



Staff Report for Council Public Meeting

Date of Meeting: October 28, 2021

Report Number: SRCM.21.14

Department: Office of the City Manager
Division: Richmond Hill Centre and Economic Development

Subject: SRCM.21.14 - Draft Richmond Hill Centre
Secondary Plan and Richmond Hill Centre Study
Report - City Files D18-19002 and D11-21001

Purpose:

The purpose of the report is to bring forward the draft Richmond Hill Centre Secondary Plan (RHCSPP) for the purpose of obtaining Council and public comments prior to requesting Council approval. A subsequent report will be prepared for a future meeting seeking approval of the RHCSPP subject to addressing any issues raised by stakeholders during this process.

Recommendation:

a) That staff report SRCM.21.14 regarding the draft Richmond Hill Centre Study Report and proposed Richmond Hill Centre Secondary Plan, forming Attachment 1 and Attachment 2 to staff report SRCM.21.14, be received for information purposes only and that all comments be referred back to staff to be considered as part of a comprehensive report to be brought forward at a future meeting.

Contact Person:

Clement Chong, Project Manager, Richmond Hill Centre Secondary Plan, extension 2515

Daniel Olding, Senior Manager, Richmond Hill Centre Subway Project, extension 5505

Report Approval:

Submitted by: Anthony Ierullo, Director, Richmond Hill Centre and Economic Development

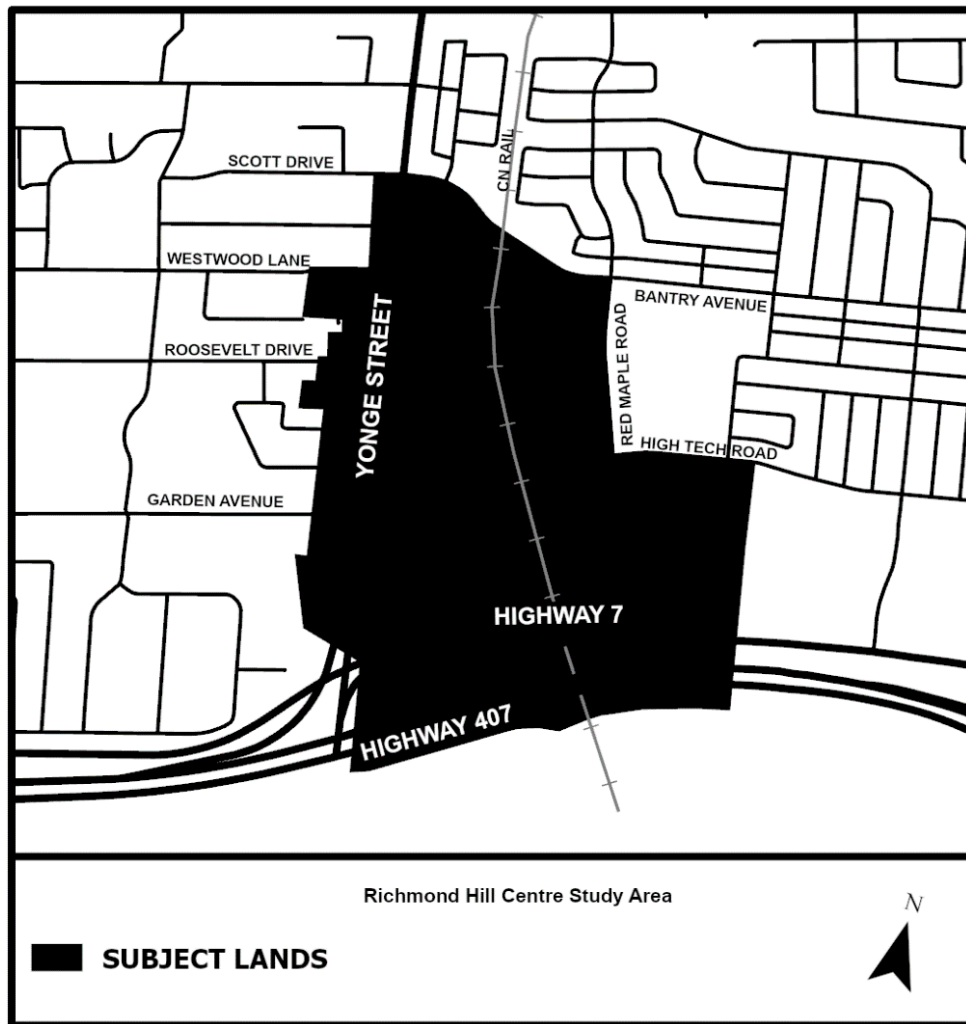
Approved by: Mary-Anne Dempster, City Manager

All reports are electronically reviewed and/or approved by the Division Director, Treasurer (as required), City Solicitor (as required), Commissioner, and City Manager. Details of the reports approval are attached.

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Location Map:

Below is a location map of the Richmond Hill Centre Secondary Plan study area. Should you require an alternative format call person listed under the “Contact Person” above.



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Overview of the Richmond Hill Centre

The draft Richmond Hill Centre Secondary Plan (RHCSPP), and supporting Study Report, are presented for consideration and input from the community and Council. The RHCSPP is a comprehensively planned 98-hectare site that, based on extensive public consultation and technical review by key stakeholders, is envisioned to become Richmond Hill's new urban downtown. The plan proposes eight distinct character areas that together will accommodate approximately 28,000 persons and 16,500 jobs in a future-focused urban form supported by an innovative policy framework.

The Richmond Hill Centre is a key component of the City's urban structure, and a prominent and regional focal point for planned public rapid transit infrastructure and investment. As part of an Urban Growth Centre and a Major Transit Station Area in the Provincial Growth Plan (2019), Richmond Hill Centre is required to achieve a minimum density of 200 residents and jobs per hectare by 2031 or earlier.

The Richmond Hill Centre is envisioned to develop into a regional destination with a mix of land uses that will accommodate the highest levels of intensification focused around an integrated transit hub station.

The City has taken a leadership role in developing a comprehensive Richmond Hill Centre Secondary Plan that is based on a collaborative process grounded in extensive public engagement. Through collaboration and partnerships, the City has supported the development of a Plan that delivers a complete urban community that supports announced investments in key transit infrastructure including the extension of the Yonge Subway to Richmond Hill.

Public Communication

Notification regarding this Council Public Meeting was provided through the following methods:

- Electronic Notification was posted on the www.richmondhill.ca online calendar and City News and Public Notices page;
- Promoted through the City's corporate social media channels and on the City's website homepage;
- Notification was mailed to all landowners within the Richmond Hill Centre Study Area as well as landowners within 500m of the Study Area boundary;
- The Notice was emailed to individuals and stakeholders who had requested Notification regarding the Study; and
- Notification was placed in the Liberal, published on September 30, 2021.

The draft Richmond Hill Centre Secondary Plan and Richmond Hill Centre Study Report was posted on the City's project website on October 7, 2021, to allow for public review in advance of the Council Public Meeting.

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Public Consultation Process

The Richmond Hill Centre Secondary Plan is the result of an extensive public engagement and consultation process. Three Public Open House meetings, three Technical Advisory Committee meetings and three Special Council (Education) Meetings were held on the following dates leading up to this Council Public Meeting:

- June 19, 2019 Special Council (Education) Meeting #1
- June 19, 2019 Technical Advisory Committee Meeting #1
- June 26, 2019 Public Open House #1
- September 25, 2019 Special Council (Education) Meeting #2
- September 25, 2019 Technical Advisory Committee Meeting #2
- November 11, 2019 Public Open House #2
- March 9, 2020 Technical Advisory Committee Meeting #3
- May 17, 2021 Special Council (Education) Meeting #3
- May 26, 2021 Public Open House #3
- October 28, 2021 Statutory Council Public Meeting

The consultation process to date is discussed in greater detail in the study report (Attachment 2) in the Section 1.1 “Study Process and Consultation”. Further comments from this Council Public Meeting will be addressed in a subsequent technical report.

Key Stakeholder Engagement Process

In addition to holding the meetings outlined in the section above “Public Consultation Process”, the study also involved extensive consultation with key stakeholders throughout RCHSP process that included meetings with major landowners within the study area and key stakeholders from internal departments and external agencies.

The following is a summary of key external stakeholders consulted and that have been involved through the study process:

- York Region District & York Catholic District School Boards, Toronto and Region Conservation Authority, Metrolinx, City of Markham, CN Rail, Infrastructure Ontario, Hydro One Networks, Ministry of Transportation, 407 ETR;
- Landowners (Metrus Properties, Condor Properties, Muzzo Group, Metroview Developments, Harley Davidson and others).
- Other key stakeholders consulted through the engagement process include: Buttonville Airport, NAV Canada, Yonge North Subway Extension, York Region Rapid Transit.

Transit Oriented Communities and the Provincial Process

In light of the Province’s announced plans to advance a High Tech Station Transit Oriented Communities (TOC) proposal in Richmond Hill Centre, the Richmond Hill

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Centre Secondary Plan (RHCSPP) is a critical tool in articulating the vision for Richmond Hill Centre, supporting good planning and maximizing community benefits for the area. The City, through the Secondary Plan process, has been actively engaged with landowners and the province to support alignment between the emerging Secondary Plan and a potential TOC proposal. The approval of the RHCSPP will also support the approval of future development applications in Richmond Hill Centre following the potential approval of a High Tech Station TOC proposal.

Background Information:

Location and Existing Land Use

The Study Area for the Richmond Hill Centre Secondary Plan Study is approximately 98 ha and generally located at the intersection of Highway 7 and the CN Rail line as shown on the Location Map above. This area includes the Utility Corridor, Highway 7 and Highway 407 areas within the Secondary Plan.

The Study Process

On June 12, 2018, Council reaffirmed its commitment to initiate the Richmond Hill Centre Secondary Plan, as outlined in staff report SRPRS.11.029, in coordination with the Yonge North Subway Extension (YNSE) project through the approval of the following motion:

“Staff be directed to draft Terms of Reference, including costs, staffing resource implications, to initiate a planning/land use study/secondary plan for the Richmond Hill Centre in support of the Yonge Subway Extension; Staff be directed to report back with a workplan, including cost and dedicated staffing implications, in support of York Region Rapid Transit Corporation, including dedicated personnel, to work in collaboration with the York Region Rapid Transit Corporation, other municipalities and all pertinent parties, to support the next steps that will be identified by the preliminary design and engineering study;

This Resolution be forwarded to the York Regional Council, the York Region Rapid Transit Corporation, the Metrolinx, the Toronto Transit Commission, the City of Markham, the City of Vaughan, the City of Toronto, the Association of Municipalities of Ontario, the Federation of Canadian Municipalities, local Members of Provincial Parliament and Members of Parliament.”

At a subsequent Committee of the Whole meeting on September 17, 2018, Council approved staff report SRCA0.18.22 that brought forward a high level workplan, including a cost review and business case for additional resources in support of Council’s mandate for further collaboration with York Region Rapid Transit Corporation (YRRTC) and other public agencies and municipalities in relation to the Yonge North Subway Extension.

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On November 12, 2018, the City sole sourced consulting services to develop the Richmond Hill Secondary Plan to a consortium of companies led by Urban Strategies Inc (USI) who were also the lead consultant on the previous 2010 land use study. The Richmond Hill Centre Secondary Plan study was initiated April 2019.

Since the Yonge North Subway Extension workplan and resources were approved in September 2018, there have been a number of developments that required changes to the approved scope of work (SRCM.19.10). The scope of work for the Yonge North Subway Extension and Richmond Hill Centre Secondary Plan was subsequently expanded in response to changing development of the following:

- In April 2019, the Province announced its portion of the \$28.5B funding commitment to expand Ontario's transit network including the 7.4 km extension of the Yonge Subway line from Finch Station to Richmond Hill;
- The completion of the Richmond Hill Centre Secondary Plan needed to be advanced in the same timeframe as the Preliminary Design and Engineering of the Yonge North Subway Extension, so the subway design aligns with community planning;
- In response to Council feedback, the scope of the Secondary Plan expanded from a refresh of the 2010 Study to take a fresh look at this important development area. The modeling and technical analysis expanded from two to three future scenarios; and,
- The Engagement focus changed from confirming the previous vision to creating a new vision. Engagement opportunities expanded, with workshops and additional meetings scheduled with Council, major landowners and the public.

The Policy Context

The study area is subject to Provincial, Regional and municipal policy, including the Provincial Policy Statement (2020); Growth Plan for the Greater Golden Horseshoe (2019); York Region Official Plan (2010); Metrolinx Regional Transportation Plan (2018); City of Richmond Hill Official Plan (2010) and the Parkway Belt West Plan (1978). Further detail on these related policy documents in context to the Richmond Hill Centre can be found in Attachment 2.

Summary of the Richmond Hill Centre Secondary Plan Study Report

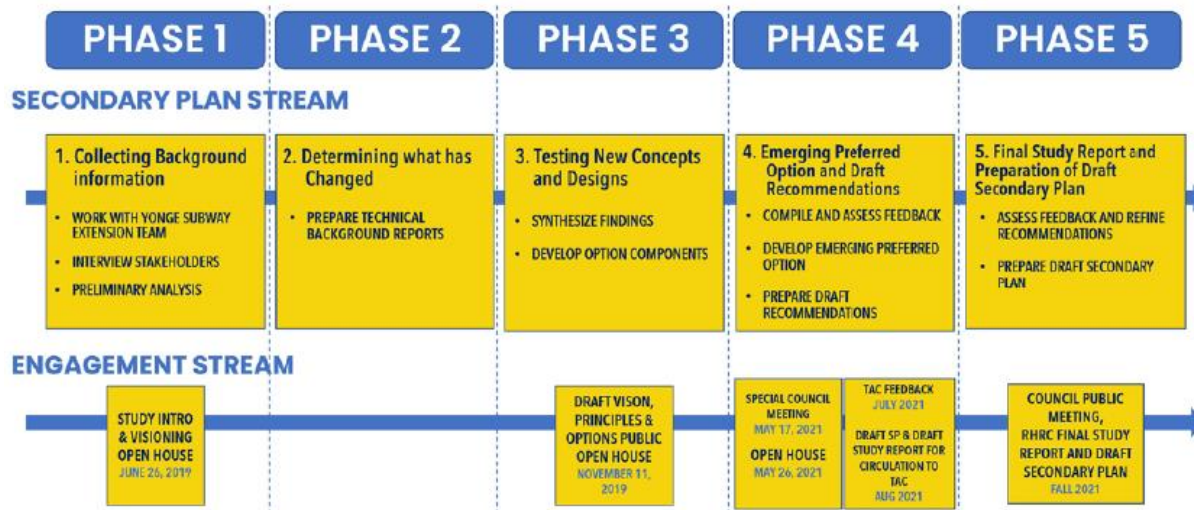
This Study Report provides the basis for the preparation of an implementing amendment to the Richmond Hill Official Plan. The structure and content of the report is divided into Part 1 and Part 2 and includes the following sections:

Study Report - Part 1

The Study process consisted of five phases. See Figure 1 below, from Attachment 2 for further detail.

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Figure 1: Richmond Hill Centre Secondary Plan Study Process



Vision, Principles and Approach

The overall vision and six key principles for the Richmond Hill Centre (RHC) were informed by the development framework for the Secondary Plan. The overall vision for the Richmond Hill Centre Secondary Plan (RHCSPP) created with input from the public is:

A New Downtown for Richmond Hill

Located at the geographic centre and connected to the Greater Golden Horseshoe by a radiating network of transit, RHC will be a magnet for business, arts and culture, a leader in innovation and a key regional destination. The centre 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.

The approach to innovation taken by the study was to develop a plan that is future focused and adaptable to different technologies over time. It also outlines the approach to Environmental Sustainability and Resilience and the growing concerns of global climate change.

Study Report - Part 2

Part 2 of the Study Report outlines the recommendations in the development framework that will shape the long-term goals and objectives of the RHCSPP. The recommended Development Framework contains recommendations to shape long-term planning and development that reflects the six principles of the plan. These key themes include:

- Character Areas and Land Use;
- Built Form, Height and Density;

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- Mobility and Transportation;
- Parks and Open Space Network;
- Community Services and Facilities;
- Housing;
- Servicing, Stormwater and District Energy; and
- Phasing and Implementation

Synopsis of the Draft Secondary Plan and Proposed Official Plan Policies

A synopsis of the draft Secondary Plan is set out below. The RHCSP will form an amendment to the Richmond Hill Official Plan, which will be incorporated into Part 2 of the Plan. It relies on the policies of Part 1 and must be read in conjunction with it.

Key Principles and Objectives

The Key Principles and Objectives were created with input from Council and the public. These principles and objectives played a fundamental role in guiding the process and informing the emerging land uses and design of the plan. The Key Principles and Objectives establish the long-term vision for the RHC and are described by the following six guiding principles:

1. A new downtown for Richmond Hill
2. A place defined by its high-quality design and place-making
3. A place for all people
4. A place for people to walk, bike and take transit
5. A sustainable and resilient place
6. A place that supports new technology and innovation

Further description outlining the purpose and rationale for the six guiding principles are found in Attachment 2.

The Development Framework – Land Use

The Draft RHCSP is composed of eight character area bisected by the CN Rail Corridor as shown on the Location Map above. Most of the area is currently designated as “Richmond Hill Centre” in the Richmond Hill Official Plan and is subject to a requirement for the preparation of a Secondary Plan. The Secondary Plan accommodates approximately 60 hectares of potential developable area which currently excludes Utility Corridor, Highway 7, and Highway 407 from the Secondary Plan boundary. The proposed general land use for the RHC include mixed-use, transit-oriented development. The permitted uses within the Richmond Hill Centre designation also includes a broad range and mix of residential, employment and institutional uses in a well-integrated, compact urban form.

General land uses permitted in RHC include:

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- Medium density residential & high density residential;
- Office & Major office;
- Commercial & Institutional;
- Retail & Major retail in accordance with proposed Policy 1.2.1 (6) of the draft Secondary Plan (Attachment 1);
- Community uses; and,
- Parks and urban open spaces.

The lands are organized into eight character areas as shown on Schedule 1 – Character Areas in Attachment 1. The eight areas are described briefly as follows – with further policies applicable to each area found in Attachment 1.

I. Inner Transit Core

Located in the heart of RHC, this Character Area will be a high density, 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 be planned to accommodate the most significant amount of employment with supporting residential uses. This Character Area recognizing that access and close proximity to higher order transit play an important role to attract office uses and, ultimately, developing a critical mass of employment. The Inner Transit Core will require ongoing coordination with transit authorities to ensure that transit connectivity and movement in the RHC is optimized.

II. Outer Transit Core

The Outer Transit Core will become part of the heart of the new downtown, characterized by buildings of significant height and densities 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 that will support a walkable, pedestrian-friendly area activated by retail at grade. Within this area is also a woodlot located at the southeast corner of Yonge Street and High Tech Road. Further evaluation would be needed to determine if development would be permitted on the site and that an appropriate Compensation Plan be provided in accordance applicable York Region, Provincial and TRCA policies.

III. Bantry

Bantry is envisioned as a moderate and high-density residential quarter for people who are looking for an urban lifestyle that is in close proximity to the heart of the downtown and to existing neighbourhoods, schools and community facilities. Future development in the Bantry neighbourhood will transition

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appropriately to the Yonge Street corridor and the existing residential neighbourhood around Baffin Court north of Beresford Drive. This area will also transform into a walkable, vibrant pedestrian street, with a pedestrian-scaled streetwall, wide, comfortable and accessible sidewalks and active uses lining the street at grade.

IV. 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 the draft Secondary Plan (Attachment 1). Red Maple will continue to evolve into a predominantly high-density high-rise residential neighbourhood.

V. South of High Tech

This 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 the draft Secondary Plan (Attachment 1). Interfacing with the eastern edge of the Inner 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 increases in height with proximity to High Tech Station. This area has the potential to expand towards Bayview as part of an emerging intensification area that is currently underway through the City-wide Richmond Hill Official Plan review process.

VI. West of Yonge

The West of Yonge 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 the draft Secondary Plan (Attachment 1). This Character Area focuses redevelopment on properties with frontage on Yonge Street to allow for intensification along a regional corridor while mitigating impacts on existing community. This Character Area will reinforce a distinctive Yonge Street character that is walkable, vibrant and creates appropriate transition to the surrounding existing residential neighbourhoods.

VII. Utility Corridors Lands

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

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delivery of electricity, in addition to the existing Langstaff GO station and Richmond Hill Centre transit terminal and a stormwater management pond. These lands would be subject to further feasibility studies to determine their development potential. In the long-term, any redevelopment of the Utility Corridor lands for other uses would be subject to further consultation with Metrolinx, Infrastructure Ontario and Hydro One.

VIII. 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 the draft Secondary Plan (Attachment 1). 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 the 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. The study did not attribute any density to the Bridge Station area that is currently planned for solely transportation related functions.

Key Development Policies

Character Areas and Land Use

To take full advantage of the transit investment planned for RHC, major office uses will be focused around High Tech Station and in proximity to Bridge Station, which include the Inner and Outer Transit Core character areas. Outside of the Inner and Outer Transit Cores, the balance of the Character Areas will play a complementary role in accommodating a range of employment-generating uses. Other non-residential employment-generating uses including office, retail, commercial and institutional uses will be encouraged in these areas that will be primarily residential in character. Yonge Street frontage will have specific requirements for active uses at grade in the Outer Transit Core, West of Yonge and Bantry neighbourhoods that will reflect the landmark Regional Road, the historic spine of development throughout the city and an important mixed-use corridor.

The study outlines that development and investment should support the growth of Richmond Hill Centre which includes the need for series of parks and open spaces to enhance the public realm; the need to provide community services and facilities to support the growing population that will live in the RHC; and to create a destination for arts and culture through investments in community facilities.

Built Form, Height and Density

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To maximize the public benefit of the existing and planned transit services the study proposes to concentrate people, jobs, services and entertainment where they can be most easily accessed by transit. This strategy focuses the greatest heights and densities in the Inner Transit Core. As development moves away from the transit core heights are generally expected to step down and gradually integrate with existing stable communities adjacent to the RCHSP. To enable greater flexibility in development, a key recommendation of this study is to exclude height maximums from policy for the RHC and focus on the combination of Floor Space Index (FSI) maximums, performance standards and qualitative Character Area characteristics to inform height to create more dynamic and create built forms.

The chart below (page 12) is a summary of the proposed FSI minimums and maximums for each Character Area. Development applications within each character area would be required to demonstrate, through a Concept Plan, the contribution of the proposed development to the overall Character Area density accounting for any other existing, planned and approved development within the area. The overall density in the RHC area is anticipated to be approximately 840 people and jobs per hectare at full build out. The RHC plans to locate the highest and most dense development in the Inner Transit Core, around the planned transit stations and is expected to step down as development moves away from the core. The lowest, least dense buildings are generally expected to be located at the edges of the Richmond Hill Centre Secondary Plan boundary, adjacent to existing residential neighbourhoods.

Table 1: Richmond Hill Centre Full Build-out Projections

Character Area	Min FSI	Max FSI	People	Jobs	Office	Retail	Res
Inner Transit Core	3.5	9.5	3,190	8,200	50%	6%	44%
Outer Transit Core	3.5	6.5	10,970	5,450	17%	3%	80%
Bantry	2.5	4.0	3,500	800	8%	3%	89%
West of Yonge	2.0	2.5	4,600	900	5%	5%	90%
South of High Tech	2.5	4.5	3,600	1,050	10%	3%	87%
Red Maple	2.5	5.5	2,200	60	0%	2%	98%

Mobility and Transportation

The proposed street network will evolve over time and transform existing large blocks into smaller, well-connected blocks that contribute to a more walkable development pattern and support modal split targets. This will be supported by a fine-grained street network that will provide the connections for people, bikes, cars and other vehicles get around. The network of streets will function along with planned parks and open spaces to establish a linked open space network that is easily accessible by pedestrians and cyclists. The proposed street network is comprised on Collector, Local and Mid-Block Connections.

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A key component to the plan is the pedestrian and cycling spines. Three pedestrian spines will serve the Centre, two east-west to bridge the rail corridor and one north-south connecting the RHC south to Langstaff Gateway and north to Richmond Hill GO. The spines could take various forms but are envisioned as dedicated pedestrian and cycling routes supporting safe and efficient travel across the Centre, providing space for recreation and enjoyment and supporting connections to important destinations, parks, transit and open spaces throughout the Centre

Part of a comprehensive approach to transportation and movement in the RHC will be the implementation of TDM measures that reduce the demand for car travel while encouraging the use of public transit, cycling, walking and other non-auto modes of travel. One of the key strategies of the plan is to provide flexibility on the delivery of parking through either appropriate design, phasing or alternative facilities and services like shared parking or strata.

Parks and Open Space

The RHC will focus new open space through urban-scaled spaces capable of supporting a broad mix of users and uses. This will be a shift away from large suburban parks to smaller compact urban parks. The focus will be on delivery a community park in each community area. The Open Space Network will include public parks complemented by privately owned, publicly accessible open spaces called Urban Plazas that will range in size from small courtyards and mid-block connections to larger urban plazas and local parks.

In Schedule 3 and Schedule 5 in Attachment 2, the proposed open space network within the Secondary Plan are shown along with the active transportation network that connects the local and surrounding communities to these areas. A key goal is to ensure that new open spaces within the Secondary Plan Area will be provided in each community area to ensure these communities have access to the parks and open space areas.

Community Services and Facilities

The Plan encourages the location of such a multi-service community hub within the Inner or Outer Transit Cores. The timing of the provision of community services in this Plan will depend on the pace and scale of development. The City will continue to monitor population growth with relevant agencies and the available capacity of existing community services and facilities. The Plan requires that the City ensure that new community services and facilities be secured as part of the development approvals process and are appropriately phased.

The plan also identifies two priority areas for future school sites, the location and size of which will be refined in consultation with the York Region District School Board and York Catholic District School Board as development comes forward. These site are located in Schedule 4 of Attachment 1 – Potential School Sites.

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Housing

To accommodate an array of family sizes and incomes within RHC, the draft Secondary Plan includes policies directing a range of unit sizes within the centre to increase the stock of larger family sized units within apartment buildings, including rental apartment buildings

The draft Secondary Plan is aligned with, and expands upon Regional and current Richmond Hill Official Plan requirements for affordable housing. Following Regional policy direction, within RHC, a minimum 35% of new housing units shall be affordable, offering a range of affordability for low and moderate income households.

Servicing, Stormwater and District Energy

Development in RHC will be expected to integrate sustainable practices with a comprehensive approach at all stages of development, including infrastructure planning, urban design, architecture and open space design. Servicing and energy use and distribution in Richmond Hill Centre presents an excellent opportunity to advance environmental sustainability objectives to reduce the impact of the significant growth planned for the RHC.

Development in the RHC should incorporate environmentally sustainable strategies and techniques, through policy requirements and incentives.

The RHC lands are currently serviced by York Region. However, it is expected that some watermains will need to be replaced due to changes in configuration of road network and block sizes. New watermains are anticipated within new right-of-ways.

The planned land use concept for the RHC provides an opportunity for a successful District Energy System (DES). Factors contributing to this opportunity include:

- the study area will see a significant increase in density and floor area;
- new roads will provide opportunity for coordinating infrastructure;
- the Yonge North Subway Extension project could spur development to provide anchor loads and underground work coordination;
- open space can be used to locate DES infrastructure; and,
- phasing of the study area can be planned to benefit a DES.

Implementation and Phasing

The implementation policies of the draft Secondary Plan are be aimed at promoting flexibility and creative approaches to new development in the area where appropriate, while ensuring that development supports the public good, as articulated through the Plan's vision and development principles.

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This Study Report acknowledges a number of ongoing planning processes and initiatives that will have a significant influence on the implementation of the RHC Secondary Plan, some of which will not be adopted or finalized until after the completion of the Secondary Plan. These include York Region's Municipal Comprehensive Review, the Richmond Hill Official Plan Update, Inclusionary Zoning policies for Protected MTSAs, the Development Charge by-law update and Richmond Hill's Urban MESP update.

The RHCSP recognizes the need for ongoing coordination between the City, York Region, TRCA, the Province, Metrolinx, other government agencies and landowners to successfully implement the Plan. An important aspect of implementation will be the requirement of a concept plan, which provides a detailed description of the proposed development and the manner that it addresses policies in the Secondary Plan. For areas that require phasing, the development in RHC must demonstrate, to the City's satisfaction, that a proposed development can be accommodated by the City's infrastructure, including transit infrastructure, community services and facilities, parks and open space, streets, and physical infrastructure to support the density and scale of a proposed development.

Transition Areas and Performance Standards

The sensitive interface between new buildings adjacent to existing low-rise neighbourhoods is a key objective within RHC. On Schedule 7 in Attachment 1 identifies the lands within the Transition Area. These areas are adjacent to low-rise neighbourhoods that will need demonstrate a transition in height and use built form and massing strategies to minimize development impacts, such as shadowing and overlook. Transition will be provided through stepped building heights, use of setbacks or step-backs and separation distances. Some flexibility can be provided in locations with deeper lots greater than 100 metres in depth where transition can be managed within the development site. The RHCSP also proposes a performance-based approach that focuses on appropriately mitigating new development impacts within the RHC and neighbouring properties while enabling more design variation and creativity.

Eleanor Circle

The lands on Eleanor Circle as identified in Schedule 7 of Attachment 1 will be subject to an Area Specific Policy, including land assembly criteria to ensure this eventual redevelopment of the area will be done in a coordinated manner. The lands will remain single detached dwellings until such time all the properties as shown on Schedule 7A of Attachment 1 are assembled to create a single development block. If the conditions in the Secondary plan are met, the lands can be redeveloped in accordance to the prescribed policies while taking into consideration the adjacent stable residential community.

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Financial/Staffing/Other Implications:

The recommendation of this report does not have any financial, staffing or other implications.

Relationship to Council’s Strategic Priorities 2020-2022:

The Richmond Hill Centre Secondary Plan and the Yonge North Subway Extension are both major projects identified under “Getting Around the City” that prioritizes the ease of movement around the by promoting Richmond Hill’s multiple transportation interconnections, being well-positioned for the Yonge subway extension and improving active transportation networks for cyclists and pedestrians. The Secondary Plan will provide land use, transportation and design policies that encourage mixed-use, cycling and pedestrian-friendly, transit supportive development to create a Centre where people of all ages can live work and play.

Conclusion:

The draft Richmond Hill Centre Secondary Plan (RHCSPP) is the result of over 18 months of public consultation and stakeholder engagement. Based on this process, the vision for Richmond Hill Centre supports the creation of new mixed use urban downtown grounded by a world class inter-modal transit hub. The Plan supports significant residential growth supported by urban-focused office development centred on the future subway station. Building heights are organized to respect established neighbourhoods and growth is facilitated by a fine-grain connected transportation network and a creative, vibrant network of parks and open spaces.

Comments from the public and Council expressed at the Council Public Meeting or in writing, along with any final technical review, will be addressed in a comprehensive report to a future meeting. Any resulting approved modifications will be reflected in the final version of the RHCSPP that will proceed to Council for adoption.

Attachments:

The following attached documents may include scanned images of appendixes, maps and photographs. All attachments have been reviewed and made accessible. A copy of the Appendices related to Attachment 2 are available on the project website at RichmondHill.ca/RHCentre. If you require an alternative format please call the contact person listed in this document.

- Attachment 1 - Draft Richmond Hill Centre Secondary Plan (October 7, 2021)
- Attachment 2 - Richmond Hill Centre Secondary Plan Study Report (October 7, 2021) (Study Report Only)

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Report Approval Details

Document Title:	SRCM.21.14 - Draft Richmond Hill Centre Secondary Plan and Richmond Hill Centre Study Report - City Files D18-19002 and D11-21001.docx
Attachments:	- Attachment 1 - Draft Richmond Hill Centre Secondary Plan (October 7, 2021) - Attachment 2 - Richmond Hill Centre Secondary Plan Study Report (October 7, 2021) (Study Report Only)
Final Approval Date:	Oct 19, 2021

This report and all of its attachments were approved and signed as outlined below:

Anthony Ierullo - Oct 18, 2021 - 2:13 PM

MaryAnne Dempster - Oct 19, 2021 - 1:13 PM