor and urban main street.

7. Major Mackenzie Drive shall be supported as a planned long term public rapid transit corridor.

8. Transportation decisions, strategies and investments shall be coordinated with the City's Transportation Master Plan, as amended by Council from time to time, the York Region Transportation Master Plan, and the policies of this Plan to support the planned urban structure.

9. The City may require the submission of a Transportation Study in support of a *development* application in accordance with the policies of Section 5.26 (Transportation Studies) of this Plan.

10. The City shall require as part of the preparation of new Secondary Plans and Master Environmental Servicing Plans (MESPs) that a Transportation Study component be completed in accordance with the policies of Section 5.26.

11. The City shall work with Metrolinx, York Region and other public agencies to implement the planned transportation improvements in the Regional Transportation Plan (RTP), as amended from time to time, through the policies of this Plan, the York Region Transportation Master Plan and the City's Transportation Master Plan in order to achieve a well-balanced and integrated transportation system.

12. Future public rapid transit corridors within the City shall be reviewed at the time of a *municipal comprehensive review* and integrated as part of the planned transportation system within the City through an amendment to this Plan.

13. A network of pedestrian and cycling facilities consistent with the York Region Pedestrian and Cycling Master Plan and the City's Pedestrian and Cycling Master Plan shall be provided. The network shall foster active transportation as a viable travel alternative to the single-occupant vehicle.

14. The City shall support clean air initiatives and air quality protection.

15. The City will work with York Region to achieve an overall transit modal split of 30% during the peak periods within the *settlement area* and 50% in the Regional Centres and Regional Corridors across the Region by 2031.

16. The City shall work with York Region to complete missing sidewalk links on Regional streets within the *settlement area*.

17. The City will work with York Region to ensure that sidewalks and street lighting are provided on public streets in areas serviced by public transit.

18. The City shall reinforce connectivity in the transportation system to increase pedestrian and vehicular movement.

### 3.5.2 ACTIVE TRANSPORTATION

Active transportation refers to all human-powered transportation, such as walking and cycling, and can play a positive role in improving health and mobility. The policies of this Plan foster the establishment of new linkages and trails throughout the City to support a healthy, balanced, active transportation system.

It is the policy of Council that:

1. The City shall promote active transportation in accordance with the City's Pedestrian and Cycling Master Plan which has been approved by Council and the York Region Pedestrian and Cycling Master Plan.

2. The location of existing and planned pedestrian and cycling routes are shown on **Appendix 6** (Active Transportation) to this Plan.

3. Sidewalks shall be encouraged to promote walking and improve connectivity and mobility.

4. The City shall encourage a variety of trail types and linkages, both soft surface and hard surface, throughout the transportation system.

5. New Secondary Plans shall identify opportunities for active transportation.

6. Active transportation infrastructure shall maximize safe and convenient passage.

7. The active transportation network shall provide connections throughout the City and to abutting municipalities. Cycling and pedestrian connections shall be integrated within and between the *centres and corridors*, neighbourhoods, *employment lands* and the Greenway System.

8. *Development* shall incorporate pedestrian and cycling facilities, where feasible, to encourage walking and cycling as a means of travel among destinations within the City. The integration of bicycle parking and storage facilities shall be encouraged through the *development* process for all *high density residential* and non-residential *development*.

9. The City shall encourage the connection of cycling routes, trails and walking paths to recreation facilities, neighbourhoods, parks and the Greenway System in accordance with the City's Pedestrian and Cycling Master Plan which has been approved by Council and the York Region Pedestrian and Cycling Master Plan.

10. *Development* proposals within the *centres and corridors* shall be required to provide Pedestrian Circulation Plans in accordance with the policies of this Plan in order to ensure appropriate linkages to and from adjoining land uses, transit stations, recreational facilities, parks and the urban open space system.

### 3.5.3 PUBLIC TRANSIT

Public transit is a key component of the City's transportation system and the completion of planned public transit investments is important to the implementation of this Plan. Public transit has significant environmental, economic and social benefits and can help to improve the overall health and quality of life in the City by lowering impacts on air quality and helping to reduce traffic congestion. This Plan recognizes the need to provide connections to public transit that are walkable and pedestrian-oriented contributing to the objectives of increasing transit ridership and improving connectivity and mobility throughout the City.

It is the policy of Council that:

1. The planned public rapid transit corridors shown on **Appendix 5** (Public Rapid Transit) to this Plan which extend through the City shall generally be supported by compact, mixed-use forms of *development* that are well-designed, pedestrian-friendly, human-scaled and transit-oriented in accordance with the policies of this Plan.

2. The location of existing and proposed public rapid transit facilities are shown on **Appendix 5** (Public Rapid Transit) to this Plan. Alignments, routes and stations are diagrammatic and minor adjustments or modifications to alignments, routes and stations shall not require an amendment to this Plan.

3. *Development* shall be required to provide connections to public transit stops, where appropriate.

4. The City will work with York Region to consider the operational needs of public transit services including maximizing transit access, queue jump lanes and minimizing transit vehicle travel times through the design of public streets.

5. *Development* shall be designed to protect for the transportation system shown on Appendix 5 (Public Rapid Transit) to this Plan including any planned improvements to public transit rights of-way as part of the requirements for *development* applications, MESPs and Secondary Plans.

6. For the purpose of implementing the transit network shown on **Appendix 5** (Public Rapid Transit) to this Plan, and as a condition of approval of a *development* application and in accordance with the *Planning Act*, the necessary lands for public transit rights-of-way and related facilities may be required by the City or York Region to be dedicated to the City or York Region at no public expense. Other methods of acquisition that may be used include purchase and/or expropriation.

### 3.5.4 TRANSIT ORIENTED DEVELOPMENT

Transit-oriented development in the centres and corridors is necessary to help strengthen the relationship between land use and transportation planning. Built-form that is compact and comprised of a mix of uses can allow for better transportation alternatives, which in turn improves connectivity and mobility. By making active transportation and public transit the focus of the transportation system, rather than the private automobile, mobility throughout the City will be improved.

It is the policy of Council that:

1. Transit-oriented development shall be encouraged in accordance with the policies of this Plan.

2. Transit shelters and waiting areas shall be linked to sidewalks and incorporated into the design of new buildings abutting existing or planned public transit stops, wherever feasible.

3. The City shall support a reduction in surface parking, where appropriate, based on the level of planned public transit services.

4. Minimum and maximum parking standards shall be included in the City's Zoning By-law, as appropriate.

5. On-street parking shall be encouraged, wherever feasible. On-street parking on Regional streets shall be subject to approval by York Region.

6. Shared parking between complementary uses shall be encouraged.

7. Transportation Demand Management (TDM), such as car-share operations and car pooling, shall be encouraged.

8. *Development* shall be encouraged to incorporate signage or other wayfinding elements to help direct transit users towards transit shelters, stations and stops.

9. Pedestrian and cycling facilities shall be encouraged to locate close to building entrances, protected from weather and visible from the interior of the building, including the provision of ample bicycle parking with a range of indoor and outdoor parking spaces and amenities.

10. The York Region Transit-Oriented Development Guidelines and related tools shall be utilized in the review and evaluation of *development* applications and related studies.

### 3.5.5 STREETS AND RIGHTS-OF-WAY

The City's streets are a core component of the transportation system and provide connections within the city structure. Streets support the public realm with pedestrian activity and local business. They

accommodate automobile traffic and transit while balancing the needs of pedestrians, cyclists and goods movement. They also provide a right-of-way for supporting municipal sewers, watermain, utility infrastructure and stormwater management works.

It is the policy of Council that:

1. The City may require as a condition of *development* that sufficient lands be conveyed to provide for the street right-of-way as shown on **Schedule A8** (Street Classification) to this Plan in accordance with the policies of this Plan. Notwithstanding the rights-of-way widths identified in this Plan, additional widths may be required for additional turn lanes at intersections, right-of-way transitions, utilities, cycling and pedestrian facilities, grading/cuts and fills and/or sightlines.

2. The City may require as a condition of *development* that sufficient lands be conveyed for appropriate daylighting triangles on streets. The conveyance of lands for daylighting triangles shall be in accordance with the City's approved standards for daylighting triangles and shall form part of the minimum required right-of-way.

Sidebar: Daylighting Triangle Standards

| Street Class | Intersecting Street | Daylighting Dimension (m) |
|---|---|---|
| Local | Local | 4.5m x 4.5m |
| | Collector | 7.5m x 7.5m |
| | Arterial | 15m x 15m |
| Collector | Local | 7.5m x 7.5m |
| | Collector | 12m x 12m |
| | Arterial | 15m x 15m |
| Arterial | Local | 15m x 15m |
| | Collector | 15m x 15m |
| | Arterial | 15m x 15m |

3. Despite 3.5.5 (1) and 3.5.5 (2), a stratified public right-of-way or public access easement over private property may be considered by the City in lieu of conveying an unencumbered publicly owned and operated right-of-way in the City's *centres and corridors*, provided the function and form of the stratified public right-of-way or public access easement is the same as a public right-of-way.

    a. A proposal to stratify a public right-of-way or to provide a public access easement over private property must demonstrate to the satisfaction of the City:

i. the conveyance of lands to the City for an unencumbered public right-of-way would adversely affect the developability of a site, and all other *development* options or alternative right-of-way standards cannot be suitably accommodated;

ii. the City's ability to operate, service, maintain, and replace infrastructure, services and utilities within lands that are subject to the stratified right-of-way or public access easement over private property is not impeded;

iii. the right-of-way maintains functionality and is designed and constructed in accordance with Provincial Regulations, City's Standards and Specifications Manual and the Building Code;

iv. the design of the right-of-way is subject to the urban design policies of Section 3.4.1 of this Plan and the applicable functional street classification standards; and

v. the stratified public right-of-way or public access easement over private property shall satisfy all relevant policies pertaining to public streets in this Plan.

b. The appropriateness of permitting a stratified public right-of-way or public access easement over private property will be evaluated by the City through the review of applicable studies as determined by the City, including a Planning Justification Report and an Engineering Justification Report.

Sidebar:

A stratified ownership arrangement occurs when the ownership of land is divided in a horizontal or vertical manner and can be above and/or below grade. These arrangements are made between two or more parties and may involve a municipality or multiple public bodies. Ownership is fully separated and clearly defined in stratified arrangements.

An easement is a right that one party has to use land that is owned by another party. The rights of the easement holder regarding use of the property are specific and typically limited. The property owner gives up only defined rights on that portion of the property that is used for the purposes of the easement.

### 3.5.6 FUNCTIONAL STREET CLASSIFICATION

The City's street network is part of a broader regional transportation network and is comprised of Provincial highways and a street hierarchy consisting of arterial streets (Regional and City), collector streets, local streets and laneways. The existing and planned street network is identified on **Schedule A8** (Street Classification) to this Plan. Alignments shown on **Schedule A8** (Street Classification) are diagrammatic and refinements to such alignments shall not require an amendment to this Plan.

It is the policy of Council that:

1. The street network be planned and implemented in accordance with the *street hierarchy* shown on **Schedule A8** (Street Classification) to this Plan.

**Provincial Highways**

2. The primary function of Provincial highways is to accommodate high speed, high volume, intra-regional and inter-regional traffic with controlled access together with planned public rapid transit services and high occupancy vehicles over long distances in accordance with the following:

    a. Direct access onto a Provincial highway shall be restricted.

    b. The City, in consultation with the City of Markham, York Region and the Provincial Ministry of Transportation, will protect for the establishment of future mid-block collector street crossings of Provincial highways.

    c. Mid-block crossings of Provincial highways shall be in locations generally as shown on **Schedule A8** (Street Classification) to this Plan.

    d. Mid-block collector streets crossing Provincial highways shall serve as viable alternatives in order to relieve congestion on arterial streets and promote efficient and effective transportation and transit service to the City and abutting municipalities.

    e. The need, location and configuration of Provincial highway mid-block crossings are to be determined through an Environmental Assessment approval process to be undertaken jointly by York Region, the City of Markham and the City of Richmond Hill and may be adjusted without further amendment to this Plan.

    f. In addition to all applicable municipal requirements, *development* abutting and in the adjacent vicinity of a Provincial highway within the Ministry of Transportation's (MTO) permit control area shall be subject to MTO approval.

    g. The City shall require that proponents of *development* identify the alignment of mid-block crossings and that sufficient lands be reserved to accommodate the Provincial highway crossing through the *development* approval process.

    h. *Development* of lands within the general vicinity of a planned Provincial highway crossing shall only receive final approval following the final determination of the location and alignment of the Provincial highway crossing. *Development* that identifies the crossing but does not prejudice the selection of alternative alignments may be approved to proceed in phases.

    i. The potential future Highway 404 interchanges at 19th Avenue and Bethesda Sideroad as shown on **Schedule A8** (Street Classification) of this Plan are conceptual and shall be subject to further review through an Environmental Assessment. The City shall require that sufficient lands be reserved to accommodate the interchange through the *development* approval process for lands in the area of the potential interchange.

**Arterial Streets**

3. The primary function of arterial streets shall be to accommodate the Region's planned network of public rapid transit and to accommodate municipal, inter-municipal and regional traffic in accordance with the following:

a. Arterial streets shall be established as multi-modal corridors which serve for the movement of public transit, pedestrians, cyclists and vehicles.

b. Arterial streets shall have a planned minimum right-of-way width of 36 metres.

c. Notwithstanding Policy 3.5.6.3(b) of this Plan, King Road between Hughes Street and Yonge Street shall have a maximum right-of-way width of 30 metres.

d. Arterial street intersections generally located at Leslie Street and Bethesda Sideroad, Leslie Street and Stouffville Road, and Leslie Street and 19th Avenue as shown on **Schedule A8** (Street Classification) of this Plan may be re-aligned in accordance with an approved Environmental Assessment.

e. Direct access to and from arterial streets shall be subject to the approval of York Region and shall generally be discouraged, controlled and restricted.

f. Sidewalks shall be provided on both sides of arterial streets, wherever feasible.

g. Bicycle facilities shall be provided on arterial streets in accordance with the City's Pedestrian and Cycling Master Plan, which is approved by Council, and York Region's Transportation Master Plan.

h. The City shall support a high quality streetscape design along arterial streets to promote a walkable and pedestrian-oriented environment.

i. Over time, Yonge Street will be encouraged to become main-street oriented promoting a pedestrian landscape.

**Collector Streets**

4. The primary function of collector streets shall be to accommodate the movement of traffic within and between Neighbourhoods, *centres and corridors* and *employment lands* and to accommodate public transit, where applicable, in according with the following:

a. Collector streets shall have a planned right-of-way width of 26 metres and may be reduced to 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 City.

b. Notwithstanding Policy 3.5.6.4(a) of this Plan, a narrower right-of-way width may be permitted for existing streets at the discretion of the City in order to satisfy other goals of this Plan and where such a width is not detrimental to the movement of traffic and the provision of municipal servicing, utilities and landscaping.

c. Sidewalks shall generally be provided on both sides of collector streets.

d. Bicycle facilities shall be provided on collector streets in accordance with the City's Pedestrian and Cycling Master Plan and York Region's Transportation Master Plan, as amended from time to time.

e. The City shall support a high quality streetscape design along collector streets to promote a walkable and pedestrian-oriented environment.

**Local Streets**

5. The primary function of local streets shall be to provide direct access and facilitate the movement of low volumes of traffic to collector streets and some arterial streets in accordance with the following:

    a. 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 the provision of municipal servicing, utilities and landscaping and subject to the satisfaction of the City.

    b. Notwithstanding Policy 3.5.6.5(a) of this Plan, a narrower right-of-way width may be permitted for existing streets at the discretion of the City in order to satisfy other goals of this Plan and where such a width is not detrimental to the movement of traffic and provision of municipal servicing, utilities and landscaping.

    c. Notwithstanding Policy 3.5.6.5(c) of this Plan, the right-of-way width of local streets within the *centres and corridors* of this Plan may be reduced to a minimum of 15.5 metres, subject to approval by the City and where it can be demonstrated that the proposed width does not pose a risk to public safety and is not detrimental to the movement of traffic and the provision of municipal servicing, utilities and landscaping.

    d. Local streets shall be design to minimize through traffic.

    e. Through truck traffic shall generally be restricted on local streets within the interior of neighbourhoods.

    f. Sidewalks shall be provided on one side of local streets, where feasible and shall be required on both sides of a local street where the need is determined by the City in accordance with the policies of this Plan.

    g. The City shall support a high quality streetscape design along local streets to promote a walkable and pedestrian-oriented environment.

    h. The City shall discourage local streets ending in cul-de-sacs in order to promote a well-connected public street network. Cul-de-sacs may only be permitted where:

        i. the topography and natural features prevent the construction or logical extension of a through street;

        ii. the street extension would have to cross a railway right-of-way or any other utility corridor; or

        iii. safe and convenient pedestrian connections can be made between the cul-de-sac and other existing streets (i.e., pedestrian bridge).

6. The City may reclassify streets shown on **Schedule A8** (Street Classification) through an amendment to this Plan in accordance with the Transportation Master Plan and as traffic conditions change.

### 3.5.7 ACCESSIBILITY/BARRIER-FREE PLANNING

The policies of this Plan are intended to continue to implement the City's role as a leader in universally accessible and barrier-free design promoting accessibility to both public and private facilities.

It is the policy of Council that:

1. A barrier-free environment shall be promoted throughout the City which facilitates access for persons with disabilities and special needs.
2. *Development* shall be designed in accordance with the *Ontarians with Disabilities Act* and other applicable Provincial legislation.
3. The modification of existing buildings and facilities shall be encouraged to improve the level of accessibility.
4. The City shall ensure that its parks and recreation facilities are accessible and safe.
5. Barrier-free access to City-owned parks and publicly accessible urban open spaces shall be incorporated.

### 3.5.8 RAIL

Rail is an important mode of transportation in the movement of people and goods. This plan supports rail as an efficient mode of transportation for commuting and goods movement.

It is the policy of Council that:

1. The City shall work with Metrolinx and the Province to encourage all-day, two-way GO Transit rail service within the City.
2. Rail transit stations shall be encouraged to incorporate transit-oriented development and structured parking, where appropriate.
3. Rail transit facilities including parking areas and train storage areas shall provide landscaping and buffering to mitigate the visual impact of the facility.
4. *Development* adjacent to rail rights-of-way shall undertake appropriate measures to mitigate any adverse impacts from noise and/or vibration.
5. *Development* abutting and adjacent to railway rights-of-way shall comply with all appropriate safety requirements including setbacks, berms and security fencing to the satisfaction of Provincial or Federal agencies.
6. *Development* of residential or other sensitive land uses in proximity to a railway right-of-way shall be required to undertake noise and vibration studies to the satisfaction of the City and applicable Provincial and Federal agencies.

### 3.5.9 GOODS MOVEMENT

Safe and efficient movement of goods is an integral part of the transportation system contributing to economic growth and prosperity.

*CITY BUILDING*

It is the policy of Council that:

1. The City shall work with York Region to plan for the efficient movement of goods throughout the transportation system.

# 4

# LAND USE POLICIES



# 4 LAND USE POLICIES

This chapter sets out the land use and design policies associated with each land use designation as shown on **Schedule A2** (Land Use) to this Plan. The policies of each section must be read together with the policies of **Chapter 3** (Building a New Kind of Urban) and all other relevant sections of this Plan.

## 4.1 COMMUNITY USES

Community uses include public, private and not for profit institutions, facilities and services that support the health, educational, recreational and socio-cultural needs of the City. Community uses are generally permitted within the land use designations in the *settlement area*. A range of community uses shall be directed to appropriate locations within the City to contribute to a complete community.

### 4.1.1 LAND USE

It is the policy of Council that:

1. A range of community uses shall generally be permitted within the *settlement area*, with the broadest range of community uses directed to the *centres* and *corridors*. A more limited range of community uses may be permitted in the Neighbourhood, Leslie Street Institutional Area, Employment Area and Employment Corridor designations as set out in the policies of this section.

2. Within the *centres and corridors*, the following community uses shall be permitted:

    a. Hospitals and healthcare centres and ancillary uses such as offices and pharmacies;

    b. Post-secondary institutions and ancillary uses such as offices;

    c. Public secondary schools, in accordance with policy 4.1.1.6 of this Plan;

    d. Public elementary schools, in accordance with policy 4.1.1.5 of this Plan;

    e. Private secondary schools, in accordance with policy 4.1.1.4 of this Plan; and

    f. Private elementary schools, in accordance with policy 4.1.1.4 of this Plan.

    g. Government facilities including:

        i. Government offices;

        ii. Public community facilities, such as libraries, community centres, and recreation centres;

        iii. Fire and emergency services; and

        iv. Other public facilities.

    h. Places of worship, in accordance with policy 4.1.1.7 of this Plan;

i. Arts and cultural facilities;

j. *Day Nurseries*;

k. *Private-home day care facilities*;

l. *Long-term care facilities*; and

m. Social services.

3. Within the Neighbourhood designation, the following community uses shall be permitted provided that the site is located:

   a. Fronting onto a street:

      i. *Private-home daycare facilities*.

   b. Fronting onto an arterial street:

      i. Public elementary schools, in accordance with Policy 4.1.1.5 of this Plan, and Public secondary schools, in accordance with 4.1.1.6 of this Plan, which shall be encouraged to locate adjacent to a park or the Greenway System;

      ii. Private secondary and elementary schools, in accordance with policy 4.1.1.4 of this Plan, which shall be encouraged to locate adjacent to a park or the Greenway System;

      iii. Places of worship in accordance with policy 4.1.1.7 of this Plan;

      iv. Government facilities limited to government offices, public community facilities such as libraries, community centres, recreation centres, and fi re and emergency services;

      v. Arts and cultural facilities;

      vi. *Day Nurseries*;

      vii. *Private-home day care facilities*; and

      viii. *Long-term care facilities*.

   c. Fronting onto a collector street:

      i. Public elementary schools, in accordance with policy 4.1.1.5 of this Plan, which shall be encouraged to locate adjacent to a park or the Greenway System;

      ii. Government facilities limited to public community facilities such as libraries, community centres, and recreation centres; and

      iii. *Day Nurseries* integrated with or adjacent to another community use or adjacent to a park or the Greenway System.

4. Private secondary and elementary schools, where permitted, shall be subject to the following requirements:

    a. Minimum of two access points are provided;

    b. Transportation studies shall be submitted in accordance with Section 5.26;

    c. Impact on adjacent residential areas is minimized by providing adequate parking, landscaping, setbacks and buffering; and

    d. Adequate on-site vehicular pick-up and drop-off.

5. Public elementary schools, where permitted, shall be subject to the following requirements:

    a. Sited on a straight segment of a street with good visibility and sufficient frontage to meet School Board requirements;

    b. Adequate on-site vehicular pick-up and drop-off;

    c. The campusing of schools with parks, the Greenway System or public community facilities such as libraries, community centres and recreation centres is encouraged; and

    d. Residential driveways opposite school sites shall be minimized wherever possible.

6. Public secondary schools, where permitted, shall be subject to the following requirements:

    a. Frontage on an arterial street or a collector street in close proximity to public transit;

    b. Located on a straight segment of a street with good visibility and sufficient frontage to meet School Board requirements;

    c. The campusing of schools with parks, the Greenway System or public community facilities such as libraries, community centres and recreation centres is encouraged; and

    d. Residential driveways opposite school sites shall be minimized wherever possible.

7. Places of Worship, where permitted, shall be located at the intersection of two arterial streets or at the intersection of an arterial street and a collector street. Mid-block sites on arterial streets may be considered only where they abut the Greenway System, a park, educational facility, *commercial* or *retail* use.

8. Within the Employment Area and Employment Corridor designations, the following community uses shall be permitted provided that the viability and planned function of the employment lands are maintained:

    a. Government facilities such as government offices, fire and emergency services and other public facilities; and

    b. *Day Nurseries*, provided the use is contained within a major office building.

9. Within the Leslie Street Institutional Area designation, the following community uses shall be permitted:

    a. Government facilities such as government offices, fire and emergency services and other public service facilities

    b. Public secondary schools, in accordance with policy 4.1.1.6 of the Official Plan

    c. Public elementary schools, in accordance with policy 4.1.1.5 of the Official Plan

    d. Private secondary and elementary schools in accordance with policy 4.1.1.4 of the Official Plan

    e. Post-secondary schools, in accordance with policy 4.1.1.4 of the Official Plan

    f. Places of Worship, in accordance with policy 4.1.1.7 of the Official Plan

    *g. Day Nurseries;*

    *h. Long-term care facilities;*

    i. Arts and cultural facilities; and

    j. Social Services

### 4.1.2 DESIGN

It is the policy of Council that:

1. Where community uses are permitted, *development* for such uses shall be subject to the following requirements:

    a. The proposed *development* shall be designed to be *compatible* and integrated with the surrounding area; and

    b. The site is of an appropriate size to accommodate:

        i. Sufficient on-site pick-up/drop-off facilities, access and parking;

        ii. Sufficient buffering and landscaping; and

        iii. Sufficient amenity space.

2. The campusing or co-location of community uses shall be encouraged.

3. The policies of this section are to be read in conjunction with the land use and design policies of the applicable land-use designation and **Chapter 3** (City Building) within which the proposed community use is located. In the event of a conflict, the more restrictive policies shall apply.

## 4.2 RICHMOND HILL CENTRE

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

## 4.3 LOCAL CENTRES

Local Centres are mixed-use areas of the City that will continue to evolve over time. Richmond Hill has multiple Local Centres. Each Local Centre will evolve into a pedestrian-oriented, human-scaled, vibrant area with its own unique identity.

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

### 4.3.1 VILLAGE LOCAL CENTRE

The Village Local Centre is focused on Yonge Street between Benson Avenue/Crosby Avenue and Major Mackenzie Drive. This section of Yonge Street serves as one of the City's commercial spines and contains a historic main street. It is serviced by public rapid transit on Yonge Street and, over the long term, will be serviced by planned public rapid transit on Major Mackenzie Drive. The policies of this Plan provide direction for the protection, promotion, and enhancement of the Village as the historic, symbolic, and cultural heart of Richmond Hill.

In accordance with the City Structure, the Village Local Centre will accommodate intensification at a scale less than the KDAs and generally less than the abutting Regional Corridor. The Village Local Centre will support a minimum density target of 160 residents and jobs per hectare in accordance with the target identified in the associated Protected Major Transit Station area as shown on **Schedule A3** (Settlement Area).

**Vision**

The Village Local Centre shall continue to be an area that supports a mix of uses to preserve its function as a complete community that is inclusive, people-oriented and supports aging in place. The Village Local Centre is envisioned to be a "Village within the City" that is vibrant, walkable, accessible, and green; and that provides opportunities for entertainment, community gathering and events, and to appreciate the City's history and diversity. It will predominantly accommodate *low-rise* to *mid-rise development* including a smaller format, niche market main street area that is a vibrant, locally, and regionally attractive destination for dining, shopping, cultural activities, commercial uses and an entertainment hub.

#### 4.3.1.1 LAND USE

It is the policy of Council that:

1. The Village character of the area is to be protected and enhanced by:
    a. Conserving *cultural heritage resources*, significant views to church spires and other architectural features of the Village, and mature trees;
    b. Supporting the economic vitality of the area as a destination within the City and the larger Region through mixed-use intensification;
    c. Appropriately transitioning *development* to the adjacent neighbourhoods, which will incorporate human scale urban design;
    d. Encouraging the establishment of new parks, and enhancing pedestrian connections within the area; and
    e. Continuing to be a compact, pedestrian oriented mixed-use centre.
2. The predominant use of land in the Village Local Centre designation shown on Schedule A2 (Land Use) shall be for mixed-use, transit-oriented development.
3. The following land uses shall be permitted within the Village Local Centre:
    a. *Low density residential* and *medium density residential*, on lands without direct frontage on Yonge Street or Major Mackenzie Drive;
    b. *High density residential*;
    c. *Office*;
    d. *Commercial*;
    e. *Retail*;
    f. Community uses in accordance with Section 4.1 of this Plan;
    g. Parks and urban open spaces in accordance with Section 3.4.4 of this Plan; and
    h. *Live-work units* in accordance with policies 3.3.3.2(9) and 3.3.3.2(10) of this Plan.

**Mix of Use**

A mix land use shall be provided in the Village Local Centre to achieve a long-term target ratio of 7 residents to 3 jobs through the implementation of the following policies.

4. *Development* fronting on Yonge Street or Major Mackenzie Drive shall include *retail*, *commercial*, or community uses at grade for the portion of a building with direct frontage on Yonge Street or Major Mackenzie Drive in order to foster an animated, pedestrian-oriented main street character.

5. *Development* on lands with existing *retail*, *commercial*, or *office* uses shall retain or exceed the existing amount of *gross leasable floor area* devoted to non-residential uses.

6. *Development* is encouraged to provide *office* uses in floors at and/or above grade to support employment opportunities in the Local Centre.

7. *Retail, commercial* or community uses are encouraged to front onto existing or planned public parks or urban plazas.

**Height and Density**

The Village provides an eclectic mix of built form, comprised of iconic institutional buildings, heritage properties and new cultural facilities, among an assortment of businesses and residential buildings. Accordingly, height and density of new *development* must be appropriate in relation to the surrounding context and in accordance with the following:

8. The maximum *site* density within the Village Local Centre is shown on **Schedule E1** (Density Allocation).

9. To ensure that new *development* within the Village Local Centre is contributing to the minimum density target assigned to the applicable PMTSA area as shown on **Schedule A3**, new *development* shall provide a minimum gross floor area equivalent to the application of the following:

    a. A minimum density of 1.5 FSI for *development* located within Development Blocks abutting Yonge Street and Major Mackenzie Drive to which a maximum density of 3 FSI or higher is assigned on **Schedule E1**.
    b. A minimum density of 0.5 FSI for *development* in all other areas not identified in item (a).

10. The following are excluded from policy 4.3.1.1 (9):

    a. Community uses listed in Section 4.1 of this Plan,
    b. Parks and open space uses, and
    c. *Infrastructure*.

Sidebar:

| |
|---|
| When determining maximum permissible total gross floor area for the site, the calculation is based on multiplying the *developable area* of the site by the maximum *Floor Space Index (FSI)* allocated to the site or portion of the site.<br><br>For clarity, the *developable area* of the site excludes lands that are deemed not developable by operation of policies of this Official Plan, related to matters such as *hazard lands* and natural heritage. |

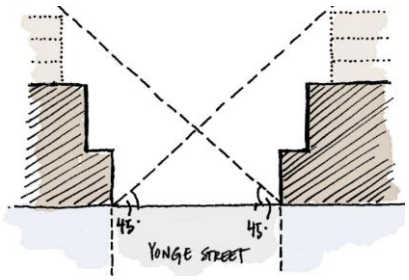
11. The following height permissions shall apply to *development*:

    a. A minimum building height of 2 storeys;

b. For properties south of Wright Street and Dunlop Street, a maximum building height of 9 storeys, along with a maximum base building height of 3 storeys;
c. For properties located north of Wright Street and Dunlop Street, a maximum building height of 15 storeys, along with a maximum base-building height of 6 storeys and a maximum street wall height of 3 storeys.

**Yonge Street Angular Plane**

12. *Development* fronting on Yonge Street shall maintain a maximum 45-degree angular view plane projected from the adjacent property line on the opposite side of Yonge Street to maintain the significant views to the church spires.




Village Local Centre

**45° View Angular Plane**

**4.3.1.2 DESIGN**

It is the policy of Council that:

**Leadership in Design**

1. The City may establish a coordinated palette of unique paving, lighting, planting, banners, street signs, street furniture, and wayfinding signage for the public realm within the Village Local Centre

**Building a Strong, Vibrant Identity and Character**

2. The character, identity and heritage attributes of the Village Local Centre shall be reinforced through appropriate height, massing, and architectural detailing. This shall be illustrated within an Urban Design Brief, which may be required as part of a complete application for *development* in accordance with policy 5.27.

**Walkable Streets and People Places**

3. Buildings fronting onto Yonge Street shall be oriented to and accessed from the public street generally creating a continuous street wall.

4. Buildings may be designed to create breaks in the street wall along Yonge Street to provide pedestrian mews, courtyards, urban plazas, parks, or other appropriate pedestrian and cycling amenities to the satisfaction of the City.

5. *Development* fronting onto publicly accessible spaces shall be designed to foster safe, comfortable, and attractive pedestrian amenities.

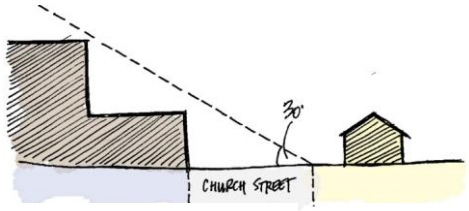
6. *Development* along Yonge Street shall be designed to provide building façade treatments that are compatible with the historic built form character of this main street.

7. Wherever possible, heritage buildings shall be incorporated into the design of new *development*.

**Transition to Neighbourhoods**

8. *Development* within the Village Local Centre shall be subject to the following angular plane policies:

    a. *Development* fronting on Church Street shall maintain a 30° angular plane projected from the edge of the adjacent property line on the opposite side of Church Street; and




**30° Angular Plane on Church Street**

    b. New non-residential *development* abutting the Neighbourhood designation shall ensure that:

        i. The use complements the residential character of the area;

        ii. Built form is compatible;

        iii. Potential negative impacts from the proposed development, such as privacy, noise and/or lighting, are mitigated; and

        iv. Appropriate landscape buffers are provided.

### 4.3.1.3 PUBLIC REALM

The Village Local Centre will feature a high standard of public realm, expressed in a wide range of publicly accessible spaces, including sidewalks, streets, parks, and paths. The Local Centre will be served by a more connected and multi-modal transportation system. Creating smaller development blocks with the introduction of new streets will improve circulation and access to amenities and destinations. In addition, the introduction of new connections in the Local Centre will offer new active and passive recreational opportunities. Over time, this Local Centre will facilitate the development of a network of publicly accessible spaces for the pedestrian and cyclist.

It is the policy of Council that:

**Public Streets and Active Transportation Connections**

1. Proponents of *development* shall implement the street network and active transportation network as conceptually shown on **Schedule E2** (Public Realm), to support a fine-grained street network along with more connections for cyclists and pedestrians.

2. Sidewalks shall be provided on both sides of new public streets.

3. Pedestrian and cycling connections are encouraged to be created mid-block and at the rear of buildings fronting onto Yonge Street, establishing a unique people-oriented destination.

4. Publicly accessible interconnections are encouraged through and to adjacent sites to promote a fine-grained network of streets.

5. The need for interconnection between properties shall be determined by the City and/or Region, including public easements to allow cross property access.

Sidebar:

Requested interconnections among development sites are intended to supplement the fine-grained street network, improve multi-modal circulation, and minimize vehicular accesses onto arterial roads. Such interconnections may be required to include the following:

- sidewalks on both sides;
- bicycle facilities;
- vehicle travel lanes and turn radii that can support service vehicles;
- parking and curbside pick-up/drop-off lanes as appropriate; and/or
- application of the City's minimum standards for design, construction, and maintenance.

**Parking**

6. *Development* on an existing City-owned parking lot shall retain or exceed the existing amount of publicly-accessible parking spaces on site.

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

**Open Space**

8. New *development* is encouraged to provide urban plazas to enhance the park system within the Village and increase the vibrancy of this Local Centre.

### 4.3.2 OAK RIDGES LOCAL CENTRE

The Oak Ridges Local Centre is focused around the existing commercial corridor in the community of Oak Ridges generally located on Yonge Street between Bloomington Road and Old Colony Road and on King Road east of Parker Avenue. Within the larger Region, the area continues to function as a centre for environmental, recreational and tourism activities on the Oak Ridges Moraine (ORM).

The York Region Official Plan identifies this northern stretch of Yonge Street to be a Regional Corridor. In order to support the Regional Corridor and the future bus rapid transit investment along Yonge Street, *development* should be compact, with a mix of uses, pedestrian friendly and transit-oriented. At build-out this Local Centre will support a minimum density target of 160 residents and jobs per hectare.

**Vision**

The Oak Ridges Local Centre is envisioned to be an active community with a ‘modern town’ feel located on the Oak Ridges Moraine that is green, connected to nature, clean and safe with a walkable and sustainable main street. Creating a compact and “modern main street” built-form will help generate more residents and businesses, which in turn will help support the mobility hierarchy and transit service level of the Yonge BRT line. This area will predominantly accommodate a *low-rise* to *mid-rise*, pedestrian-oriented, human-scaled, mixed-use centre servicing the Oak Ridges community. New *development* shall complement the Oak Ridges character and create an inclusive, people-oriented complete community that also supports aging in place. It is the intent of this Plan that the identity of Oak Ridges be enhanced, taking an environment-first approach through innovative landscape, built form, and environmental design.

#### 4.3.2.1 LAND USE

It is the policy of Council that:

1. The predominant use of land in the Oak Ridges Local Centre designation shown on **Schedule A2** (Land Use) shall be for mixed-use development.

2. The following land uses shall be permitted in the Oak Ridges Local Centre:

    a. *Medium density residential*;

    b. *High*-density *residential*;

    c. *Office*;

    d. *Commercial*;

e. *Retail*;

f. *Automotive service commercial* in accordance with policy 3.4.1.47 of this Plan;

g. Community uses in accordance with Section 4.1 of this Plan;

h. Parks and urban open spaces in accordance with Section 3.4.4 of this Plan; and

i. *Live-work units* in accordance with policies 3.3.3.2(9) and 3.3.3.2(10) of this Plan.

3. *Development* shall provide *commercial, retail, office* or community uses at grade for the portion of the building with direct frontage on Yonge Street.

**Mix of Use**

A mix of land uses shall be provided in the Oak Ridges Local Centre to achieve a long-term target ratio of 7 residents to 3 jobs through the implementation of the following policies.

4. *Development* on lands with existing *retail*, *commercial*, or *office* uses shall retain or exceed the existing amount of gross leasable floor area devoted to non-residential uses.

5. *Development* is encouraged to provide *office* use in floors at and/or above grade to support employment opportunities in the Local Centre.

**Height and Density**

6. The maximum *site* density within the Oak Ridges Local Centre are identified on **Schedule F1** (Density Allocation).

Sidebar:

When determining maximum permissible total gross floor area for the site, the calculation is based on multiplying the *developable area* of the site by the maximum *Floor Space Index (FSI)* allocated to the site or portion of the site.

For clarity, the *developable area* of the site excludes lands that are deemed not developable by operation of policies of this Official Plan, related to matters such as *hazard lands* and natural heritage.

7. The following height policies shall apply to *development*:

a. A minimum height of 2 storeys;

b. A maximum base building height of 4 storeys, after which a step back for the remaining storeys is required; and

c. A maximum building height of 6 storeys; with the exception of development fronting Yonge Street north of King Road and south of Blackforest Drive and Worthington Avenue, where buildings can be up to 8 storeys.

#### 4.3.2.2 DESIGN

It is the policy of Council that:

**Building a Strong, Vibrant Identity and Character**

1. *Development* shall enhance the character and identity of the Oak Ridges Local Centre through landscaping, site, and built form design that should be inspired by the natural features of the Oak Ridges area through such measures as maintaining views to the skyline Settledto the south, views and connections to natural features and *low impact development* technologies.

2. *Development* shall provide opportunities for the establishment of a gateway focal point through a combination of architectural design, signage, landscaping, and/or public art, at the intersection of Yonge Street and Bloomington Road, that celebrates the identity and character of the community of Oak Ridges as one that values its local environment, design excellence, and sustainability and also functions as an entrance to the City.

3. Built form shall provide limited setbacks to Yonge Street to enhance the sense of enclosure along Yonge Street and to create a pedestrian-oriented main street character.

4. Surface parking areas should be designed to include native, non-invasive landscaping and *low impact development* techniques that enhance the ecological character of the Oak Ridges Moraine.

**Transition to Neighbourhoods**

5. *Development* shall transition to a compatible built form adjacent to *low-rise* residential areas.

#### 4.3.2.3 Public Realm

The Oak Ridges Local Centre will provide for a high standard of public realm that encompasses a wide range of publicly accessible spaces, including sidewalks, streets, parks, natural areas, trails and paths. The Local Centre will be served by a more connected and multi-modal transportation system. Creating smaller development blocks with the introduction of new streets will improve circulation and access to amenities and destinations. In addition, the introduction of new parks and trails within and near the Local Centre will complement existing parks and urban open space, while offering active and passive recreational opportunities. Over time, this Local Centre will facilitate the development of a continuous network of publicly accessible spaces for the pedestrian and cyclist.

It is the policy of Council that:

**Public Streets and Active Transportation Connections**

1. Proponents of *development* shall implement the street network and active transportation network as conceptually shown on **Schedule F2** (Public Realm), to support a fine-grained street network along with more connections for cyclists and pedestrians.

2. Sidewalks shall be provided on both sides of new public streets.

3. *Development* located on properties with Yonge Street frontage between King Road and Regatta Avenue on the west side of Yonge Street and between North Lake Road and Ridge Road on the east side of Yonge Street is encouraged to consolidate accesses between properties to create, preferably continuous, inter-connections. These interconnections shall meet or exceed the City's minimum standards for design, construction, and maintenance to:

    a. Minimize the impact of servicing and loading on Yonge Street;

    b. Provide access for service vehicles off of Yonge Street;

    c. Improve traffic and active transportation circulation; and

    d. Provide infrastructure to support active transportation that is safe and comfortable.

4. The need for interconnection between properties shall be determined by the City and/or Region, including public easements to allow cross property access.

Sidebar:

Requested interconnections among development sites are intended to supplement the fine-grained street network, improve multi-modal circulation, and minimize vehicular accesses onto arterial roads. Such interconnections may be required to include the following:

- Sidewalks on both sides;
- Bicycle facilities;
- Vehicle travel lanes and turn radii that can support service vehicles;
- Parking and curbside pick-up/drop-off lanes as appropriate; and/or
- Application of the City's minimum standards for design, construction, and maintenance.

**Open Space**

5. Locations of proposed parks are conceptually identified within and near the Local Centre on **Schedule F2**, and generally described as follows:

    a. a Neighbourhood Park at the north-east corner of Glenn Street and Wellspring Avenue. This park is planned to accommodate active park facilities to serve future residents.

    b. a Linear Park along Bostwick Crescent. This park is planned to function as a comfortable pedestrian and cycling connection between Bond Crescent and King Road and as a physical separation between a portion of the Neighbourhood and Local Centre designations.

    c. a Neighbourhood Park and Community Park southeast of Yonge Street and Bloomington outside of the Local Centre boundary are planned to accommodate active park facilities to serve future residents.

d. a Neighbourhood Park on the west side of Yonge Street between Elm Grove Avenue and Maple Grove Avenue outside of the Local Centre boundary is planned to accommodate active park facilities to serve future residents.

e. Minor adjustments to the location of parks shown on Schedule F2 of this Plan shall not require an amendment to this Plan, provided that the intent of this Plan is maintained.

6. New *development* is encouraged to provide urban plazas to enhance the park system within Oak Ridges and increase the vibrancy of this Local Centre.

### 4.3.3 NEWKIRK LOCAL CENTRE

The Newkirk Local Centre is focused around the intersection of Major Mackenzie Drive and Newkirk Road. Historically, the area has contained affordable and rental apartment buildings, industrial lands as part of the Newkirk Business Park, and commuter parking lots for the Richmond Hill GO Station.

The Newkirk Local Centre will support a minimum density target of 150 residents and jobs per hectare, in accordance with the target identified in the associated Protected Major Transit Station Area as shown on **Schedule A3** (Settlement Area).

**Vision**

The vision for the Newkirk Local Centre is to create an affordable, livable, mixed-use community anchored by a transit station that connects commuters from across the City.

#### 4.3.3.1 Land Use

1. The Newkirk Local Centre consists of three distinct character areas, each with its own built form and function, as follows:

   a. The **Northern Character Area**, consisting of the lands north of Major Mackenzie Drive and east of the C.N. Railway corridor, shall be developed as a transit-oriented, mixed-use area adjacent to the GO rail station and containing the majority of employment uses (including *office*, *retail*, and *commercial* uses) in the Local Centre.

   b. The **Southern Character Area**, consisting of the lands south of Major Mackenzie Drive and east of the C.N. Railway corridor, shall be a predominantly *low-rise* and *mid-rise* residential area, functioning as a transitional area towards the existing *low-rise* residential neighbourhoods to the south and east of the Newkirk Local Centre.

   c. The **Western Character Area**, consisting of the lands west of the C.N. Railway corridor, shall continue to be a mid-rise apartment neighbourhood, and allow for opportunities for infill development around existing apartments.

2. The following land uses shall be permitted within the Newkirk Local Centre designation:

   a. *High density residential*;

   b. *Medium density residential*;

c. *Office*;

d. *Commercial*;

e. *Retail*;

f. *Automotive service commercial* in accordance with policy 3.4.1(47) of this Plan;

g. Community uses in accordance with Section 4.1 of this Plan;

h. Parks and urban open spaces in accordance with Section 3.4.4 of this Plan; and

i. *Live-work units* in accordance with policies 3.3.3.2(9) and 3.3.3.2(10) of this Plan.

3. In addition to the permitted uses listed in policy 4.3.3.1(2) of this Plan, the following land uses shall also be permitted within the Northern Character Area:

   a. *Major office*; and

   b. *Major retail*, provided it is in a compact urban form.

**Mix of Use**

A mix of land uses shall be provided in the Newkirk Local Centre in order to achieve a long-term target ratio of 7 residents to 3 jobs through the implementation of the following policies.

4. *Development* shall provide *commercial*, *retail*, *office* or community uses at grade for the portion of the building with direct frontage on Major Mackenzie Drive and Newkirk Road.

5. *Retail*, *commercial* and/or community uses are encouraged to front onto parks and urban plazas in order to animate the public realm.

6. In support of the GO Transit service and future more frequent service, *development* within the Northern Character Area shall, at a minimum, provide non-residential, employment generating uses, beyond the ground floor.

**Height and Density**

7. The maximum *site* density for *development* within the Newkirk Local Centre is shown on **Schedule G1** (Density Allocation).

8. To ensure that new *development* within the Newkirk Local Centre is contributing to the minimum density target assigned to the applicable PMTSA area as shown on **Schedule A3** (Settlement Area), new *development* shall provide a minimum gross floor area equivalent to the following:

   a. A minimum density of 1.0 FSI for *development* within the Northern Character Area;

   b. A minimum density of 0.75 FSI for *development* within the Southern and Western Character Areas.

9. The following uses are excluded from policy 4.3.3.1(9):

a. Community uses listed in Section 4.1 of this Plan;

b. Parks and open space uses; and

c. *Infrastructure*.

10. In the Northern Character Area, a minimum of 0.5 FSI of the allocated density shall be provided for non-residential uses such as *office*, *commercial*, and *retail* uses. The non-residential use may be integrated within buildings or located within separate buildings on the same site. For clarity, structured parking is not an eligible use to fulfill this requirement.

11. The following height permissions shall apply to *development*:

a. A minimum building height of 3 storeys;

b. A maximum base building height of 4 storeys;

c. In the Northern Character Area, a maximum building height of 20 storeys;

d. In the Western Character Area, a maximum building height of 15 storeys;

e. In the Southern Character Area, a maximum building height of 10 storeys; and

f. In accordance with the angular plane policy 3.4.1(55) of this Plan, building heights may progressively increase away from lands within the Neighbourhood designation.

Sidebar:

When determining maximum permissible total gross floor area for the site, the calculation is based on multiplying the *developable area* of the site by the maximum Floor Space Index (FSI) allocated to the site or portion of the site.

For clarity, the *developable area* of the site excludes lands that are deemed not developable by operation of policies of this Official Plan, related to matters such as *hazard lands* and natural heritage.

**Commuter Parking**

12. Commuter parking shall be required to locate below grade or in structured parking. Above grade structured parking shall be screened by liner buildings incorporating a mix of uses, in accordance with policy 3.4.1(47).

#### 4.3.3.2 Design

**Building a Strong, Vibrant Identity and Character**

1. *Development* shall be designed so as to promote the character and function of the Newkirk Local Centre by:

a. Creating entrance features oriented towards public street frontages; and

b. Providing a series of focal points with coordinated streetscape elements that contribute to a unified theme.

**Transition to Employment Area**

2. To mitigate concerns over residential *development* and other *sensitive land uses* locating next to existing *employment lands*, *development* within the Newkirk Local Centre that fronts Centre Street East shall:

    a. Preferably locate non-residential uses on the Centre Street frontage;

    b. Locate *sensitive land uses* and outdoor amenities associated with residential uses, including balconies, away from the Centre Street frontage; and

    c. Complete a Noise and Vibration analysis and implement required mitigation measures in accordance with policy 3.1.9.8(3) of this Plan.

#### 4.3.3.3 Public Realm

The Newkirk Local Centre will provide for a high standard of public realm that encompasses a wide range of publicly accessible spaces, including sidewalks, streets, parks, natural areas, trails and paths. The Local Centre will be served by a more connected and multi-modal transportation system. Creating smaller development blocks with the introduction of new streets and pedestrian connections will improve circulation and access to amenities and destinations. In addition, connections to parks located nearby and the addition of new urban plazas will offer active and passive recreational opportunities. Over time, this Local Centre will facilitate the development of publicly accessible spaces for the pedestrian and cyclist.

**Public Streets and Active Transportation Connections**

1. Proponents of *development* in the Newkirk Local Centre shall implement the street network and active transportation network as conceptually shown on **Schedule G2** (Public Realm), to support a fine-grained street network along with more connections for cyclists and pedestrians.

2. Sidewalks shall be provided on both sides of new streets.

3. Publicly accessible interconnections through and to adjacent sites are encouraged to be provided in order to promote a fine-grained network of streets and/or trails.

4. The need for interconnections between properties shall be determined by the City and/or Region, including public easements to allow cross property access.

Sidebar:

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|---|
| Requested interconnections among development sites are intended to supplement the fine-grained street network, improve multi-modal circulation, and minimize vehicular accesses onto arterial streets. Such interconnections may be required to include the following:<br><br>• Sidewalks on both sides;<br>• Bicycle facilities; |

| |
|---|
| • Vehicle travel lanes and turn radii that can support service vehicles;<br>• Parking and curbside pick-up/drop-off lanes as appropriate; and/or<br>• Application of the City's minimum standards for design, construction, and maintenance. |

5. In the Northern Character Area, in order to improve site permeability and improve access to transit facilities, the following specific connections are planned to be provided through the *development* approval process:

    a. A multi-use trail connection east of Newkirk Road between Major Mackenzie Drive and Centre Street;

    b. East-west pedestrian and/or active transportation connections between the Richmond Hill GO rail platform and Newkirk Road, and between Newkirk Road and the north-south multi-use trail identified in (a), and

    c. A pedestrian/active transportation crossing of the C.N. Railway corridor to provide additional connections to lands outside the Local Centre. The timing of construction of this crossing shall be coordinated with *development* of lands on the west side of the C.N. Railway corridor.

**Open Space**

6. *Development* in the Newkirk Local Centre shall implement the parks and public open space network as conceptually shown on **Schedule G2** (Public Realm).

7. The City's park system shall be expanded to support growth in this Local Centre and contribute to its vibrancy by providing an expansion to the existing Essex Parkette. Minor adjustments to the location of parks as shown on **Schedule G2** (Public Realm) to this Plan shall not require an amendment to this Plan, provided that the intent of this Plan is maintained.

8. In addition to the parks and public open space network listed in policies 4.3.3.3(5) through (8), and as shown on **Schedule G2** (Public Realm) to this Plan, *development* is encouraged to provide urban plazas to enhance the public realm.

9. An urban plaza is encouraged to be located adjacent to the GO Station to complement the GO Station's existing transit function, to help animate the area, and to create a focal point for this Centre. The urban plaza should be designed to accommodate safe and comfortable flow of pedestrian and cyclist traffic.

## 4.4 KEY DEVELOPMENT AREAS

Key Development Areas (KDAs) are *intensification* areas located on a Regional Corridor where public rapid transit services intersect with major nodes of retail and commercial development activity, and where opportunities exist for redevelopment of large sites that can support new public streets, parks and urban open space connections. Two KDAs have been designated on Yonge Street: at the intersection of Yonge Street and Carrville/16th Avenue and at the intersection of Yonge Street and Bernard Avenue. The KDAs are envisioned as "sub-centres" or "inter-modal nodes" between the Local and Regional Centres. The purpose of the KDA designation is to establish mixed-use service centres serving the surrounding neighbourhoods

and future intensification along Yonge Street. The Yonge Street and 16th Avenue KDA will be a sub-centre for mixed-use high density development due to its proximity to public rapid transit on Yonge Street and the opportunity to intensify underutilized lands in the area. The Yonge Street and Bernard Avenue KDA will be a sub-centre for mixed-use *high density* development due to its proximity to public rapid transit on Yonge Street, including the Bernard transit terminal, and the opportunity to intensify underutilized lands in the area.

### 4.4.1 LAND USE FOR ALL KEY DEVELOPMENT AREAS

It is the policy of Council that:

1. The predominant use of land in the KDA designation shown on **Schedule A2** (Land Use) shall be for mixed-use, transit-oriented development.

2. The following land uses shall be permitted in the KDA designation:

    a. *Medium density residential*;

    b. *High density residential*;

    c. *Major Office*;

    d. *Office*;

    e. *Commercial*;

    f. *Major retail*;

    g. *Retail*;

    h. Community uses in accordance with Section 4.1 of this Plan;

    i. Parks and urban open spaces in accordance with Section 3.4.4 of this Plan; and

    j. *Live-work units* in accordance with policies 3.3.3.2(9) and 3.3.3.2(10) of this Plan.

3. It is a long term objective of this Plan that *intensification* of existing *major retail* uses occur through redevelopment into a more compact built form. New *development of major retail* shall be permitted in the Key Development Areas only where it can be demonstrated that the use is to be integrated into the base of buildings as part of mixed-use, transit-oriented development. Expansions to Hillcrest Mall in the Yonge Street and 16th Avenue KDA shall be encouraged to integrate new *development* in a mixed-use format.

4. *Medium density residential* development within the Key Development Area designation shall not be permitted to front directly onto Yonge Street, Carrville Road,16th Avenue, and Bernard Avenue.

### 4.4.2 YONGE STREET AND CARRVILLE/16TH AVENUE KEY DEVELOPMENT AREA

The vision for the Yonge Street and Carrville/16th Avenue KDA is a community that is walkable, sustainable, green and vibrant, with a pedestrian-friendly and shopping focus. This KDA will evolve from an existing retail/commercial node to a more connected, mixed-use urban centre

that will become a transit, cycling and pedestrian-oriented destination. The area will also provide opportunities for new *office* and *major office* development to increase employment opportunities supported by the VIVA Bus Rapid Transit, high-occupancy vehicle (HOV) lanes on Carrville/16th Avenue, as well as a potential future GO Transit and/or TTC subway station. As the Yonge Street and Carrville/16th Avenue KDA intensifies, the KDA will maintain and enhance the existing commercial and retail focus of the area, while establishing a greater mix of uses through new *development*.

#### 4.4.2.1 MIX OF LAND USE

It is the policy of Council that:

To achieve the City's economic development objectives and to best leverage transit investment, it is important for this KDA to support both residents and jobs at a ratio of 7 residents to 3 jobs within the KDA, through the implementation of the following policies.

1. The Yonge Street and Carrville/16th Avenue KDA will continue to function as a retail and commercial node. Over the long-term, this KDA will incorporate a mix of uses to include residential, *office*, *major office*, and community uses.

2. As the Yonge Street and Carrville/16th Avenue KDA redevelops over time, the proportion of gross floor area associated with *commercial*, *retail*, *office*, *major office*, or community uses shall be at minimal, 15% of the overall total gross floor area in the KDA. Accordingly, the following policies apply in the KDA:

    a. *Development* on lands with existing *retail*, *commercial* or *office* uses shall maintain or increase the existing amount of *gross leasable floor area* devoted to *retail*, *commercial* or *office* uses to enhance and support the existing retail, commercial and office focus of the area.

        i. Notwithstanding Policy 4.4.2.1(2)(a), Hillcrest Mall shall maintain at minimal, 90% of the total *gross leasable floor area* as of the adoption of this Plan.

    b. To activate at-grade street frontage(s), *development* shall provide *commercial*, *retail*, or community uses at grade.

    c. An east-west corridor in the northwest and northeast quadrants of the KDA, as identified in **Schedule C3** (Active Transportation) will be designed as a generally continuous market promenade. *Development* along the market promenade shall provide *retail* and *commercial* uses at grade, and where feasible, on floors above grade within the base building.

    d. *Development* fronting on arterial streets or located within 200 metres of the future GO Transit and/or TTC subway station is encouraged to include *office* or *major office*. This office space may be in stand-alone buildings or integrated with other uses where the office component is located on or above the ground floor of buildings.

    e. *Development* adjacent to parks and urban open spaces shall be designed to animate open spaces to facilitate an extension of the pedestrian environment, through active ground floor uses.

**Commented [A13]:** Policy (2)(a) is under a site specific appeal by Yonge Sixteen Inc. per OPA 18.5 (OLT-24-000485 for 9251 Yonge Street).

**Commented [A14]:** Policy (2)(b) is under a site specific appeal by Yonge Sixteen Inc. per OPA 18.5 (OLT-24-000485 for 9251 Yonge Street).

**Commented [A15]:** Policy (2)(d) is under a site specific appeal by Yonge Sixteen Inc. per OPA 18.5 (OLT-24-000485 for 9251 Yonge Street).

**Height and Density**

3. The maximum *site* density for *development* within the Yonge Street and Carville/16th Avenue KDA is shown on **Schedule C1** (Density Allocation).

**Commented [A16]:** Policy (3) is under a site specific appeal by Taheri Development Inc. per OPA 18.5 (OLT-24-000485 for 9218 Yonge Street).

4. To ensure that new *development* within the KDA is contributing to the minimum density target assigned to the applicable PMTSA area as shown on **Schedule A3**, the minimum *site* density for development shall be:

    a. 2.0 FSI for *development* located within development blocks where a maximum density of 4.0 FSI or higher is assigned on **Schedule C1**.

    b. 1.0 FSI for *development* in all other areas not identified in Policy 4.4.2.1(4)(a).

5. The following are excluded from policy 4.4.2.1(4):

    a. Interim development as per Policy 4.4.2.1(7);

    b. Community uses listed in Section 4.1 of Part 1 of this Plan;

    c. Parks and open space uses, and

    d. *Infrastructure*.

Sidebar:

When determining maximum permissible total gross floor area for the site, the calculation is based on multiplying the ***developable area* of the site** by the maximum *Floor Space Index (FSI)* allocated to the site or portion of the site.

For clarity, **the *developable area* of the site** excludes lands that are deemed not developable by operation of policies of this Official Plan, related to matters such as *hazard lands* and natural heritage.

6. The following height requirements shall apply to *development* in the KDA:

    a. A minimum building height of 3 storeys;

    b. A maximum base building height of 6 storeys for *high-rise* buildings;

    c. A maximum street wall height of 4 storeys after which a step back is required for *developments* that front onto the market promenade as identified on **Schedule C3** (Active Transportation);

    d. The tallest heights should be directed to the Yonge and Carrville/16th Avenue intersection and to lands adjacent to the potential future GO Transit and TTC subway stations;

    e. The maximum height of a building is dependent on not exceeding the allocated density of *development* as prescribed in **Schedule C1** (Density Allocation) and the

application of the 45 degree angular plane as per Policy 3.4.1(55) of this Plan, among other placemaking policies.

**Interim Development**

7. The City supports the retention and expansion of the existing *retail* and *commercial* uses in this KDA, and as such, non-residential "interim development" that is not permanent in nature or duration and is two storeys or less shall be permitted as expansions to the existing building(s) in accordance with policy 3.4.1(37)(c). Such non-residential interim development shall be permitted provided that it shall not:

    a. Preclude the orderly development of the remainder of the lands on the *site*, by demonstrating that the parks and urban open space system, as well as the public streets as shown conceptually on **Schedule C2** (Public Realm) can be implemented; and

    b. Include underground structures.

8. Interim development as described in Policy 4.4.2.1(7) may also include stand-alone buildings, so long as the total expansion does not exceed 15% of the combined gross floor area of all existing buildings or structures located on the *site* as of the date of the adoption of this Plan.

9. Interim development as described in Policy 4.4.2.1(7) shall not be required to convey land to the City for parkland.

10. In support of the Yonge North Subway Extension to Richmond Hill, a temporary train storage facility may be located on lands west of the CN Rail line, as shown conceptually on Schedule C2. The minimum height and density policies of this Official Plan shall not apply to this facility.

**Community Facilities**

11. To serve the growth in population in the Yonge Street and Carrville/16th Avenue KDA, a new public elementary school site will be located in the northeast quadrant of the KDA, as identified on **Schedule C2** (Public Realm). Other school sites may also be located in the KDA. Schools are encouraged to be integrated with *development*. An amendment to this Plan is not required to identify these future sites on **Schedule C2**.

12. Proponents of development of lands in the northeast quadrant of this KDA shall consult with the applicable School Board during the pre-submission stage of a *development* proposal to ensure that development of a future school is not precluded and that it is constructed in a timely manner to accommodate demand. The precise configuration and location of the school shall be in a manner that is consistent with the requirements and policies of the School Board.

#### 4.4.2.2 DESIGN

It is the policy of Council that:

**Building a Strong, Vibrant Identity and Character**

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

    a. Creating a gateway through provision of distinctive buildings, features and amenity spaces oriented towards the intersections of Yonge Street and Carrville/16th Avenue;

    b. Creating streetscape elements with focal points, high quality materials, landscaped spaces and where appropriate, public art, that contribute to a cohesive and well-designed public realm;

    c. Creating a cohesive community by connecting all quadrants of the KDA through active transportation and street networks, as well as a network of parks, in accordance with **Schedule C2** (Public Realm) and **Schedule C3** (Active Transportation); and

    d. Locating parking for new *development* of *major retail* to below grade or in structured parking integrated at the rear or side of a building.

**Commented [A17]:** Policies (1)(a),(b),(c) and (d) are under a site specific appeal by Yonge Sixteen Inc. per OPA 18.5 (OLT-24-000485 for 9251 Yonge Street).

### 4.4.2.3 PUBLIC REALM

The Yonge Street and Carrville/16th Avenue Key Development Area will provide for a high quality public realm that encompass a wide range of publicly accessible spaces, including sidewalks, streets, parks, natural areas, trails and paths. The KDA will be served by a more connected and multi-modal transportation system. Creating smaller development blocks with the introduction of new streets will improve circulation and access to amenities and destinations. In addition, the introduction of new parks and trails in the KDA will complement existing parks and urban open space, while offering active and passive recreational opportunities. Over time, this KDA will facilitate the development of a continuous network of publicly accessible spaces for the pedestrian and cyclist.

It is the policy of Council that:

**Public Streets**

1. Proponents of *development* shall implement the street network and active transportation network as conceptually shown on **Schedule C2** (Public Realm), to support a fine-grained street network along with more connections for cyclists and pedestrians.

**Commented [A18]:** Policy (1) is under a site specific appeal by both Yonge Sixteen Inc. (9251 Yonge) and Taheri Development Inc. (9218 Yonge) per OPA 18.5 ((OLT-24-000485 for 9218 Yonge Street and OLT-24-000485 for 9251 Yonge Street).

Sidebar:

The City reviews the appropriateness of stratification of streets on a case-by-case basis, as noted in Policy 3.5.5(3) of the Official Plan.

**Commented [A19]:** These sidebars are under site-specific appeal by Taheri Development Inc. (9218 Yonge) per OPA 18.5 ((OLT-24-000485 for 9218 Yonge Street

Sidebar:

Requested interconnections among development sites are intended to supplement the fine-grained street network, improve multi-modal circulation, and minimize vehicular accesses onto arterial roads. Such interconnections may be required to include the following:

- sidewalks on both sides;

- bicycle facilities;
- vehicle travel lanes and turn radii that can support servicing vehicles;
- parking and curbside pick-up / drop-off lanes as appropriate; and/or application of the City's minimum standards for design, construction, and maintenance.

2. The planned north-south collector street on the easterly edge of the KDA shall be located in a manner that generally aligns with the outer limit of the Greenway System north of 16th Avenue and planned parkland south of 16th Avenue. In order to provide an open vista and access to the German Mills Creek, *development* shall not be permitted on the east side of the planned collector street, unless the *development* is directly related to transit service, such as a transit terminal.

3. The City will coordinate with the Region of York and *development* proponents to ensure that the new local and collector streets that intersect with the current service road adjacent to 16th Avenue are properly aligned to ensure safety for pedestrians, cyclists and vehicles, in accordance with City standards.

4. *Development* that would entail the demolition of all or part of the existing Hillcrest Mall may be required to complete area specific planning and transportation studies to the satisfaction of the City. These studies shall determine, among other matters, an improved multi-modal fine-grained street network within the northwest quadrant of the KDA that also provides increased connectivity to the surrounding neighbourhoods.

**Protecting for Future Higher Order Transit**

5. *Development* shall protect for a potential future TTC subway extension and station to be developed over the long-term. The alignment of the subway extension and the location of a future station shall be subject to further study and approval by Metrolinx.

6. *Development* shall protect for a potential future GO Transit station to be developed over the long-term. The location of a future station shall be subject to further study and approval by Metrolinx.

7. Notwithstanding the conceptual locations of the potential future TTC subway station and GO Transit station identified in **Schedule C2**, these two stations may co-locate along the existing rail corridor.

8. *Development* that is located on or adjacent to the conceptual TTC subway extension alignment in the Yonge Street and Carrville/16th Avenue KDA shall meet the following requirements:

    a. Public transit facilities, including but not limited to right-of-ways, stations, station entrances, emergency exit buildings, traction power sub stations, bus terminals (and related surface transit facilities), and vent shafts shall be integrated into the design of adjacent buildings, streets and open spaces. Rapid transit facilities that are not required to be accommodated within the subway right-of-way, shall be well integrated within adjacent development and the public realm as unobtrusively and attractively as possible.

    b. *Development* shall be required to obtain approval pursuant to Section 41 of the *Planning Act*, and enter into an agreement with the Region, obligating the owner to:

**Commented [A20]:** Policy (5) is under a site specific appeal by Yonge Sixteen Inc. per OPA 18.5 (OLT-24-000485 for 9251 Yonge Street).

**Commented [A21]:** Policy (6) is under a site specific appeal by Yonge Sixteen Inc. per OPA 18.5 (OLT-24-000485 for 9251 Yonge Street).

i. Dedicate to the Region, at no cost and free of all encumbrances, an easement for a subsurface right-of-way and support for a future subway extension; and

ii. Submit an application to Metrolinx, to demonstrate the proposed *development* is in accordance with Metrolinx's standards, to the satisfaction of Metrolinx and the Region.

c. *Development* shall be subject to Metrolinx's project review process, where applicable.

d. The Environmental Assessment process will identify lands that may be required for transit infrastructure and transit uses, such as: parking, bus terminal, station entrances, emergency exit buildings, traction power sub stations, or accesses along the future subway extension corridor. The Region shall protect, secure and negotiate appropriate land arrangements with the landowner and the City of Richmond Hill for such purpose, either through: dedication in accordance with the *Planning Act*, purchase, land exchange, lease, expropriation, or any other available means.

**Commented [A22]:** Policies (8)(a),(b)(i)(ii),(c) and (d) are under a site specific appeal by Yonge Sixteen Inc. per OPA 18.5 (OLT-24-000485 for 9251 Yonge Street).

**Active Transportation Connections**

9. *Development* shall provide safe, comfortable and attractive pedestrian and cycling connections within the KDA and to adjacent neighbourhoods, as conceptually shown on **Schedule C3** (Active Transportation), and where appropriate, supplement those connections by:

   a. Creating publicly accessible pedestrian and cycling mid-block connections between adjacent properties;

   b. Prioritizing connections to the Bus Rapidway Transit, the potential future GO Transit station, and the potential future TTC subway station; and

   c. Providing sidewalks on both sides of all new streets as identified in **Schedule C2**.

**Commented [A23]:** Policy (9)(a) is under a site specific appeal by both Yonge Sixteen Inc and Taheri Development Inc. per OPA 18.5 (OLT-24-000485 for 9251 Yonge and 9218 Yonge Street).

**Commented [A24]:** Policy (9)(b) is under a site specific appeal by Yonge Sixteen Inc. per OPA 18.5 (OLT-24-000485 9251 Yonge Street).

10. The market promenade in the northwest and northeast quadrants of the KDA, as identified in **Schedule C3** (Active Transportation), shall provide an enhanced streetscape that:

    a. Reflects the role and function of this corridor as an important destination and attraction in the KDA;

    b. Creates a pedestrian oriented sense of place applying common street wall treatments and cohesive design elements; and

    c. Incorporates functional design elements such as street trees, pedestrian scale lighting, coordinated pavers, street furniture, and cycling amenities.

**Open Space**

11. A series of public gathering spaces will be created to enhance and complement existing public spaces. These spaces will serve as focal points within the Yonge Street and Carrville/16th Avenue KDA. Over time, these spaces will contribute to creating a continuous network of public spaces for pedestrians and cyclists. As such, *development* shall provide

public parkland as conceptually shown in **Schedule C2** (Public Realm), and which are described generally as follows:

a. The expansion of Spruce Avenue Park is proposed to accommodate parkland needs associated with development of lands within the southwest quadrant of the KDA. This park shall continue to function as a neighbourhood park;

b. An urban square is planned in the northwest quadrant of the KDA. This urban square will provide access to outdoor recreational facilities within walking distance of residents and workers in this KDA, while drawing visitors to this area. Its proximity to Hillcrest Mall and frontage on Carrville Road will make it highly accessible and provide opportunities for social connections;

c. A neighbourhood park is planned in the northeast quadrant. This park will provide a gathering space for residents, workers and visitors. It is also intended to provide a resting point along the planned trail adjacent to the German Mills Creek. Public art and wayfinding signage that references the nearby David Dunlap Observatory and Park are encouraged to be provided within this park;

d. A pedestrian and cycling bridge is proposed to connect the KDA to Bridgeview Park; and

e. An extension to William Duncan Park is planned in the southeast quadrant to expand this existing neighbourhood park to accommodate active park facilities to serve future residents of the KDA and connect the KDA with the broader north-south trail system generally running along the rail tracks and German Mills Creek. The completion of this park expansion is dependent on when the temporary TTC train storage facility ceases to exist.

f. Minor adjustments to the location of parks shown on Schedule C2 and Schedule C3 of this Plan shall not require an amendment to this Plan, provided that the intent of this Plan is maintained.

12. In addition to the parks and urban open space identified in **Schedule C2**, *development* is encouraged to incorporate urban plazas to animate streets and provide open space to accommodate landscaping and trees.

13. An urban plaza is encouraged to be located adjacent to the GO Transit / TTC subway station(s) to complement and animate the station transit function and create a focal point(s) for this centre. The urban plaza should be designed to accommodate safe and comfortable flow of pedestrian and cyclist traffic.

**Commented [A25]:** Policy (13) is under a site specific appeal by Yonge Sixteen Inc. per OPA 18.5 (OLT-24-000485 9251 Yonge Street).

### 4.4.3 YONGE STREET AND BERNARD AVENUE KEY DEVELOPMENT AREA

The Yonge Street and Bernard Avenue KDA Secondary Plan is found in Chapter 12 of this Plan.

Additional policies that apply to this KDA are as follows:

1. The following height requirements shall apply to development in the Yonge Street and Bernard Avenue KDA:

a. A minimum building height of 3 storeys;

b. A maximum base building height of 6 storeys;

c. A maximum building height shall be determined through a policy led framework that includes the application of allocated site densities and angular plane policies, among others for specific sites within the KDA; and

d. The tallest buildings shall be directed towards the intersection of Yonge Street and Bernard Avenue, and along Yonge Street in general.

2. *Development* abutting the Neighbourhood designation shall have a maximum height of 4 storeys except where it abuts existing *mid-rise* or *high-rise* residential buildings in the Neighbourhood designation, subject to the angular plane policies of Section 3.4.1.55 of this Plan. Building heights may progressively increase away from lands within the Neighbourhood designation.

3. Within the Key Development Area, parking for new *development* of *major retail* shall be required to locate below grade or in structured parking integrated at the rear or side of a building.

4. *Development* shall provide urban open space connections within the KDA and to abutting neighbourhoods to support pedestrian and cycling mobility.

## 4.5 LOCAL DEVELOPMENT AREAS

Local Development Areas (LDAs) are areas where a cluster of land uses or public transit services intersect with a Local Corridor providing a local destination. LDAs will accommodate a more intensive and wider range of uses along the Local Corridor, but at a scale that is compatible with the context of each LDA. Two LDAs exist along the Major Mackenzie Drive Local Corridor: Trench Street LDA (at Mackenzie Richmond Hill Hospital) and Bayview LDA (at the intersection of Bayview Avenue and Major Mackenzie Drive East). The purpose of the LDA designation is to establish a series of smaller-scale, mixed-use service centres along the Major Mackenzie Local Corridor to support intensification at key nodes on the corridor and to service the surrounding neighbourhoods. The Trench Street LDA will be a mixed-use employment node focused around community uses with particular emphasis on health-related services associated with the Mackenzie Richmond Hill Hospital. The Bayview LDA is to remain a mixed-use node that builds on the current commercial and retail focus of the area.

### 4.5.1 LAND USE

It is the policy of Council that:

1. The City may prepare a Tertiary Plan for each of the Local Development Areas (LDAs) in accordance with the policies of Section 5.2 of this Plan.

2. The predominant use of land within the Local Development Areas (LDAs) shown on Schedule A2 (Land Use) shall be for mixed-use, transit-oriented development.

3. The following land uses shall be permitted within the LDA designation:

a. *Medium density residential*;

b. *High density residential*;

c. *Office*;

d. *Commercial*;

e. *Retail*;

f. *Automotive service commercial* in accordance with policy 3.4.1.47 of this Plan;

g. Community uses in accordance with Section 4.1 of this Plan;

h. Parks and urban open spaces in accordance with Section 3.4.4 of this Plan; and

i. *Live-work units* in accordance with policies 3.3.3.2.9 and 3.3.3.2.10 this Plan.

**Commented [A26]:** SECTION UNDER APPEAL AS IT READ ON THE DAY THAT THE CITY ADOPTED THE 2010 OFFICIAL PLAN, BEING JULY 12, 2010:
Appellant: 44(S)

4. In addition to the permitted uses in policy 4.5.1.3 of this Plan, *major retail* shall be permitted on lands within the Bayview LDA located on the north side of Major Mackenzie Drive East and east of Bayview Avenue. New *major retail* uses shall be encouraged to integrate in a mixed-use format.

5. *Development* fronting on Major Mackenzie Drive shall be required to provide *commercial*, *retail*, *office* or community uses at grade.

6. The maximum density of a development block within the Trench Street LDA and the Bayview LDA shall be 1.5 FSI. The boundaries of a development block shall be determined by the City through an approved Tertiary Plan or through the submission and review of an appropriate concept plan in accordance with Section 5.2 of this Plan.

7. The following height requirements shall apply to *development* in the LDAs:

   a. A minimum building height of 3 storeys;

   b. A maximum building height of 8 storeys in the Trench Street LDA;

   c. A maximum building height of 6 storeys in the Bayview LDA; and

   d. The tallest buildings shall be directed to the Major Mackenzie Drive frontage.

**Commented [A27]:** SECTION UNDER APPEAL AS IT READ ON THE DAY THAT THE CITY ADOPTED THE 2010 OFFICIAL PLAN, BEING JULY 12, 2010:
Appellant: 44(S)

8. *Development* abutting the Neighbourhood designation shall have a maximum height of 3 storeys except where it abuts existing *mid-rise* or *high-rise* residential buildings in the Neighbourhood designation, subject to the angular plane policies of Section 3.4.1.55 of this Plan. Building heights may progressively increase away from lands within the Neighbourhood designation.

### 4.5.2 DESIGN

It is the policy of Council that:

**Building a Strong, Vibrant Identity and Character**

1. The submission of concept plans, in accordance with Section 5.2 of this Plan, shall be required in support of applications for *development* demonstrating how the *development* meets the land use and design policies of this Plan.

2. *Development* shall be designed so as to promote the character and function of the LDA by:

    a. Creating entrance features oriented towards public street frontages; and

    b. Providing a series of focal points with coordinated streetscape elements that contribute to a unified theme.

## 4.6 REGIONAL MIXED-USE CORRIDORS

Richmond Hill's urban structure includes two Regional Corridors: Yonge Street and Highway 7. The Regional Mixed-Use Corridor designation supports a broad range and mix of land uses and activities in a compact, pedestrian-friendly and transit-oriented built form. The Regional Mixed-Use Corridor designation does not apply across the entire length of the Regional Corridor. This Plan recognizes that the character of *development* along the Regional Mixed-Use Corridor designation will not be uniform along all segments. The designation of additional Regional Mixed-Use Corridor lands shall be initiated only by the City and only at the time of a *municipal comprehensive review*.

### 4.6.1 LAND USE

It is the policy of Council that:

1. The predominant use of land within the Regional Mixed-Use Corridor designation shown on **Schedule A2** (Land Use) shall be for mixed-use, transit-oriented development.

2. The following uses shall be permitted within the Regional Mixed-Use Corridor designation:

    a. *Medium density residential*;

    b. *High density residential*;

    c. *Major office*;

    d. *Office*;

    e. *Commercial*;

    f. *Major retail*;

    g. *Retail*;

    h. *Automotive service commercial* in accordance with policy 3.4.1.47 of this Plan;

    i. Community uses in accordance with Section 4.1 of this Plan;

    j. Parks and urban open spaces in accordance with Section 3.4.4 of this Plan; and

    k. *Live-work units* in accordance with policies 3.3.3.2.9 and 3.3.3.2.10 of this Plan.

3. *Medium density residential development* in the form of ground-related units within the Regional Mixed-Use Corridor designation shall not be permitted to front directly onto Yonge Street or Highway 7.

4. *Development* shall be encouraged to provide a mix of uses integrated physically within the same building or in separate buildings that are functionally integrated on the same site.

5. The maximum site density on lands within the portion of the Regional Mixed-Use Corridor designation located on Highway 7 and on Yonge Street south of Levendale Road shall be 2.5 FSI.

6. The following height requirements shall apply to *development* on lands within the portion of the Regional Mixed-Use Corridor designation located on Yonge Street south of the Downtown Local Centre designation:

    a. A minimum building height of 3 storeys;

    b. A maximum base building height of 4 storeys;

    c. A maximum building height of 15 storeys; and

    d. The tallest buildings shall be directed to the Yonge Street frontage.

7. The following height requirements shall apply to *development* on lands within the portion of the Regional Mixed-Use Corridor designation located on Highway 7:

    a. A minimum building height of 3 storeys;

    b. A maximum base building height of 4 storeys;

    c. A maximum building height of 11 storeys; and

    d. The tallest buildings shall be directed to the Highway 7 frontage.

8. The maximum site density on lands within the portion of the Regional Mixed-Use Corridor designation on Yonge Street located north of Levendale Road shall be 2.0 FSI.

9. The following height requirements shall apply to *development* on lands within the portion of the Regional Mixed-Use Corridor designation located on Yonge Street north of the Downtown Local Centre designation and south of the Key Development Area designation at Yonge Street and Bernard Avenue:

    a. A minimum building height of 3 storeys;

    b. A maximum base building height of 4 storeys;

    c. A maximum building height of 15 storeys; and

    d. The tallest buildings shall be directed to the Yonge Street frontage.

10. The following height requirements shall apply to *development* on lands within the portion of the Regional Mixed-Use Corridor designation located north of the Key Development Area designation at Yonge Street and Bernard Avenue and south of Townwood Drive:

    a. A minimum building height of 2 storeys;

    b. A maximum building height of 8 storeys; and

    c. The tallest buildings shall be directed to the Yonge Street frontage and shall be encouraged to have a base building height of 4 storeys.

11. The following height requirements shall apply to *development* on lands within the portion of the Regional Mixed-Use Corridor designation located north of Townwood Drive and south of the Oak Ridges Local Centre designation:

    a. A minimum building height of 2 storeys;

    b. A maximum building height of 6 storeys; and

    c. The tallest buildings shall be directed to the Yonge Street frontage.

12. *Development* abutting the Neighbourhood designation shall provide a transition, except where it abuts existing *mid-rise* or *high-rise* residential buildings in the Neighbourhood designation, subject to the angular plane policies of Section 3.4.1.55 of this Plan. Building heights may progressively increase away from lands within the Neighbourhood designation.

### 4.6.2 DESIGN

It is the policy of Council that:

**Building a Strong, Vibrant Identity and Character**

1. The submission of concept plans may be required for applications for *development* to demonstrate how the *development* meets the land use and design policies of this Plan in accordance with Section 5.2 of this Plan.

**Walkable Streets and People Places**

2. Built form may be designed to create breaks in the streetwall to provide pedestrian-oriented parks and urban open spaces or other appropriate pedestrian amenities to the satisfaction of the City. Access routes may also be permitted to create breaks in the streetwall within the Regional Mixed-Use Corridor designation in accordance with policy 3.4.1.31 of this Plan.

3. Built form shall provide limited setbacks to Yonge Street to enhance the sense of enclosure along Yonge Street and to create a pedestrian-oriented main street character.

4. Lands located at the southwest corner of Major Mackenzie Drive West and Yonge Street shall provide a civic presence and gathering function. In connection with adjacent public lands and facilities, a portion of this area will form a new Destination Park, providing passive public open space to host city events, and connect with the wave pool and central library.

5. New parkland to accommodate growth shall be provided through the expansion of Kozak Parkette.

6. Minor adjustments to the location of parks described in policies 4.6.2(4) and (5) shall not require an amendment to this Plan, provided that the intent of this Plan is maintained.

## 4.7 LOCAL MIXED-USE CORRIDOR

The Local Mixed-Use Corridor designation functions as a smaller-scale, urban main street connecting the Local Development Areas (LDAs) and providing opportunities for east-west regional connection and the movement of people, goods and services by way of planned, long-term public rapid transit. The Local Mixed-Use Corridor designation envisions a more limited range and mix of land uses and activities in compact, pedestrian-oriented built form. The Local Mixed-Use Corridor designation does not apply across the entire length of the Local Corridor. This Plan recognizes that the character of *development* within the Local Mixed-Use Corridor designation will not be uniform across all segments. The identification of additional Local Corridors in the City's urban structure and the designation of additional Local Mixed-Use Corridor lands shall be initiated only by the City and only at the time of a *municipal comprehensive review*.

### 4.7.1 LAND USE

It is the policy of Council that:

1. The predominant use of land within the Local Mixed-Use Corridor designation shown on **Schedule A2** (Land Use) to this Plan shall be for mixed-use, transit-oriented development.

2. The following uses shall be permitted within the Local Mixed-Use Corridor designation:

    a. *Medium density residential*;

    b. *Office*;

    c. Small-scale *commercial* and small-scale *retail* uses that complement the residential character of the area;

    d. Community uses in accordance with Section 4.1 of this Plan;

    e. Parks and urban open spaces in accordance with Section 3.4.4 of this Plan; and

    f. *Live-work units* in accordance with policies 3.3.3.2.9 through 3.3.2.2.10 of this Plan.

3. *Development* shall be encouraged to be mixed-use and to be integrated physically within the same building or in separate buildings that are functionally integrated on the same site.

4. The maximum site density for *development* in the Local Corridor designation shall be 1.5 FSI.

5. *Development* shall have a maximum building height of 4 storeys.

### 4.7.2 DESIGN

It is the policy of Council that:

**Building a Strong, Vibrant Identity and Character**

1. Applications for *development* may be required to submit a concept plan, in accordance with Section 5.2 of this Plan, which demonstrates how the proposed *development* meets the land use and design policies of this Plan and how it fits with the existing context of the site and surrounding area.

**Walkable Streets and People Places**

2. Where possible, built form may be designed to create breaks in the streetwall along the Local Mixed-Use Corridor designation to provide pedestrian-oriented parks and urban open spaces or other appropriate pedestrian amenities to the satisfaction of the City. Access routes may also be permitted to create breaks in the streetwall along the Local Mixed-Use Corridor designation in accordance with policy 3.4.1.31 of this Plan.

## 4.8 EMPLOYMENT LANDS

*Employment lands* are integral to the City's long-term employment growth providing a balanced mix of business activities that include a range of high performance industrial activity and office uses. The City's urban structure includes two *employment land* designations: Employment Areas and Employment Corridors. The primary purpose of these designations is to maximize economic potential by ensuring a long-term, stable supply of *employment land* in strategic locations of the City. These designations provide a place in the City for current and future business and industrial operations, not able to locate elsewhere in the City. Given the limited availability of land to expand Richmond Hill's *employment lands*, this Plan recognizes the need to protect designated *employment lands* from conversion to non-employment uses. In an effort to maximize the economic-based land uses in the Employment Area and Employment Corridor and to create a more sustainable place-based business environment, these designations encourage *intensification* of employment uses, where feasible, and innovative approaches to enhancing the design of streetscapes, lots and buildings.

### 4.8.1 EMPLOYMENT AREA

The City's designated Employment Area lands are located adjacent to Highway 404 (also known as the Beaver Creek, Headford, and Barker Business Parks) and within the Newkirk Business Park shown on **Figure 3** in Section 3.3.1 of this Plan. The purpose of the Employment Area designation is to provide a range of high performance industrial and office uses that may not be accommodated elsewhere in the City, such as high-tech industries and knowledge-based businesses in the form of advanced manufacturing plants, corporate headquarters, and research and development facilities. The City's Employment Area lands are strategically located in close proximity to the 400-series highways, Buttonville Airport, C.N. Railway and public transit.

#### 4.8.1.1 LAND USE

It is the policy of Council that:

*LAND USE POLICIES*

1. The predominant use of land within the Employment Area designation shown on **Schedule A2** (Land Use) shall be for high performance industrial, *office* and *major office* uses.

2. The following uses shall be permitted within the Employment Area designation:

    a. High performance industrial uses contained within wholly enclosed buildings including activities such as manufacturing, assembling, processing (including information such as research and development), fabricating, servicing, wholesaling, and employee training facilities;

    b. Warehousing and enclosed storage of goods associated with a high performance industrial use;

    c. *Major office* and *office* uses, including research and development which are encouraged to front on an arterial street;

    d. Hotels, convention centres and banquet facilities which are encouraged to front on an arterial street;

    e. Community uses as permitted in Section 4.1.1.8 of this Plan;

    f. Linear parks and urban squares; and

    g. *Automotive service commercial* in accordance with policy 3.4.1.47 of this Plan; and

    h. Automotive repair and service types of uses, including an auto body repair shop or public garage, limited to Enford Road, and Industrial Road within the Newkirk Business Park west of the Canadian National Railway.

3. The following secondary uses may be permitted in the Employment Area designation provided that the uses are secondary to and integrated with an industrial or office *development* and in no case shall any such uses be located in a stand alone building:

    a. *Accessory retail* involving limited sales of retail goods up to 15% of the total ground floor area of any building provided that the goods are manufactured, processed and/or assembled on the premises.

    b. *Day Nursery accessory* to a *major office development* subject to policies 4.1.1.8 and 4.8.1.1.4, of this Plan.

    c. *Ancillary commercial* uses involving limited types of personal service uses, up to a maximum of 500 square metres of a building's floor area, that serve the office and industrial function of the Employment Area such as copy shops, banks, financial institutions, fitness centres, restaurants, dry cleaners and similar compatible uses intended to serve the needs of businesses in the *employment lands*.

    d. Gift shop provided it is *ancillary* and integrated with a hotel.

4. Pursuant to subsections 1 (1.1) and (1.2) of the *Planning Act*, existing uses in the Employment Area designation that are excluded from the definition of "area of employment" in paragraph 2 of Subsection 1(1) of the *Planning Act* shall be authorized to continue, so long as the use was legally established on or before October 20, 2024.

5. *Sensitive land uses* shall not be permitted to locate near significant known air emissions sources such as controlled access Provincial 400-series highways. *Development* of *sensitive land uses*, where permitted, shall demonstrate compliance with the Ministry of Environment's land use compatibility guidelines for *sensitive land uses* and shall not inhibit the *development* of Employment Area lands for the purposes permitted by this Plan.

6. The City shall require proponents of *development* on lands in proximity to a residential area to undertake studies in accordance with the Ministry of Environment's land use compatibility guidelines for *sensitive land uses* to demonstrate how the proposed *development* will mitigate any adverse effects that may be caused by the employment use such as dust, odour, noise, particulate matter or lighting.

7. Limited outdoor storage shall only be permitted within the Newkirk Business Park area in accordance with the following:

    a. The lands have frontage on Enford Road, Industrial Road, or Ohio Road or is abutting the C.N. Railway west of Newkirk Road and north of Crosby Avenue;

    b. The lands do not have frontage on an arterial street;

    c. The outdoor storage is *accessory* to an employment use on the property; and

    d. Appropriate screening and buffering is provided in accordance with policy 4.8.1.2.5 of this Plan.

8. The following height requirements shall apply to the Employment Area:

    a. A maximum building height of 10 storeys for *major office*, *office* and hotels; and

    b. A maximum building height of 5 storeys for all other *development* in the Employment Area designation.

9. Transport terminals, excluding truck terminals which are not permitted, shall only be permitted within the interior of the Employment Area designation east of Leslie Street and shall not abut an arterial street.

#### 4.8.1.2 DESIGN

It is the policy of Council that:

**Leadership in Urban Design**

1. *Development* shall be designed to conserve water and energy and to protect, enhance and actively manage the Greenway System in order to promote the City's vision for sustainable economic growth.

**Building a Strong, Vibrant Identity and Character**

2. *Development* shall be designed to promote a prestige image and business environment by:

    a. Creating distinctive gateways at the primary entrances to the business parks and considering opportunities for minor gateway features at secondary entrances; and

b. Providing a series of focal points with coordinated streetscape elements that contribute to a unified theme.

3. The urban design guidelines which have been approved by Council for the Headford Business Park and Barker Business Park shall be utilized in the review and evaluation of *development* applications, where applicable.

**Walkable Streets and People Places**

4. *Development* shall be designed to provide outdoor amenity space for employees that is generally oriented towards public streets, parks, trails or other focal points.

**Transition to Neighbourhoods**

5. In addition to the policies of 3.4.1.55, *development* shall be designed to ensure that buffering and screening is provided in accordance with the following:

    a. Buffering in the form of fencing, planting, and other similar means to ensure visual compatibility and where necessary, safety between uses; and

    b. Enhancing the quality of the public realm by providing appropriate screening, landscaping and streetscaping along public streets.

### 4.8.2 EMPLOYMENT CORRIDOR

The City's designated Employment Corridor lands are located along the southern boundary of the Beaver Creek Business Park on Highway 7 and within the Employment Corridor lands fronting on Major MacKenzie Drive East and on Yonge Street. The purpose of this designation is to provide a range of higher density employment uses such as office, hotel, convention centres, banquet facilities, and ancillary uses that have direct access to a Regional Corridor serviced by existing or planned public rapid transit.

#### 4.8.2.1 LAND USE

It is the policy of Council that:

1. The predominant use of land within the Employment Corridor designation shown on **Schedule A2** (Land Use) shall be for *office* and *major office* uses.

2. The following uses shall be permitted within the Employment Corridor designation:

    a. *Major office* and *office* uses, including research and development;

    b. Hotels, convention centres and banquet facilities;

    c. *Automotive service commercial* in accordance with policy 3.4.1.47 of this Plan;

    d. Community uses as permitted in Section 4.1.1.8 of this Plan; and

    e. Linear parks and urban squares in accordance with Section 3.4.4 of this Plan.

3. The following secondary uses may be permitted in the Employment Corridor designation provided that the uses are integrated with an office *development*, hotel, convention centre or banquet facility and in no case shall such uses be located in a stand alone building:

    a. *Day Nursery accessory* to a *major office development* subject to policies 4.1.1.8 and 4.8.2.1.(5) of this Plan;

    b. *Ancillary commercial* uses which serve the function and needs of the primary business uses in the *employment lands* such as limited types of personal service uses that serve the office, hotel and convention centre uses such as copy shops, banks, financial institutions, fitness centres, restaurants, dry cleaners and similar compatible uses intended to serve the needs of businesses in the *employment lands*; and

    c. *Ancillary retail* uses which serve the function and needs of the primary business uses in the *employment lands* such as convenience stores, gift shops, boutiques, stationary outlets, print shops, and sales and service of computers and other office supplies.

    d. *Ancillary commercial* and *ancillary retail* uses shall generally be directed to the ground floor.

4. Pursuant to subsections 1 (1.1) and (1.2) of the *Planning Act*, existing uses in the Employment Corridor designation that are excluded from the definition of “area of employment” in paragraph 2 of Subsection 1(1) of the *Planning Act* shall be authorized to continue, so long as the use was legally established on or before October 20, 2024.

5. *Sensitive land uses* shall not be permitted to locate near significant known air emissions sources such as controlled access Provincial 400-series highways. *Development* of *sensitive land uses*, where permitted, shall demonstrate compliance with the Ministry of Environment’s land use compatibility guidelines for *sensitive land uses* and shall not inhibit the *development* of Employment Area lands for the purposes permitted by this Plan.

6. *Major retail* shall not be permitted in the Employment Corridor.

7. No outdoor storage shall be permitted in the Employment Corridor.

8. The maximum site density shall be 2.5 FSI. The greatest density shall be directed to the Yonge Street, Highway 7 and Major Mackenzie Drive frontages.

9. The following height requirements shall apply to the Employment Corridor on Yonge Street:

    a. A minimum building height of 3 storeys;

    b. A maximum building height of 15 storeys; and

    c. The tallest buildings shall be directed to the Yonge Street frontage.

10. The following height requirements shall apply to the Employment Corridor on Highway 7:

    a. A minimum building height of 3 storeys;

b. A maximum building height of 11 storeys; and

c. The tallest buildings shall be directed to the Highway 7 frontage.

#### 4.8.2.2 DESIGN

It is the policy of Council that:

**Leadership in Urban Design**

1. *Development* shall be designed to conserve water and energy and to protect, enhance and actively manage the Greenway System in order to promote the City's vision for sustainable economic growth.

**Building a Strong, Vibrant Identity and Character**

2. *Development* shall be designed so as to promote a prestige image and business environment by:

    a. Creating distinctive gateways at the primary entrances to the business parks and considering opportunities for secondary gateway features at secondary entrances; and

    b. Providing a series of focal points with coordinated streetscape elements that contribute to a unified theme.

3. The urban design guidelines which have been approved by Council for the Headford Business Park and Barker Business Park shall be utilized in the review and evaluation of *development* applications, where applicable.

**Walkable Streets and People Places**

4. *Development* shall provide outdoor amenity space for employees that is generally oriented towards public streets, parks, trails or other focal points.

**Transition to Neighbourhoods**

5. In addition to the policies of 3.4.1.55, *development* shall be designed to ensure that buffering and screening is provided in accordance with the following:

    a. Buffering in the form of fencing, planting, and other similar means to ensure visual compatibility-- and where necessary, safety between uses; and

    b. Enhancing the quality of the public realm by providing appropriate screening, landscaping and streetscaping along public streets

## 4.9 NEIGHBOURHOOD

Richmond Hill's neighbourhoods are generally characterized by *low density residential* areas and a range of service uses and facilities including neighbourhood commercial plazas, schools, day nurseries, places of worship, community centres and parks and urban open spaces. Opportunities for small-scale infill development is encouraged by the policies of this Plan to

support a greater mix of housing. This infill development will bring about some change to neighbourhoods as they continue to evolve over time. The policies of this Plan intend to enhance and strengthen the character of neighbourhoods and promote connectivity and excellence in design. Compatible new development should represent a "good fit" within the physical context and character of the surrounding area.

### 4.9.1 LAND USE

It is the policy of Council that:

1. The predominant use of land within the Neighbourhood designation shown on **Schedule A2** (Land Use) shall be for *low-rise* residential uses.

2. The following uses shall be permitted in the Neighbourhood designation:

    a. *Low-density residential* uses such as *low-rise* single detached, semi-detached and duplex dwellings;

    b. *Medium-density residential* uses such as *low-rise* townhouses and walk-up apartments in accordance with the policies of Section 4.9.1.2 of this Plan;

    c. Neighbourhood commercial uses in accordance with the policies of Section 4.9.1.3 of this Plan;

    d. Community uses in accordance with the policies of Section 4.1 of this Plan;

    e. Parks and urban open spaces in accordance with the policies of Section 3.4.4 of this Plan;

    f. *Automotive service commercial* in accordance with policy 3.4.1.45 of this Plan;

    g. *Home occupations* in accordance with Policy 3.3.2(10) of this Plan; and

    h. *Live-work units* fronting an arterial street and in accordance with Policy 3.3.3.2(10) of this Plan.

3. *Development* shall be *compatible* with the character of the adjacent and surrounding area in accordance with policy 4.9.2.4 of this Plan.

4. *Development* within the Neighbourhood designation shall have a maximum building height of 3 storeys, except on an arterial street where the maximum building height shall be 4 storeys;

5. Existing buildings greater than 3 storeys which legally existed on the date of adoption of this Plan shall be permitted. New *development* greater than 3 storeys shall only be permitted in Priority Infill Areas

6. Notwithstanding policies of Section 4.9, the development, redevelopment or rehabilitation of buildings or structures on lands in the *Special Policy Area* identified on **Schedule A2** (Land Use) and **Schedule A7** (Floodplain Regulation Areas, Special Policy Areas and Flood Vulnerable Areas) may only be permitted subject to the policies of Section 3.2.2.4 Special Policy Areas.

#### 4.9.1.1 Priority Infill Areas

Priority infill areas are areas within neighbourhoods that are generally characterized by *low-density residential* uses, and which have established patterns of residential infill development. These areas have the potential for new lot creation and/or the provision of *medium density residential* development. In some of these areas, public streets and road patterns have been established to facilitate future infill development but are not yet complete, or are nearing completion. New *development* in these areas contribute to this Plan's residential intensification target and help provide a broader mix of housing types within the City, while making use of existing or planned infrastructure.

It is the policy of Council that:

1. The location of priority infill areas are shown on **Appendix 9** (Priority Infill Areas) to this Plan, and are generally for *low-density* or *medium density residential development*.

2. Council may require the approval of infill studies, tertiary plans or concept plans for the priority infill areas as shown on **Appendix 9** to this Plan, where they have yet to be completed, or in other areas as determined by Council, to guide infill *development* over the long-term in accordance with the policies of this Plan.

3. *Development* within a priority infill area with a Council approved study, as shown on **Appendix 9** to this Plan, shall be subject to the applicable study and shall be assessed in accordance with the guidelines which have been approved by Council for that area.

4. *Development* of *medium density residential* uses in priority infill areas that are not subject to an applicable Council approved study shown on **Appendix 9** to this Plan, shall be subject to the policies set out in Section 4.9.1(Land Use) and 4.9.1.2 (Medium Density Residential) of this Plan.

5. Council approval of an Infill Study, Tertiary Plan or Concept Plan may occur in advance of, or concurrent with, approval of proposed infill *development*.

#### 4.9.1.2 Medium Density Residential

It is the policy of Council that:

1. Existing *medium density residential* buildings which legally existed on the date of adoption of this Plan shall be permitted.

2. Development of *medium density residential* uses may be permitted on lands that have frontage on:

    a. An arterial street;

    b. A collector street, and where the lands proposed for development are within *walking distance* to a public transit stop, and as identified in a Concept Plan approved by Council in accordance with Section 5.2 of this Plan;

    c. A local street, and only where the lands proposed for *development* are in proximity to an existing *medium density residential development* or high-density residential

development, and as identified in a Concept Plan approved by Council in accordance with Section 5.2 of this Plan;

d. A street, where the lands proposed for development are adjacent to an area designated *Centre* or *Corridor*, and as identified in a Concept Plan approved by Council in accordance with Section 5.2 of this Plan.

3. *Medium density residential development* shall have a maximum site density of 50 units per hectare (20 units per acre). This maximum density calculation shall not include the counting of *additional residential units*.

4. Where *medium density residential* uses have been approved for lands within the City through a Council approved Concept Plan, Tertiary Plan or Infill study as shown on **Appendix 9** to this Plan, the criteria set out in the Council approved study or plan shall apply.

5. Council approval of a Concept Plan may occur in advance of, or concurrent with, approval of proposed *medium density residential development.*

#### 4.9.1.3 Neighbourhood Commercial

Neighbourhood commercial sites are an important element of the City's neighbourhoods. They provide for a range of local neighbourhood *commercial* uses and convenience services that are intended to serve residents' day-to-day needs and activities within the surrounding neighbourhood. Where neighbourhood commercial uses are well located, they are less auto-dependent and more accessible by active transportation.

It is the policy of Council that:

1. The following neighbourhood commercial uses may be permitted within the Neighbourhood where the site fronts an arterial street:

   a. Small-scale *retail*;

   b. *Commercial*;

   c. *Office*;

   d. Community uses in accordance with Section 4.1 of this Plan; and

   e. *Live-work units*

2. In addition to the permitted uses and notwithstanding the maximum GLA requirement in policy 4.9.1.3.1 of this Plan, *major retail* shall be permitted on lands within the Neighbourhood designation located south of High Tech Road and west of Bayview Avenue. New *major retail* uses shall be encouraged to integrate in a mixed-use format.

3. The re-*development* of existing neighbourhood commercial sites, or the *development* of new neighbourhood commercial sites shall be supported by a Concept Plan in accordance with Section 5.2 of this Plan.

4. The *development* of existing neighbourhood commercial sites to include residential *development* uses in a mixed-use form, as permitted in the land use policies of Section 4.9.1, shall be encouraged subject to the design policies of Section 4.9.2 and in accordance with the following policies:

    a. The proposed *development* shall retain or exceed the existing *gross leasable floor area* (GLA) devoted to *commercial*, *retail*, or *office* uses; and

    b. Where the proposed *development* has frontage on an arterial street, residential uses shall be encouraged to be located above the ground floor.

5. The *development* of new neighbourhood commercial sites shall:

    a. Provide a maximum of one supermarket or one anchor tenant and no department stores;

    b. Maintain all storage of materials and/or goods indoors; and

    c. Provide adequate on-site parking, access and circulation."

6. The *development* of new neighbourhood commercial sites to include residential or *office development* in a mixed-use form shall be encouraged subject to the policies of Section 4.9.2 of this Plan.

7. The City shall require proponents of *development*, who require relief from Policy 4.9.1.3(4)(a) of this Plan, to submit an amendment to the Zoning By-law which demonstrates to the satisfaction of the City that:

    a. There is adequate commercial and/or retail space in adjacent neighbourhood commercial sites to serve the immediate neighbourhood surrounding the subject lands;

    b. the existing neighborhood commercial uses provided by the subject lands are no longer economically viable and that this be demonstrated and justified through a Commercial Needs Study conducted by a qualified professional which shall be peer reviewed by the City at the expense of the proponent;

    c. The proposed development is *compatible* with the surrounding area; and

    d. That a concept plan be submitted in accordance with Section 5.2 of this Plan demonstrating how the *development* meets the land use and design policies of this Plan.

#### 4.9.1.4 David Dunlap Observatory Lands

It is the policy of Council that:

1. Permitted uses on lands known as Part of lots 42 and 43 Concession 1 E.Y.S. (former Township of Markham) more specifically described as Part 1, 65R-29959 - David Dunlap Observatory (DDO) lands, within the Neighbourhood designation, Natural Core Area designation and Natural Linkage designation as shown on **Schedule A2** (Land Use) shall be

subject to the policies of this section (Neighbourhood) and the policies of Section 4.10 (Greenway System).

2. *Development* on the DDO lands shall include *low density residential development* that is *compatible* with adjacent neighbourhoods. *Medium density residential development* shall only be permitted on the portion of the DDO lands fronting onto and in close proximity to Bayview Avenue.

3. Applications for *development* shall be assessed on the basis of conformity with the policies of this Plan and the planning and design principles as set out in the David Dunlap Observatory Lands Planning and Conservation Management Study, January 2010 which has been endorsed by Council.

4. The limits of the Greenway System shall be determined through the completion of an MESP in accordance with the policies of Section 5.23 to this Plan.

5. *Development* shall be oriented to protect and enhance *key natural heritage features* and *key hydrological features*.

6. *Development* shall orient and site public streets, pedestrian and cycling trails, parks, *stormwater management works* and built form to create public views that frame *key natural heritage features*, *key hydrological features*, significant views, cultural heritage resources, and other landmarks as well as connections to the Greenway System.

7. *Development* shall respect the *cultural heritage landscape* designation on the David Dunlap Observatory (DDO) lands and shall be permitted only where it can be demonstrated that the *cultural heritage resources* and associated attributes and buffers on the DDO lands are protected and enhanced, and the cohesiveness of the *cultural heritage resources* are maintained to the satisfaction of the City.

8. Prior to *development* the City shall determine the limits, including associated buffers, of the cultural heritage conservation area within the *cultural heritage landscape* designation as generally depicted in the David Dunlap Observatory Lands Planning and Conservation Management Study, January 2010 which has been endorsed by Council.

9. Notwithstanding policy 4.9.1.4.1 of this Plan, within the cultural heritage conservation area, generally as depicted in the David Dunlap Observatory Lands Planning and Conservation Management Study, January 2010 which has been endorsed by Council, permitted uses shall be limited to the following:

    a. Observatory and related facilities;

    b. Post secondary institutions and ancillary uses such as offices;

    c. Public secondary schools;

    d. Public elementary schools;

    e. Government facilities; and

    f. Arts and cultural facilities.

10. *Development* shall be designed in a manner that preserves and promotes public views to the *cultural heritage resources* including the provision of adequate setbacks.

11. *Development* shall be designed so as to limit the impacts of light pollution on the observatory building and the operation of the Great Telescope.

12. *Development* shall be designed in a manner that maximizes connections between the *cultural heritage landscape* and the natural heritage features by use of linkages and urban open spaces to enable public access throughout the site.

13. Streets, walkways and trails shall be designed and oriented to link the DDO lands with the surrounding neighbourhoods including the integration with existing and planned pedestrian and cycling trails. Within the *cultural heritage landscape*, new streets, walkways or trails shall be designed so as to not adversely impact the *cultural heritage resources*.

14. A grade separated pedestrian crossing of the CN Railway extending from the 19th century access laneway westward towards Yonge Street shall be provided subject to the approval of the City and CN Rail.

15. Buildings, streets, walkways, parks and *stormwater management works* shall be designed in a manner which showcases the uniqueness of the DDO lands.

16. The design and orientation of buildings, structures and urban open spaces shall showcase and compliment the architecture of the existing built structures and physical attributes of the DDO lands.

17. Urban design guidelines shall be approved by the City to ensure quality community, site and built form design including variation and use of exterior materials and finishes that are of a high quality and which reflect the unique identity of the DDO lands.

### 4.9.2 DESIGN

It is the policy of Council that:

**Leadership in Urban Design**

1. Site design which would inhibit future infill *development* shall not be permitted.

**Building a Strong, Vibrant Identity and Character**

2. Applications for *development* may be required to submit concept plans, in accordance with Section 5.2 of this Plan, which demonstrate how the development meets the land use and design policies of this Plan. In addition to the requirements set out in Section 5.2 of this Plan, concept plans may also be required to identify distinguishing features of the site and/or surrounding areas, and demonstrate how the proposed *development* complements and is *compatible* with those features. The identification of distinguishing features shall take into consideration physical characteristics as described in Policy 4.9.2 (4) of this Plan, as well as other contextual and qualitative matters such as social, cultural and economic characteristics of the area.

3. The relevant urban design guidelines which have been approved by Council shall be utilized in the review and evaluation of *development* applications and related studies in accordance with the policies of Section 3.4.1.2 of this Plan.

**Commented [A28]:** SECTION UNDER APPEAL AS IT READ ON THE DAY THAT THE CITY ADOPTED THE 2010 OFFICIAL PLAN, BEING JULY 12, 2010:
Appellant: 44(S)

4. *Development* will respect the character and distinguishing features of neighbourhoods and shall be context-sensitive and *compatible* with adjacent and surrounding areas with respect to the following:

    a. patterns of streets, blocks and lanes;

    b. parks and public building sites;

    c. size and configuration of lots;

    d. massing, including consideration of height, scale, density and dwelling type(s) of nearby residential properties;

    e. location, design and elevations relative to the grade of driveways and garages;

    f. setbacks of buildings from the street or streets;

    g. patterns of front, rear and side yard setbacks and landscaped open space areas;

    h. preservation of mature trees and of landscape or greenspace features that contribute to the physical character of the neighbourhood; and

    i. conservation of heritage buildings, structures and landscapes.

    Where *development* is subject to an infill plan, tertiary plan or concept plan, the criteria as set out in an infill plan, tertiary plan or concept plan approved by Council shall also apply.

5. Built-form in *designated greenfield areas* shall support a mix and range of housing types and affordability in order to meet the needs of the whole community.

**Walkable and Bike-Friendly Streets and People Places**

6. Urban open space connections within the Neighbourhood and to abutting areas shall be encouraged to provide pedestrian and cycling mobility.

## 4.10 GREENWAY SYSTEM

The Greenway System is a legacy of environmental, agricultural, and urban open space lands. The Greenway System includes natural heritage system components, including natural core and natural linkage areas both on and off the Oak Ridges Moraine (ORM) Conservation Plan Area, rural areas in the ORM countryside, lands within the Greenbelt and the Parkway Belt West Plan Area, and urban open space areas. Richmond Hill's Greenway System includes the following land use designations as shown on **Schedule A2** (Land Use) of this Plan: ORM Natural Core, ORM Natural Linkage, ORM Countryside, Greenbelt Plan Protected Countryside, Natural Core, Natural Linkage, Countryside, Parkway Belt West, and Major Urban Open Space.

### 4.10.1 ORM NATURAL CORE

The ORM Natural Core designation area has a high concentration of *key natural heritage features*, *key hydrological features* and *landform conservation areas*. The purpose of the ORM Natural Core area is to maintain and, wherever possible, improve or restore the ecological integrity of the Oak Ridges Moraine Conservation Plan (ORMCP) Area. The ORM Natural Core areas are some of the most ecologically significant areas of the Greenway System. The ecological character and qualities of the ORM Natural Core areas shall be protected and enhanced over the long term.

#### 4.10.1.1 LAND USE

It is the policy of Council that:

1. The following uses shall be permitted in the ORM Natural Core designation shown on **Schedule A2** (Land Use) of this Plan:
    a. Fish, wildlife and *forest management*;
    b. Conservation projects and flood and erosion control projects;
    c. Agricultural uses;
    d. Transportation, infrastructure, and utilities, subject to the policies in Section 41 of the Oak Ridges Moraine Conservation Plan (ORMCP), but only if the need for the project has been demonstrated and there is no reasonable alternative;
    e. *Home businesses* in accordance with policy 3.2.1.1.17 of this Plan;
    f. Home industries in accordance with policy 3.2.1.1.17 of this Plan;
    g. *Bed and breakfast establishments* in accordance with policy 3.2.1.1.17 of this Plan;
    h. *Farm vacation homes* in accordance with policy 3.2.1.1.17 of this Plan;
    i. Low-intensity recreational uses, subject to the policies in Section 37 of the ORMCP;
    j. *Unserviced parks*;
    k. Uses *accessory* to the uses set out in policy 4.10.1.1.1 (a) through (j); and
    l. Existing uses permitted in policies 3.2.1.1.10 through 3.2.1.1.15 of this Plan.
2. The permitted uses shall be in accordance with the provisions of Section 11(1) and (2) of the Oak Ridges Moraine Conservation Plan (ORMCP).
3. Permitted uses shall be subject to the requirements of Parts III and IV of the Oak Ridges Moraine Conservation Plan (ORMCP) and Section 3.2.1.1 of this Plan. The provisions of Parts IV of the ORMCP that shall apply are:
    a. Sections 32 to 34;

b. Sections 36, 37 and 39;

c. Subsections 41(1), (3), (4), (5) and (6); and,

d. Sections 42 to 47.

#### 4.10.1.2 DESIGN

It is the policy of Council that:

**Leadership in Design**

1. The City may develop a strategy to enhance the physical presence of *woodlands* and *wetlands* by identifying priority areas to undertake naturalized plantings, restoration works, or other appropriate ecological design measures to strengthen the natural character of the ORM landscape.

**Building a Strong, Vibrant Identity and Character**

2. *Development* shall be designed to enhance the physical presence of *woodlands* and *wetlands* through naturalized plantings, restoration strategies or works, or other appropriate ecological design measures to strengthen the natural character of the ORM landscape.

3. The City shall encourage the linkage of a trail system through the Oak Ridges Moraine Conservation Plan (ORMCP) Area in accordance with the provisions of the ORMCP.

### 4.10.2 ORM NATURAL LINKAGE

The ORM Natural Linkage designation area forms part of a central corridor system that supports or has the potential to support the movement of plants and animals between the ORM Natural Core, the ORM Natural Linkage, river valleys, and stream corridors. The purposes of the ORM Natural Linkage area are to maintain, and wherever possible, improve or restore the *ecological integrity* of the Oak Ridges Moraine Conservation Plan (ORMCP) Area, and to maintain and, wherever possible, improve or restore, regional-scale open space linkages between the ORM Natural Core and river valleys and stream corridors. The ORM Natural Linkage area is envisioned as the ecological connectors of the Greenway System.

#### 4.10.2.1 LAND USE

It is the policy of Council that:

1. The following uses shall be permitted in the ORM Natural Linkage designation shown on **Schedule A2** (Land Use) of this Plan:

   a. Fish, wildlife and *forest management*;

   b. Conservation projects and flood and erosion control projects;

   c. Agricultural uses;

d. Transportation, infrastructure, and utilities, subject to the policies in Section 41 of the Oak Ridges Moraine Conservation Plan (ORMCP), but only if the need for the project has been demonstrated and there is no reasonable alternative;

e. *Home businesses* in accordance with policy 3.2.1.1.17 of this Plan;

f. Home industries in accordance with policy 3.2.1.1.17 of this Plan;

g. *Bed and breakfast establishments* in accordance with policy 3.2.1.1.17 of this Plan;

h. *Farm vacation homes* in accordance with policy 3.2.1.1.17 of this Plan;

i. Low-intensity recreational uses subject to the policies in Section 37 of the ORMCP;

j. *Unserviced parks*;

k. *Mineral aggregate operations*;

l. *Wayside pits*;

m. Uses *accessory* to the uses set out in policy 4.10.2.1.1 (a) through (l); and

n. Existing uses permitted in policies 3.2.1.1.10 through 3.2.1.1.15 of this Plan.

2. The permitted uses shall be in accordance with the provisions of Section 12 (1) and (2) of the Oak Ridges Moraine Conservation Plan (ORMCP).

3. Permitted uses shall be subject to the requirements of Parts III and IV of the Oak Ridges Moraine Conservation Plan (ORMCP) and with Section 3.2.1.1 of this Plan. The provisions of Parts IV of the ORMCP that shall apply are:

   a. Sections 32 to 37 and 39;

   b. Subsections 41(1), (2), (4), (5) and (6), and

   c. Sections 42 to 47.

#### 4.10.2.2 DESIGN

It is the policy of Council that:

**Leadership in Design**

1. The City may develop a strategy to enhance the physical presence of meadows, *woodlands*, hedgerows and treelines by identifying priority areas to undertake naturalized plantings, restoration works, or other appropriate ecological design measures to strengthen the natural character of the ORM landscape.

2. The City will work with the Province, York Region and the Conservation Authority to maintain and enhance the Oak Ridges Corridor Conservation Reserve and the Oak Ridges Trail as a natural reserve and a natural gateway to the ORM, including investigating

opportunities for connections across public streets to facilitate pedestrian and wildlife crossings.

**Building a Strong, Vibrant Identity and Character**

3. *Development* shall be designed to enhance the physical presence of meadows, *woodlands*, hedgerows and treelines through naturalized plantings, restoration strategies or works, or other appropriate ecological design measures to strengthen the natural character of the ORM landscape.

4. The City shall encourage the linkage of a trail system through the Oak Ridges Moraine Conservation Plan (ORMCP) area in accordance with the provisions of the ORMCP.

### 4.10.3 ORM COUNTRYSIDE

The ORM Countryside designation area includes rural land uses such as agriculture, recreation, rural settlements, *mineral aggregate operations*, and parks. The purpose of the ORM Countryside area is to encourage agricultural and other rural uses that support the objectives of the ORMCP. The ORM Countryside is envisioned as the rural area of the Greenway System. The rural character of the ORM Countryside shall be sustained over the long term.

#### 4.10.3.1 LAND USE

It is the policy of Council that:

1. The following uses shall be permitted in the ORM Countryside designation shown on **Schedule A2** (Land Use) of this Plan:

    a. Fish, wildlife and *forest management*;

    b. Conservation projects and flood and erosion control projects;

    c. Agricultural uses;

    d. Transportation, infrastructure, and utilities subject to the policies in Section 41 of the Oak Ridges Moraine Conservation Plan (ORMCP);

    e. *Home businesses* in accordance with policy 3.2.1.1.17 of this Plan;

    f. Home industries in accordance with policy 3.2.1.1.17 of this Plan;

    g. *Bed and breakfast establishments* in accordance with policy 3.2.1.1.17 of this Plan;

    h. *Farm vacation homes* in accordance with policy 3.2.1.1.17 of this Plan;

    i. Low-intensity recreational uses, subject to the policies in Section 37 of the ORMCP;

    j. *Major recreational* uses, subject to the policies in Section 38 of the ORMCP;

    k. *Unserviced parks*;

    l. *Mineral aggregate operations*;

m. *Wayside pits*;

n. Agriculture-related uses;

o. Small-scale commercial and institutional uses as described in Section 40 of the ORMCP shall only be permitted in the Hamlet of Gormley shown as a Rural Settlement Area on **Schedule A2** (Land Use) of this Plan;

p. Uses *accessory* to the uses set out in policies 4.10.3.1.1 (a) through (o); and

q. Existing uses permitted in policies 3.2.1.1.10 through 3.2.1.1.15 of this Plan.

2. The permitted uses shall be in accordance with the provisions of Section 13 (1) and (2) of the Oak Ridges Moraine Conservation Plan (ORMCP).

3. Permitted uses shall be subject to the requirements of Parts III and IV of the Oak Ridges Moraine Conservation Plan (ORMCP) and Section 3.2.1.1 of this Plan. The provisions of Parts IV of the ORMCP that shall apply are:

   a. Sections 32 to 34;

   b. Subsections 35(1), (4), (5) and (6);

   c. Sections 36 to 40;

   d. Subsections 41(1), (4), (5) and (6); and,

   e. Sections 42 to 47.

4. Lot creation shall be prohibited except as permitted by Section 32 of the Oak Ridges Moraine Conservation Plan (ORMCP).

**Oak Ridges Moraine Rural Settlement Area**

5. The Hamlet of Gormley shall be identified as a Rural Settlement Area within the ORM Countryside designation of the Oak Ridges Moraine Conservation Plan (ORMCP) as shown on **Schedule A2** (Land Use) to this Plan. The hamlet is a long established community with many *cultural heritage resources*. The purpose of the Rural Settlement Area shall be to preserve the rural character of the Hamlet of Gormley while allowing those uses permitted by the ORM Countryside designation.

6. The following uses shall be permitted within the area shown as Rural Settlement Area on Schedule A2 (Land Use) of this Plan:

   a. All uses and *accessory* uses as permitted in policy 4.10.3.1.1 of this Plan;

   b. Minor residential infill in accordance with Section 5.12 (Consents) of this Plan; and

   c. Small-scale commercial, institutional or industrial uses which do not alter the residential character of the area.

7. Permitted uses shall be subject to the requirements of Parts III and IV of the Oak Ridges Moraine Conservation Plan (ORMCP) and Section 3.2.1.1 of this Plan. The provisions of Parts IV of the ORMCP that shall apply are:

    a. Sections 32 to 34;

    b. Subsections 35(1), (4), (5) and (6);

    c. Sections 36 to 39;

    d. Subsections 41(1), (4), (5), and (6); and

    e. Sections 42 to 47.

8. New small-scale commercial, institutional or industrial *development* may only be permitted by way of a Zoning By-law amendment that demonstrates the following:

    a. The uses do not require large-scale modification of terrain, vegetation or both or large-scale buildings and structures; and

    b. The buildings and structures will be planned, designed and constructed so as to not adversely affect:

        i. The rural character of the ORM Countryside Areas; and

        ii. The ecological integrity of the Oak Ridges Moraine Conservation Plan (ORMCP) Area.

**Previously Authorized Uses in ORM Countryside Areas**

9. In accordance with Section 17(1) of the Oak Ridges Moraine Conservation Plan (ORMCP), nothing in this plan applies to prevent the use or the erection or location of a place of worship on Part of Lot 1, Concession 3 EYS, more particularly known as Parts 2 and 3, 65R-11373 provided that the applicant has demonstrated to the City's satisfaction that all the requirements set out in Section 17 (1) a), c) and d) of the ORMCP have been met.

#### 4.10.3.2 DESIGN

It is the policy of Council that:

**Leadership in Design**

1. The City may develop a strategy to enhance the physical presence of open fields, meadows, agricultural areas, hedgerows, and treelines by identifying priority areas to undertake naturalized plantings, restoration works, or other appropriate ecological design measures to strengthen the rural character of the ORM Countryside area.

**Building a Strong, Vibrant Identity and Character**

2. *Development* shall be designed to enhance the physical presence of open fields, meadows, agricultural areas, hedgerows, and treelines through naturalized plantings, restoration

strategies or works, or other appropriate ecological design measures to sustain and strengthen the rural character of the ORM Countryside area.

3. *Development* within the Hamlet of Gormley Conservation Plan Area shown on Appendix 8 (Gormley Heritage Conservation District) of this Plan shall be designed to sustain and strengthen the rural heritage character of the area over the long term in accordance with the Gormley Heritage Conservation District Study and Plan which has been approved by Council.

4. The City shall encourage the linkage of a trail system through the Oak Ridges Moraine Conservation Plan (ORMCP) Area in accordance with the provisions of the ORMCP.

### 4.10.4 GREENBELT PLAN PROTECTED COUNTRYSIDE

The Greenbelt Plan policies apply within Richmond Hill only to those lands within major river valleys as defined by Provincial regulations and shown on **Schedule A2** (Land Use) of this Plan. There are two land use designations for the lands within the Greenbelt Plan Area: Natural Core and Greenbelt Plan Protected Countryside. Lands within the Natural Core designation are subject to the policies of Section 4.10.5 (Natural Core) of this Plan. Lands within the Greenbelt Plan Protected Countryside designation area are subject to the policies of this Section.

Greenbelt Protected Countryside areas include those lands within the Greenbelt Plan Area lying outside of the Natural Core areas shown on **Schedule A2** (Land Use) of this Plan. The purpose of the Greenbelt Plan Protected Countryside designation area is to maintain and, wherever possible, improve or restore the *ecological integrity* of natural features and functions within the Greenbelt Plan Area. Lands within the Greenbelt Plan Protected Countryside designation area shall be protected over the long term to maintain and, wherever possible, enhance the size, diversity, health, connectivity, and resiliency of the Greenway System.

#### 4.10.4.1 LAND USE

It is the policy of Council that:

1. The following uses shall be permitted in the Greenbelt Plan Protected Countryside designation shown on **Schedule A2** (Land Use) of this Plan:

    a. Fish, wildlife and *forest management*;

    b. Conservation projects and flood and erosion control projects;

    c. Transportation, infrastructure, and utilities subject to the policies in Section 4.10.4.1.4 of this Plan;

    d. Low-intensity recreational uses; and

    e. *Unserviced parks*.

2. The permitted uses shall be in accordance with the Greenbelt Plan.

3. It is intended that lands within the Greenbelt Plan Protected Countryside designation area are to be set aside for environmental protection and shall eventually be acquired by the City or another appropriate public agency.

4. Street crossings, where necessary, may be permitted provided that the need and appropriate location of the street has been addressed in the MESP.

5. *Stormwater management works* may be permitted subject to the following criteria:

    a. The *stormwater management works* are appropriate to its location, design and sizing in respect of achieving best management practices;

    b. The location, dimensions, design and technical requirements for *stormwater management works* are addressed in the MESP on a community wide basis;

    c. The *stormwater management works* are designed to enhance the adjacent context of the area and maintains the *ecological integrity* or *hydrological integrity* of the Greenway System;

    d. The *stormwater management works* have sufficient street access to allow for the maintenance of the pond;

    e. The design and location of the *stormwater management works* form a linkage between the settlement area and the Greenway System; and

    f. The requirements of Section 4.2.3 of the Greenbelt Plan have been addressed.

6. The City is not required to, but may, accept the dedication of lands within the Greenbelt Plan Protected Countryside designation area in fulfillment of parkland dedication requirements under the *Planning Act*.

7. Lands identified as part of the Greenbelt Plan Protected Countryside designation area shall be zoned in an appropriate environmental protection or open space zone satisfactory to the City at such time as applications for Zoning By-law amendment or draft plan of subdivision are submitted. Prohibited uses in the Greenbelt Protected Countryside area shall include any urban use or any use associated with, *accessory* to, or serving, an urban use, such as schools, community centres, arenas, libraries, parks, condominiums and subdivisions.

### 4.10.5 NATURAL CORE

The Natural Core designation includes natural core areas located within the *settlement area* both on and off the Oak Ridges Moraine (ORM Conservation Plan Area) that include *key natural heritage features*, *key hydrological features* and their functions and *landform conservation areas*. This designation does not include lands within the ORM Natural Core designation that are located outside of the *settlement area*. The purpose of Natural Core areas is to maintain and, wherever possible, improve or restore the *ecological integrity* of natural features and functions outside of the central corridor of the ORM Conservation Plan Area. Lands within the Natural Core designation shall be protected over the long term in order to maintain and, wherever possible, enhance the size, diversity, health, connectivity, and resiliency of the Greenway System.

#### 4.10.5.1 LAND USE

It is the policy of Council that:

*LAND USE POLICIES*

1. The following uses shall be permitted in the Natural Core designation shown on **Schedule A2** (Land Use) of this Plan:

    a. Fish, wildlife and *forest management*;

    b. Conservation projects and flood and erosion control projects other than *stormwater management works*;

    c. Essential transportation, infrastructure, and utilities, subject to the policies in Section 4.10.5.1.2 of this Plan;

    d. Low-intensity recreational uses;

    e. *Unserviced parks*; and

    f. Uses *accessory* to the uses set out in policy 4.10.5.1.1 (a) through (e).

2. The establishment, expansion or upgrade of transportation, infrastructure or utilities may be permitted in Natural Core areas where the need for the project can be demonstrated and only where there is no reasonable alternative, and planning, design, construction and management practices are incorporated so that they:

    a. Do not adversely affect the *ecological integrity* or *hydrological integrity* of the Greenway System;

    b. Maximize the amount of natural vegetation cover restored within the right-of-way of the proposed infrastructure, transportation or utility use; and

    c. Maintain and, wherever possible, improve the ability of plant and animal species to move within the Natural Core area of the Greenway System.

3. Existing *stormwater management works* that abut or are located within Natural Core areas will continue to be used for the purpose they were designed for and will be evaluated and, where appropriate, may be modified to implement naturalization and/or restoration plans to enhance the *ecological integrity* or *hydrological integrity* of Natural Core areas and the larger Greenway System.

4. Minor expansions to an existing building or structure may be permitted only where the proponent of *development* can demonstrate that:

    a. The proposed expansion will not adversely affect the *ecological integrity* or *hydrological integrity* of the Greenway System; and

    b. The proposed expansion will enhance the *ecological integrity* or *hydrological integrity* of the site and/or the larger Greenway System.

5. The limits of Natural Core areas are based on the information available at the time of the adoption of this Plan. The outer boundaries of these areas may be refined as a result of a Natural Heritage Evaluation completed in accordance with Section 5.24 this Plan.

6. An amendment to this Plan shall not be required where the limits of a Natural Core area, as shown on **Schedule A2** (Land Use), have been refined as determined through a Natural

Heritage Evaluation completed in accordance with Section 5.24 of this Plan to the satisfaction of the City and the Conservation Authority.

#### 4.10.5.2 DESIGN

It is the policy of Council that:

**Building a Strong, Vibrant Identity and Character**

1. The City shall encourage the linkage of a trail system within the Greenway System provided that the ecological and hydrological functions of the Greenway System are maintained or, where possible, enhanced.

### 4.10.6 NATURAL LINKAGE

The Natural Linkage designation includes natural linkage areas located within the settlement area both on and off the Oak Ridges Moraine (ORM) Conservation Plan Area. This designation does not include lands within the ORM Natural Linkage area that are located outside of the *settlement area*. Natural Linkage areas function as movement corridors between natural features and functions within the Greenway System and the larger Regional Greenlands System. Natural Linkage areas establish connections to improve or restore regional scale open space linkages and connect urban open spaces located within the *settlement area* to the larger Greenway System. Natural Linkage areas may be established among *stormwater management works*, parks, public lands, hedgerows, utility corridors, or other open space features.

#### 4.10.6.1 LAND USE

It is the policy of Council that:

1. The following uses shall be permitted in the Natural Linkage designation shown on **Schedule A2** (Land Use) of this Plan:

    a. Fish, wildlife and *forest management*;

    b. Conservation and flood and erosion control including *stormwater management works* subject to policies 4.10.6.1.3 and 4.10.6.1.4;

    c. Low intensity recreational uses;

    d. Essential public works including transportation, and utilities, subject to policy 4.10.6.1.2;

    e. Legally existing uses, buildings and structures, subject to policy 4.10.6.1.5 of this Plan; and

    f. Uses *accessory* to the uses set out in policy 4.10.6.1.1 (a) through (e).

2. Essential public works may be permitted on lands within the Natural Linkage designation where the need for the project is demonstrated and there is no reasonable alternative, and where planning, design, construction and management practices are incorporated so that the proposed works:

a. Do not adversely affect the *ecological integrity* or *hydrological integrity* of the Greenway System;

b. Maximize the amount of natural vegetation cover restored within the right-of-way of the proposed infrastructure, transportation or utility use; and

c. Maintain or, wherever possible, improve the ability of plant and animal species to move within and between the Greenway System and adjacent municipalities.

3. Existing *stormwater management works* that abut or are located within Natural Linkage areas will continue to be used for the purpose they were designed for and will be evaluated and, where appropriate, may be modified to implement naturalization or restoration plans to enhance the *ecological integrity* or *hydrological integrity* of Natural Linkage areas and the larger Greenway System.

4. The City shall require that new *stormwater management works* be located outside of Natural Linkage areas. Such works may be considered within Natural Linkage areas where there is a need and there is no feasible alternative and where it can be demonstrated that:

a. Planning, design, construction and management practices can be incorporated that maintain or enhance the *ecological integrity* or *hydrological integrity* of the Natural Linkage area and the Water Resource Management System; and

b. The new *stormwater management works* will have no negative impact on *key natural heritage features* or *key hydrological features* or their functions.

5. Expansions of legally existing uses, buildings or structures may be permitted only where proponents of *development* can demonstrate that:

a. The proposed expansion will not adversely affect the *ecological integrity* or *hydrological integrity* of the Greenway System;

b. The proposed expansion will improve the City's ability to achieve the environmental policies of this Plan;

c. The proposed expansion will improve the ability of plants and animals to move within the Greenway System;

d. The proposed expansion will enhance the *ecological integrity* or *hydrological integrity* of the site and the larger Greenway System; and

e. Where the proposed expansion is located within the Regulatory Floodline, the policies of Sections 3.2.2.3 through 3.2.2.5 have been met.

6. The limits of Natural Linkage areas are based on the information available at the time of the adoption of this Plan. The outer boundaries of these areas may be refined as a result of a Natural Heritage Evaluation completed in accordance with Section 5.24 this Plan.

7. An amendment to this Plan shall not be required where the limits of a Natural Linkage area, as shown on **Schedule A2** (Land Use), have been refined as determined through a Natural

Heritage Evaluation completed in accordance with Section 5.24 of this Plan to the satisfaction of the City and the Conservation Authority.

#### 4.10.6.2 DESIGN

It is the policy of Council that:

**Building a Strong, Vibrant Identity and Character**

1. Where a Natural Linkage area functions as a visual gateway to a Natural Core area, the City will encourage development to incorporate landscape designs that highlight, enhance, and frame views to the Natural Core area.

2. The City shall encourage the linkage of a trail system within the Greenway System provided that the ecological and hydrological functions of the Greenway System are maintained or, where possible, enhanced.

### 4.10.7 COUNTRYSIDE

Countryside areas are rural areas between the Oak Ridges Moraine Conservation Plan (ORMCP) Area and the portion of the *settlement area* located south of the ORM. The Countryside is envisioned as an extension of the ORM Countryside and as a rural area of the Greenway System.

#### 4.10.7.1 LAND USE

It is the policy of Council that:

1. The following uses shall be permitted in the Countryside designation shown on **Schedule A2** (Land Use) of this Plan:

    a. Fish, wildlife and *forest management*;

    b. Conservation projects and flood and erosion control projects;

    c. Agricultural uses;

    d. Transportation, infrastructure, and utilities;

    e. Single detached dwellings;

    f. *Home businesses*;

    g. Home industries;

    h. *Bed and breakfast establishments*;

    i. *Farm vacation homes*;

    j. Low-intensity recreational uses;

    k. *Unserviced parks*;

l. Agriculture-related uses; and

m. Uses *accessory* to the uses set out in policy 4.10.7.1.1 (a) through (l) of this Plan.

2. Outside of the Greenbelt Plan and Oak Ridges Moraine Conservation Plan Area, refinements to the Countryside designation, shown on **Schedule A2** (Land Use) of this Plan, are not permitted unless undertaken through a Regional *municipal comprehensive review*.

### 4.10.8 PARKWAY BELT WEST

The Parkway Belt West designation includes lands within Richmond Hill that are subject to and governed by the Provincial Parkway Belt West Plan, July 1978, as amended.

It is the policy of Council that:

1. The permitted uses within the Parkway Belt West designation shown on **Schedule A2** (Land Use) of this Plan shall be governed by the Parkway Belt West Plan, as amended from time to time.

2. Where lands are removed by the Province from the Parkway Belt West Plan, it is the intent of this Plan that such lands which contain *key natural heritage features* or *key hydrological features* and their functions or that provide connections between or within the City's Greenway System and the Regional Greenlands System shall remain within the Greenway System in either a Natural Core or Natural Linkage designation.

3. Where lands are removed by the Province from the Parkway Belt West Plan, proponents of *development* shall be required to submit an Official Plan Amendment which demonstrates to the satisfaction of the City that:

   a. Adequate demand and need exists for the proposed land uses in relation to the land use permissions outlined in this Plan;

   b. The proposed *development* is *compatible* with the surrounding area;

   c. *Key natural heritage features* or *key hydrological features* and their functions have been protected and enhanced; and

   d. The proposed *development* enhances the ecological integrity of the Regional Greenlands System and the City's Greenway System.

### 4.10.9 MAJOR URBAN OPEN SPACE

The urban open space system includes a network of parks, stormwater management ponds, cemeteries and urban linkages such as walkways, trails, utility corridors and boulevards. The Major Urban Open Space designation includes large areas of land within the urban open space system that serve specialized recreational or cultural functions and provide focal points within the City.

#### 4.10.9.1 LAND USE

It is the policy of Council that:

1. The following uses shall be permitted on lands designated Major Urban Open Space shown on **Schedule A2** (Land Use) of this Plan:

    a. Fish, wildlife and *forest management*;

    b. Conservation projects and flood and erosion control projects including *stormwater management works*;

    c. Low-intensity recreational uses;

    d. Active recreation and cultural facilities; and

    e. Public parks.

2. Secondary uses, including any necessary buildings or structures, which may be permitted subject to a Zoning By-law Amendment include the following:

    a. Botanical and zoological gardens; and

    b. Small-scale *retail* or *commercial* uses *accessory* to other permitted uses.

3. Permitted uses on lands known as Part of Lot 24 and Part of Lot 25, Concession 3 E.Y.S. (1591-1753 Elgin Mills Road East) designated as Major Urban Open Space as shown on **Schedule A2** (Land Use) of this Plan shall include a cemetery, mausolea, columbaria, visitation/chapel reception centre and crematoria facilities.

#### 4.10.9.2 DESIGN

It is the policy of Council that:

**Building a Strong, Vibrant Identity and Character**

1. The City shall encourage the linkage of Major Urban Open Space lands to the Greenway System through pedestrian and cycling connections to encourage mobility.

## 4.11 UTILITY CORRIDOR

### 4.11.1 LAND USE

It is the policy of Council that:

1. The following uses shall be permitted in the Utility Corridor designation shown on **Schedule A2** (Land Use) of this Plan:

    a. *Stormwater management works*;

    b. Electrical transformer and distribution stations;

    c. District heating distribution stations and related facilities;

    d. Trails and linear parks;

e. Existing *automotive service commercial* uses as of the date of the adoption of this Plan; and

f. Parking.

2. Written approval from Ontario Hydro shall be required as part of a complete application for *development* proposals within the Utility Corridor designation.

### 4.11.2 DESIGN

It is the policy of Council that:

**Building a Strong, Vibrant Identity and Character**

1. The City shall encourage the linkage of a trail system within the Greenway System provided that the ecological and hydrological functions of the Greenway System are maintained or, where possible, enhanced.

## 4.12 LESLIE STREET INSTITUTIONAL AREA

The Leslie Street Institutional Area is focused along the east side of Leslie Street, adjacent to the Headford Business Park Employment Lands and south of Major Mackenzie Drive East as shown on **Schedule A2** (Land Use) of this Plan. This area was once part of the Headford Hamlet area and contains a few of its original buildings that are part of the City's cultural heritage inventory. The purpose of the Leslie Street Institutional Area is to intensify the continued use of this area for a mix and range of institutional and business land uses in a context that respects the cultural heritage resources of this area, provide a hub for institutional uses and provide compatible land uses to the south and west of the area.

### 4.12.1 LAND USE

It is the policy of Council that:

1. The predominant use of land within the Leslie Street Institutional Area designation shown on **Schedule A2** (Land Use) to the Official Plan shall be for a mix of institutional, and *office development* complemented by *retail* and *commercial development* that is *compatible* with the surrounding area.

2. The following land uses shall be permitted within the Leslie Street Institutional Area designation:

   a. Community uses in accordance with policy 4.1.1 (9) of the Official Plan;

   b. *Office*;

   c. Small-scale *commercial*;

   d. Small-scale *retail*;

   e. Parks and urban open spaces in accordance with Section 3.4.4 of the Official Plan; and

f. Uses accessory to *long-term care facilities* and private schools listed in policy 4.1.1 (9) of this Official Plan;

3. For the purposes of policies 4.12.2(c) and 4.12.2(d), small-scale *retail* and *commercial* uses shall provide opportunities for small businesses and shall be complementary to *office* or *community uses*. These uses shall not be permitted to predominate the *development* on the site. For greater certainty, standalone large format *retail* and *commercial development* shall not be permitted.

4. *Development* shall have a maximum building height of 10 storeys.

5. Residential uses are not permitted in the Leslie Street Institutional Area designation, with the exception of residential uses that are *accessory* to *long-term care facilities*.

6. *Sensitive land* uses shall not be permitted to locate near significant known air emissions sources. *Development* of *sensitive land uses*, where permitted, shall demonstrate compliance with the Ministry of Environment's land use compatibility guidelines for sensitive land uses and shall not inhibit the development of *Employment Lands* for the purposes permitted by the Official Plan and that are adjacent to the Leslie Street Institutional Development Area.

7. Notwithstanding Policy 4.1.1 (4) of this Plan, existing private secondary schools and elementary schools in the Leslie Street Institutional Area designation which legally existed on the date of adoption of this Plan, but which do not meet the criteria set out in policy 4.1.1 (4)(a) and/or (b) of this Plan, shall be permitted and may expand subject to the provisions set out in the applicable Zoning By-law.

8. *Development* shall be sensitive to the *cultural heritage resource* values of this area, in accordance with Section 3.4.2 of this Plan.

**4.12.2 DESIGN**

The lands within the Leslie Street Institutional Area designation are part of the historic settlement of Headford. This small community was once a thriving spot due to the development of several Rouge tributary mills, tradesmen's shops, a general store, a Methodist Church and a post office. Section 3.4.2 of this Plan promotes the retention, rehabilitation and adaptive reuse of cultural heritage resources identified on the City's Register as an integral part of the development in order to maintain and enhance the identity and character of the City.

It is the policy of Council that:

**Building a Strong, Vibrant Identity and Character**

1. Applications for *development* in the Leslie Street Institutional Area designation should incorporate the urban design guidelines of the City-wide Richmond Hill Urban Design Guidelines.

2. *Development* shall promote the character and function of the area by:

a. Framing Leslie Street with pedestrian supportive building designs and landscape/streetscape treatments that are *compatible* with the scale and character of the existing context;

b. Providing a series of focal points with coordinated streetscape elements that contribute to a unified theme;

c. Incorporating heritage buildings into the design of new *development* wherever possible;

d. Providing building façade treatments that coordinate with the qualities of the heritage buildings in the area;

e. Incorporating creative building design features, architectural and landscape elements to optimize physical connections, views and vistas to the Greenway System;

f. Providing walkways, fencing and/or landscaping to clearly delineate and protect the Greenway System;

g. Using appropriately sized native species, limit impervious surfaces and incorporate *low impact development* approaches; and

h. Campusing or co-locating community uses wherever possible.

3. Applications for *development* may be required to submit a concept plan, in accordance with Section 5.2 of the Official Plan, which demonstrates how the proposed *development* meets the land use and design policies of this Plan, and how it fits with the existing context of the site and surrounding area.

# 5

# IMPLEMENTATION



# 5 IMPLEMENTATION

This Chapter outlines and describes the tools that the City may use to implement the policies of this Plan. Planning tools, including Zoning By-laws, plans of subdivision, and site plan control, along with more specialized planning tools and mechanisms such as Bonusing By-laws, Holding By-laws, Temporary Use By-laws and Community Improvement Plans will assist the City in achieving the vision and principles outlined in this Plan. Policies for non-conforming uses, required studies, complete application submission requirements, notice procedures and the monitoring of this Plan are also set out in this Chapter.

## 5.1 SECONDARY PLANS

It is the policy of Council that:

1. Secondary Plans shall be adopted as amendments to this Plan and may be produced and consolidated under Part II of this Plan once they have been adopted and approved.

2. Secondary Plans may be prepared for the areas of the Urban Structure identified on **Schedule A1** (Urban Structure) of this Plan.

3. Secondary Plans shall be prepared for the following areas of the City as shown on **Schedule A10** (Secondary Plan Areas) of this Plan:

4. The West Gormley Secondary Plan Area and the North Leslie Secondary Plan Area are shown on **Schedule A10** (Secondary Plan Areas) to this Plan. Notwithstanding Part I of the Official Plan, the consideration and approval of applications respecting lands within the West Gormley Secondary Plan Area and the North Leslie Secondary Plan Area for draft plan of subdivision approval, zoning by-law amendment, consent, minor variance, site plan approval, or other Planning Act approvals save and except Official Plan amendments, shall be in conformity with the provisions of the applicable Secondary Plan contained in Part II - Chapter 8 (West Gormley Secondary Plan) and Part II - Chapter 9 (North Leslie Secondary Plan) of this Plan.

5. New Secondary Plans shall include, at a minimum, information and policies respecting the following:

    a. The specific location and boundaries of the Secondary Plan area;

    b. The basis for establishing the objectives and policies in the Secondary Plan;

    c. The proposed *development* concept for the Secondary Plan area;

    d. The overall capacity for *development* in the area, including population and employment projections;

    e. The opportunities and constraints posed by unique features or characteristics;

    f. Land use policies for *development*, including policies to ensure compatibility with existing and planned adjacent land uses;

    g. Policies for minimum and maximum density for development blocks;

h. Policies for the location of public parks and urban open spaces;

i. Policies for the location of community uses;

j. Urban design objectives, guidelines or parameters including streetscape, gateways, urban open space and public realm improvements;

k. A Greenway System Plan that:

   i. includes the boundaries of the Greenway System including *key natural heritage features*, *key hydrological features* and their functions, and natural linkages between these features in accordance with any relevant MESPs or Natural Heritage Evaluations prepared in accordance with Section 5.23 and Section 5.24 of this Plan;

   ii. identifies strategic areas for enhancement and restoration to maximize the quality of the entire Greenway System;

   iii. identifies how infrastructure projects within the System, including permitted stream crossings for streets, water and wastewater systems, contribute to an overall ecological gain by increasing natural cover, enhancing ecological function, providing recreational access or contributing to off-site enhancements;

   iv. identifies securement opportunities and management requirements;

   v. includes a trail system, which is integrated into the mobility systems of the community;

   vi. examines the feasibility of providing local community gardening plots where appropriate, outside of the lands dedicated for parkland; and

   vii. identifies hazard lands and hazardous sites, incorporates them into the Greenway System, directs development away from these areas and includes an appropriate buffer or access allowance.

l. The location, role and requirements of street, transit, pedestrian and cycling facilities in accordance with the City's Transportation Master Plan and Pedestrian and Cycling Master Plan, as amended from time to time, and any Transportation Studies prepared in accordance with Section 5.26 of this Plan;

m. Policies related to Transportation Demand Management and parking including policies for the provision of cash-in-lieu of parking and structured or underground parking facilities;

n. Necessary investments required for the Secondary Plan area, including requirements for transportation, infrastructure and municipal water and sewage services;

o. Investigate the feasibility of incorporating a district heating or cooling system;

p. The timing and phasing of build-out within the Secondary Plan area;

q. A strategy to implement the affordable housing policies of this Plan. The strategy shall include:

   i. Specifications on how the affordable housing targets in this Plan will be met;

   ii. Policies to achieve a mix and range of housing types within each level of affordability;

   iii. Policies to ensure larger sized, family units within each housing type and level of affordability; and

   iv. Consideration of locations for non-profit housing developments.

r. Detailed sequencing plans that are supported by water, wastewater, transportation infrastructure and provision of human services.

6. In addition to the Secondary Plan requirements outlined in Section 5.1.5 of this Plan, Secondary Plans for Local Centres shall include policies respecting the following:

   a. Providing for a wide range of residential, commercial and community uses, including retail, office, mixed-use and human services;

   b. Urban design requirements that are consistent with the policies of this Plan and any detailed studies undertaken for the Local Centre area;

   c. Connections to contribute to the vitality of the surrounding area;

   d. Focal points for community activity and civic pride;

   e. Pedestrian and cycling systems, and urban open spaces, including parks;

   f. The size and context for *development* that is appropriate in relation to the surrounding neighbourhood and corridors;

   g. Employment targets that contribute to live/work opportunities;

   h. Pedestrian movement, transit use and access; and

   i. *Cultural heritage resources* within historic areas through urban design standards which reflect local heritage, character and streetscape attributes.

7. An implementing Zoning By-law shall be prepared concurrently for new Secondary Plans and for areas subject to existing Secondary Plan areas that do not currently have an implementing Zoning By-law.

## 5.2 TERTIARY PLANS/CONCEPT PLANS

It is the policy of Council that:

1. To guide the overall pattern of *development* within an area in accordance with the policies of this Plan, and prior to Council's approval of a development application, the following may be required:

a. A Tertiary Plan prepared by the City and approved by Council; or

b. A Concept Plan prepared by a proponent of a development application and approved by Council.

2. Applications for *development* shall be consistent with a Tertiary Plan or Concept Plan approved by Council and in accordance with the policies of this Plan.

3. Tertiary Plans or Concept Plans may be prepared for areas of the Urban Structure identified on **Schedule A1** (Urban Structure) of this Plan.

4. Tertiary Plans or Concept Plans shall include, but not be limited to, the following:

   a. The specific location and boundaries of the Tertiary Plan or Concept Plan area, to the satisfaction of the City;

   b. A description of the vision for the area including the overall urban form, character, connections and relationships to abutting lands and the area of the larger urban structure;

   c. The proposed *development* concept for the Tertiary Plan or Concept Plan area which shall include, but not be limited to:

      i. Layout and connections of proposed transportation infrastructure with existing transportation infrastructure in the area. Transportation infrastructure may include but shall not be limited to arterial, collector or local streets, public transit routes and stations, sidewalks, cycling and walking trails;

      ii. Layout of proposed development blocks, land use, built form and parking areas or structures;

      iii. The location of proposed parks, urban open spaces, and *stormwater management works*;

      iv. The boundaries of the Greenway System including *key natural heritage features*, *key hydrological features* and their functions, and natural linkages between these features in accordance with any relevant MESPs or Natural Heritage Evaluations prepared in accordance with Section 5.23 and 5.24 of this Plan;

      v. The contribution of the proposed development concept to the character of the larger area including designation or area-specific design elements, including view corridors, in accordance with **Chapter 4** (Land Use) of this Plan; and

      vi. Demonstration of how *cultural heritage resources* are integrated, where applicable.

   d. Urban Design Reports or Briefs, at the request of the City, which shall be prepared in accordance with Section 5.27 of this Plan;

   e. Necessary infrastructure requirements; and

f. Phasing and staging policies, where necessary to comply with the requirements of this Plan.

## 5.3 COMPLETE APPLICATION SUBMISSION REQUIREMENTS

It is the policy of Council that:

1. Any or all of the information outlined in Section 5.3 may be requested from applicants who propose to submit applications for *development*, in order to ensure that:

    a. All relevant and required information pertaining to a *development* application is available at the time of submission to enable Council and its delegated authorities to make informed decisions within the time periods prescribed by the *Planning Act*; and

    b. The public and other interested stakeholders have access to all relevant information at an early stage in the planning process.

2. *Development* applications that are submitted to the City without the required studies, reports, plans or other required information shall be considered as incomplete.

3. The number and scope of the information including studies, reports, statements and drawings to be required for the submission of a complete application shall be in keeping with the scope and complexity of the application(s).

4. During the course of the review process for any *development* application which is subject to "complete application" requirements under the *Planning Act* and which has been deemed to be a complete application, additional reports, studies and drawings may be required, for purposes other than a complete application, in order to address specific issues and to better enable Council and its delegated authorities to make informed decisions in the best interests of the proposed *development* and the broader public interest.

**Information Requirements**

5. Council or its delegated authorities may require reports, studies and drawings as part of a complete application submission. The reports, studies and drawings are intended to provide additional information pertaining to lands that are the subject of a *development* application and the adjacent areas in order to assist Council and its delegated authorities to evaluate a *development* application.

6. The specific scope of the reports and studies to be submitted as part of a *development* application will be identified at a pre-application meeting required in accordance with Section 5.4 of this Plan.

7. The following broad categories of reports and studies are the type of studies that may be identified at the pre-application meeting as being required to be submitted with a development application:

    <u>Environment/Natural Heritage (Natural Heritage Evaluations)</u>

    a. The submission of reports, studies and drawings related to Environment/Natural Heritage including *key natural heritage features*, *key hydrological features* and their

functions, and the Greenway System shall identify and assess the environmental and natural features related to the subject lands, including surface and subsurface features, and to ensure that any adverse impacts resulting from a proposed development and/or change in land use on an identified *key natural heritage feature*, *key hydrological feature*, or the Greenway System are mitigated to an acceptable level.

The required reports, studies and drawings shall identify and describe (in terms of character, quality and ecological function) the environmental and natural heritage features which may be affected by the proposed *development* and/or change in land use; define the boundaries of the environmental areas on the site with zones of influence, buffers and ecological restoration areas identified; describe the relationship between the environmental features to the proposed *development* and/or land use change; demonstrate if, how and where *development* can proceed without negative impacts on the environmental features; and comply with any Provincial requirements for impact studies as set out in Provincial Policy Statements or Guidelines, such as the Oak Ridges Moraine Conservation Plan, the Greenbelt Plan, and the Rouge North Management Plan.

The reports, studies and drawings associated with Environment/Natural Heritage that may be required for a complete application may include but shall not be limited to: a Natural Heritage Evaluation, Tree Inventory and Preservation Plan, Floodplain and Erosion Hazard Study, Geotechnical/Slope Stability Study, Geotechnical Report, Edge Management Plan, Landscaping/Site Rehabilitation Plan, Hydrogeological Study, Open Space Master Plan, Water Balance Analysis, Watercourse Erosion Analysis, Stormwater Management Study or an Environmental Site Assessment.

<u>Cultural Heritage Resources and Archaeological Resources</u>

b. *Cultural heritage resources* or *archaeological resources* may include buildings, structures, sites or landscapes that, either individually or as part of a whole, are of historical, architectural, archaeological, or scenic value. The submission of reports, studies and drawings related to *cultural heritage resources* or *archaeological resources* that may be required for a complete application may include but shall not be limited to: a Cultural Heritage Impact Assessment, Phase I & Phase II Archaeological Assessment, Cultural Heritage Conservation Plan and Structural Engineering Report. Council or its delegated authorities may also require a peer review of the reports and/or studies submitted by an applicant.

<u>Transportation</u>

c. The submission of reports, studies and drawings related to the transportation system shall demonstrate that any changes to the transportation system resulting from a proposed development and/or changes in land use can be accommodated by the transportation system and shall ensure that any adverse impacts on the surrounding land uses are sufficiently mitigated.

   Where new transportation infrastructure is proposed or an expansion to the existing transportation infrastructure is necessary to accommodate a proposed *development* and/or change in land use, the transportation reports, studies and drawings shall

demonstrate to an acceptable level that the improved transportation infrastructure will be adequate to accommodate all modes of transportation in an efficient manner with minimal adverse impacts on surrounding uses.

The submission of reports, studies and drawings related to the transportation system that may be required for a complete application may include but shall not be limited to a Transportation Study, Traffic Impact Study, Parking Utilization Study, Travel Demand Management Strategy, Site Servicing Plan, Site Grading Plan, street widening and other rights-of-way requirements.

Servicing and Infrastructure

d. The submission of reports, studies and drawings related to servicing and infrastructure matters shall ensure that a proposed *development* or change in land use can be supported by adequate municipal water, sanitary sewer, utilities and *stormwater management works*.

   The required reports, studies and drawings shall demonstrate that the existing servicing infrastructure is sufficient to accommodate the proposed *development* and/or change in land use or that the lands can be reasonably serviced by the extension of existing infrastructure. Where new infrastructure is required and/or expansion of the existing infrastructure is necessary, the servicing and infrastructure reports, studies and drawings shall demonstrate that the infrastructure will be adequate to accommodate the proposed *development* or change in land use as well as anticipated users of the infrastructure.

   The submission of reports, studies and drawings related to servicing and infrastructure matters that may be required for a complete application may include but shall not be limited to a Site Servicing Plan, Site Grading Plan, Stormwater Management Plan, Geotechnical Study, Hydrogeological Study, a plan identifying *Low Impact Development* techniques, Lighting and Utility Plan, Safety Impact Studies and construction details. Additional information and analysis on existing upstream and downstream services may be required to address existing service constraints or service constraints that may occur as a result of the proposed *development* or change in land use.

Financial/Market Impacts

e. The submission of reports and studies related to financial/market impact matters shall demonstrate that a proposed *development* and/or change in land use does not have an unreasonable or unacceptable financial impact on the City.

   The required reports, studies and drawings shall identify the short term and long term costs to the City for the provision of municipal infrastructure and services required to support a proposed *development* and/or change in land use and an estimate of anticipated revenues arising from a proposed *development* and/or change in land use.

   The submission of reports and studies related to financial/market impact matters that may be required for a complete application may include but shall not be limited to a Retail Market Study, Commercial Needs Study, Economic Impact Study,

Infrastructure Cost Assessment, Long Term Maintenance Cost Assessment, and Development Charges By-law review.

Development Impacts

f. The submission of reports, studies and drawings related to *development* impact matters shall demonstrate that the residents or users of a proposed *development* and/or change in land use are buffered from nuisances related to noise, dust, odour and vibration, and the potential for public costs or risk to residents or users resulting from the proposed *development* and/or change in land use.

   The required reports, studies and drawings shall identify all of the potential nuisance issues and natural or human-made hazards which may impact the proposed *development* and/or change in land use and/or adjacent land uses, identify the buffer areas between the nuisance issues and natural or human-made hazards and the proposed *development* and/or change in land use and adjacent land uses, and identify any other appropriate mitigation or site design measures that may be employed.

   The submission of reports, studies and drawings related to *development* impact matters that may be required for a complete application may include but shall not be limited to a Noise Impact Study, Wind Study, Vibration Study, Odour Impacts, Visual Impacts, Sun/Shadow Study, Phase I & II Environmental Site Assessment and Light Pollution Report.

Planning Matters

g. The submission of reports and studies related to Provincial, Regional or local planning matters shall ensure that a proposed development and/or change in land use is consistent with Regional and local policies and the Provincial Policy Statements or Plans, such as, where applicable, the Oak Ridges Moraine Conservation Plan, the Greenbelt Plan, Watershed Plans and the Rouge North Management Plan. Where applicable, the reports and studies must also address policy guidelines that have been approved by Council.

   The submission of reports and studies related to planning matters that may be required for a complete application may include but shall not be limited to a Planning Justification Report, Urban Design Reports or Briefs, Tertiary Plan or Concept Plan and Conformity Statements which address matters of Provincial interest as expressed in Provincial Policy Statements or a Provincial Plan or as identified above.

8. The foregoing list of studies is not intended to preclude Council and its delegated approval authorities from requiring such additional reports, studies, plans or drawings as may be identified during the development review process, for purposes other than a complete application, if such additional documentation is deemed necessary and relevant to the decision making process.

9. In addition to the prescribed information required by the *Planning Act* or applicable Regulations and the information outlined in Section 5.3 of this Plan, the City may require additional information and materials to assist in understanding, evaluating and making recommendations on the *development* application, and to ensure that sufficient information

in an appropriate format can be made available to the commenting agencies and the public, and to Council and its delegated approval authorities.

10. All information may be required to be submitted in both an electronic format and hard copy so that it may be more easily made available for review.

## 5.4 PRE-APPLICATION MEETING

It is the policy of Council that:

1. Prior to the submission of any *development* application for Official Plan amendment, Zoning By-law amendment, draft plans of subdivision, draft plans of condominium, site plan approval and consent, applicants shall attend a pre-application meeting with the City's Planning and Regulatory Services Department. The pre-application meeting is intended to scope the issues associated with a specific *development* proposal and/or change in land use. The requirements for additional reports, studies and drawings beyond the prescribed information required under Sections 22(4), 34(10.1), 51(17) and 53(2) of the *Planning Act* that will constitute the requirements for a complete application will be determined at or following the mandatory pre-application meeting.

2. *Development* applications submitted to the City prior to a pre-application meeting with the City's Planning and Regulatory Services Department shall be considered incomplete.

## 5.5 BONUSING (BONUSING BY-LAWS)

It is the policy of Council that:

1. In accordance with Section 37 of the Planning Act, Council may, in a By-law passed under Section 34, permit increases in the height and/or density of a *development*, where such *development* provides community benefits and provided that:

    a. The *development* constitutes good planning;

    b. The community benefits to be provided bear a reasonable planning relationship with the proposed *development*; and

    c. The proposed *development* can be supported by existing or planned infrastructure or minor upgrades thereto.

2. A By-law passed in accordance with Section 37 of the *Planning Act* may be enacted only for the purpose of securing community benefits above and beyond what would otherwise be required under the *Planning Act* and *Development Charges Act*.

3. Notwithstanding the generality of the foregoing, the intent of Council in passing such a By-law shall be to obtain community benefits including, but not limited to the following:

    a. The provision of additional on-site open space or public facilities such as *day nurseries*, community centres, and/or recreational facilities;

    b. The provision of *affordable* or *special needs housing* including housing for senior citizens beyond the requirements of this Plan;

c. Enhanced connections between neighbourhoods including provision of enhancements to the *linked system of courtyards*, the Greenway System as well as local improvements to transit facilities;

d. Additional street improvements or servicing improvements;

e. The provision of public parking facilities;

f. Public art;

g. Substantial contribution to the tree canopy;

h. Streetscape improvements on the public boulevard not abutting the site;

i. Non-profit cultural facilities;

j. Heritage enhancements beyond the heritage preservation requirements imposed pursuant to the *Ontario Heritage Act* or other policies in this Plan; and

k. Other local improvements to the satisfaction of the City.

4. Community benefits will be capital facilities and/or cash contributions towards specific capital facilities, and shall be secured in return for an increase in the height and/or density of *development*, and will be selected based on local needs, the nature of the *development* and any guidelines or relevant plans adopted by Council and the policies of this Plan. Priority will be given to on-site or local facilities.

5. Where a proponent of *development* elects to provide community benefits in return for an increase in the height and/or density of the proposed *development*, the City shall require the owner to enter into one or more agreements with the City dealing with the facilities, services or matters. Any agreement entered into by the owner will be registered against the land to which it applies and the City is entitled to enforce its provisions against the owner, and subject to the provisions of the *Registry Act* and the *Land Titles Act*, any person who has an interest in the land or who subsequently acquires an interest in the land.

6. Increases in height and/or density authorized in accordance with Section 37 of the *Planning Act* will be implemented by site specific By-laws passed under Section 34 of the *Planning Act*. Such By-laws will contain the standards of the zoning category applicable to the site if the bonus is not awarded, as well as the standards that would apply if the bonus is awarded. The By-law will also specify the community benefits that are required to be provided before the bonus standards are in effect.

## 5.6 ZONING BY-LAWS

It is the policy of Council that:

1. A Zoning By-law shall be used to implement the policies of this Plan by regulating the use of land, location of buildings or structures in accordance with the provisions of the *Planning Act* and may be more restrictive than this Plan, where appropriate. It is not intended that the full range of uses or densities permitted by this Plan will be permitted by the Zoning By-law in all locations.

2. The City shall prepare a new comprehensive Zoning By-law no later than 3 years after the adoption of this Plan, in accordance with Section 26 of the *Planning Act*.

3. The new comprehensive Zoning By-law shall establish the following, where necessary:

    a. Land use zones that will permit the types of uses provided for in this Plan;

    b. Development standards appropriate to each type of use;

    c. Illustrations, drawings or other visuals to assist in communicating or exemplifying the development standards established;

    d. Any other standards needed to implement this Plan.

## 5.7 HOLDING PROVISION BY-LAWS

It is the policy of Council that:

1. The City may, in a Zoning By-Law passed under Section 36 of the *Planning Act*, affix a holding symbol “H” in conjunction with any zoning category to specify the future use of lands, buildings, or structures once specified development requirements have been satisfied and the holding symbol is removed by amendment to the Zoning By-law.

2. A Holding By-law passed under Section 36 of the *Planning Act* may be used in order to implement this Plan for one or more of the following purposes:

    a. To ensure that certain conditions, studies or requirements related to a proposed zoning change are met;

    b. To achieve orderly phasing or staging of *development*, in accordance with municipal, Regional and Provincial policies;

    c. To ensure that adequate transportation and servicing infrastructure and community services and facilities are, or will be, available in accordance with municipal standards;

    d. To adopt measures to mitigate negative impacts resulting from the proximity of lands to transportation and utility corridors, incompatible land uses or any other source of nuisance or hazard to public health and welfare;

    e. To satisfy the policies of this Plan related to heritage conservation, Site Plan control, potentially contaminated sites, protection of the natural environment and the Greenway System, community improvement, and any other planning matters determined to be relevant to the *development* of the lands;

    f. To achieve the exchange of community benefits set out in the Bonusing By-law policies of this Plan; and

    g. To ensure the execution of legal agreements, approval of plans of subdivision and approval of necessary studies by the appropriate authority in order to satisfy any of the criteria set out above.

3. Where a Holding By-law has been enacted to ensure allocation of municipal water and/or sanitary services, the Holding By-law may provide that:

    a. No building or structure shall be erected on the site, unless permitted by Council or its delegate;

    b. The owner shall not construct or locate a sales pavilion, centre or office at which it offers to sell, agree to sell or otherwise market land by a description based on an unregistered plan of subdivision, site plan, or plan of condominium; and

    c. The owner may not pre-service the lands for the purpose of providing municipal services for an unregistered plan of subdivision, site plan, or plan of condominium.

4. Holding By-laws legally in effect at the time of adoption of this Plan are deemed to conform with the Plan.

## 5.8 CONDITIONAL ZONING BY-LAWS

It is the policy of Council that:

1. When regulations have been promulgated by the Province to authorize the use of Conditional Zoning By-laws under Section 34 of the Planning Act, and subject to compliance with those regulatory requirements, the City may, in a Zoning By-law passed under Section 34 permit the use of land or the erection, location or use of buildings or structures subject to compliance with such conditions as may be prescribed under the Zoning By-law with respect to use, erection or location.

## 5.9 INTERIM CONTROL BY-LAWS

It is the policy of Council that:

1. Where Council has, by By-law or resolution, directed that a review or study be undertaken in respect of land use planning policies in the City, or in any defined area or site, Council may pass an Interim Control By-law in accordance with the requirements of Section 38 of the *Planning Act* in order to restrict the use of lands, buildings or structures for or except for such purposes as may be specified in the By-law pending completion of the review or study. It is the intent of Council that the scope of the By-law be no broader than necessary to fulfill the objectives and planning rationale of the review or study, provided that Council may amend a By-law subsequent to its enactment so as to increase the area covered by the By-law if deemed appropriate to fulfill the objectives and planning rationale of the review or study.

## 5.10 TEMPORARY USE BY-LAWS

It is the policy of Council that:

1. The City may, in a Zoning By-law passed under Section 39 of the *Planning Act*, authorize the temporary use of land, buildings or structures for any purpose as set out therein, and notwithstanding that such purpose may be otherwise prohibited by the Zoning By-law.

2. Prior to enacting a Temporary Use By-law, the City shall be satisfied that the proposed temporary use:

    a. Is in conformity with the general intent of the policies of this Plan and maintains the long term viability of the lands for the uses permitted in this Plan;

    b. Is *compatible* with adjacent land uses, or incorporates site mitigation measures to ensure compatibility;

    c. Is suitable for the site in terms of site layout, building design, accessibility, provision of landscaping, screening and buffering and available services such as water and sewage disposal;

    d. Does not adversely impact the natural environment or the Greenway System;

    e. Does not adversely impact traffic, transportation or parking facilities in the area; and

    f. Is temporary in nature, appropriate only for a limited time span, which shall not exceed a period of three (3) years from the passing of the by-law unless approved by By-law extension that is subject to the policies of this Plan, and can be terminated when the authorizing By-law expires.

3. No new buildings or expansions to buildings, except for temporary or moveable structures, shall be permitted on lands subject to a Temporary Use By-law.

## 5.11 COMMITTEE OF ADJUSTMENT

It is the policy of Council that:

1. The City shall constitute and appoint a Committee of Adjustment for the City in accordance with the requirements of Section 44 of the *Planning Act*, comprised of such persons, not less than three, as Council considers advisable.

2. The Committee of Adjustment shall be authorized to consider and approve applications for minor variances to any Zoning By-law enacted under Sections 34 or 38 of the *Planning Act*, as well as other approvals authorized under subsection 45(2) of the *Planning Act*, in accordance with the requirements of Section 45 and any other relevant requirements of the *Planning Act*. Without limiting the generality of the foregoing, the Committee of Adjustment shall authorize minor variances only where it is satisfied that, individually and cumulatively, the proposed variance is minor; desirable in relation to the appropriate *development* or use of the land, building or structure and in relation to the surrounding lands; and that the general intent and purpose of the By-law and of this Plan are maintained.

3. The Committee of Adjustment shall also be authorized to consider and approve applications for Consent under Section 53 of the *Planning Act* and applications for a Validation Certificate under Section 57 of the *Planning Act*, subject to compliance with the requirements of those sections and provided that they maintain the intent and purpose of this Plan and any applicable Zoning By-law, and any other relevant requirements under the *Planning Act*.

## 5.12 CONSENTS

It is the policy of Council that:

1. Consents in accordance with Section 53 of the *Planning Act*, may be permitted for the creation of a new lot, boundary adjustments, rights-of-way, easements, long term leases, and the conveyance of additional lands to an abutting lot.

2. Applications for Consent to create new lots within the *settlement area* shall be granted only where:

    a. A plan of subdivision is not necessary;

    b. The lot(s) can be adequately serviced by water, wastewater, and storm drainage facilities;

    c. No extension, improvement or assumption of municipal services, public streets, or new street allowances is required;

    d. The lot(s) will have frontage onto an improved public street and access will not result in a traffic hazard;

    e. The lot(s) will not restrict the ultimate *development* of adjacent lands;

    f. The size and shape of the lot(s) complies with the requirements of the Zoning By-law, is appropriate to the use proposed and is *compatible* with adjacent lots;

    g. The lot(s) is not located in a *Special Policy Area*; and

    h. The consent conforms to all relevant policies of this Plan.

3. Applications for Consent respecting lands within the Hamlet of Gormley Rural Settlement Area may only be granted for the purposes of minor infill as appropriate for this type of lot creation, subject to the provisions of Section 32 of the Oak Ridges Moraine Conservation Plan and the following:

    a. No extension or improvement or assumption of a public street or new street allowance is required by the City;

    b. The lot will have frontage on a publicly assumed and maintained street;

    c. An approved source of water supply and an acceptable method of sewage disposal is available; and

    d. No amendment to this Plan will be required.

## 5.13 LEGAL NON-CONFORMING USES

It is the policy of Council that:

1. The use of lands, buildings or structures which do not comply with the Zoning By-law but which were in lawful existence prior to the approval of the Zoning By-law, and which

continue to be used for such a purpose, shall be recognized as legal non-conforming uses. If such legal non-conforming uses cease, then the rights derived from such uses shall terminate.

2. It is the intention and expectation that legal non-conforming uses, buildings or structures shall eventually cease and be replaced by uses, buildings or structures that conform with the intent of this Plan and comply with the Zoning By-law. In special circumstances, however, it may be appropriate to consider the extension or enlargement of non-conforming uses.

3. The Committee of Adjustment may permit the extension or enlargement of lands, buildings or structures used for any purpose prohibited by the Zoning By-law provided that:

4. It is not possible to relocate such a use to a place where it will comply with the Zoning By-law;

5. Such land, building or structure continues to be used in the same manner and for the same purpose as it was used on the day that the Zoning By-law was enacted;

6. The proposed extension or enlargement does not unduly aggravate the situation created by the existence of the use;

7. The abutting uses are afforded reasonable protection by the provision of appropriate buffering and setbacks;

8. Adequate parking and loading facilities are provided; and

9. The proposed extension or enlargement is in appropriate proportion to the size of the non-conforming use.

10. Where the extension or enlargement of any land, building or structure used for any purpose prohibited by the Zoning By-law is permitted by an appropriate amending By-law or Committee of Adjustment application subject to the requirements of policy 5.13.3(a) through (f) of this Plan, such approval may also be subject to site plan control conditions applicable to the lands, building or structure.

11. Council may acquire any land, building or structure, used or erected for a purpose that does not comply with the Zoning By-law and any vacant land having a frontage or depth less than the minimum prescribed in the Zoning By-law, for the erection of a building or structure or may exchange any such land or other land within the City as Council deems appropriate to implement the intent of this Plan.

## 5.14 SITE PLAN CONTROL

It is the policy of Council that:

1. The entire Plan area shall be subject to site plan control and designated as a site plan control area in accordance with Section 41 of the *Planning Act*.

2. Council shall, by way of a Site Plan Control By-law passed under Section 41 of the *Planning Act*, identify specific areas and/or types of *development* subject to site plan control. In such

a By-law, Council may also deem certain types of *development* exempt from site plan control as Council deems appropriate.

3. The Site Plan Control By-law to be enacted by Council shall provide that for the purposes of ensuring consistency with the requirements of this Plan, high-quality exterior design and the incorporation of sustainable design elements, the following matters (among others) shall be subject to the approval of Council:

    a. Matters relating to exterior design, including without limitation the character, scale, appearance and design features of buildings, and their sustainable design; and

    b. The sustainable design elements on any adjoining street under the City's jurisdiction including, without limitation, trees, shrubs, hedges, plantings or other ground cover, permeable paving materials, street furniture, curb ramps, waste and recycling containers and bicycle parking facilities.

4. Unless an exemption or further restriction is provided under policy 5.14.2 of this Plan, site plan approval shall be required for all of the following:

    a. All forms of residential development, except single detached dwellings, semi-detached dwellings, and additional residential units;

    b. Mixed-use, *commercial*, *major office*, *office*, *major retail*, *retail*, *major recreational use*, employment and community use *development*;

    c. Commercial outdoor patios, sales trailers/pavilions, temporary tents and structures;

    d. Additions and/or alterations to *development* listed in (a)-(c);

    e. *Development* on properties subject to minor variances or other approvals under the Planning Act where the approval of a site plan is a condition of such approval; and

    f. Grading issues related to infill *development* and *major recreational uses*.

## 5.15 PLANS OF SUBDIVISION, PLANS OF CONDOMINIUM, PART LOT CONTROL AND DEEMING BY-LAWS

It is the policy of Council that:

1. The entire Plan area shall be subject to subdivision control and part lot control, pursuant to Sections 50 and 51 of the *Planning Act*.

2. *Development* in the *settlement area* shall generally take place in accordance with comprehensively designed plans of subdivision.

3. In considering a draft plan of subdivision or condominium, the City shall have regard for:

    a. Whether the proposed draft plan meets all of the requirements of the *Planning Act*;

    b. Whether the draft plan conforms with Provincial guidelines, policies and legislation;

    c. Whether the proposed draft plan conforms to the policies of this Plan; and

   d. Whether the proposed plan can be provided with adequate services and facilities as required by this Plan.

4. The provisions of Sections 50 and 51 of the *Planning Act* relating to subdivision control, including subdivision agreements, shall be used by the City to ensure that *development* is consistent with the policies of this Plan, and that a high standard of site layout and design is maintained in all *development*.

5. The City may, as a condition of draft plan of subdivision or draft plan of condominium approval pursuant to the *Planning Act*, require the owner of land to enter into one or more agreements which may be registered against the title of the subject lands.

6. Subdivision agreements shall ensure that the provision of funds, services, facilities, and other matters are to the satisfaction of the City, York Region and other relevant agencies. The applicant shall be required to post appropriate securities with the City to ensure the conditions of the subdivision agreement are fulfilled.

7. The City may, in a By-law passed under Section 50 of the *Planning Act*, exempt all or parts of a registered plan of subdivision from part lot control to permit the conveyance of portions of lots or blocks. By-laws to exempt lands from part lot control shall be limited to a period of not more than 3 years.

8. The City may, in a By-law passed under Section 50 of the *Planning Act*, designate any plan of subdivision, or part thereof, that has been registered for eight years or more, not to be a registered plan of subdivision.

9. If approval of a draft plan of subdivision lapses, opportunities for achieving the growth management targets established in Sections 3.1.1 and 3.1.2 of this Plan shall be considered as part of the development review process.

10. Approvals of draft plans of subdivision shall include a lapsing date in accordance with Section 50 of the *Planning Act*.

## 5.16 DEVELOPMENT PERMITS

It is the policy of Council that:

1. The City may, in a By-law passed under Section 70.2 of the Planning Act, pass a By-law to establish a development permit system for one or more Development Permit Areas within the Plan area.

2. Prior to passing a By-law to establish a Development Permit Area, the Official Plan shall be amended to:

   a. Identify the area as a proposed Development Permit Area;

   b. Set out the scope of the authority that may be delegated and any limitations on the delegation, if Council intends to delegate any authority under the Development Permit By-law; and

   c. Identify for each proposed Development Permit Area:

3. A statement of the City's goals, objectives and policies in proposing a Development Permit System for the area;

    a. The types of criteria that may be included in the Development Permit By-law for determining whether any class of development or any use of land may be permitted by development permit; and

    b. The types of conditions that may be included in the Development Permit By-law.

4. A Development Permit By-law shall:

    a. Contain a description of the area to which the By-law applies, which shall be within the boundaries of an area identified in this Plan as a proposed Development Permit Area;

    b. Set out and define the permitted uses of land;

    c. Set out a list of minimum and maximum standards for *development*;

    d. Set out any internal review procedures regarding decisions made on a development permit application;

    e. Set out the manner in which notices shall be given of decisions on development permit applications;

    f. Provide that a development permit may be amended as described in the By-law;

    g. Provide that an agreement between the landowner and the City may be amended as described in the By-law;

    h. Provide that pre-existing agreements between the landowner and the City may be amended in the same manner as described in the By-law;

    i. Outline conditions, if Council wishes to impose conditions, in making decisions on a development permit application;

    j. Set out the scope of the authority that is delegated and any limitations on the delegation if Council is delegating any authority under the By-law; and

    k. State that the placement of a portable classroom on a school site of a district school board is exempt from the requirement for a development permit if the school site was legally in existence on January 1, 2007.

## 5.17 COMMUNITY IMPROVEMENT PLANNING

It is the policy of Council that:

1. The City may, in a By-law passed under Section 28 of the *Planning Act*, designate a Community Improvement Area for a portion or all of the Plan area, as long as the area satisfies one or more of the following criteria:

a. There is a known or potential environmental contamination which requires remediation;

b. There are heritage buildings, structures or elements with architectural significance requiring maintenance and repair;

c. There is an inadequate mix of housing including *affordable* housing;

d. There are deficiencies in the physical infrastructure such as water, sanitary sewers, streets, sidewalks, walkways, curbs, streetlights or utilities;

e. There are deficiencies in community services such as open spaces, parks, indoor or outdoor recreation facilities and social facilities;

f. There is a significant presence of incompatible land uses;

g. There are underutilized and vacant properties or buildings that have the potential for infill or *development*;

h. There is a significant need for aesthetic improvements on public or private land;

i. There is need for streetscape improvements and improvements to the appearance of building facades;

j. There is a high level of traffic congestion and inadequate circulation;

k. There is a lack of parking alternatives;

l. There is the potential for benefiting from a Business Improvement Area program;

m. There are indications of economic decline, such as heightened levels of commercial and business vacancies;

n. There is a need for greater energy efficiency in buildings; and

o. Such other criteria as may be deemed appropriate by the City.

2. The City shall endeavour to create a Community Improvement Plan for every designated Community Improvement Area. The Community Improvement Plan will identify and outline specific required improvements and implementation methods for each Community Improvement Area.

3. Minor boundary adjustments to any new or existing Community Improvement Areas may be made without an amendment to this Plan.

4. Members of the community will be encouraged to participate in the preparation of Community Improvement Plans through public consultation, including public meetings and other appropriate public consultation methods.

5. For the purpose of carrying out a Community Improvement Plan that has come into effect, the City may participate jointly with the Region with respect to the specific required improvements and implementation methods for a Community Improvement Area. For such

purposes, the City may make grants or loans to the Region or may accept grants or loans from the Region, on such terms as to security and otherwise as Council considers appropriate.

6. When the City is satisfied that the goals of the Community Improvement Plan and associated Community Improvement Areas have been attained, Council may, by By-law, dissolve the Community Improvement Area.

7. *Development* within Community Improvement Areas shall conform to the policies of this Plan and any relevant Provincial or Regional plans or regulations.

## 5.18 MAINTENANCE AND OCCUPANCY STANDARDS

It is the policy of Council that:

1. The City may enact a Property Standards By-law in accordance with the *Municipal Act*.

2. The Property Standards By-law, which designates the entire City as an area subject to maintenance and occupancy control, shall be enforced on a priority basis.

3. The City shall prohibit owners or occupants from occupying or utilizing a property that is not compliant with the Property Standards By-law.

4. In accordance with the *Building Code Act*, the City may, at the expense of the owners or occupants of private lands, elect to demolish or repair buildings, structures, or lands that are not compliant with the Property Standards By-law without compensation to the owners or occupants.

## 5.19 DEMOLITION CONTROL

It is the policy of Council that:

1. The City may, in a By-law passed under Section 33 of the *Planning Act*, designate the City as an area of Demolition Control.

2. The Demolition Control By-law, which designates the entire City as an area of demolition control, shall be enforced on a priority basis.

3. The Demolition Control By-law shall be used as a tool to:

    a. Preserve and enhance the character of an area;

    b. Protect designated cultural heritage buildings or structures;

    c. Maintain *affordable* housing; and

    d. Preserve other buildings, structures, or features within the City as deemed appropriate by Council.

4. Applications to demolish designated cultural heritage buildings or structures shall only be considered in accordance with the provisions of the *Ontario Heritage Act* and the written consent of Council.

## 5.20 NOTICE PROCEDURES

It is the policy of Council that:

1. One of the objectives of "building a new kind of urban" is transparency and participation with the public. In recognition of the "People Plan Richmond Hill" consultation approach to develop this Plan, the City shall encourage the involvement of residents, businesses, stakeholders and other levels of government in the planning process.

2. The City shall actively facilitate public participation in the planning process as part of any review of this Plan or in preparation of Secondary Plans. Public participation programs shall be designed to increase public knowledge of the planning process and to provide an opportunity to participate to those who wish to exercise their right to do so.

3. In order to adequately inform the public about the policies contained in this Plan, this Plan shall be reproduced and made accessible to the public both in hard copy and digital formats.

4. The City shall prepare a yearly consolidation of the Plan.

5. Where a notice of a public meeting or a notice of a *development* application is required, notice shall be given in accordance with the applicable requirements of the *Planning Act*, and may exceed those requirements.

6. The City shall use a variety of communication methods to seek public consultation, participation and input on planning matters. Depending on the planning matters in question and in accordance with the requirements of the *Planning Act*, the City shall choose the most appropriate method of communication, which may include, among other methods:

    a. Direct mail outs;

    b. Newspaper notice;

    c. Surveys, electronic or mail out;

    d. Public information open houses;

    e. Public meetings;

    f. City website postings;

    g. Charettes; and

    h. WORKSHOPS.

## 5.21 ALTERNATIVE NOTICE PROCEDURES

It is the policy of Council that:

1. The City may forgo the notice procedures outlined in Section 5.20 of this Plan if the proposed amendments will not affect the policies and intent of this Plan, the Zoning By-law, or a Community Improvement Plan, with respect to the following matters:

a. Deleting obsolete references and provisions;

b. Altering the number and arrangement of provisions of the Plan;

c. Correcting clerical and grammatical errors;

d. Changing format, presentation, wording or reference errors;

e. Consolidating the Plan or Zoning By-law to incorporate approved amendments;

f. Changing reference to legislation where legislative changes have resulted; or

g. Altering language or punctuation to obtain a uniform mode of expression.

## 5.22 MONITORING

It is the policy of Council that:

1. The City shall regularly monitor key indicators in order to:

   a. Assess the effectiveness and relevance of this Plan's policies;

   b. Ensure that changes in the social, economic, environmental, transportation, technological and demographic conditions are reflected in this Plan; and

   c. Evaluate or reveal new emerging priorities and initiatives.

2. This Plan shall undergo a *municipal comprehensive review* every 5 years to ensure the continued relevance of the principles and policies of the Plan. This review shall determine if:

   a. The principles and policies of this Plan remain valid in view of changing circumstances;

   b. The policies of this Plan are adequate to achieve the vision and principles of this Plan; and

   c. The policies of the Plan are adequate to accommodate employment intensification.

3. The City shall develop, in co-operation with York Region, common measuring and reporting tools to monitor progress towards targets established in this Plan, including:

   a. The City's intensification target of 15,300 units;

   b. An average minimum density of 50 residents and jobs per hectare in the *developable area* within the *designated greenfield areas*;

   c. A minimum 25% of new housing units across the Region to be *affordable*;

   d. A minimum density of 2.5 *FSI* per development block in the Key Development Areas;

   e. A minimum density of 3.5 *FSI* per development block at, and adjacent to, the Richmond Hill Centre Stations on the Yonge Subway Extension;

f. Energy and water efficiency standards and other sustainable design policies in this Plan;

g. A city-wide GHG emissions reduction target of net zero, as stated in policy 3.1.1 (2);

h. A minimum tree canopy cover of 30%, and a woodland cover target of 15% across the City; and

i. The employment intensification target of 40 jobs per hectare in the *developable area* on fully serviced *employment lands*.

4. The City will work with York Region and the Conservation Authority in the development of common measuring and reporting tools to monitor progress towards targets established in the Watershed Plans.

## 5.23 MASTER ENVIRONMENTAL SERVICING PLANS

It is the policy of Council that:

1. Master Environmental Servicing Plans (MESPs) shall be prepared based on a Council approved Terms of Reference in consultation with York Region, the Conservation Authority and the Province, as required.

2. MESPs shall be prepared on the basis of subwatersheds and shall have regard for all aspects of the subwatershed water resources regime including surface and subsurface water and natural features and their functions.

3. The boundaries of the MESP shall be determined to the satisfaction of the City.

4. An MESP shall provide inventory and mapping, evaluation and analysis, mitigation and policy requirements, as outlined in a Terms of Reference approved by Council, including but not limited to the following:

    a. A comprehensive hydrological, hydrogeological and geotechnical analysis which addresses groundwater recharge and discharge, aquifer vulnerability, and water budget;

    b. A Master Servicing Plan that includes:

        i. The identification of existing infrastructure and network descriptions and inventory;

        ii. Future land use and servicing implications and analysis;

        iii. Proposed infrastructure recommendations and implications;

        iv. Stormwater Management Plan including strategies for innovative water management;

        v. Water Distribution Plan;

        vi. Sanitary Sewer System Plan; and

vii. Recommended *low impact development* techniques which shall be required for *development* applications in the area covered by the MESP to protect and enhance the natural and built environment;

c. A Transportation Study that includes:

i. A preferred transportation network plan and analysis;

ii. Demand forecasting;

iii. Public transit routing and improvements;

iv. Pedestrian and cycling strategies;

v. Traffic assignment and intersection volume analysis; and

vi. Impact analysis and mitigation measures;

d. A Noise and Vibration Analysis in accordance with Section 3.1.9.7 of this Plan;

e. Natural Heritage Evaluations in accordance with Section 5.24 of this Plan;

f. Cultural heritage resources and archaeological resources inventory and analysis;

g. A demonstration plan of the Greenway System that includes the urban open space system;

h. A recommended concept plan which demonstrates the findings of the MESP and incorporates the land use and design concepts for the Secondary Plan area in accordance with the policies of this Plan; and

i. Such other matters as may be determined by the City from time to time.

## 5.24 NATURAL HERITAGE EVALUATIONS

It is the policy of Council that:

1. Natural Heritage Evaluations shall include, but not be limited to, the following:

a. A plan drawn to scale identifying the precise boundaries of the Greenway System including *key natural heritage features* or *key hydrological features* and the required minimum *vegetation protection zones*, and any required natural linkages between these features. Inventories and studies required to identify natural features shall be undertaken in the appropriate season to determine breeding status, where applicable, and will require at least spring and summer surveys to identify flora. Studies undertaken as part of an MESP may be used to fulfill this requirement, with updates as appropriate;

b. A description of the terrain/topography, flora and fauna which exist on the site, soil type and depth, and surface water movement patterns. The description shall also identify the significance of natural features at a Provincial and Regional level with

reference to standard information sources from the Province and the Conservation Authority;

c. A description of the proposed development including conceptual servicing and *stormwater management works*;

d. An assessment and identification of potential impacts associated with the proposed *development* on natural features including: erosion and sediment control, lot grading, *stormwater management works* and servicing. This assessment may also recommend as a condition of draft plan approval that plans related to tree preservation, edge management, habitat management and ecological restoration be completed, where applicable;

e. Identification of the interdependencies between and relationship of the Greenway System boundaries and the water resources regime;

f. Confirmation from a qualified professional that the proposed water management scheme for both surface and groundwater resources does not negatively impact on the Greenway System including *key natural heritage features* or *key hydrological features* and their functions;

g. Where applicable, a conformity statement from a qualified professional demonstrating that the proposed development meets the requirements of the York Region Official Plan, the Oak Ridges Moraine Conservation Plan, the Greenbelt Plan and the Provincial Policy Statement;

h. A demonstration of how and where the proposed *development* can proceed without adversely impacting the Greenway System including *key natural heritage features* or *key hydrological features* and their functions. This demonstration shall also confirm how the proposed *development* complies with all relevant MESPs prepared for the larger area or for the site and shall identify required restoration and enhancement measures, where necessary;

i. An evaluation of the cumulative effects that the proposed *development* (in light of other known projects or activities in the area) may have following restoration and enhancement measures on the *key natural heritage feature* or *key hydrological feature* and ecological functions identified in the area;

j. A professional opinion on the significance of the cumulative effects identified in (i) above in regards to any potential impacts these effects may have on *key natural heritage features* or *key hydrological features* and their functions in the context of the feature's significance evaluation or the general significance rating of the larger Greenway System;

k. Preparation of an Environmental Management Plan to demonstrate how the Greenway System including *key natural heritage features* or *key hydrological features* and their functions will be protected, enhanced and managed over the long term and how cumulative effects will be mitigated both during and after construction. The Environmental Management Plan shall also outline the parties responsible for assessing and reporting on the Management Plan, including funding sources;

l. Confirmation of the precise location of the outer boundaries of the *key natural heritage features* and *key hydrological features* and their functions;

m. Identification of the nature and sensitivity of the *key natural heritage features* and *key hydrological features* and their functions and potential sensitivities that may be affected by the proposed *development* or site alteration;

n. Identification of the minimum *vegetation protection zone* required in addition to those outlined in the policies of this Plan;

o. Identification of the planning, design, siting, construction and management practices that will be implemented to ensure the *key natural heritage features* and *key hydrological features* and their functions will not be negatively impacted and that disruption is minimized to adjacent Natural Core and Natural Linkage areas;

p. Identification of appropriate means to integrate these *key natural heritage features* and *key hydrological features* and their functions in the proposed design to ensure the benefits that these features or functions provide to the community are maintained at all times and where possible enhanced, over the long term; and

q. Identification of appropriate means to incorporate ecological restoration areas in the proposed design.

2. Scoped Natural Heritage Evaluations to assess the potential impacts of smaller *development* proposals, such as single lot severances where impacts may be minor, may be permitted as deemed appropriate by the City.

## 5.25 HYDROGEOLOGICAL STUDIES

It is the policy of Council that:

1. Hydrogeological Studies shall include but not be limited to the following:

a. Characterize the groundwater system (i.e. stratigraphy, aquifer zones, groundwater flow, vertical hydraulic gradients, etc.);

b. Characterize shallow soils hydraulic conductivity and infiltration potential;

c. Characterize sensitivity to contamination;

d. Define recharge or discharge conditions;

e. Identify groundwater and surface water interactions (i.e. cold water fisheries, wetlands, lakes fed by groundwater) and/or linkages;

f. Define the influence boundaries;

g. Assess impacts of proposed site *development* with water balance analysis (i.e. pre- and post-development scenarios);

h. Evaluate mitigation options and provide recommendations for preferred mitigation options;

i. Identify any measures needed to support *development* and protect the groundwater system; and

j. Provide any other additional information identified by the City or other governmental agencies through the *development* approval process.

2. Scoped Hydrogeological Studies may be permitted as deemed appropriate by the City.

## 5.26 TRANSPORTATION STUDIES

It is the policy of Council that:

1. Transportation Studies shall include but not be limited to the following:

   a. Identify the required street, parking, transit, pedestrian, and cycling facilities necessary to support the proposed *development*, referencing the required timing or staging of improvements or facilities. It will also identify and address potential impacts on the local neighbourhood that would occur as a consequence of these required improvements or facilities;

   b. Identify and assess the impacts of the proposed *development* on current travel patterns as well as any impacts on the current transportation system and planned improvements;

   c. Identify the method and means by which parking will be accommodated in the development addressing parking requirements and utilization;

   d. Determine the method and means by which the *development* has access to public transit and can provide connections to and support for public transit;

   e. Utilize the policies of this Plan as well as any applicable City design guidelines and practices when developing recommended modifications to transportation infrastructure;

   f. Assess the impact of traffic generated by the *development* on the capacity of adjacent and nearby streets, accounting for the anticipated growth in levels of background traffic;

   g. Identify opportunities for goods movement and Transportation Demand Management options, strategies and programs that can be incorporated; and

   h. Take into account both the influence of anticipated future *development* in the surrounding area, as well as any planned infrastructure modifications such as future streets and street widenings.

2. Scoped transportation studies may be permitted as deemed appropriate by the City.

3. Concurrent with the need to undertake a Transportation Study, there may be a requirement to undertake a Noise Study as outlined in Section 3.1.9.7 of this Plan.

## 5.27 URBAN DESIGN REPORTS AND BRIEFS

It is the policy of Council that:

1. Urban Design Reports or Briefs required by the policies of this Plan shall demonstrate how the proposed *development* addresses relevant placemaking and built form policies of this Plan, and shall include but not be limited to the following:

    a. The specific location and boundaries of the site or block subject to the Urban Design Report or Brief;

    b. A description and plan of the physical vision for the site or block including the overall spatial pattern, strengths, character, opportunities, connections, and relationships between the site or block to abutting lands and the larger urban structure;

    c. Site Planning/Urban Design guidelines which the proponent has used to guide the development vision of the site or block. These guidelines shall include but not be limited to the following:

        i. Siting and building setbacks;

        ii. Street façade or built form treatments and allowable projections (such as corner treatments, termination of street treatments, articulation of the façade, entrance feature treatments, windows, signage blocks, roof forms, balconies, porches, variety of building forms and adaptive heritage reuse treatments);

        iii. Built form treatments adjacent to landmarks, the Greenway System, including the Parks and Urban Open Space System, and other focal points;

        iv. Heritage structure design guidelines for the conservation, restoration or adaptive reuse of *cultural heritage resources* on the site or block as applicable;

        v. Parking and service area design, including garage placement, driveway/access design, circulation and directional signage, where applicable;

        vi. Pedestrian and cycling connections within and external to the site or block;

        vii. Streetscape and public realm elements;

        viii. Design strategies to protect and enhance significant views, where applicable;

        ix. New public views to be created; and

        x. Additional area-specific design measures to satisfy the policies of this Plan.

    d. Greenway System (including Parks and Urban Open Space System) guidelines which the proponent has used to guide the development vision of the site or block. These guidelines shall include, but not be limited to the following:

        i. Design guidelines for protecting, enhancing, and restoring the natural features and natural linkages of the Greenway System (such as naturalization,

replanting or restoration works, habitat enhancement works), where applicable;

ii. Park design guidelines, where applicable;

iii. *Stormwater management works* guidelines in accordance with the City's Standards and Specifications Manual, where applicable;

iv. Streetscape treatments including but not limited to design and types of street trees, street lighting, street furniture, fencing, utilities, bicycle facilities, signage, and community mailboxes; and

v. Community facilities guidelines, where applicable.

e. Sustainable design guidelines which the proponent has used to guide the development vision of the site or block. These guidelines shall include but not be limited to the following:

i. A description, including images and plans where appropriate, of the sustainable design measures that will be incorporated in the *development* in accordance with the policies of this Plan.

## 5.28 CULTURAL HERITAGE IMPACT ASSESSMENTS AND CONSERVATION PLANS

It is the policy of Council that:

1. Cultural Heritage Impact Assessments shall generally contain but not be limited to the following:

   a. Historical research, photo records, site analysis and evaluation;

   b. Identification and significance of heritage attributes associated with *cultural heritage resources*;

   c. Description of the proposed *development* or *site alteration*;

   d. Measurement of *development* or *site alteration* impacts;

   e. Consideration of alternatives, mitigation and conservation methods;

   f. Implementation and monitoring; and

   g. Summary statement and conservation recommendations.

2. Cultural Heritage Conservation Plans shall generally contain but not be limited to the following:

   a. Identification of the conservation principles appropriate for the type of *cultural heritage resource* being conserved;

b. Analysis of the *cultural heritage resource* including documentation of the resource, description of the cultural heritage value or interest, assessment of resource conditions and deficiencies and discussion of historical, current and proposed uses;

c. Recommendations for conservation measures and interventions, short or long-term maintenance programs, implementation, and the qualifications for persons responsible for the conservation work;

d. A schedule for conservation work, inspection, maintenance, costing, and phases of rehabilitation or restoration work; and

e. Monitoring of the *cultural heritage resource* and the preparation of a long term reporting structure.

## 5.29 SUSTAINABILITY METRICS

1. Proponents of site plan and/or plan of subdivision may be required to submit a completed Sustainability Assessment Tool form.

2. For applications that are subject to Policy 5.29(1), as a prerequisite for approval, such applications must achieve the applicable minimum threshold score as determined by Council.

# 6

# EXCEPTIONS



# 6 EXCEPTIONS

It is the policy of Council that:

1. Notwithstanding any other provision of this Plan to the contrary, for the lands known as Block 1 on Plan 65M-3997 (municipally known as 10885 Leslie Street), Block 2 on Plan 65M-3997 (municipally known as 10775-10785 Leslie Street), Block 5 on Plan 65M-3997 (municipally known as 35 John Birchall Road), Block 3 on Plan 65M-3997 (municipally known as 1650 Elgin Mills Road East), and Block 4 on Plan 65M-3997 (municipally known as 1700 Elgin Mills Road East) (RIOTRIN) and shown as Exception Area 1 on **Schedule A11** (Exceptions) to this Plan, the following shall apply:

   Permitted uses shall include the following:

   a. Assembly, manufacture or warehousing of goods and materials, research and development facilities and data processing centres;

   b. Business and professional offices;

   c. Institutional and personal service uses such as banks, financial institutions, restaurants, hotels, private clubs and health centres and similar compatible uses;

   d. Ancillary retail uses in the same building as permitted employment uses, necessary to support or provide services to permitted employment uses such as stationary and printing outlets, office supply stores, office furniture sales and sales and servicing of computers or other business equipment;

   e. Commercial recreational and entertainment facilities; and

   f. Retail warehousing, which may include a range of retail and personal service uses (such as, but not limited to, retail stores, restaurants, financial institutions, personal service uses, and retail warehouses). Retail warehousing uses do not include department stores and supermarkets. Retail warehousing uses shall be subject to the following criteria:

      i. The site shall be adjacent to and have access to two arterial streets and a major collector street;

      ii. The total number of buildings having less than 1,000 square metres (10,700 square feet) shall be restricted to not more than five (5) stand alone buildings;

      iii. The number of drive through restaurants shall be restricted to a maximum of two (2) and not more than one (1) drive through restaurant shall be permitted fronting on an arterial street;

      iv. Outdoor storage shall not be permitted;

      v. A retail use shall not abut a residential area;

      vi. Sufficient parking is to be provided on site;

vii. The design of the buildings, signage and landscaping shall be comprehensively planned; and

viii. Applications for Site Plan approval shall be subject to Urban Design Review by an independent consultant at the applicant's cost.

g. The maximum gross leasable floor area shall be 42,000 square metres (excluding floor area occupied by mezzanines) for all permitted uses except the uses listed in 6.1 (a), 6.1 (b), and hotel, banquet hall, gas bar, health centre, outdoor garden centre, and outdoor storage uses; and

h. Permitted uses shall not include supermarkets and department stores.

2. Notwithstanding any other provision of this Plan to the contrary, for the lands known as Part of Lot 54, Registered Plan 65M-2104 and Part 1 on Plan 65R-31088 (located on the east side of East Beaver Creek Road, north of Highway 7), shown as Exception Area 2 on **Schedule A11** (Exceptions) to this Plan, apartment residential uses shall be permitted subject to the following:

   a. The apartment residential buildings shall be planned in a manner which ensures a high quality residential environment on the subject lands, through the provision of appropriate amenity areas, recreational and parking facilities;

   b. The apartment residential buildings shall be planned in a manner which ensures that the placement, massing and design of all buildings on the subject lands is compatible with and complementary to the existing and intended uses for the Beaver Creek Business Park;

   c. Parkland shall be provided to serve the apartment residential buildings in accordance with the provisions of the *Planning Act* and applicable by-laws of the City. Alternatively, the owner may be required to provide for the equivalent parkland contribution in cash, for the purposes of the City acquiring land for parks purposes in proximity of the apartment residential buildings and within the Beaver Creek Business Park;

   d. The maximum number of apartment residential dwelling units shall be 818;

   e. The maximum gross floor area of all buildings and accessory uses on the subject lands shall be 94,500 square metres of which a maximum of 76,000 square metres shall be for apartment residential uses; and

   f. In order to provide for the orderly development of the subject lands, the owner shall be required to obtain approval pursuant to Section 41 of the *Planning Act*, and enter into an agreement with the City obligating the owner to construct, at its sole expense, the extension of the existing sidewalk on the east side of East Beaver Creek Road, from the subject lands to York Boulevard, in order to provide a continuous pedestrian connection in front of and to the subject lands from the south.

3. Notwithstanding any other provision of this Plan to the contrary, for the lands located at the northeast corner of Highway 7 and Leslie Street within the Employment Corridor designation fronting onto the Highway 7 Regional Corridor where there are existing hotel uses,

residential apartment uses shall be permitted provided they are integrated vertically within a hotel building.

4. Notwithstanding any other provision of this Plan to the contrary, the following shall apply for the lands municipally known as 8763 Bayview Avenue and shown as Exception Area “4” on **Schedule A11** (Exceptions) to this Plan:

    a. It is intended that the lands be used to permit a mixed-use development consisting of one 7-storey apartment building containing a maximum of one hundred and seventy (170) residential units with ground level commercial and community uses, and the partial demolition and relocation of an existing 2-storey listed heritage building;

    b. The maximum density shall be 242 units per hectare (98 units per acre);

    c. The maximum Floor Space Index (FSI) shall be 2.14;

    d. The maximum building height shall be 7 storeys; and

    e. High quality architectural features and contemporary urban design shall be provided to ensure a transit-oriented and pedestrian-scaled development.

5. Notwithstanding any other provision of this Plan to the contrary, and in accordance with the Decision and Order of the Ontario Municipal Board dated October 28, 2011 (OMB File PL101255) made prior to the approval of this Plan, for the lands municipally known as 9251 Yonge Street as shown on Schedule 1 attached hereto and as Exemption Area “5” on Schedule A11 (Exceptions) to this Plan (the “Subject Lands”), the following shall apply:

    a. The Subject Lands are within the Key Development Area (KDA) designation shown on Schedule A1 (Urban Structure) and Schedule A2 (Land Use).

    b. The following uses shall be permitted:

        i. apartment buildings;

        ii. retail;

        iii. restaurant;

        iv. business, professional and medical offices;

        v. service commercial;

        vi. live/work accommodation, boutique hotels and institutional and residential uses shall be permitted within the podium component of a mixed-use development.

    c. The maximum height of a building located at the corner of Yonge and 16th Avenue shall not exceed twenty-eight (28) storeys or 94 metres measured from grade along the Yonge Street frontage, exclusive of mechanical penthouses.
    d. Reductions in the City standard parking requirements shall be approved in recognition of the transit oriented development and the location of the lands on the Yonge Street transit corridor. Minimum and maximum parking standards shall

be included in the zoning bylaw. Shared parking, car share operations and car-pooling shall be encouraged along with other TDM measures the details of which shall be finalized as part of site plan approval.

e. Development shall be in keeping with the York Region Transit Oriented Development Guidelines (2006).
f. 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 Yonge and 16th Avenue KDA.
g. Development at corner sites and key intersections shall include taller buildings and building features in order to articulate and distinguish the corner site and give prominence to Yonge Street as a mixed-use urban corridor and urban Main Street.
h. Primary access to the lands shall be from Yonge Street, with ingress and egress limited to a right in and right out. An interim second access to the lands shall be from the 16th Avenue Service Road.
i. The maximum residential density of the lands shall be 662 units per hectare (268 units per acre) based on a site area of 1.876 hectares.
j. The maximum FSI shall be 5.40.
k. In order to provide for the orderly development of the lands, the Owner of the lands 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:
    i. Dedicate to the Region, at no cost and free of all encumbrances, except for the existing servicing easement (Inst. R654356) an easement for a subsurface right of way and support for a future subway extension based on a draft plan of survey prepared by P. Salna Surveying dated June 22, 2011 (and bearing York Region date stamp July 15, 2011), on file with the Region and as shown on Schedule A12 (Line of Subway Easement) to this Plan;
    ii. 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;
    iii. Construct, at its expense, a permanent access onto Yonge Street, with traffic movements limited to a right-in and right-out, and an interim second access from the 16th Avenue Service Road with traffic movements limited to a right-in, right-out and left turn in, substantially in accordance with a site plan dated April 26, 2010, revised May 18, 2011 (drawing A101b), date stamped by the Region on July 15, 2011 and on file with the Region;
    iv. Protect for a future connection to Northern Heights Drive along the south east limit of the Subject Lands and modify the interim second access along 16th Avenue Service Road for service and/or car share vehicle access, at such time as a direct connection to Northern Heights Drive has been implemented; and,
    v. Provide, for the approval of the City and Region, a comprehensive Transportation Demand Management program and implementation plan.
l. For the purposes of this Exception, Gross Floor Area (GFA) shall mean "the aggregate of all floor areas at or above established grade measured between the exterior faces of the exterior walls of the building or structure at the level of each floor, but excluding:
    i. any part of the building used as mechanical floor area and/or electrical spaces (including mechanical penthouses),

ii. amenity and lobby space;
iii. loading/service and garbage recycling areas;
iv. bicycle parking and storage areas;
v. any area used for motor vehicle access or parking;
vi. storage locker areas;
vii. vent shafts and elevator shafts; and,
viii. the floor area of enclosed balconies and terraces.

m. All statistics set out in this Exception are approximate and should be regarded as flexible. Minor variances (not exceeding 5 percent) from the statistics set out herein shall be permitted as long as the intent of the policies of this Exception are maintained.

6. Notwithstanding any other provision of this Plan to the contrary, and in accordance with the Minutes of Settlement referenced in Policy 8.4.22(a) of the York Region Official Plan (2010), for lands within the Richmond Hill Centre south of Bantry Avenue and west of Red Maple Road known as Part of Lots 37, 38 and 39, Concession 1 (MKM), designated as Part 2 on Plan 65R-13395; Part of Lots 36 and 37, Concession 1 (MKM), designated as Parts 2 and 7 on Plan 65R-15153; Part of Lot 17 on Plan 65M-2838, lying south of Parts 1, 2 and 3 on Plan 65R-19879; Part of Block 16 on Plan 65M-2838, lying south of Parts 4 to 9 inclusive on Plan 65R-19879; Part of Block 26 on Plan 65M-2838, lying south of Parts 10, 11 and 12 on Plan 65R-19879; Part of Lot 1 on Plan 65M-2838, lying south of Parts 13, 14 and 15 on Plan 65R-19879; Block 18 on Plan 65M-2838; Block 19 on Plan 65M-2838; Block 20 on Plan 65M-2838; Part of Lots 37 and 38, Concession 1 (MKM), designated as Parts 1 and 2 on Plan 65R-32705; Part of Lot 37, Concession 1 (MKM), designated as Part 3 on Plan 65R-32705; and Part of Block 21 on Plan 65M-2838, designated as Part 1 on Plan 65R-24758, all as shown as Exception Areas “6A” and “6B” on **Schedule A11** (Exceptions) to this Plan, the following shall apply:

   a. Policy 3.1.5(2) of this Plan shall not apply. Instead, the provisions of Policy 3.1.5(3) shall apply; and

   b. Notwithstanding Policy 6.6(a) above, if additional townhouse units are permitted over and above the number permitted in accordance with the RM1 zoning designation as of December 6, 2012 on the lands known as Part of Lots 37, 38 and 39, Concession 1 (MKM), designated as Part 2 on Plan 65R-13395, and Part of Lots 36 and 37, Concession 1 (MKM), designated as Parts 2 and 7 on Plan 65R-15153, shown as Exception Area “6A” on **Schedule A11** (Exceptions) to this Plan, Policy 3.1.5(2) of this Plan shall apply only to the incremental increase in the number of townhouse units.

7. The Richmond Hill Centre is a designated regional Urban Growth Centre and a planned hub for transit infrastructure and investment in the Greater Toronto and Hamilton Area. Over the life of this Plan, the Richmond Hill Centre is planned to evolve into a prominent multi-modal transit node supported by public rapid transit, connectivity and transit-oriented development.

   Within the Richmond Hill Centre, development will be phased and coordinated with the provision of key infrastructure including investments to planned public rapid transit. In order to plan appropriately for the intended scale, intensity and form of development in the Richmond Hill Centre where there are delays to planned transit infrastructure and investments, whether foreseen or unforeseen, there is a need to ensure that development, both interim or long-term, does not preclude the construction of planned key infrastructure.

Notwithstanding any other provision of this Plan to the contrary, for the lands generally located south of High Tech Road, north of the Hydro Corridor, east of Yonge Street and west of Red Cedar Avenue within the Richmond Hill Centre, shown as Exception Area "7" on **Schedule A11** (Exceptions) to this Plan, the following shall apply:

a. In addition to development that otherwise conforms to this Plan, "interim development" shall be permitted within a portion of the Richmond Hill Centre subject to the policies of this Exception. For greater certainty, any policies of this Plan that are contrary to the policies set out below (including but not limited to the policies for the Richmond Hill Centre in Section 4.2) will not apply to interim development. Further, any policies of this Plan that would not reasonably relate to interim development will not apply.

b. For the purposes of this Exception, "interim development" shall be limited to the following:

    i. The lands identified as "Location of where Interim Development shall be permitted" on **Schedule A13** to this Plan;

    ii. A land use or a form of development that is not permanent in nature and duration, may be single use and appropriate for use over the short to medium term which is envisioned prior to the funding and commencement of construction of the Yonge Subway extension to the Richmond Hill Centre. Residential uses and underground structures shall not be permitted as interim development; and

    iii. a maximum building height not exceeding 2 storeys.

c. No buildings or structures other than existing buildings and surface parking lots shall be permitted and for greater certainty, no new buildings or additions to existing buildings shall be permitted, within any of the following planned or existing public transportation rights-of-way:

    i. The 2009 EA approved alignment of the Yonge Subway extension right-of-way including the tail track portion, as shown on **Schedule A13** and **Appendix 5** to this Plan.

    ii. The February 2011 EA approved alignment of the 407 Transitway right-of-way as shown on **Schedule A13** and **Appendix 5** to this Plan;

    iii. GO Rail within the existing right of way as shown on **Schedule A13** and **Appendix 5** to this Plan;

    iv. The Highway 7 and Yonge Street rapid transit corridors as shown on **Appendix 5** to this Plan; and

    v. New public streets as shown on **Schedule A8** to this Plan and more specifically defined as the Garden Avenue extension and the Red Cedar Avenue extension.

d. "Interim development" shall only be permitted subject to compliance with the following criteria:

   i. "Interim development" shall only be permitted prior to subway funding approval and commencement of construction of the Yonge Subway extension to the Richmond Hill Centre; and

   ii. All development within the Yonge Subway extension right-of-way or station box area shall be subject to site plan review by York Region as a commenting agency.

e. New streets shall be planned in a manner that promotes a fine grain street network and shall be implemented as redevelopment proceeds in the future.

f. The right of way pertaining to the proposed Garden Avenue extension shall be planned to be located as close to the abutting Hydro Corridor as possible, subject to maintaining all appropriate setback requirements to the Hydro Corridor.

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9. Notwithstanding any other provision of this Plan to the contrary, for the lands municipally known as 8890 Yonge Street and shown as Exception Area "9" on **Schedule A11** (Exceptions) to this Plan, the following provisions shall apply:

a. It is intended that the lands be used for a mixed use, high density residential development consisting of one (1) apartment building containing residential units with ground level commercial, retail and live-work residential units;

b. The maximum building height shall be 15 storeys, with a 7 storey podium;

c. The maximum Floor Space Index (FSI) shall be 4.21 based on a lot area of 4,761.7 square metres;

d. The maximum gross floor area shall be 20,047 square metres;

e. The maximum tower floor plate size shall be 800 square metres;

f. A high quality residential environment shall be provided on the subject lands through the provisions of appropriate amenity areas, recreational and parking facilities;

g. The placement, massing and design of the building on the subject lands shall be compatible with the existing neighbourhood.

10. Notwithstanding any other provision of this Plan to the contrary:

For the lands known as Part of Lot A, Lots B, C, and D, Registered Plan No. 293, Part of Lot 51, Concession 1 WYS City of Richmond Hill (municipally known as 19 Leonard Street and 10766 Yonge Street), designated as "Natural Core", "Regional Mixed Use Corridor" and "Neighbourhood" on Schedule A2 (Land Use) and shown as Exception Area "10" on **Schedule A11** (Exceptions) to this Plan and further identified on **Schedule A14** to this Plan,

the detailed limits of these designations shall be further refined based on the requirements of subsection (c) below.

a. The principal driver for the identification of a portion of this site within the "Natural Core" designation is the current environmental hazard (riverine flooding and erosion), the extent of which may be impacted by the Environmental Assessment recommended in the Preliminary Flood Remediation Study – Yonge Street Corridor (Adjacent German Mills Creek) between Elgin Mills Road and Levendale Road (dated October 2013 by Valdor Engineering Inc.).

b. Prior to approval of *development* on the subject lands, all of the following requirements shall have been met:

    i. The Environmental Assessment recommended in the Preliminary Flood Remediation Study – Yonge Street Corridor (Adjacent German Mills Creek) between Elgin Mills Road and Levendale Road (dated October 2013 by Valdor Engineering Inc.) has been approved by the City in consultation with the Conservation Authority; and

    ii. Capital budget funding has been allocated to construct the public works outlined in the approved option of the Final Environmental Assessment, or a feasible site-specific option has been determined through supporting studies which are consistent with or improve upon the recommendations and conclusions of the Environmental Assessment, to the satisfaction of the City and Conservation Authority. Any site-specific option should demonstrate that it does not create off-site impacts.

c. Only as a result of the requirements of (b)(i) and (ii) above having being met and subject to the approval of a Natural Heritage Evaluation, the designation of a portion of the lands subject to Exception Area "10" that are designated "Natural Core" that are no longer within the floodplain or its associated buffer may be refined or altered, in association with the other land use designation boundaries, to the satisfaction of the City in consultation with the Conservation Authority in accordance with Policies 4.10.5.1(5) and 4.10.5.1(6) of this Plan.

d. Prior to the issuance of any building permit for development on the subject lands the public works or site specific options as described in (b)(ii) above have been constructed and completed to the satisfaction of the City and the Conservation Authority.

11. Notwithstanding any other provision of this Plan to the contrary, for the lands known as Lot 67 and 68 Registered Plan 201, City of Richmond Hill and shown as Exception Area "11" on **Schedule A11** (Exceptions) to this Plan, the following shall apply:

    a. For the lands shown as Exception Area "11" on **Schedule A11** (Exceptions) to this Plan, one single detached dwelling shall be permitted. The planning, design, siting, orientation, landscaping, construction, management practices and other natural heritage considerations relating to the development of the lands for a single detached dwelling shall be determined through a Scoped Natural Heritage Evaluation completed in accordance with Section 5.24(2) of this Plan to the satisfaction of the City and the Conservation Authority.

12. Notwithstanding any other provision of this Plan to the contrary, for the lands municipally known as 10423 Yonge Street shown as Exception Area "12" on **Schedule A11** (Exceptions) to this Plan, the following shall apply:

    a. The maximum building height shall be 15 storeys, with a maximum base building height of 7 storeys (on the interior of the lands) subject to compliance with the relevant angular view plane policies outlined in Section 4.3.1.1(12) of this Plan;

    b. The maximum *Floor Space Index* (FSI) shall be 4.0 based on a lot area of 11,410 square metres;

    c. The maximum gross floor area permitted in accordance with 12(b) above shall be 45,640 square metres, which shall be permitted regardless of any reduction in the land area resulting from transfers or dedications; and

    d. The Owner of the lands shall be required to obtain approval pursuant to Section 41 of the *Planning Act*, and enter into an agreement with the City obligating the Owner to dedicate to the City, at no cost and free of all encumbrances, a public right-of-way with a minimum width of 5.5 metres to provide a continuous pedestrian/cycling link between Yonge Street and Kozak Park. The location, limits, and dedication of the right-of-way shall be determined through the site plan approval process.

13. Notwithstanding any other provision of this Plan to the contrary, for the lands known as Part of Lot 38, Concession 1, City of Richmond Hill, (Geographic Township of Vaughan), municipally known as 8874 Yonge Street and shown as Exception Area "13" on **Schedule A11** (Exceptions) to this Plan, the following shall apply:

    a. It is intended that the east block of the subject lands be developed for a mixed use, *high density residential development* consisting of two (2) 15 storey buildings with ground level *commercial*, *retail*, and *live-work units* along Yonge Street;

    b. The building along Yonge Street shall have a maximum podium height of 7 storeys and a maximum tower floor plate of 800 square metres;

    c. It is intended that the west block of the subject lands be developed for an eight (8) storey Community Use (retirement residence);

    d. The combined maximum gross floor area for all three (3) buildings on the subject lands shall be 48,733 square metres (525,005 square feet);

    e. The maximum Floor Space Index (FSI) for the entire site shall be 3.05 based on a lot area of 15,993 square metres (172,152 square feet); and

    f. The placement, massing and design of the buildings on the subject lands shall be compatible with the existing neighbourhood.

14. Notwithstanding Sections 4.6.1.7(b) and 4.6.1.7(c) and any other provision of this Plan to the contrary, for the lands known as Part of Lot 11, Concession 2, E.Y.S. (municipally known as 386, 396 and 400 Highway 7 East) and shown as Exception Area "14" on **Schedule A11** (Exceptions) to this Plan, the following shall apply:

a. buildings fronting onto Highway 7 East shall be exempt from the maximum base building height of four (4) storeys; and

b. the maximum building height for the building located at the southeast quadrant of the subject lands may be increased from 11 storeys to 15 storeys following the closure of the Buttonville Airport. A Holding (H) symbol shall be applied to the implementing zoning by-law for the purpose of restricting the maximum building height to 11 storeys until such time as the Federal Zoning Regulations for the Buttonville Airport (being the Toronto/Buttonville Airport Zoning Regulations SOR /88-148) are no longer in force and effect in respect of the lands or have been repealed.

15. Notwithstanding any other provision of this Plan to the contrary, for the lands municipally known as 0 Addison Street and 0 Hopkins Street shown as Exception Areas “15A”, “15B”, “15C”, and “15D” on Schedule A11 (Exceptions) to this Plan, the following shall apply:

a. *High-Rise* and *mid-rise* buildings shall be permitted as follows:

i. within Exception Area “15A”, one terraced mixed-use base building ranging in height from 6 to 8 storeys along the Yonge Street frontage and one residential tower fronting onto Harding Boulevard with a maximum building height of 20 storeys (exclusive of mechanical) and a maximum floorplate of 780 square metres above the base building, as well as one terraced residential building along the Addison Street frontage with a maximum building height of 10 storeys (exclusive of mechanical) and stepbacks and articulation above the 4th and 7th storeys;

ii. within Exception Area “15B”, one terraced mixed-use base building ranging in height from 6 to 8 storeys along the Yonge Street frontage and one residential tower fronting onto the new public street to the south with a maximum building height of 20 storeys (exclusive of mechanical) and a maximum floorplate of 780 square metres above the base building, as well as one terraced residential building along the Addison Street frontage with a maximum building height of 10 storeys (exclusive of mechanical) and stepbacks and articulation above the 4th and 7th storeys;

iii. within Exception Area “15C”, one terraced mixed-use base building ranging in height from 6 to 8 storeys along the Yonge Street and Hopkins Street frontages and one residential tower fronting onto the new public street to the south with a maximum building height of 20 storeys (exclusive of mechanical) and a maximum floorplate of 780 square metres above the base building, as well as one terraced residential building along the Addison Street frontage with a maximum building height of 10 storeys (exclusive of mechanical) and stepbacks and articulation above the 4th and 7th storeys; and

iv. within Exception Area “15D”, one terraced residential base building ranging in height from 5 to 8 storeys (exclusive of mechanical) along the Hopkins Street frontage and one residential tower at the corner of Hopkins Street and Atkinson Street with a maximum building height of 15 storeys (exclusive of mechanical) and a maximum floorplate of 820 square metres above the base building, as well as one terraced mixed-use building along the Major

Mackenzie Drive West and Atkinson Street frontages ranging in height from 5 to 10 storeys (exclusive of mechanical);

b. The maximum combined FSI for Exception Areas “15A”, “15B”, and “15C” shall be 4.02 (to be calculated based on the gross site area prior to any road conveyances);

c. The maximum FSI for Exception Area “15D” shall be 3.30 (to be calculated based on the gross site area prior to any road conveyances);

d. The minimum separation distance between the towers permitted within Exception Areas “15A”, “15B”, and “15C” shall be 75 metres;

e. *Medium density residential* and *live-work units* shall not be permitted at grade level in the portions of the buildings fronting directly onto Yonge Street or Major Mackenzie Drive West;

f. *Retail* and/or *commercial* and/or *office* uses shall be provided as follows:

   i. within Exception Area “15A”, a minimum gross floor area of 1,200 square metres shall be provided for *retail* and/or *commercial* uses at grade level in the portions of the buildings fronting directly onto Yonge Street;

   ii. within Exception Area “15B”, a minimum gross floor area of 1,600 square metres shall be provided for *retail* and/or *commercial* uses at grade level in the portions of the buildings fronting directly onto Yonge Street;

   iii. within Exception Area “15C”, a minimum gross floor area of 2,300 square metres shall be provided for *retail* and/or *commercial* uses at grade level, and a minimum gross floor area of 2,780 square metres shall be provided for *office* uses above the ground floor, in the portions of the buildings fronting directly onto Yonge Street and Hopkins Street; and

   iv. within Exception Area “15D”, a minimum gross floor area of 800 square metres shall be provided for *retail* and/or *commercial* uses at grade level, of which a minimum of 600 square metres shall be reserved for *office* uses, in the portions of the buildings fronting directly onto Major Mackenzie Drive West;

g. Reductions in the City standard parking requirements shall be considered in recognition of the transit oriented development and the location of the lands on the Yonge Street and Major Mackenzie Drive transit corridors. Minimum parking standards shall be included in the Zoning By-law. Shared parking, car share operations and car-pooling shall be encouraged along with other TDM measures the details of which shall be finalized as part of site plan approval; and

h. Additional access to Yonge Street and Addison Street for Exception Areas “15A”, “15B”, and “15C” shall be provided by two new public streets having a right of way width of 15.5 metres between Yonge Street and Addison Street. The public streets shall be located to the north and south of Exception Area “15B”. The development within Exception Areas “15A”, “15B”, and “15C” shall also include a linear open space along Yonge Street and interconnected courtyards providing north-south connectivity through the lands between Harding Boulevard and Hopkins Street.

16. Notwithstanding any other provision of this Plan to the contrary, a place of worship shall be permitted on the lands known as Part of Lot 25, Plan 169 (municipally known as 49 North Lake Road) and shown as Exception Area “16” on **Schedule A11** (Exceptions) to this Plan.

17. Notwithstanding any other provision of this Plan to the contrary, for the lands municipally known as 10481 Yonge Street as shown as Exception Area “17” on **Schedule A11** (Exceptions) to this Plan, the following shall apply:

    a. *Medium density residential* uses excluding multi-unit apartments shall be permitted on the lands designated Neighbourhood and shall have a maximum height of 3 storeys;

    b. *Medium density residential* uses are not permitted on lands with frontage on Yonge Street; and

    c. No new *development* shall occur on lands in the Flood Vulnerable Area as shown on **Schedule A2** (Land Use) and **Schedule A7** (Flood Plain Regulation Areas, Special Policy Areas and Flood Vulnerable Areas) until the requirements of Section 3.2.2.5 of this Plan have been met.

18. Notwithstanding any other provision of this Plan to the contrary, a Social Service in the form of a Community Centre shall be permitted on the lands legally described as Part of Lots 10 and 11, Plan 1960, and municipally known as 9131 and 9135 Bathurst Street and shown as Exception Area “18” on **Schedule A11** (Exceptions) to this Plan.

19. Notwithstanding any other provision of this Plan to the contrary, for the lands known municipally as 1577-1621 Major Mackenzie Drive East, shown as Exception Area “19” on **Schedule A11** (Exceptions) to this Plan, the following shall apply:

    a. In addition to the land uses permitted by this Plan, *major retail* and *commercial* land uses shall be permitted.

20. Notwithstanding any other provision of this Plan to the contrary, for the lands known as Part of Lots 18 and 19, Concession 3 and shown as Exception Area “20” on Schedule A11 (Exceptions) to this Plan, the following shall apply:

    In addition to the uses permitted by Policy 4.8.1.1.2, the following uses shall be permitted:

    a. *Major office* and *office* uses, including research and development;

    b. Hotels, convention centres and banquet facilities;

    c. *Commercial* uses, including personal service uses such as copy shops, banks, financial institutions, fitness centres, restaurants, dry cleaners, and similar compatible uses, subject to the provisions of this exception;

    d. *Major retail* uses, subject to the provisions of this exception; and

    e. *Retail* uses, subject to the provisions of this exception.

    f. The following provisions shall apply to *commercial* uses, *major retail* uses, and *retail* uses:

i. *Commercial* uses, *major retail* uses, and *retail* uses shall be permitted as primary uses in stand alone buildings;

ii. Only one *retail* big box store or *retail* warehouse with a gross floor area of 10,000 square metres or greater shall be permitted;

iii. The total gross floor area used for *commercial* uses, *major retail* uses and *retail* uses shall not exceed the total gross floor area used for the uses permitted by Policies 4.8.1.1.2(a) and 4.8.1.1.2(b) and by sub-paragraph (a) of this exception.

21. Notwithstanding any other provision of this Plan to the contrary, for the lands known as Lot 29 and part Lot 7, Registered plan 3805, municipally known as 153 16th Avenue and 370 Red Maple Road and shown as Exception Area "21" on **Schedule A11** (Exceptions) to this Plan, the following shall apply:

    a. It is intended that the subject lands be developed for a medium density residential development consisting of 61 townhouses and 42 stacked townhouses for a total of 103 units;

    b. The building heights for all units/buildings shall be three storeys; and,

    c. The density of the residential development shall be 77 units per hectare / 31 units per acre.

22. Notwithstanding any other provision of this Plan, to the contrary, in accordance with the Ontario Land Tribunal dated May 28, 2024 (Case No. OLT-22-003667) for the lands known as Part of Lots 283, 284, 285 and 286, Plan 1960 (Municipal Address: 9218 Yonge Street) and shown as Exception Area Number 22 on **Schedule A11** (Exceptions) to this Plan, the following shall apply:

    a. It is intended that the subject lands be developed in the form of a high density, mixed-use residential/commercial building comprised of two residential buildings connected by a 6-storey podium building and commercial uses at grade;

    b. The maximum combined gross floor area of all buildings on the subject lands shall be 61, 650.0 square metres (663, 595.08 square feet);

    c. The maximum building heights of the two residential buildings permitted on the subject lands shall be 42 storeys and 36 storeys, joined by a 6-storey podium;

    d. The maximum site density permitted on the subject lands shall be 8.35 FSI (Floor Space Index) based on a site area of 7,382.5 square metres (79, 464.57 square feet); and

    e. No buildings or structures above grade shall be permitted within 8 metres (26.24 feet) of the southern property limit, along the full length of the subject lands. However, this 8 metre area may be improved for pedestrian and vehicular purposes above grade, as well as for parking and structural uses below grade, in accordance with the City's performance standards for such facilities. The 8 metre area shall be used to accommodate a required continuous vehicular and pedestrian interconnection to and

from properties to the south and to the west of the subject lands. The following shall be secured through the development approval process:

i. Pedestrian access via a public access easement over a sidewalk; and,

ii. Vehicular and pedestrian access to the lands to the south and to the west of the subject lands via private reciprocal easements or such other arrangement to the satisfaction of the Commissioner of Planning and Building Services.

23. Notwithstanding any other provision of this Plan to the contrary, in accordance with Local Planning Appeal Tribunal Decision dated May 27, 2020 (Case No. PL170686) for the lands known as Part of Block 2, Registered Plan 65M-2287, municipally known as 157, 159, 161, 162, 163 and 165 York Boulevard and shown on as Exception Area Number "23" on **Schedule A11** (Exceptions) to this Plan, one stand-alone commercial restaurant with a maximum gross floor area of 695 square metres (7,481 square feet) shall be permitted on the subject lands. This permission shall only apply in conjunction with the existing commercial restaurant uses shown on **Schedule A15** to this Plan.

24. Intentionally blank.

25. Intentionally blank.

26. Intentionally blank.

27. Notwithstanding Section 3.2.2.3.7 of this Plan, in accordance with Local Planning Appeal Tribunal Decision dated September 22, 2020 (Case No. PL171444) for the lands known as Part of Lot 12, Plan 3806 (Municipal Address: 243 16th Avenue) and shown as Exception Area "27" on **Schedule A11** (Exceptions) to this Plan, the following shall apply:

a. a vertical freeboard floodplain buffer provided through grade transitioning shall be permitted as a component of a reduced floodplain buffer to the German Mills Creek flood line as defined through a Floodplain Assessment to the satisfaction of the City and the Conservation Authority

28. Intentionally blank.

29. Notwithstanding any other provision of this Plan to the contrary, for the lands known as PART OF LOTS 1, 2 AND 23 REGISTERED PLAN 1642, ALL OF LOTS 1, 2, 3 AND 4 REGISTERED PLAN 3600 ALL LOT LOTS 1 AND 4 REGISTERED PLAN 3799 CITY OF RICHMOND HILL. (Municipal Addresses: 0, 11034, 11044 and 11076 Yonge Street, 0, 47 and 59 Brookside Road, and 24 Naughton Drive) and shown as Exception Area Number 29 on **Schedule A11** (Exceptions) to this Plan and designated **Neighbourhood**, the following shall apply:

a. *Medium and High density residential uses* shall be permitted;

b. the maximum building height of an apartment building shall be 8 storeys, exclusive of the mechanical penthouse;

c. The maximum density for residential uses shall be 100 units per hectare.

30.Notwithstanding any other provision of this Plan to the contrary, in accordance with Local Planning Appeal Tribunal Decision dated November 9th 2020 (Case No. PL180314) for the lands known as Part of Block A and all of Block B, Registered Plan 4667 (Municipal Addresses: 11488 Yonge Street and 49 Gamble Road) and shown as Exception Area Number 30 on **Schedule A11** (Exceptions) to this Plan, the following shall apply:

a. The lands designated “Neighbourhood” on Schedule “A” shall permit three 3 to 4-storey stacked townhouse buildings with a maximum gross floor area of 6,400 square metres (68,891.28 square feet) and a maximum density of 129.3 units per hectare (52 units per acre); and,

b. The lands designated “Regional Mixed Use Corridor” on Schedule “A” shall permit one 10-storey apartment building, with a maximum gross floor area of 13,300 square metres (143,164.69 square feet) and a maximum FSI of 4.99.

31. Notwithstanding any other provision of this Plan to the contrary, in accordance with Ontario Land Tribunal Decision dated May 27, 2022 (Case No. PL190574), for the lands known as Lots 35 and 36 and Part of Lots 11 and 12 Registered Plan 2383 municipally known as 9929, 9935 and 9939 Yonge Street and 186 and 188 Church Street South and shown as Exception Area Number "31" on **Schedule A11** (Exceptions) to this Plan, the following shall apply:

a. It is intended that the subject lands be developed in the form of a high density mixed use residential/commercial building, with a maximum gross floor area of 18,474 square metres (198,852.5 square feet);

b. The maximum density permitted on the subject lands shall be 5.1 FSI (Floor Space Index) based on a lot area of 3,655 square metres (39,347.47 square feet);

c. The maximum building height permitted on the subject lands shall be 21 storeys; and,

d. Policy 4.3.1.2 (10) (a) shall not apply to the subject lands.

32. Intentionally blank.

33. Notwithstanding any other provision of this Plan to the contrary, in accordance with Ontario Land Tribunal Decision (Case No. PL171202) for the lands known as Part of Lots 5 and 6 and Lots 7, 8 and 9,Registered Plan 3801 (Municipal Addresses: 9825 and 9839 Yonge Street, 254, 258 and 264 Church Street South and 11 and 17 Harding Boulevard) and shown as Exception Area Number “33” on **Schedule A11** (Exceptions) to this Plan, the following shall apply:

a. It is intended that the subject lands be developed in the form of a high density mixed-use residential/commercial building, with a maximum gross floor area of 33,607 square metres (361,742.74 square feet);

b. The maximum density permitted on the subject lands shall be 4.04 FSI (Floor Space Index) based on a total combined lot area of 8,318.7 square metres (89,541.74 square feet);

c. The maximum building height permitted on the subject lands shall be 22 storeys; and,

d. Policy 4.3.1.1(12) shall not apply to the subject lands. All other policies of Section 4.3.1.2(8) shall continue to apply.

34. Notwithstanding any other provision of this Plan to the contrary, for the lands known as Part of Lot 38, Concession 1 W.Y.S. (Municipal Address: 8905 Bathurst Street) and shown as Exception Area Number 34 on **Schedule A11** (Exceptions) to this Plan, the following shall apply:

a. The Province has revoked the Parkway Belt West Plan and the Minister's Zoning Order, filed as Ontario Regulation 474/73 for the subject lands pursuant to Amendment 228 and Ontario Regulation 467/20 in August 2020. As such, it is intended that the subject lands be developed for a high-density residential development;

b. The maximum building height shall be 20 storeys;

c. The maximum density shall be 3.55 Floor Space Index (FSI);

d. Policies 3.4.1.59 and 3.4.1.60 of this Plan shall not apply to the lands; and,

e. Notwithstanding Policy 3.2.2.3.7 of this Plan, reductions may be permitted to the minimum protection zone (buffer) from the outer limits of the *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.

35. Notwithstanding any other provision of this Plan, Policy 4.1.1.7 shall not apply to the lands municipally known as 9699 Bathurst Street and 89 Stockdale Crescent and legally described as Lot 86 and Part of Lot 87, Plan 2027 (Richmond Hill Russian Jewish Centre) and shown as Exception Area #35 on **Schedule A11** (Exceptions) to this Plan.

36. Notwithstanding any other provision of this Plan to the contrary, for the lands known as Part of Lot 21, Concession 2 (Municipal Address:1070 Major Mackenzie Drive East) and shown as Exception Area #36 on **Schedule A11** (Exceptions) to this Plan, the following shall apply:

a. the western portion lands shall be used for a retirement residence;

b. The maximum building height shall be 9 storeys; and,

c. The maximum Floor Space Index (FSI) shall be 3.06 based on a lot area of 6499 square metres, which is a portion of a larger landholding;.

37. Notwithstanding any other provision of this Plan to the contrary, for the lands known as Part of Lot 1, Plan 200 (Municipal Address: 13572 and 13586 Bayview Avenue) and shown as Exception Area Number 37 on **Schedule A11** (Exceptions) to this Plan, the following shall apply:

a. The maximum building height permitted on the subject lands shall be 8 storeys; and,

b. The maximum density on the subject lands shall be 285 units per hectare based on a lot area of 4,738.0 square meters (50,999.41 square feet.)

38. Notwithstanding any other provisions of this Plan to the contrary, for the lands known as Part of Lot 54, Concession 1, W.Y.S., and municipally known as 11300 Yonge Street and shown as Exception Area Number 38 on **Schedule A11** (Exceptions) to this Plan, the following shall apply:

    a. The maximum building height shall be 10 storeys;

    b. The maximum density shall be 3.0 Floor Space Index (FSI) and,

    c. Policy 3.4.1.58 of the Plan shall not apply to the lands.

39. Notwithstanding any other provision of this Plan to the contrary, in accordance with Ontario Land Tribunal Decision dated May 18, 2023 (Case No. OLT-22-003077) for the portion of the lands known as Block N on Plan M-1436 (Municipal Address: 9350 Yonge Street) and shown as Exception Area Number 39 on **Schedule A11** (Exceptions) to this Plan, the following shall apply:

    a. The maximum building height permitted shall be 26 storeys (North Tower) and 30 storeys (South Tower); and,
    b. The maximum density permitted shall be 4.80 Floor Space Index (FSI).

40. Notwithstanding any other provision of this Plan to the contrary, for the lands known as Part of Lots 37 and 38, Concession 1, E.Y.S. (No Municipal Address) and shown as Exception Area Number 40 on **Schedule A11** (Exceptions) to this Plan, the following shall apply:

    a. The maximum density permitted on the subject lands shall not exceed 7.5 Floor Space Index (FSI);

    b. The maximum building height shall not exceed 37 storeys;

    c. Buildings located within 60 metres of the Red Maple Road right-of-way shall not exceed a maximum height of 32 storeys; and,

    d. Policy 4.2.2.11 does not apply.

41. Notwithstanding any other provision of this Plan to the contrary, in accordance with the Ontario Land Tribunal Decision dated October 18, 2024 (Case No. OLT-23-000938) for the lands legally described as Part of Lots 53 and 54, Registered Plan 1931 (Municipal Addresses: 10684 and 10692 Yonge Street) and shown as Exception Area Number 41 on Schedule A11 (Exceptions) to this Plan, the following shall apply:

    a. the maximum building height permitted on the subject lands shall be 28 storeys;

    b. the maximum site density shall be 4.0 Floor Space Index (FSI) based on a site area of 5,452 square metres;

c. the floorplate size of any portion of a building above the podium shall generally be 800 square metres;

d. a reduction may be permitted to the minimum protection zone (buffer) to 0 metres (0 feet) 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 adjacent key natural heritage features or key hydrological features and/or their functions;

e. development may be permitted to proceed in advance of the implementation of the approved flood remediation program in accordance with the final approved Yonge-Elgin Flood Remediation Class Environmental Assessment once a Flood Risk Assessment Study has been completed and submitted to the satisfaction of the City of Richmond Hill and the Conservation Authority demonstrating that the proposed development either maintains or decreases the level of flood risk associated with the area as well as provides specific actions and strategies for flood remediation, flood proofing, flood warning, emergency response measures, and the protection of any key natural heritage or hydrological features and their functions and the use of low impact development techniques and sustainable design solutions instead of traditional engineering solutions; and,

f. the maximum base building height permitted shall be 5 storeys

42. Notwithstanding any other provision of Part 1 or Part 2 (Secondary Plans) of this Plan to the contrary, for the lands described as Part of Lots 1,2,3 and 4 on Registered Plan 1984 (Municipal Address: 8700 and 8710 Yonge Street) and shown as Exception Number 42 on **Schedule A11** (Exceptions) to this Plan, the following shall apply:
    a. It is intended that the subject lands be developed in the form of a high density, mixed use residential/commercial building of 30 storeys, with a base building height of 8 storeys and a maximum Gross Floor Area (GFA) of 37,585.0 square metres based on a gross combined site area of 7,639 square metres;

    b. The maximum density shall be 4.92 Floor Space Index (FSI);

    c. The maximum building height for a single tower shall be 30 storeys; and

    d. The base building height shall not exceed 25 metres.

43. Notwithstanding any other provision of this Plan to the contrary, for the lands known as Part of Lots 20 and 21, Plan 2027 (Municipal Addresses: 9593 Bathurst Street), shown as Exception Area Number 43 on **Schedule A 11** (Exceptions) to this Plan, medium residential development shall be permitted subject to the following:
        a. The maximum density on the subject lands shall be 106 units per hectare based on a lot area of 0.123 hectares and 0.303 acres.

44. Notwithstanding any other provision of this Plan to the contrary, in accordance with Ontario Land Tribunal Decision dated March 17, 2025 (Case No. OLT-22-003759) for the lands known as Part of Lot 4, Part of Lot 6 and Part of Block A, Registered Plan 1642; Except Parts 1 and 2, YR2266449 (Municipal Address: 11160 Yonge Street) and shown as Exception Area Number 44 on **Schedule A11** (Exceptions) to this Plan, the following shall apply:
    a. the developable portion of the lands shall be used for a high density, mixed use residential development consisting of three (3) apartment buildings containing residential units with ground level commercial located adjacent to Yonge Street;

    b. the maximum building height permitted shall be 12, 15 and 22 storeys, exclusive of mechanical penthouse, with building heights increasing towards the Yonge Street frontage;

    c. the maximum density permitted shall be 4.15 Floor Space Index (FSI) based on a lot area of 10,612 square metres;

    d. the maximum gross floor area shall be 44,100 square metres; and,

    e. the maximum tower floor plate size shall be 800 square metres.

45. Notwithstanding any other provision of this Plan to the contrary, for the lands known as Lots 1, 2 and 3 of Registered Plan 4644, Part of Lots 9 and 10 of Registered Plan 4839 (Municipal Addresses: 122, 124 and 126 Cartier Crescent) and shown as Exception Area Number on **Schedule A11** (Exceptions) to this Plan, the following shall apply:

    a. The maximum building height permitted on the subject lands shall be 7 storeys;

    b. The maximum density on the subject lands shall be 375 units per hectare based on a lot area of 3713.0 square metres (39,966.4 square feet).

46. Notwithstanding any other provision of this Plan to the contrary, for the lands known as Part of Lots 11, 12, 13, 14 and 15, Registered Plan 1923, and municipally known as 9700 Yonge Street and shown as Exception Area #46 on **Schedule A11** (Exceptions) to this Plan, the following shall apply:

    a. The maximum density permitted on the subject lands shall be 4.6 (Floor Space Index) based on a site area of 9,844 square metres;

    b. The maximum building height permitted on the subject lands designated Regional Mixed Use Corridor shall be 28 storeys; and

    c. The maximum base building height permitted on the subject lands shall be 6 storeys.

47. Notwithstanding any other provision of this Plan to the contrary, in accordance with Ontario Land Tribunal Decision dated September 23, 2024 (Case Nos. OLT-23-000670 and OLT-23-000671) for the portion of the lands known as Part of Lot 41, Concession 1, E.Y.S. (Municipal Addresses: 9301, 9325 and 9335 Yonge Street) and shown as Exception Area Number 47 on **Schedule A11** (Exceptions) to this Plan, the following shall apply:

a. The maximum building height permitted shall be 42 storeys (North Tower) and 45 storeys (South Tower);

b. The maximum density permitted shall be 8.56 Floor Space Index (FSI) based on a lot area of 8,303.82 square metres; and,
c. The maximum tower floor plate size shall be 805 square metres.

48. Notwithstanding any other provision of this Plan to the contrary, for the lands known as Part of Lot G, Registered Plan 1916, municipally known as 12030 Yonge Street and shown as Exception Area Number 48 on **Schedule A 11** (Exceptions) to this Plan, the following shall apply:

a. The maximum building height permitted on the subject lands shall be 8 storeys, or 30 metres, exclusive of the mechanical penthouse;

b. The maximum density permitted on the subject lands shall be 3.56 Floor Space Index (FSI) based on a lot area of 3,291.3 square metres.

49. Notwithstanding any other provision of this Plan to the contrary, for the lands known as Part of Lots 1, 2 and 3, Registered Plan 2260 (Municipal Addresses: 9675, 9677 and 9699 Yonge Street and shown as Exception Area Number 49 on **Schedule A11** (Exceptions) to this Plan, the following shall apply:

a. The maximum building height permitted shall be 19 storeys (Tower A) and 16 storeys (Tower B), exclusive of mechanical penthouse;

b. The maximum base building height permitted shall be 6 storeys for the interior podium;

c. A retail/commercial podium shall be permitted along the Yonge Street frontage up to a maximum of 4 storeys;

d. The maximum density permitted shall be 4.7 Floor Space Index (FSI); and,

e. In accordance with Policy 3.4.1(46)(c), the proposed development plan shall provide for public laneways and driveway connections between future development on adjacent sites to the immediate north and south.

50. Notwithstanding any other provision of this Plan to the contrary, for the lands known as Part of Lot 46, Concession 1, W.Y.S. (Municipal Addresses: 190, 210, 230 Major Mackenzie Drive West and 129, 133, 137, 141, 143 and 147 Arnold Crescent) and shown as Exception Area Number 50 on **Schedule A11** (Exceptions) to this Plan, the following shall apply:

a. In addition to land uses permitted by Policy 4.9.1(2) of this Plan, *High density residential* land uses shall also be permitted;

b. The maximum building height permitted shall be 8 storeys, exclusive of mechanical penthouse and amenity space/rooftop access;

c. Only townhouse dwelling units shall be permitted to front onto Arnold Crescent; and,

d. The maximum density permitted shall be 1.65 Floor Space Index (FSI) based on a lot area of 26,850 square metres.

51. Notwithstanding any other provision of this Plan to the contrary, for the lands known as Part of Lot 24, Concession 3 (municipally known as 10533 Leslie Street), and designated Major Urban Open Space on **Schedule A2** (Land Use) of this Plan, the following shall apply:

    a. a *Day Nursery* shall be permitted;

    b. In determining information required under Section 5.3 of this Plan, any development application to expand a Day Nursery shall be subject to the approval of Transportation, Access and Parking Studies in accordance with Section 5.26 of the Official Plan and Regional requirements which demonstrate that all appropriate transportation requirements including, but not limited to, traffic operations, parking, access, egress and circulation are addressed to the satisfaction of the City and Region, and that there is adequate on-site pick-up and drop-off for vehicles;

    c. a Private Elementary School may be permitted subject to an amendment to the Zoning By-law and the following provisions:

        i. In determining information required under Section 5.3 of this Plan, a development application for a proposed standalone Private Elementary School use, or a Private Elementary School use combined with a *Day Nursery*, shall be subject to the approval of Transportation, Parking and Access Studies in accordance with Section 5.26 of the Official Plan and Regional requirements which demonstrate that the proposed use(s) can be supported, and that all appropriate transportation requirements including, but not limited to, traffic operations, parking, access, egress and circulation are addressed to the satisfaction of the City and Region, and that there is adequate on-site pick-up and drop-off for vehicles;

    d. The maximum height of buildings shall be regulated in the Zoning By-law;

    e. All other provisions of the Zoning By-law, as amended, not inconsistent with the foregoing shall continue to apply.

52. Notwithstanding any other provision of Part 1 or Part 2 (Secondary Plans) of this Plan to the contrary, for the lands described as Part Lot 37, Concession 1, W.Y.S (Municipal Address: 8790 Yonge Street) and shown as Exception Number 52 on **Schedule A11** (Exceptions) to this Plan, the following shall apply:

    a. It is intended that the subject lands be developed in the form of a high density, mixed use residential/commercial building of up to 32 storeys with a maximum Gross Floor Area (GFA) of 31,000 square metres based on a total site area of 7,038.59 square metres before any land dedication or widenings;
    b. The maximum density permitted shall be 4.4 Floor Space Index (FSI) based on the land area before any land dedication or widenings; and,
    c. The maximum building height shall be 32 storeys.

53. Notwithstanding any other provision of this Plan to the contrary, for the lands known as Block 39, Plan 65M-2079 (Municipal Address: 9750 and 9760 Yonge Street) and shown as Exception Area #53 on **Schedule 11** (Exceptions) to this Plan, the following shall apply:

    i) A maximum building height of 22 storeys.

    ii) A maximum gross Floor Space Index (FSI) of 4.3 shall be permitted based on a lot area of 0.848 $m^2$

54. Notwithstanding any other provision of this Plan to the contrary, for the lands known as Blocks 123, 126 and 136, Registered Plan 65M-2816 (Municipal Address: 11305 Yonge Street) and shown as Exception Area Number 54 on **Schedule A11** (Exceptions) to this Plan, the following shall apply:

    i. The maximum building height permitted shall be 10 storeys, exclusive of the mechanical penthouse; and,

    ii. The maximum density permitted shall be 2.1 Floor Space Index (FSI) based on a lot area of 5,256 square metres.

55. Notwithstanding any other provision of this Plan to the contrary, for the lands known as Block 1 on Plan 65M-4652 (Municipal Address: 107 Hall Street) and shown as Exception Area Number 55 on Schedule A11 (Exceptions) to this Plan, the following shall apply:

    a. the maximum density permitted shall be 3.8 Floor Space Index (FSI).

56. Notwithstanding Section 4.1.1.4(a) and any other provision of this Plan to the contrary, for the lands legally described as known as Block 315, Part 2, Registered Plan 65M-217 4 (Municipal Address: 11 Headdon Gate) and shown as Exception Area 56 on **Schedule A11** (Exceptions) to this Plan, the following shall apply:

    a. a private school with one (1) access point may be permitted on the subject lands.

# 7

# INTERPRETATION



# 7 INTERPRETATION

The policies of this Chapter provide a guide for the interpretation of this Plan.

## 7.1 INTERPRETATION

It is the policy of Council that:

1. This Plan shall be referred to as the Richmond Hill Official Plan and is subject to the approval of York Region as the approval authority.

    a. The update of the 2010 Official Plan, commenced in 2019, may occur through multiple City-initiated amendments, which may result in an interim period where more specific policies and/or mapping may not align with the more recently updated general policies. In the event that this lack of alignment results in a conflict, the more specific land use policies (i.e. in **Chapter 4**) and/or mapping (i.e. land use designations as shown on **Schedule A2** (Land Use)) shall take precedence over the general policies (i.e. in **Chapter 3**) and/or mapping (i.e. conceptual city structure elements in **Schedule A1** (City Structure)).

2. This Plan is to be read as a whole. All policies of this Plan must be considered together to guide its interpretation and determine conformity. Individual policies should not be read or interpreted in isolation from other relevant policies.

3. The vision, guiding principles, policies, definitions, Tables, and Schedules contained herein constitute the Richmond Hill Official Plan. The preambles at the beginning of each chapter and section form part of this Plan and shall assist in understanding the intent of the operative policies. Other graphics, text boxes, figures, side bar diagrams and text and appendices are intended to be illustrative and are provided to clarify the policies, and do not form part of the operative policies of this Plan.

4. The implementation of this Plan shall occur over the planning horizon to 2031.

5. The Schedules attached to this Plan must be read together with the policies of this Plan.

6. The location of boundaries and symbols, including land use designations shown on the Schedules to this Plan, are intended to indicate the general location except where they coincide with highways, streets, railways, watercourses or other bodies of water or other clearly recognizable or defined physical features. Future streets and transit systems shown on the Schedules to this Plan are shown in approximate locations only. Provided that the intent of this Plan is maintained, minor adjustments to the location of boundaries shown on the Schedules to this Plan shall not require an amendment to this Plan.

7. The boundaries of the designations of the Oak Ridges Moraine Conservation Plan and Greenbelt Plan shall be in accordance with the applicable Provincial Plans and Regulations.

8. Where Council determines that greater certainty is required when interpreting any Schedule that forms part of this Plan, area-specific mapping may be adopted through an amendment to this Plan.

9. In the case of a discrepancy between the policies of this Plan and a related Schedule, the policies shall take precedence.

10. Where the same lands are subject to two or more land use designations, the policies of each designation shall apply to the portion of the lands so designated.

11. Where there is an apparent conflict between the policies relating to human health or natural heritage and other policies of this Plan, the policies that provide greater protection shall prevail.

12. In the case of a conflict between the Part I policies of this Plan and any Secondary Plan in Part II of this Plan, the policies of the Secondary Plan shall prevail, except where this Plan expressly provides otherwise.

13. An amendment to this Plan shall be required where a policy, designation, Schedule or guiding principle is added, deleted or significantly altered.

14. An amendment to this Plan is not required where a change to a policy, designation or Schedule is technical in nature, the intent of the Plan is maintained, and there is no substantive change to the plan. Changes may be made during office consolidations for the purpose of:

    a. Additions or deletions to the City's area where the addition is a result of realignments to Provincial highways or City boundary streets. The land use designation of abutting lands shall be extended to the additional lands;

    b. Altering the numbering, cross-referencing and arrangement of policies, text, tables, figures, schedules and appendices in this Plan;

    c. Altering punctuation and language to obtain a uniform mode of expression, grammar and or correcting typographical, grammatical, mathematical or technical mapping errors;

    d. Updating the base mapping or adding technical information to the Schedules or Appendices to show existing and approved infrastructure; and/or

    e. Changing format or presentation.

15. Permitted uses identified in the policies of this Plan are intended to illustrate the range of activities in each respective land use designation and do not denote a complete list of permitted uses. A list of specific uses shall be defined in the Zoning By-law.

16. Nothing in this Plan applies to prevent the use of any land, building or structure for a purpose prohibited by this Plan if the land, building or structure was lawfully used for that purpose on the date of the adoption of this Plan and continues to be used for that purpose.

17. Lands identified in Chapter 6 as an exception to the policies of this Plan reflect unique circumstances that are not representative of the vision and policy framework established in this Plan.

*INTERPRETATION*

18. The use of words such as “shall”, “will” or “must” are not to be interpreted as Council’s requirement to undertake actions immediately or as a commitment on the part of Council to take action within a specified timeframe.

19. Interpretation of the intent of this Plan, or any part thereof, will be made by Council on the advice of Staff. Where terms such as “appropriate”, “acceptable”, “adequate”, “wherever possible”, “where feasible”, “sufficient” or “relevant” are used, the determination of compliance will be made by Council on the advice of City Staff.

20. The term “Region”, when capitalized and when used in this Plan, shall mean The Regional Municipality of York. The term “region” when not capitalized refers to the geographic area of York Region and surrounding area.

21. The term “may” when used in this Plan means a discretionary, but not a mandatory policy or requirement of this Plan.

22. The term “should” when used in this Plan means something that ought to be done but is not mandatory in all instances.

23. The term “character” when used in this Plan means the aggregate of the features including the attributes that comprise the physical, natural and social dimensions of a particular place, area or neighbourhood.

24. The term “conform to” when used in this Plan means to comply with the policies or requirements of this Plan.

25. The term “encourage” when used in this Plan means to give support to or give favourable consideration to a matter or thing.

26. The term “enhance” when used in this Plan means to complement and improve the physical, functional, aesthetic or intrinsic value of the natural environment, neighbourhood, place, area or structure.

27. The term “watershed plan” when used in this Plan means a watershed plan approved by the Toronto and Region Conservation Authority for the Rouge River Watershed, Humber River Watershed and the Don River Watershed or by the Lake Simcoe Region Conservation Authority for the Holland River Watershed.

28. The terms “consistent with” or “in accordance with” when used in this Plan shall mean to be in agreement with or not in conflict with a policy or requirement of this Plan.

29. Metric measurements are used in this Plan.

30. Singular terms include the plural and plural terms include the singular.

31. All Schedules and Appendices to this Plan, including those which form part of a Secondary Plan shall be maintained, updated and published so as to remain as current as possible.

32. References to any legislation, authority or agency which ceases to exist subsequent to the preparation of this Plan, and to whom responsibilities relating to this Plan or its

implementation are changed, shall be transferred to any subsequent legislation, authority or agency which assumes responsibility without requiring an amendment to this Plan.

Transition

33. Notwithstanding the provisions of this Plan:

a. This Plan shall not be construed so as to affect pre-existing rights respecting legally existing and legally permitted uses of land, buildings or structures that comply with in-force Zoning By-laws at the time this Plan is approved, nor to affect pre-existing rights respecting lands, building or structures that are legal non-conforming under Section 34(9) of the Planning Act.

b. Applications for Official Plan Amendment, Zoning By-law Amendment, Draft Plan of Subdivision or Condominium approval or Site Plan approval which were deemed complete and still in process prior to approval of this Plan, or which were approved by the City or the Ontario Municipal Board between adoption and approval of this Plan, are required to conform only with the policies in force at the time of the complete application or approval until the date this Plan is amended pursuant to the next municipal comprehensive review.

c. The provisions of this Plan represent Council's opinion of best planning practices, and accordingly, proponents with applications that meet the requirements of Policy 7.1(33)(b) are encouraged but not required to conform with the objectives and policies of this Plan.

d. Applications for Official Plan Amendment, Zoning By-law Amendment, Draft Plan of Subdivision or Condominium approval or Site Plan approval which were not deemed complete until after approval of this Plan shall be required to conform with the policies of this Plan to the extent it is approved and in force prior to the submission of a complete application.

e. In addition, and without limiting the foregoing, applications for site plan approval in respect of the following site-specific development applications shall be deemed to conform with the policies of this Plan provided they are consistent with the final approved Official Plan and/or Zoning By-law Amendments in respect of such development applications, and provided that a complete application for site plan approval has already been submitted or is submitted by no later than December 31, 2013:

i. Torview (City File No. D01-09003 and D02-09010, OMB Case No. PL110650 and PL110655);

ii. Sanmike (City File No. D02-08031, D03-06003 and D06-06015, OMB Case No. PL101326, PL101327, and PL120583);

iii. New Era (City File No. D01-11001, D02-11009 and D06-11018);

iv. Rosetown Suites (lands municipally known as 115 and 119 Church Street South, 64 and 72 Major Mackenzie Drive East) (City File No. D01-06004, D02-06015 and D06-06027).

*INTERPRETATION*

34. Notwithstanding any other provisions of this Plan to the contrary, the following shall apply only to that portion of the lands legally described as Parcel 54−1, Sec MA1; Part of Lots 54 & 55, Concession 1 East of Yonge Street, designated as Parts 4, 5 & 6 on Plan 65R-13739; Richmond Hill and assigned P.I.N. 03211−0254 (LT) which is outside of the Provincially Significant Wetland and any associated minimum *vegetation protection zone* as determined through a Natural Heritage Evaluation in accordance with Policy (b) below to the satisfaction of the City, in consultation with the Conservation Authority:

    a. Institutional uses that comply with the Institutional One ("I1") Zone in Zoning By-law 184-87, as amended by the City's Oak Ridges Moraine Zoning Conformity By-law (Zoning By-law 128-04) shall be permitted provided that a complete application for an Official Plan Amendment as set out in Policy (b)(i) below is submitted by the earlier of:

        i. 4 years from August 6, 2014 and if submitted, it has been finally approved or appealed no later than 5 years from August 6, 2014; or,

        ii. The final approval of a new comprehensive zoning by-law as it applies to the subject lands;

    b. Notwithstanding Policy (a) above, prior to any *development* occurring on the lands, the following shall be required:

        i. An Official Plan Amendment; and

        ii. A Natural Heritage Evaluation in accordance with Sections 5.24 and 5.25 of this Plan.

35. Notwithstanding any other provision of this Plan to the contrary, for the lands known as Part of Lot 54 and Block J on Registered Plan 10030, Part of Broderick Road (closed by By-law 772), Part of Enford Road (not closed) and Part of Enford Road (closed by Judge's order instrument RH13982), and which are municipally known as 10537 Yonge Street, the following shall be permitted provided that a complete site plan application is submitted and approved to the satisfaction of the City, and provided that construction in accordance with an approved site plan is commenced by no later than December 31, 2024:

    a. A retail warehouse and stand-alone, single-storey buildings for office uses that comply with Zoning By-law 215-05; and

    b. Stand-alone, single-storey buildings for restaurant and/or bank uses that comply with the "Industrial Class 1 (IC-1) Zone" of Zoning By-law 66-71, as amended.

## 7.2 DEFINITIONS

**ACCESSORY/ACCESSORY USE**

means a use of land, buildings or structures that is normally incidental or subordinate to and exclusively devoted to the principal use, building or structure located on the same lot.

**ADDITIONAL RESIDENTIAL UNIT**

means an *accessory* dwelling unit within a *ground-related dwelling* and/or an *accessory* dwelling unit within a structure *accessory* to a *ground-related dwelling* that consists of one or more rooms that are designed, occupied or intended for use, including occupancy, by one or more persons as an independent and separate residence in which cooking facilities, sleeping facilities, and sanitary facilities are provided for the exclusive use of such person or persons.

**AFFORDABLE**

means, in the case of ownership housing, the least expensive of:

a. housing for which the purchase price results in annual accommodation costs not exceeding 30% of gross annual household income for low- and moderate-income households; or
b. housing for which the purchase price is at least 10% below the average purchase price of a resale unit in the regional market area.

means in the case of rental housing, the least expensive of:

a. a unit for which the rent does not exceed 30% of gross annual household income for low- and moderate-income households; or
b. a unit for which the rent is at or below the average market rent of a unit in the regional market area.

For the purposes of this definition, “low and moderate-income households” means, in the case of ownership housing, households with incomes in the lowest 60% of the income distribution for the regional market area or, in the case of rental housing, households with incomes in the lowest 60% of the income distribution for renter households for the regional market area.

**AGRICULTURE RELATED USES**

means commercial and industrial uses that are:

a. small-scale;
b. directly related to a farm operation; and
c. required in close proximity to the farm operation.

**ALTERNATIVE ENERGY SYSTEMS**

means sources of energy or energy conversion processes such as co-generation and energy from waste that significantly reduce the amount of harmful emissions to the environment when compared with conventional energy systems.

**ANCILLARY**

means small-scale *retail* and *commercial* uses that primarily serve the business functions on *employment lands*.

**AQUIFER VULNERABILITY**

means an aquifer's intrinsic susceptibility, as a function of the thickness and permeability of overlying layers, to contamination from both human and natural impact on water quality.

**AREAS OF NATURAL AND SCIENTIFIC INTEREST (ANSI)**

means, in the case of an Earth Science ANSI, areas of land containing natural landscapes or features that have been identified by the Province as having earth science values related to protection, scientific study or education. Provincially and Regionally significant Earth Science ANSIs are included in this Plan.

means, in the case of a Life Science ANSI, areas of land and water containing natural landscapes or features that have been identified by the Province using approved evaluation procedures, as having life science values related to protection, scientific study or education. Provincially and Regionally significant Life Science ANSIs are included in this Plan.

**ARCHAEOLOGICAL RESOURCES**

means artifacts, archaeological sites and marine archaeological sites. The identification and evaluation of such resources are based upon archaeological fieldwork undertaken in accordance with the *Ontario Heritage Act*.

**AREAS OF ARCHAEOLOGICAL POTENTIAL**

means areas with the likelihood to contain *archaeological resources* as identified through the Archaeological Master Plan or through criteria for determining archaeological potential that are established by the Province. Archaeological potential is confirmed through archaeological fieldwork undertaken in accordance with the *Ontario Heritage Act*.

**AUTOMOTIVE SERVICE COMMERCIAL**

means a building or structure or parts thereof, including lands appurtenant thereto, used for the sale of petroleum products and automobile accessories, motor vehicle washing establishments or for the performance of minor running repairs essential to the actual operation of motor vehicles, but excluding a motor vehicle sales establishment, an auto body repair shop, a public garage or standalone motor vehicle washing establishments.

**BED AND BREAKFAST ESTABLISHMENT**

means an establishment that provides sleeping accommodation (including breakfast and other meals, services, facilities and amenities for the exclusive use of guests) for the traveling or vacationing public in up to three guest rooms within a *single detached dwelling* that is the principal residence of the proprietor of the establishment.

**BROWNFIELD**

means undeveloped or previously developed properties that may be contaminated. These are usually, but not exclusively, former industrial or commercial properties that may be underutilized, derelict or vacant.

**BUILT BOUNDARY**

means the limits of the developed urban area as defined by the Ministry of Energy and Infrastructure in accordance with Policy 2.2.3.5 of the Growth Plan for the Greater Golden Horseshoe.

**CENTRES AND CORRIDORS**

means the primary areas for *intensification* and include the Richmond Hill Centre, Key Development Areas, Local Centres, Local Development Areas, certain areas of the Regional Corridors and certain areas of the Local Corridor.

**COMMERCIAL**

means the use of land, buildings or structures for the purpose of buying or selling commodities and supplying of services, including personal service uses provided to the public (such as florists, dry cleaners, tailors, hair salons and financial institutions such as banks) or where entertainment is offered for gain or profit (such as a motion picture or other theatre, public hall, billiard or pool rooms, an establishment offering three or more electronic games for public use, bowling alley, ice or rollerskating rink, miniature golf course and all other similar places of amusement).

**COMPATIBLE**

means land uses or *development* which are mutually tolerant of one another and capable of co-existing together in harmony in the same area.

**CONNECTIVITY**

means the degree to which *key natural heritage features* are connected to one another by links such as plant and animal movement corridors, hydrological and nutrient cycling, genetic transfer, and energy flows through food webs.

**CULTURAL HERITAGE LANDSCAPE**

means a defined geographical area of heritage significance which has been modified by human activities and is valued by a community. It involves a grouping(s) of individual heritage features such as structures, spaces, archaeological sites and natural elements, which together form a significant type of heritage form that is distinctive from that of its constituent elements or parts.

**CULTURAL HERITAGE RESOURCES**

means resources that contribute to our understanding of our past, including:

a. *Archaeological resources* such as artifacts, archaeological sites and marine archaeological sites;
b. Built heritage resources, which means one or more significant buildings, structures, monuments, installations or remains associated with architectural, cultural, social, political, economic or military history and identified as being important to a community; or
c. A *cultural heritage landscape*.

**DAY NURSERY**

means a day nursery facility licensed under the *Day Nurseries Act*.

**DESIGNATED GREENFIELD AREA**

means the designated area that was outside of the built-up area as of June 2006 as defined by the Province's *built boundary* in Places to Grow: Growth Plan for the Greater Golden Horseshoe.

**DEVELOPMENT**

means any land use proposal or application for which an approval is required under the *Planning Act*, including but not limited to the creation of a new lot, a change in land use, or the erection of a building or structure, but does not include:

a. Activities that create or maintain infrastructure authorized under an Environmental Assessment, *Planning Act*, or *Condominium Act* process; or
b. Works subject to the *Drainage Act*.

**DEVELOPABLE AREA**

means all lands available for *development* for both private and public uses, including residential and employment uses, parks and infrastructure (e.g. local and Regional streets and *stormwater management works*).

The developable area excludes:

a. Environmental features identified in the Growth Plan for the Greater Golden Horseshoe or the Regional Greenlands System;
b. The Greenway System;
c. *Key natural heritage features* and *key hydrological features*;
d. Major infrastructure rights-of-way (i.e. existing 400-series highways and finalized route alignments for extensions or future 400-series highways, utility lines, and rail lines); and
e. Existing uses (e.g. cemeteries, estate subdivisions).

**DWELLING UNIT**

means one or more habitable rooms, occupied or capable of being occupied as an independent and separate housekeeping establishment, in which a separate kitchen and sanitary facilities are provided for the exclusive use of the occupants.

**EARTH SCIENCE VALUES**

means values that relate to the geological, soil and landform features of the environment.

**ECOLOGICAL INTEGRITY**

means the condition of ecosystems in which:

a. The structure, composition and function of the ecosystems are unimpaired by stresses from human activity;

b. Natural ecological processes are intact and self-sustaining; and
c. The ecosystems evolve naturally.

**EMPLOYMENT LANDS**

means lands designated in this Plan as Employment Area or Employment Corridor for clusters of business and economic activities including but not limited to manufacturing, warehousing, *office* and *accessory retail* and *ancillary* uses and facilities.

**ENDANGERED SPECIES**

means any native species, as listed in the regulations under the *Endangered Species Act*, that is at risk of extinction throughout all or part of its Ontario range if the limiting factors are not reversed.

**ENVIRONMENTALLY SIGNIFICANT AREAS**

means land or water areas that contain distinctive or unusual features, perform a key ecological function and/or provide habitat for significant plant and/or animal species as determined by studies undertaken from time to time by the Conservation Authorities or local municipalities.

**ESSENTIAL EMERGENCY SERVICE**

for the purpose of policy 3.2.2.3 and policy 3.2.2.4 means services which would be impaired during an emergency as a result of flooding, the failure of floodproofing measures and/or protection works, and/or erosion.

**FARM VACATION HOME**

means an establishment that provides sleeping accommodation (including participation in farm activities, meals, services, facilities and amenities for the exclusive use of guests) for the traveling or vacationing public in up to three guest rooms within a *single detached dwelling* that is located on a farm and is the principal residence of the proprietor of the establishment.

**FISH HABITAT**

means fish habitat as defined in the Federal *Fisheries Act* as spawning grounds and nursery, rearing, food supply, and migration areas on which fish depend directly or indirectly in order to carry out their life process.

**FLOOR SPACE INDEX (FSI)**

means the ratio of gross floor area of all buildings to its respective lot area. For example, a building with a gross floor area of 25,000 square metres located on a lot/parcel with an area of 10,000 square metres has a floor space index of 2.5.

**FOREST MANAGEMENT**

means the management of woodlands, including *accessory uses* such as the construction and maintenance of forest access roads and maple syrup production facilities:

a. For the production of wood and wood products, including maple syrup;

b. To provide outdoor recreation opportunities;
c. To maintain, and where possible improve or restore conditions for wildlife; and
d. To protect water supplies.

**FOREST ACCESS ROAD**

means an unpaved road of one or two lanes in width that is designed to provide access to and within a woodland for wildlife, fish and forest management purposes.

**FUGITIVE EMISSIONS**

means, as described in the Ministry of the Environment's land use compatibility guidelines, reasonably expected/predictable contaminant occurrences associated with normal operational practices and procedures (e.g. materials handling or outdoor storage) of industrial facilities, which are generally difficult to practically control at the source or on-site. These emissions are not point sources (i.e. not from stacks or vents). Fugitive emissions are from all sources and may include odour, noise, vibration and particulate such as dust.

**GLOBALLY OR PROVINCIALLY RARE PLANTS, ANIMALS OR COMMUNITIES**

means plant or animal species or communities that have been assigned a provincial or global ranking by the Natural Heritage Information Centre, Ministry of Natural Resources of:

a. S1 – Extremely rare;
b. S2 – Very rare;
c. S3 – Rare to uncommon;
d. G1 – Extremely rare;
e. G2 – Very rare; or
f. G3 – Rare or rare to uncommon.

**GROSS LEASABLE FLOOR AREA**

means the total floor area occupied by a *commercial, retail* or *office* facility for its exclusive use but shall not include public or common areas or areas devoted to storage or refuse collection, that are located above or below grade, as may be further defined in the Zoning By-law.

**GROUND-RELATED DWELLING**

means the following form of residential dwellings: single detached, semi-detached or townhouse.

**HABITAT OF ENDANGERED AND THREATENED SPECIES**

means habitat for endangered and threatened species as identified by regulation under the *Endangered Species Act*.

**HABITAT OF ENDANGERED, RARE AND THREATENED SPECIES**

means land that:

a. Is an area where individuals of an endangered species, a rare species or a threatened species live or have the potential to live and find adequate amounts of food, water,

shelter, and space needed to sustain their population, including an area where a species concentrates at a vulnerable point in its annual or life cycle and an area that is important to a migratory or non-migratory species; and

b. Has been further identified, by the Ministry of Natural Resources or by any other person, according to evaluation procedures established by the Ministry of Natural Resources, as amended from time to time.

**HAZARDOUS LANDS**

means property or lands that could be unsafe for development due to naturally occurring processes. Along river, stream and small inland lake systems, this means the land, including that covered by water, to the furthest landward limit of the flooding hazard or erosion hazard limits. For ease of implementation, the City of Richmond Hill may consult with the relevant Conservation Authority to ensure that most recent mapping of such areas are referenced when evaluating development applications and undertaking any works.

**HAZARDOUS SITES**

means property or lands that could be unsafe for development and site alteration due to naturally occurring hazards. These may include unstable soils or unstable bedrock. For ease of implementation, the City of Richmond Hill may consult with the relevant Conservation Authority to ensure that most recent mapping of such areas are referenced when evaluating development applications and undertaking any works.

**HAZARDOUS SUBSTANCES**

for the purpose of policy 3.2.2.3 and policy 3.2.2.4 means substances which, individually, or in combination with other substances, are normally considered to pose a danger to public health, safety and the environment. These substances generally include a wide array of materials that are toxic, ignitable, corrosive, reactive, radioactive or pathological.

**HAZARDOUS WASTE**

means waste that is identified in Regulation 347 of the Revised Regulations of Ontario, 1990.

**HERITAGE ATTRIBUTES**

means the principal features, characteristics, context and appearance that contribute to the cultural heritage significance of a protected heritage property.

**HIGH DENSITY RESIDENTIAL**

means multi-unit apartment forms of dwelling units.

**HIGH-RISE**

means buildings or structures with a height of 9 storeys or greater.

**HOME BUSINESS**

means an occupation that:

a. Involves providing personal or professional services or producing custom or artisanal products;

b. Is carried on as a small-scale *accessory* use within a *single detached dwelling* by one or more of its residents; and

c. Does not include uses such as an auto repair or paint shop or furniture stripping.

**HOME OCCUPATION**

means an occupation or profession that is conducted by an individual residing in the same premises and where the business or profession is conducted wholly within the dwelling but is accessory to the principal residential use.

**HYDROLOGICAL CYCLE**

means the circulation of water from the atmosphere to the earth and back through precipitation, runoff, infiltration, groundwater flow and evapotranspiration, including the occurrence, circulation, distribution, and chemical and physical properties of water on the surface of the land, in the soil and underlying rocks, and in the atmosphere, and water's interaction with the environment including its relation to living things.

**HYDROLOGICAL FUNCTIONS**

means the functions of the hydrological cycle that include the occurrence, circulation, distribution, and chemical and physical properties of water on the surface of the land, in the soil and underlying rocks, and in the atmosphere, and water's interaction with the environment including its relation to living things.

**HYDROLOGICAL INTEGRITY**

means the condition of ecosystems in which hydrological features and hydrological functions are unimpaired by stresses from human activity.

**IMPERVIOUS SURFACE**

means a surface that does not permit the infiltration of water, such as a rooftop, sidewalk, paved roadway, driveway or parking lot.

**INFRASTRUCTURE**

means physical structures (facilities and corridors) that form the foundation for *development*. Infrastructure includes: sewage and water systems, seepage treatment systems, waste management systems, electric power generation and transmission, communications/telecommunications, transit and transportation corridors and facilities, oil and gas pipelines and associated facilities.

**INTENSIFICATION**

means the *development* of lands at a higher density than currently exists through:

a. Redevelopment, including the use of brownfield sites;

b. The *development* of vacant and/or underutilitized lands within previously developed areas;
c. Infill *development*; or
d. The expansion or conversion of existing buildings.

**INTERMITTENT STREAM**

means watercourses that are dry at times of the year, generally flowing during wet seasons but not the entire year.

**KETTLE LAKES**

means a depression formed by glacial action and permanently filled with water.

**KEY HYDROLOGICAL FEATURE**

means:

a. *Wetlands*;
b. *Permanent* and *intermittent streams*;
c. *Kettle lakes*; and
d. *Seepage areas and springs*.

**KEY NATURAL HERITAGE FEATURE**

means:

a. *Significant habitat of endangered and threatened species*;
b. *Fish habitat*;
c. *Wetlands*;
d. *Areas of Natural and Scientific Interest*;
e. *Environmentally Significant Areas*;
f. *Significant valleylands*;
g. *Significant woodlands*;
h. Sand barrens, savannahs and tallgrass prairies; and
i. *Significant wildlife habitat*.

**LANDFORM CONSERVATION AREA**

means a landform conservation area as described in Section 30 of the Oak Ridges Moraine Conservation Plan (Ontario Regulation 140/02).

**LANDFORM FEATURES**

means distinctive physical attributes of land such as slope, shape, elevation and relief.

**LIFE SCIENCE VALUES**

means values that relate to the living component of the environment.

**LINKED SYSTEM OF COURTYARDS**

means an interconnected system of courtyards, mews, parks and urban open spaces that are pedestrian-oriented, human-scaled and appropriately landscaped.

**LIQUID INDUSTRIAL WASTE**

means waste that is identified in Regulation 347 of the Revised Regulations of Ontario, 1990.

**LIVE-WORK UNITS**

means a single unit (e.g. studio, loft, or apartment) consisting of both a subsidiary *commercial*, *retail*, and/or *office* component and a residential component that is occupied by the same resident. A live-work unit shall comply with the provisions set out in the Ontario Building Code and may be used as both a living accommodation, which has a kitchen and sanitary facilities, and a business operated by one or more people who live in the unit.

**LONG TERM CARE FACILITIES**

means a long term care facility that is licensed under the *Long Term Care Homes Act.*

**LOT**

means a parcel of land that is described in a deed or other document legally capable of conveying an interest in the land, or that is shown as a lot or block on a registered plan of subdivision.

**LOW DENSITY RESIDENTIAL**

means single-detached, semi-detached, and/or duplex forms of dwellings.

**LOW IMPACT DEVELOPMENT (LID)**

means techniques that seek to mitigate the impacts of increased runoff and stormwater pollution by managing runoff as close to its source as possible. LID comprises a set of site design strategies that minimize runoff and distributed, small-scale structural practices that mimic natural or pre-development hydrology through the processes of infiltration, evapotranspiration, harvesting, filtration and detention of stormwater.

**LOW-RISE**

means buildings or structures with a height of 4 storeys or less.

**MAJOR DEVELOPMENT**

means:

a. The creation of four or more lots;
b. The construction of a building or buildings with a ground floor area of 500 square metres or more; or
c. The establishment of a *major recreational use*.

**MAJOR OFFICE**

means an *office* building that has a gross floor area of 10,000 square metres or greater used primarily for the practice of a profession or the carrying on of a business such as the management or direction of an agency, organization, public administration, or administration of an industry including research and development.

**MAJOR RECREATIONAL USE**

means recreational uses that require large-scale modification of terrain, vegetation or both and usually also require large-scale buildings or structures, including but not limited to the following:

a. Golf courses;
b. Serviced playing fields;
c. Serviced campgrounds; and
d. Ski hills.

**MAJOR RETAIL**

means a large format *retail* facility (or facilities), such as *retail* big box stores, *retail* warehouses and shopping centres which has a gross floor area of 10,000 square metres or greater.

**MEDIUM DENSITY RESIDENTIAL**

means *low-rise* triplex, fourplex, townhouse, or walk-up apartment forms of dwellings.

**MID-RISE**

means buildings or structures with heights ranging between 5 storeys and 8 storeys.

**MINERAL AGGREGATE**

means gravel, sand, clay, earth, shale, stone, limestone, dolostone, sandstone, marble, granite, rock or other material prescribed under the *Aggregate Resources Act*, but does not include metallic ores, asbestos, graphite, kyanite, mica, nepheline syenite, talc, wollastonite, or other material prescribed under that Act.

**MINERAL AGGREGATE OPERATION**

means:

a. An operation, other than a *wayside pit*, conducted under a license or permit under the *Aggregate Resources Act*; and

b. Associated facilities used in the extraction, transportation, beneficiation, processing or recycling of mineral aggregate or the production of related byproducts.

**MUNICIPAL COMPREHENSIVE REVIEW**

means an official plan review initiated by a municipality that comprehensively reviews the policies and schedules of this Plan in accordance with the requirements of the *Planning Act*.

**OFFICE**

means any building or part thereof with a gross floor area up to a maximum of less than 10,000 square metres used for the practice of a profession, the carrying on of a business such as the management or direction of an agency or organization, public administration, or administration of an industry including research and development.

**ORIGINAL HALF LOT**

means half of an original lot that contained approximately 80.9 hectares (200 acres).

**ORIGINAL LOT**

means a township lot shown on a plan certified by the Surveyor General of Ontario as being the original plan of an original survey.

**PARTIAL SERVICE**

means connections linking a building to:

a. A communal sewage or water service or a full municipal sewage or water service; and

b. An individual on-site sewage or water system.

**PERMANENT STREAM**

means a stream which continually flows in an average year.

**PRIVATE HOME DAYCARE**

means a private home daycare facility licensed under the *Day Nurseries Act*.

**RAPID INFILTRATION BASIN**

means a basin or system of basins at or below surface grade that is constructed in porous soil and punctures through a relatively impermeable layer to gain access to a more permeable sand or gravel layer, so as to rapidly infiltrate into the ground, at a single point or area of concentration, surface runoff collected from impervious surfaces.

**RAPID INFILTRATION COLUMN**

means a column or system of columns at or below surface grade that is constructed in porous soil and punctures through a relatively impermeable layer to gain access to a more permeable sand or gravel layer, so as to rapidly infiltrate into the ground, at a single point or area of concentration, surface runoff collected from impervious surfaces.

**RARE SPECIES**

means a native species that is not currently at risk of becoming threatened but, because of its limited distribution, small population or specialized habitat needs, could be put at risk of becoming threatened through all or part of its Ontario range by changes in land use or increases in certain types of human activity.

**RENEWABLE ENERGY PROJECTS**

means the production of electrical power from an energy source that is renewed by natural processes including, but not limited to, wind, water, a biomass resource or product, solar and geothermal energy.

**RETAIL**

means a use conducted in a building or structure or part thereof in which goods, merchandise, substances or items are displayed, rented or sold directly to the general public.

**SECONDARY PLAN**

means a part of an official plan, added by way of an amendment, that contains policies and land use designations that apply to multiple contiguous parcels of land, but not an entire municipality, and that provides more detailed land use policy direction in respect of those parcels than was provided before the amendment.

**SEEPAGE AREAS AND SPRINGS**

means sites of emergence of groundwater where the water table is present at the ground surface. Seepage areas are areas where groundwater emerges from the ground over a diffuse area. Springs are points of natural, concentrated discharge of groundwater.

**SELF-SUSTAINING VEGETATION**

means vegetation dominated by plants that can grow and persist without direct human management, protection or tending.

**SENSITIVE GROUNDWATER FEATURES**

means water-related features in the earth's subsurface, including recharge or discharge areas, water tables, aquifers and unsaturated zones that can be defined by surface and subsurface hydrogeologic investigations, that are particularly susceptible to impacts from activities or events including, but not limited to, water withdrawals and additions of pollutants.

**SENSITIVE LAND USES**

means, in relation to an industrial use as described by Ministry of the Environment's land use compatibility guidelines, any building or associated amenity area (i.e. may be indoor or outdoor space) which is not directly associated with an industrial use, where humans or the natural environment may be adversely affected by emissions generated by the operation of a nearby industrial facility. For example, the building or amenity area may be associated with residences, senior citizen homes, schools, day nurseries, hospitals, places of worship and other similar institutional uses or campgrounds. Residential land uses shall be considered sensitive 24 hours/day.

**SENSITIVE SURFACE WATER FEATURES**

means water-related features on the earth's surface, including headwaters, rivers, stream channels, inland lakes, seepage areas, recharge/discharge areas, springs, wetlands, and associated riparian lands that can be defined by their soil moisture, soil type, vegetation or

topographic characteristics, that are particularly susceptible to impacts from activities or events including, but not limited to, water withdrawals, and additions of pollutants.

**SETTLEMENT AREA**

means the urban area within the municipality that includes:

a. Lands within the *built boundary*; and
b. Lands within the *designated greenfield area*.

**SIGNIFICANT GROUNDWATER RECHARGE AREA**

means an area within which it is desirable to regulate or monitor drinking water threats that may affect the recharge of an aquifer.

**SIGNIFICANT VALLEYLANDS**

means a natural area that occurs in a valley or other landform depression that has water flowing through or standing for some period of the year. These areas are ecologically important in terms of features, functions, representation or amount, and contribute to the quality and diversity of an identifiable geographic area or natural heritage system.

**SIGNIFICANT WILDLIFE HABITAT**

means areas where plants, animals and other organisms live and find adequate amounts of food, water, shelter and space needed to sustain their populations. Specific wildlife habitats of concern may include: areas where species concentrate at a vulnerable point in their annual or life cycle; and areas which are important to migratory or non-migratory species. These areas are ecologically important in terms of features, functions, representation or amount, and contribute to the quality and diversity of an identifiable geographic area or natural heritage system. The Provincial Significant Wildlife Habitat Technical Guide should be referenced to determine significant wildlife habitat.

**SIGNIFICANT WOODLANDS**

means those woodlands verified on a site-by-site basis meeting one of the following criteria:

a. Is south of the Oak Ridges Moraine and is 0.5 hectares or larger and:
    i. Directly supports *globally* or *Provincially rare plants, animals or communities* as assigned by the Natural Heritage Information Centre; or
    ii. Directly supports *threatened* or *endangered species*, with the exception of specimens deemed not requiring protection by the Province (e.g. as is sometimes the case with Butternut); or
    iii. Is within 30 metres of a provincially significant *wetland* or *wetland* as identified on **Schedule A4** (Key Natural Heritage Features and Key Hydrological Features), *waterbody*, *permanent stream*, or *intermittent stream*;

b. Is south of the Oak Ridges Moraine and is 2 hectares or larger and:
    i. Is within 100 metres of another key natural heritage feature; or
    ii. Occurs within the Greenway System;

c. Is south of the Oak Ridges Moraine and is 4 hectares or larger in size;

d. On the Oak Ridges Moraine the *woodland* will be evaluated for significance based on the requirements of the Oak Ridges Moraine Conversation Plan and associated technical papers.

**SIGNIFICANT**

means, when used with respect to a natural feature, that the feature has been identified as significant by the Ministry of Natural Resources, using evaluation procedures established by that Ministry, as amended from time to time.

**SINGLE DETACHED DWELLING**

means a building containing only one dwelling unit and may include one *additional residential unit*.

**SITE**

means the land subject to an application.

**SITE ALTERATION**

means activities such as filling, grading and excavation that would change the landform and natural vegetative characteristics of land, but does not include:

a. The construction of facilities for transportation, infrastructure and utilities uses, as described in Section 41 of the Oak Ridges Moraine Conservation Plan, by a public body; or

b. For greater certainty:
   i. The reconstruction, repair or maintenance of a drain approved under the *Drainage Act* and in existence on November 15, 2001; or
   ii. The carrying out of agricultural practices on land that was being used for agricultural uses on November 15, 2001.

**SOLAR DESIGN STRATEGY**

means a report that considers possible solar design measures and identifies those measures that will be employed to minimize overall energy consumption.

**SPECIAL NEEDS HOUSING**

means a unit that is occupied by, or is made available for occupancy by, a household having one or more individuals who have special needs or who require accessibility modifications or Provincially-funded support services in order to live independently in the community.

**SPECIAL POLICY AREA**

means an area within a community that has historically existed in the flood plain and where site-specific policies, approved by the Province, are intended to provide for the continued viability of existing uses (which are generally on a small scale) and to address the significant social and

economic hardships to the community that would result from strict adherence to Provincial policies concerning *development*. The criteria and procedures for approval are established by the Province. A Special Policy Area is not intended to allow for new or intensified *development* and site alteration if a community has feasible opportunities for *development* outside the flood plain.

**STORMWATER MANAGEMENT WORKS**

means any works designed for the collection, transmission, treatment, or disposal of stormwater or any part of such works, but does not include plumbing to which the *Building Code Act* applies, for which an approval is required under Section 53 of the *Ontario Water Resources Act*.

**STREET HIERARCHY**

means a hierarchy of streets that are categorized according to their functions and capacities and include arterial streets, collector streets and local streets.

**SUBWATERSHED**

means an area that is drained by a tributary or some defined portion of a stream.

**SURFACE CATCHMENT AREA**

means the area including and surrounding a *kettle lake* or *wetland*, from which surface runoff drains directly into the *kettle lake* or *wetland*.

**SUSTAINABLE**

means, when used with respect to a natural resource, that the natural resource is able to support a particular use or activity without being adversely affected.

**THREATENED SPECIES**

means any native species that is at risk of becoming endangered throughout all or part of its Ontario range if the limiting factors are not reversed.

**UNSERVICED PARK**

means a park that provides recreational opportunities and facilities, including playing fields, but without outdoor lighting, *accessory* commercial facilities, paved parking lots or permanent water or sewer facilities.

**UTILITY(IES)**

means an essential public service such as electricity, gas, television or communications/telecommunications that is provided by a regulated company or government agency.

**VALLEYLAND**

means a natural area that occurs in a valley or other landform depression that has water flowing through or standing for some period of the year.

**VEGETATION PROTECTION ZONE**

means buffers surrounding a *key natural heritage feature* or a *key hydrological feature*. These areas protect the feature(s) and its function(s) from the impacts of land use changes and associated activities that will occur before, during and after construction, and where possible, restore or enhance the feature(s) and its function(s). Within the Oak Ridges Moraine Conservation Plan and the Greenbelt Plan, the determination of the extent of a vegetation protection zone is defined by, and shall be subject to the provisions of these Plans.

**WALKING DISTANCE**

means an acceptable distance that a pedestrian would travel between origins and destinations without obstruction, in a safe and comfortable environment, on a continuous network of sidewalks, all-weather-surface footpaths, crosswalks, or alternative equivalent pedestrian facilities.

**WATERBODY**

means lakes, woodland ponds, etc. which provide ecological functions. For the purposes of determining *significant woodlands*, waterbody generally does not include small surface water features such as farm ponds or stormwater management ponds, which would have limited ecological function.

**WATERSHED**

means an area that is drained by a river and its tributaries.

**WAYSIDE PIT**

means a temporary pit opened or used by or for a public body solely for the purpose of a particular project of street construction and not located on the street right-of-way.

**WELLHEAD PROTECTION AREA**

means the surface and subsurface area surrounding a water well or well field that supplies a public water system and through which contaminants are reasonably likely to move so as to eventually reach the water well or well field.

**WETLAND**

means lands that are seasonally or permanently covered by shallow water, or lands where the water table is close to or at the surface. In either case the presence of abundant water has caused the formation of hydric soils and has favoured the dominance of either hydrophytic plants or water tolerant plants. The four major types of wetlands are swamps, marshes, bogs and fens. Wetlands On the Oak Ridges Moraine and Greenbelt, wetlands include any wetlands identified by the Ministry of Natural Resources or by any other person, according to evaluation procedures established by the Ministry of Natural Resources, as amended from time to time. Elsewhere in Richmond Hill, wetlands include any wetland that has been evaluated as Provincially significant per the Ontario Wetland Evaluation System and approved by the Ministry of Natural Resources.

**WILDLIFE HABITAT**

means:

a. An area where plants, animals and other organisms live or have the potential to live and find adequate amounts of food, water, shelter and space to sustain their population, including an area where a species concentrates at a vulnerable point in its annual or life cycle and an area that is important to a migratory or non-migratory species; and

b. An area which has been further identified, by the Ministry of Natural Resources or by any other person, according to evaluation procedures established by the Ministry of Natural Resources, as amended from time to time.

**WOODLAND**

means an area of land at least 0.2 hectare in area with at least:

a. 1,000 trees of any size, per hectare;

b. 750 trees measuring over 5 centimetres diameter at breast height, per hectare;

c. 500 trees measuring over 12 centimetres diameter at breast height, per hectare; or

d. 250 trees measuring over 20 centimetres diameter at breast height, per hectare,

but does not include a cultivated fruit or nut orchard, a plantation established and used for the purpose of producing Christmas trees or nursery stock. For the purposes of defining a woodland, treed areas separated by more than 20 metres will be considered a separate woodland.

When determining the full limit of a woodland, continuous agricultural hedgerows and woodland fingers or narrow woodland patches will be considered part of a woodland if they have a minimum average width of at least 40 metres and narrower sections have a length to width ratio of 3 to 1 or less. Undeveloped clearings within woodland patches are generally included within a woodland if the total area of each clearing is no greater than 0.2 hectares. In areas covered by Provincial Plan policies, woodland includes treed areas as further described by the Minister of Natural Resources.

For the purposes of determining the densities above for woodlands outside of Provincial Plan Areas, the following species are excluded: staghorn sumac, European buckthorn and common lilac.

For the purpose of this definition “trees” mean: any species of woody perennial plant, including its root system, that has reached or can reach a height of at least 4.5 metres at physiological maturity, provided that where multiple stems grow from the same root system, the number of trees shall be the number of stems that can be counted at a point of measurement 1.37 metres from the ground.

## 7.3 LIST OF FIGURES

The following is a list of Figures that appear in the body of this Plan.


| Figure No. | Figure Name | Section | Page # |
|---|---|---|---|
| 1 | Centres and Corridors Identified in the Urban Structure | 3.1.3 | 3-7 |
| 2 | Description of the Urban Structure Components | 3.1.3 | 3-8 |
| 3 | City of Richmond Hill Business Parks | 3.3.1 | 3-56 |
| 4 | Mobility Hierarchy | 3.5.1 | 3-84 |


## 7.4 LIST OF TABLES

The following is a list of Tables contained in this Plan.


| Table No. | Table Name | Section | Page # |
|---|---|---|---|
| 1 | City Wide Population and Employment Forecast | 3.1.1 | 3-2 |
| 2 | Minimum Population Intensification Targets within the Built Boundary | 3.1.2 | 3-4 |
| 3 | Minimum Areas of Influence and Minimum Vegetation Protection Zones for Key Natural Heritage Features, Key Hydrological Features and Areas of Natural and Scientific Interest | 3.2.1.1 | 3-29 |


## 7.5 LIST OF SCHEDULES

The following is a list of Schedules which form part of this Plan.

| Schedule | Schedule Name |
|---|---|
| A0 | Deferred Areas |
| A1 | City Structure |
| A2 | Land Use |
| A3 | Settlement Area |
| A4 | Key Natural Heritage Features and Key Hydrological Features |

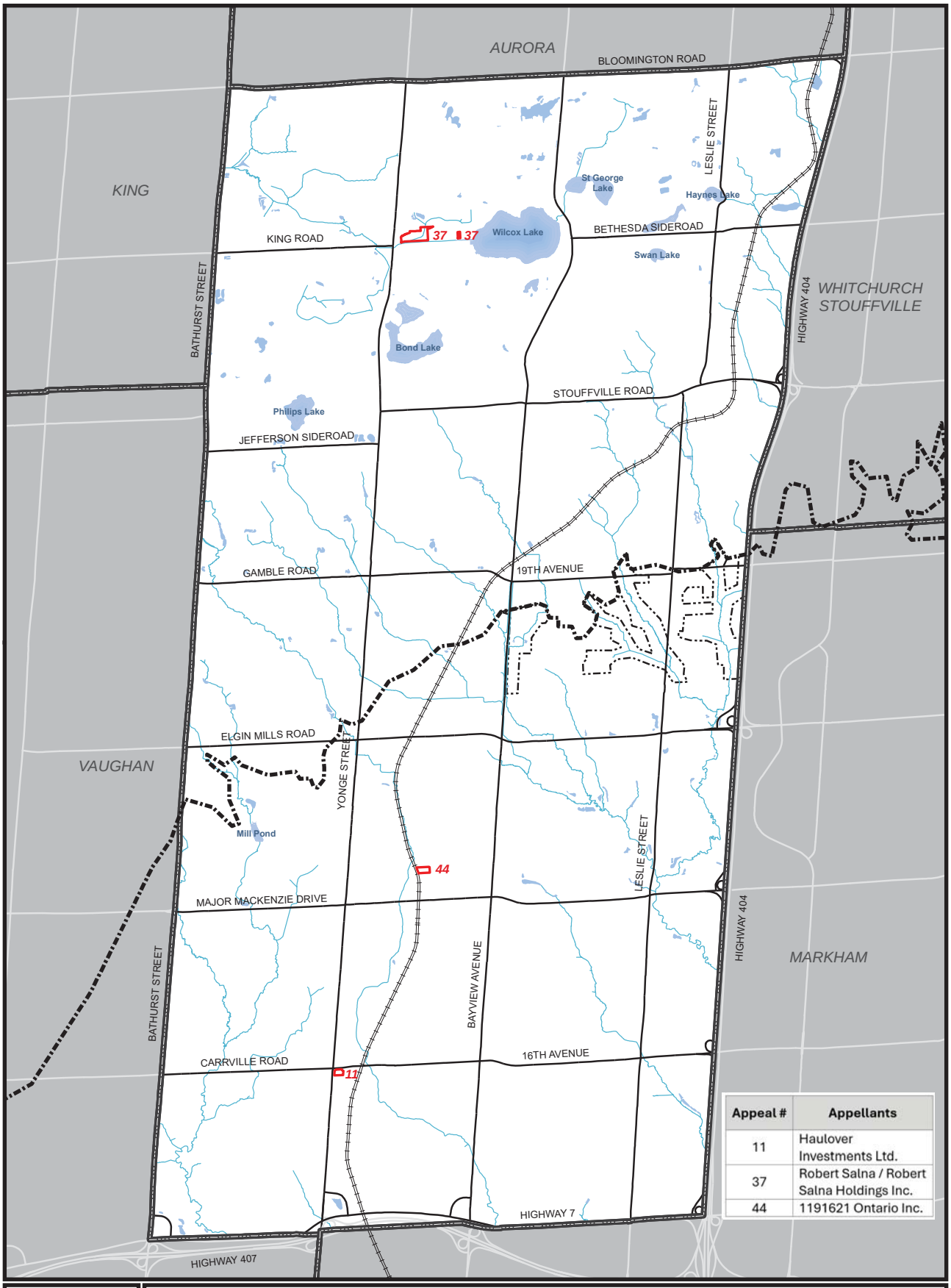
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|---|---|
| A5 | ORM Areas of High Aquifer Vulnerability and Wellhead Protection Areas |
| A6 | Landform Conservation Areas |
| A7 | Floodplain Regulation Areas/Special Policy Areas/Flood Vulnerable Areas |
| A8 | Street Classification |
| A10 | Secondary Plan Areas |
| A11 | Exceptions |
| A12 | Line of Subway Easement |
| A13 | Richmond Hill “Interim Development Area” |
| A14 | Exception Area 10 |
| A15 | Exception Area 23 |
| C1 | Yonge Street and Carrville/16th Avenue Key Development Area: Density Allocation |
| C2 | Yonge Street and Carrville/16th Avenue Key Development Area: Public Realm |
| C3 | Yonge Street and Carrville/16th Avenue Key Development Area: Active Transportation |
| E1 | Village Local Centre Density Allocation |
| E2 | Village Local Centre Public Realm |
| F1 | Oak Ridges Local Centre Density Allocation |
| F2 | Oak Ridges Local Centre Public Realm |
| G1 | Newkirk Local Centre Density Allocation |
| G2 | Newkirk Local Centre Public Realm |

## 7.6 LIST OF APPENDICES

The following is a list of Appendices contained in this Plan.

| **Appendix** | **Appendix Name** |
|---|---|
| 1 | Existing Natural Cover |
| 2 | Existing Parks and Open Space |

| | |
|---|---|
| 3 | Conceptual Location of East-West Greenway Corridor |
| 4 | Known Closed/Inactive Waste Disposal Facilities |
| 5 | Public Rapid Transit |
| 6 | Active Transportation |
| 8 | Gormley Heritage Conservation District |
| 9 | Priority Infill Areas |




| Appeal # | Appellants |
|---|---|
| 11 | Haulover Investments Ltd. |
| 37 | Robert Salna / Robert Salna Holdings Inc. |
| 44 | 1191621 Ontario Inc. |

RICHMOND HILL OFFICIAL PLAN

**Deferred Areas**

SCHEDULE A0

**Legend**

- Deferred Areas
- Oak Ridges Moraine Conservation Plan Area
- Greenbelt Plan Area
- Waterbodies
- Watercourses
- C.N.R.




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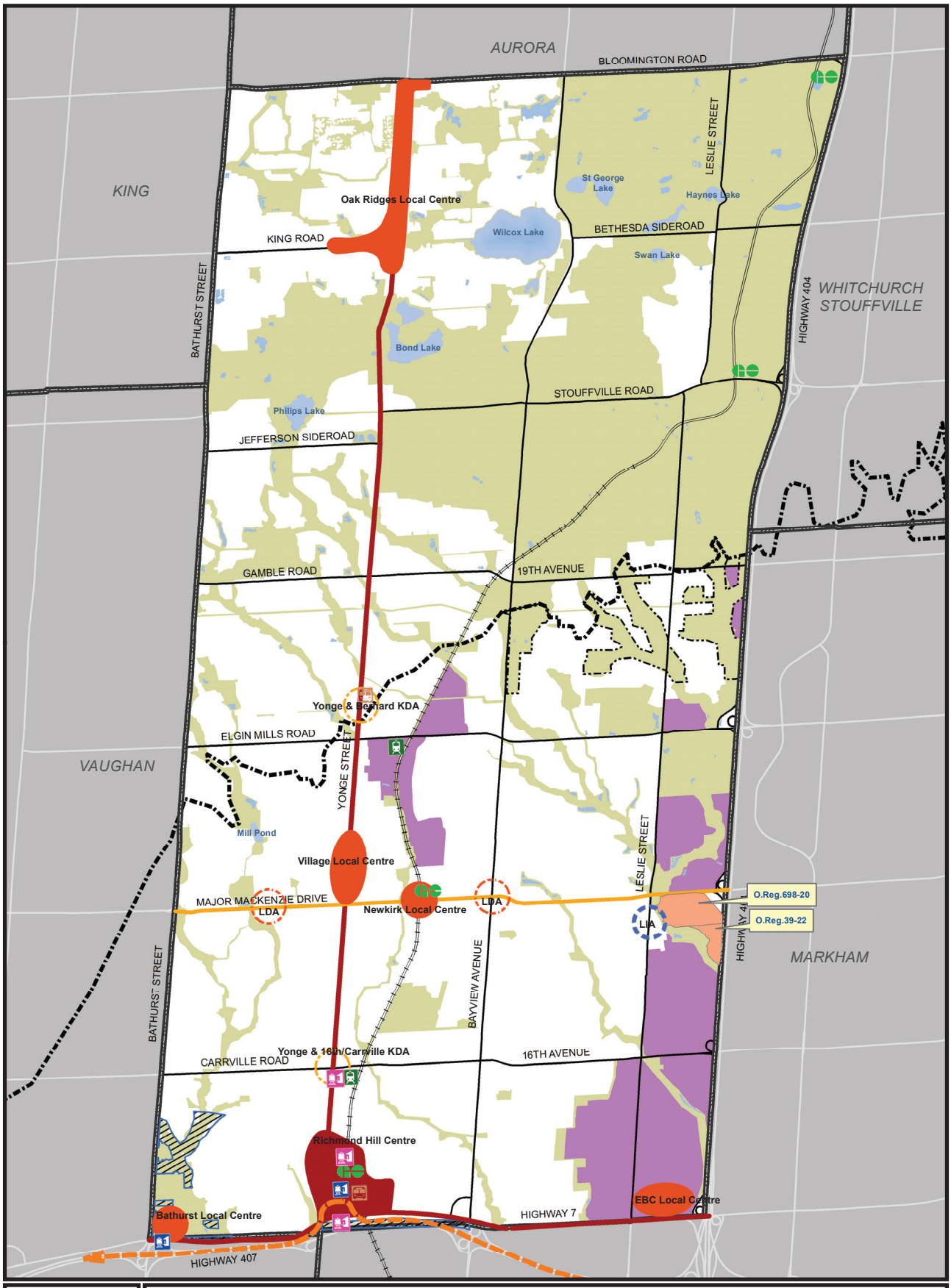
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Richmond Hill

PLANNING & BUILDING SERVICES DEPARTMENT




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

**Legend**

**Centres & Corridors**
- Richmond Hill Centre
- Key Development Areas
- Local Centres
- Local Development Areas
- Leslie Street Institutional Area
- Regional Corridor
- Local Corridor

- Neighbourhood Areas
- Employment Lands
- Greenway Systems

**Transit Infrastructure**
- Existing GO Station
- Proposed GO Station
- Terminal
- Proposed TTC Subway
- 407 Transitway
- Proposed 407 Transitway Stations

- Oak Ridges Moraine Conservation Plan Area
- Greenbelt Plan Area
- Parkway Belt West Plan
- Areas Subject to Minister's Zoning Order
- Waterbodies
- Watercourses
- C.N.R.

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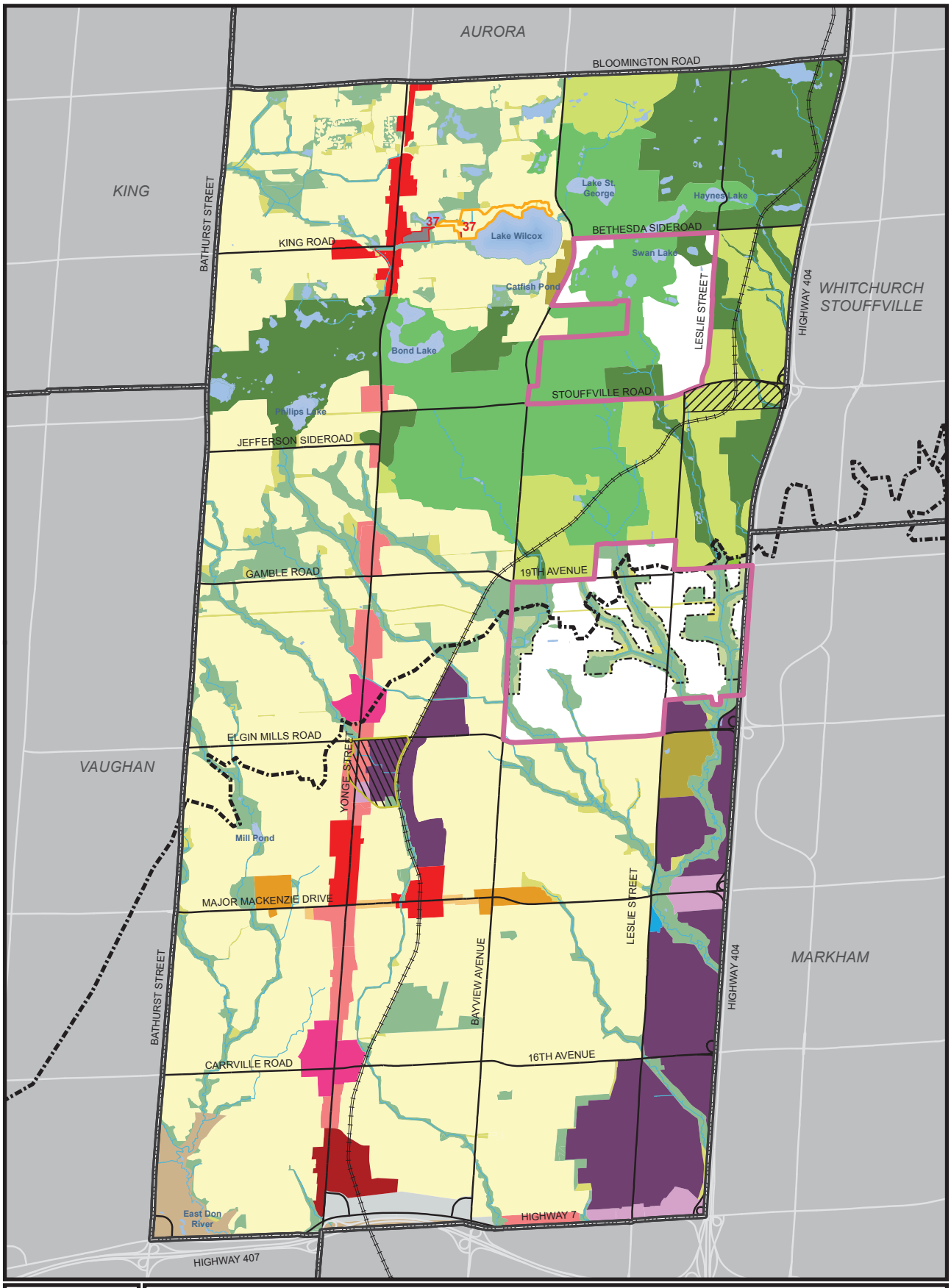
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RICHMOND HILL OFFICIAL PLAN

**Land Use**

SCHEDULE A2

**Legend**

- ORM Natural Core
- ORM Natural Linkage
- ORM Countryside
- Greenbelt Plan Protected Countryside
- Natural Core
- Natural Linkage
- Countryside
- Parkway Belt West
- Major Urban Open Space
- Employment Area
- Employment Corridor
- Richmond Hill Centre
- Local Centre
- Key Development Area
- Regional Mixed Use Corridor
- Local Development Area
- Local Mixed Use Corridor
- Neighbourhood
- Utility Corridor
- Leslie Street Institutional Area
- Special Policy Area
- Flood Vulnerable Area
- Rural Settlement Area
- Lands subject only to the policies and schedules of Part II of this Plan.
- Oak Ridges Moraine Conservation Plan Area
- Greenbelt Plan Area
- Waterbodies
- Watercourses
- C.N.R.

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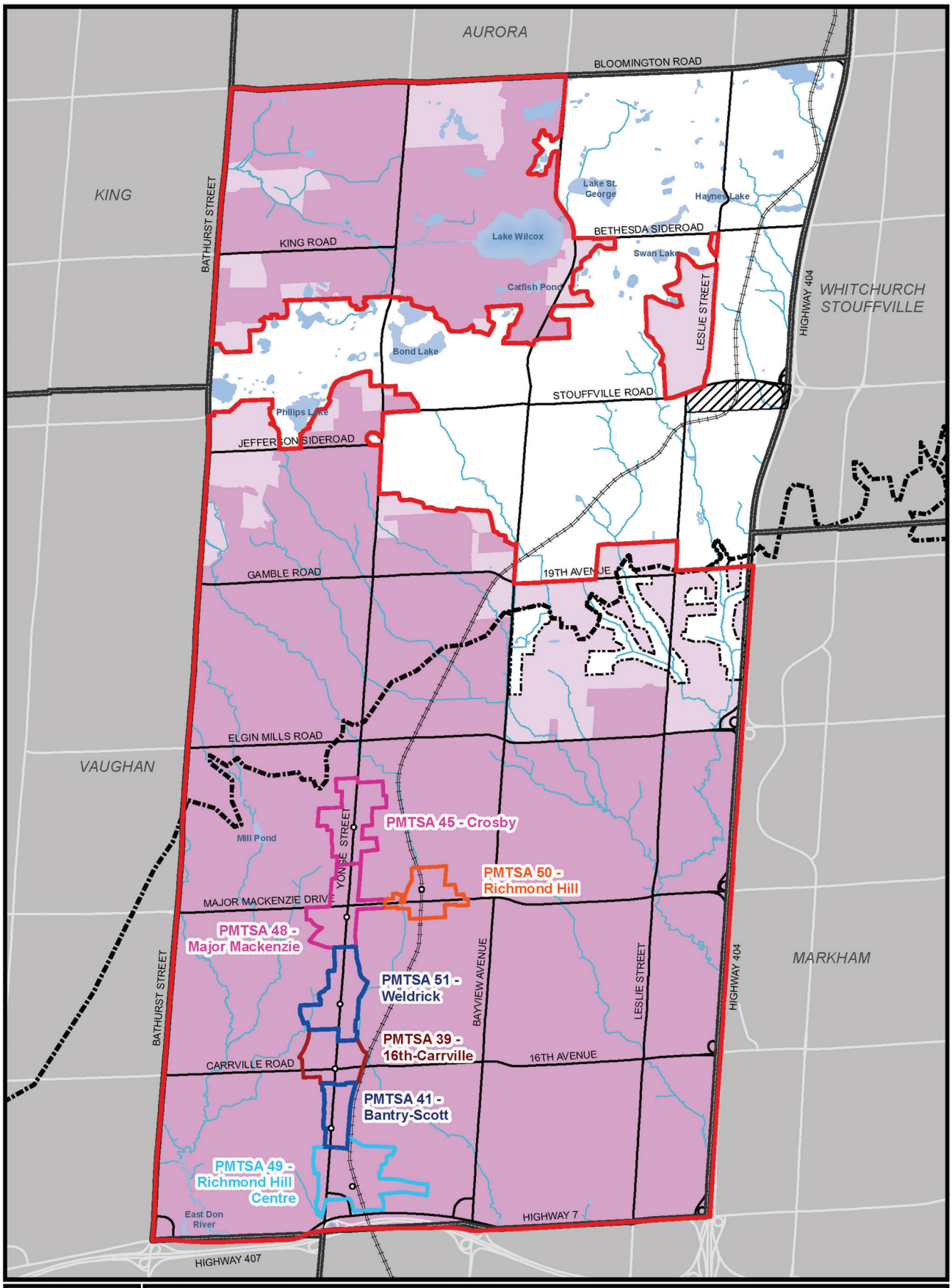
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Richmond Hill

PLANNING & BUILDING SERVICES DEPARTMENT




RICHMOND HILL OFFICIAL PLAN

**Settlement Area**

Modification 69 to York Region's Recommendation for Approval

SCHEDULE A3

**Legend**

**Protected Major Transit Station Area Minimum Density**

- 150 R+J/Ha
- 160 R+J/Ha
- 200 R+J/Ha
- 250 R+J/Ha
- 300 R+J/Ha
- 400 R+J/Ha *

Designated Greenfield Area
Built Boundary
Rural Settlement Area
Settlement Area
Greenbelt Plan Area
Oak Ridges Moraine Conservation Plan Area
C.N.R.
Waterbodies
Watercourses

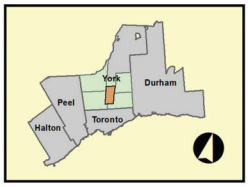
* The minimum density target for lands reffered to in Map #301 of O. Reg. 344/22 is 1400 residents and jobs per hectare.

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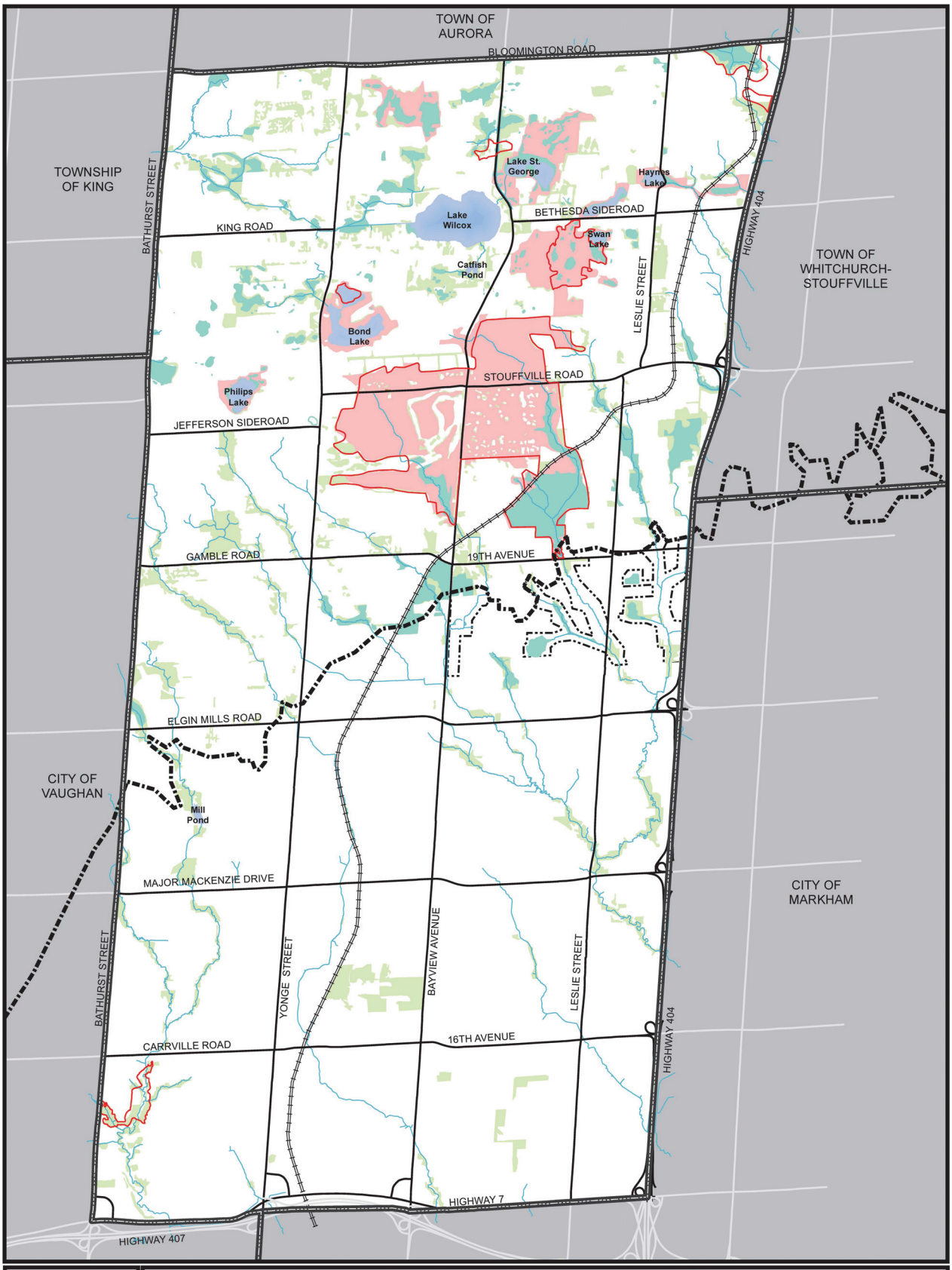
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Richmond Hill

PLANNING & BUILDING SERVICES DEPARTMENT



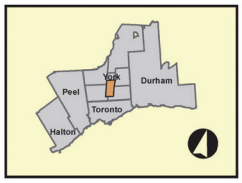

# RICHMOND HILL OFFICIAL PLAN

## SCHEDULE A4

**Key Natural Heritage Features and Key Hydrological Features**

**Legend**

- Wetlands
- Environmentally Significant Areas
- Significant Woodlands
- Sandbarren - prairie
- Areas of Natural & Scientific Interest
- Oak Ridges Moraine Conservation Plan Area
- Greenbelt Plan Area
- Waterbodies
- Permanent and Intermittent Streams
- C.N.R.




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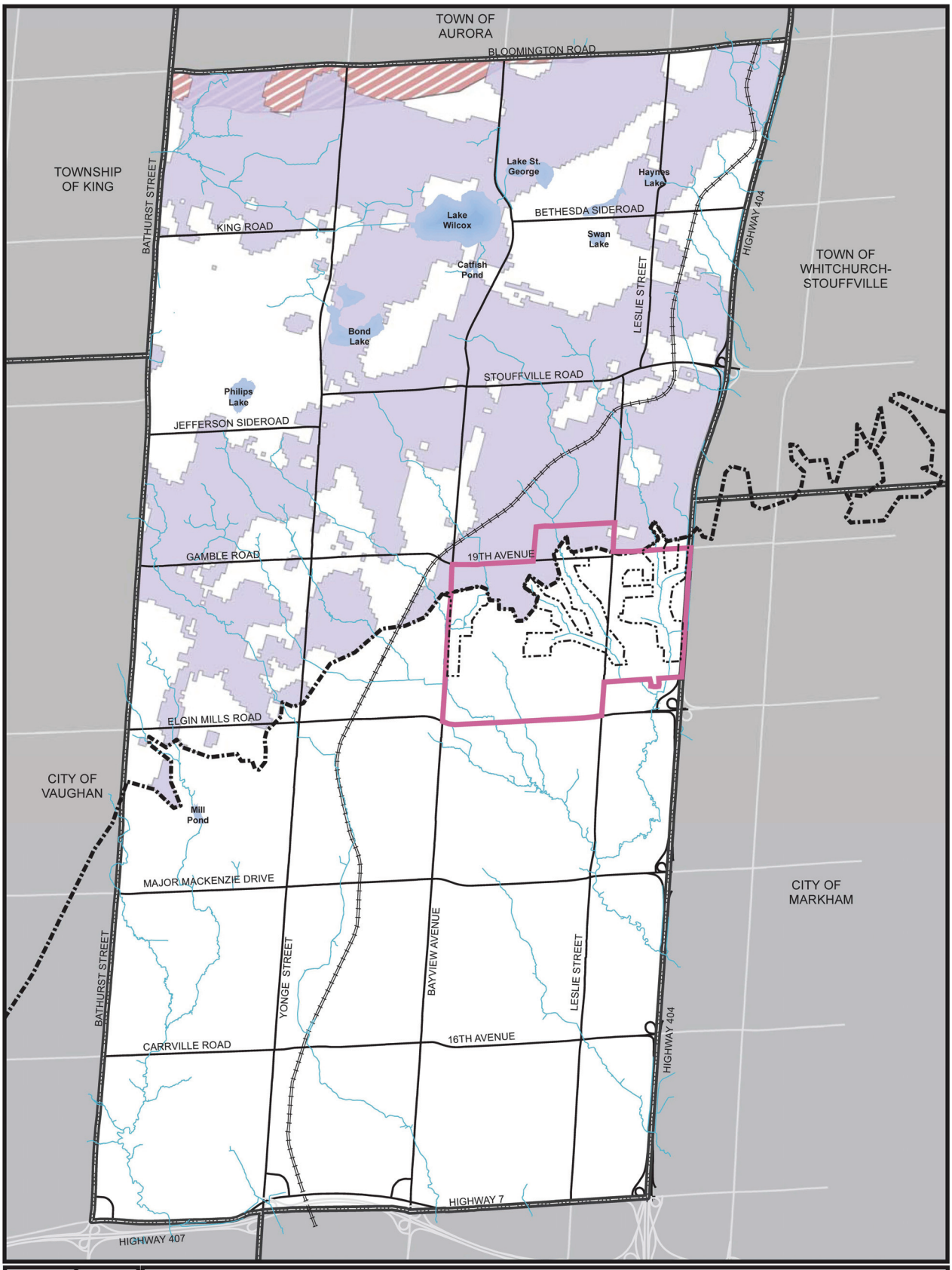
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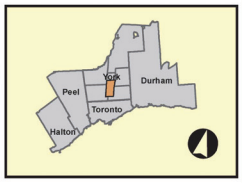

# RICHMOND HILL OFFICIAL PLAN

## SCHEDULE A5

**ORM Areas of High Aquifer Vulnerability and Wellhead Protection Areas**

**Legend**

- Areas of High Aquifer Vulnerability
- Wellhead Protection Area
- Lands subject only to the policies and schedules of Part II of this Plan
- Oak Ridges Moraine Conservation Plan Area
- Greenbelt Plan Area
- Waterbodies
- Watercourses
- C.N.R.




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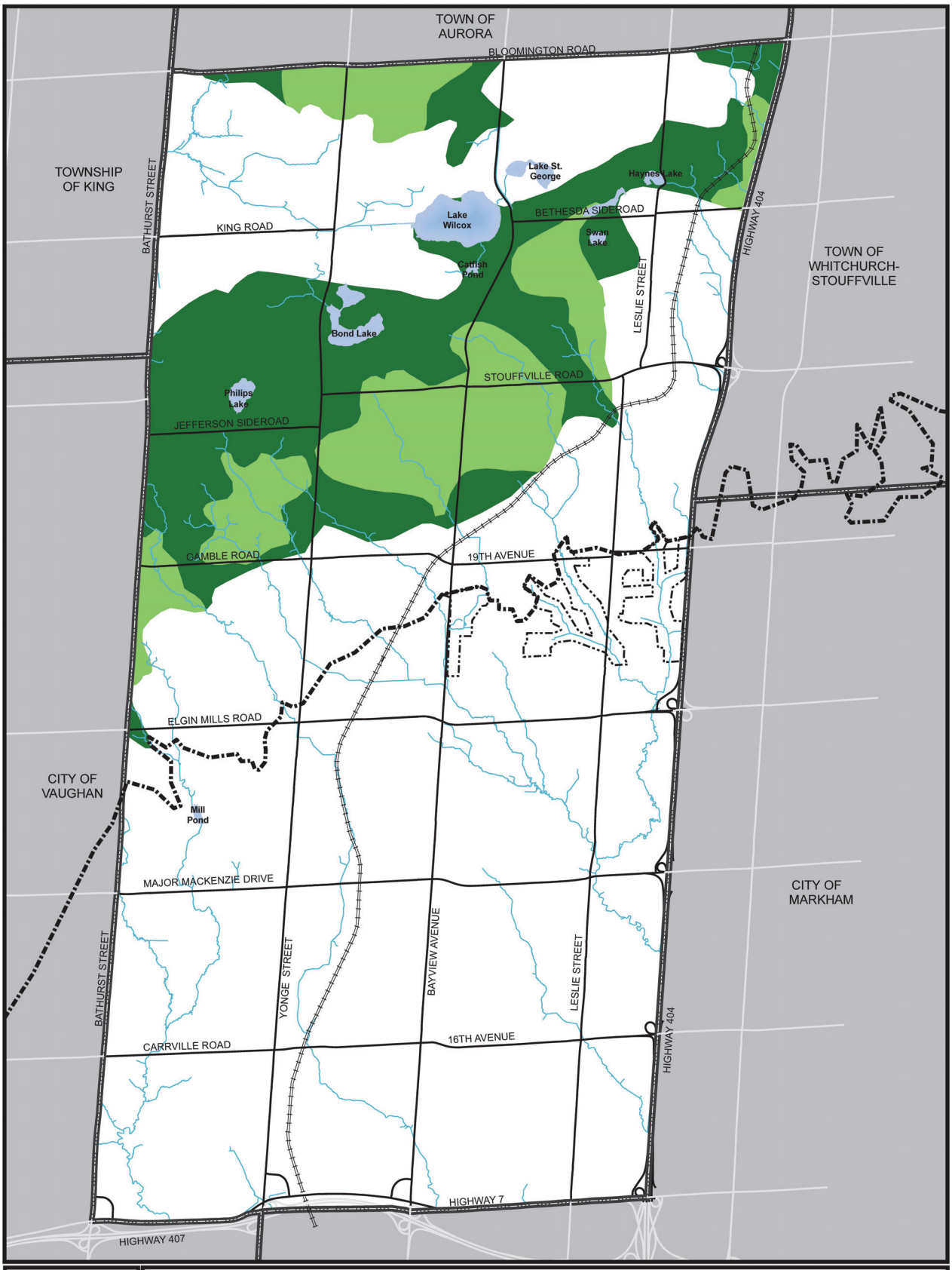
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Richmond Hill

PLANNING & BUILDING SERVICES DEPARTMENT




# RICHMOND HILL OFFICIAL PLAN

## ORM Landform Conservation Areas

## SCHEDULE A6

**Legend**

- Category 1- ORM Landform Conservation Area
- Category 2- ORM Landform Conservation Area
- Oak Ridges Moraine Conservation Plan Area
- Greenbelt Plan Area
- Waterbodies
- Watercourses
- C.N.R.




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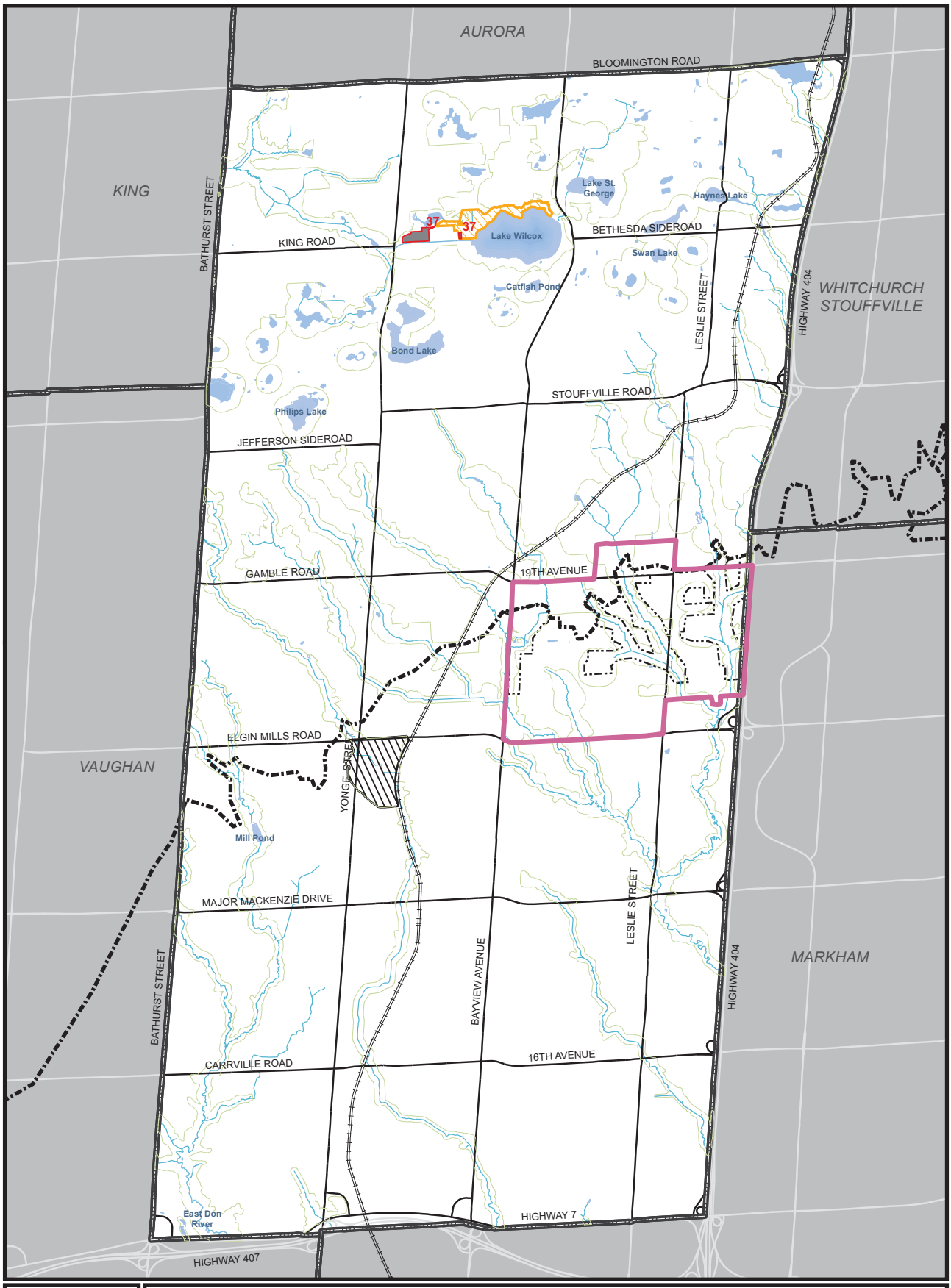
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Richmond Hill

PLANNING & BUILDING SERVICES DEPARTMENT




RICHMOND HILL OFFICIAL PLAN

SCHEDULE A7

**Floodplain Regulation Areas, Special Policy Areas and Flood Vulnerable Areas**

## Legend

- Special Policy Area
- Flood Vulnerable Area
- Floodplain Regulation Areas (TRCA Regulation Limit)
- Lands subject only to the policies of Part II of this Plan
- Oak Ridges Moraine Conservation Plan Area
- Greenbelt Plan Area
- Waterbodies
- Watercourses
- C.N.R.




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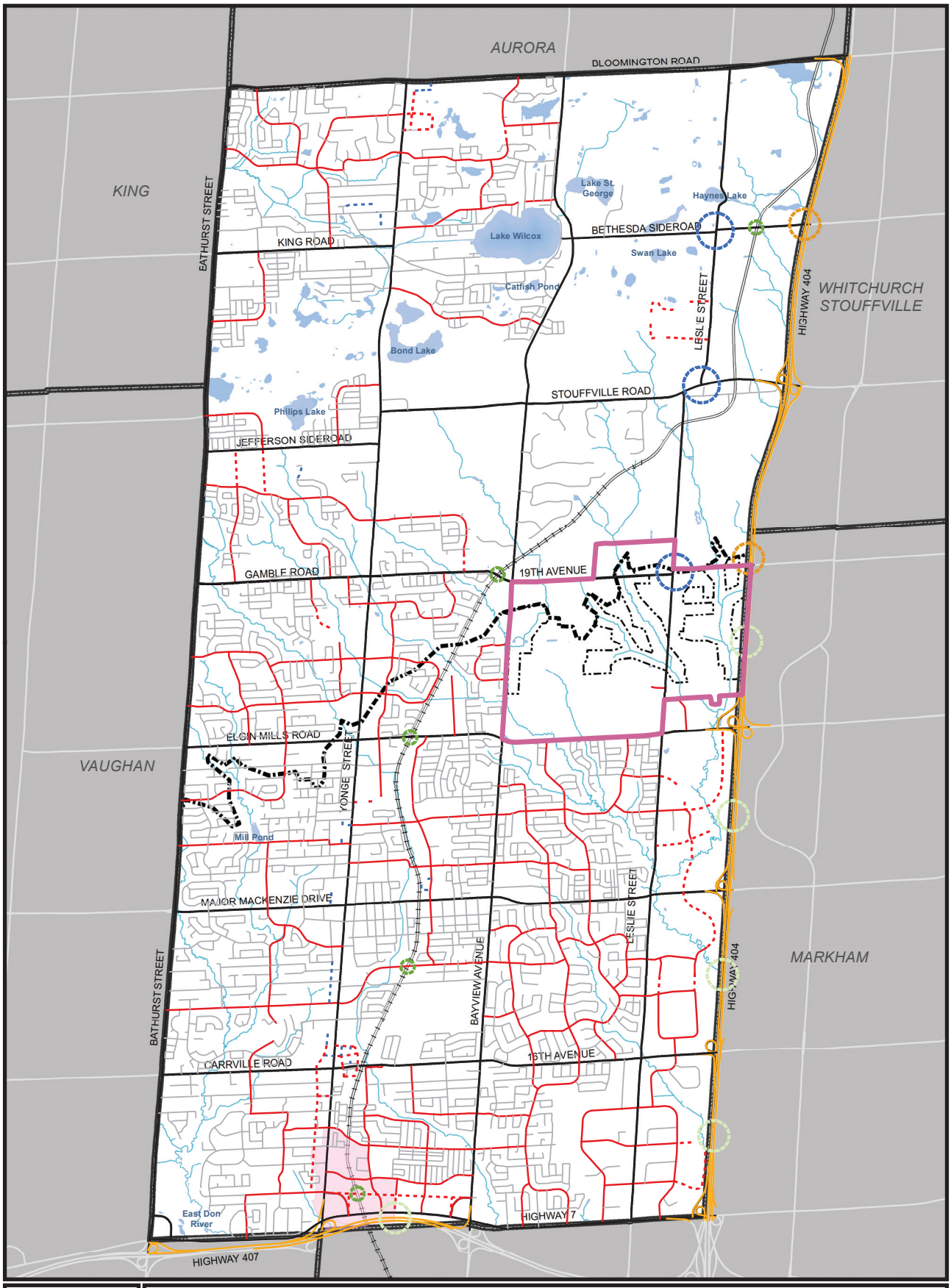
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Richmond Hill

PLANNING & BUILDING SERVICES DEPARTMENT




RICHMOND HILL
OFFICIAL PLAN

# SCHEDULE A8

## Street Classification

**Legend**

- Provincial Highways
- Arterial Streets [Minimum 36 Metres R.O.W.]
- Collector Streets [26 Metres R.O.W.]
- Local Streets [20 Metres R.O.W.]
- Proposed Collector Streets [26 Metres R.O.W.]
- Proposed Local Streets [20 Metres R.O.W.]
- Proposed Grade Separation
- Proposed Street Re-alignment
- Proposed Mid-Block Crossing
- Proposed Highway Interchange
- Area subject to Chapter 10 policies and schedules
- Subject to Decision by the OMB
- Oak Ridges Moraine Conservation Plan Area
- Greenbelt Plan Area
- Waterbodies
- Watercourses
- C.N.R.




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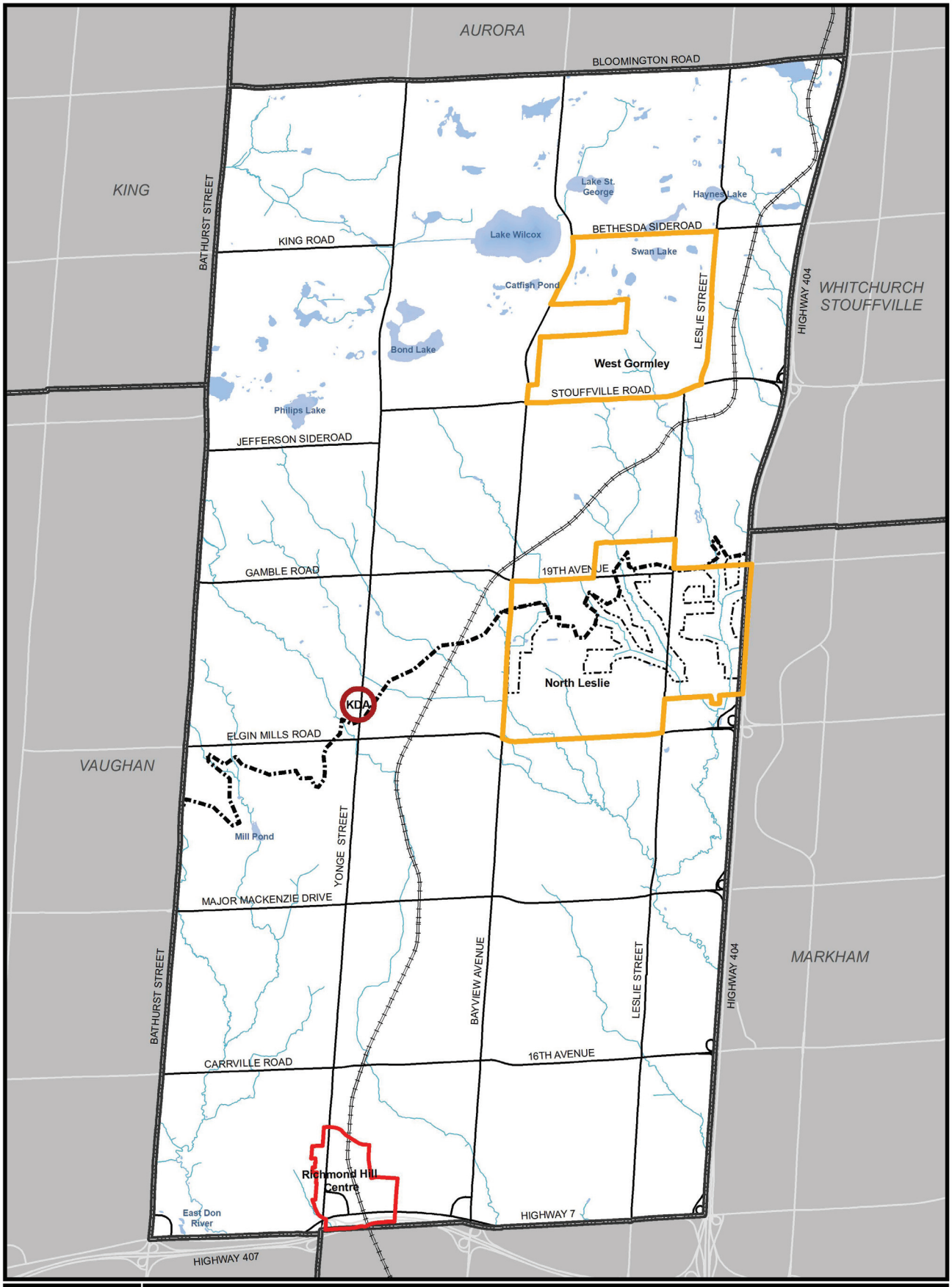
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Richmond Hill

PLANNING & BUILDING SERVICES DEPARTMENT




SCHEDULE A10

RICHMOND HILL OFFICIAL PLAN

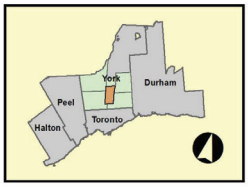
**Secondary Plan Areas**

**Legend**

**Secondary Plan Areas**
- West Gormley
- North Leslie

**New Secondary Plan Areas**
- Richmond Hill Centre
- KDA Key Development Area

- Oak Ridges Moraine Conservation Plan Area
- Greenbelt Plan Area
- Waterbodies
- Watercourses
- C.N.R.




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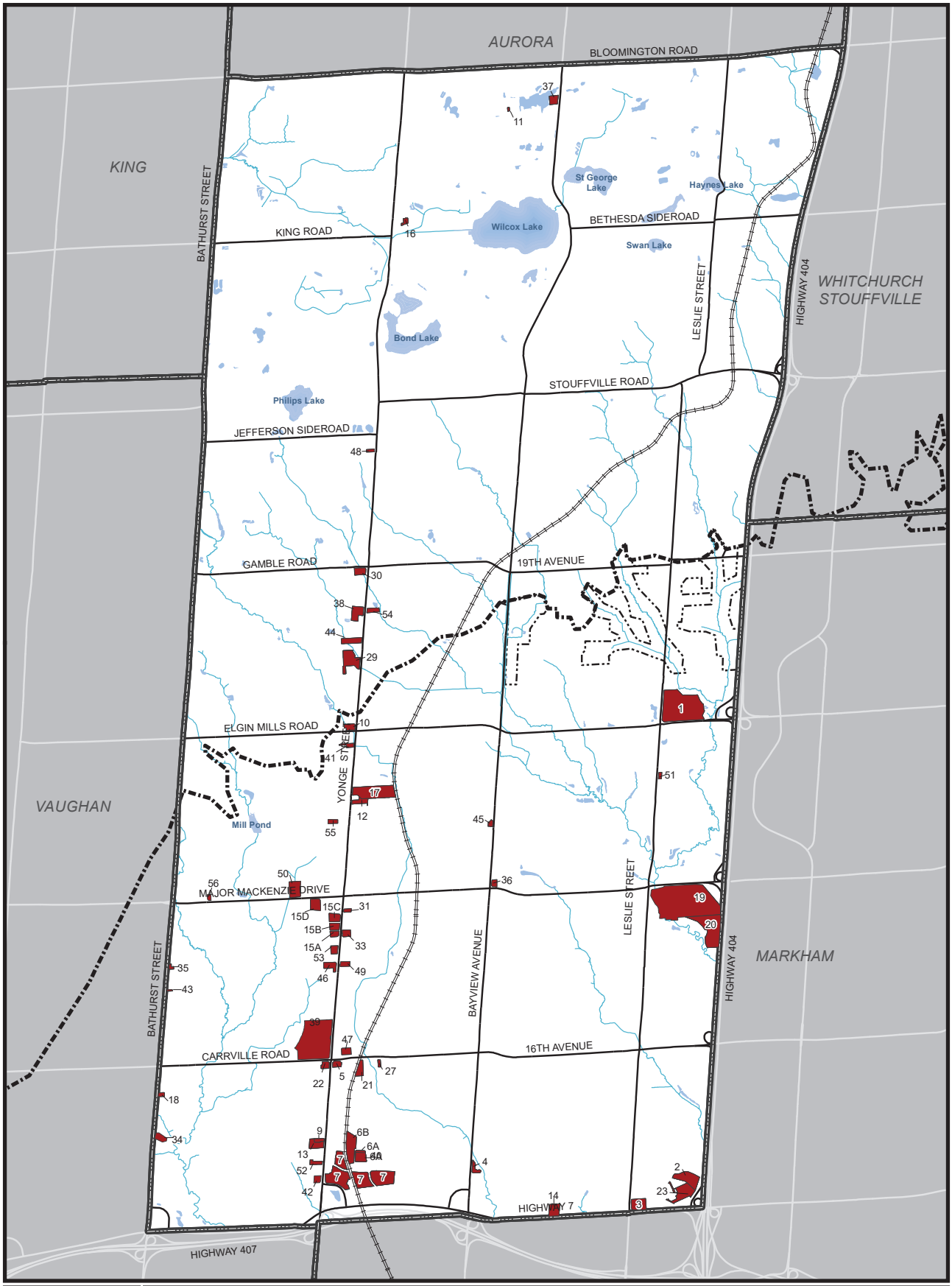
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Richmond Hill

PLANNING & BUILDING SERVICES DEPARTMENT




RICHMOND HILL OFFICIAL PLAN

SCHEDULE A11

**Exceptions**

**Legend**

- Exceptions
- Oak Ridges Moraine Conservation Plan Area
- Greenbelt Plan Area
- Waterbodies
- Watercourses
- C.N.R.




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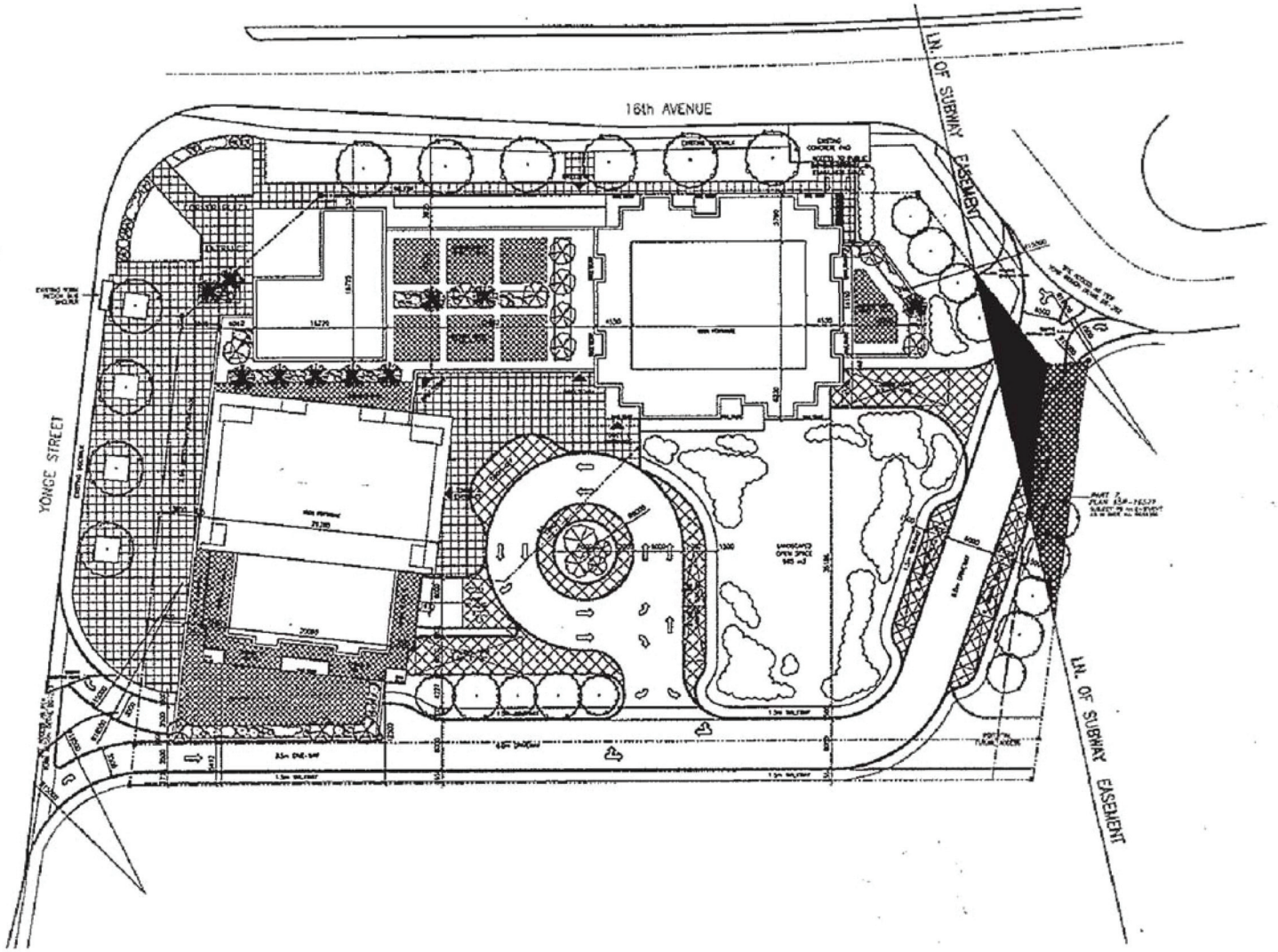
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Scale 1:45,000

0.95 0.475 0 0.95 Kilometres

Richmond Hill

PLANNING & BUILDING SERVICES DEPARTMENT







PLANNING & BUILDING SERVICES
DEPARTMENT

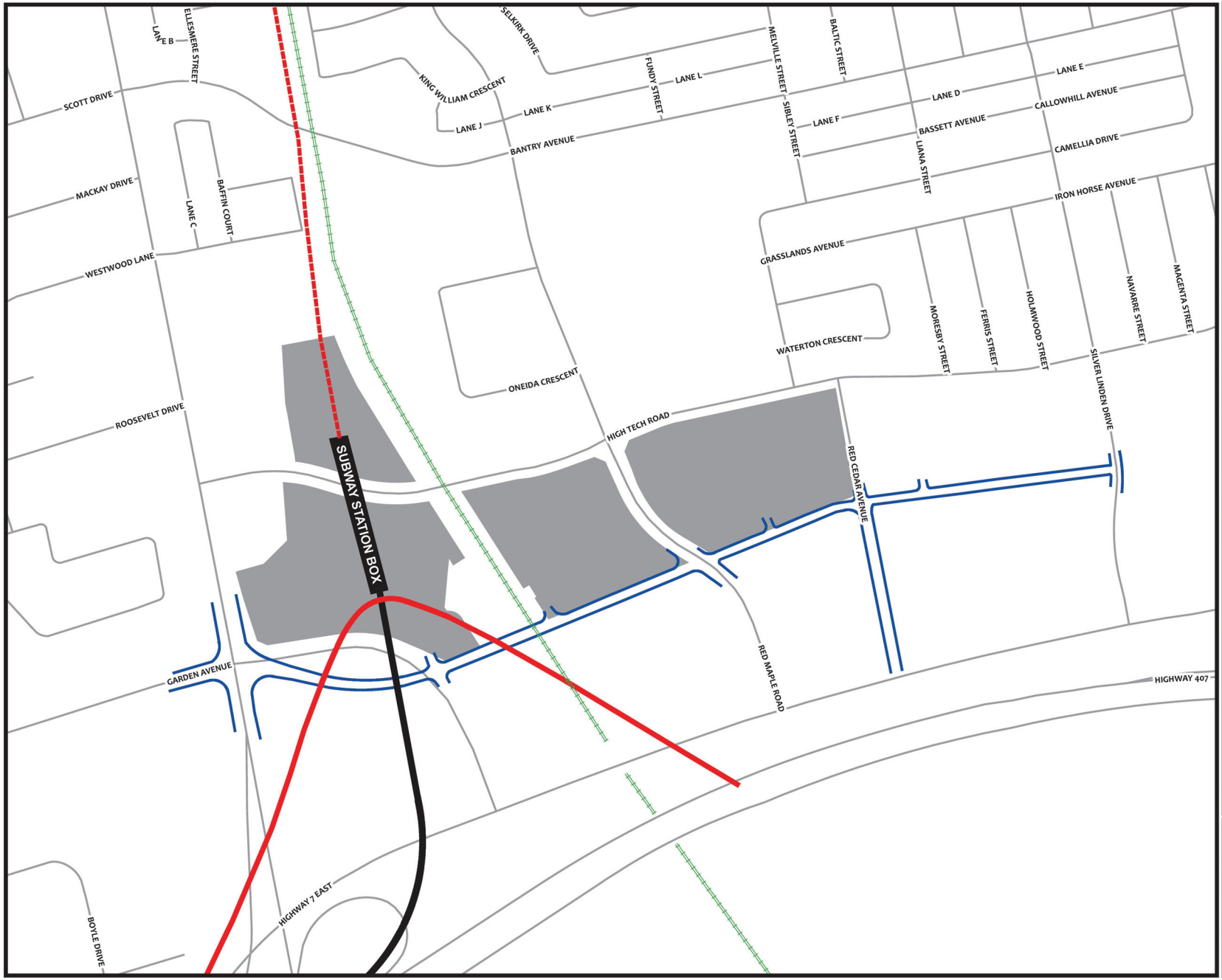
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# RICHMOND HILL OFFICIAL PLAN

## Line of Subway Easement on 9251 Yonge St.

SCHEDULE A12

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Richmond Hill

PLANNING & BUILDING SERVICES DEPARTMENT

## Legend

- GO Rail Line
- Proposed Conceptual 407 Transitway Alignment
- Proposed Garden Avenue Extension and Red Cedar Avenue Extension
- Proposed Conceptual Yonge Street Subway Extension Alignment & Station Box
- Proposed Conceptual Yonge Street Subway Extension Tail Track
- Location of where "Interim Development" shall be permitted

0 50 100 200 Metres

Scale 1:5000

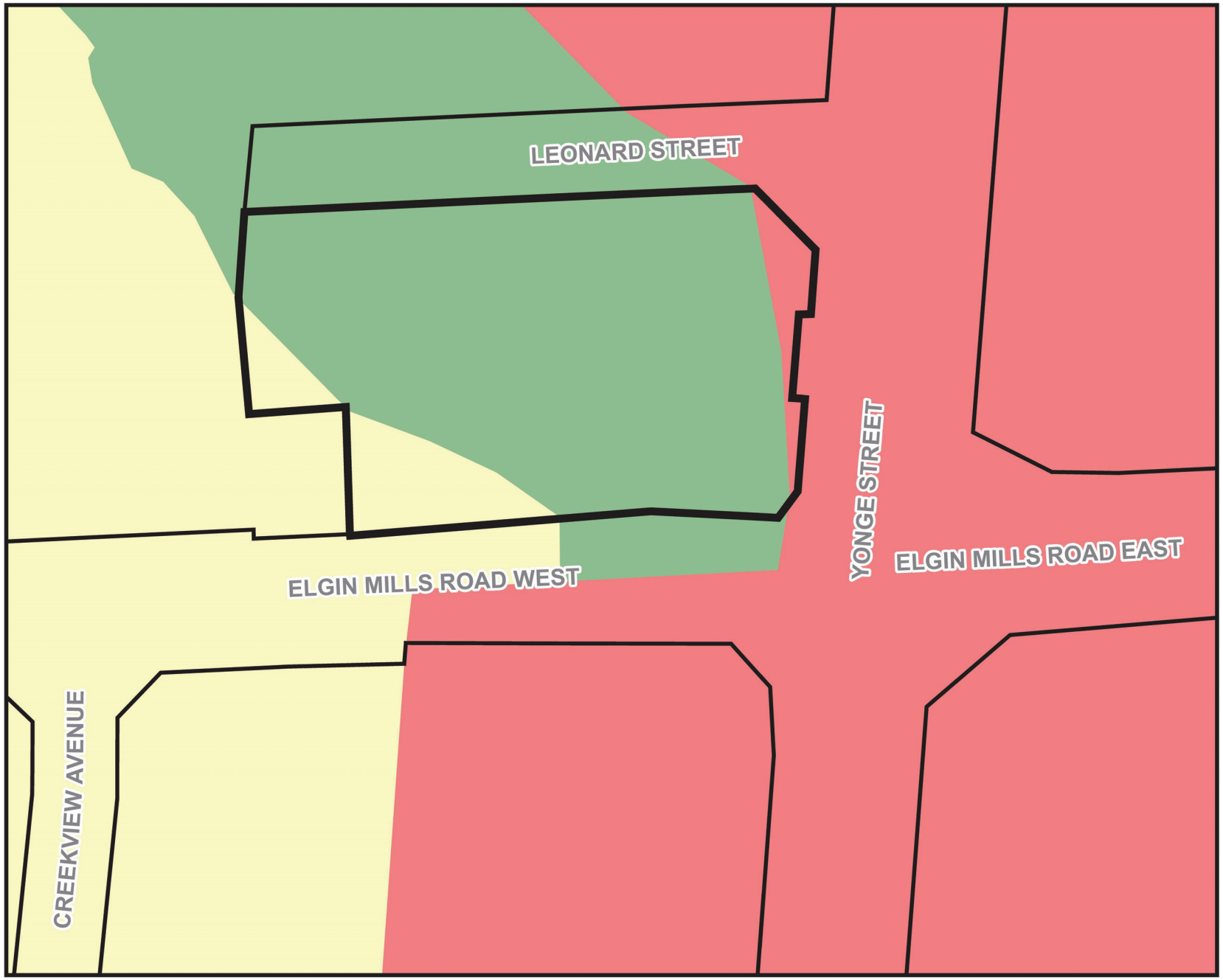
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# RICHMOND HILL OFFICIAL PLAN

## Richmond Hill Centre "Interim Development Area"

## SCHEDULE A13







Richmond Hill

PLANNING & BUILDING SERVICES DEPARTMENT

***Land Use Designation boundaries are approximate and subject to further revision as per Exception 10***

**Legend**

- Road Limit
- Exception Area 10
- Natural Core
- Neighbourhood
- Regional Mixed Use Corridor

N

0 10 20 40 Metres

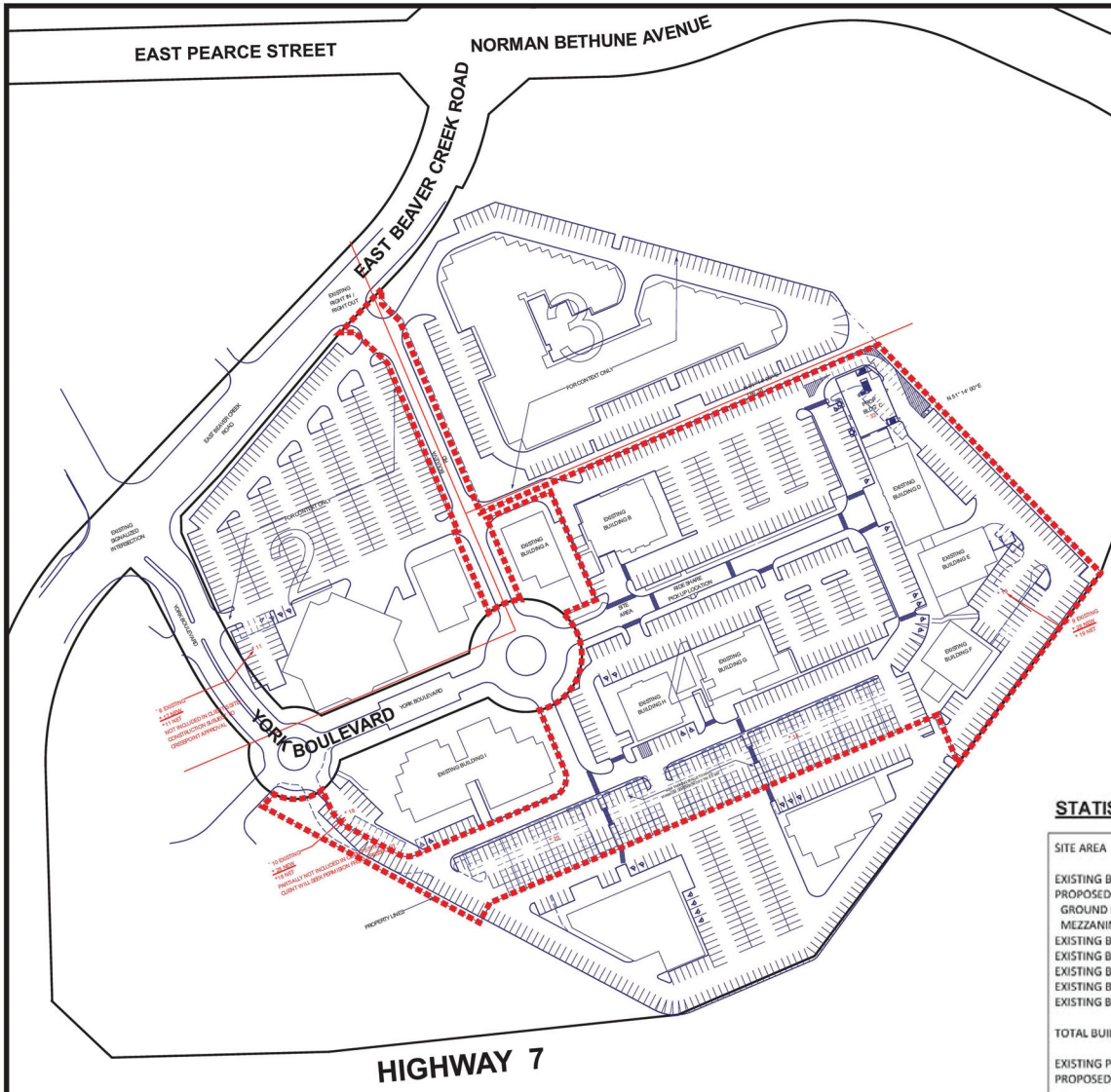
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RICHMOND HILL
OFFICIAL PLAN

# Exception Area 10

SCHEDULE A14




## STATISTICS

| | | |
|---|---|---|
| SITE AREA | ± 9.41 ACRES | ± 3.81 H.A. |
| EXISTING BLDG. B AREA | ±9,000 S.F. | ±836 S.M. |
| PROPOSED BLDG. C AREA | ± 7,400 S.F. | ± 687 S.M. |
| GROUND FLOOR AREA | (±5,400 S.F.) | (±502 S.M.) |
| MEZZANINE AREA | (± 2,000 S.F.) | (±186 S.M.) |
| EXISTING BLDG. D AREA | ±7,800 S.F. | ±725 S.M. |
| EXISTING BLDG. E AREA | ±6,520 S.F. | ±606 S.M. |
| EXISTING BLDG. F AREA | ±5,220 S.F. | ±485 S.M. |
| EXISTING BLDG. G AREA | ±7,190 S.F. | ±668 S.M. |
| EXISTING BLDG. H AREA | ±5,790 S.F. | ±538 S.M. |
| TOTAL BUILDING AREA | ± 48,920 S.F. | ± 4,545 S.M. |
| EXISTING PARKING ON ENTIRE SITE | | 1,626 SPACES |
| PROPOSED PARKING ON ENTIRE SITE | | 1,676 SPACES |
| COVERAGE | | 11.93 % |

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Richmond Hill

PLANNING & BUILDING SERVICES DEPARTMENT

**Legend**

Subject Lands

Metres
0 25 50 100

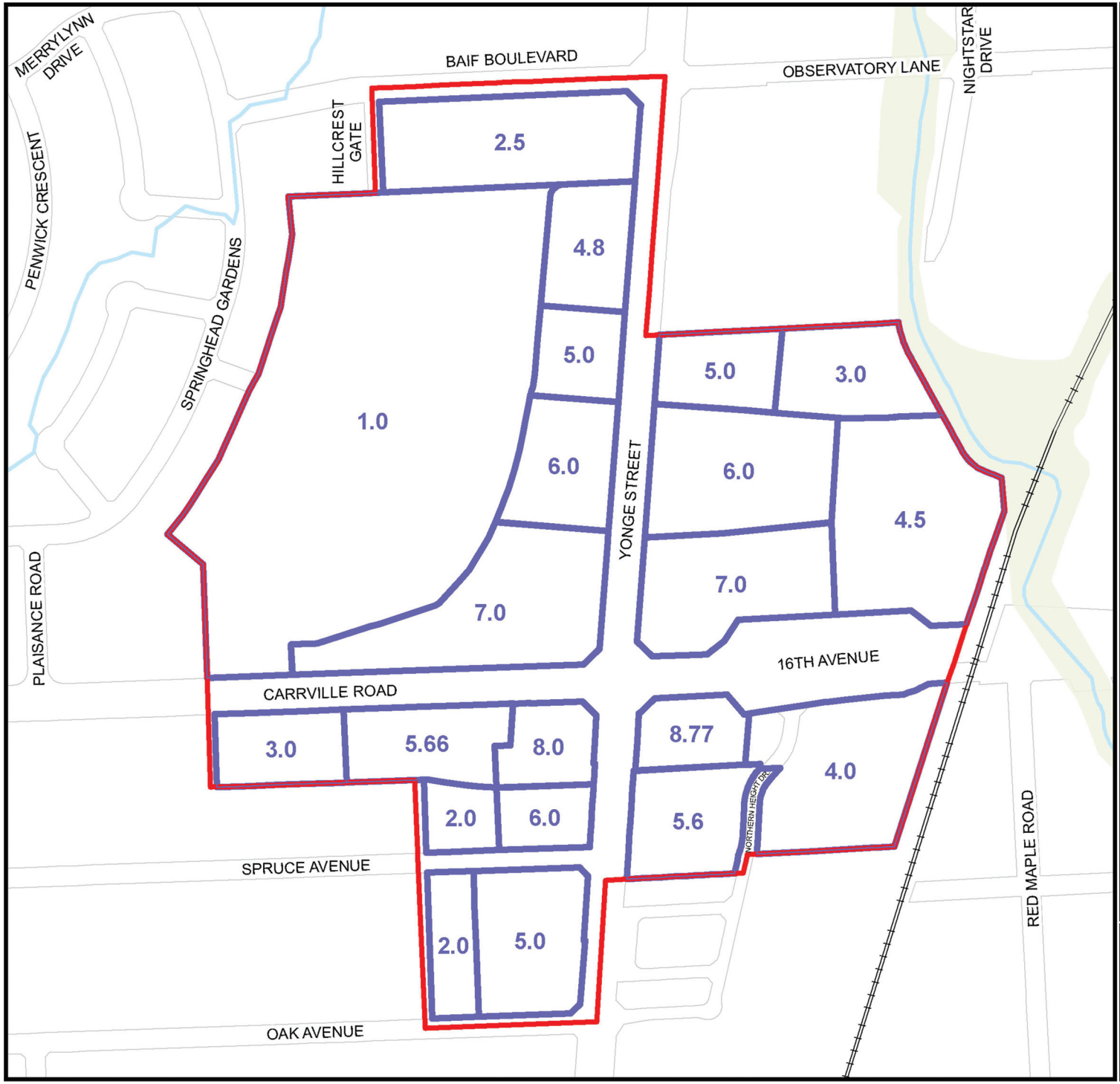
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# RICHMOND HILL OFFICIAL PLAN

## Exception Area 23

## SCHEDULE A15




## Legend

- Yonge Street and Carrville/16th Avenue Key Development Area
- Boundary of density category area with maximum FSI
- Watercourses
- Greenway
- C.N.R.

**NOTE: OPA 18.5 is under site-specific appeal (OLT-24-000485)**




Richmond Hill

PLANNING & BUILDING SERVICES DEPARTMENT

Scale 1:5,500

60 30 0 60 120 Meters

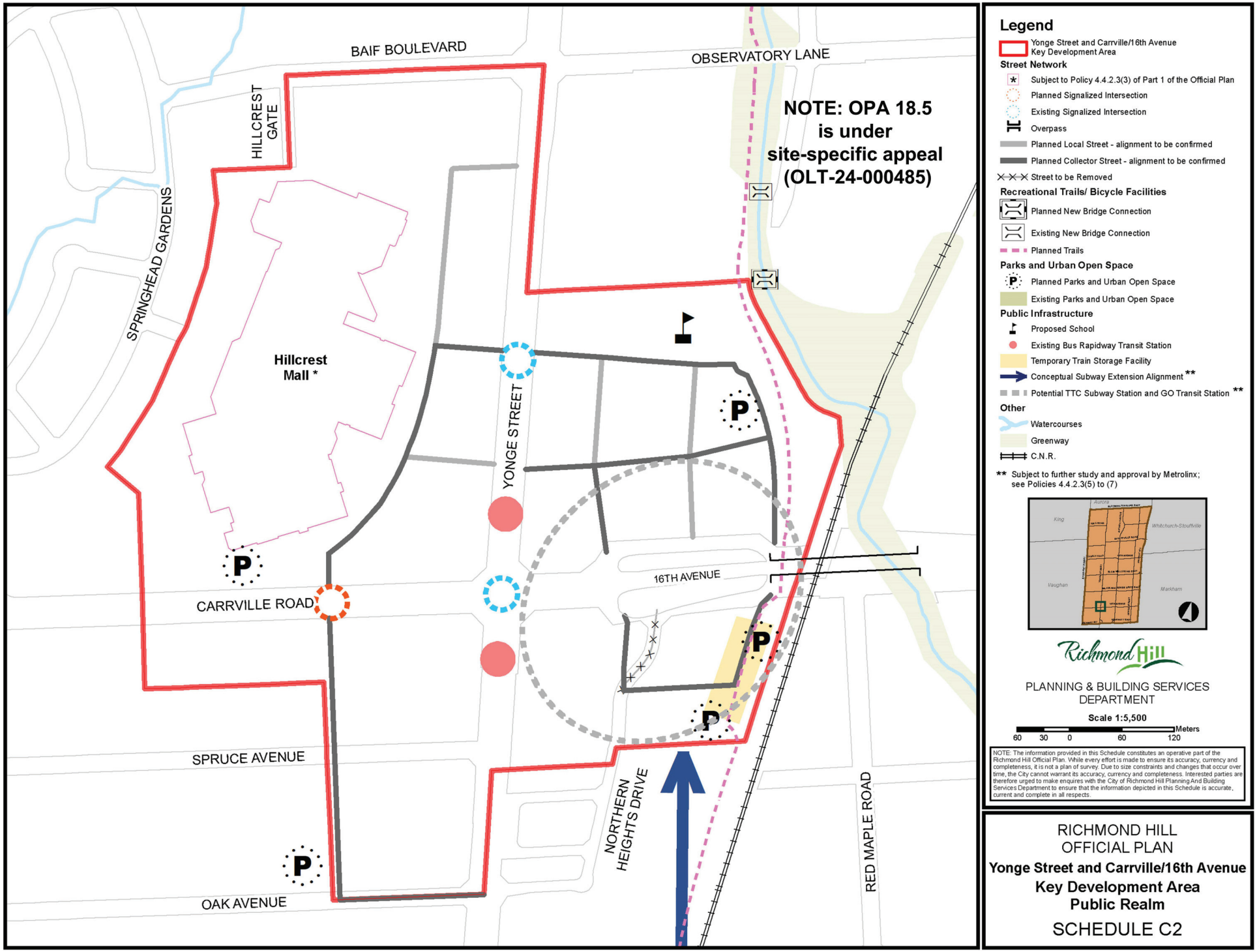
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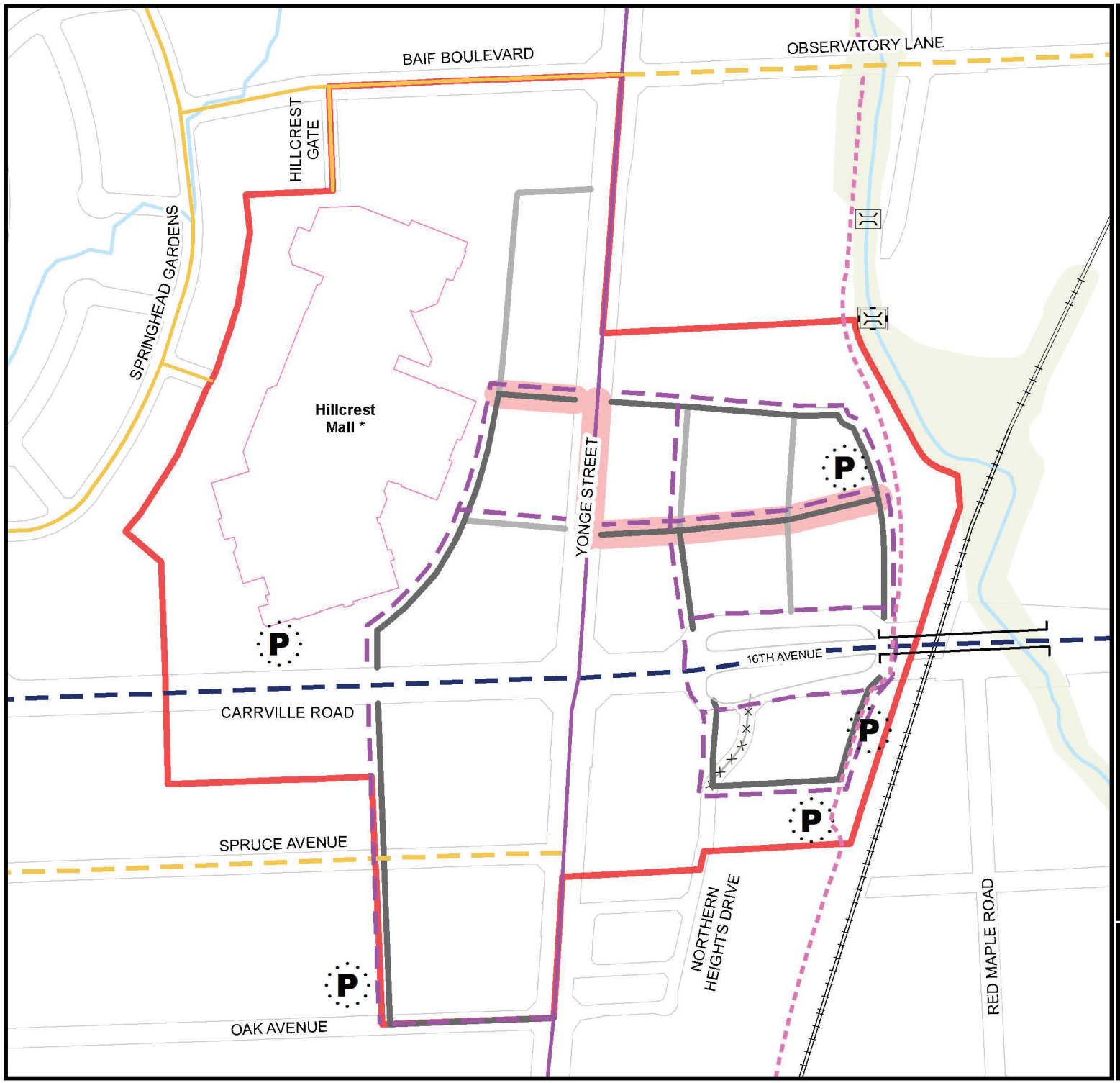
RICHMOND HILL
OFFICIAL PLAN

**Yonge Street and Carrville/16th Avenue**
**Key Development Area**
**Density Allocation**

SCHEDULE C1

R:\Policy Planning\Policy\Planning and Dev\Official Plan\1_Official Plan\2019 -OP Review\6_Draft Plan\OPA-18.5_Yonge-16th\07-Draft 5 Maps\OPA18.5_ScheduleC1_v3.mxd


BAIF BOULEVARD
OBSERVATORY LANE
HILLCREST GATE
SPRINGHEAD GARDENS
NOTE: OPA 18.5 is under site-specific appeal (OLT-24-000485)
Hillcrest Mall *
YONGE STREET
16TH AVENUE
CARRVILLE ROAD
SPRUCE AVENUE
OAK AVENUE
NORTHERN HEIGHTS DRIVE
RED MAPLE ROAD
P
Legend
Yonge Street and Carrville/16th Avenue Key Development Area
Street Network
Subject to Policy 4.4.2.3(3) of Part 1 of the Official Plan
Planned Signalized Intersection
Existing Signalized Intersection
Overpass
Planned Local Street - alignment to be confirmed
Planned Collector Street - alignment to be confirmed
Street to be Removed
Recreational Trails/ Bicycle Facilities
Planned New Bridge Connection
Existing New Bridge Connection
Planned Trails
Parks and Urban Open Space
Planned Parks and Urban Open Space
Existing Parks and Urban Open Space
Public Infrastructure
Proposed School
Existing Bus Rapidway Transit Station
Temporary Train Storage Facility
Conceptual Subway Extension Alignment **
Potential TTC Subway Station and GO Transit Station **
Other
Watercourses
Greenway
C.N.R.
** Subject to further study and approval by Metrolinx; see Policies 4.4.2.3(5) to (7)
Richmond Hill
PLANNING & BUILDING SERVICES DEPARTMENT
Scale 1:5,500
60 30 0 60 120 Meters
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RICHMOND HILL OFFICIAL PLAN
Yonge Street and Carrville/16th Avenue Key Development Area Public Realm
SCHEDULE C2
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## Legend

- Yonge and Carrville/16th Key Development Area Boundary
- Market Promenade

**Recreational Trails/ Bicycle Facilities**

- Planned New Bridge Connection
- Existing New Bridge Connection
- Planned Conventional Bicycle Lanes
- Planned Protected Bicycle Facilities
- Planned Regional Bicycle Facilities
- Planned Trails
- Existing Conventional Bicycle Lanes
- Existing Protected Bicycle Facilities

**Street Network**

- Subject to Policy 4.4.2.3(3) of Part 1 of the Official Plan
- Overpass
- Planned Local Street - alignment to be confirmed
- Planned Collector Street - alignment to be confirmed
- Street to be Removed

**Parks and Urban Open Space**

- Planned Parks and Urban Open Space
- Existing Parks and Urban Open Space

**Other**

- Watercourses
- Greenway
- C.N.R.




Richmond Hill

PLANNING & BUILDING SERVICES DEPARTMENT

Scale 1:5,500

60 30 0 60 120 Meters

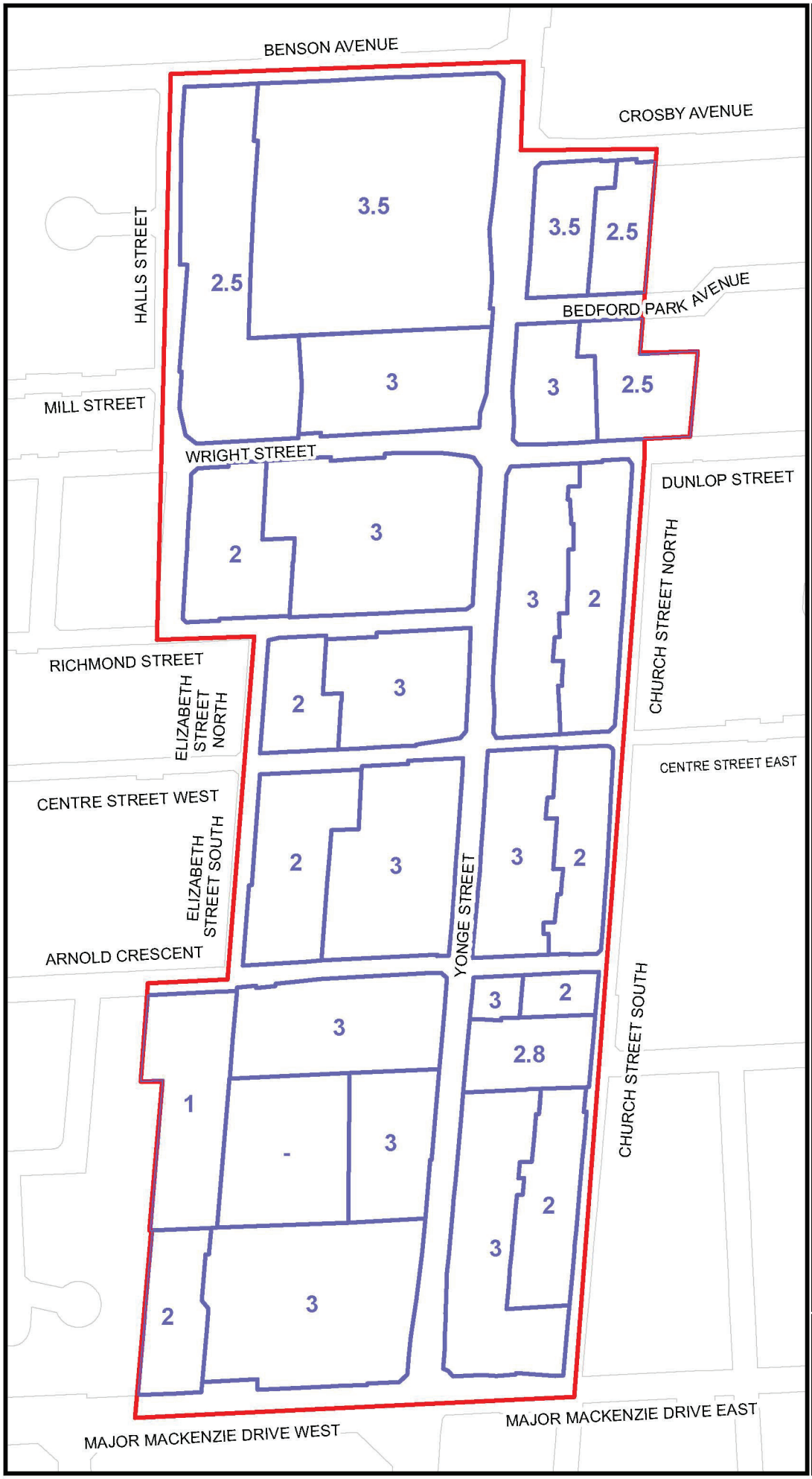
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# RICHMOND HILL OFFICIAL PLAN

## Yonge Street and Carrville/16th Avenue Key Development Area Active Transportation

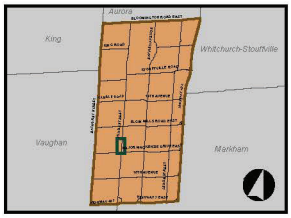
## SCHEDULE C3

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## Legend

- Village Local Centre Boundary
- Boundary of density category area with maximum FSI




Richmond Hill

PLANNING & BUILDLING SERVICES DEPARTMENT

**Scale 1:4,500**

50 25 0 50 100 Meters

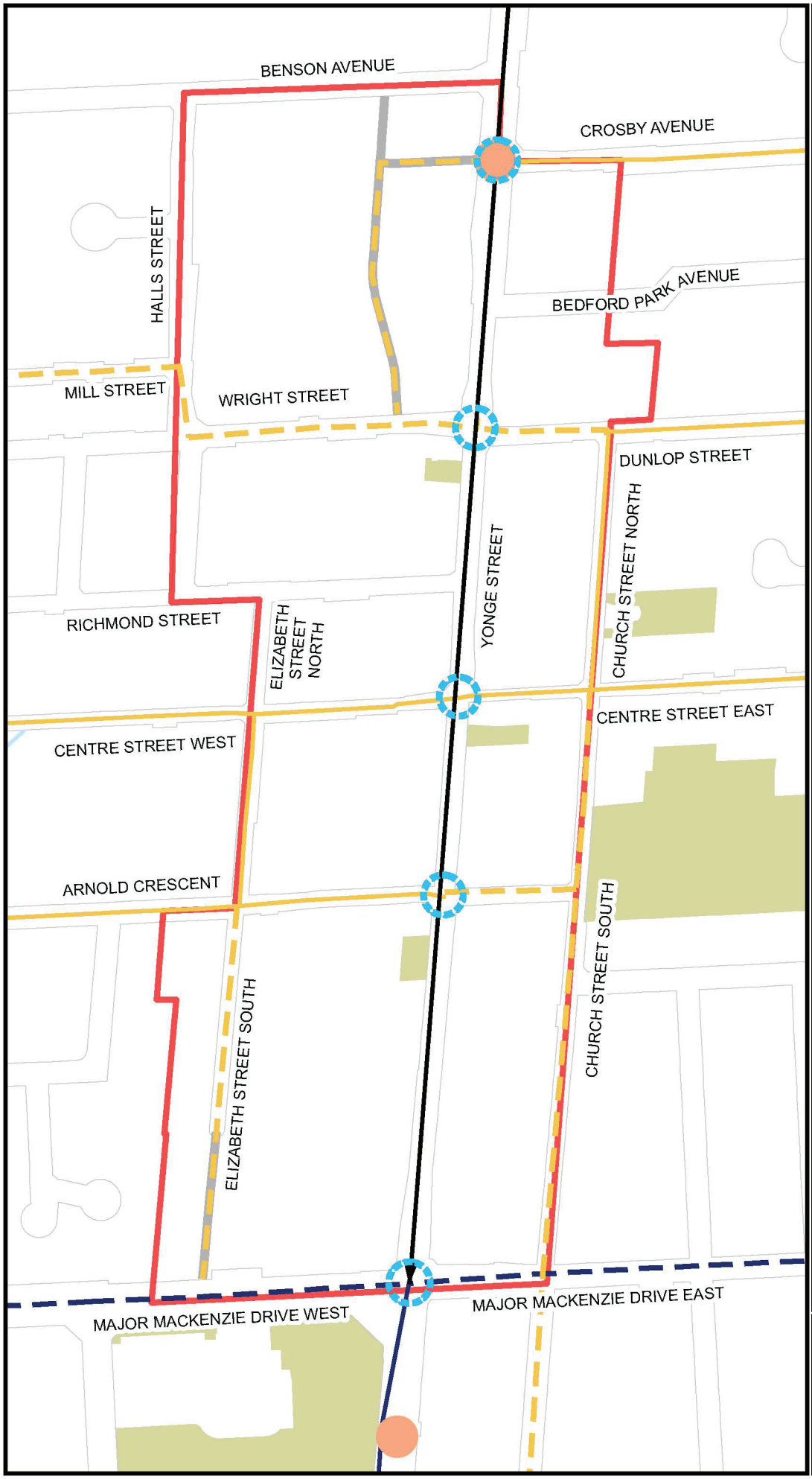
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RICHMOND HILL
OFFICIAL PLAN

# Village Local Centre Density Allocation

SCHEDULE E1

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## Legend

- Village Local Centre Boundary

**Street Network**

- Existing Signalized Intersection
- Planned Local Street - alignment to be confirmed

**Recreational Trails/ Bicycle Facilities**

- Planned Conventional Bicycle Lanes
- Planned Regional Bicycle Facilities
- Planned Future Bicycle Connection
- Existing Conventional Bicycle Lanes
- Existing Regional Bicycle Facilities

**Parks and Urban Open Space**

- Existing Parks and Urban Open Space

**Public Infrastructure**

- Existing Bus Rapidway Transit Station

**Other**

- Watercourses




Richmond Hill

PLANNING & BUILDLING SERVICES DEPARTMENT

**Scale 1:5,000**

60 30 0 60 120 Meters

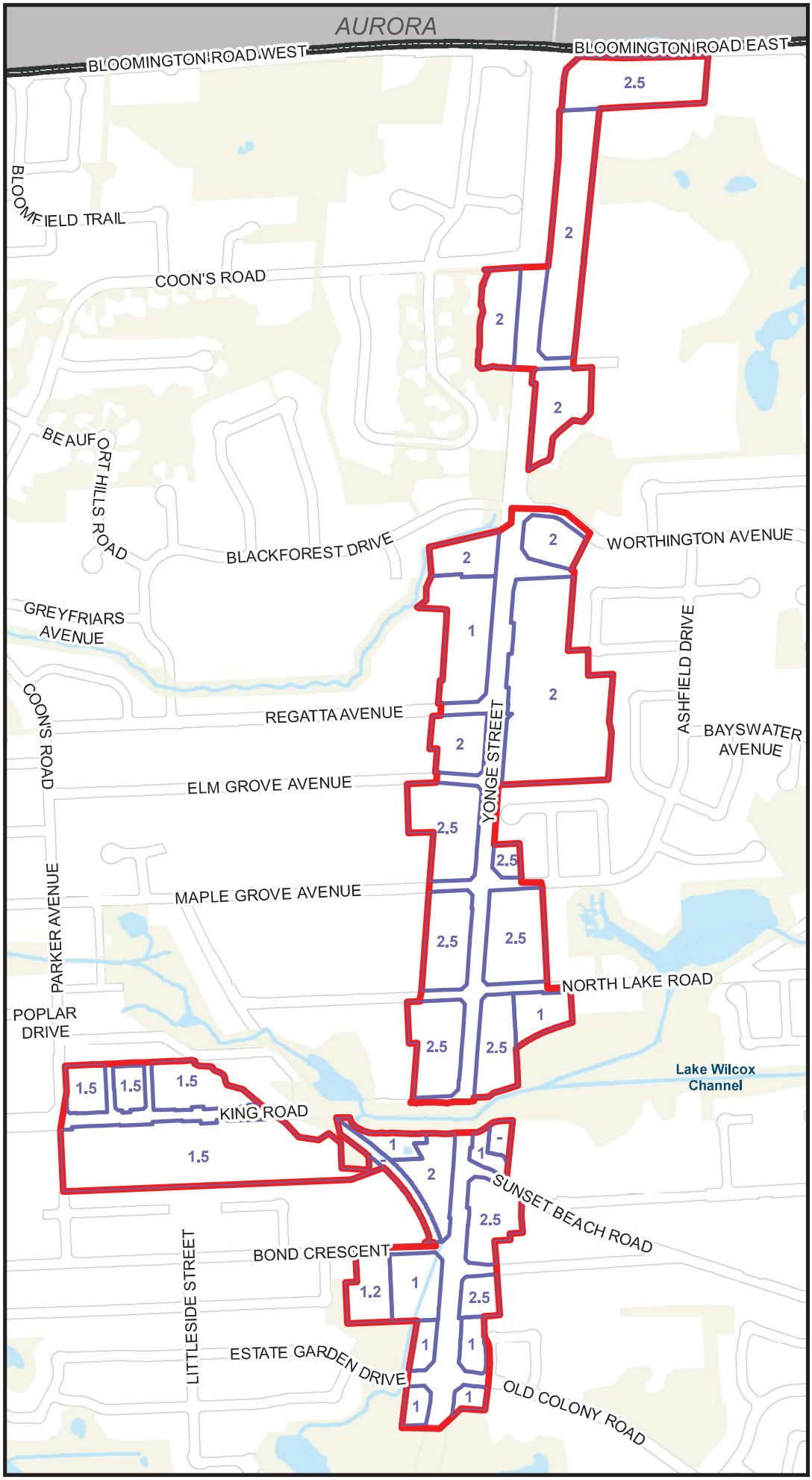
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RICHMOND HILL
OFFICIAL PLAN

# Village Local Centre Public Realm

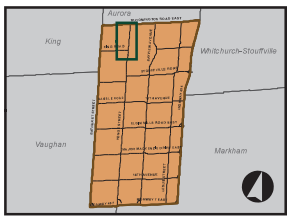
SCHEDULE E2

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## Legend

- Oak Ridges Local Centre Boundary
- Boundary of density category area with maximum FSI
- Waterbodies
- Watercourses
- Greenway




Richmond Hill

PLANNING & BUILDLING SERVICES DEPARTMENT

**Scale 1:11,000**

130 65 0 130 260 Meters

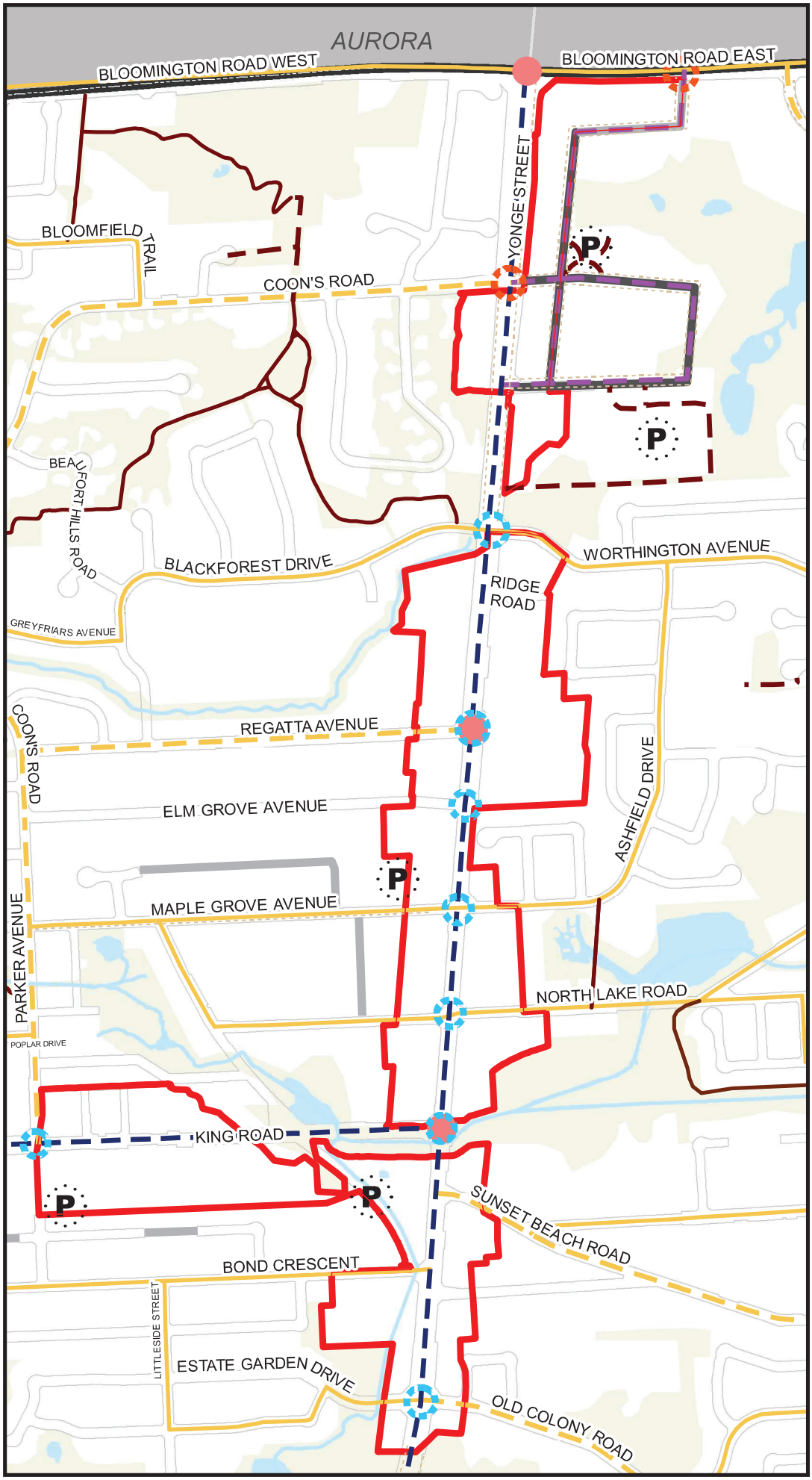
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RICHMOND HILL
OFFICIAL PLAN

# Oak Ridges Local Centre Density Allocation

SCHEDULE F1

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## Legend

- Oak Ridges Local Centre Boundary

### Street Network

- Planned Signalized Intersection
- Existing Signalized Intersection
- Planned Local Street - alignment to be confirmed
- Planned Collector Street - alignment to be confirmed

### Recreational Trails/ Bicycle Facilities

- Planned Conventional Bicycle Lanes
- Planned Protected Bicycle Facilities
- Planned Off-Road Trail
- Planned Regional Bicycle Facilities
- Existing Conventional Bicycle Lanes
- Existing Protected Bicycle Facilities
- Existing Off-Road Trail

### Parks and Urban Open Space

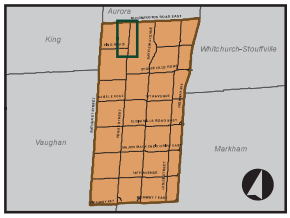
- Planned Parks and Urban Open Space
- Existing Parks and Urban Open Space

### Public Infrastructure

- Planned Bus Rapidway Transit Station

### Other

- Waterbodies
- Watercourses
- Greenway




Richmond Hill

PLANNING & BUILDLING SERVICES DEPARTMENT

**Scale 1:11,000**

130 65 0 130 260 Meters

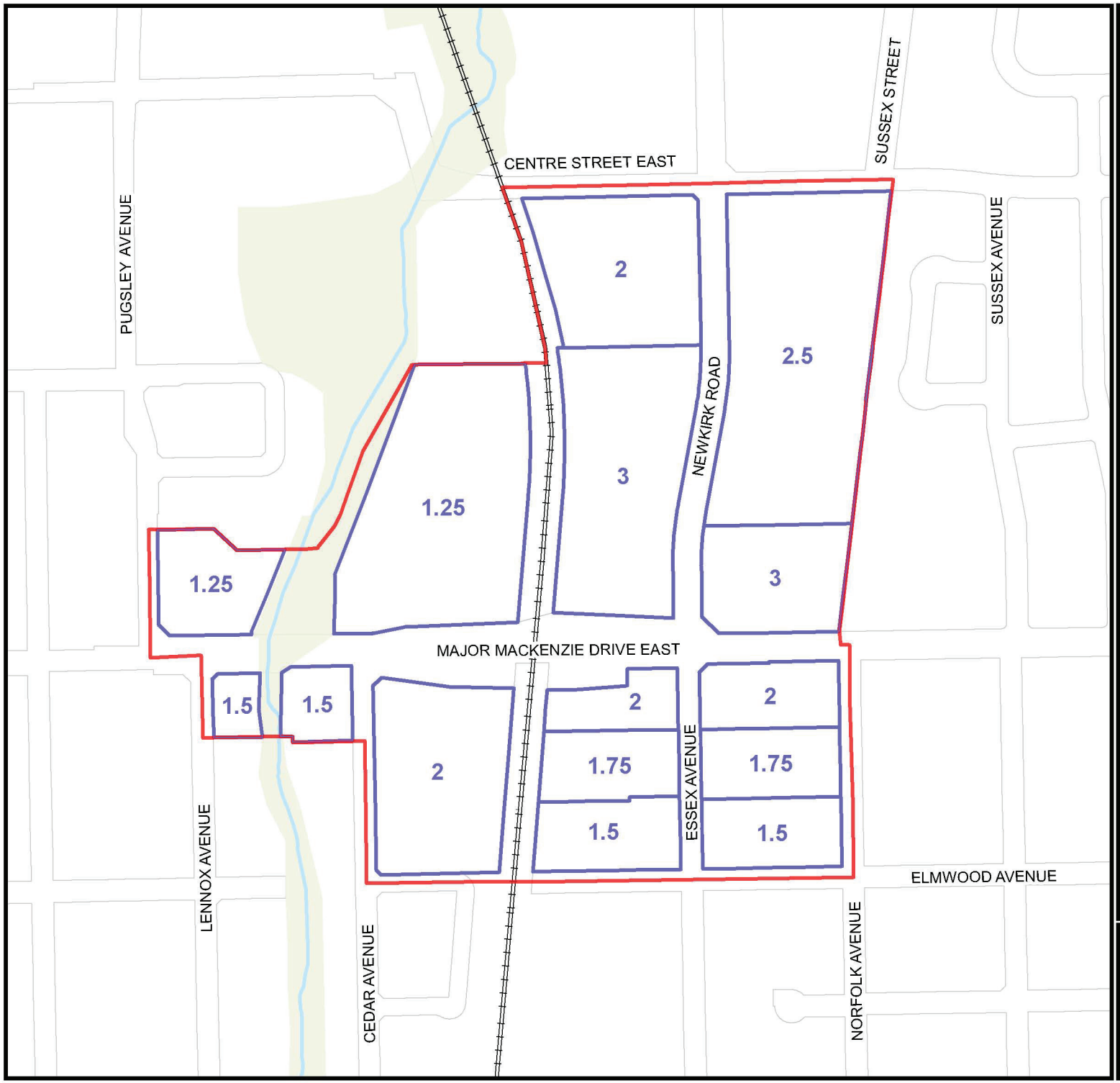
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# RICHMOND HILL OFFICIAL PLAN

## Oak Ridges Local Centre Public Realm

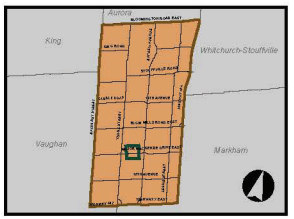
## SCHEDULE F2

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## Legend

- Newkirk Local Centre Boundary
- Boundary of density category area with maximum FSI
- Watercourses
- Greenway
- C.N.R.




Richmond Hill

PLANNING & BUILDING SERVICES DEPARTMENT

Scale 1:5,000

60 30 0 60 120 Meters

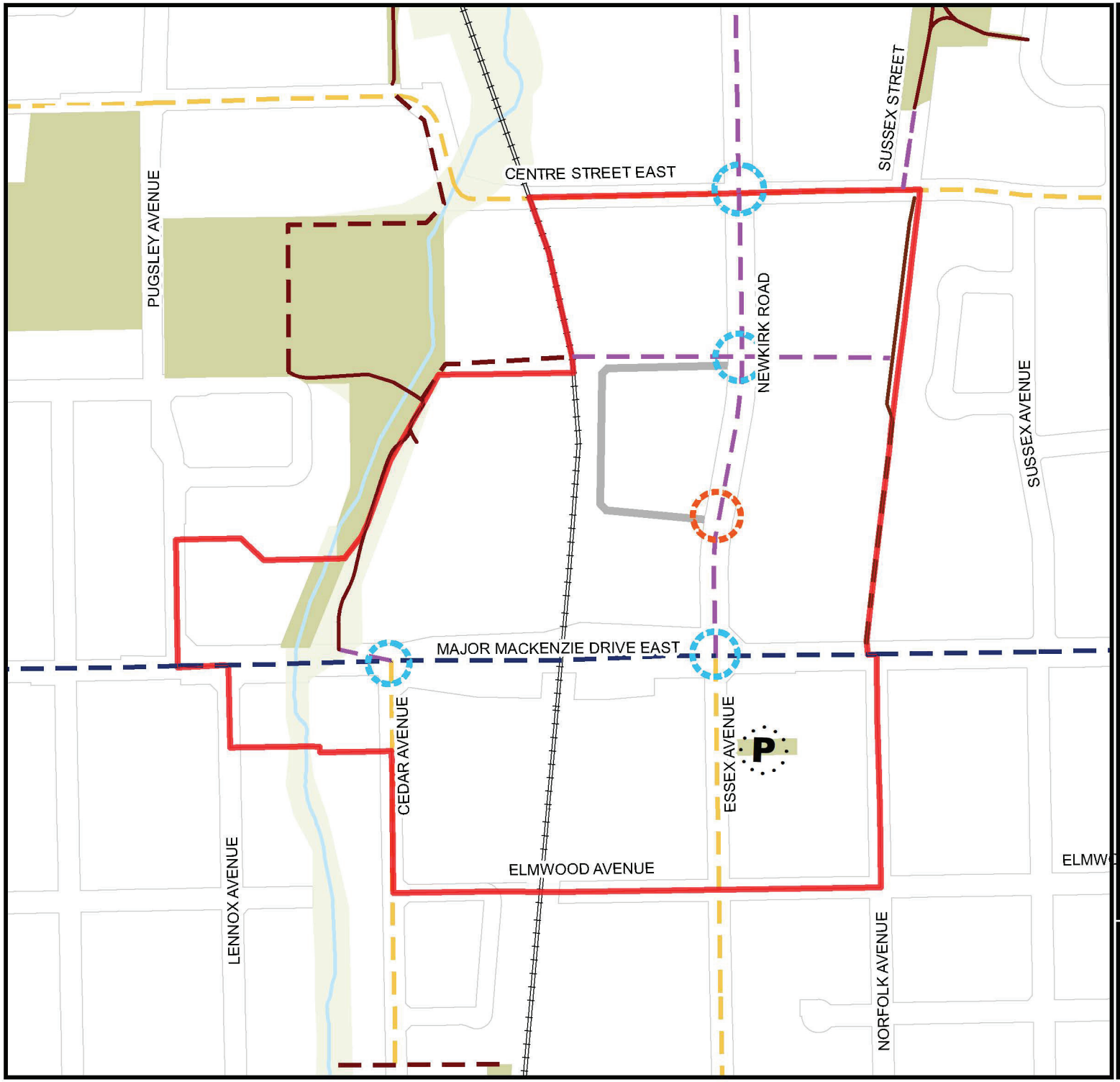
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RICHMOND HILL
OFFICIAL PLAN

# Newkirk Local Centre Density Allocation

SCHEDULE G1

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## Legend

- Newkirk Local Centre boundary

**Street Network**

- Planned Signalized Intersection
- Existing Signalized Intersection
- Planned Local Street - alignment to be confirmed

**Recreational Trails/ Bicycle Facilities**

- Planned Conventional Bicycle Lanes
- Planned Protected Bicycle Facilities
- Planned Off-Road Trail
- Planned Regional Bicycle Facilities
- Existing Off-Road Trail

**Parks and Urban Open Space**

- Planned Parks and Urban Open Space
- Existing Parks and Urban Open Space

**Other**

- Watercourses
- Greenway
- C.N.R.




Richmond Hill

PLANNING & BUILDING SERVICES DEPARTMENT

**Scale 1:5,000**

60 30 0 60 120 Meters

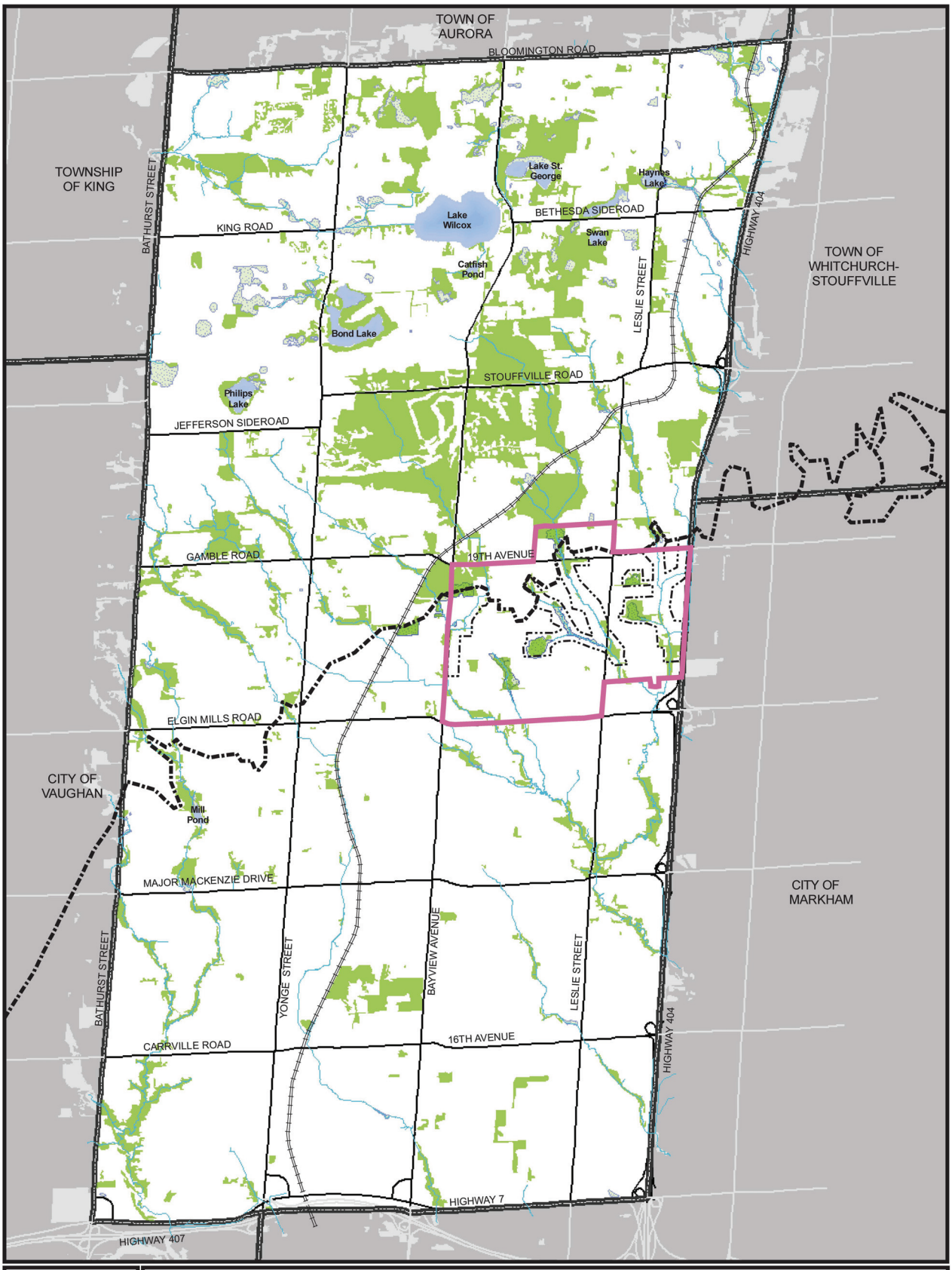
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RICHMOND HILL
OFFICIAL PLAN

# Newkirk Local Centre Public Realm

SCHEDULE G2

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# RICHMOND HILL OFFICIAL PLAN

## Existing Natural Cover

## APPENDIX 1

**Legend**

- Wetlands
- Woodlands
- Lands subject only to the policies and schedules of Part II of this Plan
- Oak Ridges Moraine Conservation Plan Area
- Greenbelt Plan Area
- Waterbodies
- Watercourses
- C.N.R.




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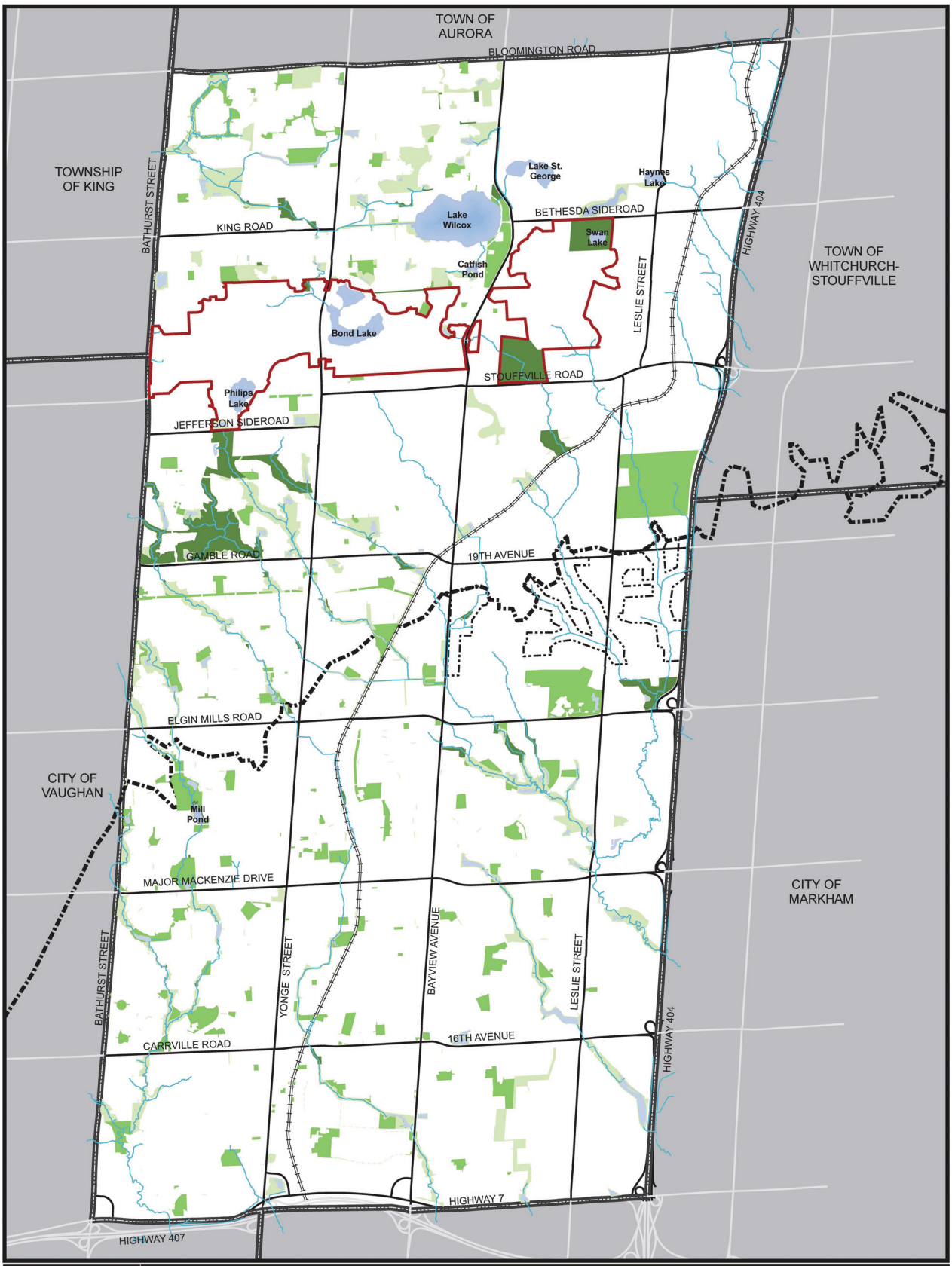
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Scale 1:45,000

1 0.5 0 1 Kilometres

Richmond Hill

PLANNING & BUILDING SERVICES DEPARTMENT




# RICHMOND HILL OFFICIAL PLAN

## Existing Parks and Open Space

## APPENDIX 2

**Legend**

- Town Open Space Lands
- Town Park Lands
- Conservation Authority Lands
- Stormwater Management Ponds
- ORM Corridor Park
- Oak Ridges Moraine Conservation Plan Area
- Greenbelt Plan Area
- Waterbodies
- Watercourses
- C.N.R.




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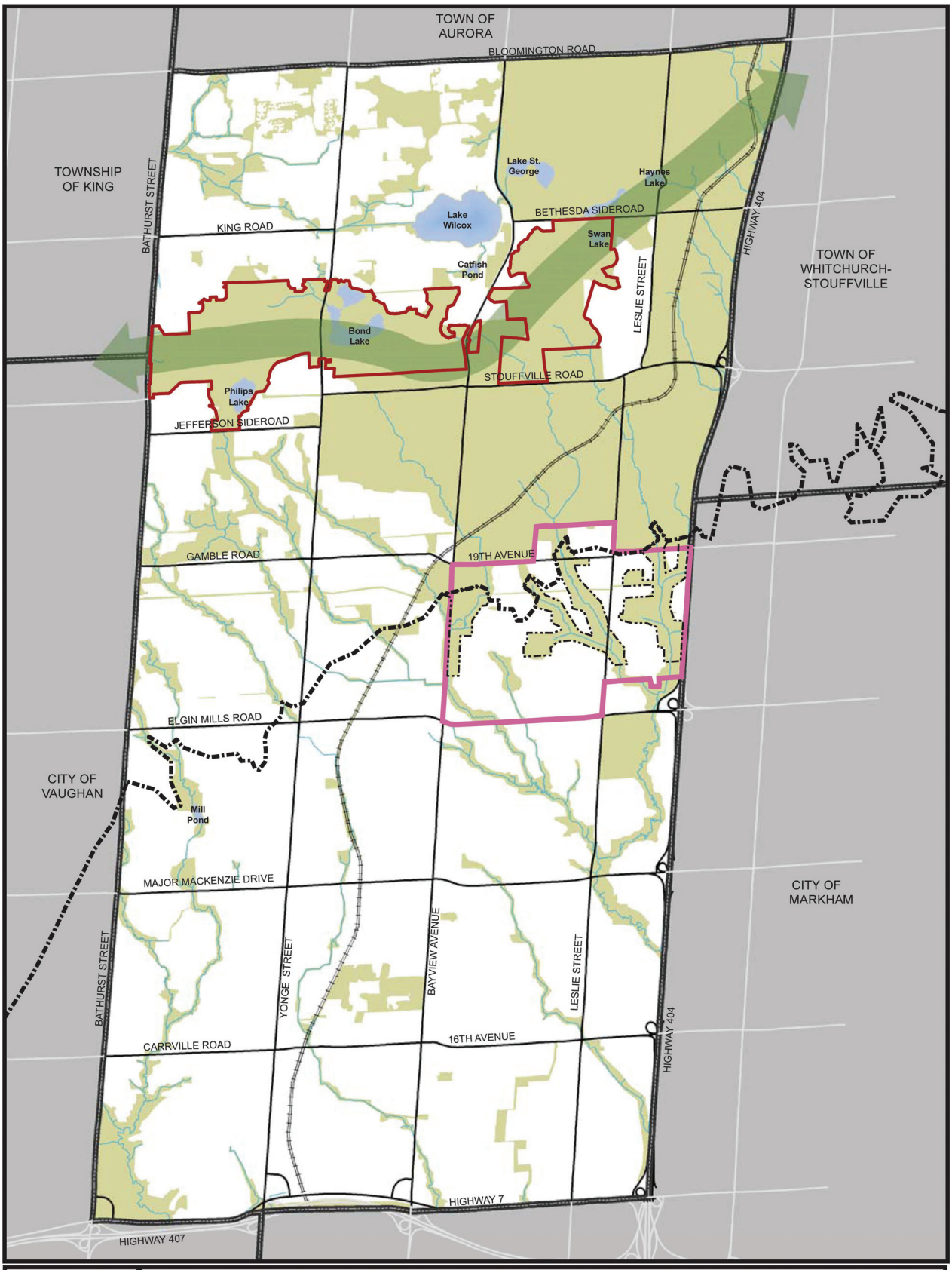
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Richmond Hill

PLANNING & BUILDING SERVICES DEPARTMENT




# RICHMOND HILL OFFICIAL PLAN

## APPENDIX 3

**Conceptual Location of East - West Greenway Corridor**

**Legend**

- Conceptual East-West Greenway Corridor
- ORM Corridor Park
- Greenway System
- Lands subject only to the policies and schedules of Part II of this Plan
- Oak Ridges Moraine Conservation Plan Area
- Greenbelt Plan Area
- Waterbodies
- Watercourses
- C.N.R.



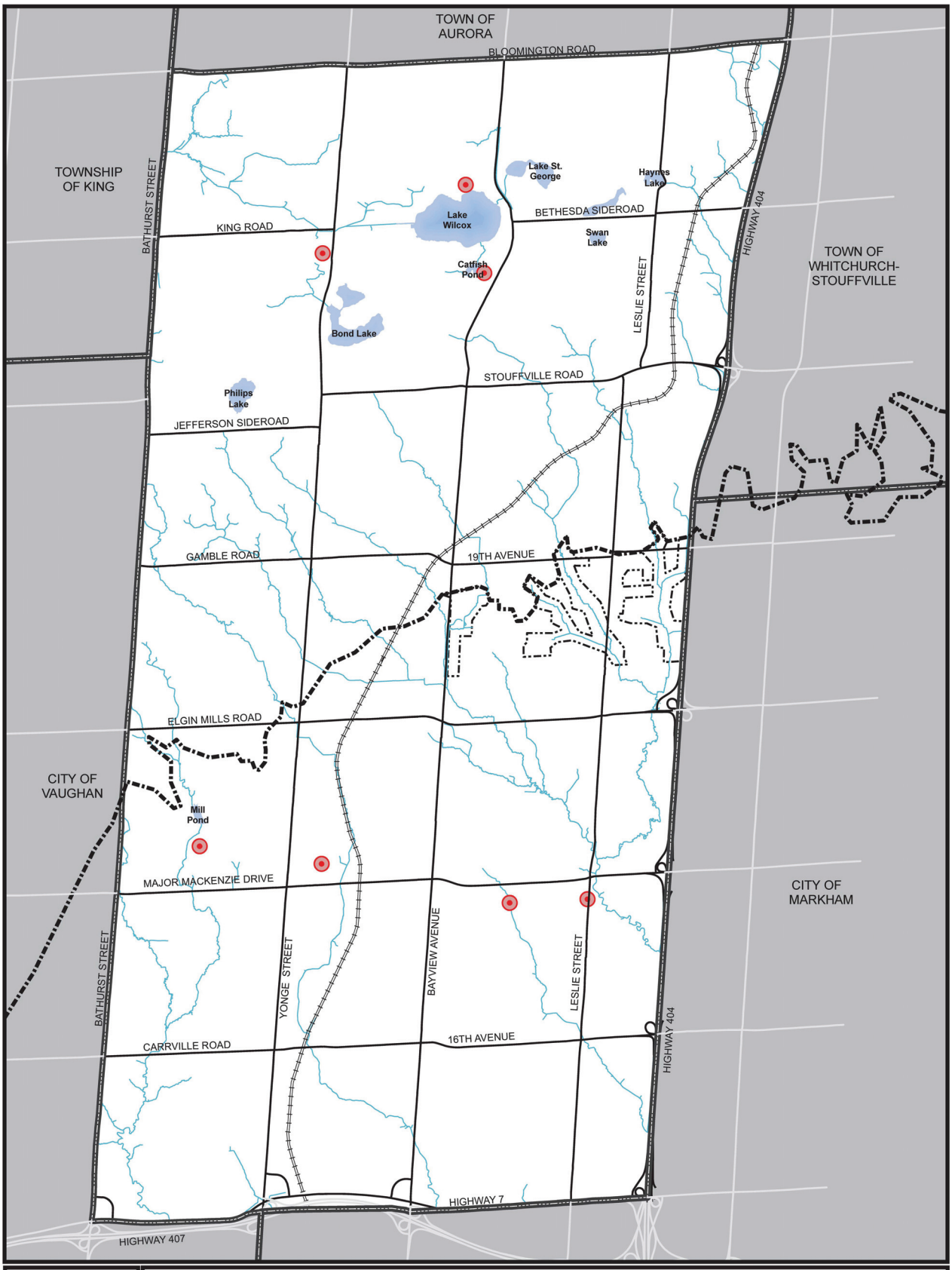

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Richmond Hill

PLANNING & BUILDING SERVICES DEPARTMENT




# RICHMOND HILL OFFICIAL PLAN

## APPENDIX 4

**Known Closed / Inactive Waste Disposal Facilities**

**Legend**

- Closed/Inactive Waste Disposal Facilities
- Oak Ridges Moraine Conservation Plan Area
- Greenbelt Plan Area
- Waterbodies
- Watercourses
- C.N.R.




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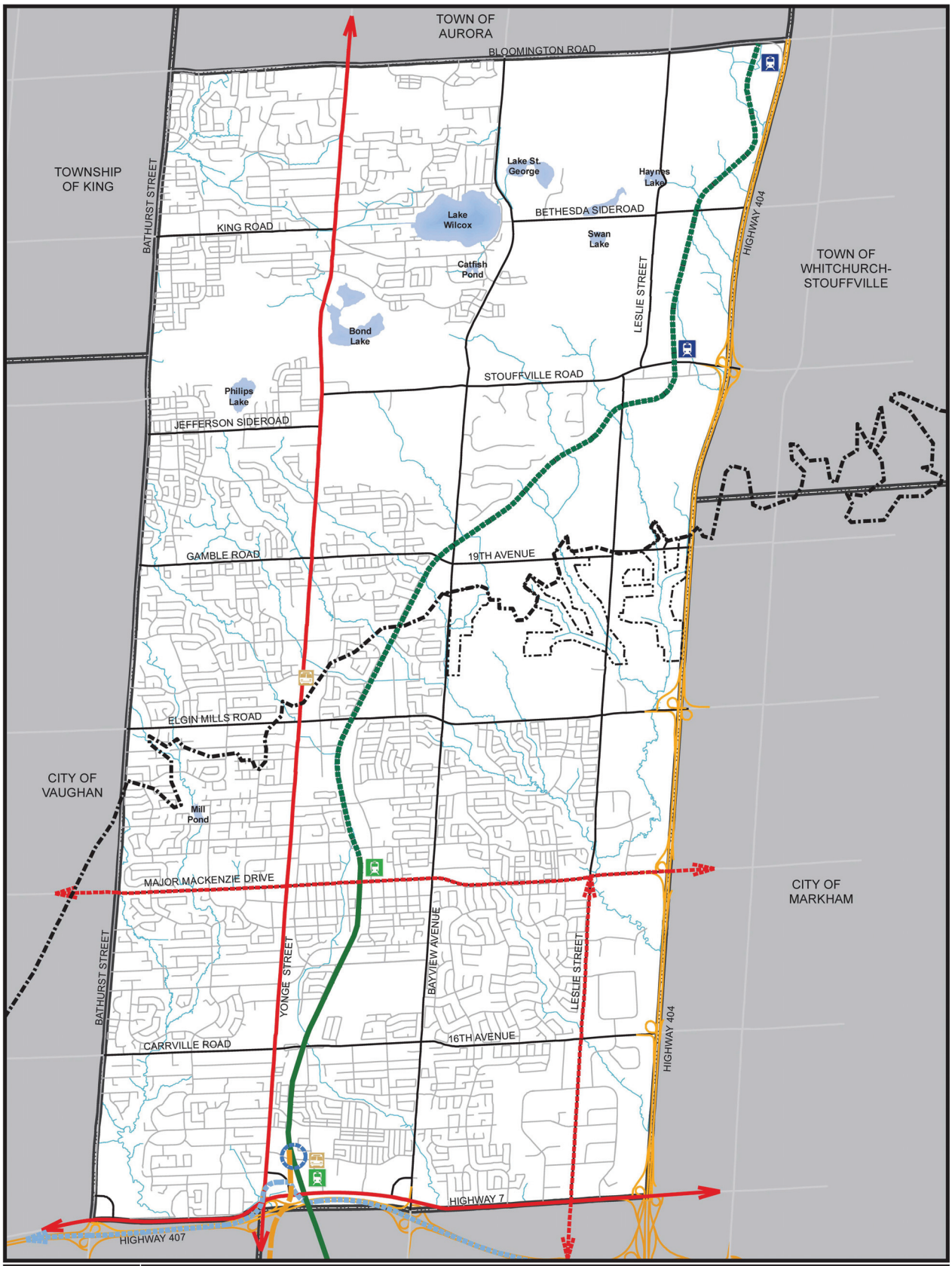
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Richmond Hill

PLANNING & BUILDING SERVICES DEPARTMENT




RICHMOND HILL OFFICIAL PLAN

**Public Rapid Transit**

APPENDIX 5

**Legend**

- Future Rapid Transit Corridor
- Proposed Subway Extension
- Proposed 407 Transitway
- Regional Rapid Transit Corridor
- Future Commuter Rail (GO)
- Existing Commuter Rail (GO)
- Provincial Highways
- Arterial Streets
- Terminal
- Proposed GO Station
- Existing GO Station
- Proposed Integrated Transit Hub
- Oak Ridges Moraine Conservation Plan Area
- Greenbelt Plan Area
- Waterbodies
- Watercourses
- C.N.R.



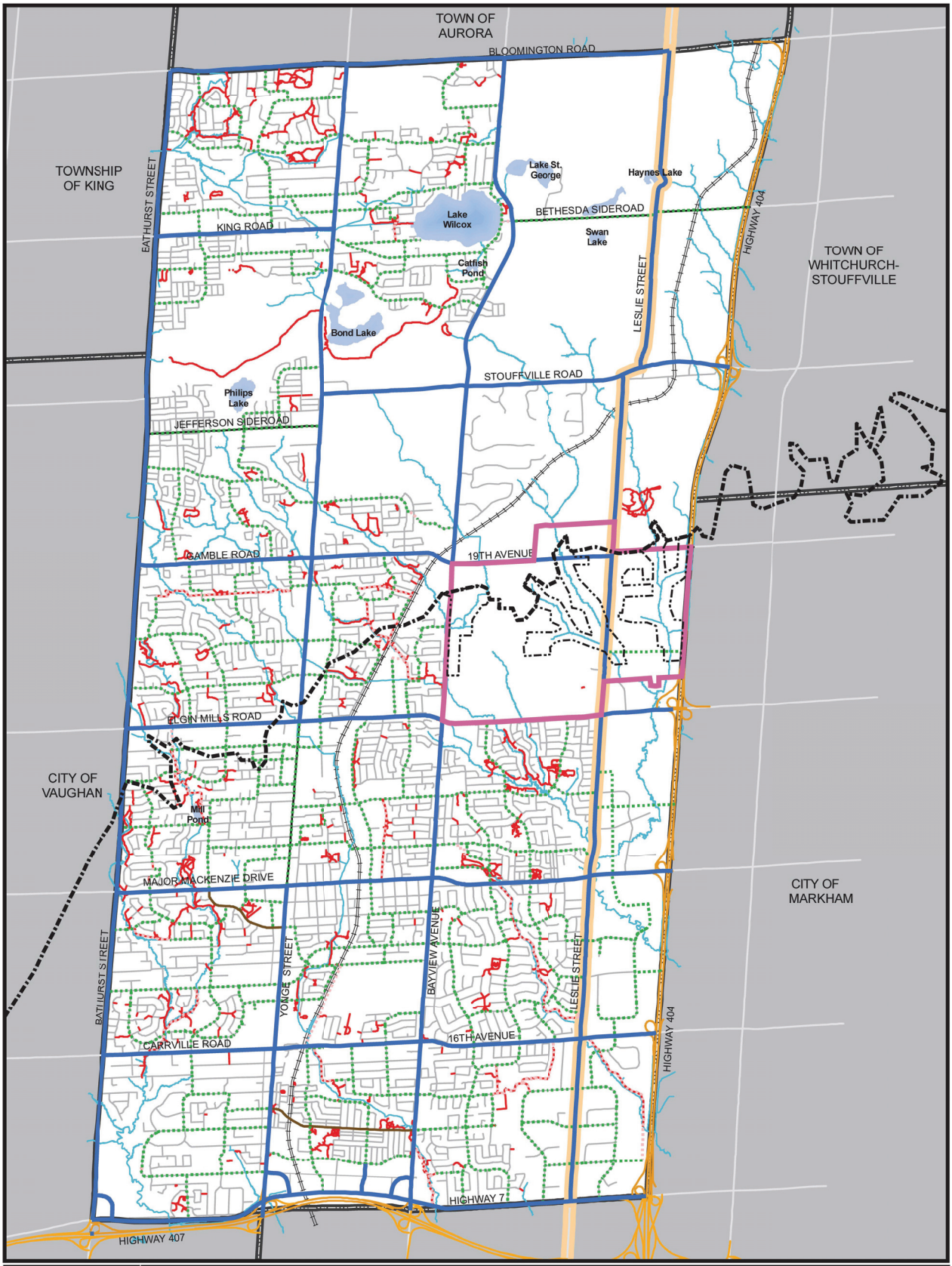

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Richmond Hill

PLANNING & BUILDING SERVICES DEPARTMENT




RICHMOND HILL OFFICIAL PLAN

**Active Transportation**

APPENDIX 6

## Legend

- Existing Town Cycling Routes
- Proposed Town Cycling Routes
- Proposed Town Trails
- Proposed Regional Cycling Facilities on Regional Roads
- Proposed Regional Lake to Lake Cycling Route
- Lands subject only to the policies and schedules of Part II of this Plan
- Existing Town Trails
- Provincial Highways
- Arterial Streets
- Oak Ridges Moraine Conservation Plan Area
- Greenbelt Plan Area
- Waterbodies
- Watercourses
- C.N.R.




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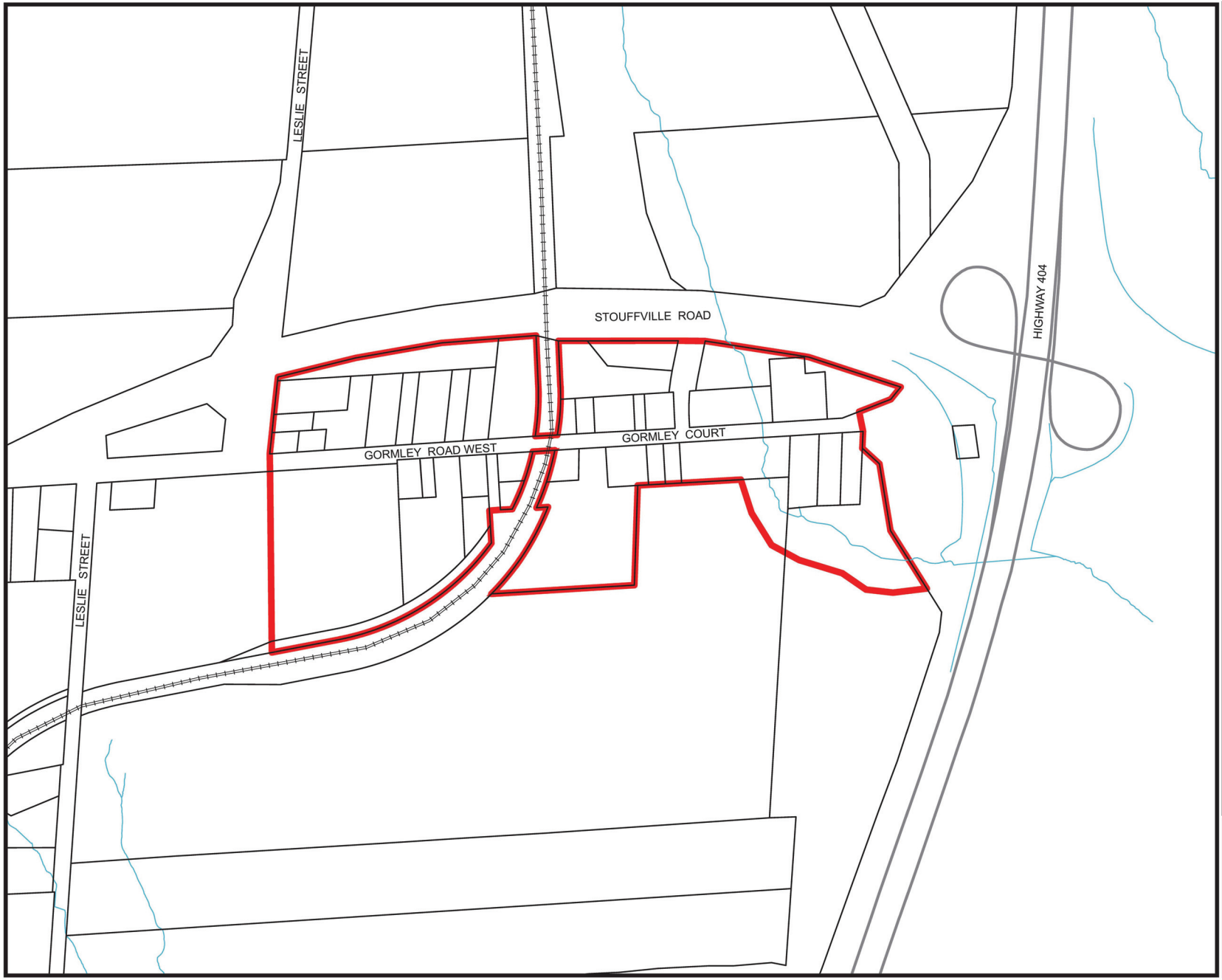
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Richmond Hill

PLANNING & BUILDING SERVICES DEPARTMENT







PLANNING & BUILDING SERVICES
DEPARTMENT

**Legend**

- Gormley Heritage Conservation District
- Watercourses
- C.N.R.

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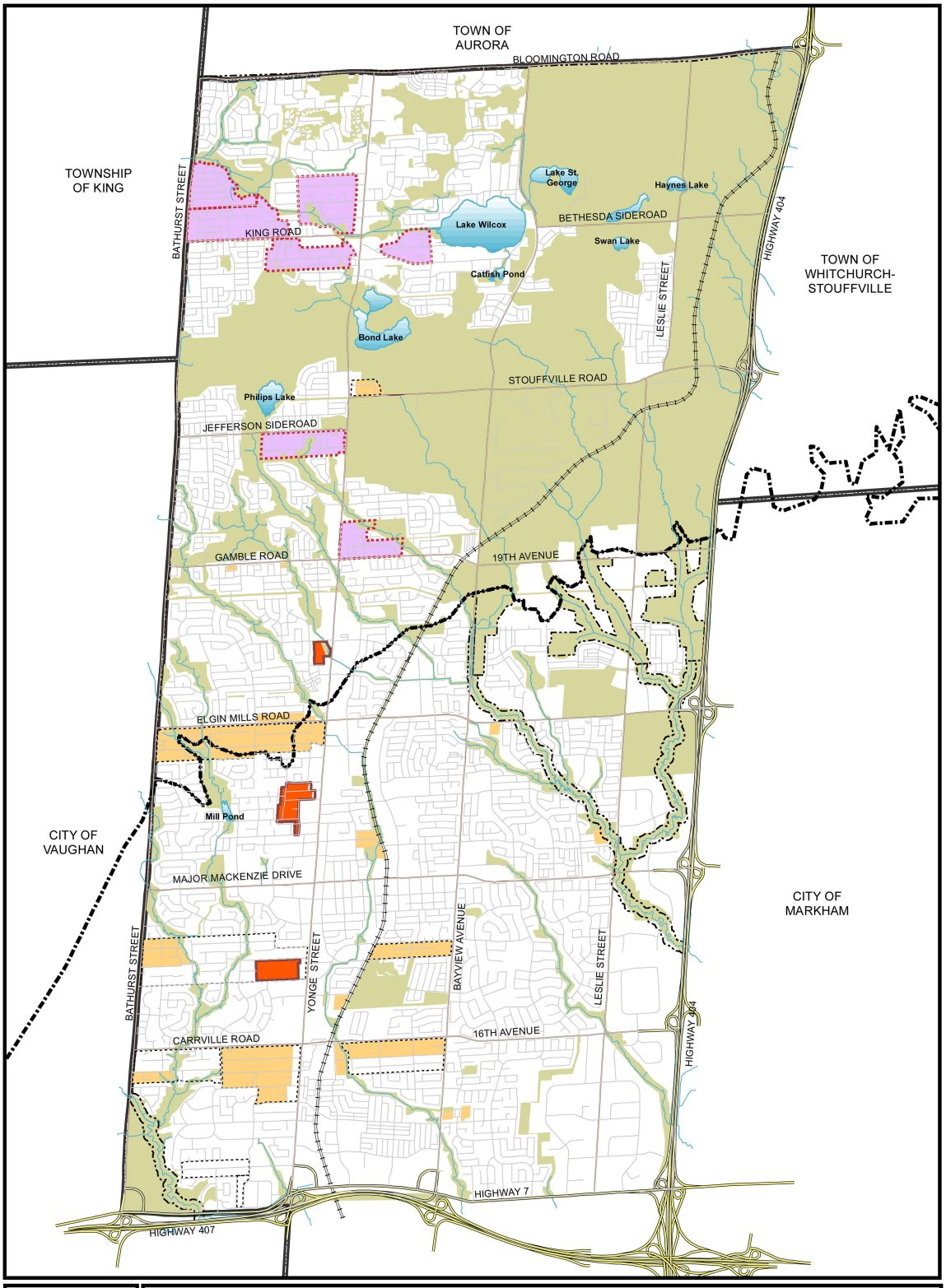
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# RICHMOND HILL OFFICIAL PLAN

## Gormley Heritage Conservation District

APPENDIX 8




RICHMOND HILL OFFICIAL PLAN

**PRIORITY INFILL AREAS**

APPENDIX 9

**Legend**

**Priority Infill Areas**

**Areas Subject to a Council Approved Study & Policy 4.9.1.1(3) of the Official Plan**

- Infill Study Area
- Tertiary Plan Study
- Areas without a Council Approved Study & Subject to the Policies set out in Section 4.9.1.1 of the Official Plan
- Historical Council Approved Infill Study Area Boundary
- Historical Council Approved Tertiary Plan Study Area Boundary
- Historical Infill Area Boundary (Not Subject to a Previous Council Approved Study)

- Oak Ridges Moraine Conservation Plan Area
- Greenbelt Plan Area
- Waterbodies
- Watercourses
- C.N.R.
- YR_Highways
- Regional Roads
- Greenway Systems

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PLANNING & BUILDING SERVICES DEPARTMENT



WEST GORMLEY

# PART II – SECONDARY PLANS

# 8 THE WEST GORMLEY SECONDARY PLAN

The lands within the West Gormley Secondary Plan area encompass approximately 361 hectares (892 acres) of land and are generally located within the area bounded by Bayview Avenue (realigned) to the west, Leslie Street to the east, Bethesda Sideroad to the north and Stouffville Road to the south.

**Basis**

The lands within the West Gormley Secondary Plan are designated "Settlement area", "Natural Core Area", and "Natural Linkage Area" in accordance with the Oak Ridges Moraine Conservation Plan (ORMCP). Designated as Settlement area within the ORMCP, the West Gormley Secondary Plan area is intended to accommodate urban growth and permit a range of residential, commercial, employment and institutional uses. Natural Core Areas are lands containing a high concentration of *key natural heritage features*, *key hydrological features* or landform conservation areas. The Oak Ridges Moraine Conservation Plan identifies low-intensity recreational uses and unserviced parks as permitted uses within Natural Core Areas. Natural Linkage Areas are intended to provide open space connections between Natural Core Areas.

The lands within the West Gormley Secondary Plan designated as "Natural Core Area" and "Natural Linkage Area" in the Oak Ridges Moraine Conservation Plan are included on **Schedule "A"** (Land Use Plan) to this Secondary Plan to provide context only. These lands are subject to the policies of the York Region Official Plan and the City of Richmond Hill Official Plan, in accordance with the policies and requirements of the Oak Ridges Moraine Conservation Plan as approved by the Minister of Municipal Affairs and Housing. The lands designated as "Oak Ridges Moraine Natural Core Area" on **Schedule "A"** (Land Use Plan) to this Secondary Plan incorporate all buffers and setbacks from natural features as required by the Oak Ridges Moraine Conservation Plan. The required buffers have been or will be conveyed to the Toronto and Region Conservation Authority.

The West Gormley Secondary Plan provides for the establishment of an urban residential community with supporting parks, schools, open space, institutional and neighbourhood commercial uses.

The York Region Official Plan states that *development* of this area shall not be permitted until the provisions of the Oak Ridges Moraine Conservation Plan have been satisfied and the community building and servicing policies of the York Region Official Plan have been satisfied. The policies in the West Gormley Secondary Plan provide that prior to the approval of *development* of the lands, the provisions and requirements of the Oak Ridges Moraine Conservation Plan and the policies of the York Region Official Plan and Richmond Hill Official Plan be addressed through the Master Environmental Servicing Plan.

The lands subject to the policies in the West Gormley Secondary Plan include two separate neighbourhoods to the east and west of the "Oak Ridges Moraine Natural Core Area" lying in the centre of the concession block and also to a small parcel of land of approximately 2.1 hectares at the southwest corner of Leslie Street and Bethesda Sideroad.

*Development* within the West Gormley Secondary Plan shall address and satisfy the provisions of the Oak Ridges Moraine Conservation Plan.

The requirements for the Master Environmental Servicing Plan as set out in the Official Plan indicates that the Master Environmental Servicing Plan shall include a demonstration of the Greenway System that includes the Urban Open Space System, identifying all *key natural heritage features* and *key hydrological features* and a *development* concept indicating how the *development* will occur in accordance with City policies.

As the lands within the *settlement area* lie within two different sub-watersheds, separate Master Environmental Servicing Plans have been prepared for each of the two major parcels of land to the east and west of the ORM Natural Core Area designation.

A conceptual block plan illustrating how the lands could be developed in accordance with the policies in the West Gormley Secondary Plan is attached as Appendix 1 (Conceptual Block Plan) to this Secondary Plan for information purposes only.

## 8.1 INTRODUCTION

The following text and **Schedule "A"** – (Land Use Plan) to this Secondary Plan attached hereto, constitutes Chapter 8 (West Gormley Secondary Plan) to the Richmond Hill Official Plan.

## 8.2 PURPOSE

The purpose of this Secondary Plan is to establish principles and policies for the *development* of the West Gormley Secondary Plan area as shown on **Schedule A10** (Secondary Plan Areas) to Part I of the Richmond Hill Official Plan.

## 8.3 LOCATION

The lands within the West Gormley Secondary Plan area encompass approximately 361 hectares (892 acres) and are generally contained within the area bounded by Bayview Avenue to the west, Leslie Street to the east, Bethesda Sideroad to the north and Stouffville Road to the south.

## 8.4 PRINCIPLES OF DEVELOPMENT

### 8.4.1 ENVIRONMENTAL SUSTAINABILITY

The guiding principle for *development* in the West Gormley Secondary Plan area is "Environment First". This means that *development* will only be approved if it can be demonstrated that the policies of the Oak Ridges Moraine Conservation Plan, the York Region Official Plan and the Richmond Hill Official Plan have been met.

The objectives associated with this principle are:

a. To conform to all of the applicable policies of the Oak Ridges Moraine Conservation Plan, the Growth Plan for the Greater Golden Horseshoe, the Provincial Policy Statement, the York Region Official Plan and the Richmond Hill Official Plan.

b. To provide an interconnected urban open space system which links the Oak Ridges Moraine to the Rouge Valley in accordance with the Oak Ridges Moraine Conservation Plan designations for Natural Core and Natural Linkage areas.

### 8.4.2 NEIGHBOURHOOD IDENTITY

The urban areas within the West Gormley Secondary Plan are physically separated by lands designated as "Oak Ridges Moraine Natural Core Area", the majority of which have been dedicated to the Toronto and Region Conservation Authority. As a result, the urban areas are not contiguous. This principle relates to trying to achieve a neighbourhood identity.

The objectives associated with this principle are:

a. To provide for a range of land uses including Greenway System designations, open space areas, residential neighbourhoods, public uses such as schools and local commercial service opportunities.

b. To foster a sense of community identity by connecting neighbourhoods through public uses and an urban open space system.

c. To provide for the extension of necessary public services and facilities to support the community.

### 8.4.3 HOUSING CHOICES

This principle is to ensure that *development* within the "Oak Ridges Moraine Urban Area" of the West Gormley Secondary Plan area will provide opportunities for a mix and range of housing types.

The objectives associated with this principle are:

a. To provide a range and mix of housing types in order to achieve a balanced community.

b. To address the requirements of the Growth Plan for the Greater Golden Horseshoe and the Provincial Policy Statement.

c. To encourage housing *developments* and designs in order to achieve more compact residential *development*.

d. To achieve an urban form which makes effective use of land, services, community facilities and related infrastructure.

### 8.4.4 MUNICIPAL SERVICES

This principle is to ensure that all *development* within the West Gormley Secondary Plan area be on municipal services carried out pursuant to an Environmental Assessment that considers all alternative servicing solutions and in a manner that is environmentally responsible. The objectives are:

a. To locate future residential *development* in a manner which allows for the logical extension of municipal services.

b. To strategically locate *stormwater management works* in order to minimize the number of facilities and maintenance requirements.

### 8.4.5 TRANSPORTATION AND TRANSIT

This principle relates to the need to ensure that the West Gormley neighbourhoods are connected to the street and transit systems both internally and externally.

The objectives associated with this principle are:

a. To create a neighbourhood accessible to the broader Oak Ridges and Richmond Hill community by both street and transit services.

b. To ensure that *development* occurs in accordance with requirements for street improvements on surrounding arterial streets.

### 8.4.6 FINANCIAL VIABILITY

This principle is to ensure that new *development* occurs in a manner which is timed to the provision of necessary infrastructure and is undertaken in a manner which does not impact the City's finances including operating costs.

The objectives associated with this principle are:

a. To ensure the costs of *development* including infrastructure required to service the development is borne by the landowners.

b. To ensure that the costs for infrastructure and other municipal services are included in the City-wide and area specific *development* charges, as applicable and in accordance with the *Development Charges Act*.

c. To require phasing of *development* consistent with the timed delivery of required Regional and local infrastructure.

## 8.5 ENVIRONMENT AND WATER RESOURCE POLICIES

### 8.5.1 GENERAL POLICIES

a. Prior to approving new *development*, Council shall be satisfied that the *development* addresses all of the requirements of the Oak Ridges Moraine Conservation Plan.

b. All applications for *development* including applications for Zoning By-law Amendment and draft plan of subdivision must be accompanied by a conformity statement that demonstrates how the *developments* meet the requirements of the Oak Ridges Moraine Conservation Plan.

### 8.5.2 NATURAL ENVIRONMENT

a. It is the intent of Council that the lands identified on **Schedule "A"** (Land Use Plan) to this Secondary Plan as "Oak Ridges Moraine Natural Core Area" and "Oak Ridges Moraine Natural Linkage Area" shall be dedicated to the Province of Ontario, Toronto

and Region Conservation Authority or other appropriate public body in order to ensure their long term protection.

b. Where lands designated “Oak Ridges Moraine Natural Core Area” or “Oak Ridges Moraine Natural Linkage Area” have been dedicated to the Province and/or Toronto and Region Conservation Authority in accordance with settlements of the *Oak Ridges Moraine Conservation Act*, such lands shall not be included in environmental studies and/or the MESP except where such lands will be impacted by proposed *development*.

c. Where lands designated “Oak Ridges Moraine Natural Core Area” or “Oak Ridges Moraine Natural Linkage Area” have been dedicated to the Province of Ontario and/or Toronto and Region Conservation Authority, all buffers and setbacks as required in accordance with the Oak Ridges Moraine Conservation Plan shall be deemed to have been included in the dedicated lands.

d. Where the lands designated “Oak Ridges Moraine Natural Core Area” or “Oak Ridges Moraine Natural Linkage Area” have not been dedicated to the Province of Ontario and/or Toronto and Region Conservation Authority, the lands shall be subject to the policies and requirements of Section 3.2.1.1 (Lands on the ORM) and the relevant land use and design policies of Section 4.10 (Greenway System) of Part I of the Richmond Hill Official Plan.

e. Revisions to the water resource management studies submitted in the August 2004 and September 2005 MESPs shall be submitted as part of the updates to the Master Environmental Servicing Plans in accordance with Terms of Reference to be prepared in consultation with the TRCA.

f. Natural Heritage Evaluations in accordance with Section 5.24, of Part I of the Richmond Hill Official Plan, shall be submitted on a site specific basis prior to draft plan approval or site plan approval in order to demonstrate how the proposed *development* meets the policies and requirements of the Oak Ridges Moraine Conservation Plan.

g. The Terms of Reference for the Natural Heritage Evaluation shall be approved in consultation with the City and TRCA and shall include, in addition to the requirements of Section 5.24 of Part I of the Richmond Hill Official Plan, the following:
    i. A demonstration of conformity with the requirements of the Oak Ridges Moraine Conservation Plan and Provincial Policy Statement;
    ii. A description of the proposed *development* including conceptual servicing and stormwater management facilities;
    iii. Identification of the interdependencies between and relationship of the water resources regime and lands within the ORM Natural Core and ORM Natural Linkage designations;
    iv. Confirmation that the water management and servicing schemes do not impact the areas dedicated as ORM Natural Core and ORM Natural Linkage as shown on **Schedule “A”** (Land Use Plan) to this Secondary Plan; and
    v. Identification of the *key natural heritage features* and/or *key hydrological features* and their functions which could potentially be impacted by *development* during the pre-construction and post construction period to ensure no impact to the areas designated ORM Natural Core and ORM Natural Linkage.

### 8.5.3 MASTER ENVIRONMENTAL SERVICING PLAN

a. Master Environmental Servicing Plans (MESPs) dated August 2004 for the Rouge Watershed and September 2005 for the Humber Watershed were previously submitted in support of *development* applications within the West Gormley Secondary Plan area. Prior to the approval of Zoning By-law amendments and draft plans of subdivision, the MESPs shall be revised to the satisfaction of the City, York Region and the Conservation Authority to reflect any changes in land use and/or Provincial regulations in effect.

b. The MESPs shall be prepared on the basis of sub-watersheds and have regard for all aspects of the subwatershed.

c. The MESPs shall demonstrate that the requirements of the *Oak Ridges Moraine Conservation Act* and the Oak Ridges Conservation Plan have been met.

d. The revised MESPs shall, in addition to other matters, provide the following information:
   i. An analysis of the water budget;
   ii. Analysis of servicing requirements including stormwater management, and allocation of water and sanitary sewer capacity;
   iii. Heritage and archaeological inventory and analysis including the identification of how these resources will be protected and/or preserved; and
   iv. An assessment of transportation systems including streets, transit, traffic calming design solutions pedestrian and bicycle facilities.

## 8.6 LAND USE POLICIES

### 8.6.1 GENERAL POLICIES

a. The community structure of the West Gormley Planning Area is based on achieving a balanced community which includes areas identified for residential, commercial and public uses.

b. New *development* must be undertaken in accordance with the principles, objectives and policies outlined in Sections 8.4 and 8.5 of this Secondary Plan.

c. Although desirable, the ability to connect neighbourhoods within this area may be limited by the overarching considerations for protection of the Oak Ridges Moraine Natural Core and Natural Linkage lands and therefore, the development of lands within the concession block will be based on the *development* of neighbourhoods.

d. It is intended that urban design guidelines be prepared for the residential areas prior to the approval of Zoning By-law amendments, draft plans of subdivision and site plans.

### 8.6.2 RESIDENTIAL POLICIES

#### 8.6.2.1 General Residential Policies

a. The City will encourage innovative subdivision and site plan design including a mix of housing types.

b. In accordance with Sections 3.4.2 (Cultural Heritage) and Section 3.4.3 (Archaeological Resources) of the Part I Richmond Hill Official Plan, Council shall have regard for the conservation of structures and sites of historic, architectural or archaeological significance.

c. Energy conservation shall be incorporated into the design of plans of subdivision and site plans in accordance with the energy and sustainable design policies as set out in Section 3.1.9.5 (Energy Conservation) and Section 3.2.3 (Sustainable Design) of the Part I Richmond Hill Official Plan.

d. Aesthetic streetscapes shall be encouraged through the integration of varied building types, open space and protection of heritage features.

**8.6.2.2 Residential Low Density**

a. The predominant use of land in areas designated Residential Low Density as shown on **Schedule "A"** (Land Use Plan) to this Secondary Plan shall be for single detached, semi-detached, duplex, triplex, quadruplex, street townhouses and other low density housing types which are ground-oriented.

b. In areas designated Residential Low Density, a maximum density of approximately 25 units per net residential hectare (10 units per acre) shall be permitted. This maximum density calculation shall not include the counting of additional residential unit(s).

c. Except as otherwise provided in this Secondary Plan, the maximum height of any residential building shall not exceed 3 ½ storeys.

**8.6.2.3 Residential Medium Density**

a. The predominant use of land in areas designated Residential Medium Density shall be semi-detached, street townhouses, block townhouses and other low-rise housing forms which conform to the density requirements.

b. In areas designated Residential Medium Density, a maximum density of 60 units per net residential hectare (24 units per acre) shall be permitted. This maximum density calculation shall not include the counting of additional residential unit(s).

c. The maximum building height in areas designated Residential Medium Density shall be four (4) storeys.

d. In order to minimize the impact on *low density residential developments*, the design and appearance of multiple unit dwellings shall be integrated with and be *compatible* in scale and massing with the surrounding *development*.

**8.6.2.4 Residential Mixed Use**

a. Permitted uses on lands designated Residential Mixed Use shall include:

    i. A range and mix of developments, including commercial and residential uses designed to be consistent with the applicable Provincial, Regional and local policies in effect at such time as servicing capacity is available;

ii. Commercial uses, including retail, personal service and professional office where they are integrated with the residential uses either as mixed use *developments* or as part of a commercial core serving the immediate neighbourhood and located internal to the *development* and not on an arterial street; and

iii. Mixed use residential and commercial *developments* shall be encouraged to locate on an arterial street in order to address the public street and shall include a service street access in order to minimize points of access to the arterial street.

b. Prior to adoption of a Zoning By-Law to permit *development* of any parcel of land designated as Residential Mixed Use, a detailed Concept Plan shall be submitted and approved by the City in accordance with Section 5.2 of Part 1 of the Richmond Hill Official Plan.

c. The Tertiary Plan shall include the following requirements in addition to those as set out in Section 5.2 of Part 1 of the Richmond Hill Official Plan:
   i. Urban design studies which show transition in the massing, siting, orientation and heights of buildings;
   ii. An analysis of the relationship of buildings to the street, to the adjacent open space, to adjacent uses and to one another;
   iii. A detailed plan indicating the relationship of the proposed *development* to adjacent land uses including pedestrian circulation and connections to the urban open space system; and
   iv. The relationship of the buildings to the natural landforms of the Oak Ridges Moraine and protection of views of the ORM Natural Core and ORM Natural Linkage designations.

d. *Development* standards for buildings and structures on lands designated Residential Mixed Use, as shown on **Schedule "A"** (Land Use Plan) to this Secondary Plan, shall be established in the Zoning By-Law subsequent to the approval of the Tertiary Plans required in Section 8.6.2.4.c of this Secondary Plan.

e. Underground or structured parking shall be required for any buildings in excess of 4 storeys.

f. Alternative concept plans including computer generated perspectives showing the massing, orientation and urban design of the buildings as well as the streetscape within the context of the site shall be required as part of any *development* application for Residential Mixed Use *development* together with traffic, parking, shadowing, servicing and urban design objectives.

g. Applications for *development* within areas designated Residential Mixed Use shall be subject to site plan control and architectural design review at the applicant's expense.

**8.6.2.5 Other Permitted Uses in Residential Designations**

The following uses may also be permitted in all residential designations shown on **Schedule "A"** (Land Use Plan) to this Secondary Plan in accordance with the following policies.

**8.6.2.5.1 Day Nurseries**

a. Applications for amendments to the Zoning By-law to permit *day nurseries* may be permitted in Residential designations subject to the following criteria:

   i. The *development* has access to an arterial, major collector or minor collector street;

   ii. The *development* is adjacent to a commercial or institutional use or community facility;

   iii. The facility is licensed under the *Day Nurseries Act*;

   iv. The area of the site is sufficient to provide for adequate parking, circulation of traffic, drop off and pick up areas and outdoor amenity space.

**8.6.2.5.2 Seniors Residential and Institutional Uses**

a. Applications for amendments to the Zoning By-law to permit seniors residential and institutional *developments* may be permitted subject to the following provisions:

   i. The *development* has access to an arterial, major collector or minor collector street;

   ii. The site is of sufficient size to provide for adequate setbacks, parking and transition from adjacent uses; and

   iii. The site is adjacent to other institutional uses or community facilities.

**8.6.2.5.3 Schools and Places of Worship**

a. Applications for amendment to the Zoning By-law to permit elementary schools operated by the York Region District School Board and the York Catholic District School Board will be assessed on the basis of conformity with the following criteria:

   i. Frontage and access on a collector street;

   ii. The site is situated on a straight segment of roadway with good visibility and with sufficient frontage to meet the standards of the respective school board;

   iii. The school forms a campus with parks or other public facilities wherever possible; and

   iv. Residential driveways directly opposite school sites are minimized wherever possible in order to minimize conflicts with local traffic.

b. Applications for amendment to the Zoning By-law to permit secondary schools operated by the York Region District School Board and the York Catholic District School Board will be assessed on the basis of conformity with the following criteria:

   i. The school is located at an intersection of an arterial and a collector street with access via the collector street;

   ii. The school forms a campus with parks or other public facilities wherever possible;

iii. Residential driveways directly opposite school sites shall be minimized wherever possible; and

iv. The location has good visibility and sufficient frontage on a straight segment of the roadway to meet the standards of the respective School Board.

c. Applications for amendment to the Zoning By-law to permit private schools will be assessed on the basis of conformity with the following criteria:

i. Such uses shall be located on arterial streets and preferably at the intersection of collector and arterial streets;

ii. A minimum of two (2) access points shall be provided;

iii. The sites shall be a minimum of 1 hectare (2.47 acres) and a maximum of 2.5 hectares (6.18 acres) and sites in excess of 2.5 hectares (6.18 acres) in the settlement area shall require an Official Plan Amendment;

iv. Traffic and parking studies shall be submitted to the City which demonstrate that such use will not adversely impact the existing or proposed traffic network satisfactory to the City;

v. The impact on adjacent residential areas is minimized through the incorporation of adequate parking, landscaping, setback and buffering provisions in the Zoning By-law; and

vi. Adequate measures to address vehicular drop-off and pick-up through features such as lay-bys are provided.

d. Applications to amend the Zoning By-law to permit places of worship in residential areas will be assessed on the basis of conformity with the following criteria:

i. Such uses shall be located at intersections of arterial streets or at the intersection of collector and arterial streets. Mid-block sites may be considered where they abut other institutional or commercial uses and where shared facilities such as parking may be available;

ii. Traffic and parking studies shall be submitted which demonstrate to the satisfaction of the City that such a use in that location will not adversely impact the existing or proposed traffic network;

iii. The impact on adjacent residential areas is minimized through the provisions of adequate parking, landscaping, setback and buffering provisions in the Zoning By-law; and

iv. All such *developments* are to be subject to site plan control and architectural design control.

**8.6.2.5.4 Home Occupations**

a. Home occupations may be permitted in Residential designations without amendment to the Zoning By-law subject to the following criteria:

   i. The home occupation is carried on by an occupant of the dwelling;

   ii. The home occupation constitutes a secondary use and is carried on entirely within the *dwelling unit*;

   iii. The business does not generate traffic on a daily or routine basis which exceeds the residential parking standard;

   iv. There is no outside storage of goods or materials;

   v. The residential façade and appearance of the dwelling unit is maintained;

   vi. Signage is consistent with the residential requirements in the Sign By-law;

   vii. The home occupation does not include retail sales from the dwelling; and

   viii. Medical and animal clinics are not permitted.

**8.6.2.5.5 Additional Residential Unit**

1. Additional residential units may be permitted in accordance with the following policies:

   a. Additional residential units are permitted in areas zoned for residential development.

   b. Notwithstanding (a), an additional residential unit is not permitted:

      i. on hazard lands or hazardous sites; or,

      ii. on lands within the Natural Heritage System designation.

   c. Where lands are designated "Protected Countryside", only one additional residential unit is permitted within an existing single detached dwelling, or in a structure accessory to the single detached dwelling.

   d. Exterior changes to the existing ground-related dwelling are compatible with the character of the area.

**8.6.3 NEIGHBOURHOOD COMMERCIAL POLICIES**

a. Within the Neighbourhood Commercial Area, a range of uses including retail, commercial, and office may be permitted in accordance with the policies of this Section.

b. The maximum site area for Neighbourhood Commercial *developments* shall be 1 hectare.

c. The maximum height for commercial *developments* shall be 2 storeys.

d. Service stations and drive-through restaurants will not be permitted within this designation except by an amendment to this Secondary Plan which demonstrates the

need for such uses and further that such uses conform to the provisions of the Gas Bar/Convenience Retail Study, as prepared by the City.

e. Where any commercial *development* is adjacent to, or in immediate proximity to a residential area, potential adverse impacts between the uses shall be mitigated through building setbacks, visual screening, landscaping, fencing and other forms of buffering, particularly to screen parking areas.

f. Vehicular access to Leslie Street shall be controlled in order to minimize the number of direct access points in consultation with the appropriate agency having jurisdiction. Access to adjacent collector streets will be encouraged wherever possible.

g. Neighbourhood commercial *developments* shall be designed to address the street and include a comprehensive and unified streetscape and landscape plan to minimize the visual impact of surface parking.

h. No open storage of goods, materials, machinery or equipment is permitted.

i. All uses shall provide access and parking in accordance with the *Accessibility Act*.

### 8.6.4 INSTITUTIONAL POLICIES

a. New Institutional designations not specifically identified on **Schedule "A"** (Land Use Plan) to this Secondary Plan shall only be permitted subject to applications for Official Plan and Zoning By-law amendments which demonstrate conformity with the policies of this Secondary Plan and Part I of the Richmond Hill Official Plan.

b. In general, institutional uses including schools, parks and places of worship shall be located along arterial and/or major collector streets.

c. The lands located at the north-west intersection of Leslie Street and Stouffville Street are designated "Institutional" on **Schedule "A"** (Land Use Plan) to this Secondary Plan and are currently used as a place of worship with recreational and cultural facilities. Additional uses such as *day nurseries*, private schools, seniors housing and other uses considered accessory to the Institutional use may be permitted without amendment to this Secondary Plan subject to the following requirements:

   i. A detailed and comprehensive concept plan showing all of the existing and proposed land uses together with related studies such as traffic, servicing, urban design are approved by Council prior to the adoption of the amending Zoning By-law;

   ii. A detailed streetscape plan is submitted for the Stouffville Street and Leslie Street frontages and approved by Council as part of the site plan;

   iii. The urban design for the *development* includes consideration of the Hamlet of Gormley Heritage Conservation District located to the south of Stouffville Road; and

   iv. The *development* is subject to site plan control including urban design prior to the approval of any additional uses or buildings on the lands.

### 8.6.5 PARKS AND OPEN SPACE

#### 8.6.5.1 General Policies

a. In the long term, it is intended that there will be an open space system linking the City's parkland at Lake Wilcox, the Lake St. George Conservation Area, the ORM Natural Core and ORM Natural Linkage Areas and the Rouge Watershed together with the public park land dedicated within the *settlement area* of the West Gormley Secondary Plan. The linkages between these facilities shall be through the establishment of a natural trail system.

b. The design of neighbourhoods in the West Gormley Secondary Plan shall provide for suitable connections into the ORM Natural Core area or ORM Natural Linkage area to facilitate a portion of the trail system envisaged in the Oak Ridges Moraine Conservation Plan.

c. Public parkland shall be provided in accordance with the provisions of the *Planning Act* and Section 3.1.8 of Part I of the Richmond Hill Official Plan.

d. The exact location, boundaries and extent of parkland dedication or cash-in-lieu of parkland dedication shall be confirmed at the time of subdivision approval.

e. Lands dedicated to the City shall be subject to a Phase I Environmental Site Assessment.

#### 8.6.5.2 Parks

a. The Park system planned for the West Gormley Secondary Plan area shall include Local Parks (Neighbourhood Parks and Linear Parks), Urban Squares and pedestrian and bicycle paths.

b. The provision of parkland within the Secondary Plan area shall be determined on a comprehensive basis and not on an individual ownership basis.

c. Land shall be conveyed to the City for park purposes at a rate of 1.0 hectare per 300 residential units proposed or 5% of net residential area plus 2% of commercial lands where applicable, whichever yields the greater amount of parkland.

d. Standards and locations of parkland shown on **Schedule "A"** (Land Use Plan) to this Secondary Plan shall be sufficiently flexible to allow variations which may be required due to particular site and/or development circumstances.

e. Linear and Neighbourhood Parks shall be centrally located within a neighbourhood and shall be sized from 1.0 hectares to 2.5 hectares (2 – 6 acres) with frontage on a collector street wherever possible. Parks should be linked to the urban open space system through cycling and/or walking trails and provide for both passive and active recreation.

f. Linear Park sites may be included within the total Neighbourhood Park area requirements and will generally be 0.30 hectares (0.75 acres) to 0.60 hectares (1.5 acres) in size.

i. Pedestrian links to parkland from residential areas will be required and shall be no less than 6 metres in width.
ii. Additional parks, urban squares and urban open space connections shall be required as part of the Concept Plan to be approved by Council for the lands designated Residential Mixed Use, located at the intersection of Bayview Avenue and Bethesda Sideroad.

**8.6.5.3 Schools**

a. The West Gormley Secondary Plan area shall be served by two (2) elementary schools as shown on **Schedule "A"** (Land Use Plan) to this Secondary Plan.

b. The City will encourage the School Boards to locate schools in close proximity to other schools in order to maximize open space and reduce site area requirements.

c. Where any site is designated for a school or where an existing school is declared surplus, the site may be utilized for *low density residential* purposes in the event that the school is not developed. The site may also be dual zoned for schools and *low density residential* purposes.

d. The elementary school symbols shown on **Schedule "A"** (Land Use Plan) to this Secondary Plan are symbolic in nature, establishing the intent to have an elementary school facility locate in these general locations. The precise location of school site requirements will be confirmed at the draft plan of subdivision stage.

e. The design and layout of the schools shall encourage reduction of school related traffic congestion on and around the site.

f. In consultation with the York Region District School Board and York Catholic District School Board, it is Council's policy to obtain a first right-of-refusal on designated school sites which are not required for school purposes in order to purchase such land for park PURPOSES.

**8.6.6 CULTURAL HERITAGE POLICIES**

a. It is the intent of Council to protect the heritage resources within this Secondary Plan area by recognizing historically and architecturally significant buildings and structures, cultural heritage and archaeological sites, and where feasible, providing for their conservation.

b. Sites or structures of historical or archaeological value shall be considered prior to any development, and shall be protected from incompatible development, wherever possible, and shall be retained on their original site, wherever possible.

## 8.7 TRANSPORTATION AND SERVICING POLICIES

### 8.7.1 TRANSPORTATION

#### 8.7.1.1 General Policies

a. The streets plan and the street classification is shown on **Schedule "A"** (Land Use Plan). The street classification consists of arterial streets, major collector streets, minor collector streets and local streets.

b. It is the City's intention to require traffic calming initiatives to be implemented in the design of streets throughout the West Gormley Secondary Plan area to reduce traffic infiltration into adjacent neighbourhoods.

c. In the event that traffic volumes are excessive on any of the arterial streets surrounding the West Gormley Secondary Plan area, the City of Richmond Hill may request that York Region prepare a traffic management plan which may include turning movement restrictions.

#### 8.7.1.2 Arterial Streets

a. Bayview Avenue, Leslie Street and Stouffville Road are arterial streets under the jurisdiction of York Region, which bound the West Gormley Secondary Plan area and are intended for through traffic.

b. Bethesda Sideroad is an arterial street under the jurisdiction of the City of Richmond Hill.

c. The right-of-way widths for arterial streets will be 36 metres. Additional widenings may be required at intersections and at locations which require cutting and filling to improve vertical alignments.

d. Access points on arterial streets shall be controlled so as not to interfere with their function of providing for through traffic movements.

e. All *development* adjacent to arterial streets shall be designed with direct frontage onto a parallel service street, wherever possible. In the event that construction of a parallel service street is not possible, direct access by individual developments will not be permitted.

f. Sidewalks shall be provided on both sides of an arterial street, unless Council determines otherwise.

g. Intersection and access points onto arterial streets shall be controlled with regard to the geometric requirements for visibility, grades and curvatures so as not to create a safety hazard.

#### 8.7.1.3 Major and Minor Collector Streets

a. Collector streets are identified on **Schedule "A"** (Land Use Plan) to this Secondary Plan. Generally these streets shall provide for through traffic between arterial streets and between arterial streets and other collector streets.

b. Major collector streets shall have a right-of-way of 26 metres while minor collector streets shall have a right-of-way of 23 metres. Additional right-of-way widths may be required at intersections with other streets, or in areas of physical or topographic constraint. Reduced right-of-way widths for major collector streets will be considered if it can be demonstrated that traffic calming has been introduced in the design of the community. The introduction of speed humps as traffic calming on major collector streets will not be permitted.

c. Direct access from abutting properties onto minor collector streets shall be permitted provided that such access does not result in traffic hazards due to proximity to major intersections or other special features.

d. Sidewalks shall be provided on both sides of all collector streets.

e. Transit routes have not yet been defined. However, it is expected that transit vehicles may operate on both major and minor collector streets. Home buyers on such streets shall be advised that those streets may be public transit routes in the future through the subdivision approval process.

**8.7.1.4 Local Streets**

a. Local streets are intended for residential access only. They shall be designed to discourage through traffic.

b. The rights-of-way shall generally be 18 to 20 metres. Rights-of-way of service streets parallel to arterial streets may be further reduced subject to approval by the City.

c. In general, sidewalks shall be provided on one side of local streets and may or may not be required on short cul-de-sac streets subject to the satisfaction of the City.

d. Sidewalks may be required on both sides of certain local streets in the vicinity of elementary schools to ensure the safety of students.

e. On-street parking may be allowed except in locations where it will create a conflict between pedestrian and vehicular traffic or interfere with the safe operation of vehicular traffic.

f. Due to the pattern of land ownership, there are certain parcels of land which may become inaccessible as a result of the *development* of adjoining lands. The City shall ensure, in the plan of subdivision, rezoning or site plan approval process, that appropriate access is provided to all lands.

**8.7.1.5 Public Transportation**

a. The City will work with York Region Transit, GO Transit and the Province to develop a coordinated transit system which encourages residents to use transit as an alternative means of transportation.

b. The arterial and collector street system has been designed so that most residents will be within an acceptable *walking distance* to potential public transit routes. In the Plans of

Subdivision, the local street and pedestrian walkway systems shall be designed to minimize walking distances to potential transit stops.

c. Transit transfer points should be provided at the intersection of all arterial and collector streets. Collector streets shall be designed to structural standards to allow for bus traffic.

d. All collector streets, within a subdivision, shall have the potential to become a transit route.

e. The City is pursuing with GO Transit a northerly extension of the Richmond Hill GO Rail service to Vandorf. This extension will include an all-day two-way service with a permanent equipment layover site in the general area between Bethesda Sideroad and Stouffville Road. Reference to this layover site can be found in the document entitled "GO Rail Expansion Program, Oriole Junction to Vandorf, Richmond Hill Corridor, Environmental Assessment Study, February 1993".

#### 8.7.1.6 Pedestrian and Non-Motorized Traffic

a. Consideration shall be given to pedestrian and other non-motorized forms of movement through the design and location of sidewalks, walkways and bicycle paths within the West Gormley Secondary Plan area.

b. *Development* shall be designed with street configurations that encourage easy access to local stores, schools and parks by pedestrians and bicycles.

c. Street configurations shall be designed to facilitate convenient pedestrian access to Leslie Street, Bayview Avenue and Bethesda Sideroad to promote access to transit.

### 8.7.2 SERVICING POLICIES

#### 8.7.2.1 Regional Trunk, Treatment and Servicing Capacity

a. Proposed infrastructure additions are required to the York Durham Servicing System (YDSS) and the York Water System (YWS) in order to provide servicing capacity for the proposed *developments* within the West Gormley Secondary Plan area. The approval of the infrastructure is subject to Environmental Assessments to be approved by the Province of Ontario. Until such time as the infrastructure and servicing capacity needed to accommodate the *development* within the West Gormley Secondary Plan area has been approved and is within two years of completion and/or other suitable arrangements to provide such infrastructure are approved to the satisfaction of York Region and City of Richmond Hill, the approval of Zoning By-law amendments, draft plans of subdivision and site plan approvals shall be considered premature.

b. Prior to the approval of comprehensive Zoning By-laws for the West Gormley Secondary Plan area, York Region shall have approved that there is sufficient water and wastewater capacity available including within the treatment facilities, to allow the *development* to proceed.

**8.7.2.2 Upper Leslie Trunk Sewer**

a. The servicing of the lands within the West Gormley Secondary Plan area along the Leslie Street frontage are intended to be determined by an Individual Environmental Assessment for the Upper Leslie Trunk Sewer. If the Upper Leslie Environmental Assessment is not submitted for approval by December 31, 2011, or if Terms of Reference for the Environmental Assessment have not been submitted for approval by December 31, 2009, then the means of servicing of the lands may be determined by an Environmental Assessment specific to servicing the lands pursuant to the *Environmental Assessment Act*.

b. The specific Environmental Assessment may be conducted by the proponent subject to the approval of York Region and the City of Richmond Hill. The proponent for this Environmental Assessment may be a public body or a private entity or a public/private partnership. The alternatives to be considered in the specific Environmental Assessment will include servicing through the Upper Leslie Trunk sewer as well as a servicing solution specific to the lands.

c. Where the results of the Environmental Assessment require the City to assume responsibility for infrastructure that forms part of the long term servicing strategy for York Region, and where Council has agreed to allow the proponent to proceed with the Environmental Assessment, the proponent may be required to provide financial and liability undertakings to ensure the operation of the alternative servicing scheme does not result in additional operational costs to the City.

**8.7.2.3 Master Environmental Servicing Plan**

a. Prior to the approval of Zoning By-law Amendments, any draft plan of subdivision or site plan approval on the lands within this Secondary Plan area, the following policies shall have been satisfied:

   i. The draft Master Environmental Servicing Plans (MESPs) submitted by the applicant and dated August 2004 for the lands within the Rouge Watershed and September 2005 for the lands within the Humber Watershed, shall be revised to address the requirements as set out in Section 8.5.3 of this Secondary Plan.
   ii. The revised MESP shall confirm the ability to provide sewer and water to the satisfaction of York Region and the City of Richmond Hill.
   iii. The infrastructure provisions of the Oak Ridges Moraine Conservation Plan, York Region Official Plan, and Richmond Hill Official Plan shall have been addressed to the satisfaction of York Region, the City of Richmond Hill, and the Conservation Authority.
   iv. An Environmental Assessment(s) shall have been completed to the satisfaction of York Region for the required Regional infrastructure to serve this Secondary Plan.
   v. All land necessary to enable construction of the required Regional infrastructure to serve the Secondary Plan area has been secured by York Region and/or the City of Richmond Hill.
   vi. The capital cost of the required Regional infrastructure, to serve the Secondary Plan area, is included in York Region's capital budget for construction within two years following the date of draft plan approval or otherwise secured to the satisfaction of York Region.

vii. Construction of the required Regional Infrastructure, to serve this Secondary Plan area is within two years of completion, or other suitable arrangements to provide sewer capacity are determined to the satisfaction of York Region and the City of Richmond Hill.

viii. York Region shall have confirmed the availability of water and wastewater capacity to the City of Richmond Hill for the Secondary Plan area and the City of Richmond Hill has confirmed that it will allocate capacity to the plans of subdivision within the Secondary Plan area.

**8.7.2.4 Utilities and Telecommunications**

a. Facilities for electrical power distribution, telephones, high capacity fibre optics communication cable, cable television, natural gas and other energy distribution systems shall be located underground and in a single utility corridor where feasible.

b. The City shall cooperate with the appropriate public and private agencies to ensure that all new developments are fully serviced upon completion of building construction.

c. All plans of subdivision shall include appropriate locations for Canada Post centralized mail delivery systems.

**8.7.2.5 Noise**

a. In accordance with Section 3.1.9.7 of Part 1 of the Richmond Hill Official Plan, applicants for proposed *development* may be required to submit a Noise Analysis Report using recognized noise measurement and prediction techniques. Applications for *development* within 500 metres of the CN rail line or a Regional arterial street will be required to include a Noise Analysis Report at the time of the application.

b. That report shall contain an assessment of noise levels to which the proposed uses will be subjected before and after abatement measures are installed, for the existing and anticipated situation during both day time and night time hours.

c. New residential *development* shall endeavour to meet the noise level guidelines of the Ministry of the Environment.

d. Where anticipated indoor and/or outdoor sound levels in a proposed *development* will exceed the Ministry of the Environment noise level guidelines, tenants or purchasers shall be notified.

e. For applications proposed within 50 metres of the CN rail line, Council will require the submission of a noise feasibility study which demonstrates to the satisfaction of the City, the feasibility of achieving Provincial objectives for noise prior to recommending draft approval.

**8.7.2.6 Energy Conservation**

a. The City will encourage *development* within the West Gormley Secondary Plan area that is consistent with programs to conserve energy, reduce waste, encourage transit ridership and promote alternative modes of transportation to the single automobile occupant.

b. The City may consider Section 37 Bonus provisions for developments which implement green roof initiatives (LEED) as part of their site and/or building design.

## 8.8 IMPLEMENTATION

### 8.8.1 GENERAL PROVISIONS

a. Implementation of the policies of this Secondary Plan shall be in accordance with the *Planning Act*, *Oak Ridges Moraine Conservation Act* and Plan, *Places to Grow Act* and Plan, and other applicable Provincial legislation and the York Region Official Plan.

b. Implementation shall also be in accordance with the policies of the Richmond Hill Official Plan, as amended from time to time. Where a conflict exists between the policies of this Secondary Plan and Part I of the Richmond Hill Official Plan, the policies of this Plan shall apply.

c. The implementation of the West Gormley Secondary Plan is expected to occur over a ten year time frame when the necessary Regional infrastructure and servicing capacity has been completed and allocated to the City of Richmond Hill.

### 8.8.2 ZONING BY-LAW

a. Prior to the approval of draft plans of subdivision, the City and the TRCA shall have approved a completed MESP and the City shall have adopted a Zoning By-law to implement the policies and designations of this Secondary Plan.

b. The Zoning By-law may contain provisions for holding zones as provided for in Section 36 of the Planning Act in recognition of the following circumstances:
   i. The need to receive a revised MESP which demonstrates that *development* can proceed without impact to the groundwater and/or natural heritage systems; and
   ii. The need to ensure available servicing capacity.

c. Accordingly, it is the intent of Council to enact a By-law and amend existing By-laws in accordance with the provisions of this Secondary Plan which utilizes the holding provisions of Section 36 of the Planning Act. The Zoning By-law shall define and incorporate a holding symbol which shall be the letter “H”, which shall precede the use and density provisions contained in any such By-law.

d. No *developmen*t shall occur on lands zoned with a Holding symbol until the Holding “H” symbol has been removed. An amendment to the By-law will be required and shall not be adopted until the following conditions have been satisfied:
   i. Council has been satisfied as to the suitability and capacity of a site for the intended uses including the compatibility with adjacent uses;
   ii. A plan of subdivision has been draft approved and a related subdivision agreement has been executed; or
   iii. A consent has been granted by the Committee of Adjustment and a *development* agreement with the City has been executed; or
   iv. An application for site plan has been submitted and reviewed by the City, in accordance with the City’s Site Plan Control By-law and a Site Plan Agreement has been executed.

e. The division of land by way of consent or exemption from part lot control shall only be permitted where the City is satisfied that the division or conveyance does not prejudice the future *development* of the remaining lands or abutting lands.

### 8.8.3 SUBDIVISION OF LAND

a. *Development* in the West Gormley Secondary Plan area is subject to subdivision control and part lot control.

b. In addition to the provisions of the *Planning Act*, Council must be satisfied that proposed draft plans of subdivision meet the following conditions:
   i. Conform with the principles, objectives, policies and criteria of the Oak Ridges Moraine Conservation Plan and this Secondary Plan;
   ii. Can be provided with adequate services and facilities as required by the Region and the City;
   iii. Do not prejudice the *development* of adjacent lands; and
   iv. Are not premature.

### 8.8.4 DEVELOPMENT CHARGES

a. Prior to any *development* approval, the City shall have enacted Development Charge By-laws identifying the City-wide and area specific development charges that may be applicable to land with the West Gormley Secondary Plan area.

b. Prior to approval of any *development*, the Region shall have enacted such Development Charge By-law(s) that may be applicable identifying the Regional development charges that may be applicable to the provision of Regional infrastructure necessary to allow for the servicing of the lands.

c. Prior to any *development* approval, the City in consultation with the Region shall be satisfied that the arterial streets are planned and identified for improvement within the planning time frame including the completion of any Environmental Assessments necessary to widen the boundary streets.

### 8.8.5 REQUIRED STUDIES, REPORTS AND PLANS

a. This Secondary Plan identifies a number of studies, reports and plans which must be completed and reviewed prior to the adoption of a Zoning By-law and approval of draft plan of subdivision, condominium or site plan agreement. It is intended that most of these studies will be completed and approved as part of the revisions to the Master Environmental Servicing Plans for the Humber and Rouge Watersheds.

b. Studies, reports and plans required by this Secondary Plan shall be completed in accordance with terms of reference prepared by or approved by the City and will be completed by qualified professionals having the appropriate technical knowledge, experience and credentials to complete the studies identified.

c. If the City determines that a peer review of any study, report or plan required by this Plan is necessary, the proponent may be required to provide the necessary funding to allow the City to obtain the peer review.

### 8.8.6 LAND SECUREMENT AND DEDICATION

a. It is the intent of Council that the areas within the Oak Ridges Moraine Conservation Plan including the required buffers be dedicated at minimal or no cost to the Toronto and Region Conservation Authority or other appropriate public agency.

b. The City may secure lands, whether for environmental or other purposes through one or more of the following mechanisms:
   i. Acquisition in accordance with the *Planning Act* and the *Development Charges Act*;
   ii. Working with the Oak Ridges Moraine Foundation, Provincial Government, York Region, Toronto and Region Conservation Authority and adjacent municipal partners to use all funds available to acquire land;
   iii. Encouraging landowners to dedicate or bequeath environmental lands;
   iv. Density transfers and/or bonuses;
   v. Expropriation as provided for in the *Municipal Act*;
   vi. Negotiation as a condition of *development* approval;
   vii. Land exchanges with the City and/or other landowners;
   viii. Easements for protection of natural heritage registered on title;
   ix. Public purchase; and
   x. Any other available means for protecting environmental and natural heritage areas with minimal impact to the City's financial resources.

### 8.8.7 URBAN DESIGN

To support the principles for development in the West Gormley Secondary Plan area, Urban Design Guidelines will be developed that provide direction to ensure that the West Gormley Secondary Plan area will be a distinct community with well-defined cohesive neighbourhoods that promote a sense of identity. Urban Design Guidelines for the West Gormley Secondary Plan area, including a Park Master Plan, conceptual Block Plan for the lands located west of Leslie Street and a Concept Tertiary Plan for the lands located at Bayview Avenue and Bethesda Sideroad shall be undertaken and approved by the City prior to consideration of individual draft plans of subdivision or site plan approval. The Urban Design Guidelines shall be based on the following policies:

a. Significant natural features will be incorporated into the urban fabric so that they are highly visible.

b. Schools and parks will be located to act as visual and physical focal points and to maximize accessibility within neighbourhoods and, where possible, will be campused together.

c. Special attention will be paid to the architecture and massing of civic and institutional buildings to reinforce their role as community landmarks and focal points.

d. The structure of the plan will be based on a modified grid pattern of streets with appropriate allowances for protection of natural features and topographic features.

e. There will be a clear hierarchy of local and collector streets that encourage connectivity to internal and external amenities, transit facilities and public spaces.

f. Priority locations for special streetscape attention will include entrance streets leading into the community, focal points within the community, areas adjacent to scenic or environmental features, and locations that provide a vista or special point of relationship with open spaces.

g. Regardless of their size and function, all streets will be designed to be safe, supportive of social interaction, and pedestrian-friendly.

h. Special regard shall be given to the design of buildings in highly visible priority locations adjacent to valley corridors, natural features, parks, schools, community entrances and perimeter arterial streets.

i. Streetscape design guidelines including consideration of:
   i. A variety in built form and massing;
   ii. Attractive landscaping, street furniture and street lighting;
   iii. Pedestrian friendly environments; and
   iv. Shelters for pedestrians at transit stops.

### 8.8.8 REGIONAL FISCAL IMPACT ANALYSIS

Prior to the approval of any *development* applications (including, but not limited to, plans of subdivision, site plans and rezoning applications), the Region shall have completed an economic/fiscal impact analysis and the conclusions of the analysis shall be resolved to the satisfaction of the York Region Finance Department prior to the approval of any *development* application, if applicable.

## 8.9 INTERPRETATION

### 8.9.1 GENERAL INTERPRETATION POLICIES

a. The implementation of this Secondary Plan shall be in accordance with the provisions of the *Planning Act*, and the respective policies of the Richmond Hill Official Plan.

b. The boundaries between the land use designations shown on **Schedule "A"** (Land Use Plan) to this Secondary Plan hereto are approximate, except where they coincide with arterial streets or valley lands as defined elsewhere in this document. Minor adjustments shall not require a further amendment to this plan as long as the intent is maintained.

c. All area allocations and other statistics are approximate and should be regarded as flexible. Minor variations from statistics shall be permitted as long as the intent of the policies of this Secondary Plan is maintained.

d. The provisions of the Part I Richmond Hill Official Plan, as amended from time to time, regarding the interpretation of the Richmond Hill Official Plan, apply in regard to this Secondary Plan. In the event of conflict with Part I of the Richmond Hill Official Plan or any amendment thereto, the provisions of this Secondary Plan shall prevail unless otherwise specified.

e. The alignments of streets shown on **Schedule "A"** (Land Use Plan) to this Secondary Plan are approximate, except where they correspond with existing streets. Minor

alignment adjustments shall not require amendments to this Secondary Plan, as long as the general intent of its policies is maintained.

f. Notwithstanding the provisions of this Plan, applications for Draft Plan of Subdivision and Zoning By-law Amendment which were deemed complete and still in process prior to the approval of this Plan, are required to conform only with the policies of the West Gormley Secondary Plan as they read prior to the approval of this Plan, namely, pursuant to the Order of the Ontario Municipal Board in Case No. PL040712 and PL040713 dated June 6, 2006.

### 8.9.2 DEFINITIONS

Definitions contained in this Secondary Plan shall only apply to the West Gormley Secondary Plan Area. Where a word is italicized in this Secondary Plan, but not identified in Section 8.9.2 of this Secondary Plan, the meaning of such word shall be as defined in Part 1 of the Richmond Hill Official Plan.

**Gross Residential Hectare**

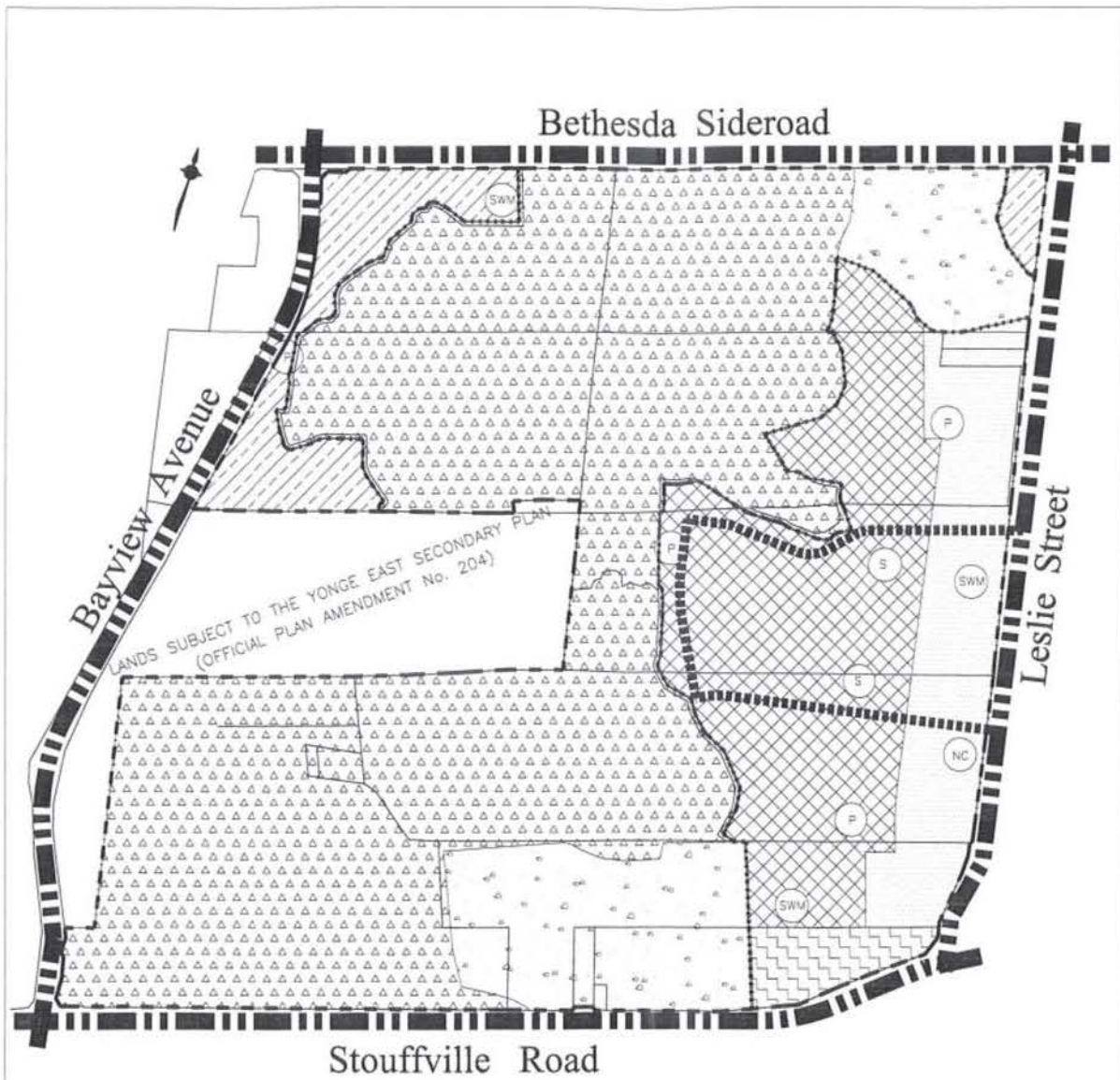
means the area of land measured in hectares utilized for residential dwellings including the lot area; local residential streets; local parks, including walkways and bicycle ways; public and separate elementary and secondary schools; churches and other institutions such as days nurseries and nursing homes; and local municipal facilities such as fire halls. This area excludes major arterial streets and required widenings where identified and collector streets.

**Net Density**

means the overall site/subdivision density calculated on the basis of total units divided by total net residential area (Net residential hectares).

**Net Residential Hectare**

means the area of land measured in hectares utilized for residential dwelling units including the lot area and local residential streets.



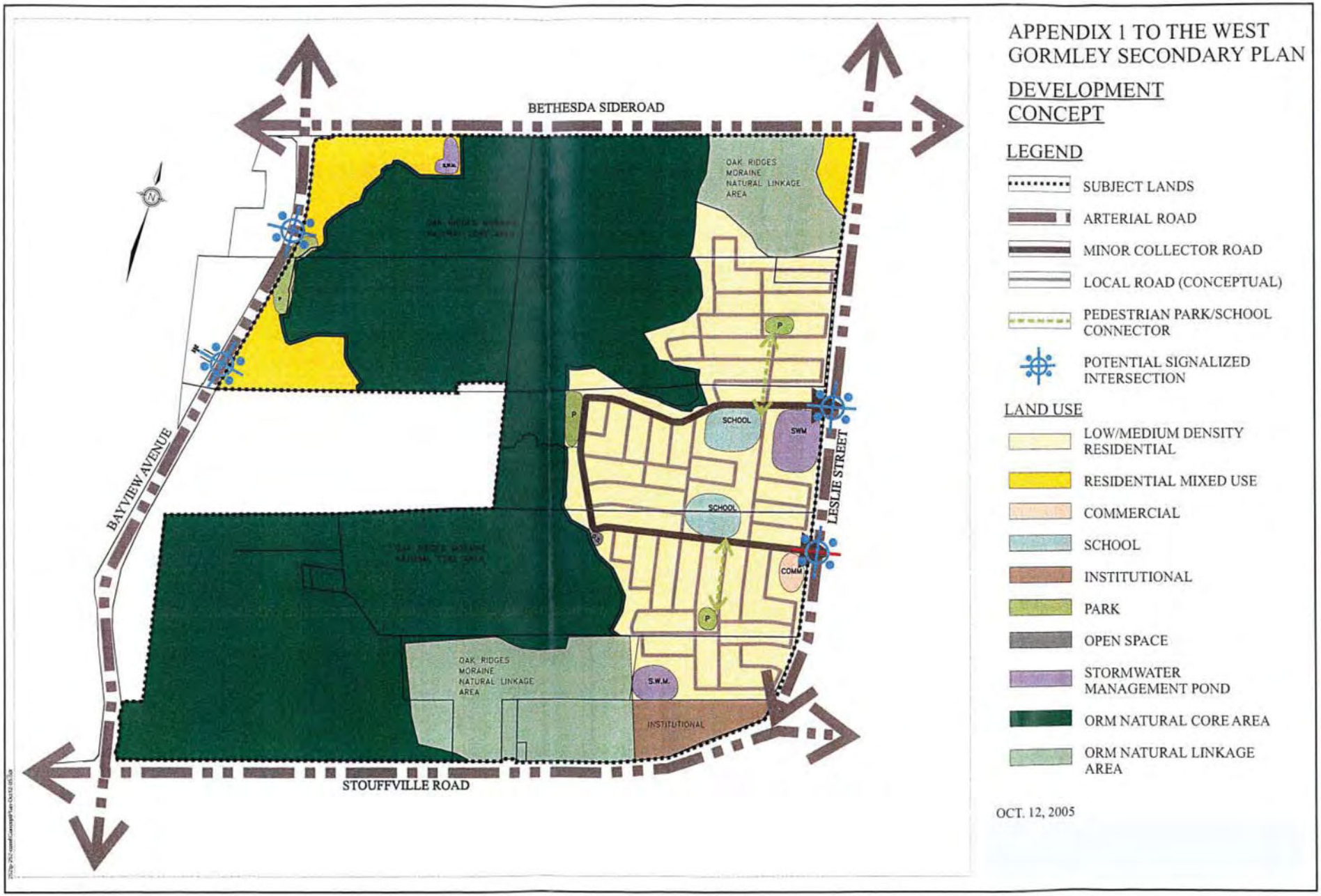

# WEST GORMLEY SECONDARY PLAN

## Schedule A - Land Use Plan

- Lands Subject To This Amendment
- West Gormley Planning District
- Residential Low Density
- Residential Medium Density
- Residential Mixed Use
- Institutional
- Parks
- Schools
- Storm Ponds
- Neighbourhood Commercial
- Oak Ridges Moraine Natural Core Area
- Oak Ridges Moraine Natural Linkage Area
- Arterial Road
- Minor Collector Road

OCTOBER 12, 2005

252DES13-385DES25-SP-SCHED A-MAR6-06.dwg


APPENDIX 1 TO THE WEST GORMLEY SECONDARY PLAN
DEVELOPMENT CONCEPT
LEGEND
SUBJECT LANDS
ARTERIAL ROAD
MINOR COLLECTOR ROAD
LOCAL ROAD (CONCEPTUAL)
PEDESTRIAN PARK/SCHOOL CONNECTOR
POTENTIAL SIGNALIZED INTERSECTION
LAND USE
LOW/MEDIUM DENSITY RESIDENTIAL
RESIDENTIAL MIXED USE
COMMERCIAL
SCHOOL
INSTITUTIONAL
PARK
OPEN SPACE
STORMWATER MANAGEMENT POND
ORM NATURAL CORE AREA
ORM NATURAL LINKAGE AREA
OCT. 12, 2005
BETHESDA SIDEROAD
STOUFFVILLE ROAD
BAYVIEW AVENUE
LESLIE STREET
OAK RIDGES MORAINE NATURAL LINKAGE AREA
SCHOOL
SWM
COMM
INSTITUTIONAL
S.W.M.
P

# 9

# NORTH LESLIE

# 9 THE NORTH LESLIE SECONDARY PLAN

The North Leslie Secondary Plan was approved in accordance with Section 22 of the Planning Act by Order No. 3289 of the Ontario Municipal Board on the 23rd day of November, 2006, and by Decision of the Ontario Municipal Board on the 16th day of March, 2010, and by Order of the Ontario Municipal Board of August, 2010, and by Decision of the Ontario Municipal Board on the 2nd day of February 2012.

Section 9.0 of this Secondary Plan is for information purposes only and is intended to assist the reader to understand the basis and development concept for the North Leslie Secondary Plan Area. Section 9.0 is not an operative part of the policies of this Secondary Plan.

**BASIS**

The lands within the North Leslie Secondary Plan Area fall within both the Urban Area and, in part, the Oak Ridges Moraine Planning Area.

The need for additional urban land to meet the 20-year growth projection of the City was identified in the City's Growth Management Study undertaken in 1999 and updated in 2003. Since the original Study was completed, the Province of Ontario has enacted the Oak Ridges Moraine Conservation Act and Plan and the Greenbelt Act and Plan, both of which have application and effect within the Study Area. With respect to development within this area, the policies of this Secondary Plan have been approved by the Ontario Municipal Board in accordance with the provisions of the Oak Ridges Moraine Conservation Act and Plan and the Greenbelt Act and Plan. Applications for development within this Secondary Plan area shall comply with the policies of this Secondary Plan and the applicable policies and regulations of the Oak Ridges Moraine Conservation Plan (recognizing the transitional status of the lands) and Greenbelt Plan.

The effect of this Secondary Plan is to extend the Urban Boundary of the City's Urban Area north to Nineteenth Avenue, including lands north of Nineteenth Avenue at Leslie Street, and including lands which are the subject of Ontario Municipal Board decisions confirming the transitional status of the lands under the Oak Ridges Moraine Conservation Plan, and to implement policies to direct the future development of the area.

**THE DEVELOPMENT CONCEPT**

The North Leslie Secondary Plan is based on the principle of "Environment First" which requires that protection of natural heritage systems and groundwater resources be the primary principle in determining the location, form and intensity of urban development. The policies of the Secondary Plan must address conformity with the requirements of the Oak Ridges Moraine Conservation Plan, the Greenbelt Plan and the Rouge North Management Plan as required by the Greenbelt Plan. The protection of the environmental features, surface and groundwater resources and environmental functions and processes form the basis from which all other land use policies derive.

The North Leslie Secondary Plan Area is traversed by three major tributaries of the Rouge River, and includes significant woodlots and wetlands that connect to the Oak Ridges Moraine. The Environmental Schedule to the North Leslie Secondary Plan identifies a continuous Natural

Heritage System with two designations, Major Tributary and Minor Watercourse. This system includes the protection of Natural Heritage Features within a continuous corridor system as part of the Natural Heritage System. The boundaries and policies applicable to the Natural Heritage System and Protected Countryside address the requirements of the Provincial Policy Statement, Greenbelt Plan, the Oak Ridges Moraine Conservation Plan and Rouge North Management Plan as required by the Greenbelt Plan. The policy framework also addresses the York Region Official Plan and the policies of the City and Toronto and Region Conservation Authority.

As a result of investigations related to the groundwater within this area, including studies undertaken by York Region in respect to the 19th Avenue/North Leslie Trunk sewer, portions of the lands within the North Leslie Secondary Plan Area have been identified as a potential discharge area where the groundwater in the Regional Oak Ridges Moraine Aquifer Complex is subject to upward hydraulic pressure causing flowing artesian conditions in some locations.

As this condition poses a potential constraint to excavations, Groundwater Schedules have been included in this Secondary Plan. The schedules and related policies identify areas where the groundwater is either close to or at surface, and also areas where the till cap is thin and excavation for conventional forms of development may require special conditions related to servicing and development. Following completion of required geotechnical investigations, conventional and modified forms of development can be allowed subject to conditions. The Secondary Plan imposes a Groundwater Overlay over the entire North Leslie Secondary Plan Area where studies must be completed in accordance with the governing policies before approvals for development can proceed.

Subject to the environmental and water resource (surface and groundwater) protection policy requirements being met, the North Leslie Secondary Plan identifies lands within the Secondary Plan Area for development of residential, employment, office, institutional, open space and other purposes and establishes detailed policies to guide such development.

A Block Plan together with Urban Design Guidelines and a Park Master Plan will form part of the revised Master Environmental Servicing Plan(s) (MESP) required by this Secondary Plan. The Secondary Plan addresses the need for collector roads through the area to connect the North Leslie community to adjacent parts of the Urban Area. School and park campuses have been identified in the Secondary Plan in accordance with the requirements of the City's Official Plan policies. The location, intensity and form of residential development is dependent upon the ability of the lands to satisfy the environmental and water resource policies contained in the Secondary Plan.

A potential mid-block collector road overpass across Highway 404 is not precluded by the land use structure of this Secondary Plan.

It is estimated that the North Leslie Secondary Plan area (not including the lands identified as Exception Area 1 on **Schedule A11** (Exceptions) to Part I of the Richmond Hill Official Plan) may accommodate approximately 6250 housing units with a population of approximately 19,300 people and employment of approximately 3200 jobs. These estimates are approximate as assumptions on average densities were used, and developable land areas cannot be accurately determined at the Secondary Plan stage due to the need for the limits of development to be

confirmed based on the requirements of the environmental and groundwater policies of this Secondary Plan.

## 9.1 INTRODUCTION

The following text and **Schedule "A"** – (Land Use Plan), **Schedule "B"** – (Environment), **Schedule "C"** – (Effective Thickness of Halton Till and overlying sediments within the North Leslie Secondary Plan Area), **Schedule "D"** – (Inferred Maximum Excavation Depth without groundwater control within the North Leslie Secondary Plan Area), and **Schedule "E"** – (Transportation), attached hereto, constitutes Chapter 9 (North Leslie Secondary Plan) to the Richmond Hill Official Plan.

## 9.2 PURPOSE

The purpose of this Secondary Plan is to establish principles, objectives, policies and a land use plan for the development of the North Leslie Secondary Plan area as shown on **Schedule A10** – (Secondary Plan Areas) to Part 1 of the Richmond Hill Official Plan.

## 9.3 LOCATION

The lands subject to the North Leslie Secondary Plan area comprise approximately 620 hectares and are generally defined as the area bounded on the west by Bayview Avenue, on the east by Highway 404, on the south by Elgin Mills Road East and on the north by 19th Avenue but also including lands north of 19th Avenue which are the subject of Ontario Municipal Board decisions confirming the transitional status of the lands under the Oak Ridges Moraine Conservation Plan.

The boundary of the North Leslie Secondary Plan area is shown on **Schedule "A"** – (Land Use Plan) attached hereto, and forming part of the North Leslie Secondary Plan.

## 9.4 PRINCIPLES OF DEVELOPMENT

### 9.4.1 ENVIRONMENTAL SUSTAINABILITY

The guiding principle for development in the North Leslie Secondary Plan area is "Environment First". This means that development will only be approved if it can be demonstrated that the natural heritage system and its functions have been protected and the integrity of the water resource system, both surface water and ground water resources, have been protected. In order to protect for the long-term sustainability of the Natural Heritage System, the ecological features and their functions must be protected, restored and enhanced through the development of this plan.

The objectives associated with this principle are:

a. To meet the requirements of all of the applicable policies of the Oak Ridges Moraine Conservation Plan, the Greenbelt Plan, the Rouge North Management Plan (as required by the Greenbelt Plan), the York Region Official Plan and the Provincial Policy Statement.

b. To establish a Greenbelt Natural Heritage System which preserves, enhances and sustains all of the significant environmental areas and features and the integrity of their ecological functions to ensure a sustainable natural system.

c. To protect the Natural Heritage System including watercourses and wetlands, terrestrial habitats and woodlots located within and outside of the Greenbelt Natural Heritage System.

d. To protect water resource areas including surface and groundwater resources to ensure the protection and maintenance of water resource functions including maintaining the base flow and to the maximum extent possible, water balance post development.

e. The development form shall recognize and be compatible with subsurface conditions.

f. To provide continuous ecological corridor connections that allow for the migration, dispersal and movement of plant and wildlife species between the Oak Ridges Moraine Conservation Plan Area and the Greenbelt Natural Heritage System along the Rouge River system.

g. To secure and/or protect the Natural Heritage System through the development approvals process and using other land securement opportunities where appropriate.

h. To provide an interconnected open space system which links natural features to the community.

### 9.4.2 NEIGHBOURHOOD IDENTITY

The second principle is to create a connected system of neighbourhoods within the North Leslie Secondary Plan Area that are connected by road and open space systems to other parts of the community.

The objectives associated with this principle are:

a. To plan on the basis of the Environment First principle on which proposals for urban development will be assessed.

b. To provide a range of land uses including environmental, open space, residential, employment, office, neighbourhood commercial, recreational and public use facilities such as schools.

c. To foster a sense of community identity by connecting neighbourhoods through public uses and open space systems.

d. To provide for the extension of necessary public infrastructure subject to the principle of protecting groundwater regimes.

e. To plan in a manner which is transit supportive and promotes alternative modes of transportation to the single automobile occupant.

### 9.4.3 HOUSING CHOICES

The third principle is to provide opportunities within the North Leslie Secondary Plan area for a range and mix of housing forms and types that can accommodate a wide range of household types.

The objectives associated with this principle are:

a. To provide a range and mix of housing types.

b. To provide housing opportunities in a form that efficiently utilizes land, infrastructure and community services and facilities.

### 9.4.4 COMPATIBILITY OF DEVELOPMENT

The fourth principle is that development within the North Leslie Secondary Plan area shall recognize the existing uses within the area and the unique environmental resources.

The objectives associated with this principle are:

a. To design the neighbourhoods located adjacent to the existing Major Institutional and Park complexes in a manner that minimizes negative impacts for the residents.

b. To ensure that the design, orientation and intensity of new development recognize existing land uses including private institutions within the North Leslie Secondary Planning Area.

### 9.4.5 MUNICIPAL SERVICES

New development shall be on full municipal services and shall be undertaken in an environmentally responsible manner, which protects the water resources including surface and groundwater, and the Natural Heritage System from negative impacts.

The objectives associated with this principle are:

a. In areas with upward hydraulic pressure, to provide for the safe installation and operation of municipal services.

b. To maintain the ecological integrity of the hydrologic and hydrogeologic features and functions.

c. To establish a stormwater management system and to implement water budget requirements in accordance with the policies of the City and the TRCA.

d. To minimize road and infrastructure requirements, especially valley crossings.

### 9.4.6 TRANSPORTATION AND TRANSIT

This principle relates to the need to provide an interconnected road and transit system, which connects the neighbourhoods in North Leslie to other parts of the community both internally and externally.

The objectives associated with this principle are:

a. To create a system of collector roads connecting to the arterial roads in a grid system that respects and maintains the features and functions of the Natural Heritage System.

b. To minimize the number of road crossings of valley systems and to locate such crossings in areas where the impact to the environment can be mitigated through design, restoration and enhancement measures.

c. To encourage higher intensity uses along existing arterial roads to serve the community and to support public transit.

### 9.4.7 FINANCIAL VIABILITY

This principle is to ensure that new development is planned based on the financial ability to provide the necessary services and infrastructure in a cost efficient manner and with no adverse operational implications to the City and York Region.

The objectives associated with this principle are:

a. To ensure that the costs of development including infrastructure required to service the development is borne by the development.

b. To ensure that the costs for infrastructure and other municipal services required for the North Leslie Secondary Plan Area are included in area-specific or City-wide development charges, as appropriate in accordance with the Development Charges Act.

c. To require phasing of development to ensure that necessary infrastructure is in place to accommodate the development.

## 9.5 ENVIRONMENTAL AND WATER RESOURCE POLICIES

### 9.5.1 GENERAL POLICIES

a. Prior to approving new development, Council shall be satisfied that the development will not have an unacceptable impact on the Natural Heritage System, surface water or groundwater regime. Except as provided in policies 9.5.4 (b) and 9.7.2.4 (a) of this Secondary Plan, this shall be demonstrated through the completion of a single comprehensive revised Master Environmental Servicing Plan (MESP) within the North Leslie Secondary Plan Area for each of the Residential and Employment Areas, and subsequent Environmental Impact Statements (EIS) and Water Resource Management Reports, including stormwater and hydrogeological studies, where required prior to zoning, draft plan of subdivision or site plan approval. These studies shall all be

approved by the City, York Region and the TRCA. The Terms of Reference for the MESPs shall be prepared in consultation with and approved by the City, York Region and the TRCA.

b. All applications for development within the North Leslie Secondary Planning Area and located within the Oak Ridges Moraine Conservation Plan Area or the Greenbelt Plan Area must demonstrate how the development meets the applicable requirements of the Oak Ridges Moraine Conservation Plan, Greenbelt Plan, and Rouge North Management Plan (as required by the Greenbelt Plan).

c. The planning policy regime for the North Leslie Secondary Plan Area is based on the use of Policy Area overlays. The intent of this approach is to add a layer of environmental policy over the proposed land use designations in order to ensure that natural heritage system and water resources, including surface water and groundwater resources, are protected as part of the approval process for the underlying land use designations.

### 9.5.2 NATURAL ENVIRONMENT

#### 9.5.2.1 General Natural Environmental Policies

a. It is the intent of Council that the Natural Heritage System as shown on **Schedule "A"** – (Land Use Plan) and **Schedule "B"** – (Environment) to this Secondary Plan, be created within the North Leslie Secondary Plan Area to form a continuous natural system that contributes to the long-term sustainability of natural environmental features and functions within a larger City-wide and Regional Greenlands system of interconnected corridors and natural areas.

b. The Natural Heritage System shall include the lands as shown on **Schedule "B"** – (Environment) to this Secondary Plan, and shall be further studied and defined through the submission of revised MESPs. The revised MESPs shall include a comprehensive analysis of the water management regime within and outside of the North Leslie Secondary Plan Area, including surface and groundwater resources. The revised MESPs shall be approved by the City, York Region and the TRCA.

c. Water resource management reports addressing groundwater and surface water resources shall be submitted on a site-specific basis prior to the approval of Zoning By-law amendments, draft plans of subdivision or site plan approval. The Terms of Reference for Water Resource Management Studies shall be prepared in consultation with and approved by the City and TRCA.

   These studies shall demonstrate the steps taken to minimize impacts on the Natural Heritage System and surface water and groundwater systems to the satisfaction of the City and the TRCA.

d. EISs shall be submitted on a site-specific basis prior to draft plan approval or site plan approval as set out in Section 9.5.2.1 (e) of this Secondary Plan. The EIS shall confirm the limits of the Natural Heritage System and demonstrate how the environmental features are to be preserved, protected and enhanced. Where not located within or

adjacent to the Natural Heritage System shown on **Schedule "A"** – (Land Use Plan) to this Secondary Plan, the EIS may be scoped to the satisfaction of the TRCA.

e. The Terms of Reference for the EIS shall be approved in consultation with the City and the TRCA prior to the undertaking of the EIS and shall include the following:

   i. A determination of the precise boundaries of the Natural Heritage System including Environmental Features with the required linkages based on the criteria set out in Section 9.5.2.2 of this Secondary Plan.

   ii. Where applicable, a demonstration that the development meets the requirements of the York Region Official Plan, the Oak Ridges Moraine Conservation Plan, the Greenbelt Plan and the Provincial Policy Statement.

   iii. A description and map of the natural features of the site in detail including: vegetation, flora and fauna (amphibians, birds, fish and mammals). Inventories and studies will be undertaken in the appropriate season to determine breeding status of key wildlife (especially birds and amphibians) and will require at least spring and summer surveys for the flora. Studies undertaken for the revised MESPs can be used to fulfill this requirement, with updates as appropriate.

   iv. Identification of the significance of natural features at a Provincial and Regional level with reference to standard information sources from the Province and the TRCA.

   v. Identification of the environmental features potentially impacted by development.

   vi. A description of the proposed development including conceptual servicing and stormwater management.

   vii. Identification of the interdependencies between and relationship of the Natural Heritage System boundaries and the water resources regime.

   viii. Confirmation that the water management scheme for both surface and groundwater resources does not negatively impact on the Natural Heritage System features and functions.

   ix. A demonstration of how and where the proposed development can proceed without negative impact on the Natural Heritage System and features and their ecological functions, and identification of mitigation and enhancement measures where necessary.

   x. An evaluation of post-development impacts on the environmental features and Natural Heritage System and recommendation of mitigation and enhancement measures to minimize negative impacts.

   xi. An Environmental Management Plan to demonstrate how the environmental areas will be protected, enhanced and managed and how impacts will be mitigated during and after construction.

xii. An EIS shall assess potential impacts associated with proposed development including: erosion and sediment control, lot grading, stormwater management and servicing. The EIS shall also demonstrate how these matters comply with the revised MESPs. The EIS may recommend as a condition of draft plan approval that plans related to tree preservation, edge management, habitat management and ecological restoration be completed, where applicable.

xiii. For lands within the Oak Ridges Moraine Conservation Plan Area, or the Greenbelt Plan Area, as shown on **Schedules "A"** – (Land Use Plan) and **Schedule "B"** – (Environment) to this Secondary Plan, where Natural Heritage System lands are also characterized as a Key Natural Heritage Feature, the EIS shall also address the requirements of a Natural Heritage Evaluation as set out in Section 23(1) of the Oak Ridges Moraine Conservation Plan and Section 3.2.4(5) of the Greenbelt Plan.

xiv. For lands within the Oak Ridges Moraine Conservation Plan Area, or the Greenbelt Plan Area, as shown on **Schedules "A"** – (Land Use Plan) and **Schedule "B"** – (Environment) to this Secondary Plan, where Natural Heritage System lands are also characterized as a Hydrologically Sensitive Feature, the EIS shall also address the requirements of a Hydrological Evaluation as set out in Section 26(4) of the Oak Ridges Moraine Conservation Plan and Section 3.2.4(5) of the Greenbelt Plan.

xv. For lands within 120 metres of feature W3, as shown on **Schedule "B"** – (Environment) to this Secondary Plan, which contains the nesting colony of Great Blue Herons, the EIS shall address any recommendations identified in the protection and mitigation plan, completed as part of the revised MESPs, and refine the evaluation of impacts on the heronry and any associated mitigation, based on the more detailed information available in any proposed Plan of Subdivision.

f. Refinements to the boundaries of the Natural Heritage System, where permitted based on justification by an EIS shall not require an amendment to this Secondary Plan. The adjoining land use designation(s) shall be deemed to apply to the lands removed from an environmental area designation and relevant environmental area designations shall be deemed to apply to lands added to such designations.

g. The City may designate all or a portion of a development adjacent to an environmental area subject to Site Plan Control in accordance with the provisions of the Planning Act.

h. Damage or unapproved change to environmental features or areas shall not cause a change to the designation or policies for these areas. Where environmental areas are damaged, disturbed or destroyed without approval, the City will require restoration and enhancement.

i. In accordance with an "Environment First" approach, the first priority in applying these policies shall be the protection and maintenance of existing features. Where the impacts are unavoidable, the basis for determining the extent of acceptable environmental impact is the achievement of a net environmental benefit as determined by the City and the

TRCA. The intent of this policy is not to provide an alternative to preserving environmental features.

j. The City will seek dedication of the Natural Heritage System lands and the Protected Countryside lands for the TRCA or other appropriate agency at minimal or no cost.

k. Where the City or other public agency acquires Natural Heritage System or Protected Countryside lands at no or minimal cost, these lands shall be subtracted from the gross development area for purposes of calculating parkland dedication.

**9.5.2.2 Natural Heritage Systems**

a. A Natural Heritage System will be delineated that consists of the environmental systems classified according to Major Tributary and Minor Watercourse shown on Schedule "B" – (Environment) to this Secondary Plan.

b. The limits of the Natural Heritage System will be defined as follows:

   i. The greater of:
      a. The dripline of all woodlands;
      b. The edge of all wetlands;
      c. The regional floodline;
      d. The bank of intermittent and permanent watercourses; or
      e. The valley top of bank;
      f. Plus a minimum of 30 metres from any of these features. The adequacy of the 30 metre buffer and potential need for a larger buffer shall be determined in the revised MESPs and/or the EIS.
   ii. The lands located between Bayview Avenue and Major Tributary Three of the Rouge River, and from 19th Avenue to the TransCanada Pipeline right-of- way as shown on **Schedule "B"** – (Environment) to this Secondary Plan.

c. Notwithstanding the policies of Section 9.5.2.2 (b) of this Secondary Plan, where the Natural Heritage System provides for 100 metres of upland habitat without adding 30 metres from the Regional floodline, the Natural Heritage System limits may be reduced to a minimum width of floodline plus 10 metres subject to the findings of an EIS. Therefore, the Natural Heritage System shall not be narrower than 120 metres wide along the Major Tributaries as shown on **Schedule "B"** – (Environment) to this Secondary Plan.

d. Notwithstanding the policies of Section 9.5.2.2 (b) of this Secondary Plan, for Wetland/Woodlot W6 and its associated watercourse as shown on **Schedule "B"** – (Environment) to this Secondary Plan, the Natural Heritage System will be defined as:
   i. On the northwest corner of feature W6, the limits shall be as staked in the field on December 1, 2005, plus 30 metres.
   ii. Where W6 was not staked, 5 metres from the dripline of the woodlot edge or 30 metres from the wetland edge, whichever is greater.
   iii. The edge of the meadow marsh on the south side of W6 plus 15 metres from each edge.

iv. Where a single defined watercourse occurs south of W6, 20 metres from the centre line of the watercourse.

e. Notwithstanding the policies of Section 9.5.2.2 (b) of this Secondary Plan, for Woodlot W10 as shown on **Schedule "B"** – (Environment) to this Secondary Plan, the Natural Heritage System will be defined as being 30 metres from the regional floodline or 5 metres from the dripline of the woodlot edge, whichever is greater.

f. Boundaries of features including limits of meadow marsh, wetlands, and woodlots and meander belt widths will be determined through an EIS submitted with an application for development.

g. The wetland feature F20 located north of Richmond Greenhouses as shown on **Schedule "B"** – (Environment) to this Secondary Plan may be removed and its wetland area and function replaced and improved within the Greenbelt subject to:
   i. The location, design and function being assessed in the revised MESP and through an EIS prior to approval of an application for development;
   ii. It is off-line from existing watercourses and associated riparian buffers;
   iii. The EIS will address how the function of the existing wetland is duplicated, and will include proposed vegetation establishment and long term management.
   iv. It is located within an existing vegetation community correctly classified as cultural, per the Ecological Land Classification.
   v. Approval of a water balance by the TRCA and the City;
   vi. The design incorporates aquatic and amphibian habitat;
   vii. The wetland shall be located within the Greenbelt but beyond the hydrological floodway associated with the regional floodline.

h. Breeding habitat for grassland birds will be incorporated within the Greenbelt generally located at the confluence of Major Tributary 2, as shown schematically on **Schedule "B"** – (Environment) to this Secondary Plan, and the central minor tributary subject to the following:
   i. The grassland habitat will be a minimum of 12 continuous hectares exclusive of watercourses and riparian buffers;
   ii. A management plan will be developed that addresses how the area will be maintained in a mixture of open grasslands and shrubland;
   iii. Riparian buffers and existing hedgerows will be maintained;
   iv. No uses, other than those associated with management for bird species of open habitat will be allowed with the exception of trails.

i. Notwithstanding the policies of Section 9.5.2.2 (b) of this Secondary Plan, for the lands identified as Area 1 (Sotirakos) as shown on **Schedule "B"** – (Environment) to this Secondary Plan, the Natural Heritage System corridor does not need to be centred on the floodlines. The extent of the offset will be determined through an EIS to the satisfaction of the City and the TRCA and will ensure that some buffer is provided from the floodline on the west side of the tributary.

j. The colony of Great Blue Herons which is located in feature W3 as shown on **Schedule "B"** – (Environment) to this Secondary Plan, shall be protected while it remains. Studies that will address protection and mitigation measures shall be undertaken as part of the

revised MESPs and if necessary, an EIS as set out in policies 9.5.4 (b) (xii) and 9.5.2.1 (e) (xv) of this Secondary Plan respectively.

k. No development or land disturbance shall be permitted in the Natural Heritage System except for those required for flood or stream bank erosion protection, fish, wildlife or conservation management, trails and existing uses subject to the relevant provisions of the Greenbelt Plan and the Oak Ridges Moraine Conservation Plan. Outside of the Oak Ridges Moraine Conservation Plan Area and Greenbelt Plan Area, these uses shall be subject to an EIS which demonstrates that such use can occur in an environmentally acceptable manner.

l. In addition to the uses permitted in Section 9.5.2.2 (k) of this Secondary Plan, infrastructure shall also be permitted to cross the Natural Heritage System, subject to the relevant provisions of the Greenbelt Plan and the Oak Ridges Moraine Conservation Plan. Infrastructure shall include sewage and water systems and lines, stormwater management facilities, electric power transmission lines, communications/telecommunications, transit and transportation corridors and facilities, and oil and gas pipelines and associated facilities.

m. Stormwater Management Facilities, with the exception of such outlets from the facilities as the revised MESPs demonstrate are needed to safely and effectively convey flow from the facility to a receiving watercourse, shall not be permitted within the following features of the Natural Heritage System:
    i. Woodlands;
    ii. Wetlands;
    iii. Watercourses;
    iv. Valley top of bank;
    v. 100-year floodline.

n. The location of Stormwater Management Facilities shown schematically on **Schedule "A"** – (Land Use Plan) and **Schedule "B"** – (Environment) to this Secondary Plan shall be subject to further study and confirmation regarding location and design in the revised MESPs, and in the EIS, Water Resources Management and Stormwater Management Reports submitted with site specific development applications.

o. Notwithstanding the policies of Section 9.5.2.2 (b) of this Secondary Plan, for Wetland/Woodlot W3 as shown on **Schedule "B"** – (Environment) to this Secondary Plan and the wetland/woodlot directly to the north of W3, within the TransCanada Pipeline Easement, the Natural Heritage System will be defined as follows:

    i. At the north limit of feature W3, where the Provincially Significant Wetland protrudes to the north, the wetland plus a minimum buffer of 12 metres. At the north limit of the unstaked wetland within feature W3 as of January 16, 2017, the Protected Countryside Area boundary.
    ii. For the Provincially Significant Wetland within the TransCanada Pipeline Easement, the southern limit of the TransCanada Pipeline Easement.

p. Notwithstanding the policies of Section 9.5.2.2(b)(i)(f) of this Secondary Plan, for the lands municipally known as 11190 Leslie Street (Sandmill Developments Inc), the limits of the Natural Heritage System will be defined as follows:

i. the edge of the wetland located outside the limits of the Protected Countryside Area of the Greenbelt Plan on the east side of the minor tributary plus a minimum buffer of 15 metres; and,
ii. the regional floodline along the minor tributary plus a minimum buffer of 10 metres.

q. Notwithstanding Policy 9.5.2.2(b)(i)(f) of this Secondary Plan, for the lands municipally known as 0 Elgin Mills Road East and legally described as Part of Lot 26, Concession 2, E.Y.S (1430518 Ontario Limited), the limits of the Natural Heritage System will be defined as follows:

i. The edge of the wetland plus a minimum buffer of 27 meters.

### 9.5.3 GROUNDWATER MANAGEMENT

a. The occurrence of above-ground (flowing) groundwater conditions within areas of the North Leslie Secondary Planning Area necessitates that additional preliminary studies of the physical setting be undertaken in order to evaluate the potential development opportunities and constraints. In this regard, two maps **Schedule "C"** – (Effective Thickness of Halton Till and Overlying Sediments within the North Leslie Secondary Plan Area) and **Schedule "D"** – (Inferred Maximum Excavation Depth Without Groundwater Control within the North Leslie Secondary Plan Area) to this Secondary Plan were prepared to illustrate the following:

i. The effective thickness of the low-permeability Halton Till and glaciolacustrine sediments overlying the confined artesian groundwater system, the Oak Ridges Moraine Aquifer Complex (ORMAC); shown on **Schedule "C"** - (Effective Thickness of Halton Till and Overlying Sediments within the North Leslie Secondary Plan Area); and

ii. The inferred maximum excavation depth without groundwater control (that were determined by consideration of the effective confining-layer thickness and the recorded groundwater pressure) (**Schedule "D"** – Inferred Maximum Excavation Depth Without Groundwater Control). Excavations must not fully penetrate the till mantle and where extending below the inferred maximum excavation depth, groundwater depressurizing must be undertaken to maintain safe construction conditions. Approval by the City and the Ministry of the Environment shall be required prior to commencing construction.

b. All of the lands within the North Leslie Secondary Plan Area shall be required to be subject to hydrogeological studies described above on a comprehensive basis prior to the approval of any development including zoning, subdivisions and site plans.

c. A detailed hydrogeological and geotechnical investigation will be required for all development proposals within the North Leslie Secondary Plan Area irrespective of location. Every program will require the involvement of hydrogeological and geotechnical consultants who have the prerequisite experience and expertise in dealing with high groundwater pressures. These consultants will work with contractors who have the necessary equipment and expertise in completing boreholes and monitoring wells in

flowing-head areas. All hydrogeological and geotechnical investigation programs shall be peer reviewed prior to, during and following construction by experts acting on behalf of the City of Richmond Hill, and shall include the following considerations:

i. Groundwater control during the installation of boreholes and monitor wells;

ii. Decommissioning of all unused boreholes, monitors and wells, in compliance with Ministry of Environment regulations;

iii. Groundwater monitoring to demonstrate adequate flowing-head controls;

iv. Development of appropriate depressurizing and dewatering programs; and

v. Preparation of groundwater monitoring programs including the duration, content and responsibility for monitoring to document the subsurface conditions pre, during and following construction shall be undertaken by a qualified hydrogeologist and approved by the City and the TRCA.

d. It is expected that hydrogeological and geotechnical investigations will be undertaken in two phases. The initial phase conducted as part of the revised MESPs will be designed to determine the feasibility and functionality of the proposed project. The second phase conducted prior to draft plan approval, will entail a detailed site-specific study which shall identify conditions for successful design and implementation of the project.

e. Given the presence of upward hydraulic gradients, the North Leslie Secondary Plan Area is not considered a significant recharge zone for the Oak Ridges Moraine Aquifer Complex (ORMAC). There is, however, recharge received by shallow sand and silt bodies situated within and above the Halton Till. Some of this recharge to the shallow subsurface contributes to groundwater discharge locally to streams and wetlands, which may also receive discharge locally from the Oak Ridges Moraine. If a surface water or natural heritage feature is identified to receive groundwater contribution that is significant with respect to its function, then investigations conducted during the revised MESPs and/or EIS will address the need for maintenance of the flow regime.

### 9.5.4 MASTER ENVIRONMENTAL AND SERVICING PLAN

a. A MESP dated December 2000 was submitted by a group of landowners in support of applications for Official Plan Amendment and had not been revised or updated at the time of approval of this Secondary Plan. E. Manson Investments submitted a MESP for those lands within the North Leslie Secondary Plan Area, located north of 19th Avenue, west of Leslie Street, in February 2003 and updated the MESP through an Addendum in August 2003. Bawden-Wood submitted a MESP for its lands east of Leslie Street in February 2003. A number of studies and details were not considered complete and the land use plan on which the MESPs were based has changed through the approval of this Secondary Plan.

b. For the lands designated as residential, one comprehensive revised MESP must be completed and approved within the North Leslie Secondary Planning Area by the City and the TRCA, in consultation with York Region, prior to approval of zoning by-law amendments, draft plans of subdivision, draft plans of condominium or site plans. A

separate MESP may be prepared for those lands designated as Employment. Notwithstanding the above requirements and Section 9.5.1 (a) of this Secondary Plan, at the City Council's sole discretion, the Bawden-Wood property and lands located at the northeast corner of Bayview Avenue and Elgin Mills Road may each proceed by way of a separate MESP.

The revised MESPs shall be prepared on the basis of subwatersheds and have regard for all aspects of the subwatershed water resources regime including surface water and environmental features. The revised MESPs shall, in addition to other matters, provide the following information:

i. A comprehensive hydrological, hydrogeological and geotechnical analysis which addresses groundwater recharge and discharge, aquifer vulnerability, and water budget;

ii. An identification of the external water and waste water infrastructure and servicing capacity constraints in effect at the time of the preparation of the revised MESPs and an assessment of potential timing of completion of required works;

iii. Analysis of internal servicing requirements including size and location of stormwater management facilities, and water and sanitary sewer infrastructure;

iv. Natural heritage and/or hydrological evaluations for any development within the minimum area of influence of a Key Natural Heritage or Hydrologically Sensitive Feature within the Oak Ridges Moraine Conservation Plan Area as required by the Oak Ridges Moraine Conservation Plan and Section 2.5(9) of Regional Official Plan Amendment 41 of York Region;

v. Environmental evaluation of lands within the Natural Heritage System of the Greenbelt Plan in accordance with Section 3.2.4(5) of the Greenbelt Plan;

vi. Studies as required by the policies of this Secondary Plan including groundwater, surface water and environmental studies including the identification of the Natural Heritage System and limits of development;

vii. Heritage and phase one archaeological inventory and analysis including the identification as to how these resources can be protected;

viii. An assessment of transportation systems including roads, water course crossings, transit, traffic calming design solutions, pedestrian and bicycle facilities, including the completion of a Transit Plan in co-operation with York Region Transit;

ix. A Block Plan which incorporates the land use concepts from the Urban Design Guidelines and Park Master Plan and indicates how the proposed development implements the planning policies in the Secondary Plan;

x. A demonstration of how the Natural Heritage System in the North Leslie Secondary Plan Area contributes to the larger landscape;

xi. The inter-dependencies between the functions and processes of the groundwater system and the Natural Heritage System; and

xii. For lands within 120 metres of feature W3, as shown on **Schedule "B"** – (Environment) to this Secondary Plan, which contains the nesting colony of Great Blue Herons, a satisfactory protection and mitigation plan shall be completed that will recommend measures to protect and minimize impact to the heronry. Issues to be addressed will include: buffers, nesting period and impacts from adjacent development. The protection and mitigation plan may recommend additional investigations and evaluation of impacts be undertaken through an EIS prior to draft plan of subdivision approval.

## 9.6 LAND USE POLICIES

### 9.6.1 GENERAL POLICIES

a. The community structure of the North Leslie Secondary Plan Area is based on achieving a balanced community, which includes areas identified for residential, employment, commercial and public uses.

b. In consideration of the unique environmental conditions and circumstances of the North Leslie Secondary Plan area, new development must be undertaken in accordance with the principles, objectives and policies outlined in Sections 9.4 and 9.5 of this Secondary Plan.

c. Although desirable, the ability to connect neighbourhoods within this area may be limited by the overarching considerations of the environment and therefore, the development of the community will be based on a collection of small neighbourhoods.

d. It is intended that community wide urban design guidelines will be prepared as part of the MESPs for the North Leslie Secondary Plan area in accordance with the policies of this Secondary Plan.

### 9.6.2 RESIDENTIAL AREAS

#### 9.6.2.1 Low Density Residential

a. The predominant use of land in areas designated Low Density Residential as shown on **Schedule "A"** – (Land Use Plan) to this Secondary Plan shall be for single detached, semi-detached, duplex, triplex, quadraplexes, street townhouses and other low density housing types which are ground oriented.

b. In areas designated Low Density Residential, a minimum density of 17 units per net residential hectare (7 units per net acre) and a maximum density of 35 units per net residential hectare (14 units per net acre) shall be permitted. This maximum density calculation shall not include the counting of *additional residential unit(s).*

c. Except as otherwise provided in this Secondary Plan, the maximum height of any residential building shall not exceed 3 ½ storeys.

**9.6.2.2 Medium Density Residential**

a. The predominant use of land in areas designated as Medium Density Residential as shown on **Schedule "A"** – (Land Use Plan) to this Secondary Plan shall be for single detached, semi-detached, duplex, triplex, quadraplexes, street townhouses, block townhouses, back to back townhouses and other low rise housing forms which conform to the density requirements. However, single detached dwellings shall not exceed 25% of the housing units within a medium density residential designation contained in a given plan of subdivision.

b. In areas designated Medium Density Residential, a minimum density of 35 units per net residential hectare (14 units per net acre) and a maximum density of 60 units per net residential hectare (25 units per net acre) shall be permitted. This maximum density calculation shall not include the counting of *additional residential unit(s).*

c. The maximum building height in areas designated Medium Density Residential shall be 4 storeys.

d. Prior to zoning of any lands for residential or other sensitive uses, between the City's works yard and the minor watercourse to the west, a noise study, as set out in Policy 9.7.2.6 of this Secondary Plan, shall be completed to address mitigation and or buffering requirements required to minimize noise impacts from the municipal works yards including warning clauses inserted within the registerable parts of plans of subdivision.

**9.6.2.3 Medium/High Density Residential**

a. The predominant use of land in areas designated Medium/High Density Residential as shown on **Schedule "A"** – (Land Use Plan) to this Secondary Plan shall be townhouses, stacked townhouses, back to back townhouses, low-rise to mid-rise apartment buildings and other similar housing forms which conform to the density and height requirements of this Secondary Plan.

b. Lands within each Medium/High Density Residential designation shall be subject to applications for rezoning and shall only be permitted where a comprehensive site plan is prepared showing a range and mix of housing types intended to be developed.

c. Mixed use developments including retail, office, personal services and residential uses within one building may be permitted within the Medium/High Density Residential designation provided that such uses are compatible with adjacent development and the non-residential uses are subject to applications for rezoning in order to ensure they meet zoning performance standards.

d. Mixed use developments shall be located on arterial roads, major collector roads or minor collector roads.

e. The maximum height shall be 10 storeys.

f. The minimum density shall be 1.0 F.A.R and the maximum density shall not exceed 2.0 F.A.R.

g. Buildings in excess of 4 storeys in height shall be stepped at minimum intervals of 2 storeys where they abut a Low or Medium Density Residential designation or existing development.

h. Where adjacent lands are designated Low or Medium Density Residential, the height of all new buildings, within 25 metres of the property line of these designations, shall not be greater than 2 storeys above the existing adjacent buildings, or, if vacant, 2 storeys above the maximum permitted height in the adjacent designation.

i. Underground or structured parking shall be required for any buildings in excess of 4 storeys subject to policy 9.4.1 (e) and policy 9.5.3 of this Secondary Plan.

j. Medium/High Density Residential developments shall be subject to site plan control and architectural design review at the applicant's expense.

k. Alternative concept plans including computer generated perspectives showing the massing, orientation and urban design of the building as well as streetscape within the context of the site shall be required as part of any application for Medium/High Density Residential development together with traffic, parking, hydrogeological, shadowing, servicing and planning justification studies.

l. The requirements of Sections 9.6.2.3 (g) and (h) of this Secondary Plan shall not be applicable to the lands known as 1000 Elgin Mills Road East, provided that buildings on those lands maintain a minimum 45 degree angular plane measured from the lot line of adjacent lands designated "Low Density Residential". Furthermore, notwithstanding Policy 9.6.2.3.e of this Secondary Plan, the maximum height of one apartment building shall be 14 storeys.

m. Notwithstanding the requirements of Sections 9.6.2.3 (a), (e), and (f) of this Secondary Plan, within the Medium/High Density Residential designation on the lands known as 930 Elgin Mills Road East, the permitted uses shall only be townhouses and stacked townhouses, the maximum height shall be 4 storeys and the maximum density shall be 1.40 F.A.R.

**9.6.2.4 Other Permitted Uses in Residential Designations**

The following uses may also be permitted in all Residential designations on **Schedule "A"** – (Land Use Plan) to this Secondary Plan in accordance with the following policies.

**9.6.2.4.1 Nursery Schools and Day Care Centres**

Applications for amendments to the Zoning By-law to permit nursery schools and day care centres may be permitted in Residential designations subject to the following criteria:

i. the development has access to an arterial, major collector or minor collector road;
ii. the development is adjacent to a commercial or institutional use or community facility;
iii. the facility is licensed under the Day Nurseries Act;
iv. the area of the site is sufficient to provide for adequate parking, circulation of traffic, drop off and pick up areas and outdoor amenity space.

**9.6.2.4.2 Seniors Residential and Institutional Uses**

Applications for amendments to the Zoning By-law to permit seniors residential and institutional developments may be permitted subject to the following provisions:

i. the development has access to an arterial, major collector or minor collector road;
ii. the site is of sufficient size to provide for adequate setbacks, parking and transition from adjacent uses; and
iii. the site is adjacent to other institutional uses or community facilities.

**9.6.2.4.3 Schools and Places of Worship**

a. Applications for amendment to the Zoning By-law to permit elementary schools operated by the York Region District School Board and the York Catholic District School Board will be assessed on the basis of conformity with the following criteria:
    i. frontage and access on a collector road;
    ii. the site is situated on a straight segment of roadway with good visibility and with sufficient frontage to meet the standards of the respective school board;
    iii. the school forms a campus with parks or other public facilities wherever possible; and
    iv. residential driveways directly opposite school sites are minimized wherever possible in order to minimize conflicts with local traffic.

b. Applications for amendment to the Zoning By-law to permit secondary schools operated by the York Region District School Board and the York Catholic District School Board will be assessed on the basis of conformity with the following criteria:
    i. the school is located at an intersection of an arterial and a collector road with access via the collector road;
    ii. the school forms a campus with parks or other public facilities wherever possible;
    iii. residential driveways directly opposite school sites shall be minimized wherever possible; and
    iv. the location has good visibility and sufficient frontage on a straight segment of the roadway to meet the standards of the respective school board.

c. Applications for amendment to the Zoning By-law to permit private schools will be assessed on the basis of conformity with the following criteria:
    i. such uses shall be located on arterial roads and preferably at the intersection of collector and arterial roads;
    ii. a minimum of two (2) access points shall be provided;
    iii. the sites shall be a minimum of 1 hectare (2.47 acres) and a maximum of 2.5 hectares (6.18 acres) and sites in excess of 2.5 hectares (6.18 acres) in designated urban areas shall require an Official Plan Amendment;
    iv. traffic and parking studies shall be submitted to the City which demonstrate that such use will not adversely impact the existing or proposed traffic network satisfactory to the City;
    v. the impact on adjacent residential developments is minimized through the incorporation of adequate parking, landscaping, setback and buffering provisions in the Zoning By-law; and,

vi. adequate measures to address vehicular drop-off and pick-up through features such as lay-bys are provided.

d. Applications to amend the Zoning By-law to permit places of worship in residential areas will be assessed on the basis of conformity with the following criteria:
   i. such uses shall be located at intersections of arterial roads or at the intersection of collector and arterial road. Mid-block sites may be considered where they abut other institutional or commercial uses and where shared facilities such as parking may be available;
   ii. traffic and parking studies shall be submitted which demonstrate to the satisfaction of the City that such a use in that location will not adversely impact the existing or proposed traffic network;
   iii. the impact on adjacent residential developments is minimized through the provision of adequate parking, landscaping, setback and buffering provisions in the Zoning By-law; and
   iv. all such developments are to be subject to site plan control and architectural design control.

**9.6.2.4.4 Home Based Businesses**

Home occupations and businesses may be permitted in Residential designations without amendment to the Zoning By-law subject to the following criteria:

i. the home business and occupation is carried on by an occupant of the dwelling;
ii. the home occupation constitutes a secondary use and is carried on entirely within the dwelling unit;
iii. the business does not generate traffic on a daily or routine basis which exceeds the residential parking standard;
iv. there is no outside storage of goods or materials;
v. the residential façade and appearance of the dwelling unit is maintained;
vi. signage is consistent with the residential requirements in the Sign By-law;
vii. the home occupation does not include retail sales from the dwelling; and
viii. medical and animal clinics are not permitted.

**9.6.2.4.5 Additional Residential Units**

Additional residential units may be permitted in accordance with the following policies:

a. Additional residential units are permitted in areas zoned for residential development.

b. Notwithstanding (a), an additional residential unit is not permitted:
   i. on hazard lands or hazardous sites; or,
   ii. on lands within the Natural Heritage System designation.

c. Where lands are designated "Protected Countryside", only one additional residential unit is permitted within an existing single detached dwelling, or in a structure accessory to the single detached dwelling.

d. The dwelling and *additional residential unit(s)* meet all Provincial building and fire code regulations and requirements.

e. Exterior changes to the existing ground-related dwelling are compatible with the character of the area.

### 9.6.3 COMMERCIAL POLICIES

#### 9.6.3.1 Automotive Service Commercial

a. Automotive Service Commercial developments will only be permitted subject to applications for zoning by-law amendment and site plan control in accordance with the policies of this section.

b. The location of Automotive Service Commercial shall be restricted to the intersection of two arterial roads or the intersection of an arterial road with a collector road. No more than two automotive service commercial developments shall be allowed at each intersection, with no more than one such development on each side of the intersecting roads.

c. The site area for such developments shall not be less than 0.4 hectares.

d. The development of Automotive Service Commercial sites shall be in accordance with Council's approved Guidelines for Automotive Service developments.

#### 9.6.3.2 Mixed Use Commercial/Residential

a. Lands designated Mixed Use Commercial/Residential are shown on **Schedule "A"** – (Land Use Plan) to this Secondary Plan.

b. Mixed Use Commercial/Residential designations shall generally be located at the intersection of two arterial roads or the intersection of an arterial road with a collector road and may include a mix of uses that may include commercial and residential uses and live-work built forms.

c. The intent of the Mixed Use Commercial/Residential designation is to provide a low-rise form of development that addresses the street.

d. The residential permissions and densities shall reflect those of the Medium Density Residential designation.

e. The permitted commercial uses shall include population-serving office and service commercial uses, including: clinics, medical offices, accountants and lawyers offices, real estate office, travel agent, hair dresser, restaurants, copy shops, post offices, drycleaners, convenience retail and small scale professional offices. In no case shall this designation include stand-alone single user developments in excess of 929 sq. metres (10,000 square feet) which are more appropriately located on the lands located at Bayview and Elgin Mills Road and Elgin Mills Road and Leslie Street.

f. Drive-through restaurants and automotive service stations shall not be permitted in the mixed use commercial/residential designation.

g. The maximum height in the Mixed Use Commercial/Residential Area shall be 4 storeys.

h. Where commercial uses are proposed, they may be mixed with residential uses on the same site and shall be implemented through a site-specific amendment to the Zoning By-law.

i. Applications for development will be subject to Urban Design/Architectural Control.

j. Notwithstanding policy 9.6.3.2 (b) of this Secondary Plan, for the lands designated Mixed Use Commercial/Residential east of Leslie Street, north and east of Major Tributary 2, and south of the Storm Water Pond, the development may include a mix of uses which must include commercial or other employment uses and may include live-work built forms. Different combinations of use are intended for certain portions of the development as follows:

   Firstly, for the portion of the Mixed Use Commercial/Residential lands (located east of Leslie Street, north of Tributary Two and south of the York Children's School), which portion has frontage on either side of the proposed east-west collector road, that these main street lands be permitted for retail/commercial uses at grade and either residential or offices (business or professional) for any level above that.

   Secondly, for the portion of these Mixed Use Commercial/Residential lands which lie north of main street lands just described and south of the York Children's School, that these lands be permitted to be used for a range of retail and commercial uses, business and professional offices, and live-work built forms. Back-to-back townhouse dwelling units are permitted where they do not front an arterial or collector road.

**9.6.3.3 Neighbourhood Commercial**

a. Lands designated as Neighbourhood Commercial as shown on **Schedule "A"** – (Land Use Plan) to this Secondary Plan may take the form of a shopping centre, individual stores, a group of stores and buildings clustered on one site or as a mixed use development, and may include the following:
   i. personal service shops;
   ii. convenience stores;
   iii. dry cleaning depot;
   iv. restaurants;
   v. financial institutions;
   vi. offices;
   vii. supermarket;
   viii. retail stores;
   ix. nursery schools and day care centres subject to Section 9.6.2.4.1 of this Secondary Plan;
   x. municipal fire halls, libraries and municipal recreational facilities such as community centres and arenas;
   xi. neighbourhood parks, community parks, parkettes and tot lots subject to the provisions of Section 9.6.6 of this Secondary Plan;
   xii. private schools subject to Section 9.6.2.4.3 (c) of this Secondary Plan;
   xiii. places of worship;
   xiv. Medium/High Density Residential uses subject to Section 9.6.2.3 of this Secondary Plan;

xv. Automobile Service Commercial development and car wash establishments subject to Section 9.6.3.1 of this Secondary Plan;
xvi. home-based businesses subject to Section 9.6.2.4.4 of this Secondary Plan; and
xvii. existing non-conforming uses legally in effect as of adoption of this Secondary Plan.

b. Where any commercial development is within, adjacent to, or in immediate proximity to a residential area, potential adverse impacts between the uses shall be mitigated through building setbacks, visual screening, landscaping, fencing and other forms of buffering.

c. Urban design guidelines will be prepared for the lands designated for Neighbourhood Commercial use and will form the basis for the evaluation of applications for commercial development including Architectural Control.

d. All Neighbourhood Commercial Areas shall be subject to site plan control.

e. No open storage of goods, materials, machinery or equipment is permitted. However, an outdoor sales area associated with and subordinate to a primary retail use may be permitted subject to appropriate development standards.

f. The lands designated Neighbourhood Commercial at Bayview Avenue and Elgin Mills Road shall be planned comprehensively as one development and with joint accesses.

g. The lands designated Neighbourhood Commercial at the southeast corner of Leslie Street and William Bell Parkway shall also permit clinics as a permitted use.

h. For each designated Neighbourhood Commercial site, the aggregate floor area of those uses listed in policy 9.6.3.3 (a) (i) to (v), (vii) and (viii) of this Secondary Plan, shall not exceed 5,575 square metres (60,000 square feet).

i. Notwithstanding Policy 9.6.2.3 (e) of this Secondary Plan, for the lands municipally known as 0 Elgin Mills Road East and legally described as Part of Lot 26, Concession 2, E.Y.S (1430518 Ontario Limited), the maximum height shall be 14 storeys.

j. Notwithstanding policy 9.6.3.3(a) of this Secondary Plan, for the lands designated “Neighbourhood Commercial” located west of Leslie Street and north of 19th Avenue the following shall apply:

    i. In addition to those uses listed in Policy 9.6.3.3(a), the following land uses shall also be permitted:
        - Stand alone Street Townhouse Dwellings;
        - Stand alone Block Townhouse Dwellings; and,
        - Live-Work Dwellings.
    ii. The maximum height shall be 4 storeys.
    iii. Where Street Townhouse Dwellings, Block Townhouse Dwellings or Live-Work Dwellings are proposed, a minimum density of thirty-five (35) units per net residential hectare (fourteen (14) units per net acre) and a maximum density of sixty (60) units per net residential hectare (twenty-five (25) units per net acre) shall be permitted.

#### 9.6.3.4 Office

a. Lands designated Office are shown on **Schedule "A"** – (Land Use Plan).

b. Permitted primary uses shall include major office and office uses.

c. In addition to the permitted uses in b) above, on the lands designated Office located south of 19th Avenue and north of the Trans Canada Pipeline as shown on Schedule "A" – (Land Use Plan), hotels, convention centres, banquet facilities and private schools shall also be permitted primary uses.

d. In addition, ancillary institutional, retail and service uses and day care facilities related to the aforementioned primary uses in b) and c) above may be permitted.

e. The maximum height shall be 10 storeys.

f. The minimum density shall be 1.0 F.A.R and the maximum density shall be 2.0 F.A.R.

g. Ancillary uses may be located within the same building as the primary uses, or in a free-standing building not larger than 1,000 square metres in floor area. For each of the following areas designated Office as shown on **Schedule "A"** – (Land Use Plan):
   - the lands located south of 19th Avenue and north of the Trans Canada Pipeline, and
   - the lands located south of the Trans Canada Pipeline,

   the total floor area of such free-standing buildings shall not exceed the lesser of 2,000 square metres or 20% of the total floor area of buildings existing or under construction.

h. Development of lands within the Office designation shall be subject to applications for rezoning which shall be supported by comprehensive plans showing the building(s) and uses intended to be developed on the site, demonstrating full build-out in accordance with the densities set out in f. above, and showing how the buildings and uses on the proposed rezoning site will be co-ordinated through the development and its phases, if any. Such rezoning applications shall also satisfy all applicable study requirements with respect to traffic, parking, hydrogeological, servicing and planning matters.

i. Development within the Office designation shall be subject to site plan control and architectural design review at the applicant's expense.

j. Concept plans including perspectives showing the massing, orientation and urban design of the building as well as streetscape within the context of the site shall be required as part of any site plan approval application for development within the Office designation.

### 9.6.4 EMPLOYMENT LAND POLICIES

#### 9.6.4.1 General Policies

a. The Lands designated Employment Corridor as shown on Schedule "A" – (Land Use Plan) to this Secondary Plan are to accommodate a range of high performance industrial and office use developments.

b. It is intended that the use, form and design of buildings in the North Leslie Business Park be consistent with and compatible with the high quality of employment land development in the Headford and Beaver Creek Business Parks located to the south of North Leslie, along the Highway 404 Corridor.

**9.6.4.2 Employment Corridor Policies**

a. The permitted uses in the Employment Corridor designation shall include the following:

   i. Major office development including research and development facilities;

   ii. High performance industrial uses contained within wholly enclosed buildings including activities such as manufacturing, assembling, processing, fabricating, warehousing, wholesaling, training facility and enclosed storage of goods.

   iii. Limited types of institutional, retail and personal service uses which serve the office and industrial uses such as banks, financial institutions, business and professional offices, restaurants, private clubs, day care facilities and similar compatible uses provided that the predominant use of the North Leslie Business Park remains for employment use and the retail and service uses are intended to serve the needs of employees within the North Leslie Business Park.

   iv. Retail and personal service uses which serve the office and industrial uses shall only be permitted where they are located within a centre of complementary and compatible uses and in no case shall any of these uses be stand alone and in excess of 500 m2.

   v. Places of worship and private schools may be permitted subject to the policies and criteria set out in Policy 9.6.2.4.3 of this Secondary Plan.

   vi. The development of institutional, retail and personal service uses which serve the office and industrial uses shall be restricted to locations at the boundary of the business park adjacent to arterial roads and shall be developed as mixed use development.

   vii. Limited sales of retail goods up to 15% of the total ground floor area of any building may be permitted provided that the goods are manufactured, processed and/or assembled on the premises.

   viii. Automotive service stations may locate on lands designated Employment Corridor subject to the criteria set out in Section 9.6.3.1 of this Secondary Plan.

   ix. A municipal recreation centre.

b. It is intended that Urban Design Guidelines, similar to those adopted by Council for the Headford Business Park will be adopted to ensure that the buildings and development of the lands retains a high quality of design and landscaping.

c. No outdoor storage shall be permitted.

d. Loading areas and rooftop ventilation systems shall be screened.

e. Wherever possible, the City will encourage developers of prestige buildings in the Employment Corridor designation to consider incorporating “Green Building” elements in the design of the building, parking areas and/or site landscaping.

f. Applications for development will be subject to Urban Design/Architectural Control.

### 9.6.5 INSTITUTIONAL USES

#### 9.6.5.1 9.6.5.1 General Policies

a. Institutional uses permitted under Sections 9.6.2.4 and 9.6.5 of this Secondary Plan and not specifically identified on Schedule “A” – (Land Use Plan) to this Secondary Plan shall only be permitted subject to applications for Zoning By-law amendments that demonstrate conformity with the policies of this Secondary Plan.

b. In general, institutional uses shall be located along arterial and/or collector roads.

#### 9.6.5.2 Mixed Use Institutional

a. The lands located west of Leslie Street, north of Elgin Mills Road south of the proposed extension of William F. Bell Parkway are designated Mixed Use Institutional. The uses permitted in this area shall include all City and York Region related public uses including emergency services, public works yards, publicly owned buildings and services and all related uses, a secondary high school and library and Richmond Green Major Park.

b. Given the range of existing and proposed uses within this designation, development on adjacent lands including residential development may be required to include a warning clause, inserted within the registerable parts of plans of subdivision, advising future residents of the potential noise, traffic, lighting and other negative impacts normally associated with public works yards, emergency services and major park facilities including lit playing fields and special events. A noise study may also be required for new residential development west of the works yard to address mitigation and or buffering requirements.

#### 9.6.5.3 Institutional

a. The lands designated Institutional on **Schedule “A”** – (Land Use Plan) to this Secondary Plan are currently developed as institutional uses. Future expansion and development beyond the existing sites may require applications for Official Plan and Zoning By-law Amendment in accordance with Section 9.6.2 of this Secondary Plan.

b. Where the building known municipality as 980 Elgin Mills Road East has been destroyed or demolished by fire or other causes, the building or structure may be constructed or erected on the footprint of the previous building provided the re-development occurs within 5 years of the structure’s demolition or destruction and, if applicable, a permit has been issued by the Toronto and Region Conservation Authority in accordance with Ontario Regulation 166/06. Any change in use from those already permitted under the Major Institutional designation as of the date of the approval of this policy will require the

approval of the City of Richmond Hill and the Toronto and Region Conservation Authority prior to construction. After the said five-year period, any such redevelopment will be considered as new development. The Natural Heritage policies for the Rouge River will then apply.

#### 9.6.5.4 Schools, Places of Worship and Special Residential Uses

a. Existing and proposed schools and places of worship are shown on the attached Schedule "A" – (Land Use Plan) to this Secondary Plan. Applications to amend the Zoning By-law for new schools, places of worship and special residential uses shall be considered in accordance with the policies in Sections 9.6.2.4.2, 9.6.2.4.3 and 9.6.2.4.4 of this Secondary Plan.

b. The location, size, and configuration of the school sites identified in **Schedule "A"** – (Land Use Plan) to this Secondary Plan are conceptual only and will be confirmed in consultation with the School Boards during the preparation of the Block Plan. The number and location of school sites on the land use schedule may be modified without an amendment to this Secondary Plan.

c. Where any site designated for a school on **Schedule "A"** – (Land Use Plan) to this Secondary Plan is declared surplus or where a school designation is relocated, the site may be utilized for uses permitted by, and in accordance with the policies for, the underlying land use designation of the Secondary Plan without amendment to this Secondary Plan.

### 9.6.6 PARKS AND OPEN SPACE USES

#### 9.6.6.1 General Policies

a. The Open Space and Parks system within the North Leslie Secondary Plan Area shall be designed to include an interconnected network of the Richmond Green Major Park, neighbourhood parks, parkettes and tot lots together with other public uses including public schools and stormwater management ponds. The linkages between these facilities shall be implemented through the development of a natural trail system which includes the Trans Canada Pipeline as well as connections to the Rouge North Park to the south of the Secondary Plan area. Pedestrian and bicycle linkages will also be developed in coordination with an overall parks and open space system for the North Leslie Secondary Plan Area.

b. The City, in cooperation with the Public and Separate School Boards, shall encourage campus type developments.

c. Public parkland shall be dedicated at a rate of up to 5% of gross residential development or, alternatively, up to 1 hectare per 300 residential units in accordance with the alternate parkland dedication provisions set out in the Planning Act, plus 2% of commercial lands where applicable. As set out in Section 9.6.6.2 of this Secondary Plan, Parkland includes community parks, neighbourhood parks, parkettes and tot lots.

d. The exact location, boundaries and extent of parkland dedication or cash-in-lieu of parkland dedication shall be confirmed at the time of subdivision approval.

e. Lands dedicated to the City shall be subject to a Phase I Environmental Site Assessment, and confirmation of conformity with the Oak Ridges Moraine Conservation Plan and Greenbelt Plan.

f. The calculation of parkland required in accordance with the Planning Act will be net of environmental and open space lands dedicated or to be dedicated at no charge to the TRCA or other public agency.

**9.6.6.2 Parks**

a. The park system planned for the North Leslie Secondary Plan Area is as generally shown on **Schedule "A"** – (Land Use Plan) to this Secondary Plan and shall consist of Richmond Green Major Park, neighbourhood parks, parkettes and tot lots. The location and size of parks may change without amendment to this plan.

b. The number, location and size of neighbourhood parks and parkettes in the North Leslie Secondary Plan area will be reviewed during the revised MESPs and Block Plan preparation, in concert with the preparation of the Park Master Plan required in Section 9.8.7 of this Secondary Plan, and implemented during the Zoning By-Law amendment and subdivision approval stages.

c. It is intended that Neighbourhood Parks provide active playing areas and fields to meet the needs of local area residents.

d. Neighbourhood parks shall be provided at a rate of 1.0 hectare per 1,000 population and have a minimum size of 1.6 hectares.

e. In addition to the City's major park at Richmond Green, the City may require the identification and dedication of a Community Park to serve the needs of the North Leslie Secondary Plan Area. If required, a Community Park shall be provided at a rate of not less than 1.6 hectares per 1,000 population and have a minimum size of 5 hectares. The location and general configuration of both Community and Neighbourhood Parks shall be determined through the revised MESPs and Park Master Plan.

f. The TransCanada Pipeline lands are identified as a major open space link through the North Leslie Secondary Plan Area and may be used for passive parkland purposes subject to TransCanada's easement rights and private landowner permission. The TransCanada Pipeline lands will not be accepted as part of the required parkland dedication under the Planning Act.

g. The provision of parkland shall be determined comprehensively on a concession block basis and not on an individual ownership basis.

h. Where the standards referred to in section 9.6.6.2 (d) and (e) of this Secondary Plan exceed the required parkland dedication in section 9.6.6.1 (c) of this Secondary Plan, the City may choose to acquire additional lands within the North Leslie Secondary Plan Area to meet the standards.

### 9.6.7 CULTURAL HERITAGE POLICIES

a. The provisions of Section 9.6.7 of this Secondary Plan shall apply to lands within all land use designations.

b. Regard shall be had for the conservation of architectural, historic, archaeological and scenic features when Council considers any development proposals and pubic works. Conservation of cultural heritage resources include structures, sites or areas which have historic or architectural value and shall be consistent with the following provisions.

c. It is Council's intent that buildings which have been identified on the City's Inventory of Architectural and Historical Importance be retained and conserved on their original sites, based on their architectural and/or historical significance, subject to the requirements of the Ontario Heritage Act.

d. Buildings identified on the Inventory of Architectural and Historical Importance may be designated pursuant to Part IV of the Ontario Heritage Act. Designated buildings shall be preserved and protected from alteration where such alteration is likely to affect the reason for the designation of the building(s). The right of an owner to make alterations to a designated building(s) shall not be restricted, provided that such alterations do not affect the reason for the designation and provided that such alterations are in keeping with the policies of this Secondary Plan, and meet the requirements of the Zoning By-law and Building Code.

e. Council will encourage the landowners to incorporate the buildings of historic or architectural value into their development proposals with uses consistent with the designation of the surrounding area. Where all reasonable methods of incorporating the building(s) into a development have been investigated and it is not possible to achieve this objective, methods will be examined to encourage the movement of such building(s) to another site. Council may consider the relocation of some or all of the existing heritage structures where the landowners within the block have identified and set aside blocks or lots where such structures can be relocated subject to financial securities to ensure the safe relocation and redevelopment of the heritage structure.

f. The City will not accept heritage structures through dedication without approval by Council. Where the City is prepared to accept the structure, the landowner may be required to provide sufficient financial securities to ensure that the building can be restored to a use consistent with the underlying land use designation. Methods of obtaining funding for the conservation and restoration of buildings of historic or architectural value through the assistance of the Ontario Heritage Foundation and other appropriate authorities will be investigated.

g. Heritage buildings may not be included in blocks identified as Park or Open Space nor will they be accepted in satisfaction of the required Parkland dedication under the Planning Act.

h. As a condition of subdivision approval, landowners will be required to complete a Phase I Archaeological Assessment to the satisfaction of the City and the Archaeology and Heritage Planning Unit of the Ministry of Culture. Prior to obtaining the necessary

approval, the landowner may not undertake grading, servicing or disturb the lands in any manner. Excavation or development of identified burial sites will meet the requirements of the Cemeteries Act.

### 9.6.8 NATURAL ENVIRONMENT AND PROTECTED COUNTRYSIDE

a. There are two land use designations shown on **Schedule "A"** – (Land Use Plan) to this Secondary Plan which fall within the Greenbelt Plan Area: Natural Heritage System including Major Tributaries 1 – 3 and Protected Countryside. In addition, there are two minor watercourses identified which are subject to the environmental policies in Section 9.5 of this Secondary Plan.

b. It is intended that lands within the Natural Heritage System and the Protected Countryside are to be set aside for environmental protection and eventually be acquired by the City or other appropriate public agency.

c. Lands identified as part of the Natural Heritage System shall be zoned in an appropriate environmental protection zone satisfactory to the City at such time as applications for Zoning Bylaw Amendment and Draft Plan of Subdivision are submitted and subject to the development limits being approved in a revised MESP and EIS.

d. Road crossings, where necessary, may be permitted within the areas designated Major Tributary and Natural Heritage System subject to the completion of appropriate studies under Section 9.5 of this Secondary Plan and provided that the need and appropriate location of the road has been addressed in the revised MESP.

e. Lands within the Greenbelt Plan Area but lying outside of the Natural Heritage System have been identified on Schedule "A" – (Land Use Plan) to this Secondary Plan as Protected Countryside.

f. Permitted uses in Protected Countryside shall be governed by the Greenbelt legislation.

g. The City is not required to, but may, accept the dedication of Protected Countryside lands or Natural Heritage System lands in fulfilment of parkland dedication requirements under the Planning Act.

h. Lands identified as part of the Protected Countryside shall be zoned in an appropriate environmental protection or open space zone satisfactory to the City at such time as applications for Zoning Bylaw Amendment or Draft Plan of Subdivision are submitted. Prohibited uses in the Protected Countryside area shall include any urban use or any use associated with, accessory to or serving, an urban use, such as schools, community centres, arenas, libraries, parks, condominiums and subdivisions.

i. Stormwater Water Management Ponds may be permitted within the Protected Countryside designation subject to the following criteria:

    i. the stormwater management facility is appropriate to its location, design and sizing in respect of achieving best management practices;

ii. the location, dimensions, design and technical requirements for stormwater management facilities are addressed in the revised MESPs on a community wide basis;

iii. the stormwater management facility is designed to enhance the adjacent context of the neighbourhood and maintains the environmental and ecological integrity of the Natural Heritage System;

iv. the stormwater management facility has sufficient road access to allow for the maintenance of the pond;

v. the design and location of the stormwater facility is designed to form a linkage between the neighbourhood and Natural Heritage System; and

vi. the requirements of Section 4.2.3 of the Greenbelt Plan have been addressed.

j. For the lands on the east side of Bayview Avenue south of the TransCanada pipeline, a full range of institutional, recreational and tourism uses but excluding any forms of residential accommodation are permitted subject to the policies of Section 3.2.2 (3) and (4) and 4.1.2 of the Greenbelt Plan.

## 9.7 TRANSPORTATION AND SERVICING

### 9.7.1 TRANSPORTATION

#### 9.7.1.1 General Policies

a. The roads plan and road classification is shown on **Schedule "A"** – (Land Use Plan) and **Schedule "E"** – (Transportation) to this Secondary Plan. The road classification consists of Arterial Roads, Major Collector Roads, Minor Collector Roads and Local Roads.

b. It is the City's intention to require traffic calming initiatives to be implemented in the design of roads throughout the Secondary Plan Area to reduce traffic infiltration into adjacent neighbourhoods.

c. In the event that traffic volumes are excessive on any of the arterial roads surrounding the North Leslie Secondary Plan Area, the City of Richmond Hill may request the York Region to prepare a traffic management plan which may include turning movement restrictions.

#### 9.7.1.2 Arterial Roads

a. Bayview Avenue, 19th Avenue, Leslie Street and Elgin Mills Road East are the Arterial Roads providing direct service to the North Leslie Secondary Plan Area.

b. The right-of-way widths for the Arterial Roads will be 36 metres. Additional widenings may be required at intersections and at locations that require cutting and filling to improve vertical alignments.

c. All development adjacent to Arterial Roads shall be designed to avoid direct access through parallel service roads, private rear lanes or other access alternatives wherever possible. Reverse lotting shall be discouraged. Commercial and mixed use properties may be permitted direct access but such access shall be controlled with regard to the geometric requirements for visibility, grades and curvatures so as not to create a safety hazard and shall be subject to the City and York Region approval.

d. Sidewalks shall be provided along Arterial Roads within the North Leslie Secondary Plan Area to the satisfaction of the City.

#### 9.7.1.3 Highway 404 Overpass

a. A potential mid-block overpass across Highway 404 connecting to future development in the City of Markham has been identified. The determination of need and specific location will be subject to further study through an Environmental Assessment to be undertaken jointly by York Region, the City of Markham and the City of Richmond Hill.

b. The City will require that development proponents identify the alignment and that sufficient lands be reserved to accommodate the overpass through the development approval process.

c. Development of the lands within the general vicinity of the overpass may only receive final approval following the final determination of the overpass location and alignment. Development that identifies the overpass but does not prejudice the selection of alternative alignments may be approved to proceed in phases.

#### 9.7.1.4 Major and Minor Collector Roads

a. The Collector Roads are categorized into Major and Minor classifications according to their function and use. The Collector road network is shown on **Schedule "A"** – (Land Use Plan) and **Schedule "E"** – (Transportation) to this Secondary Plan.

b. The alignment and location of Major and Minor Collector Roads and intersections with the arterial road system shall be determined in the revised MESPs without amendment required to this Secondary Plan. Where such Major and Minor Collector Roads cross or are in proximity to the Natural Heritage System identified on **Schedule "A"** – (Land Use Plan) and **Schedule "B"** – (Environment) to this Secondary Plan, their alignment and design shall be determined through the preparation of the transportation components of a revised MESP including consideration of vehicular and non-vehicular traffic, transit, emergency services and maintenance requirements.

c. The right-of-way width shall be 26 metres for Major Collector Roads and 23 metres for Minor Collector Roads. The applicable right-of-way width for Collector roads within Employment Corridor areas shall be up to 26 metres. Additional widenings may be required on Major and Minor Collector Roads at intersections with arterial roads and major collector roads.

d. The intersection of Local Roads with Major and Minor Collector Roads shall be spaced to prevent interference with the safe and efficient operation of the road system. Plans of

subdivision shall be reviewed to assess the suitability of the Local Road and Collector Road intersection points.

e. Access onto Major and Minor Collector Roads shall be permitted subject to minimum distance requirements to major intersections, driveways or other traffic requirements.

f. Transit routes have not yet been defined. However, it is expected that transit vehicles may operate on both Major and Minor Collector Roads. Homebuyers on such roads shall be advised that those roads may be public transit routes in the future through the subdivision approval process.

g. Sidewalks shall be provided on both sides of Major and Minor Collector Roads to the satisfaction of the City.

h. **Schedule "A"** – (Land Use Plan) and **Schedule "E"** – (Transportation) to this Secondary Plan, include a Minor Collector crossing of Major Tributary 2 north of the Major Collector (William Bell Parkway) and east of Leslie Street. The need, location and form of this crossing and the location and operation of its intersection with William Bell Parkway will be determined as part of the traffic component of the revised MESP, to the satisfaction of the City and the Region.

i. In addition to the Major and Minor Collectors shown on **Schedule "A"** – (Land Use Plan) and **Schedule "E"** – (Transportation) to this Secondary Plan, in the area shown as "Subject to policy 9.7.1.4(i) of this Secondary Plan" on those Schedules, Minor Collector(s) may be added, without amendment to this Secondary Plan, in order to provide additional connectivity between 19th Avenue and Leslie Street, including crossing(s) of the Natural Heritage System. The need, location, and form of such Minor Collector(s) and associated crossing(s) of the Natural Heritage System, and the location and operation of intersections, will be determined as part of the traffic and servicing components of the applicable revised MESP, to the satisfaction of the City and the Region.

j. The exact location of the minor collector road shown south and west of the 19th Avenue/Leslie Street intersection shall be determined through approval of plans of subdivision in the area.

**9.7.1.5 Local Roads**

a. Local Roads are intended for residential access only. They shall be designed to discourage through traffic.

b. The rights-of-way shall generally be 20 metres. However, narrower widths may be permitted in order to satisfy other goals of this Secondary Plan and where such width is not detrimental to the movement of traffic and the provision of utilities.

c. In general, sidewalks shall be provided on one side of local roads and may or may not be required on short cul-de-sac streets subject to the satisfaction of the City. Sidewalks on both sides of certain local roads may be required in the vicinity of schools to ensure the safety of students.

d. On-street parking may be allowed, subject to applicable by-laws as approved by Council from time to time, except in locations where it will create a conflict between pedestrian and vehicular traffic or interfere with the safe operation of vehicular traffic.

e. Due to the pattern of land ownership, there are certain parcels of land that may become inaccessible as a result of the development of adjoining lands. The City shall ensure, in the plan of subdivision, rezoning or site plan approval process that appropriate access is provided to all lands.

f. The Block Plan as set out in the revised MESP shall delineate the general location and alignment of local roads. Revisions to the local road pattern through approved draft plans of subdivision shall be permitted provided the overall intent of the MESP is maintained.

g. The potential road connection on the east side of Bayview Avenue, referenced on Schedule "A" – (Land Use Plan) to this Secondary Plan, is to line up with Subrisco Road in the location of the current access to Richmond Greenhouses. The width and function of the road will be determined through the revised MESP.

**9.7.1.6 Public Transportation**

a. The City will work with York Region Transit, GO Transit and the Province to develop a coordinated transit system that encourages residents to use transit as an alternative.

b. The arterial and collector road system has been designed so that most residents will be within an acceptable walking distance to potential public transit routes. In the plans of subdivision, the local road and pedestrian walkway systems shall be designed to minimize walking distances to potential transit stops.

c. Transit transfer points should be provided at the intersection of all arterial and collector roads. Collector roads shall be designed to structural standards to allow for bus traffic.

d. The City is actively pursuing the extension of the current GO Rail service north of its current terminus at Major Mackenzie Drive. This extension may include additional tracks along the rail line to provide a regular all day two-way service of the GO Rail service. This expanded service may include additional GO Rail stations along the rail line and a layover site for GO trains. This new service and additional facilities will be done through the applicable environmental assessment studies.

**9.7.1.7 Pedestrian and Non-Motorized Traffic**

Consideration shall be given to pedestrian and other non-motorized forms of movement through the design and location of sidewalks, walkways and bicycle paths within the North Leslie Secondary Plan Area.

**9.7.1.8 Future Highway Interchange (19th)**

a. The future Highway 404 and 19th Avenue interchange as shown on **Schedule "E"** – (Transportation) to this Secondary Plan is conceptual and shall be subject to further review through an environmental assessment. Notwithstanding, the City shall require

sufficient lands be reserved to accommodate the interchange through the development approval process for lands in the area of the interchange.

b. Development that identifies the interchange and does not prejudice the alternative alignments may be approved to proceed in phases.

### 9.7.2 SERVICING POLICIES

#### 9.7.2.1 Regional Trunk and Servicing Capacity

Proposed infrastructure additions to the York Durham Servicing System (YDSS) and/or the York Water System (YWS) are subject to Environmental Assessments to be approved by the Province of Ontario in order to provide additional capacity. Until such time as the revised MESP is completed, all other studies required prior to draft plan approval are completed, and the infrastructure and servicing capacity needed to accommodate additional residential development in the City has been approved and is within four years of completion (or other suitable arrangements to provide such infrastructure are determined to the satisfaction of York Region and the City), zoning by-laws and draft plans of subdivision will not be approved. Until York Region has approved water and wastewater capacity to the City, the approval of zoning by-law amendments shall be subject to a hold, in accordance with policy 5.7.3 of Part 1 of the Richmond Hill Official Plan, and site plans shall not be approved. Draft plans of subdivision shall require as conditions of approval that servicing capacity be allocated.

#### 9.7.2.2 Holding Provisions for Services

a. In accordance with Section 36 of the Planning Act, the City may zone any lands within the North Leslie Secondary Planning Area to a specific zoning category and include as a prefix the holding symbol “H”.

   The holding symbol may be removed when the City, in consultation with the York Region, is satisfied that there is sufficient servicing capacity for water and/or sanitary sewer services, and Council has allocated the sanitary sewer and/or water capacity to allow such development to proceed.

b. Where a holding zone pursuant to this section is in effect, the by-law may provide that:

   i. no building or structure may be constructed on the site unless permitted by Council;

   ii. the owner may not construct or locate on the lands, a sales pavilion/centre or office which offers to sell or agrees to sell lands based on an unregistered plan of subdivision, plan of condominium or site plan;

   iii. The owner may not grade or pre-service the lands for the purpose of providing municipal services for an unregistered plan of subdivision, plan of condominium or site plan.

c. Where a holding zone pursuant to this section is in effect, no building or structure may be built on the site, unless permitted by Council, or until the holding zone designation is removed.

**9.7.2.3 Stormwater Management**

a. Locations of stormwater management facilities are conceptually identified on **Schedule "A"** – (Land Use Plan) to this Secondary Plan. The conceptual locations of stormwater management facilities may be deleted, relocated, or added to without the need to amend this Secondary Plan. Should an identified location illustrated on **Schedule "A"** – (Land Use Plan) to this Secondary Plan not be used for stormwater management purposes then the adjacent urban land use designation illustrated on **Schedule "A"** – (Land Use Plan) to this Secondary Plan shall apply unless within the Protected Countryside area of the Greenbelt Plan or within a buffer of a Natural Heritage System designation, then the Protected Countryside designation or the Natural Heritage System designation shall apply respectively.

b. Stormwater Treatment measures (SWT) shown on **Schedule "A"** – (Land Use Plan) to this Secondary Plan shall be used for development pockets too small to provide a stormwater management pond. Such treatment facilities shall address Best Management Practices (BMPs) for water quality such as infiltration trenches or water quality manholes.

c. The general location and function of the stormwater management facilities shall be described and assessed in the revised MESPs. The specific location and design of each facility shall be addressed in a Stormwater management report completed prior to draft plan approval of the subdivision(s) for which the facility serves.

d. Best management practices shall be applied and shall be the highest level determined to be technically and economically feasible and shall meet the following criteria:

   i. no net reduction in surficial aquifer recharge or discharge to water reliant features;

   ii. minimize potential for contamination of groundwater and surface water;

   iii. minimize alterations to the natural drainage boundaries;

   iv. no creation of new flood or erosion problems or aggravation of existing flood or erosion problems;

   v. minimize pollutant loadings to the watercourses;

   vi. net gain of fish habitat;

   vii. minimize changes to base flow quality and quantity in receiving watercourses;

   viii. stormwater treatment facilities may be permitted in the Natural Heritage System designation where the findings of the revised MESPs and/or the EIS demonstrate no significant negative impacts and demonstrate that they do not bisect the natural corridor or minimize its ecological function; and

ix. minimize the number of stormwater treatment facilities.

e. Stormwater management practices shall be applied to ensure no increase in predevelopment peak flows, as per the updated Rouge River hydrologic model prepared by the TRCA. Further, an erosion study, to be completed prior to draft plan approval, will be undertaken to verify the applicability of the 25 mm 48-hour erosion protection criterion. Should the results of the erosion study reveal that this criterion is insufficient, the stormwater management practices will be adjusted to mitigate downstream erosion impacts resulting from the proposed development.

f. The quality of stormwater run-off is to be managed to achieve the quality control target of 80% removal of suspended solids in accordance with the Ministry of Environment 2003 “Stormwater Management Planning and Practices Manual”.

**9.7.2.4 Master Environmental Servicing Plan**

a. Prior to the approval of implementing Zoning By-laws and draft plan approval of any subdivision or site plan, a single comprehensive revised MESP must be completed within the North Leslie Secondary Plan Area for those lands designated as Residential to the satisfaction of York Region, the City and the TRCA. A separate single revised MESP may be completed for those lands designated as Employment Corridor to the satisfaction of York Region, the City and the TRCA. The MESPs submitted in December 2000, and February 2003, are not considered complete or approved and must be updated to the satisfaction of York Region, the City and the TRCA prior to the approval of Zoning By-law amendments and draft approval of plans of subdivision. Notwithstanding the above requirements and Section 9.5.1 (a) of this Secondary Plan, at the City Council’s sole discretion, the Bawden-Wood property and lands at the northeast corner of Bayview Avenue and Elgin Mills Road may each proceed by way of a separate MESP.

b. Prior to the approval of Zoning By-law amendments and draft plans of subdivision within the Oak Ridges Moraine Conservation Plan Area and the Greenbelt Plan Area, proponents shall demonstrate that all applicable requirements of the Oak Ridges Moraine Conservation Plan and Greenbelt Plan have been satisfied.

c. The revised MESPs shall address the requirements as outlined in Section 9.5 of this Secondary Plan.

**9.7.2.5 Utilities and Telecommunications**

a. The City will require that public and private utilities be planned in a comprehensive and coordinated manner. Utility and telecommunication facilities shall be planned to be located underground within public road allowances or within appropriate easements and shall be grouped wherever possible.

b. Easements for above ground utility facilities may not be located on lands intended to be dedicated to a public agency.

c. Wherever possible utility and telecommunication facilities will be located in the same public right-of-way and the requisite utility company or companies may be required to

enter into servicing agreements with the City to ensure the sharing and coordination of utility infrastructure.

d. A TransCanada Pipelines Limited right-of-way crosses the North Leslie Secondary Plan Area. The National Energy Board has a number of requirements regulating development in proximity to the pipelines within the right-of-way. This includes approval requirements for certain activities within 30 metres of the right-of-way for such matters as excavation, blasting and movement of heavy equipment. The City shall require early consultation with TransCanada, or its designated representative, for any development proposals within 200 metres of its right-of-way.

e. A setback of 7 metres shall be required from the limits of the TransCanada Pipeline right-of-way for all permanent structures and excavations. A reduction in the 7 metre setback will be considered if it can be demonstrated, to TransCanada's satisfaction, that it will not compromise the safety and integrity of the pipeline and if all necessary municipal approvals are obtained.

**9.7.2.6 Attenuation of Noise, Light, Vibration and other Potential Effects**

a. Where residential development is located within proximity to a Provincial Highway, an arterial road, industrial use or commercial facility including the City's works yard, proponents will be required to undertake noise and/or vibration analysis reports using recognized noise and prediction techniques and incorporate appropriate mitigation measures to minimize any incompatibility between land uses. The Noise and Vibration Analysis Reports are to be prepared to the satisfaction of the City in consultation with the York Region, where applicable.

b. The Noise and/or Vibration Analysis Report shall contain an assessment of noise levels to which the proposed uses will be subjected before and after abatement measures are installed, for the existing and anticipated situation during both day time and night time hours.

c. Where anticipated indoor and/or outdoor sound levels in a proposed development will exceed the Ministry of Environment noise level guidelines, tenants or purchasers shall be notified through a warning clause inserted within the registerable parts of plans of subdivision.

d. As a condition of draft plan approval, applications for plans of subdivisions bordering the boundary of Richmond Green will be required to undertake studies to assess the impact of overhead lighting in Richmond Green and identify appropriate mitigation measures necessary to protect the adjacent residential area.

e. Where sensitive land uses (including residential uses) and employment uses are existing or planned in proximity to each other, additional studies may be required in accordance with Ministry of the Environment Guidelines D-1 and D-6 to recommend appropriate mitigation to offset the potential effects of dust, odours, particulate matter, lighting or other adverse effects.

f. The lands known as 1000 Elgin Mills Road East are classified as a Class 4 Area as defined by the Ontario Ministry of Environment and Climate Change (MOECC) in its

Environmental Noise Guideline: Stationary and Transportation Noise Sources - Approval and Planning (Publication NPC-300). While classifying these lands as a Class 4 Area establishes a higher acceptable noise level for stationary noise sources, the lands shall remain a Class 1 Area with respect to non-stationary noise sources. Appropriate noise attenuation measures and/or noise warning provisions may be required by the City of Richmond Hill through Site Plan Control under Section 41 of the Planning Act.

#### 9.7.2.7 Energy Conservation

a. The City will encourage development within the North Leslie Secondary Plan Area that is consistent with programs to conserve energy, reduce waste and encourage transit ridership.

b. The City may consider Section 37 Bonus provisions for developments that implement Green Building initiatives (for example achieving LEED Gold or Silver Certification) as part of their site and/or building design.

## 9.8 IMPLEMENTATION

### 9.8.1 GENERAL PROVISIONS

a. Implementation of the policies of this Secondary Plan shall be in accordance with the Planning Act, the applicable provisions of the Oak Ridges Moraine Conservation Act, and the Greenbelt Act, 2005, other applicable Provincial legislation and the York Region Official Plan.

b. Implementation shall also be in accordance with the policies of the Richmond Hill Official Plan, as amended from time to time. Where a conflict exists between the policies of this Secondary Plan and the City's Official Plan, the policies of this Secondary Plan shall apply.

c. The implementation of the North Leslie Secondary Plan is expected to occur over a ten-year time frame when the necessary Regional infrastructure and servicing capacity has been completed and allocated to the City of Richmond Hill.

### 9.8.2 ZONING BY-LAW AND SUBDIVISION OF LAND

a. Prior to the approval of draft plans of subdivision and zoning by-law amendments, the City and the TRCA shall have approved a revised MESP that demonstrates that development can proceed without negative impact to the groundwater system and the Natural Heritage System.

b. The Zoning By-law may contain provisions for holding zones as provided for in Section 36 of the Planning Act in recognition of the need to ensure the availability of required servicing capacity and required servicing infrastructure.

c. Accordingly, it is the intent of Council to enact a By-law, and amend existing By-laws, in accordance with the provisions of this Secondary Plan, which utilizes the holding provisions of Section 36 of the Planning Act. The Zoning By-law shall define and

incorporate a holding symbol that shall be the letter “H”, which shall precede the use and density provisions contained in any such By-law.

d. No development shall occur on lands zoned with a Holding symbol until the Holding “H” symbol has been removed. An amendment to the By-law will be required and shall not be adopted until the following conditions have been satisfied:
   i. Council has been satisfied as to the suitability and capacity of a site for the intended uses including the availability of required servicing capacity and required servicing infrastructure;
   ii. a plan of subdivision has been draft approved and a related subdivision agreement has been executed; or
   iii. a consent has been granted by the Committee of Adjustment and a Development Agreement with the City has been executed; or
   iv. a Site Plan Control application has been submitted and reviewed by Council, in accordance with the City’s Site Plan Control By-law, and a Site Plan Agreement has been executed.

e. The division of land by way of consent or exemption from part lot control shall only be permitted where the City is satisfied that the division or conveyance does not prejudice the future development of the remaining lands or abutting lands.

f. Development in the North Leslie Secondary Plan Area is subject to subdivision control and part lot control.

g. In addition to the provisions of the Planning Act, Council must be satisfied that proposed draft plans of subdivision meet the following conditions:
   i. conform with the applicable provisions of the Oak Ridges Moraine Conservation Plan, Greenbelt Plan and this Amendment;
   ii. can be provided with adequate services and facilities as required by the Region and the City;
   iii. do not prejudice the development of adjacent lands; and
   iv. are not premature.

### 9.8.3 DEVELOPMENT CHARGES AND COST SHARING

a. Prior to any development approval, the City shall have enacted development charge by-laws identifying the City-wide and area specific development charges that may be applicable to land with the North Leslie Secondary Plan Area.

b. Prior to approval of any development, the Region shall have enacted such development charge bylaw(s) that may be applicable, identifying the Regional development charges that may be applicable to the provision of Regional infrastructure necessary to allow for the servicing of the lands.

c. Prior to any development approval, the City in consultation with the Region shall be satisfied that the arterial roads are planned and identified for improvement within the planning time frame including the completion of any Environmental Assessments necessary to widen the boundary roads.

d. The location of park sites and sites for other community facilities have been selected without regard to property ownership. In order to ensure that property owners contribute equally towards the provision of these community facilities, the costs of these facilities and works, which are not paid for through the City-wide or area specific development charges, shall be equitably apportioned through an agreement among benefiting landowners within the North Leslie Secondary Plan Area. Such costs may include, but are not limited to:
   i. the costs of community use lands such as school sites and parkland, as well as the costs for preparation of parkland for dedication;
   ii. local infrastructure, roads and works adjacent to community use lands;
   iii. other local infrastructure which is demonstrated to benefit more than one individual development;
   iv. entry features; and
   v. the costs of the revised MESPs.

   Such costs shall not include costs incurred prior to approval of this Secondary Plan or costs associated with the Natural Heritage System.

e. To apportion the costs referred to in Section 9.8.3 (d) of this Secondary Plan, landowners shall be required to enter into a cost sharing agreement or agreements relating to the community use lands and facilities and local infrastructure, facilities or works.

   It is recognized that the cost sharing agreement(s) will establish rights for adjacent landowners to connect to the services of the North Leslie Secondary Plan Area provided such landowners pay their fair share of the aforementioned costs. Furthermore, it is recognized that adjacent landowners may seek to secure easements rights across the properties in the North Leslie Secondary Plan Area in order to provide the necessary municipal services to adjacent lands.

   The Trustee of the cost sharing agreement shall be notified by the City of any applications for plan of subdivision, zoning or development approval in the North Leslie Secondary Plan Area. As a condition of approval, the Trustee shall notify the City that the landowner is a member, in good standing, of the cost sharing agreement.

   In a situation where agreement among affected landowners is not reached regarding cost sharing agreement(s), the provisions of Section 9.8.3 are not intended to interfere with the holding of a hearing by the Ontario Municipal Board, or to fetter the discretion of the Board in any way whatsoever respecting the merits of a consent or subdivision, or the conditions of approval thereof, including cost sharing conditions, brought before it in accordance with the Planning Act.

### 9.8.4 REQUIRED STUDIES, REPORTS AND PLANS

a. This Secondary Plan identifies a number of studies, reports and plans which must be completed and reviewed prior to the adoption of a Zoning By-law and approval of draft plan of subdivision, condominium or site plan agreement. It is intended that most of these studies will be completed and approved as part of the comprehensive revised MESPs.

b. Studies, reports and plans required by this Secondary Plan shall be completed in accordance with terms of reference prepared by or approved by the City and will be completed by qualified professionals having the appropriate technical knowledge, experience and credentials to complete the studies identified.

c. If the City determines that a peer review of any study, report or plan required by this Plan is necessary, the proponent may be required to provide the necessary funding to allow the City to obtain the peer review.

### 9.8.5 LAND SECUREMENT AND DEDICATION

a. The City will seek the dedication of the Natural Heritage System including the buffers required by the Oak Ridges Moraine Conservation Plan or the Greenbelt Plan at the time of draft plan approval at minimal or no cost by the TRCA or other appropriate public agency.

b. The City may secure lands, whether for environmental or other purposes, through one or more of the following mechanisms:

   i. acquisition in accordance with the Planning Act and the Development Charges Act;

   ii. working with the Oak Ridges Moraine Foundation, Provincial Government, York Region, TRCA and adjacent municipal partners to use all funds available to acquire land;

   iii. encouraging landowners to dedicate or bequeath environmental lands;

   iv. density transfers and/or bonuses;

   v. expropriation as provided for in the Municipal Act, 2001;

   vi. negotiation as a condition of development approval;

   vii. land exchanges with the City and/or other landowners;

   viii. easements for protection of natural heritage registered on title;

   ix. public purchase; and

   x. any other available means for protecting environmental and natural heritage areas with minimal impact to the City's financial resources.

### 9.8.6 PHASING

a. Development permitted by this Secondary Plan shall proceed in an orderly and logical sequence with respect to availability of infrastructure, so that extensions or improvements of roads and services are made available in a timely and efficient manner. It is not anticipated that this requirement will necessitate the identification of individual development parcels or areas according to a rigorous and detailed phasing programme.

Reasonable flexibility should be maintained so as not to interfere with competition and variety in the production of new housing stock and commercial and industrial developments, as those markets require. In the event that core services are extended throughout the North Leslie Secondary Plan Area, individual development parcels shall proceed without necessity for an established sequence provided other policies in this section are met.

b. The provision of needed infrastructure shall be co-ordinated through the development approval process, so that those facilities required to satisfy the needs of the new development for servicing capacity, storm water management, road access and transportation shall be concurrently provided.

### 9.8.7 URBAN DESIGN

To support the principles for development in the North Leslie Secondary Plan Area, Urban Design Guidelines will be developed that provide direction to ensure that the North Leslie Secondary Plan Area will be a distinct community with well-defined cohesive neighbourhoods that promote a sense of identity. Urban Design Guidelines for the North Leslie Secondary Plan Area, including a Park Master Plan and Block Plan shall be undertaken and approved by the City as part of the comprehensive revised MESPs, as set out in Section 9.5.4 of this Secondary Plan, prior to consideration of individual draft plans of subdivision. These Urban Design Guidelines shall be based on the following policies:

a. Subject to site-specific considerations of environmental sustainability, the Natural Heritage System will be integrated with the urban fabric so that it is visually prominent within the community.

b. Measures will be taken to integrate Richmond Green, an existing major urban park, into the fabric of the community. In addition, efforts to minimize the impacts from lighting, traffic and other nuisance effects through urban design initiatives shall be undertaken as a condition of draft approval for those lands abutting the park.

c. Schools and parks will be located to act as visual and physical focal points and to maximize accessibility within neighbourhoods and, where possible, will be campused together.

d. Special attention will be paid to the architecture and massing of civic and institutional buildings to reinforce their role as community landmarks and focal points.

e. The structure of the plan will be based on a modified grid pattern of streets with appropriate allowances for protection of natural features and topographic features.

f. There will be a clear hierarchy of local and collector roads that encourage connectivity to internal and external amenities, transit facilities and public spaces.

g. Block lengths will be carefully arranged to create a network of roads that supports connectivity, pedestrian access to transit services and avoids long monotonous streetscapes.

h. Priority locations for special streetscape treatments will include entrance roadways leading into the community, focal points within the community, areas adjacent to scenic or environmental features, and locations that provide a vista or special point of relationship with open spaces.

i. Regardless of their size and function, all roads will be designed to be safe, supportive of social interaction, and pedestrian-friendly.

j. Special regard shall be given to the design of buildings in highly visible priority locations adjacent to valley corridors, natural features, parks, schools, community entrances, perimeter arterial roads and Highway 404.

k. Streetscape design guidelines include consideration of:

   i. variety in built form and massing;

   ii. attractive landscaping, street furniture and streetlighting;

   iii. pedestrian friendly environments; and

   iv. shelters for pedestrians at transit stops.

## 9.9 INTERPRETATION

### 9.9.1 GENERAL PROVISIONS

a. The boundaries between land use designations shown on **Schedule "A"** – (Land Use Plan) to this Secondary Plan are approximate except where they coincide with arterial roads, collector or existing local roads. Minor boundary adjustments shall not require amendments to this Secondary Plan as long as the general intent of its policies is maintained.

b. The alignments of roads, except where they correspond with existing roads, are approximate. Minor adjustments to the alignment and location of roads will not require amendment to this Secondary Plan as long as the general intent of its policies are maintained.

c. The designations of schools and parks, on **Schedule "A"** – (Land Use Plan) to this Secondary Plan, are conceptual and indicate the general location rather than precise boundaries. The precise location of school sites and parks will be delineated in the comprehensive revised MESPs in consultation with the respective school boards and affected landowners.

d. The provisions of the Official Plan, as amended from time to time, regarding the interpretation of the Richmond Hill Official Plan apply in regard to this Secondary Plan.

e. Text references to street names in this Secondary Plan may be revised in the future, without the need for amendment to this Plan.

f. The alignments of roads shown on Schedule "E" – (Transportation) to this Secondary Plan are approximate, except where they correspond with existing roads. Minor adjustments to the alignments and location of roads shall not require amendments to this Secondary Plan, as long as the general intent of its policies is maintained.

### 9.9.2 DEFINITIONS

**"ACCESSORY USE"** means a use of land, buildings or structures that is normally incidental or subordinate to the principal use, building or structure located on the same lot.

**"ADDITIONAL RESIDENTIAL UNIT"** shall mean a single accessory dwelling unit within a ground-related dwelling and/or a single accessory dwelling unit within a structure accessory to a ground-related dwelling that consists of one or more rooms that are designed, occupied or intended for use, including occupancy, by one or more persons as an independent and separate residence in which cooking facilities, sleeping facilities, and sanitary facilities are provided for the exclusive use of such person or persons.

**"AGRICULTURE-RELATED USES"** means commercial and industrial uses that are,
a. small-scale,
b. directly related to a farm operation, and
c. required in close proximity to the farm operation;

**"AQUIFER VULNERABILITY"** means an aquifer's intrinsic susceptibility, as a function of the thickness and permeability of overlying layers, to contamination from both human and natural impact on water quality.

**"AREA OF NATURAL AND SCIENTIFIC INTEREST"** (earth science) means an area that has been,
a. identified as having earth science values related to protection, scientific study or education, and
b. further identified by the Ministry of Natural Resources using evaluation procedures established by that Ministry, as amended from time to time;

**"AREA OF NATURAL AND SCIENTIFIC INTEREST"** (life science) means an area that has been,
a. identified as having life science values related to protection, scientific study or education, and,
b. further identified by the Ministry of Natural Resources using evaluation procedures established by that Ministry, as amended from time to time;

**"BED AND BREAKFAST ESTABLISHMENT"** means an establishment that provides sleeping accommodation (including breakfast and other meals, services, facilities and amenities for the exclusive use of guests) for the travelling or vacationing public in up to three guest rooms within a single dwelling that is the principal residence of the proprietor of the establishment;

**"CONNECTIVITY"** means the degree to which key natural heritage features are connected to one another by links such as plant and animal movement corridors, hydrological and nutrient cycling, genetic transfer, and energy flows through food webs;

**"DEVELOPMENT"** means the creation of a new lot, a change in land use, or the construction of buildings and structures, any of which require approval under the Planning Act, the Environmental Assessment Act, or the Drainage Act, but does not include,

a. the construction of facilities for transportation, infrastructure and utilities uses, as described in section 41, by a public body, or
b. for greater certainty,
    i. the reconstruction, repair or maintenance of a drain approved under the Drainage Act and in existence on November 15, 2001, or
    ii. the carrying out of agricultural practices on land that was being used for agricultural uses on November 15, 2001;

**"DWELLING UNIT"** means one or more habitable rooms, occupied or capable of being occupied as an independent and separate housekeeping establishment, in which separate kitchen and sanitary facilities are provided for the exclusive use of the Occupants;

**"EARTH SCIENCE VALUES"** means values that relate to the geological, soil and landform features of the environment;

**"ECOLOGICAL INTEGRITY"**, which includes hydrological integrity, means the condition of ecosystems in which,

a. the structure, composition and function of the ecosystems are unimpaired by stresses from human activity,
b. natural ecological processes are intact and self-sustaining, and
c. the ecosystems evolve naturally;

**"ENDANGERED SPECIES**" means any native species, as listed in the regulations under the Endangered Species Act, that is at risk of extinction throughout all or part of its Ontario range if the limiting factors are not reversed;

**"FARM VACATION HOME"** means an establishment that provides sleeping accommodation (including participation in farm activities, meals, services, facilities and amenities for the exclusive use of guests) for the travelling or vacationing public in up to three guest rooms within a single dwelling that is located on a farm and is the principal residence of the proprietor of the establishment;

**"FISH HABITAT"** means the spawning grounds and nursery, rearing, food supply and migration areas on which fish depend directly or indirectly in order to carry out the life processes, as further identified by the Department of Fisheries and Oceans (Canada);

**"FOREST ACCESS ROAD"** means a one or two -lane unpaved road that is designed to provide access to and within a woodland for wildlife, fish and forest management purposes;

**“FOREST MANAGEMENT”** means the management of woodlands, including accessory uses such as the construction and maintenance of forest access roads and maple syrup production facilities,

a. for the production of wood and wood products, including maple syrup,
b. to provide outdoor recreation opportunities,
c. to maintain, and where possible improve or restore, conditions for wildlife, and
d. to protect water supplies;

**“GROSS FLOOR AREA”** shall mean the aggregate of the floor areas of a building above or below established grade, measured between the exterior faces of the exterior walls of the building at each floor level but excluding car parking areas within the building, loading areas and any space with a floor to ceiling height of less than 1.8 metres.

**“GROSS LEASABLE FLOOR AREA**” shall mean the total floor area occupied by a commercial facility for its exclusive use including all seating areas associated with any restaurant use, food court, or eating establishment permitted by this by-law, basements, mezzanines, upper storey areas and integral storage areas, but in a shopping centre shall not include public or common areas such as malls, corridors, stairways, elevators, machine or equipment rooms, washrooms, or garbage rooms, or storage areas located below grade.

**“GROSS RESIDENTIAL HECTARE”** shall mean the area of land measured in hectares utilized for residential dwelling units including the lot area, local residential roads, local parks, including walkways and bicycle ways; public and separate elementary schools; churches and other institutions such as day care centres and nursing homes; convenience commercial facilities and local municipal facilities such as fire halls. This area excludes major arterial roads and required widening thereto where identified, hazard lands and collector roads.

**"GROUND-RELATED DWELLING"** shall mean the following form of residential dwellings: single detached, semi-detached or townhouse.

**“HABITAT OF ENDANGERED, RARE AND THREATENED SPECIES”** means land that,

a. is an area where individuals of an endangered species, a rare species or a threatened species live or have the potential to live and find adequate amounts of food, water, shelter, and space needed to sustain their population, including an area where a species concentrates at a vulnerable point in its annual or life cycle and an area that is important to a migratory or non-migratory species, and
b. has been further identified, by the Ministry of Natural Resources or by any other person, according to evaluation procedures established by the Ministry of Natural Resources, as amended from time to time;

**"HAZARD LANDS"** shall mean property or lands that could be unsafe for development due to naturally occurring processes. Along river, stream and small inland lake systems, this means the land, including that covered by water, to the furthest landward limit of the flooding hazard or erosion hazard limits. For ease of implementation, the City of Richmond Hill may consult with the relevant Conservation Authority to ensure that most

recent mapping of such areas are referenced when evaluating development applications and undertaking any works.

**"HAZARDOUS SITES"** shall mean property or lands that could be unsafe for development and site alteration due to naturally occurring hazards. These may include unstable soils or unstable bedrock. For ease of implementation, the City of Richmond Hill may consult with the relevant Conservation Authority to ensure that most recent mapping of such areas are referenced when evaluating development application and undertaking any works.

**"HAZARDOUS WASTE"** has the same meaning as in Regulation 347 of the Revised Regulations of Ontario, 1990;

**"HOME BUSINESS"** means an occupation that,

a. involves providing personal or professional services or producing custom or artisanal products,
b. is carried on as a small-scale accessory use within a single dwelling by one or more of its residents, and
c. does not include uses such as an auto repair or paint shop or furniture stripping;

**"HYDROLOGICAL CYCLE"** means the circulation of water from the atmosphere to the earth and back through precipitation, runoff, infiltration, groundwater flow and evapotranspiration, including the occurrence, circulation, distribution, and chemical and physical properties of water on the surface of the land, in the soil and underlying rocks, and in the atmosphere, and water's interaction with the environment including its relation to living things;

**"HYDROLOGICAL FEATURES"** means,

a. permanent and intermittent streams,
b. wetlands,
c. kettle lakes and their surface catchment areas,
d. seepage areas and springs, and
e. aquifers and recharge areas;

**"HYDROLOGICAL FUNCTIONS"** means the functions of the hydrological cycle that include the occurrence, circulation, distribution, and chemical and physical properties of water on the surface of the land, in the soil and underlying rocks, and in the atmosphere, and water's interaction with the environment including its relation to living things;

**"HYDROLOGICAL INTEGRITY"** means the condition of ecosystems in which hydrological features and hydrological functions are unimpaired by stresses from human activity;

**"HYDROLOGICALLY SENSITIVE FEATURE"** means a hydrologically sensitive feature as described in section 26 of the Oak Ridges Moraine Conservation Plan (Ontario Regulation 140/02);

**"IMPERVIOUS SURFACE"** means a surface that does not permit the infiltration of water, such as a rooftop, sidewalk, paved roadway, driveway or parking lot;

**"KETTLE LAKE"** means a depression formed by glacial action and permanently filled with Water;

**"KEY NATURAL HERITAGE FEATURE"** means a key natural heritage feature as described in section 22;

**"LANDFORM FEATURES"** means distinctive physical attributes of land such as slope, shape, elevation and relief;

**"LANDFORM CONSERVATION AREA"** means a landform conservation area as described in section 30 of the Oak Ridges Moraine Conservation Plan (Ontario regulation 140/02);

**"LIFE SCIENCE VALUES"** means values that relate to the living component of the environment;

**"LIQUID INDUSTRIAL WASTE"** has the same meaning as in Regulation 347 of the Revised Regulations of Ontario, 1990;

**"LOT"** means a parcel of land that is,

a. described in a deed or other document legally capable of conveying an interest in the land, or
b. shown as a lot or block on a registered plan of subdivision;

**"MAJOR DEVELOPMENT"** means development consisting of,

a. the creation of four or more lots,
b. the construction of a building or buildings with a ground floor area of 500 m² or more, or
c. the establishment of a major recreational use as described in section 38;

**"MINERAL AGGREGATE"** means gravel, sand, clay, earth, shale, stone, limestone, dolostone, sandstone, marble, granite, rock or other material prescribed under the Aggregate Resources Act, but does not include metallic ores, asbestos, graphite, kyanite, mica, nepheline syenite, talc, wollastonite, or other material prescribed under that Act;

**"MINERAL AGGREGATE OPERATION"** means,

a. an operation, other than a wayside pit, conducted under a license or permit under the Aggregate Resources Act, and
b. associated facilities used in the extraction, transportation, beneficiation, processing or recycling of mineral aggregate or the production of related byproducts;

"**NET RESIDENTIAL AREA"** shall mean the area of land measured in hectares utilized for residential dwelling units including the lot area and local residential roads.

**"ORIGINAL HALF LOT"** means half of an original lot that contained 80.9 hectares (200 acres), more or less;

**"ORIGINAL LOT"** means a township lot shown on a plan certified by the Surveyor General of Ontario as being the original plan of an original survey;

**"PARTIAL SERVICE**" means connections linking a building to,

a. a communal sewage or water service or a full municipal sewage or water service, and
b. an individual on-site sewage or water system;

**"RAPID INFILTRATION BASIN"** means a basin or system of basins at or below surface grade that is constructed in porous soil and punctures through a relatively impermeable layer to gain access to a more permeable sand or gravel layer, so as to rapidly infiltrate into the ground, at a single point or area of concentration, surface runoff collected from impervious surfaces.

**"RAPID INFILTRATION COLUMN"** means a column or system of columns at or below surface grade that is constructed in porous soil and punctures through a relatively impermeable layer to gain access to a more permeable sand or gravel layer, so as to rapidly infiltrate into the ground, at a single point or area of concentration, surface runoff collected from impervious surfaces.

**"RARE SPECIES"** means a native species that is not currently at risk of becoming threatened but, because of its limited distribution, small population or specialized habitat needs, could be put at risk of becoming threatened through all or part of its Ontario range by changes in land use or increases in certain types of human activity;

**"SELF-SUSTAINING VEGETATION"** means vegetation dominated by plants that can grow and persist without direct human management, protection, or tending;

**"SIGNIFICANT"** means identified as significant by the Ministry of Natural Resources, using evaluation procedures established by that Ministry, as amended from time to time;

**"SINGLE DWELLING"** means a building containing only one dwelling unit;

**"SITE"** means the land subject to an application;

**"SITE ALTERATION"** means activities such as filling, grading and excavation that would change the landform and natural vegetative characteristics of land, but does not include,

a. the construction of facilities for transportation, infrastructure and utilities uses, as described in section 41 of the ORMCP, by a public body, or
b. for greater certainty,
    i. the reconstruction, repair or maintenance of a drain approved under the Drainage Act and in existence on November 15, 2001, or
    ii. the carrying out of agricultural practices on land that was being used for agricultural uses on November 15, 2001;

**"SUBWATERSHED"** means an area that is drained by a tributary or some defined portion of a Stream;

**"SURFACE CATCHMENT AREA"** means the area including and surrounding a kettle lake or wetland, from which surface runoff drains directly into the kettle lake or wetland;

**"SUSTAINABLE"**, when used with respect to a natural resource, means that the natural resource is able to support a particular use or activity without being adversely affected;

**"THREATENED SPECIES"** means any native species that is at risk of becoming endangered throughout all or part of its Ontario range if the limiting factors are not reversed;

"**UNSERVICED PARK"** means a park that provides recreational opportunities and facilities, including playing fields, but without outdoor lighting, accessory commercial facilities, paved parking lots or permanent water or sewer facilities;

**"VALLEYLAND"** means a natural area that occurs in a valley or other landform depression that has water flowing through or standing for some period of the year;

**"WATERSHED"** means an area that is drained by a river and its tributaries;

**"WAYSIDE PIT"** means a temporary pit opened or used by or for a public body solely for the purpose of a particular project of road construction and not located on the road right of way;

**"WELLHEAD PROTECTION AREA"** means the surface and subsurface area surrounding a water well or well field that supplies a public water system and through which contaminants are reasonably likely to move so as eventually to reach the water well or well field;

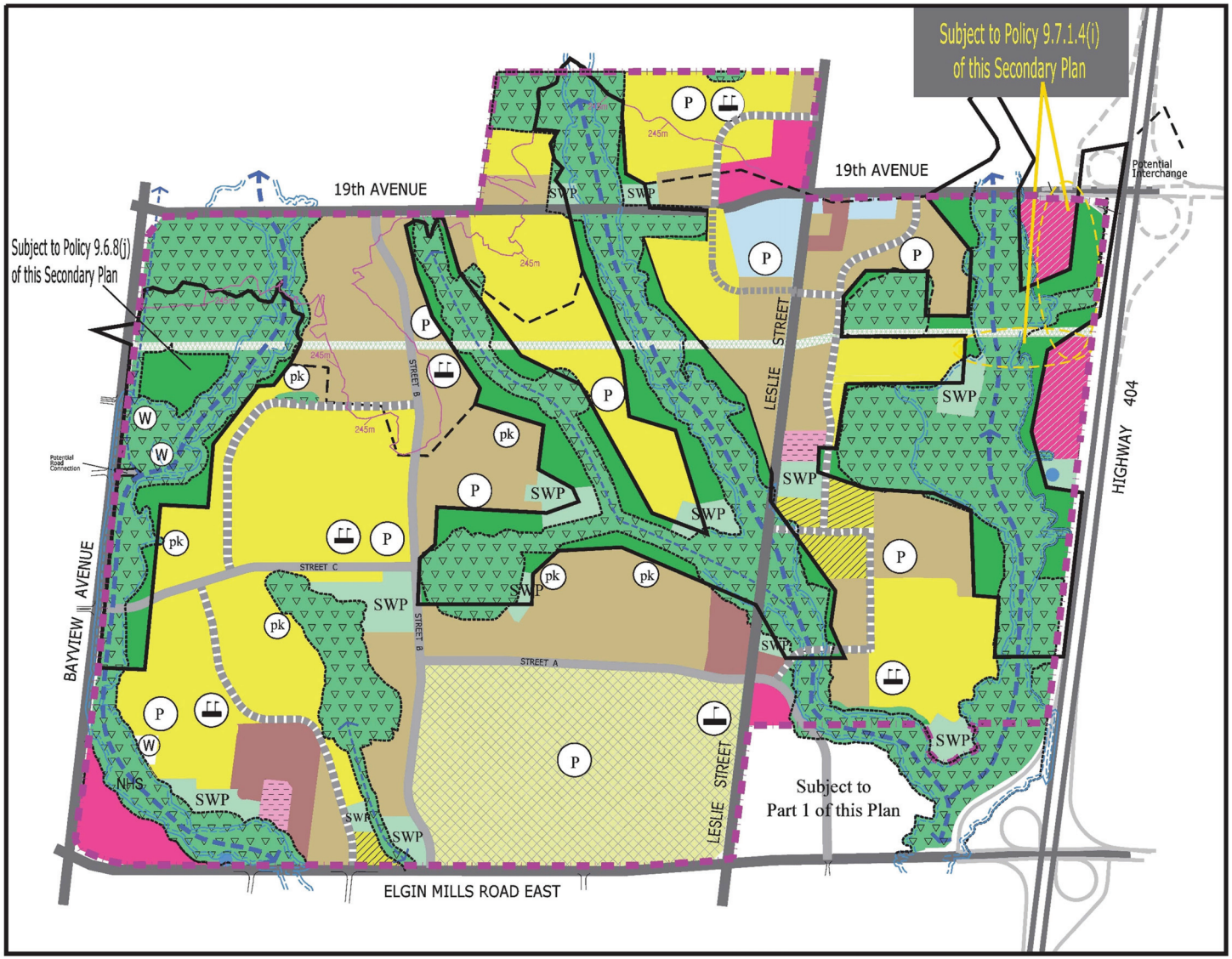
**"WETLAND"** means land such as a swamp, marsh, bog or fen (not including land that is being used for agricultural purposes and no longer exhibits wetland characteristics) that,

a. is seasonally or permanently covered by shallow water or has the water table close to or at the surface,
b. has hydric soils and vegetation dominated by hydrophytic or water-tolerant plants, and
c. has been further identified, by the Ministry of Natural Resources or by any other person, according to evaluation procedures established by the Ministry of Natural Resources, as amended from time to time;

**"WILDLIFE HABITAT"** means land that,

a. is an area where plants, animals and other organisms live or have the potential to live and find adequate amounts of food, water, shelter and space to sustain their population, including an area where a species concentrates at a vulnerable point in its annual or life cycle and an area that is important to a migratory or non-migratory species, and
b. has been further identified, by the Ministry of Natural Resources or by any other person, according to evaluation procedures established by the Ministry of Natural Resources, as amended from time to time;

**"WOODLAND"** means a treed area, woodlot or forested area, other than a cultivated fruit or nut orchard or a plantation established for the purpose of producing Christmas trees.




Scale N.T.S.

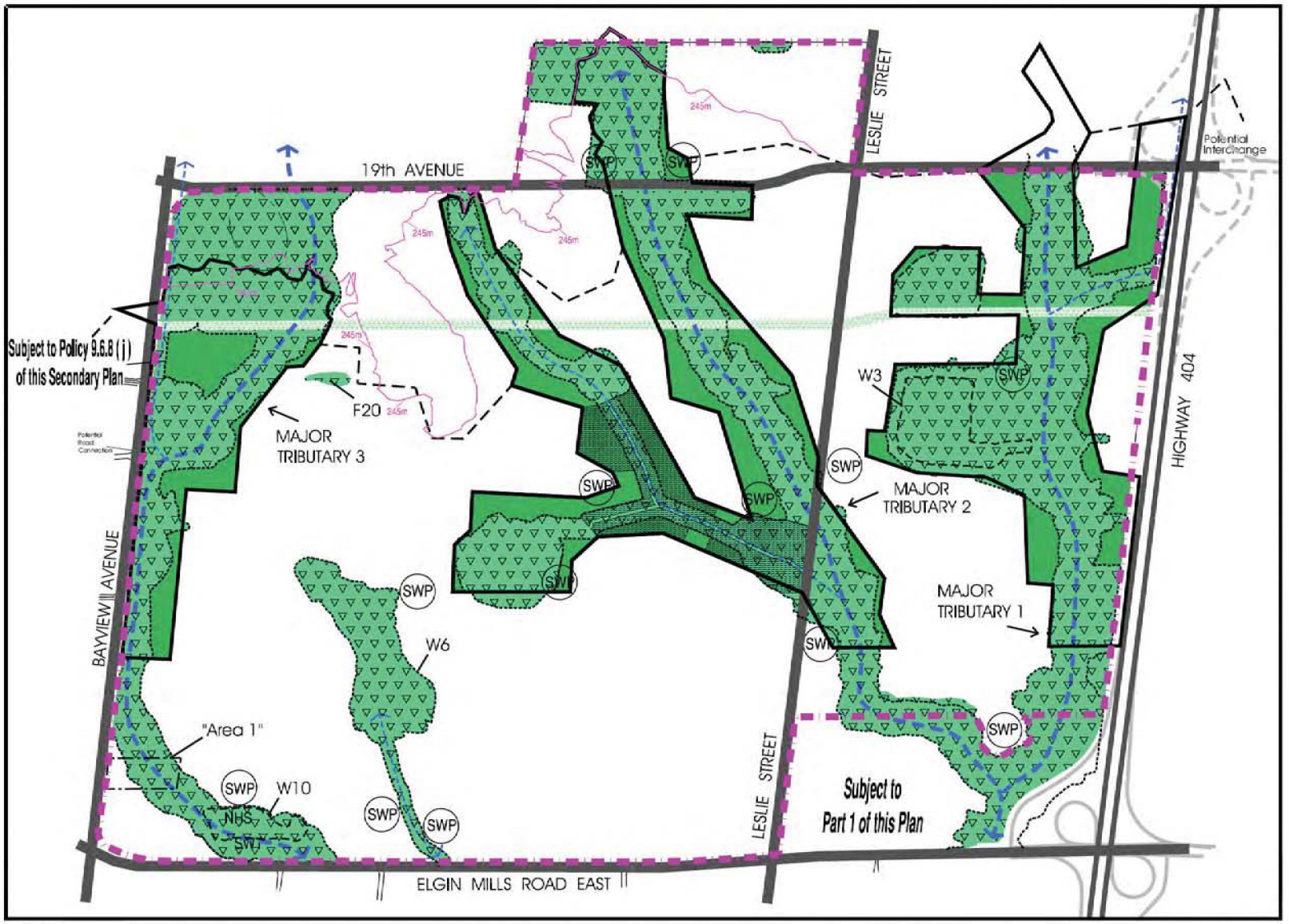
# NORTH LESLIE SECONDARY PLAN

## SCHEDULE "A" - LAND USE PLAN

LEGEND

- Area of North Leslie Secondary Plan
- Low Density Residential
- Medium Density Residential
- Medium/High Density Residential
- Office
- Neighbourhood Commercial
- Mixed Use Commercial / Residential
- Institutional
- Employment Corridor
- Mixed Use / Institutional
- P / pk — Park / Parkette
- Existing Secondary School
- Elementary School
- W — Places of Worship
- SWP — Storm Water Pond
- Storm Water Treatment
- Natural Heritage System
- Protected Countryside
- Protected Countryside Area of the Greenbelt Plan
- Oak Ridges Moraine from Greenbelt Act
- 245m — 245 Contour
- Green Link
- Provincial Highway
- Arterial Road
- Major Collector Road
- Minor Collector Road
- Major Tributary
- Minor Tributary

0 100 200 300 400 metres

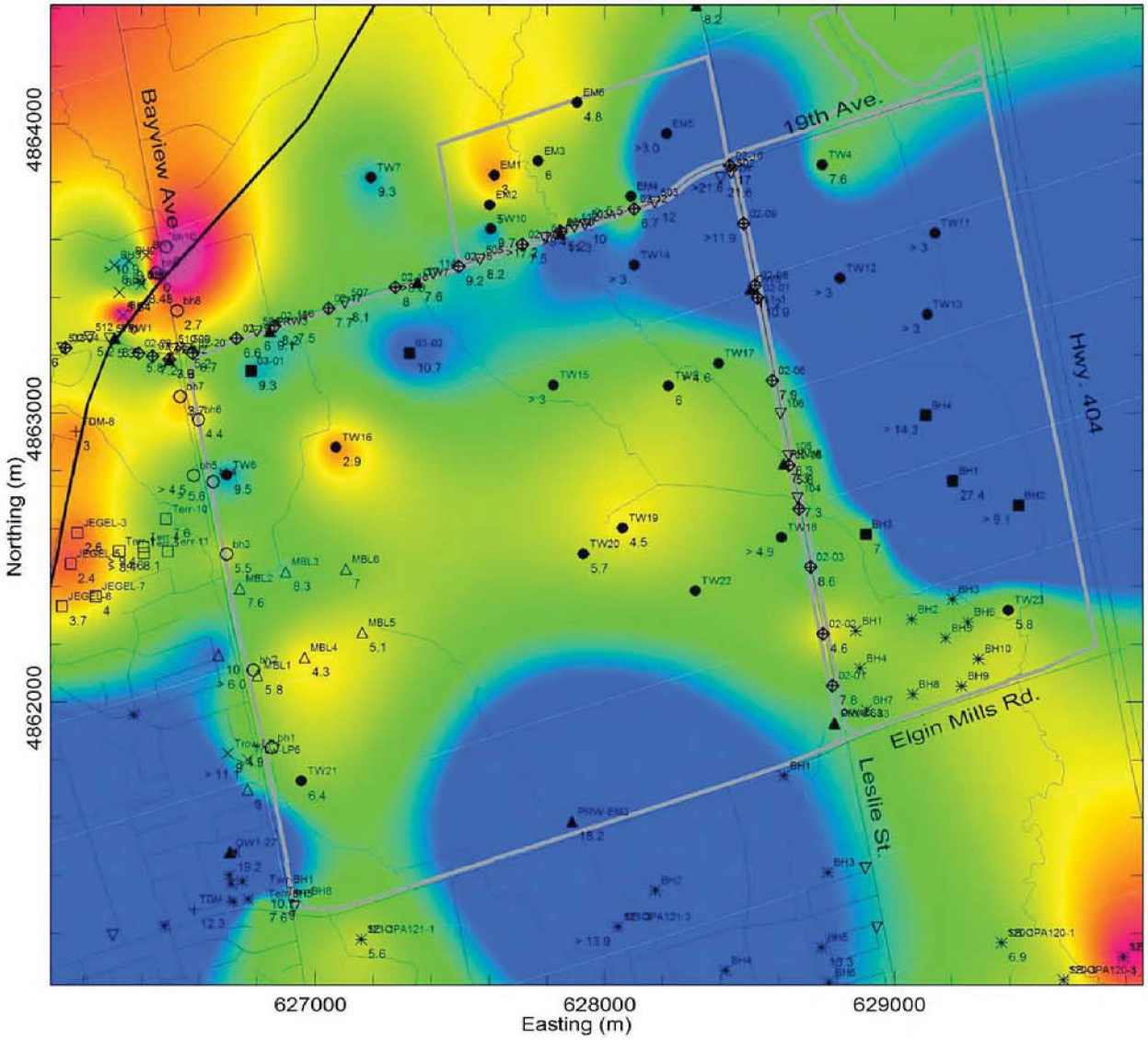



NORTH LESLIE SECONDARY PLAN

SCHEDULE "B" - ENVIRONMENT

LEGEND

- Area of North Leslie Secondary Plan
- Natural Heritage System
- Protected Countryside
- Protected Countryside Area of the Greenbelt Plan
- Oak Ridges Moraine from Greenbelt Act
- 245m Contour
- Green Link
- SWP Storm Water Pond
- Grassland Bird Habitat
- Major Tributary
- Minor Tributary
- W3 Policy Woodlot
- Provincial Highway
- Arterial Road




**SCHEDULE C**

Effective thickness of Halton Till and overlying sediments within the North Leslie Secondary Plan Area.

The purpose of this map is to provide generalized information for discussion and planning purposes only: it must not be used for actual design purposes.

The map was prepared to provide an illustration of effective thickness of the Halton Till and overlying glaciolacustrine sediments (Till) above the Oak Ridges Moraine Aquifer Complex (ORMAC). For this map, the effective thickness of Till is defined as:

- the combined thickness of the Halton Till that does not contain significant granular seams/layers that may be hydraulically connected to the underlying ORMAC; and
- any overlying glaciolacustrine deposits.

This map was prepared from existing information contained in geological, hydrogeological and geotechnical reports which were available when the map was prepared. New information may alter the interpretation shown.

Legend:

- ▽ Alston Assoc Inc borehole
- ▲ Beatty & Assoc borehole
- ⌖ DST borehole
- ○ Ecoplans Limited borehole
- ■ Jagger Hims Limited borehole
- △ Morrison Beatty Ltd borehole
- ● Morrison Environmental borehole
- ✳ Soil-Eng Limited borehole
- □ Trinity School borehole
- \+ Trow Dames & Moore borehole
- × Trow borehole

x TW20 (borehole id) 5.7 (estimated value)

North Leslie Secondary Plan Area

Halton Till + overlying sediments thickness (m)

0 2.5 5 7.5 10

Note: All boreholes, and all wells and piezometers not required for monitoring shall be abandoned as per MOE Regulation 903 - as amended to O. Reg. 128/03.

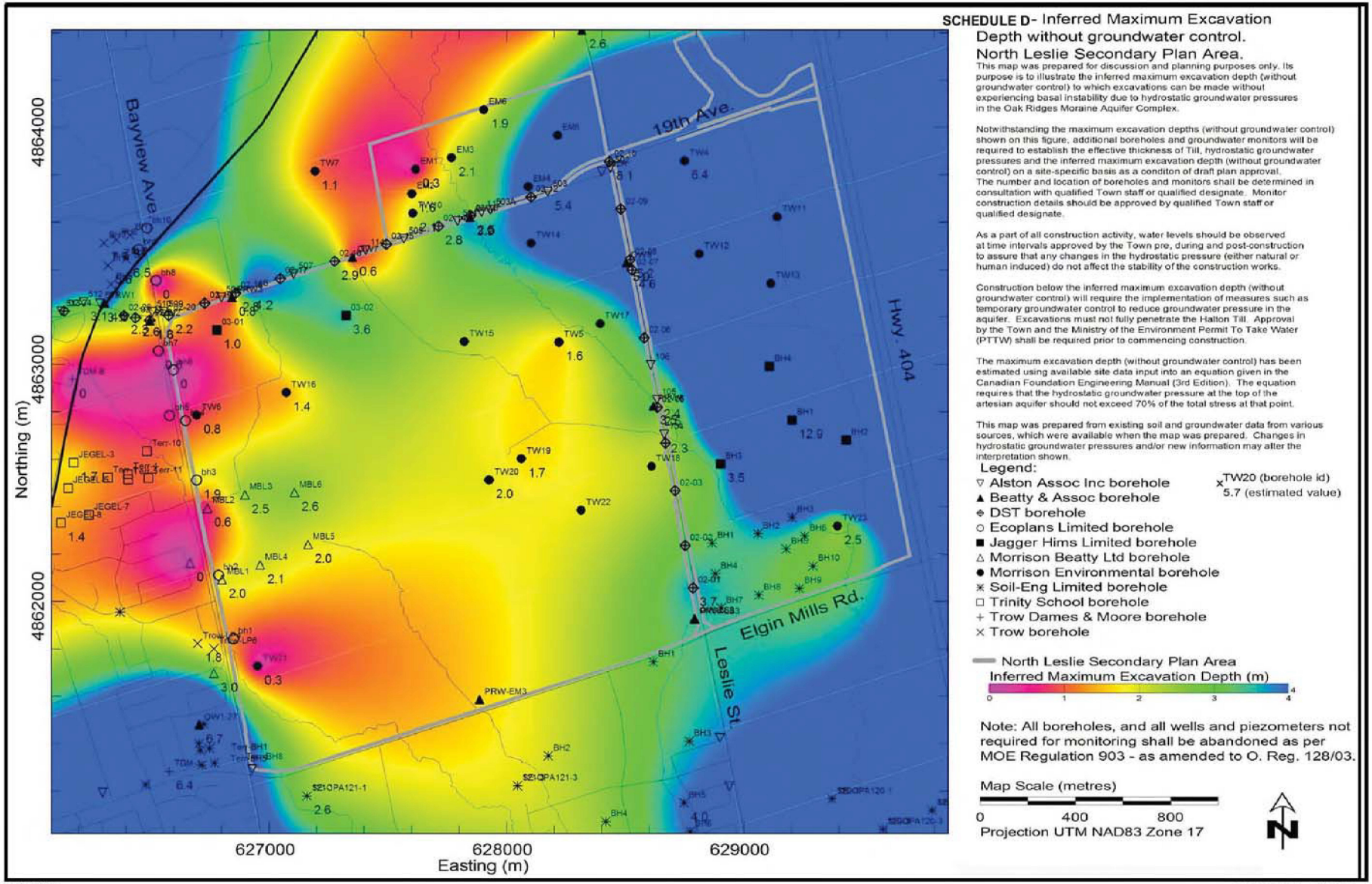
Map Scale (metres)

0 400 800

Projection UTM NAD83 Zone 17

Scale N.T.S.

9516-6-3ds May 28, 2010




**SCHEDULE D**- Inferred Maximum Excavation Depth without groundwater control.
North Leslie Secondary Plan Area.

This map was prepared for discussion and planning purposes only. Its purpose is to illustrate the inferred maximum excavation depth (without groundwater control) to which excavations can be made without experiencing basal instability due to hydrostatic groundwater pressures in the Oak Ridges Moraine Aquifer Complex.

Notwithstanding the maximum excavation depths (without groundwater control) shown on this figure, additional boreholes and groundwater monitors will be required to establish the effective thickness of Till, hydrostatic groundwater pressures and the inferred maximum excavation depth (without groundwater control) on a site-specific basis as a conditon of draft plan approval. The number and location of boreholes and monitors shall be determined in consultation with qualified Town staff or qualified designate. Monitor construction details should be approved by qualified Town staff or qualified designate.

As a part of all construction activity, water levels should be observed at time intervals approved by the Town pre, during and post-construction to assure that any changes in the hydrostatic pressure (either natural or human induced) do not affect the stability of the construction works.

Construction below the inferred maximum excavation depth (without groundwater control) will require the implementation of measures such as temporary groundwater control to reduce groundwater pressure in the aquifer. Excavations must not fully penetrate the Halton Till. Approval by the Town and the Ministry of the Environment Permit To Take Water (PTTW) shall be required prior to commencing construction.

The maximum excavation depth (without groundwater control) has been estimated using available site data input into an equation given in the Canadian Foundation Engineering Manual (3rd Edition). The equation requires that the hydrostatic groundwater pressure at the top of the artesian aquifer should not exceed 70% of the total stress at that point.

This map was prepared from existing soil and groundwater data from various sources, which were available when the map was prepared. Changes in hydrostatic groundwater pressures and/or new information may alter the interpretation shown.

Legend:

- ▽ Alston Assoc Inc borehole
- ▲ Beatty & Assoc borehole
- ⌖ DST borehole
- ○ Ecoplans Limited borehole
- ■ Jagger Hims Limited borehole
- △ Morrison Beatty Ltd borehole
- ● Morrison Environmental borehole
- ⁕ Soil-Eng Limited borehole
- □ Trinity School borehole
- \+ Trow Dames & Moore borehole
- × Trow borehole

× TW20 (borehole id)
5.7 (estimated value)

North Leslie Secondary Plan Area
Inferred Maximum Excavation Depth (m)
0 1 2 3 4

Note: All boreholes, and all wells and piezometers not required for monitoring shall be abandoned as per MOE Regulation 903 - as amended to O. Reg. 128/03.

Map Scale (metres)
0 400 800
Projection UTM NAD83 Zone 17

N

*Scale N.T.S.*

*9516-6-3ds May 28, 2010*

# 10

# RICHMOND HILL CENTRE

# 10 RICHMOND HILL CENTRE SECONDARY PLAN

**BASIS**

The area to the north of Highway 7 at Yonge Street in Richmond Hill is identified as "Richmond Hill Centre" on Schedule A 1 (Urban Structure) and on Schedule A2 (Land Use) of the Richmond Hill Official Plan and has a land area of approximately 94 hectares.

The Richmond Hill Centre Secondary Plan ("RHC Secondary Plan" or "Secondary Plan") was prepared in accordance with Section 5.1.5 of the Richmond Hill Official Plan ("Part 1 Plan"). This required the preparation of policies to further implement the vision , principles, development concept, including urban open space system, streets, pedestrian and cycling facilities.

Richmond Hill Centre is located within Protected Major Transit Station Area (PMTSA) 49 'Richmond Hill Centre Subway Station' and Protected Major Transit Station Area (PMTSA) 41 'Bantry-Scott BRT Station' in the York Region Official Plan, which contains minimum density targets for each PMTSA. Within PMTSA 49, the minimum density target is 1,400 persons and jobs per hectare for the lands referred to in Section 2 of Ontario Regulation 344/22 (shown in **Schedule 2** of this Secondary Plan) and the minimum density target is 400 persons and jobs per hectare for the balance of the PMTSA. Within PMTSA 41, the minimum density target is 200 persons and jobs per hectare.

## 10.1 INTRODUCTION

Should new development within the Richmond Hill Centre Urban Growth Centre reach the maximum density this Secondary Plan permits, it is estimated that at full build-out, the Secondary Plan area may accommodate a population of up to 51,000 people and employment of at least 10,000 jobs. These are estimates based on average density of people and jobs.

### 10.1.1 PURPOSE

1. The policies of this Secondary Plan build on the general policies and direction of the Part 1 Plan at the local level and will guide decisions to manage growth and development to implement the Richmond Hill Centre vision over the planning period to 2051. The policies in this Secondary Plan are intended to supplement certain 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. In the event of a conflict, the policies of this Secondary Plan shall apply.

2. This Secondary Plan provides direction for the creation of a future downtown in Richmond Hill Centre, and includes policies aimed at creating a balance of people and jobs that is reflective of Provincial direction for Urban Growth Centres and Major Transit Station Areas.

3. Richmond Hill Centre ("RHC") is generally focused to the northeast of the intersection of Yonge Street and Highway 7, as shown on Schedule A 10 (Secondary Plan Areas) of the Official Plan. The core of the Secondary Plan Area includes the planned High Tech Station as part of the Yonge North Subway Extension (YNSE), and the southern boundary of the Secondary Plan Area includes the planned YNSE Bridge Station.

### 10.1.2 VISION

Richmond Hill Centre ("RHC") will be a new downtown for Richmond Hill. Located at the geographic centre of the Greater Golden Horseshoe and connected by a radiating network of transit service including the Yonge North Subway Extension, GO Transit, VIVA Bus Rapid Transit, York Region Transit and the future 407 Transitway, Richmond Hill Centre will be a magnet for business, arts and culture, a leader in innovation and a key regional destination. RHC will be a transit-oriented urban community defined by its diversity of architecture and building types, its vibrant urban spaces and fine-grained walkable neighbourhoods.

### 10.1.3 PRINCIPLES

Six development principles support the Vision and provide specific goals for the RHC. These principles reflect the specific values and aspirations for the RHC.

**1. A New Downtown for Richmond Hill**

Richmond Hill Centre will be more than a high-density residential neighbourhood; it will be a new downtown for Richmond Hill. The Centre will be a high-density, dynamic and vibrant destination featuring a wide mix of employment, housing, *retail*, community, and cultural uses that attract people and jobs from across the Region.

**2. A Place Defined by its High-quality Design and Public Realm**

Richmond Hill Centre will be a distinctive and beautiful place characterized by its inviting public realm and high-quality design.

New buildings will contribute to establishing an urban character defined by a mix of building types and a fine grain of development and pedestrian-scaled spaces. Great streets, intimate pedestrian spaces and compelling open spaces will define the user experience and support enjoyment of the place for all people whether they work here, live here, or are visiting.

**3. A Place for All People**

Richmond Hill Centre will be a desirable and inclusive place for people of all ages and abilities, providing housing options that meet the needs of a wide range of households.

Community services and amenities will support people at all stages of life and help to strengthen their ties to the community.

A safe, accessible public realm, including streets, parks, and pedestrian and cyclist connections, will make it easy for people to get around at all times, provide opportunities for recreation and physical activity, and prioritize overall community health and wellbeing.

**4. A Place for People to Walk, Bike and Take Transit**

Richmond Hill Centre will be a pedestrian-oriented urban centre with the most fine-grained and connected network of streets and pedestrian and cycling routes in the city. This network will allow easy pedestrian and cyclist access to transit facilities, destinations and amenities in the area as well as the surrounding established residential neighbourhoods.

High-quality transit will be seamlessly integrated with development to maximize transit access and elevate the user experience.

Active transportation and transit use will be prioritized in RHC, and vehicular movement will be accommodated in a way that will not detract from these modes and the overall quality of place.

**5. A Sustainable, Healthy, and Resilient Place**

The development of Richmond Hill Centre will take a comprehensive approach that integrates sustainable practices at all stages of development, including infrastructure planning, urban design, architecture and open space design.

Sustainability will be supported through the realization of a mixed-use, transit-supportive environment and a complete communities approach, which will help to create a more resilient and inclusive place that mitigates and adapts to the impacts of climate change and minimizes environmental impacts.

**6. A Place that Supports New Technology and Innovation**

Planning and development of Richmond Hill Centre will be future-focused and embrace new technology, leveraging it to create a more functional and sustainable place with improved mobility.

Innovation and creativity will be reflected in collaborative methods of delivering development, community facilities, services and infrastructure to facilitate urban evolution over time. Innovative forms of city building and design flexibility will make this part of the city an international showpiece for transit-integrated development and an attractive location for new investment.

## 10.2 CHARACTER AREAS AND LAND USE

Character Areas are distinctive sub-areas within the RHC defined by a common role, development context and intensity. Boundaries of the eight Character Areas are shown on **Schedule 1** to this Secondary Plan and have been defined in response to the specific conditions within the RHC .

### 10.2.1 GENERAL LAND USE

1. The predominant use of land within the Richmond Hill Centre shall be mixed-use, transit-oriented development.

2. The permitted uses within the Richmond Hill Centre designation shall include a broad range and mix of residential, employment and institutional uses in a well-integrated, compact urban form. A broad range of non-residential uses are encouraged to support the daily needs of local residents and meet York Region's goals of achieving complete communities where people can access a range of services within a 15-minute walk or cycling trip of their home.

3. The following land uses shall be permitted within the Richmond Hill Centre:

    a. High density residential;

b. Medium density residential;

c. Major office;

d. Office;

e. *Commercial*;

f. Institutional;

g. *Major retail*;

h. *Retail*;

i. Community uses; and

j. Parks and urban open spaces.

4. *Retail*, *commercial* and service uses should generally be located at grade to foster an animated, pedestrian-oriented street character.

5. *Live-work units* and *home occupations* are permitted in accordance with Policies 3.3.3.2(9) and 3.3.3.2(10) of the Part 1 Plan.

6. It is a long-term objective of this Plan that *intensification* of existing *major retail* uses occur through redevelopment into a more compact built form. New *major retail* development shall be permitted in RHC only where it can be demonstrated that the use is to be integrated into the base of buildings as part of mixed-use, transit-oriented development.

7. *Development* in RHC should incorporate leading edge communication technology and associated infrastructure to support advancement in mobility, attract and maintain investment, and facilitate research and development and knowledge-based initiatives.

8. Richmond Hill Centre will become a destination for arts and culture uses. The City will encourage the location of new or existing arts and culture uses in the RHC.

### 10.2.2 INNER TRANSIT CORE

The Inner Transit Core Character Area surrounds the future High Tech Station as shown on **Schedule 1** to this Secondary Plan, and generally consists of blocks immediately adjacent to the future High Tech Station. Located in the heart of RHC, this Character Area will be a high density, *high-rise*, and transit-integrated environment characterized by a complex layering of development, transit and civic open spaces that are activated throughout the day and evening by a diverse vertical and horizontal mix of uses. The Inner Transit Core will contain the tallest buildings in RHC, which will form the height peak of RHC. The Inner Transit Core is planned to accommodate the greatest proportion of employment in RHC, with supporting residential uses.

In conjunction with the Outer Transit Core, the Inner Transit Core is envisioned as a centre for arts and culture, civic facilities, entertainment uses, and open spaces that attract people from the city and region at large. The result will be a dynamic working, living and entertainment node centred around higher-order transit, serving as the most dynamic destination within the city.

1. *Development* in the Inner Transit Core will:

    a. Contribute to the highest density, tallest and most transit-connected precinct in RHC in accordance with the built form policy guidance found in Section 10.3 of this Secondary Plan.

    b. Include the greatest proportion of non-residential uses in RHC including office, cultural and entertainment uses.

    c. Prioritize a non-residential character on lands with direct access to High Tech Station.

    d. Be encouraged to include a mix of uses including *retail* or service uses at grade with residential, *office* or institutional uses above.

    e. Maximize opportunities to attract office uses, reinforcing the transit cores as a major office node.

    f. Provide direct connections to transit infrastructure, which may be provided within buildings, through underground or elevated concourses or on-site open space connections.

    g. Frame and activate the Central East-West Pedestrian and Cycling Spine and the North-South Pedestrian and Cycling Spine.

    h. Provide for a vibrant street character and achieve a minimum of 60 percent active at-grade frontage facing public streets, open space and along the Central EastWest Pedestrian and Cycling Spine. Active at-grade uses include *commercial*, recreational, entertainment, *retail*, *office*, or institutional uses.

    i. Support innovative built form approaches to minimize the setback of new development from the rail corridor and bridge the two sides of the railway corridor.

### 10.2.3 OUTER TRANSIT CORE

The Outer Transit Core Character Area flanks the Inner Transit Core as shown on **Schedule 1** to this Secondary Plan. The Outer Transit Core will become part of the heart of the new downtown, characterized by high density and *high-rise* built form with a diverse mix of uses. Significant residential, *retail*, *commercial*, entertainment and cultural uses are envisioned for this Character Area to support activity throughout the day and evening.

The Outer Transit Core includes lands that front onto Yonge Street, an important regional spine with a distinct identity and role in Richmond Hill. Development fronting onto Yonge Street within the Outer Transit Core will reinforce Yonge Street as a Regional Corridor and main street, and support its transformation into a walkable, pedestrian-oriented area activated by retail at grade and within buildings.

1. *Development* in the Outer Transit Core will:

    a. Contribute to a mix of residential, employment, *retail*, culture and entertainment uses that contribute to a vibrant downtown.

b. Generally provide for heights and densities that are less than those in the Inner Transit Core in accordance with the built form policy guidance found in Section 10.3 of this Secondary Plan.

c. Be encouraged to include a mix of uses including *retail* or service uses at grade with residential, *office* or institutional uses above.

d. Maximize opportunities to attract office uses, reinforcing the transit cores as a major office node.

e. Contribute to direct connections to transit infrastructure, which may be provided within buildings, through underground or elevated concourses or on-site open space connections.

f. Frame and activate the Central East-West Pedestrian and Cycling Spine.

g. Provide for a vibrant street character and achieve a minimum of 60 percent active at-grade frontage facing public streets, open space and along the Central EastWest Pedestrian and Cycling Spine. Active at-grade uses include *commercial*, recreational, entertainment, *retail*, *office*, or institutional uses.

h. Notwithstanding e), where development fronts Yonge Street in the Yonge Street Sub-character Area and where it is located in an area that is not subject to O. Reg. 344/22, as shown in **Schedule 1** to this Secondary Plan, a minimum of 70 percent active at-grade frontage shall be provided to foster an animated, pedestrian- oriented environment and main street character, and to reinforce the street's importance as a Regional Corridor. Active at-grade uses include *commercial*, recreational, entertainment, *retail*, *office*, or institutional uses.

### 10.2.4 BANTRY

The Bantry Character Area is bounded by Yonge Street to the west and the CN rail corridor to the east as shown on **Schedule 1** to this Secondary Plan. The north part of the area above Beresford Drive consists of stable residential uses where significant change and intensification are not anticipated.

South of Beresford Drive within the Bantry Character Area is envisioned as a *high-rise* and high-density community containing a high proportion of residential uses for people wanting an urban lifestyle, next to the heart of the downtown. North of Beresford Drive within the Bantry Character Area is envisioned as a low/mid-rise and medium density community. The Character Area as a whole will benefit from its walkability to transit and a mix of neighbourhood-serving retail, services, and amenities.

Future development south of Beresford Drive within the Bantry Character Area is encouraged to transition appropriately to the Yonge Street corridor and to the existing residential neighbourhood around Baffin Court north of Beresford Drive. *Development* fronting onto Yonge Street south of Beresford Drive within the Bantry Character Area will reinforce Yonge Street as a Regional Corridor and main street, and support its transformation into a walkable, pedestrian-oriented area activated by *retail* at grade.

1. *Development* in Bantry will:

a. Be realized as a predominantly high-density residential district including population-supporting retail and commercial uses.

b. Generally provide for heights and densities that are less than those in the Inner and Outer Transit Cores in accordance with the built form policy guidance found in Section 10.3 of this Secondary Plan.

c. Maintain the character of the existing residential neighbourhood around Baffin Court, north of Beresford Drive, as shown in **Schedule 2** to this Secondary Plan.

d. Be encouraged to include a mix of uses including *retail* or service uses at grade with residential, *office* or institutional uses above.

e. Provide for a vibrant street character and achieve a minimum of 60 percent active at-grade frontage facing public streets, open space and along the Northern East-West Pedestrian and Cycling Spine. Active at-grade uses include *commercial*, recreational, entertainment, *retail*, *office*, or institutional uses.

f. Notwithstanding e), where development fronts Yonge Street in the Yonge Street Sub-character Area and where it is located in an area that is not subject to O. Reg. 344/22, as shown in Schedule 1 to this Secondary Plan, a minimum of 70 percent active at-grade frontage shall be provided to foster an animated, pedestrian-oriented environment and main street character, and to reinforce the street's importance as a Regional Corridor. Active at-grade uses include *commercial*, recreational, entertainment, *retail*, *office*, or institutional uses.

### 10.2.5 RED MAPLE

The Red Maple Character Area is located between the Red Maple Public School / St. John Paul II Catholic Elementary School site and the CN rail corridor, north of High Tech Road as shown on **Schedule 1** to this Secondary Plan. Red Maple will continue to evolve into a predominantly high-density *high-rise* residential neighbourhood.

1. *Development* in Red Maple will:

a. Generally maintain its existing high-density residential character, while allowing the introduction of a greater mix of uses through redevelopment in accordance with the built form policy guidance found in Section 10.3 of this Secondary Plan.

b. Generally provide for heights and densities that are less than those in the Inner and Outer Transit Cores in accordance with the built form policy guidance found in Section 10.3 of this Secondary Plan.

c. Generally decrease in height as the distance from High Tech Station increases.

d. Be encouraged to include a mix of uses including *retail* or service uses at grade with residential, *office* or institutional uses above.

e. Be encouraged to provide for a vibrant street character and achieve a minimum of 25 percent active at-grade frontage facing public streets, open space and along the

Northern East-West Pedestrian and Cycling Spine. Active at-grade uses include *commercial*, recreational, entertainment, *retail*, *office*, or institutional uses.

### 10.2.6 SOUTH OF HIGH TECH

The South of High Tech Character Area is bound by an extension of Red Cedar Avenue at the east, Langstaff Park and High Tech Road to the north, and Red Maple Road to the west as shown on **Schedule 1** to this Secondary Plan. Interfacing with the eastern edge of the Outer Transit Core, South of High Tech is envisioned as a high-density living and working environment characterized by a mix of urban mid- and *high-rise development* that generally decreases in height as the distance from High Tech Station increases.

The urban form and development pattern established in this Character Area can be used as the basis for future extension of the urban fabric east beyond the RHC boundary toward Bayview Avenue.

1. *Development* in South of High Tech will:

    a. Accommodate a mix of uses in a range of heights and densities that will generally decrease with distance from High Tech Station in accordance with the built form policy guidance found in Section 10.3 of this Secondary Plan.

    b. Contribute to a minimum of 15 percent of the planned total gross floor area within the Character Area as non-residential uses such as *office*, *retail*, service and institutional uses.

    c. Frame and activate the Central East-West Pedestrian and Cycling Spine.

    d. Provide for a vibrant street character and achieve a minimum of 25 percent active at-grade frontage facing public streets, open space and along the Central East-West Pedestrian and Cycling Spine. Active at-grade uses include *commercial*, recreational, entertainment, *retail*, *office*, or institutional uses.

### 10.2.7 WEST OF YONGE

The West of Yonge Character Area represents an important transitional zone between the highest and densest development expected in the interior of RHC east of Yonge Street and the established residential community to the west. The boundaries of the West of Yonge Character Area have been defined to generally include properties that have frontage on Yonge Street as shown on **Schedule 1** to this Secondary Plan. This Character Area will be characterized by a mix of urban *mid-* and *high-rise development* that creates appropriate transitions to the surrounding existing residential neighbourhoods and reinforces Yonge Street as a Regional Corridor and main street, supporting its transformation into a walkable, pedestrian-oriented area activated by *retail* at grade and within buildings.

1. *Development* in West of Yonge will:

    a. Reinforce the character of Yonge Street as a Regional Corridor, main street, and commercial destination with a walkable, pedestrian-oriented environment.

b. Contribute to intensification of RHC while demonstrating compatibility with existing neighbourhoods.

c. Provide transition to the neighbourhood to the west in accordance with the built form policy guidance found in Section 10.3 of this Secondary Plan.

d. Include a mix of uses including *retail* or service uses at grade with residential, *office* or institutional uses above.

e. Where development fronts Yonge Street, a minimum of 70 percent active at-grade frontage shall be provided to foster an animated, pedestrian-oriented environment and main street character, and reinforce the street's importance as a Regional Corridor. Active at-grade uses include *commercial*, recreational, entertainment, *retail*, *office*, or institutional uses.

f. Take a comprehensive approach to redevelopment in accordance with the Eleanor Circle policies, as described in Section 10.9.3 of this Secondary Plan.

### 10.2.8 UTILITY CORRIDOR AREA

The Utility Corridor lands are located immediately north of the Highway 7 corridor and are defined as shown on **Schedule 1** to this Secondary Plan. This area contains a Hydro One transmission corridor that is of regional importance for the delivery of electricity, as well as the existing Langstaff GO station, Richmond Hill Centre transit terminal, and a stormwater management pond.

While the Utility Corridor is expected to retain much of its current use and function over the horizon of this plan, there is an opportunity to encourage compatible secondary uses that will benefit the environment and the public by revitalizing the corridor land for public use while maintaining its primary function.

1. The City shall explore the potential for secondary uses of the Utility Corridor that benefit the public and environment, such as off-leash dog areas, community gardens, multi-use trail systems, and naturalized areas. Any such use should not inhibit the continuing function of the Hydro corridor or Langstaff GO Station and would be subject to further consultation with Hydro One and other landowners as appropriate.

2. The City acknowledges the lands within the Utility Corridor may be the subject of future feasibility studies that evaluate their potential reconfiguration and developability. If the Utility Corridor lands are to be considered for future development, the City will engage impacted land owners and undertake further study to determine if lands within the Utility Corridor are necessary and desirable for development and determine the appropriate urban design and land use approach to those lands at that time.

### 10.2.9 BRIDGE STATION AREA

Bridge Station will be an important intermodal transit hub located on lands within Richmond Hill between Highway 7 and Highway 407. The Bridge Station area is defined as shown on **Schedule 1** to this Secondary Plan. Acting as a couplet to the High Tech Station within RHC, Bridge Station will enable easy access to subway, inter regional bus service, GO rail and the 407 Transitway. The station will function as a critical link between the Richmond Hill Centre and

Langstaff Gateway areas. The location and visibility of Bridge Station area presents a unique opportunity to develop a strong sense of identity and arrival in RHC through high-quality architecture and urban design.

1. *Development* in the Bridge Station Area will:

    a. Contribute to unique and high-quality built form and urban design that strengthens the identity and sense of arrival in RHC.

    b. Protect for a new pedestrian and cycling connection along the west side of the rail corridor connecting Langstaff Gateway, Bridge Station and High Tech Station.

    c. Support seamless connectivity between pedestrian and cycling connections and transit infrastructure.

    d. Accommodate for a future connection to the planned 407 Transitway.

## 10.3 BUILT FORM, HEIGHT AND DENSITY

This Secondary Plan anticipates a broad range of building types that collectively contribute to the establishment of a diverse and urban character and skyline in RHC.

New *development* will demonstrate a diversity of built form characteristics while working together to create a cohesive cityscape of defined streets, pedestrian areas and open spaces, connected to and integrated alongside existing and emerging neighbourhoods. *Development* within RHC will prioritize the establishment of a pedestrian-oriented environment supported by porous blocks, building massing and built form that minimize the perceived scale and environmental impacts of taller buildings, and integration of active at-grade uses.

The City of Richmond Hill's existing urban design policies in Section 3.4.1 of the Part 1 Plan provide direction for the establishment of walkable, urban communities with a strong sense of place. The following policies provide more specific guidance to realize the vision for RHC.

### 10.3.1 SUPPORTING A DIVERSE, HIGH QUALITY CENTRE

1. *Development* within RHC will include a diverse range of building types with heights that vary in response to *site* characteristics, location, Character Area designation and adjacent land uses and building heights. Generally, the highest and most dense forms of development will be located around High Tech Station, with building heights and densities progressively decreasing towards the edges of Richmond Hill Centre.

2. *Development* will demonstrate design excellence through:

    a. High-quality built form and urban design;

    b. The use of high-quality durable materials;

    c. Demonstrated response to context and integration with existing neighbourhoods;

d. Contribution to a high-quality and pedestrian-oriented public realm that accommodates and improves the convenience of walking, cycling, and micromobility; and

e. Integration of sustainable water and energy-efficient building design and features.

3. *Development* should be designed to accommodate a range of built form over time by:

   a. Creating flexible *development* parcels capable of accommodating a range of building types;

   b. Incorporating flexible building typologies that are capable of accommodating both residential and/or *commercial* uses over time;

   c. Including ground floor heights that can accommodate a range of uses, generally 4.5 metres in height, in the Inner and Outer Transit Cores; and

   d. Exploring the potential for adaptable residential layouts and housing designs capable of catering to changing demographic needs.

### 10.3.2 REINFORCING A PEDESTRIAN-ORIENTED ENVIRONMENT

1. Base buildings will be massed and generally sited as close to the street-front property line as possible to form a pedestrian-scaled streetwall while providing for adequate setbacks to support:

   a. The implementation of a high-quality public realm;

   b. Mature tree canopy;

   c. Existing and planned levels of pedestrian activity; and

   d. Grade-related residential uses.

2. A building streetwall, which is a component of a base building, is intended to frame the public realm, create a human-scaled street enclosure, and protect for access to sunlight to the adjacent public realm, contributing to comfortable microclimates and the growth of street trees and landscaping. A base building can include stepbacks to achieve appropriate streetwalls. A pedestrian-oriented streetscape in the RHC will be supported through the establishment of generally consistent streetwall height ranges applicable to each Character Area including:

   a. 6-8 storeys in the Inner Transit Core, Outer Transit Core, and South of High Tech;

   b. 3-6 storeys in Bantry, Red Maple, and West of Yonge; and

   c. 3-4 storeys in Transition Areas, excluding West of Yonge.

3. Buildings should generally not have any frontage exceeding 70 metres in length to support more porous *development* blocks.

### 10.3.3 SUPPORTING HEIGHT AND DENSITY

1. The height of new development within the RHC will:
    a. Peak within the Inner Transit Core; and
    b. Generally be expected to step down in height as the distance from High Tech Station increases.
2. *Development* should contribute to an interesting skyline and diverse urban character, while achieving transitions in height and density from the station area in accordance with Policy 10.3.3(1) of this Secondary Plan.
3. The tower component of *high-rise* buildings shall be massed to minimize its perceived scale and impact on adjacent uses and the public realm.
4. *High-rise* buildings should be strategically located and massed to support visual interest, achieve transitions in height and density from the High Tech Station in accordance with Policy 10.3.3(1) of this Secondary Plan, protect for access to sunlight to contribute to comfortable microclimates in the public realm, and contribute to a clearly defined streetwall height in accordance with Policy 10.3.2(2) of this Secondary Plan.
5. *Development* should vary tower locations along street frontages to avoid a monotonous street wall and tower cadence.
6. Where multiple towers are present within a block, the buildings should demonstrate variety through variation in massing, material, articulation, colour and/or texture.

### 10.3.4 INTEGRATING HIGHER DENSITY DEVELOPMENT

The integration of new buildings adjacent to existing *low-rise* neighbourhoods and sensitive land uses is an important objective for new *development* within Richmond Hill Centre. *Development* adjacent to *low-rise* neighbourhoods and sensitive land uses, and lands within the Transition Areas on **Schedule 6 to** this Secondary Plan, will demonstrate a transition in height, built form, and massing to minimize development impacts, such as shadowing and overlook.

The Transition Areas also include portions of Yonge Street, which is an important main street and Regional Corridor. Like other intensification areas along Yonge Street, *development* within this area should reinforce a distinctive walkable urban character that creates appropriate transition to the surrounding existing residential neighbourhoods. The policies of this section are intended to direct context-sensitive intensification that reinforces the planned character of Yonge Street while mitigating impacts on the existing community.

1. *Development* in Transition Areas shown in **Schedule 6** to this Secondary Plan will provide a transition in scale to existing *low-rise* neighbourhoods and sensitive land uses through stepped building heights, use of setbacks or stepbacks and separation distances.
2. *Development* shall be subject to the angular plane requirements of Policy 3.4.1 (55) of the Part 1 Plan.

3. In the event that the Neighbourhood designation immediately abuts the lot line of lands within the RHC, such as a side-lot or back-lot condition, the angular plane as described in Policy 3.4.1 (55) of the Part 1 Plan may be measured from 10 metres above grade at the lot line.

4. Where a Neighbourhood designation immediately abuts the lot line of lands within the RHC, and where that lot is planned to include a segment of the planned North-South street west of Yonge Street, as described in 10.4.2(3) and shown on **Schedule 5**, which will form the future boundary to the Neighbourhood designation, the angular plane may be measured at grade at the lot line in its location prior to the conveyance of the street.

5. In the RHC, projections may be permitted into the angular plane where it has been demonstrated that:

    a. The projection is minor in scale, adheres to the policies in Section 10.3.6 of this Secondary Plan, and does not result in densities above those permitted on Schedule 2;

    b. The resulting *development* maintains the intent of achieving a transition from higher density development to the Transition Areas as described in 10.3.3(1) and 10.3.4(1);

    c. The resulting *development* does not create undesirable:

        i. Wind conditions;

        ii. Shadowing impacts;

        iii. Access to light;

        iv. View impacts; and

        v. Privacy impacts.

6. Notwithstanding any enabling policies of this Plan with regards to building heights, the maximum building height within Richmond Hill Centre shall be limited to 323 metres above sea level until such time as the Federal Zoning Regulations for the Buttonville Airport (being the Toronto/Buttonville Airport Zoning Regulations SOR /88-148) are no longer in force and effect on the lands or have been repealed.

### 10.3.5 GATEWAYS

The intersection of Garden Avenue and Yonge Street is recognized as a major gateway in Policy 3.4.1 (17) of the Part 1 Plan and is an important location and entrance to Richmond Hill. *Development* that frames the Garden Avenue and Yonge Street intersection will create a sense of entrance and arrival to the city for those arriving from the south along Yonge Street, and contribute to a coordinated and enhanced public realm.

1. *Development* within Richmond Hill Centre Gateway Sites, shown on **Schedule 1** of this Secondary Plan, should:

a. Demonstrate design excellence through distinctive built form and massing characteristics that distinguish the gateway within the surrounding context;

b. Strengthen the identity, sense of place and sense of arrival in RHC, through, for example, incorporation of public art;

c. Prioritize the pedestrian experience through the incorporation of wider sidewalks, distinctive streetscapes, landscaping features and open spaces; and,

d. Support an attractive and high quality public realm on both sides of Yonge Street.

### 10.3.6 REGULATING DENSITY

1. **Schedule 2** to this Secondary Plan establishes the minimum and maximum densities per Character Area in the RHC, expressed as Floor Space Index (FSI). Individual developments will contribute to the average Character Area density.

2. The density of development blocks can vary from and exceed the maximum overall density limit prescribed for the Character Area in which the development block is located, based on the development site's individual characteristics and lot size, provided that the overall Character Area maximum density is maintained. Concept plans, as described in Policy 10.9.2(1) of this Secondary Plan, will be required to demonstrate how a proposed *development* meets the built form, land use, and urban design policies of this plan and contributes to the planned density of the Character Area while accounting for any other existing, planned, and approved development within the Character Area.

3. A portion of the Secondary Plan Area is subject to Ontario Regulation 344/22, as identified in **Schedule 2** of this Secondary Plan. Ontario Regulation 344/22 governs the densities for these subject lands.

4. New *development* shall demonstrate that it is accommodating the minimum density assigned to its corresponding location within the Richmond Hill Centre Subway Station Protected Major Transit Station Area or the Bantry-Scott BRT Station Protected Major Transit Station Area, to the satisfaction of the City.

5. Until the development criteria identified in Policy 10.9.3 have been met, the density permissions identified on **Schedule 2** of this Secondary Plan will not apply to the Eleanor Circle lands.

## 10.4 MOBILITY AND TRANSPORTATION

Richmond Hill Centre seeks to establish and reinforce a transit-supportive environment that prioritizes access by walking, cycling, micromobility, and transit while accommodating the needs of automobile users. A connected network of streets will play a functional role in moving people and be a defining element of the RHC, shaping development and contributing to the public realm's character and connectedness. The scale of streets and blocks in the RHC support development flexibility while seeking to maximize walkability and route choice for all modes.

### 10.4.1 STREET NETWORK

1. A fine-grained street network will provide the foundation for how people get around by walking, cycling, driving and other modes, supporting convenient pedestrian and cyclist movement and discouraging single-occupant vehicle use. The planned public street network should:

    a. Be fine-grained;

    b. Provide generous sidewalks;

    c. Ensure a high level of permeability for pedestrian, cycling and vehicular circulation; and

    d. Create new blocks that will be appropriately scaled for redevelopment and improve accessibility within the Centre.

2. *Development* shall incrementally contribute to the creation of a connected public street network as illustrated in **Schedule 5** to this Secondary Plan.

3. The specific location of Local Streets, for which possible locations are shown on **Schedule 5** to this Secondary Plan, will be established as *development* proceeds and in a manner which reinforces a fine-grained street network.

4. Where the general intent and connectivity of the street network is maintained, adjustments to the alignment and definition of Collector and Local Streets and/or the addition or deletion of Collector and Local Streets shown on **Schedule 5** to this Secondary Plan will not require an amendment to this Secondary Plan.

5. *Development* blocks within the RHC will generally range from 60 metres length to a maximum of 120 metres length to support a walkable street and block network that connects to pedestrian and cycling facilities and transit stops.

6. An additional high-quality east-west multimodal connection, as identified on **Schedule 5** of this Secondary Plan, should be considered in the long term between Highway 7 and High Tech Road. A future multimodal connection in this location could serve the mobility needs of the community, increase the granularity of the street network, improve local connectivity, prioritize active transportation, minimize travel distances for walking, cycling, and micromobility, contribute to optimizing the movement of goods and traffic, and act as a landmark and focal point for Richmond Hill Centre. This potential connection, including its location and method of delivery, will be subject to further study.

7. To further promote active transportation, the City will seek opportunities for car-free zones in RHC to support the City of Richmond Hill's Community Energy and Emissions Plan.

### 10.4.2 STREET RIGHTS-OF-WAY

Streets play an essential role in supporting mobility for a broad range of users and contributing to a connected public realm. The network of streets in RHC will work alongside the planned parks and open spaces to establish a linked open space network that is easily accessible by pedestrians and cyclists.

1. Collector and Local Streets in RHC are envisioned as multi-modal streets that will:

    a. Provide sidewalks on both sides;

    b. Incorporate bicycle facilities per **Schedule 4** to this Secondary Plan;

    c. Accommodate transit, where applicable;

    d. Include vehicle travel lanes;

    e. Incorporate parking and curbside pick-up/drop-off lanes, as appropriate; and

    f. Include high quality streetscape design to create a pedestrian-oriented environment, promote safe active transportation and micromobility, and create a comfortable public realm microclimate, including street trees, pedestrian-scale lighting, and street furniture.

2. The implementation of the street rights-of-way and intersections shall consider enhanced traffic safety measures to protect the well-being of pedestrians and cyclists and to contribute to traffic calming in RHC.

3. The new north-south street west of Yonge Street identified in **Schedule 5** to this Secondary Plan is intended to collect traffic and improve multi-modal connectivity to the 161 h-Carrville Protected Major Transit Station Area (PMTSA), provide direct access to new *development* facing Yonge Street and create a physical distinction between the lands within the RHC and those within the existing residential neighbourhoods to the west. The City shall acquire portions of this north-south public street through the *development* process, establishing contiguous segments where possible. The road classification, precise alignment, and right-of-way width(s) of this future street will be determined through an environmental assessment process.

4. Landscaping, tree planting and street *infrastructure* may be restricted within the portions of the street corridors which cross the Hydro corridor.

5. *Low impact development* (LID) planting and water-management techniques shall be incorporated within street rights-of-way where possible. Potential LID solutions include bioretention planters, perforated pipe systems, precast tree planters with bioretention soil media and permeable paving.

### 10.4.3 MID-BLOCK CONNECTIONS

Mid-block connections will support the development of a fine-grained pedestrian and cycling network capable of supporting a distinct public realm, *retail*, and entertainment environment unique to RHC. Mid-block connections may take various forms, including, but not limited to, private laneways, atria, or pedestrian pathways, provided they are publicly accessible facilities that improve the overall walkability of the Centre, expand the public realm and help activate the ground floor of adjacent buildings. Mid-block connections should be supported by active building frontages and connect where possible to public parks and open spaces.

1. Mid-block connections may be public or privately owned facilities that are publicly accessible and support the permeability, walkability and bikeability of RHC, delivered through the redevelopment of blocks.

2. Mid-block connections may be realized in a variety of forms, and are generally encouraged to:

    a. Be publicly accessible at all times;

    b. Form uninterrupted connections where possible to allow for seamless walking, cycling , and micromobility where appropriate;

    c. Be visually and physically connected to the public realm;

    d. Incorporate connections to destinations such as public trails, parks, urban plazas, transit stations, and community uses;

    e. Be universally accessible;

    f. Be organized and designed as contributing components of the public realm network;

    g. Be supported by active, street-related uses;

    h. Have appropriate outdoor pedestrian-scaled lighting, landscaping, street furniture, and active transportation infrastructure;

    i. Incorporate 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;

    j. Have appropriate signage with clear and legible directions; and

    k. Have sufficient width to provide sky-view within the connection.

3. The City will seek mid-block connections within blocks that are greater than 100 metres.

### 10.4.4 ACTIVE TRANSPORTATION NETWORK

Creating a safe and continuous pedestrian and cycling network can help reduce traffic congestion, reduce carbon emissions contributing to climate change, and contribute to the livability and vibrancy of Richmond Hill Centre. The active transportation network is illustrated on **Schedule 4** to this Secondary Plan and will support safe and efficient travel across the Centre, provide space for recreation and enjoyment, and support connections to important destinations, parks, transit and open spaces throughout the Centre.

1. The RHC will be served by an active transportation network as shown on **Schedule 4** to this Secondary Plan. *Development* and any future roadway modifications shall support the development of this network, which consists of Conventional Bicycle Lanes, Protected Bicycle Facilities, and Multi-Use Paths.

2. Conventional Bicycle Lanes are portions of a roadway which have been designated by pavement markings and signage for use of cyclists.

3. Protected Bicycle Facilities are physically buffered from motor vehicle traffic and could include Separated Bicycle Lanes, Raised Cycle Tracks and In-Boulevard Bicycle Facilities.

4. Multi-Use Paths are a facility shared between pedestrians and cyclists located within the public boulevard, with a minimum width of 3 metres.

5. New *development* and *infrastructure* shall contribute to the establishment of three Pedestrian and Cycling Spines as illustrated in **Schedule 4** to this Secondary Plan.

6. Pedestrian and Cycling Spines may consist of a combination of Local Streets, Collector Roads, Mid-Block connections, linear parks, or Multi-Use Trails not forming part of a street, and should provide legible connections for pedestrians and cyclists.

7. The width of any mid-block connection, linear park, or multi-use trail forming part of a Pedestrian and Cycling Spine should be of a scale sufficient to safely and comfortably accommodate walking, cycling, and micromobility. The width of any linear park shall be a minimum of 15 metres.

8. Local Street and Collector Road segments forming part of a Pedestrian and Cycling Spine as shown on **Schedule 4** to this Secondary Plan should be designed for pedestrian and cyclist comfort and safety, with strategies to limit motor vehicle speeds and volumes consistent with Richmond Hill's Traffic Safety and Operations Strategy.

9. The exact location, design, facility type, and alignment of Pedestrian and Cycling Spines may be refined, provided that the overall intent and connectivity of the spines are maintained.

10. The Northern East-West Pedestrian and Cycling Spine shall connect the Bantry Character Area to the Red Maple Character Area by Oneida Crescent and shall include an elevated crossing of the rail corridor.

11. The Central East-West Pedestrian and Cycling Spine shall connect the Outer Transit Core Character Area, Inner Transit Core Character Area, and South of High Tech Character Area, and shall include an elevated crossing of the rail corridor.

12. The North-South Pedestrian and Cycling Spine will generally be located along the west side of the rail corridor with connections to Bridge Station, High Tech Station, Langstaff Gateway, the 16th-Carrville BRT Station Protected Major Transit Station Area, and the two East-West Pedestrian and Cycling Spines.

13. Variations of the routing of the North-South Pedestrian and Cycling Spine shall be considered in response to development and infrastructure constraints provided that alternative routes are able to demonstrate:

    a. Overall route continuity and directness;

    b. Maintained or enhanced ability to connect with key destinations including the subway stations and East-West Pedestrian and Cycling Spines; and

    c. Maintained or enhanced visibility and relationship to new *development*.

14. The implementation of the North-South Pedestrian and Cycling Spine will connect with adjacent public parks and open spaces where possible.

15. Pedestrian and cycling infrastructure should contribute to a continuous and comprehensive network. Discontinuous pedestrian and cycling infrastructure shall be discouraged.

16. Improved cycling facilities for all ages and abilities and with appropriate physical separation will be encouraged along Yonge Street as RHC intensifies.

### 10.4.5 TRANSPORTATION DEMAND MANAGEMENT

The vision of a transit-supportive Richmond Hill Centre with high levels of walking, cycling and transit use is a long-term objective that will be achieved over time and supported by new development, investments in transit and transportation infrastructure and commitment to place-making. The vision will also require a commitment to Transportation Demand Management to support a shift from the private automobile towards more sustainable modes of travel. Transportation Demand Management will be advanced through the following policies:

1. *Development* proponents will be required to submit and implement a comprehensive Transportation Demand Management (TDM) Strategy to the satisfaction of the City that demonstrates how the proposed development will support a shift to more sustainable travel modes. A TDM strategy 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 racks, bicycle storage, and shower and change room facilities, located in accessible and convenient locations, and at-grade, where possible;

    b. Enhanced bicycle parking, including publicly accessible bicycle parking rooms within *development* close to transit stations;

    c. Support of micromobility through the provision of scooter share and bike share and electric bike and electric scooter charging stations;

    d. Dedicated cycling routes internal to the site to and from key destinations;

    e. Contributions to the planned cycling network;

    f. New or improved connections to the existing municipal bicycle network;

    g. Subsidized transit passes or pre-loaded transit cards for new residents and/or employees;

    h. Pedestrian and cyclist amenities, such as trees, landscaping, street furniture such as benches, and marked crossings;

    i. Continuous pedestrian linkages to minimize pedestrian *walking distances*;

    j. Functional building entrances oriented to locations where pedestrians, cyclists, and transit users arrive, such as a street, park, urban square, or urban plaza;

    k. Weather protection along street frontages adjacent to transit stops;

l. Dedicated and/or preferential, publicly accessible car-share service parking spots;

m. Preferential carpool parking;

n. Paid parking for non-residential uses;

o. Employer shuttles or vanpools supported by preferential parking;

p. Shuttle services offered by condominium boards and residences;

q. Varying hours of work to reduce peak-hour loads;

r. Shared parking strategies;

s. Maximum parking rates;

t. Commitment to participate in residential or workplace TOM program;

u. Technology that displays transit information; and

v. Other measures that may be identified.

2. The development of site-specific Transportation Demand Management (TOM) strategies shall consider the City of Richmond Hill's Parking and Transportation Demand Strategy for New Development, the City of Richmond Hill's Sustainability Metrics Program, and York Region's Transportation Mobility Plan Guidelines for Development Applications.

**10.4.6 PARKING**

1. Parking in the RHC will support a balanced transportation network that meets the needs of residents, businesses and visitors to the RHC while supporting a shift to more sustainable modes and limiting impact to *development*.

2. *Development* shall locate parking below grade or where it is not feasible, in structured parking in accordance with Policies 3.4.1 (47) and 3.4.1 (48) 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.

3. In addition to the direction of Policy 3.4.1 (47) of the Part 1 Plan, above-grade structured parking is also encouraged to support adaptive re-use through strategies such as taller floor to ceiling heights, flat slab construction and ramps organized to minimize impacts on usable space or support the insertion of light-wells over time to maximize long term flexibility.

4. 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 minimal physical and visual impact on sidewalks and accessible open spaces and be compact and integrated with the design of *development*. Where feasible, *development* shall provide shared access at the side and/or rear of buildings to aid in providing for these functions. Access points shall be provided through appropriate Local and

Collector Streets in a manner than minimizes interruption to pedestrian and cycling infrastructure.

5. Surface parking may be permitted as part of a phased redevelopment where a phasing plan and parking monitoring study are produced demonstrating how in subsequent phases the parking will be accommodated in underground or structured forms.

6. New *development* should encourage the use of electrified vehicles and bicycles through the inclusion of electric vehicle charging infrastructure and should design parking facilities to support the provision of additional electric vehicle charging facilities over time.

7. Where car-share services are included in *development*, they should be sited to provide convenient public access. Where phased *development* generates surface parking, such surface parking should be considered for car-share facilities on a case-by-case basis.

### 10.4.7 STRATA ARRANGEMENTS

1. Opportunities for strata arrangements, including the location of parking or utilities under parks, open space, mid-block connections or streets for an associated adjacent use will be considered on a case by case basis, in accordance with Policies 3.1.8(3) and 3.5.5(3) of the Part 1 Plan.

### 10.4.8 TRANSIT PICK-UP AND DROP-OFF

Richmond Hill Centre is intended to be a high-density transit-supportive environment where the majority of users are able to walk and bike to High Tech Station. While large, dedicated, and grade-level Pick-up and Drop-off facilities do not fit with the vision for RHC, it is expected that some Pick-up and Drop-off at transit facilities will occur, particularly during the early phases of development.

1. Large at-grade dedicated transit Pick-up and Drop-off facilities within Richmond Hill Centre are prohibited.

2. If required, publicly accessible transit Pick-up and Drop-off facilities shall be located in the base of buildings and wrapped by active uses or beneath a station-related open space.

3. Notwithstanding 10.4.8(1) to this Secondary Plan, limited transit Pick-up and Drop-off facilities associated with Bridge Station may be permitted, subject to further study and station design.

## 10.5 PARKS AND OPEN SPACE

Richmond Hill Centre's planned network of parks and urban open spaces will play a critical role in ensuring the development of a healthy, inclusive and attractive place to live, work and visit. The focus for new parks and urban open spaces in Richmond Hill Centre will be to develop urban-scaled spaces capable of supporting a broad mix of users, facilities and uses.

The Parks and Urban Open Space System includes public parks envisioned to be complemented by Urban Plazas, which are privately owned, publicly accessible open spaces. Urban Plazas should be strategically located and designed for a wide range of potential uses and amenity for the enjoyment of both the residential and employment population, complement

larger public parks, and contribute to a rich public realm experience. Urban Plazas might include courtyards, mews, and other small-scale urban public spaces, depending on the needs and opportunities on a *site*.

The varied ownership, location and size of the urban open space network will create an amenity-rich system that is key to attracting and retaining new people and investment in RHC. A key objective is to provide a public park in each Character Area, as illustrated on **Schedule 3** to this Secondary Plan, as a focus for place-making, social interaction, and neighbourhood identity.

### 10.5.1 PLANNED PARKS AND OPEN SPACE

1. The parks and urban open space system shown on **Schedule 3** to this Secondary Plan identifies the following planned parks and open space system:

    a. Urban Squares;

    b. Neighbourhood Parks;

    c. Linear Parks;

    d. Major Urban Open Space; and

    e. Woodlands.

    Parkland that has already been secured but not yet developed in the RHC is shown as Undeveloped Park on **Schedule 3**. Over time, these lands will become part of the parks and open space network.

2. *Development* should contribute to the provision of parks and open spaces conceptually shown on **Schedule 3** to this Secondary Plan through parkland dedication and other available instruments.

3. Minor adjustments to the location of parks shown on **Schedule 3** to this Secondary Plan shall not require an amendment to this Plan provided that the intent of this Plan is maintained.

4. Parkland facilities within the Utility Corridor Character Area may be limited, and all modifications or new installations must be reviewed and approved by relevant agencies.

### 10.5.2 WOODLAND AND WETLAND

The Woodland located at the southeast corner of High Tech Road and Yonge Street, as illustrated in **Schedule 3** of this Secondary Plan, is a *key natural heritage feature*, as shown in Schedule A4 to the Part 1 Plan. Furthermore, the south end of the Woodland contains a *wetland* that has not yet been evaluated to determine its significance.

1. The Woodland located at the southeast corner of High Tech Road and Yonge Street, as illustrated in Schedule A4 of the Part 1 Plan, is a *key natural heritage feature* and is subject to Part 1 Plan Section 3.2.1.2, in addition to relevant Provincial, Regional and Toronto and Region Conservation Authority regulation and policies.

2. Any proposal to change the extent, size and configuration of the Woodland will be required to provide a Natural Heritage Evaluation undertaken in accordance with Section 5.24 of the Part 1 Plan.

### 10.5.3 URBAN SQUARES

Three (3) Urban Squares are planned for RHC as shown on **Schedule 3** to this Secondary Plan. Urban Squares are highly programmed parks that provide year-round gathering spaces for urban recreational activities, cultural events, and entertainment for all residents and visitors to RHC.

1. Urban Squares are planned in the Inner Transit Core and Outer Transit Core Character Areas to provide landmark focal points adjacent to the High Tech subway station entrances within the RHC.

2. Urban Squares shall be prioritized for integration of public art.

3. *Development* on either side of the railway corridor in the vicinity of the planned Urban Squares shall be designed to preserve for the future construction of the Urban Squares, including over the rail corridor where deemed to be feasible.

### 10.5.4 NEIGHBOURHOOD PARKS

Three (3) Neighbourhood Parks are planned for RHC, as shown on **Schedule 3** to this Secondary Plan, and will function as local parks.

1. Neighbourhood Parks are planned to be located within *walking distance* to where people live, work and take transit.

2. Each Neighbourhood Park is encouraged to have its own distinct characteristic, reflecting the existing or planned context and providing a combination of passive and active recreational opportunities.

3. Neighbourhood Parks are local-serving greenspaces providing amenity to the immediate community, as described in further detail in Policy 3.4.4(11) of the Part 1 Plan.

### 10.5.5 LINEAR PARKS

Linear Parks planned in RHC 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 encouraged to facilitate pedestrian and cycling connections between streets and destinations such as *commercial* and *retail* areas and transit stations;

2. Linear parks shall be used to add to the connectivity of the broader parks and urban open space system; and

3. The minimum width of linear parks shall be 15 metres to provide for appropriate active transportation and recreation opportunities.

### 10.5.6 MAJOR URBAN OPEN SPACE

Over the long-term, the existing City-owned 6-hectare stormwater management pond located at the northeast corner of Highway 7 and Yonge Street is envisioned to be transformed to become part of the urban open space system. This new Major Urban Open Space will include passive recreational opportunities, enhanced ecological functions, and habitat opportunities, while maintaining the current stormwater management and hydro transmission functions.

1. The Major Urban Open Space will contribute to the *Greenway System* and provide a naturalized and enhanced setting for the existing stormwater management pond and hydro transmission functions.

2. The Major Urban Open Space will provide habitat for plants and animals and accessible open space, passive recreational amenities and secondary uses that are compatible with the area's stormwater management and ecological functions as well as hydro transmission functions.

### 10.5.7 URBAN PLAZAS (PRIVATELY OWNED, PUBLICLY ACCESSIBLE OPEN SPACES)

Urban Plazas are a key component to enhancing the identity and connectivity of RHC. Over time, these spaces are intended to function as spaces for gathering, wayfinding, and mid-block connections.

1. Urban Plazas should be strategically located and designed for a wide range of potential uses and amenity for the enjoyment of both the residential and employment population.

2. In addition to the direction of Policy 3.4.4(14) of the Part 1 Plan, where multiple Urban Plazas are planned in close proximity to each other, opportunities to coordinate their design and landscape treatment should be explored.

## 10.6 COMMUNITY SERVICES AND FACILITIES

Community infrastructure such as schools, libraries, daycares, and recreation facilities are essential to create a healthy and complete urban community. In Richmond Hill Centre, flexible and creative approaches to the location and design of such facilities will be needed to ensure that this infrastructure fits within the dense urban context of the downtown.

### 10.6.1 GENERAL POLICIES

1. Community facilities in RHC should be accessible from pedestrian, cycling, and transit networks, and should be highly visible within the community.

2. The City will encourage community uses to be accommodated in a more compact urban form in accordance with Policy 3.1.7(4) of the Part 1 Plan and shall be encouraged to co-locate on a site or within a building.

3. The City shall consider establishing at least one multi-service community hub within RHC which provides access to a range of community services and facilities, such as health care and social services, resident and group meeting spaces, youth programs and language and settlement services for residents within RHC and from across the city and region.

4. Collaboration and partnerships between *development* proponents, public agencies, and community service providers to establish or expand community service facilities shall be encouraged.

### 10.6.2 SCHOOLS

1. The number of schools required in RHC is subject to the ultimate size and make-up of the residential population. **Schedule 3** to this Secondary Plan identifies two priority areas for schools. Additional school areas beyond those identified in **Schedule 3** may be identified as this Secondary Plan is implemented, without amendment to this Secondary Plan.

2. The precise location, size and phasing of any school site shall be determined in consultation with the School Boards.

3. The City will promote that schools within the RHC be built to an urban standard that optimizes the use of land, consistent with the policies or requirements of the respective School Board.

4. Strategies to optimize use of land may include but are not limited to:

    a. Integrating schools within *development*;

    b. Building multi-storey schools;

    c. Minimizing parking and pick up/drop off areas; and

    d. Co-locating schools with compatible community uses such as daycare facilities.

## 10.7 HOUSING

Richmond Hill Centre is envisioned as a desirable and inclusive place with housing options that meet the needs of a full range of households and income levels. As a dense urban centre, the predominant housing typology throughout most of RHC will be in *high-* and *mid-rise* apartment form, with some lower scaled buildings.

Housing variety in RHC will be encouraged through the development of both owned housing and purpose-built rental housing, a variety of unit sizes that respond to the needs of a range of household types and life stages, and a range of levels of affordability.

### 10.7.1 HOUSING POLICIES

1. A full range of housing in terms of tenure, unit sizes, and affordability will be encouraged in the RHC to provide for the housing needs for a diversity of households, including for low- and moderate-income households, older residents, and residents with special needs.

2. A minimum of 35 per cent of all new residential units shall be *affordable*, according to the definition of affordability in York Region. Affordable housing will be provided through the applicable legislative framework, and may be achieved through community benefits charges, and/or Inclusionary Zoning, where applicable.

3. In accordance with the Minister's Zoning Order for the Richmond Hill Centre Transit Oriented Community lands, policy 10.7.1.2 shall not apply to lands that are subject to Ontario Regulation 344/22 as shown on Schedule 2 of the Plan. Notwithstanding this exemption, development on these lands will be encouraged to provide affordable ownership and purpose-built rental housing units to the greatest extent possible.

4. To support the needs of a diverse range of household types, *development* containing 20 or more new residential units shall achieve a mix of unit types. A minimum of 5 per cent of the total number of units shall have at least 3 bedrooms.

5. Purpose-built rental housing, including *affordable* purpose-built rental housing will be encouraged in the RHC.

## 10.8 SERVICING, STORMWATER AND DISTRICT ENERGY

Richmond Hill Centre will be planned as a resilient complete community that reduces environmental impacts by combining sustainable planning, servicing, building, design, and *low impact development (LID)* practices with a commitment to a more mixed-use, transit-supportive environment and by implementing the goals and actions of the City of Richmond Hill's Environmental Strategy and Community and Energy Emissions Plan.

The Richmond Hill Urban Master Environmental Servicing Plan study completed in 2014 identified no current servicing challenges in the RHC. Development and planning for RHC will need to be aligned with the outcomes of future updates to the Urban Master Environmental Servicing Plan (Urban MESP).

### 10.8.1 SERVICING AND STORMWATER POLICIES

1. All *development* applications in Richmond Hill Centre are required to achieve Silver or Gold scores per the requirements of the City of Richmond Hill's Sustainability Metrics Program.

2. All servicing shall be designed at a minimum in accordance with City design standards. *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.

3. *Development* shall have adequate regard for sustainable water conservation technologies and *low impact development (LID)* measures for stormwater volume control in accordance with the City's Urban MESP.

4. Should servicing networks including key components of the buried municipal *infrastructure* be impacted by the detailed design of the planned High Tech Station, the base function of all existing *infrastructure* will be restored in all instances where elements of the *infrastructure* need to be realigned or relocated.

### 10.8.2 ENERGY

District Energy Systems (DES) locally produce and distribute energy to multiple buildings within a confined geographic area. A DES can supply thermal energy (heating and cooling), electricity, or a combination of both. Generally, DES are optimized in high density communities with compact land-use patterns. The planned and use concept for the RHC provides an opportunity for a successful DES. The City of Richmond Hill's Community and Energy Emissions Plan (CEEP) recommends that as Richmond Hill grows, connections to district energy should be required. The following policies are intended to support the development of a DES in RHC through the *development* process.

1. *Development* applications in RHC will be encouraged to demonstrate how a building is or can be made "District Energy Ready", including such considerations as:

    a. Providing adequate space at or below ground level for energy transfer stations;

    b. Ability to supply thermal energy from ground level;

    c. Provision of an easement between mechanical rooms and the property line for thermal piping;

    d. Use of low temperature hydronic heating systems compatible with district energy systems; and

    e. Appropriate thermal energy metering.

2. Collaboration and partnerships will be encouraged between *development* proponents, public agencies, and utility providers to develop and implement a District Energy Plan, Energy Strategy and/or equivalent plan for multi-unit development.

3. Where required and feasible, the City shall grant easements for district energy *infrastructure* across City-owned lands and rights-of-way.

## 10.9 Implementation

### 10.9.1 ALIGNING DEVELOPMENT WITH INFRASTRUCTURE

1. Where appropriate, staging or phasing of development may be required, in accordance with Policy 3.1.9.1 of the Part 1 Plan, where infrastructure improvements are necessary to service anticipated growth.

### 10.9.2 DEVELOPMENT APPLICATION REQUIREMENTS AND REVIEW

1. *Development* will be required to submit a concept plan in accordance with Policy 5.2.4 of the Part 1 Plan that also describes how the development will:

    a. Demonstrate its contribution towards the achievement of the minimum non-residential use of total gross floor area prescribed by Character Area, if applicable, as well as the number of jobs produced through the *development*;

b. Contribute to the planned maximum density of the Character Area, accounting for any other existing, planned and approved development within the Character Area;

c. Address the directions of Section 10.4.3 of this Secondary Plan, Mid-Block connections, where applicable;

d. Contribute to the parks and open spaces shown conceptually on **Schedule 3** of this Secondary Plan, where applicable; and

e. Where a school area is identified in this Plan, through the development approvals process, the school location and size within a development block must be demonstrated.

### 10.9.3 ELEANOR CIRCLE

1. Notwithstanding other policies of this Plan, only existing Single Detached Dwellings may be permitted in the area identified as Eleanor Circle in **Schedule 6** to this Secondary Plan.

2. Notwithstanding Policy 10.9.3(1) of this Secondary Plan, the Eleanor Circle lands may be developed in accordance with the policies of this Plan subject to satisfying the following criteria:

    a. The assembly of all lands comprising the Eleanor Circle area as shown on **Schedule 6A** to this Secondary Plan to create a single development block for the purposes of submitting complete development applications under the Planning Act necessary to effect the comprehensive development of the site (e.g. Zoning Amendment, Site Plan and Condominium approval);

    b. For the purposes of Policy 10.9.3(2a) above, assembly is defined as the acquisition of the single Development Block by a 1) single owner; or 2) multiple owners entering into an agreement amongst each other sufficient to enable the submission of *development* applications applying to the entire Development Block as a single entity.

3. Should the lands comprising the Eleanor Circle area redevelop as described in Policy 10.9.3(2), Policy 10.9.3(1) of this Secondary Plan shall cease to apply, effective on the date that the implementing zoning amendment comes into effect permitting the development of the Eleanor Circle lands as per the policies of this plan.

### 10.9.4 MONITORING

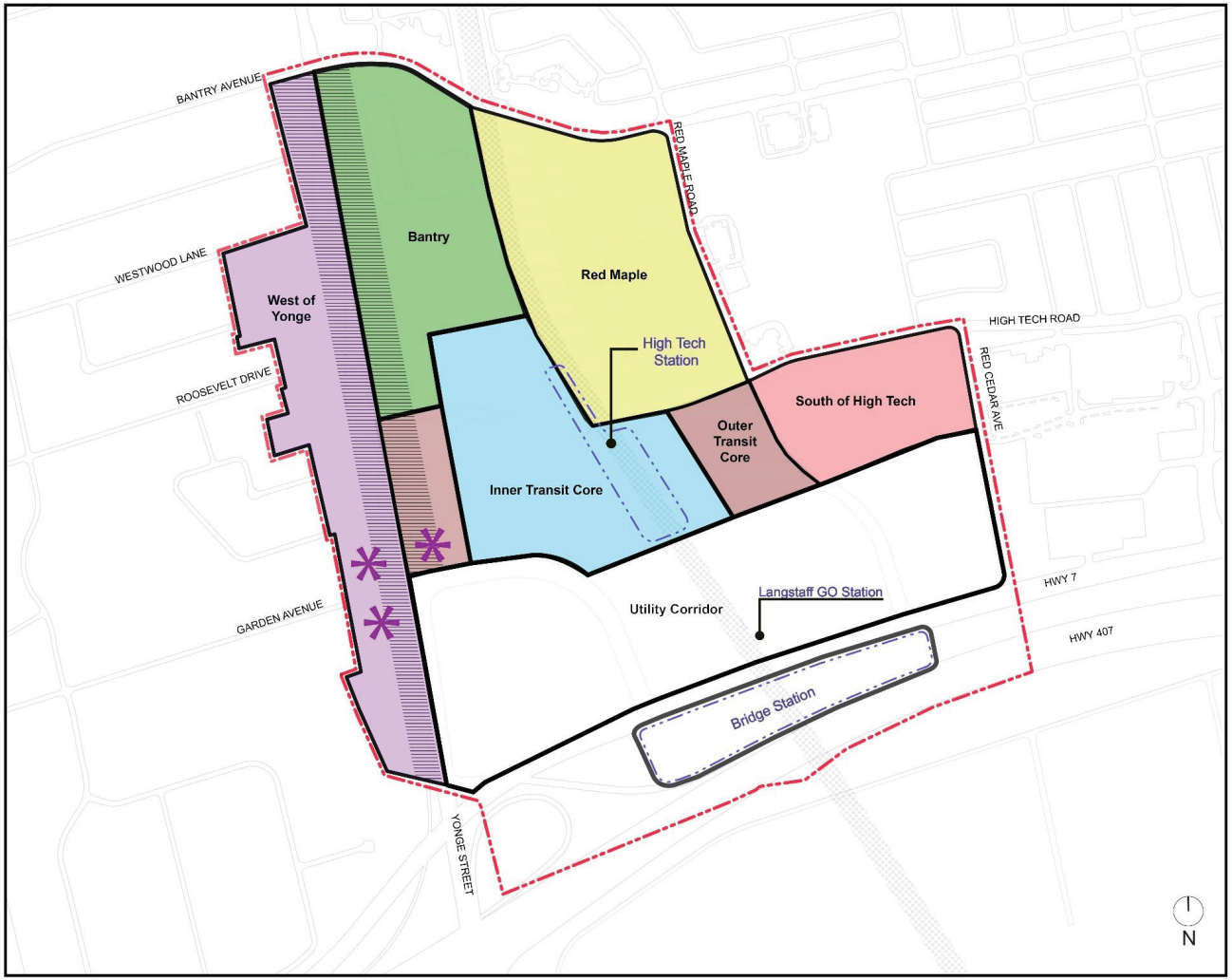
1. Over time, the City shall develop an approach to monitoring key statistics for RHC to understand its growth and development, which may include:

    a. Population and employment growth;

    b. The density distribution shown on **Schedule 2** of this Secondary Plan;

    c. The mix of uses;

    d. The amount, range, and size (gross floor area) of non-residential uses;




## Legend

- Yonge Street Sub-character Area
- Rail Corridor
- RHC Gateway Sites
- Richmond Hill Centre Secondary Plan Area

NOTE:
The information provided in this Schedule constitutes an 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 City cannot warrant its accuracy, currency and completeness. Interested parties are therefore urged to make inquiries with the City of Richmond Hill Planning And Regulatory Services Department to ensure that the information depicted in this Schedule is accurate, current and complete in all respects.

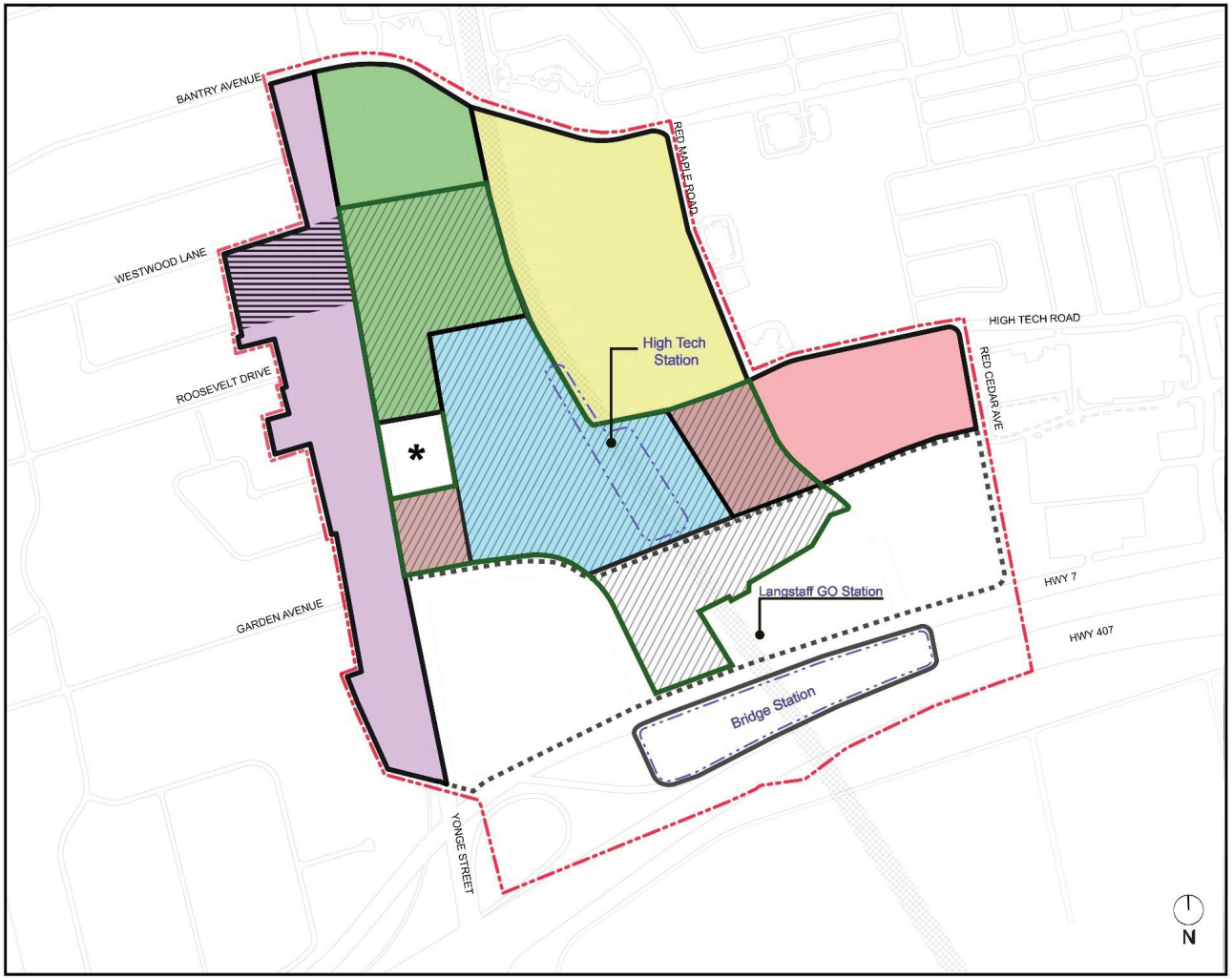
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Richmond Hill

Planning and Infrastructure Department

Richmond Hill Centre Secondary Plan
**Character Areas and Gateways**
Schedule 1




# Legend

| Minimum - Maximum Character Area Density | Minimum FSI | Maximum FSI |
|---|---|---|
| Bantry | 2.5 | 4 |
| Inner Transit Core | **Refer to O.Reg. 344/22** | |
| Outer Transit Core | **Refer to O.Reg. 344/22** | |
| Red Maple | 2.5 | 5.5 |
| South of High Tech | 2.5 | 4.5 |
| West of Yonge | 2.0 | 3.0 |

Subject to Ontario Regulation 344/22, April 2022

Subject to Chapter 6 of the Part 1 Plan

* Existing Woodland

Utility Corridor

Richmond Hill Centre Secondary Plan Area

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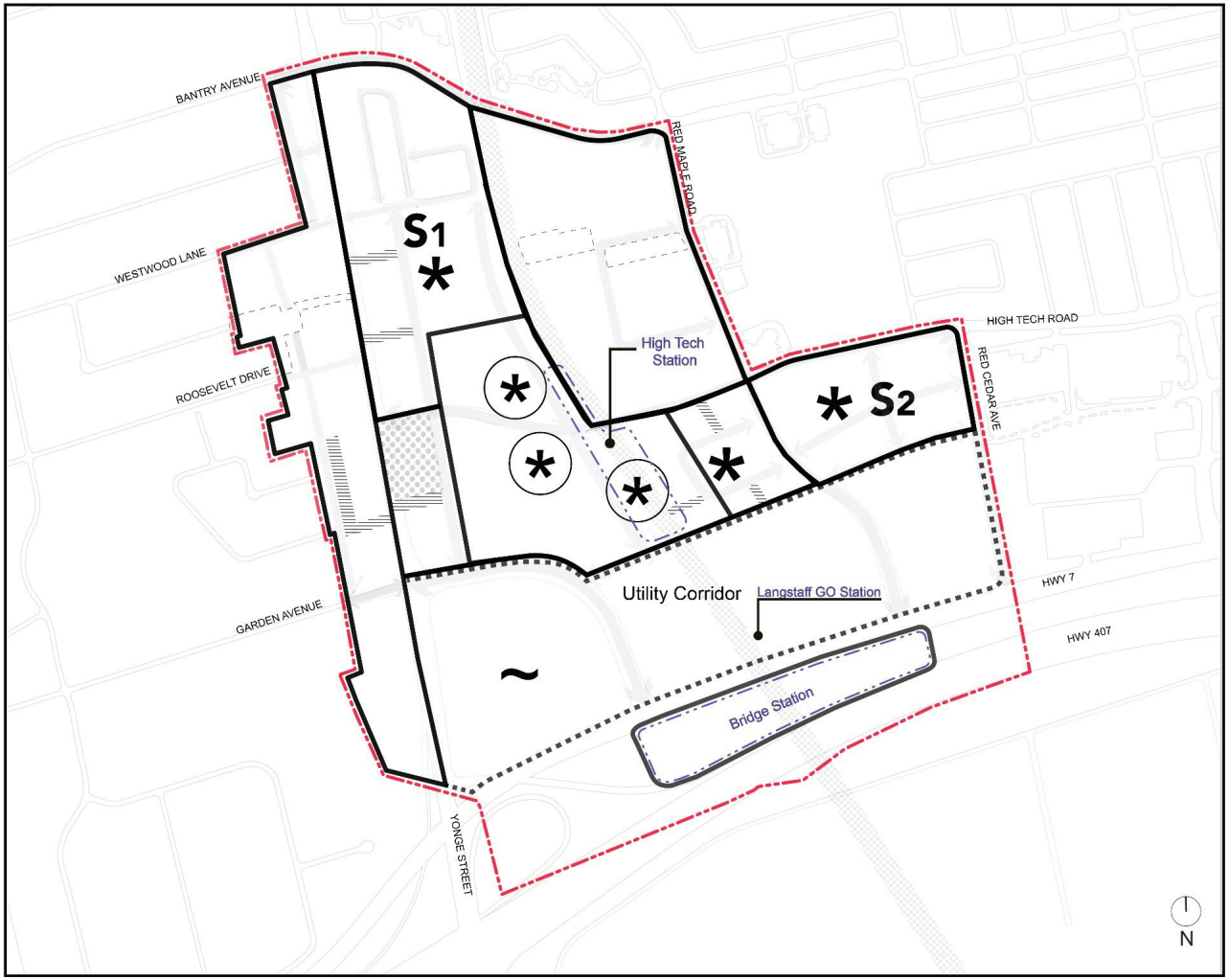

Richmond Hill

Planning and Infrastructure Department

Richmond Hill Centre Secondary Plan

**Density**

Schedule 2




## Legend

- Neighbourhood Parks
- Linear Parks
- Urban Squares
- Major Urban Open Space
- Woodland
- Undeveloped Park
- School Area
- Character Area Boundaries
- Rail Corridor
- Richmond Hill Centre Secondary Plan Area

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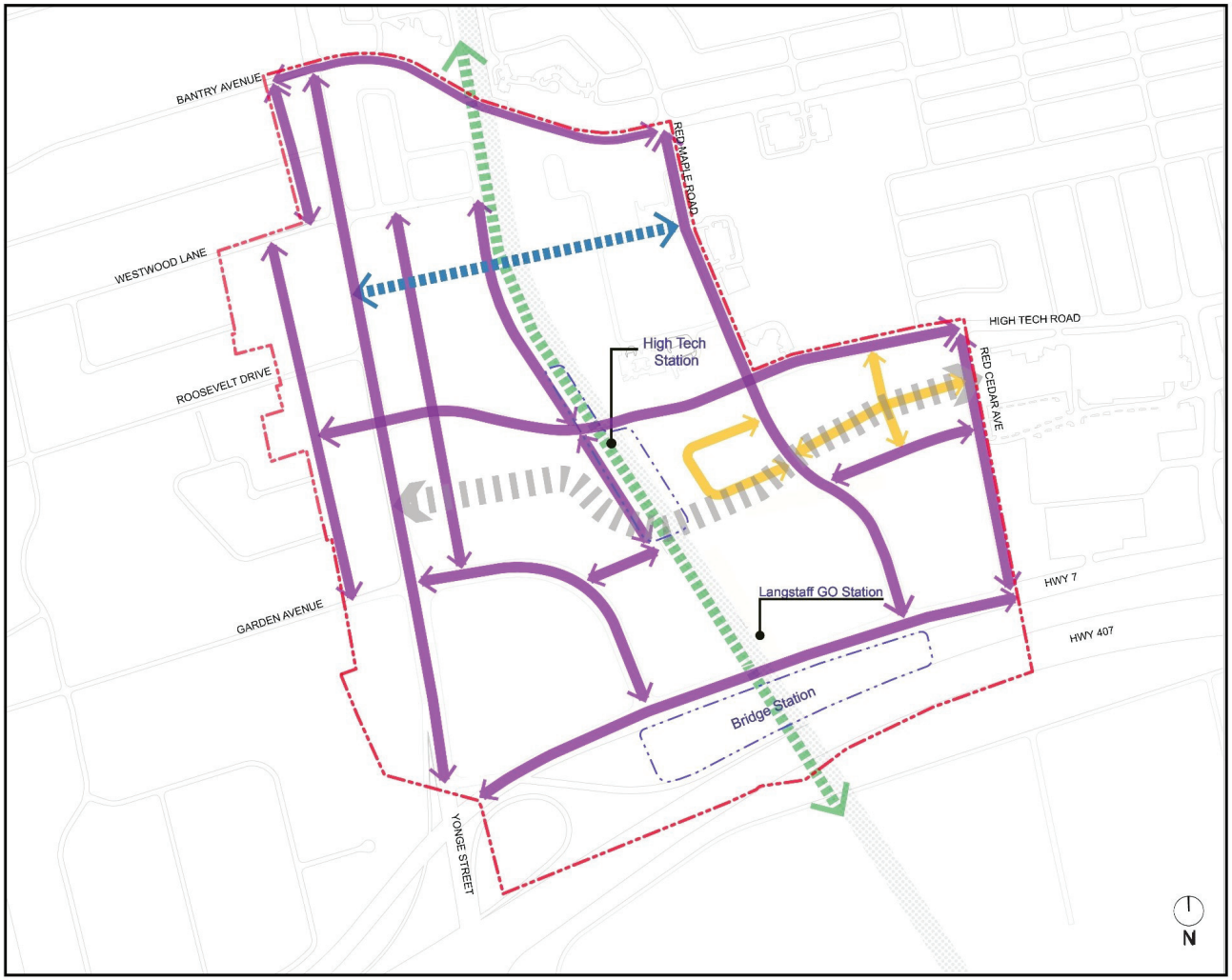

Richmond Hill

Planning and Infrastructure Department

Richmond Hill Centre Secondary Plan

**Open Space Network and School Areas**

Schedule 3




## Legend

- North - South Pedestrian and Cycling Spine
- Central East - West Pedestrian and Cycling Spine
- Northern East - West Pedestrian and Cycling Spine
- Protected Bicycle Facilities
- Conventional Bicycle Lanes
- Rail Corridor
- Richmond Hill Centre Secondary Plan Area

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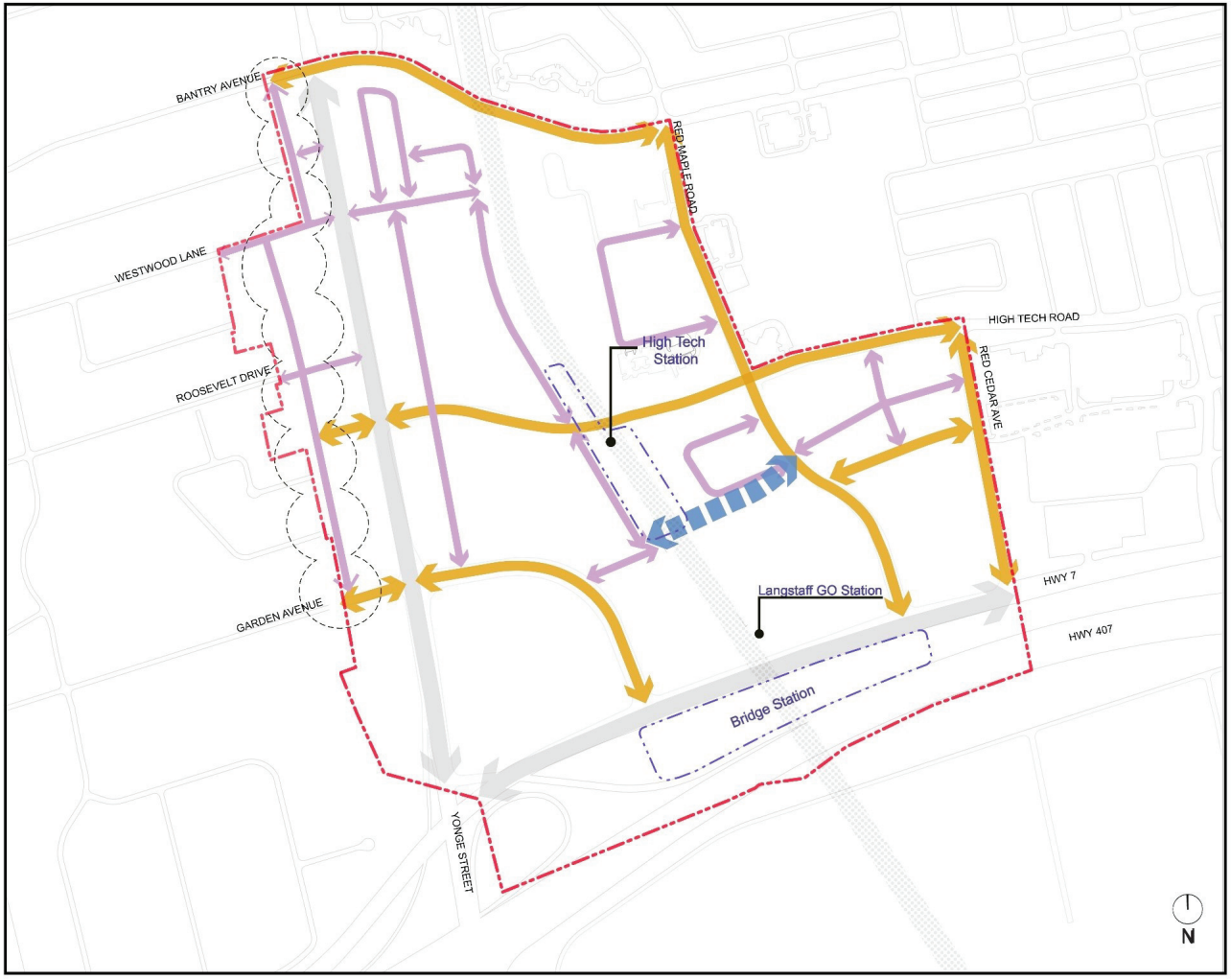
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Richmond Hill

Planning and Infrastructure Department

Richmond Hill Centre Secondary Plan
**Proposed Active Transportation Network**
Schedule 4




## Legend

- Local Streets
- Collector Streets
- Conceptual alignment of North-South street west of Yonge Street - *subject to further study*
- Arterial Streets
- Potential Multi-modal Connection
- Rail Corridor
- Richmond Hill Centre Secondary Plan Area

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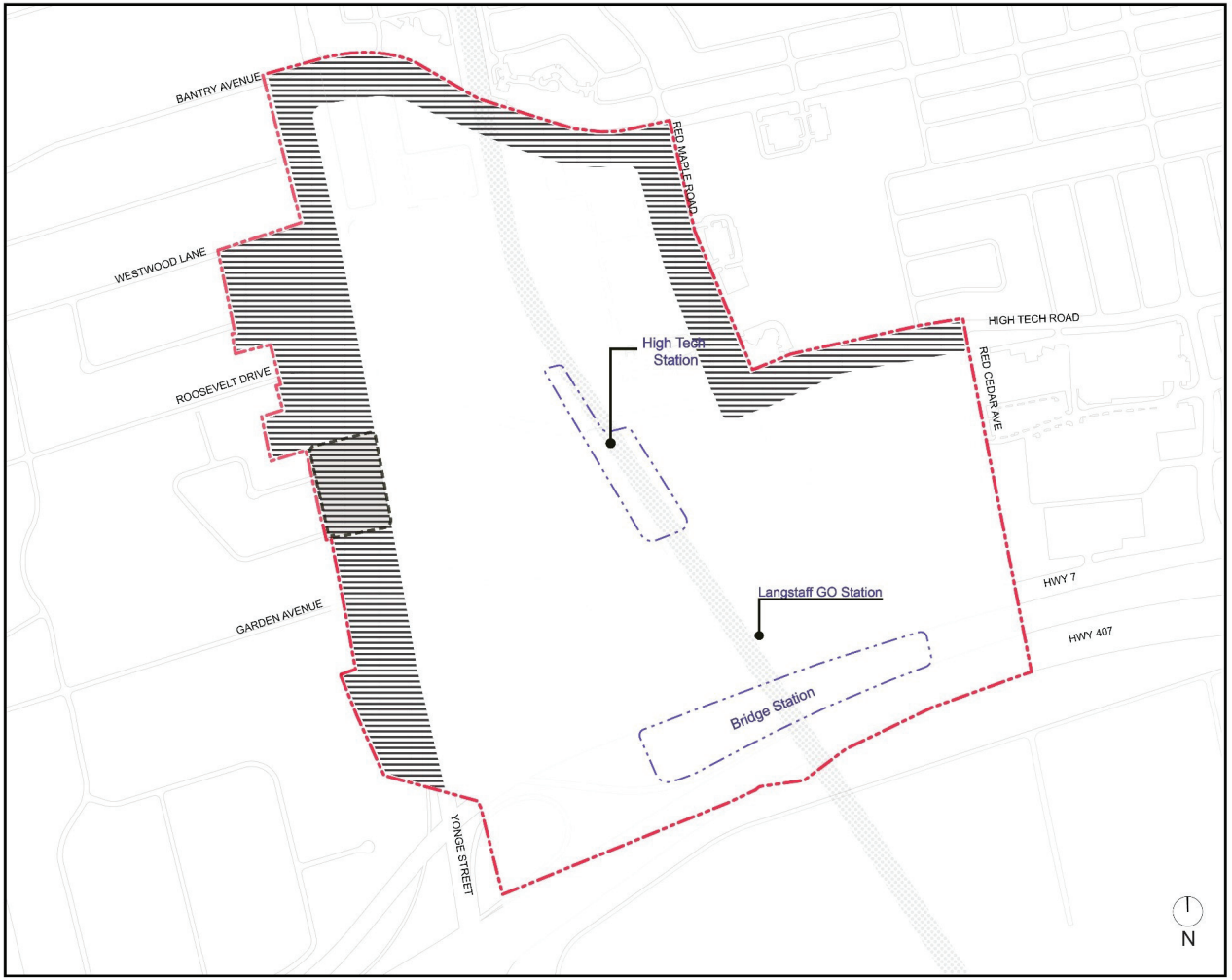
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Richmond Hill

Planning and Infrastructure Department

Richmond Hill Centre Secondary Plan
**Proposed Street Network**
Schedule 5




## Legend

- Transition Areas
- Eleanor Circle (See Schedule 6A)
- Rail Corridor
- Richmond Hill Centre Secondary Plan Area

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Richmond Hill

Planning and Infrastructure Department

Richmond Hill Centre Secondary Plan
**Transition**
Schedule 6




## Legend

Eleanor Circle
(Refer to Secondary Plan Policy 10.9.3)

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Richmond Hill

PLANNING & REGULATORY SERVICES DEPARTMENT

Richmond Hill Centre Secondary Plan
**Eleanor Circle**
Schedule 6A

# 12

# YONGE AND BERNARD KEY DEVELOPMENT AREA

# 12 YONGE/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 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.

## 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. *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 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 or 4 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. 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.

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### 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 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.

**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.

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, 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(57) 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.
5. Notwithstanding Policy 3.4.1(58) 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 12.2.4.1 (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 Policies 3.4.1(55) 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 4.4.1(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 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 4.4.1(3) does 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 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.

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 Policy 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 Policy 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.

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.

    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

    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 a 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;

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.

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:

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;

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 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.

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.

d. Enhanced streetscape components as per Section 12.3.4.

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 provided it can be demonstrated that the same functions of public access, continuity, and municipal standards can be achieved.

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 Sections 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 Policy 12.4.4.2(1) and is designed in accordance with Policy 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 Policy 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.

### 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 Policies 3.4.1(47) and (48) 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 4.4.3(3)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 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.

### 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 19th Avenue)

c) Leslie Street road widening (19th 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) 19th 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 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[1]) along with the proposed *development* is:** | **And, the Regional Projects (a-f) listed above are constructed** | **And, the KDA & Yonge Corridor minimum modal split[2] is…** | **And the minimum modal splits[2] along Bayview and Bathurst corridors are…** | **And, Regional Project (g)[3] listed above is included in the Region of York Capital Plan:** |
|---|---|---|---|---|---|
| A | Under 10,400 | n/a | n/a | n/a | n/a |

| | | | | | |
|---|---|---|---|---|---|
| | residents and jobs combined. | | | | |
| 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. | √ |

[1] "Approved development means development for which a building permit has been issued by the City to allow construction to proceed.

**[2]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.

**[3]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 Section 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.

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.

**Commented [A29]:** 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.

## 12.6 SITE SPECIFIC EXCEPTIONS

The following exceptions to policies in the Yonge and Bernard Key Development Area Secondary Plan and additional policies apply to the lands as identified on Schedule 1 as "Exceptions" and are as follows:

#### 12.6.1 TSMJC LANDS - 10909 YONGE STREET

On the lands located at **10909 Yonge Street** in the City of Richmond Hill known as the TSMJC lands and located in the southeast quadrant of the Bernard KDA, the following policies shall apply to the lands.

1. Notwithstanding Policy 12.2.1(2), the following policy shall apply:

   *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 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 15% gross floor area can be satisfied within each building or within one single building, or any combination thereof.*

2. Notwithstanding Policy 12.2.1(4), the following policy shall apply:

   *Development on lands with existing non-residential uses such as retail, office, community, or commercial uses, including drive-thru facilities, shall ensure that the amount of gross leasable floor area that has been devoted to those uses as of November 2017 is generally maintained, in accordance with the implementing zoning, in order to enhance and support the mixed-use focus of the area.*

3. Notwithstanding Policy 12.2.3(3), the following policy shall apply:

   *Where a property boundary spans more than one density category, 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, and the resulting density can be*

*applied anywhere on the property with the transfer from the lower density area to the higher density area, unless otherwise permitted in the implementing zoning by-law, and recognizing that a portion of a property may have a resulting density less than and/or greater than the density applicable to that portion.*

4. In addition to policies in Section 12.2.3, the following policy shall apply:

   *Additional density may be considered on lands within the quadrant where the Bernard Bus Terminal is developed to allow the transfer of unused net density from the lands conveyed for the terminal, to the adjacent lands within the quadrant.*

5. Notwithstanding Policy 12.2.4.1(6), the following policy shall apply:

   *Mid-rise buildings with habitable windows for residential and office/commercial or institutional uses, 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.*

6. Notwithstanding Policy 12.2.4.2(3), the following policy shall apply:

   *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 ensures adequate sunlight for plant growth and comfortable public recreational use in the park during the spring and summer seasons (March to September).*

7. In addition to policies in Section 12.3 the following policy shall apply:

   *Stratification of parks may be considered in accordance with Policy 3.1.8(3)(i) of the Official Plan.*

8. In addition to Policy 12.3.2(2)(c) the following sub-policy applies:

   *Minor modifications to the minimum widths may be considered without amendment to the Plan through the site specific development process within each quadrant where additional public park space is provided elsewhere adjacent to the linear park as part of the overall public park space requirements on a property.*

9. In addition to policies in Section 12.3.3 the following policy shall apply:

   *Urban Plazas may provide for public access over the privately-owned open space and be considered towards parkland conveyance in accordance with Policy 3.1.8(3)(j) of the Official Plan.*

10. Notwithstanding Policy 12.3.4(2)(a), the following policy shall apply:

    *An amenity zone, may include enhanced tree plantings, street furniture, enhanced lighting, bio-swales, and/or other enhanced landscape plantings, as appropriate.*

11. Notwithstanding Policy 12.4.4.2(7)(a), the following policy shall apply:

*The use of a stratified public street or private street for such purpose; is approved by Council through an agreement or a Council approved policy is in effect;*

12. Notwithstanding Policy 12.4.8(2), the following policy shall apply:

*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 or structured parking within a building podium in accordance with Policies 3.4.1(47) and (48) 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. It is recognized that phased development of large parcels may require the continuation of interim surface parking.*

*13.* Notwithstanding Policy 12.5.4.2(2), the following policy shall apply:

*The lifting of the "H" will be subject to a requirement that prior to the approval of any proposed new development, the proponent demonstrates to the satisfaction of Council that a mix of land uses is provided on the site, including plans that illustrate 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.*

### 12.6.2 NEC LANDS - 11005 YONGE STREET

On the lands located at **11005 Yonge Street** in the City of Richmond Hill, known as the NEC lands and located in the northeast quadrant of the Bernard KDA, the following policies shall apply to the lands.

1. Notwithstanding Policy 12.2.1(2), the following policy shall apply:

*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 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 15% gross floor area can be satisfied within each building or within one single building, or any combination thereof.*

2. Notwithstanding Policy 12.2.1(4), the following policy shall apply:

*Development on lands with existing non-residential uses such as retail, office, community, or commercial uses, including drive-thru facilities, shall ensure that the amount of gross leasable floor area that has been devoted to those uses as of November 2017 is generally maintained, in accordance with the implementing zoning, in order to enhance and support the mixed-use focus of the area.*

3. In addition to policies in Section 12.2.3 the following policy applies:

*The transfer of density from lands within a quadrant, that have been approved for a density less than the maximum as identified and permitted on Schedule 2, may be considered so long as the overall density for the quadrant is not exceeded and all other requirements of the Plan are met.*

4. Notwithstanding Policy 12.4.4.2(7)(a), the following policy shall apply:

   *The use of a stratified public street or private street for such purpose; is approved by Council through an agreement or a Council approved policy is in effect;*

5. In addition to policies in Section 12.4.5 the following policy shall apply:

   *In the northeast quadrant, a private road may be permitted where a public road is shown on* ***Schedule 4****, with a public easement for access for vehicles, pedestrians, and cyclists. The design of the private road shall be addressed to the City's satisfaction through the site plan process.*

6. Notwithstanding the preamble in Section 12.4.8 the following preamble shall apply:

   *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. Reductions in parking rates and related requirements within the Bernard KDA that are supported through TDM measures as provided in Section 12.4.3 may be considered as well as reductions to parking rates for affordable housing units.*

**12.6.3 DIPEDE LANDS**

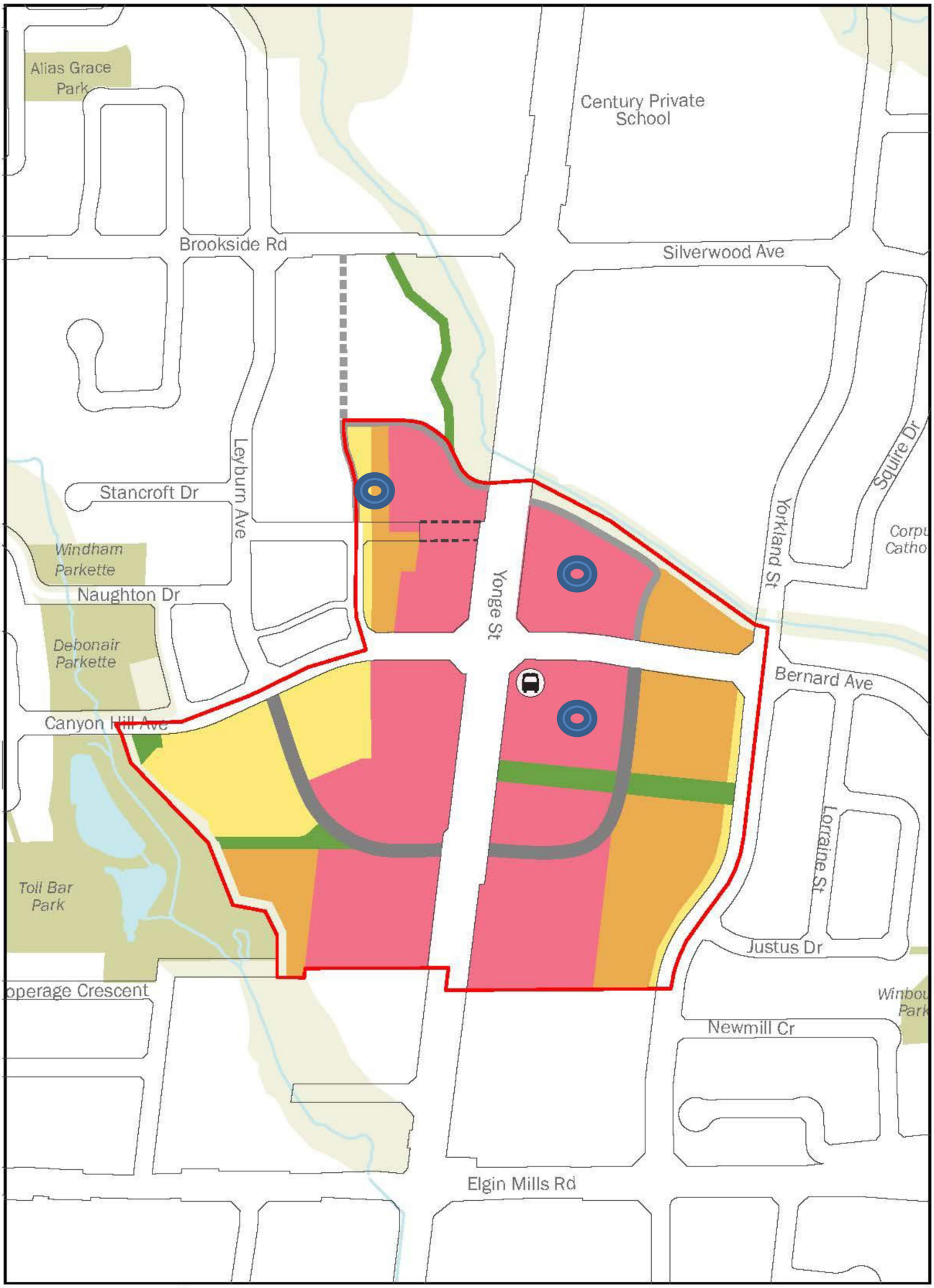
On the lands located at 16 Naughton Drive in the City of Richmond Hill, known as the DiPede lands, and located in the northwest quadrant of the Bernard KDA, the following amended and new policies shall apply to the lands.

1. Notwithstanding Policy 12.2.2(1), the following policy shall apply:

   *The maximum 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. Minor adjustments to the maximum 3 storey height limit and/or the minimum 4 storey height requirement may be considered where a property boundary crosses more than one Character Area designation and in accordance with all policies in Section 12.2.4.*

2. In addition to the policies of Section 12.2.4.1 as the following policy shall apply:

   *Notwithstanding the maximum height in the Neighbourhood Edge Character Area, new buildings that cross the boundaries of more than one Character Area may be permitted up to a maximum of 4 storeys within a portion of the site designated Neighbourhood Character Area, in accordance with all policies in Section 12.2.4.*




RICHMOND HILL
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**CHARACTER AREAS**

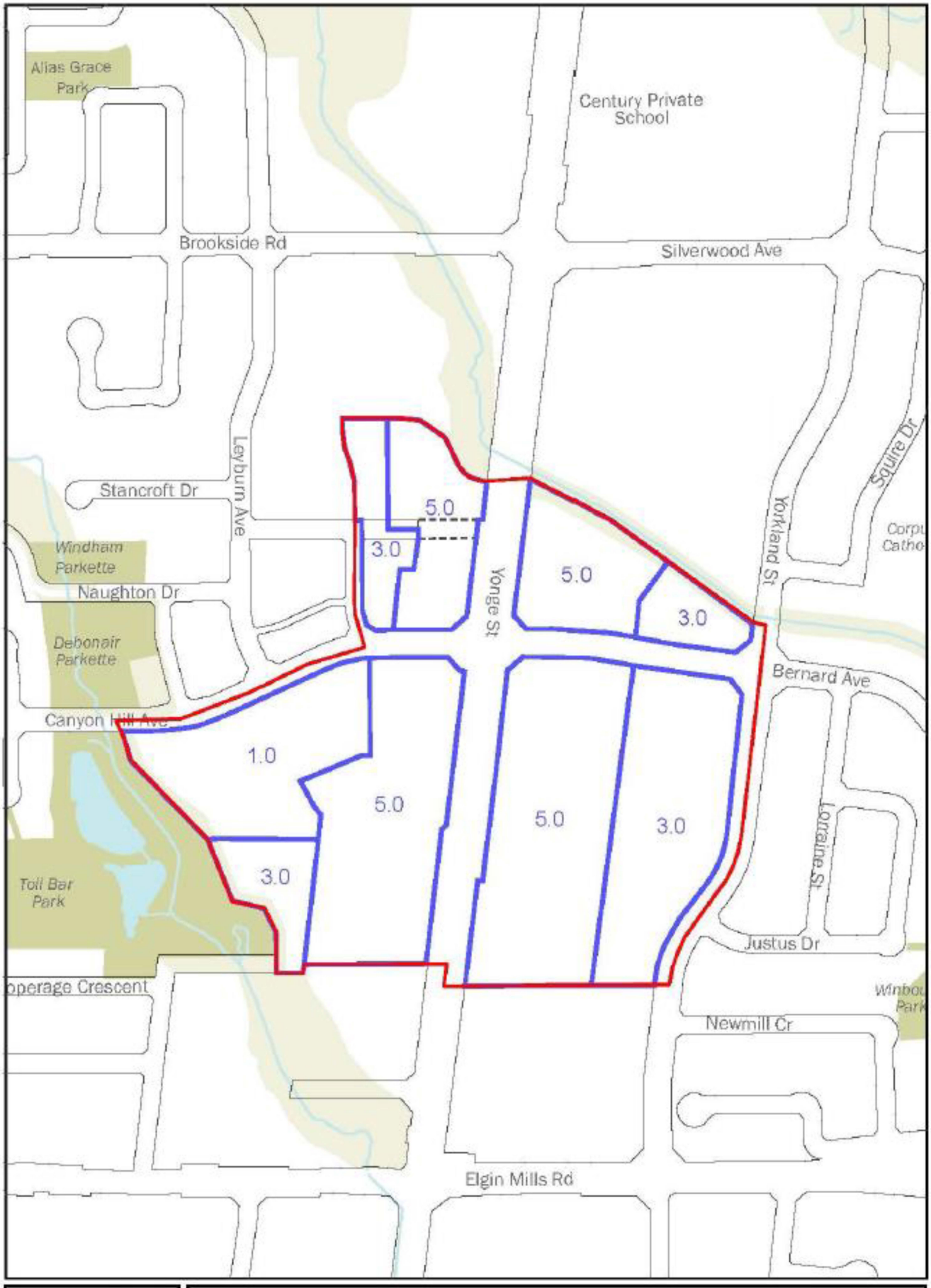
**SCHEDULE 1**

LEGEND

- KDA Development Block
- Greenway System
- Existing Park
- Linear Park/Park Expansion
- Existing Bernard Bus Terminal (See Policy 12.4.2(3))
- Naughton Drive Restricted Access
- Exceptions (See Section 12.6)
- Planned Local Street
- Planned Local Street - alignment to be confirmed
- Planned Collector Street
- Neighborhood Edge
- Interior Character Area
- Corridor Character Area

NOTE:
The information provided in this Schedule constitutes an 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 site constraints and changes that occur over time, the City cannot warrant its accuracy, currency and completeness. Interested parties are therefore urged to make enquiries with the City of Richmond Hill Planning and Regulatory Services Department to ensure that the information depicted in this Schedule is accurate, current and complete in all respects.

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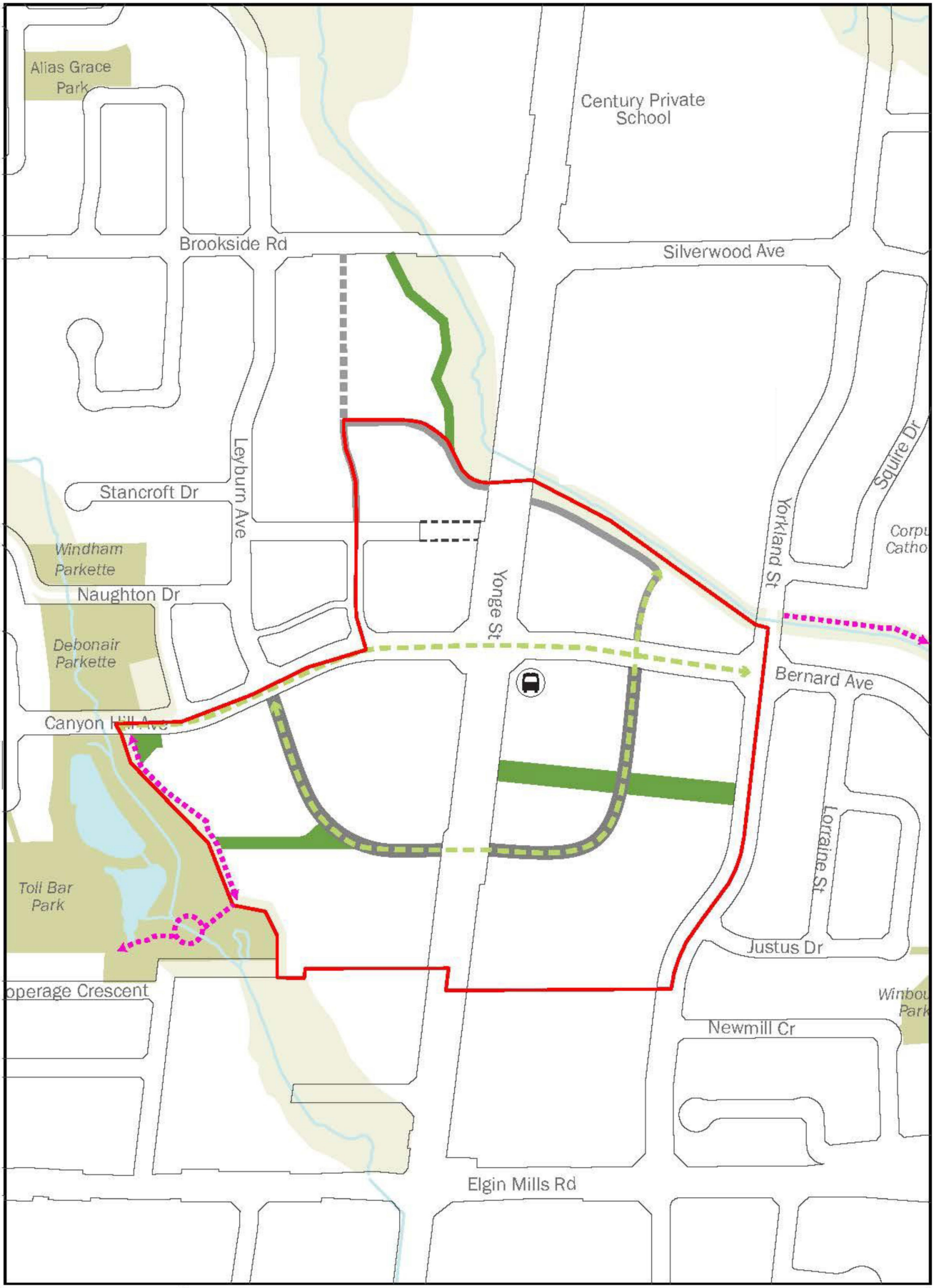
**DENSITY**

**SCHEDULE 2**

LEGEND

- KDA Development Block
- Greenway System
- Existing Park
- Naughton Drive Restricted Access
- Boundary of density category area with maximum FSI

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RICHMOND HILL
Yonge/Bernard KDA
Secondary Plan

**OPEN SPACE**

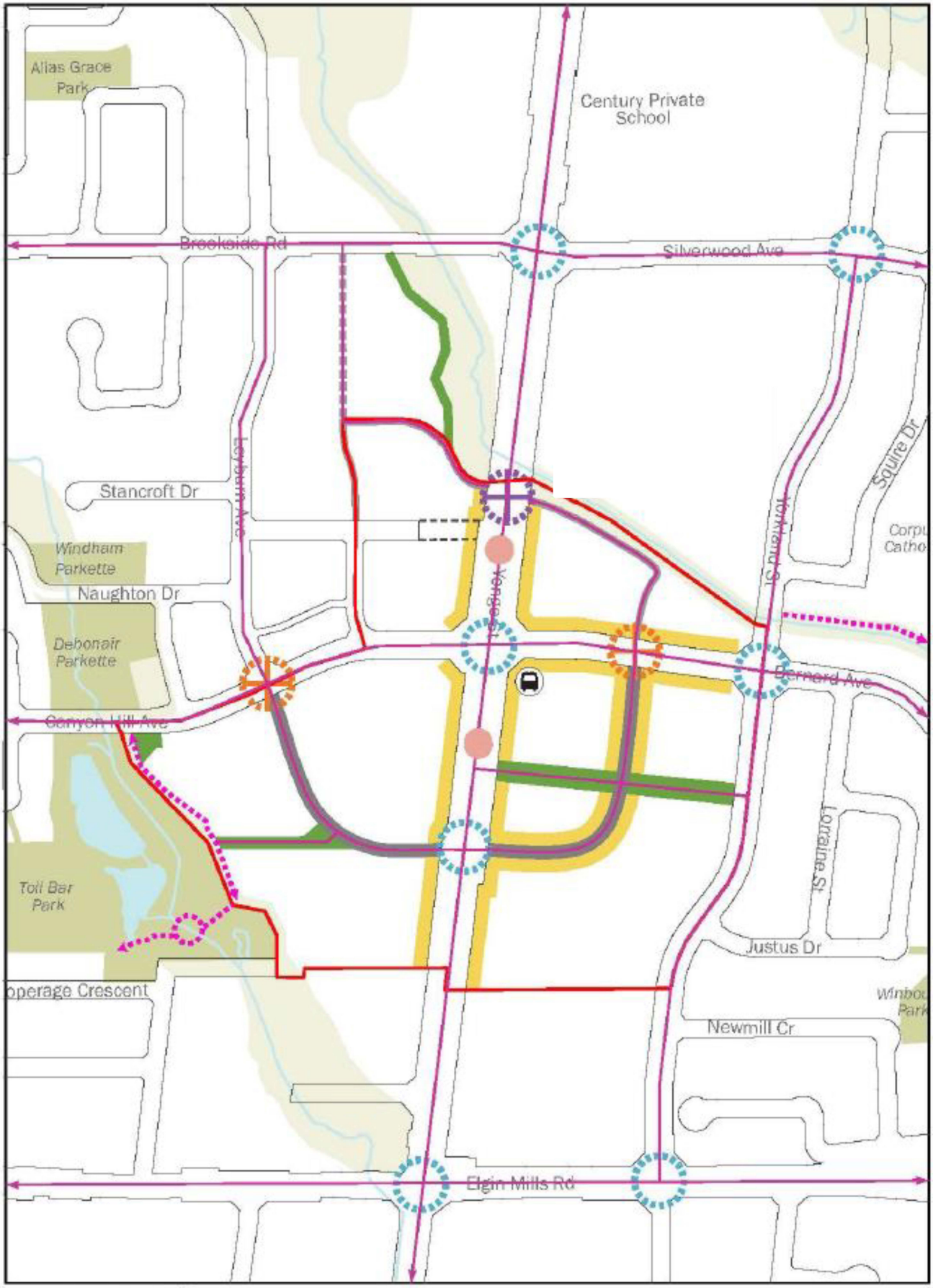
**SCHEDULE 3**

LEGEND

- KDA Development Block
- Greenway System
- Existing Park
- Linear Park/Park Expansion
- Existing Bernard Bus Terminal (See Policy 12.4.2(3))
- Naughton Drive Restricted Access
- Planned Local Street
- Planned Local Street - alignment to be confirmed
- Planned Collector Street
- Enhanced Streetscape
- Potential Trails
- Potential New Bridge Connections

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RICHMOND HILL
Yonge/Bernard KDA
Secondary Plan

**STREETS**

**SCHEDULE 4**

LEGEND

- KDA Development Block
- Greenway System
- Existing Park
- Linear Park/Park Expansion
- Existing Bernard Bus Terminal (See Policy 12.4.2(3))
- Bus Rapidway Transit Station
- Naughton Drive Restricted Access

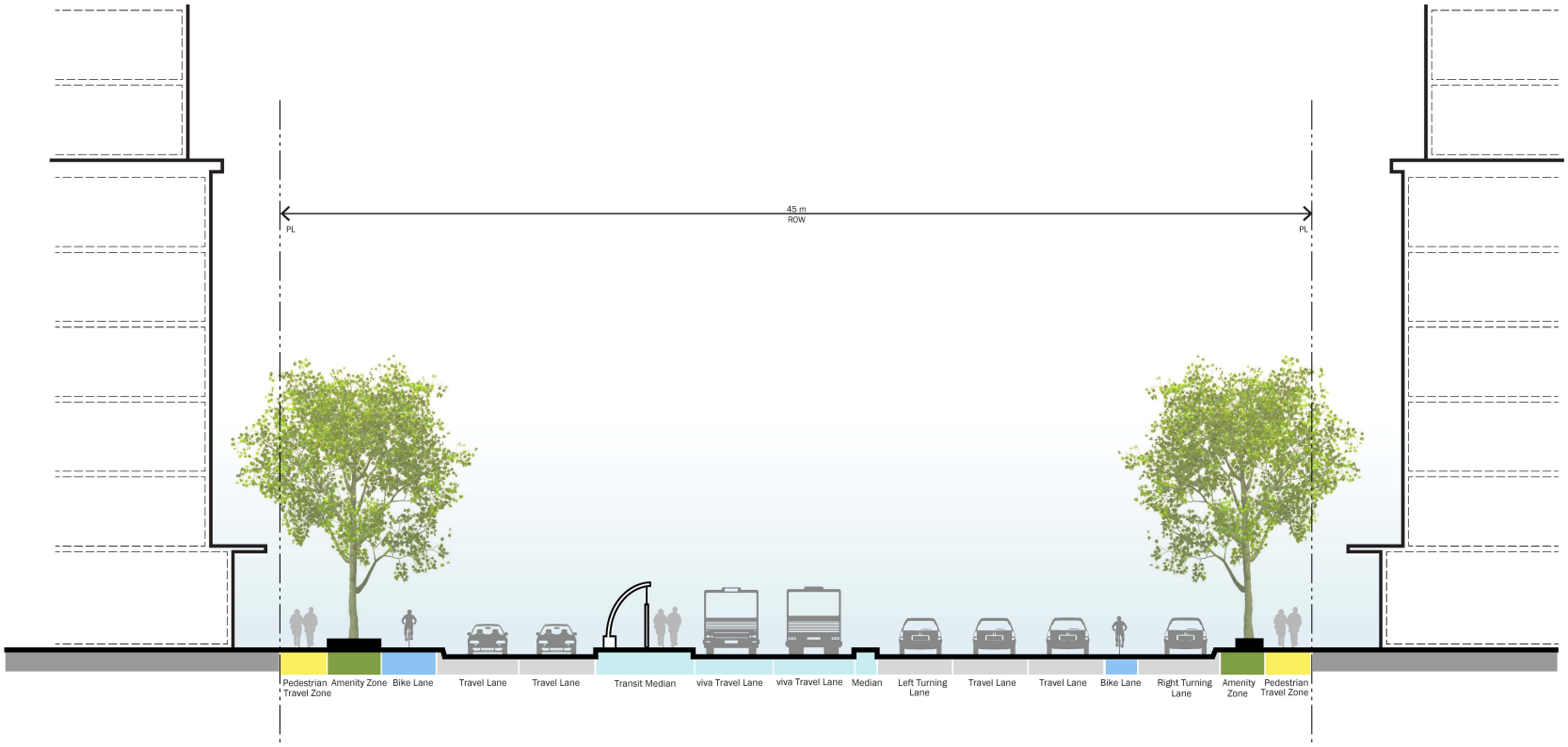
Planned Road Network

- Planned Local Street
- Planned Local Street - alignment to be confirmed
- Planned Collector/Local Street
- Signalized Intersection
- All Way Stop Control/Signalized Intersection
- Potential Signalized Intersection
- Cycling Facilities
- Active at Grade Street Frontages
- Potential Trails
- Potential New Bridge Connections

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# CROSS SECTION CONCEPTS - YONGE STREET




TYP. YONGE ST CORRIDOR - 45 M ROW

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Bernard KDA
Secondary Plan

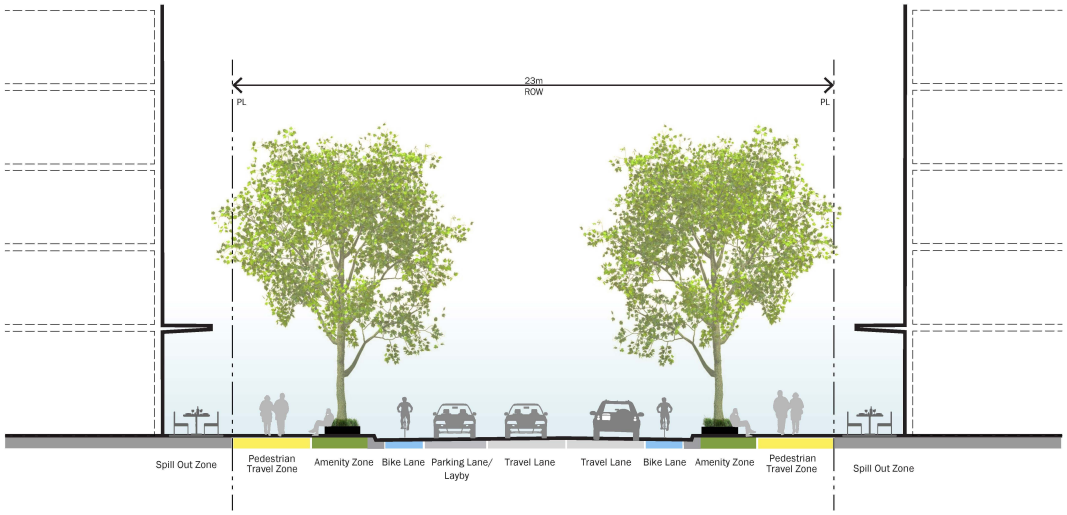
**APPENDIX 1**

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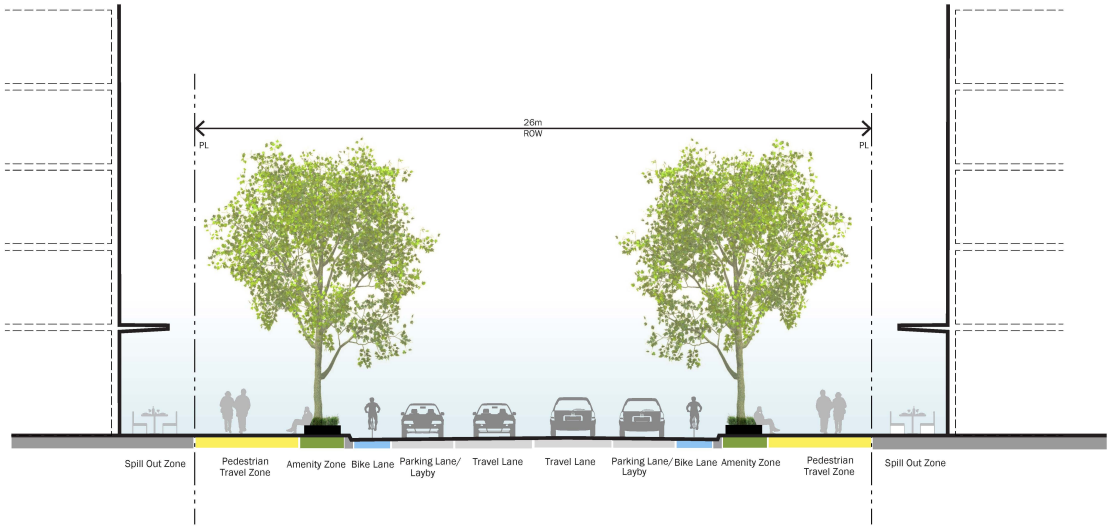
# CROSS SECTION CONCEPTS - COLLECTOR STREETS

RICHMOND HILL
Bernard KDA
Secondary Plan

**APPENDIX 1**




TYP. COLLECTOR - 23 M ROW



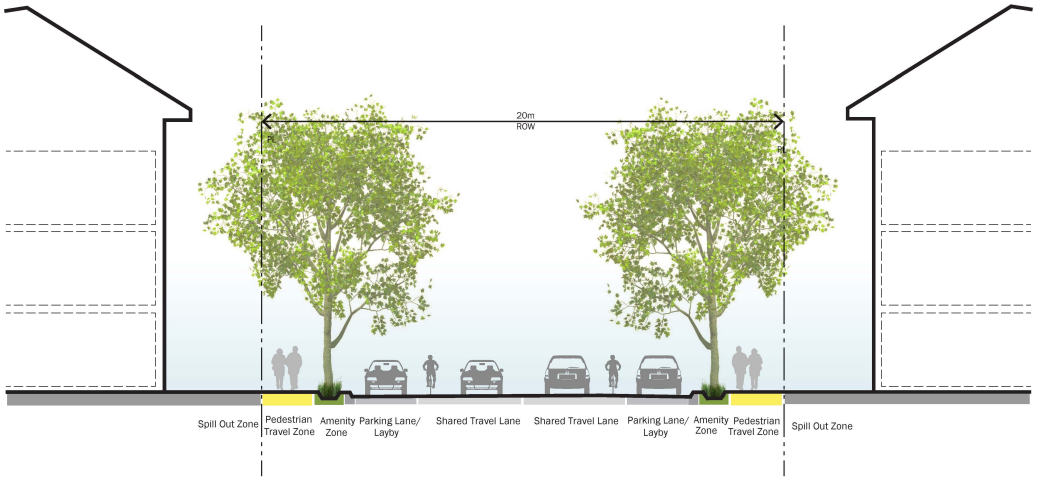

TYP. COLLECTOR - 26 M ROW

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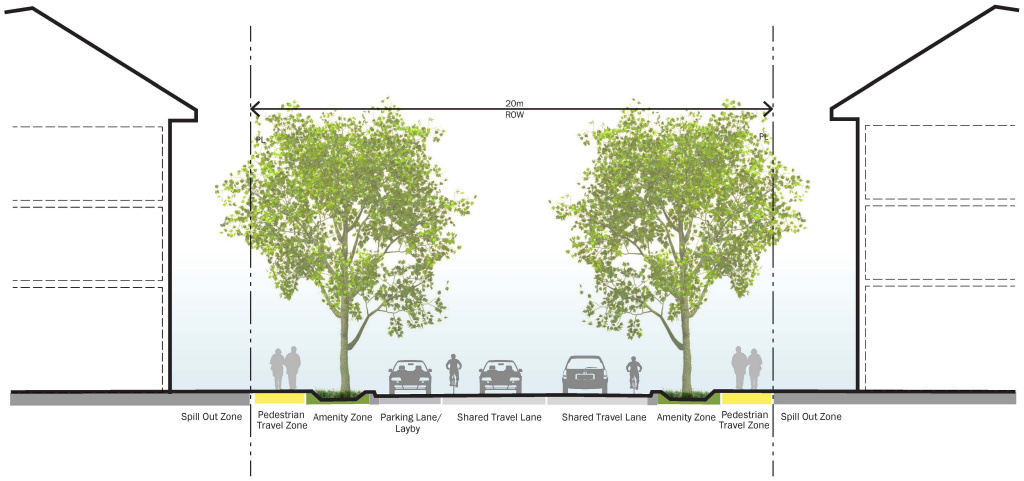
# CROSS SECTION CONCEPTS - LOCAL STREETS

RICHMOND HILL
Bernard KDA
Secondary Plan

**APPENDIX 1**




TYP. LOCAL ROAD - 20 M ROW, TWO PARKING LANES




TYP. LOCAL ROAD - 20 M ROW, ONE PARKING LANE

# ENHANCED STREETSCAPE COMPONENTS

RICHMOND HILL
Bernard KDA
Secondary Plan

**APPENDIX 2**



Enhanced tree plantings (soil cells)



Bio-swales



Street furnitures such as benches, waste disposal, transit shelters



Enhanced street lighting



Enhanced landscape plantings

## AMENITY ZONE



Permeable pavers



Enhanced paving patterns



Street Trees/Shade Elements

## PEDESTRIAN TRAVEL ZONE



Building entries and displays



Awnings



Flexible seating and planting transitions to Urban Plazas



Patio/commercial area

## SPILL OUT ZONE