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**RICHMOND HILL CENTRE
SECONDARY PLAN**

Draft – October 7, 2021

1.0 Richmond Hill Centre

Basis

The area to the north of Highway 7 at Yonge Street in Richmond Hill is identified as “Richmond Hill Centre” on Schedule A1 (Urban Structure) and on Schedule A2 (Land Use) of the Richmond Hill Official Plan and has a land area of approximately 98 hectares.

The Richmond Hill Centre Secondary Plan (“RHC Secondary Plan” or “Secondary Plan”) was prepared in accordance with Sections 5.1.5 and 5.1.10 of the Richmond Hill Official Plan (“Part 1 Plan”). This requires the preparation of policies to further implement the vision, principles, development concept, including urban open space system, streets, pedestrian and cycling facilities.

1.1. 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 approximately 33,800 people and employment of approximately 16,500 jobs. These estimates are approximate as assumptions on the average density of people and jobs anticipated were used.

1.1.1. Purpose

1. The policies of this Secondary Plan further articulate 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 vision for Richmond Hill Centre over the planning period to 2041. 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.
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 and Regional Major Transit Station Area targets for this Urban Growth Centre.

3. Richmond Hill Centre (“RHC”) is generally focused to the northeast of the intersection of Yonge Street and Highway 7, as shown on Schedule A10 (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.

1.1.2. 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 BRT, 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.

1.1.3. 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, 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.

Safe, accessible public realm, including streets, parks and pedestrian connections will make it easy for people to get around at all times.

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, pedestrian networks and cycling routes in the city. This network will allow easy pedestrian 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.

While cars will continue to be accommodated in RHC, vehicular movement will be planned and executed in a way that will not detract from the quality of place.

5. A sustainable and resilient place

The development of Richmond Hill Centre will take a comprehensive approach to sustainability 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, which will help to create a more resilient place that reduces its contribution to climate change and 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.

1.2. 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.

1.2.1. 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.
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* in accordance with Policy 1.2.1 (6);
 - h) Retail;
 - i) Community uses; and
 - j) Parks and urban open spaces.
4. *Retail, commercial* and service uses should generally be located at grade.
5. *Live-work units* 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 contribute a future-focused Centre that leverages new technology to create a more sustainable and functional place. In support of this, new *development* is encouraged to implement leading edge communication technology in order to attract and maintain investment, 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 and enable the location of new or existing arts and culture uses to the RHC.

1.2.2. Inner Transit Core

The Inner Transit Core surrounds the future High Tech Station as shown on **Schedule 1** to this Secondary Plan, and consists of those blocks immediately adjacent to the future High Tech Station. 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.

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, 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 1.3 to this Secondary Plan.
 - a) Include the greatest proportion of non-residential uses in RHC including office, cultural and entertainment uses.
 - b) Support a predominant non-residential character complemented by high density residential uses.
 - c) Be encouraged to provide direct connections to transit infrastructure within buildings, through underground or elevated concourses or on-site open space connections.
 - d) Contribute to a long-term resident to job target ratio of 1:2.5 for the Inner Transit Core.
 - e) Contribute to a minimum of 50 percent of the planned total gross floor area within the Character Area as non-residential uses such as office, retail, service and institutional uses.
 - f) Frame and activate the Central East-West Pedestrian and Cycling Spine and the North-South Pedestrian and Cycling Spine.
 - g) Provide for a vibrant street character and achieve a minimum of 75 percent of the ground floor area as active at-grade frontage facing public streets, open space or along the Central East-West Pedestrian and Cycling Spine. Active at grade uses include commercial, recreational, entertainment, retail, office, or institutional uses.
 - h) Encourage innovative approaches to mitigate risks and minimize the setback of new development from the rail corridor to reduce the perceived scale and bridge the two sides of the railway corridor.

1.2.3. Outer Transit Core

The Outer Transit Core 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 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, 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 support its transformation into a walkable, pedestrian-friendly 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 1.3 to this Secondary Plan.
- c) Be encouraged to contribute to direct connections to transit infrastructure within buildings, through underground or elevated concourses or on-site open space connections.
- d) Contribute to a minimum of 20 percent of the planned total gross floor area within the Character Area as non-residential uses such as *office*, *retail*, service and institutional uses.
- e) Frame and activate the Central East-West Pedestrian and Cycling Spine.
- f) Provide for a vibrant street character and achieve a minimum of 50 percent active at-grade frontage facing public streets, open space or along the Central East-West Pedestrian and Cycling Spine. Active at grade uses include *commercial*, recreational, entertainment, *retail*, *office*, or institutional uses.
- g) Where *development* fronts Yonge Street in the Yonge Street Sub-character Area, as shown in **Schedule 1** to this Secondary Plan, a minimum of 70% of the ground floor area shall be provided as active uses to encourage a walkable, pedestrian-focused environment to reinforce its importance as a regional corridor.

1.2.4. Bantry

The Bantry Character Area is bounded by Yonge Street to the west and the 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 residential uses where significant change and *intensification* are not anticipated.

Bantry is envisioned as a moderate and high-density residential quarter for people wanting an urban lifestyle, next to the heart of the downtown, and close to existing neighbourhoods, schools and community facilities. The neighbourhood will benefit from its walkability to transit and a mix of neighbourhood serving *retail*, restaurants and services.

Future *development* in the Bantry neighbourhood will transition appropriately to the Yonge Street corridor and the existing residential neighbourhood around Baffin Court north of Beresford Drive. *Development* fronting onto Yonge Street within Bantry will reinforce Yonge Street as a regional corridor, and support its transformation into a walkable, pedestrian-friendly area activated by *retail* at grade.

1. *Development* in Bantry will:

- a) Be realized as a moderate and high-density predominantly residential district with population-supporting *retail* and *commercial* uses in accordance with the built form policy guidance found in Section 1.3 to this Secondary Plan.
- b) Maintain the character of the existing residential neighbourhood around Baffin Court, north of Beresford Drive, as identified in **Schedule 7** to 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) Provide for a vibrant street character and achieve a minimum of 25 percent of the ground floor area as active at-grade frontage facing public streets, open space or along the Northern East-West Pedestrian and Cycling Spine. Active at grade uses include *commercial*, recreational, entertainment, *retail*, *office*, or institutional uses.
- h) Where *development* fronts Yonge Street in the Yonge Street Sub-character Area, as shown in **Schedule 1** to this Secondary Plan, a minimum of 70% of the ground floor area shall be provided as active uses to encourage a walkable, pedestrian-focused environment to reinforce its importance as a regional corridor.

1.2.5. 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 uses through redevelopment in accordance with the built form policy guidance found in Section 1.3 to this Secondary Plan.
- b) Be encouraged to include a mix of uses including *retail* or service uses at grade with residential, *office* or institutional uses above.

- c) Provide for a vibrant street character and achieve a minimum of 25 percent of the ground floor area as active at-grade frontage facing public streets, open space or along the Northern East-West Pedestrian and Cycling Spine. Active at grade uses include *commercial*, recreational, entertainment, *retail*, *office*, or institutional uses.

1.2.6. 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 this Secondary Plan. 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.

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 Study Area 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 increase with proximity to the Inner Transit Core in accordance with the built form policy guidance found in Section 1.3 to 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 of the ground floor area as active at-grade frontage facing public streets, open space or along the Central East-West Pedestrian and Cycling Spine. Active at grade uses include *commercial*, recreational, entertainment, *retail*, *office*, or institutional uses.

1.2.7. 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 this Secondary Plan. This Character Area will reinforce a distinctive Yonge Street character that is walkable, vibrant and creates appropriate transition to the surrounding existing residential neighbourhoods.

1. *Development* in West of Yonge will:

- a) Reinforce the character of Yonge Street as a Regional Corridor and *commercial* destination with a walkable, pedestrian focused environment
- b) Contribute to *intensification* of RHC while demonstrating compatibility with existing neighbourhoods by:
 - i) Locating building frontages along adjacent streets and open spaces;
 - ii) Minimizing the visual and functional impacts of access and servicing on adjacent neighbourhoods; and
 - iii) Contributing to the development of new open spaces that improve the interface between existing neighbourhoods and new *development*.
- c) Be of the lowest scale and density in the RHC and provide transition to the neighbourhood to the west in accordance with the built form policy guidance found in Section 1.3 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 70 percent of the ground floor area as active at-grade frontage facing public streets and open space. 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 1.9.2 of this Secondary Plan.

1.2.8. 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, in addition to the existing Langstaff GO station and 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 Utility Corridor lands in RHC will continue to be designated as a *utility corridor* as shown in **Schedule 1** to this Secondary Plan.
2. The City shall explore the potential for secondary uses of the Utility Corridor that benefit the public and environment, such as recreational trail systems, public space, and naturalized areas. Any such use should not inhibit the continuing function the Hydro corridor or Langstaff GO Station and would be subject to further consultation with Hydro One and other land owners as appropriate.
3. 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.

1.2.9. 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 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.

1. *Development* in the Bridge Station Area will:
 - a) Contribute to unique and high-quality architectural 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 the new pedestrian and cycling connections and transit infrastructure.
 - d) Accommodate for a future connection to the planned 407 Transitway.

1.3. 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 in RHC. New *development* will demonstrate a diversity of building forms and architectural 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-friendly environment supported by porous blocks, massing and architectural strategies that minimize the perceived scale and environmental impacts of taller buildings and integration of active street-level 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.

1.3.1. 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.
2. *Development* will demonstrate design excellence through:
 - a) High-quality architecture 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; 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) Ensuring a minimum ground level floor-to-floor height of 4.5 metres in buildings 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.

1.3.2. 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) Where present, greater separation for grade-related residential uses.
2. A pedestrian friendly streetscape 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 and Outer Transit Core,
 - b) 3-6 storeys in the Bantry, Red Maple, and West of Yonge Character Areas,
 - c) 6-8 storeys South of High Tech, and
 - d) 3-4 storeys in Transition Areas.
 3. *Development* shall break up the perceived horizontal and vertical scale of the streetwall to create a more varied cityscape through:
 - a) Variations in materiality;
 - b) Slight projections or recessions in the façade; and
 - c) Stepbacks.
 4. A building extending beyond the identified streetwall height will be designed as a tower.
 5. Buildings should generally not have any frontage exceeding 70 metres in length to support more porous *development* blocks.

1.3.3. Supporting Height and Density

1. Building heights are generally expected to step down in height as the distance from the station area increases.
2. *Development* should contribute to a diverse range of building heights and configurations that will contribute to an interesting skyline and diverse urban character.
3. Towers shall be massed to minimize their perceived scale and impact on adjacent uses and the public realm.
4. Exceptions to the residential floorplate size in accordance with Policy 3.4.1 (59) of the Part 1 Plan may be considered where it can be demonstrated that larger floorplate size is:
 - a) The result of more sustainable cladding material;
 - b) Required to support tower height and vertical servicing requirements; or
 - c) In response to special technical constraints related to the integration of transit infrastructure or other special use facilities.
5. *High-rise* buildings should be strategically located to support visual interest and contribute to a clearly defined streetwall height as per Policy 1.3.2(2) of this Secondary Plan.

6. *Development* should vary tower locations along street frontages to avoid a monotonous street wall and tower cadence.
7. Where multiple towers are present within a block, the buildings should demonstrate variety through variation in massing, material, articulation, colour and/or texture.

1.3.4. Integrating Higher Density Development

The sensitive integration of new buildings adjacent to existing low-rise neighbourhoods is an important objective for new development within Richmond Hill Centre. Development adjacent to low-rise neighbourhoods, lands within the Transition Areas on **Schedule 7** to this Secondary Plan, will demonstrate a transition in height and use built form and massing strategies to minimize development impacts, such as shadowing and overlook.

The Transition Area also includes portions of the Yonge Street, which is an important regional corridor. Like other intensification areas along Yonge Street, this character area will reinforce a distinctive walkable urban character that creates appropriate transition to the surrounding existing residential neighbourhoods. This Policies of this section are intended to enable context-sensitive intensification that reinforces the planned character of Yonge Street while mitigating impacts on the existing community.

1. The height of new *development* within the RHC will:
 - a) Peak within the Inner Transit Core;
 - b) At a minimum, be consistent with the streetwall height range provided in Policy 1.3.2(2) of this Secondary Plan.
2. *Development* will provide a transition in scale to existing *low-rise* neighbourhoods in the transition areas shown in **Schedule 7** to this Secondary Plan through stepped building heights, use of setbacks or stepbacks and separation distances.
3. For *lots* fronting the west side of Yonge Street greater than 100 metres in depth, the angular plane described in Policy 3.4.1 (55) of the Part 1 Plan shall apply for the first 20 stories. Elements of a building above the first 20 storeys may be permitted to extrude beyond the angular plane when it is demonstrated that the impacts of the building, including shadows, wind, comfort, and overlook, can be addressed to the City's satisfaction.
4. 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.

1.3.5. Contributing to a Cohesive Cityscape through Infill Development

1. *Developments* on smaller *sites*, restricted by scale, proximity to adjacent towers or proximity to *low-rise* neighbourhoods will contribute to a cohesive cityscape by developing low and *mid-rise* buildings.
2. *Low-* and *mid-rise* buildings will be designed to contribute to pedestrian scale and interest through strategies that break up the perceived horizontal and vertical scale of the streetwall.

1.3.6. Regulating Density

1. **Schedule 2** to this Secondary Plan establishes the minimum and maximum densities in the RHC, expressed as *Floor space Index* (FSI) to be applied to each Character Area

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1.4. Mobility and Transportation

Richmond Hill Centre seeks to establish and reinforce a transit-supportive environment that prioritizes access by walking, cycling 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 establishing the appropriate dimensions to maximize walkability and route choice for all modes.

1.4.1. 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 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 6** to this Secondary Plan.
3. The specific location of Local Streets, for which possible locations are shown on **Schedule 6** 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, minor adjustments to the alignment and definition of the Collectors and/or the addition or deletion of Local streets shown on **Schedule 6** to this Secondary Plan will not require an amendment to this Secondary Plan, provided the same level of connectivity is achieved.
5. *Development* blocks within the RHC shall generally range from 60 metres length to a maximum of 120 metres length to support a walkable street network.
6. The Garden Avenue extension from Yonge Street through to Bayview Avenue is a critical multi-modal component of the RHC mobility network and will contribute to a fine-grained street network, provide improved local connectivity by minimizing travel distances for pedestrians and cyclists, and contribute to optimizing the movement of goods and traffic.

1.4.2. 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 will work alongside the planned park and open spaces to establish a linked open space network that is easily accessible by pedestrians and cyclists. Where possible, opportunities for *low impact development* landscaping shall be incorporated to enhance the environmental performance of RHC.

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 as per **Schedule 5** 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 including street trees and 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 local streets west of Yonge Street identified in **Schedule 6** to this Secondary Plan are intended to provide access to new *development* facing Yonge and provide a physical distinction between the lands within the RHC and those within the existing residential neighbourhood to the west. The City shall acquire portions of this north south public road through the *development* process, establishing contiguous segments where possible.
4. The design of streets shall support the growth of a large, mature tree canopy over time by maintaining soil volumes of 30m³ per single tree or 20m³ per tree in a shared planter, where possible. Where surface areas for tree planting within the right-of-way are limited, soil cells shall be used to increase soil volumes.
5. Landscaping, tree planting and auxiliary street *infrastructure* may be restricted within the portions of the street corridors which cross the Hydro corridor.
6. *Low impact development* (LID) planting and water-management techniques shall be incorporated where possible. Potential LID solutions include bioretention planters, perforated pipe systems, precast tree planters with bioretention soil media and permeable paving.

1.4.3. Mid-Block Connections

Mid-block connections will support the development of a fine-grained pedestrian network capable of supporting a distinct public realm, *retail* and entertainment environment unique to RHC. Mid-block connections may take various forms, including private laneways, atria or

pedestrian pathway provided they are publicly accessible spaces 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 spaces that are publicly accessible and support the permeability, walkability and bikeability of RHC that are secured through the redevelopment of blocks.
2. Mid-block connections may be realized in a variety of forms provided they:
 - a) Are publicly accessible to pedestrians and cyclists at all times;
 - b) Provide direct visual and physical access from the public realm;
 - c) Are universally accessible;
 - d) Are organized and designed as contributing components of the public realm network;
 - e) Supported by active, street-related uses; and
 - f) Are appropriately lit and designed to support public safety.
3. Mid-block connections shall be required within blocks that are greater than 100 metres.

1.4.4. Active Transportation Network

Creating a safe and continuous pedestrian and cycling network can help reduce traffic congestion and contribute to the livability and vibrancy of Richmond Hill Centre. The active transportation network is illustrated on **Schedule 5** to this Secondary Plan and will support safe and efficient travel across the Centre, provide space for recreation and enjoyment and supporting 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 5** to this Secondary Plan. *Development* and any future roadway modifications shall support the development of this network, which consists of:
2. Conventional Bicycle Lanes are portions of a roadway which have been designated by pavement markings and signage for use of cyclists; and
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. New *development* and *infrastructure* shall preserve for the establishment of three Pedestrian and Cycling Spines as illustrated in **Schedule 5** to this Secondary Plan.
5. Pedestrian and Cycling Spines may consist of a combination of Local Streets, Mid-Block connections, linear parks or Multi-Use Pathways not forming part of a Street, and should provide a legible, direct and consistent connection for pedestrians and cyclists.

6. The width of any mid-block connection, linear park, or multi-user pathway forming part of a Pedestrian and Cycling Spine shall be a minimum of 15 metres.
7. Local Street and Collector Road segments forming part of a Pedestrian and Cycling Spine as shown on **Schedule 5** to this Secondary Plan should be developed as shared Bicycle Priority Streets designed for pedestrian and cyclist comfort and safety, with strategies to limit automobile speeds and volumes.
8. The exact location, design and alignment of Pedestrian and Cycling Spines may be refined, provided that the overall intent and connectivity of the spines are maintained.
9. 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.
10. The North-South Pedestrian and Cycling Spine shall generally be located along the west side of the rail corridor with connections to Bridge Station, High-Tech Station, Langstaff Gateway and the two East-West Pedestrian and Cycling Spines.
11. 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*.
12. The implementation of the North-South Pedestrian and Cycling Spine shall connect with adjacent public parks and open spaces where possible.
13. Pedestrian and cycling infrastructure should contribute to a continuous and comprehensive network. Discontinuous pedestrian and cycling infrastructure shall be discouraged.

1.4.5. 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;
- b) Support of micro-mobility through the provision of scooter share and bike share;
- c) Dedicated cycling routes internal to the site to and from key destinations;
- d) Contributions to the planned cycling network;
- e) New or improved connections to the existing municipal bicycle network;
- f) Subsidized transit passes or pre-loaded transit cards for new residents and/or employees;
- g) Pedestrian amenities, such as treed sidewalks, benches and marked crossings;
- h) Continuous pedestrian linkages to minimize pedestrian *walking distances*;
- i) Functional building entrances oriented to locations where pedestrians, cyclists, and transit users arrive, such as a street, park, urban square, or urban plaza;
- j) Weather protection along street frontages adjacent to transit stops;
- k) Dedicated and/or preferential, publicly accessible car-share service parking spots;
- l) Preferential carpool parking;
- m) Paid parking for non-residential uses;
- n) Employer shuttles or vanpools supported by preferential parking;
- o) Shuttle services offered by condominium boards and residences;
- p) Varying hours of work to reduce peak-hour loads;
- q) Shared parking strategies;
- r) Maximum parking rates;
- s) Commitment to participate in residential or workplace TDM program;
- t) Technology that displays transit information; and
- u) Other measures that may be identified.

1.4.6. 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 structures in accordance with Policy 3.4.1(49) and (50) of the Part 1 Plan. Parking for new *major retail development* shall be required to locate below grade or where it is not feasible, in structured parking in accordance with Policy 4.4.2(2) of the Part 1 Plan.
3. Where permitted, above grade structured parking:
 - a) Shall be integrated within the base of the building;
 - b) Shall be wrapped with commercial, retail, residential or community uses to ensure that the structure is not visible from adjacent streets or open spaces;

- c) Shall be designed so that any visible portions of the structure appear as a fenestrated building, with well-articulated openings and high-quality materials, subject to review through the development process; and
 - d) Is 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.
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 a minimal physical impact on sidewalks and accessible open spaces. Where feasible, *Development* shall provide shared access at the side and/or rear of buildings to aid in providing for these functions.
 5. Surface parking may be permitted as part of a phased redevelopment where a phasing plan is produced demonstrating how in subsequent phases the parking will be accommodated in underground or structured forms.
 6. New *development* should encourage the use of low emission and fuel-efficient vehicles 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.

1.4.7. 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 and subject to the approval of the City.

1.4.8. 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 the station. While large dedicated 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, 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. Limited transit Pick-up and Drop-off facilities associated with Bridge Station may be appropriate, subject to further study and station design.
4. Opportunities to support convenient transit Pick-up and Drop-off from within the street ROW through the use of lay-bys will be considered where:

- a) Facilities are limited to 5 or less vehicles; and
- b) It can be demonstrated that the facility can be accommodated without impacting the ability to provide street trees, sidewalks or planned cycling facilities.

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1.5. 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. These might include courtyards, mews, plazas 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.

1.5.1. 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.
2. *Development* should contribute to achieving a minimum 15% of developable area within RHC to new parks and open space, comprising at least 10% public parkland.
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 development within the Utility Corridor Character Area may be limited, and all modifications or new installation must be reviewed and approved by relevant agencies.

1.5.2. Woodland and Wetland

The woodland located at the southeast corner of High Tech Road and Yonge Street 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. As a regulated feature under Ontario Regulation 166/06, a permit from the Toronto Region Conservation Authority would be required for any *development* within 30 metres of this *wetland* including *site* alteration.

1. The woodland located at the southeast corner of High Tech Road and Yonge Street, as indicated in Schedule A4 of the Part 1 plan, is a *key natural heritage feature* and is subject to Part 1 Plan Policies 3.2.1 (22) to 3.2.1 (29), in addition to relevant Provincial, Regional and Toronto and Region Conservation Authority regulation and policies.
2. Any proposal to change to the extent, size and configuration of the woodland is subject to a Natural Heritage Evaluation undertaken in accordance with Section 5.24 of the Part 1 Plan to the satisfaction of the City and the TRCA.

1.5.3. Urban Squares

Two (2) 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.

1.5.4. 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 for each Character Area outside the Inner Transit Core.

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 (10) of the Part 1 plan.

1.5.5. Linear Parks

One Linear Park is 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. A Linear Park is planned in the West of Yonge Character Area to improve block permeability and strengthen multi modal connectivity while enhancing the parks and urban open space system within the RHC.
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; and
 - b) The location of linear parks shall be used to add to the connectivity of the broader parks and urban open space system.

1.5.6. 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.

1.5.7. Urban Plazas (Privately Owned, Publicly Accessible Open Spaces)

1. 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.
2. Urban Plazas should not be leftover or isolated space but 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.

3. The following policies shall apply to the location and siting of 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 Plazas or a series of smaller Urban Plazas;
 - c) The location of Urban Plazas shall be used to contribute to the connectivity between parks or urban open spaces;
 - d) Where multiple Urban Plazas are planned in close proximity to each other, opportunities to coordinate their design and landscape treatment should be explored.

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1.6. Community Services and Facilities

Community *infrastructure* such as schools, libraries, daycare, 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.

1.6.1. 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 a multi-service community hub within either the Inner or Outer Transit Core 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. The City may request that *development* contribute to the delivery of community facilities through:
 - a) Provision of community facilities on the *development site*;
 - b) An in-kind contribution towards the *development* of community facilities elsewhere in the RHC; and/or
 - c) A monetary contribution towards the *development* of community facilities within the Centre.
5. Collaboration and partnerships between *development* proponents, public agencies, and community service providers to establish or expand community service facilities shall be encouraged.

1.6.2. Schools

1. The number of schools required in RHC is subject to the ultimate size and make-up of the residential population. **Schedule 4** to this Secondary Plan identifies two potential priority school locations. Additional school sites may be identified as this plan is implemented.
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.

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1.7. 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 achieved by 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, with policy directed at providing a minimum number of *affordable* housing units in RHC.

1.7.1. Housing Policies

1. A full range of housing in terms of tenure, unit sizes, and affordability will be available 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. *Development* proponents shall be required to demonstrate how any proposed *development* with residential components will contribute to achieving this target.
3. 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 40 per cent of the total number of units shall have at least 2 bedrooms, and a minimum of 5 per cent of the total number of units shall have at least 3 bedrooms.
4. The minimum requirements identified in Policy 1.7.1(3) of this Secondary Plan may be reduced where the *development* provides:
 - a) Publicly-funded housing;
 - b) Purpose-built rental housing, including *affordable* purpose-built rental housing;
 - c) Social housing; and/or
 - d) Specialized housing such as residences owned or operated by a non-profit organization, health care institution or other entities to house patients, employees, or people with special needs.
5. Purpose-built rental housing, including *affordable* purpose-built rental housing will be encouraged in the RHC.
6. Should RHC be identified by York Region as a Protected Major Transit Station Area, the City will develop and incorporate an inclusionary zoning by-law policy for RHC in accordance with enabling policies to be established for all identified Protected MTSA's.

1.8. Servicing, Stormwater and District Energy

Development in Richmond Hill Centre will contribute to a more resilient place that reduces environmental impacts by combining sustainable planning, servicing, building, and design practices with a commitment to a more mixed-use, transit-supportive environment.

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.

1.8.1. Servicing and Stormwater Policies

1. *Development* in Richmond Hill Centre should demonstrate leadership in sustainability and will be encouraged to achieve Very Good or Excellent scores as determined by the Richmond Hill Sustainability Metrics Tool.
2. *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 incorporate sustainable water conservation technologies and *low impact development* 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.

1.8.2. 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. Of the urban growth areas identified in the Plan, RHC has the greatest potential for district energy. The planned land use concept for the RHC provides an opportunity for a successful DES. The following policies are intended to support the development of a DES in RHC through the *development* process.

1. Through *development* application requirements, *development* in RHC will be required 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. Where required and feasible, the City shall grant easements for district energy *infrastructure* across City-owned lands and rights of ways.

1.9. Implementation

1.9.1. Phasing

RHC is planned to accommodate a population of approximately 23,000 residents, 16,500 jobs and 13,000 residential units at full build-out within an Urban Growth Centre boundary of approximately 60 hectares. This density of people and jobs is premised on the completion of the Yonge North Subway Extension, including High Tech and Bridge Stations, as well as the provision of an appropriate mix of uses and the servicing required to support the cumulative growth forecasted for this Centre. The City will monitor the status of the YNSE and other critical infrastructure projects to ensure that proposed development is supported by the necessary infrastructure.

1. *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.
2. Where appropriate, staging or phasing of development may be required, where infrastructure improvements are necessary to service anticipated growth.

1.9.2. 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 in each Character Area as well as the number of jobs produced through the *development*;

- b) Contribute to planned density of the Character Area, accounting for any other existing, planned and approved *development* within the Character Area;
 - c) Illustrate the design and alignment of mid-block connections;
 - d) Contribute to achieving a minimum 15% of developable area to new parks and open space comprising at least 10% public parkland dedication; and
 - e) Where a school site is identified in this Plan or through the *development* approvals process, demonstrating a school site location and size within a *development* block.
2. Opportunities for strata arrangements require pre-consultation at the Zoning Bylaw Amendment stage and will be reviewed on a case by case basis subject to City and Council approval.

1.9.3. 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 7** to this Secondary Plan.
2. Notwithstanding Policy 1.9.2(1), 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 7** 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 1.9.2(2)(a) 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, to the satisfaction of the City, 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 1.9.2(2) (a) through (b), Policy 1.9.2(1) 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.

1.9.4. Monitoring

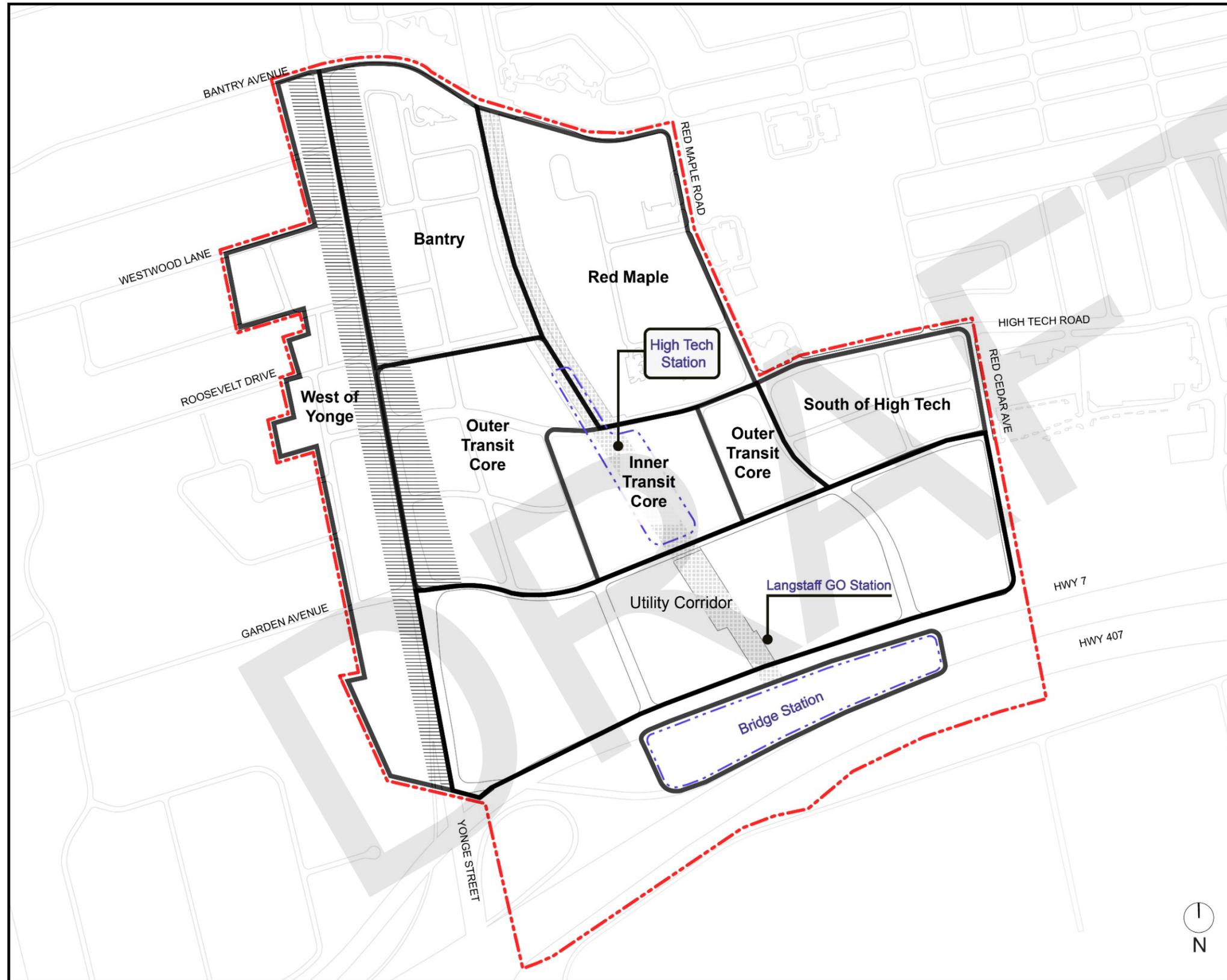
1. The City shall monitor key statistics for RHC to understand:
 - a) Population and employment growth within the area;
 - b) The density distribution shown on **Schedule 2** of this Secondary Plan;
 - c) The mix of uses within the area;
 - d) The amount, range, and size (total gross floor area) of non-residential uses;
 - e) Travel characteristics, parking demand and modal split;

- f) The percentage of new *affordable* housing units in RHC;
 - g) The mix of housing unit sizes in RHC;
 - h) GHG emissions within the RHC;
 - i) Energy consumption; and
 - j) Water consumption.
2. 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 the Section remain relevant.

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SCHEDULES

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Legend

 Yonge Street Sub-character Area

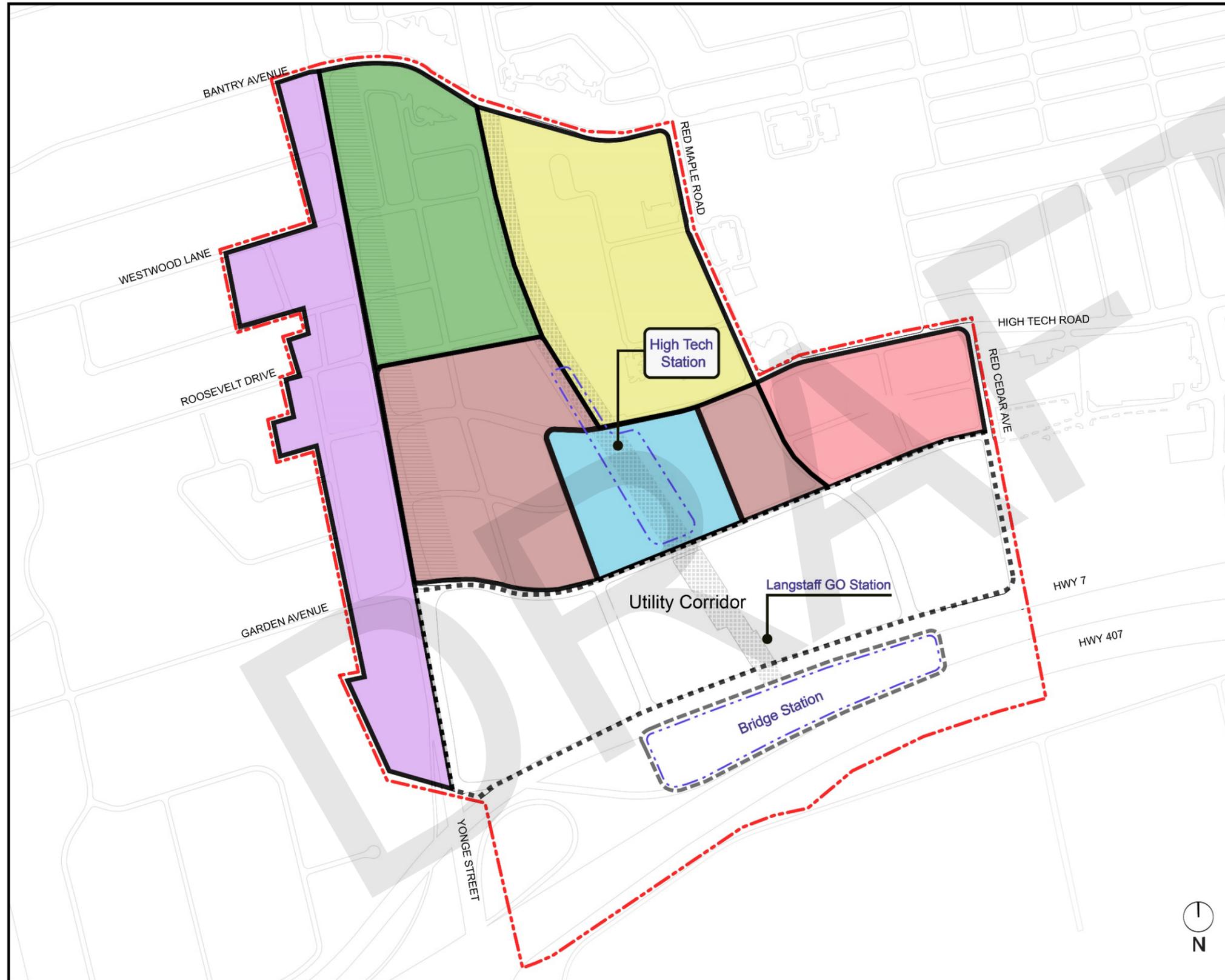
NOTE:
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PLANNING & REGULATORY SERVICES
DEPARTMENT

Richmond Hill Centre Secondary Plan
Character Areas
Schedule 1





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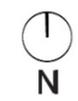
Character Area	Minimum FSI	Maximum FSI
Bantry	2.5	4
Inner Transit Core	3.5	9.5
Outer Transit Core	3.5	6.5
Red Maple	2.5	5.5
South of High Tech	2.5	4.5
West of Yonge	2.0	2.5

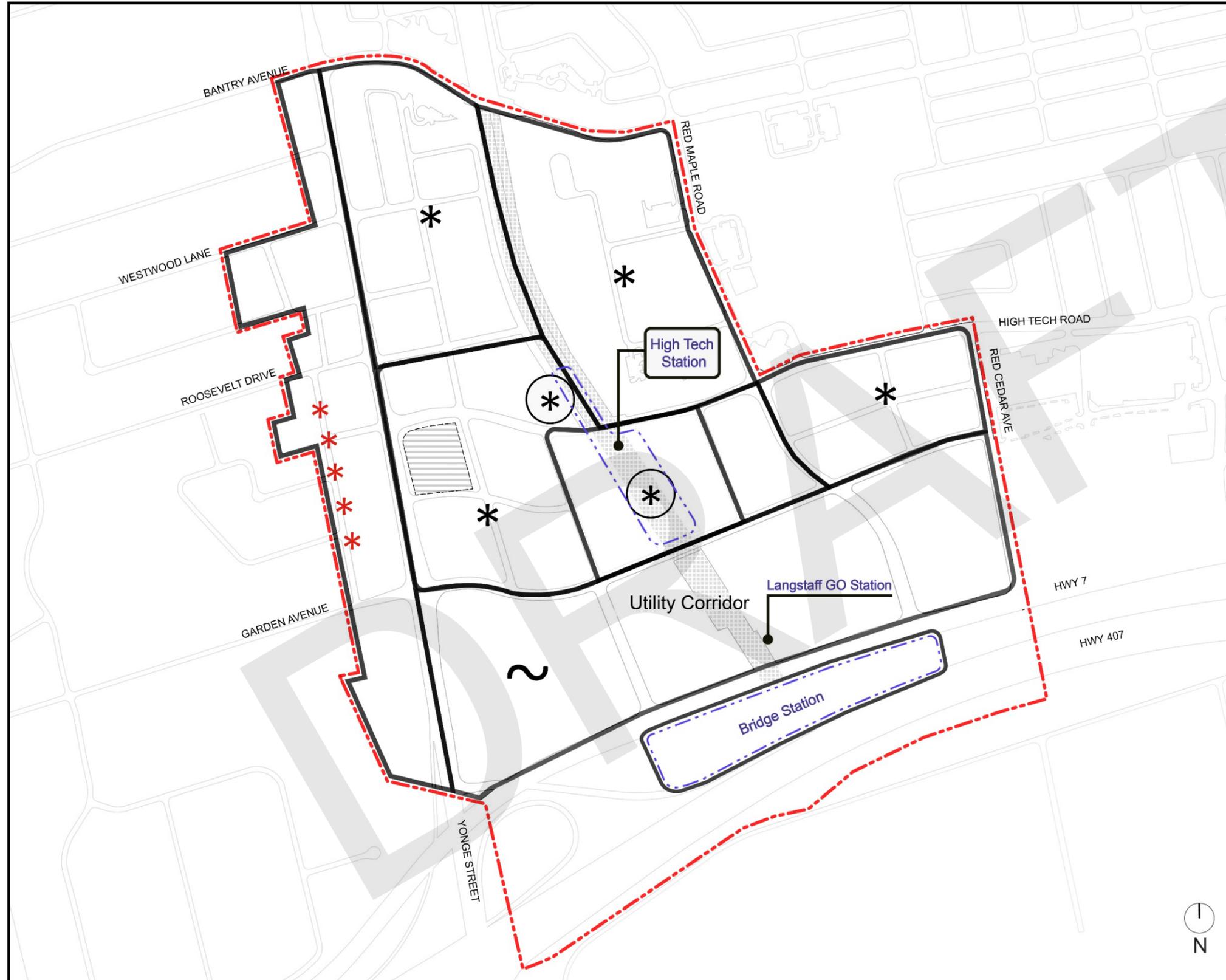
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PLANNING & REGULATORY SERVICES
DEPARTMENT

Richmond Hill Centre Secondary Plan
Density
Schedule 2





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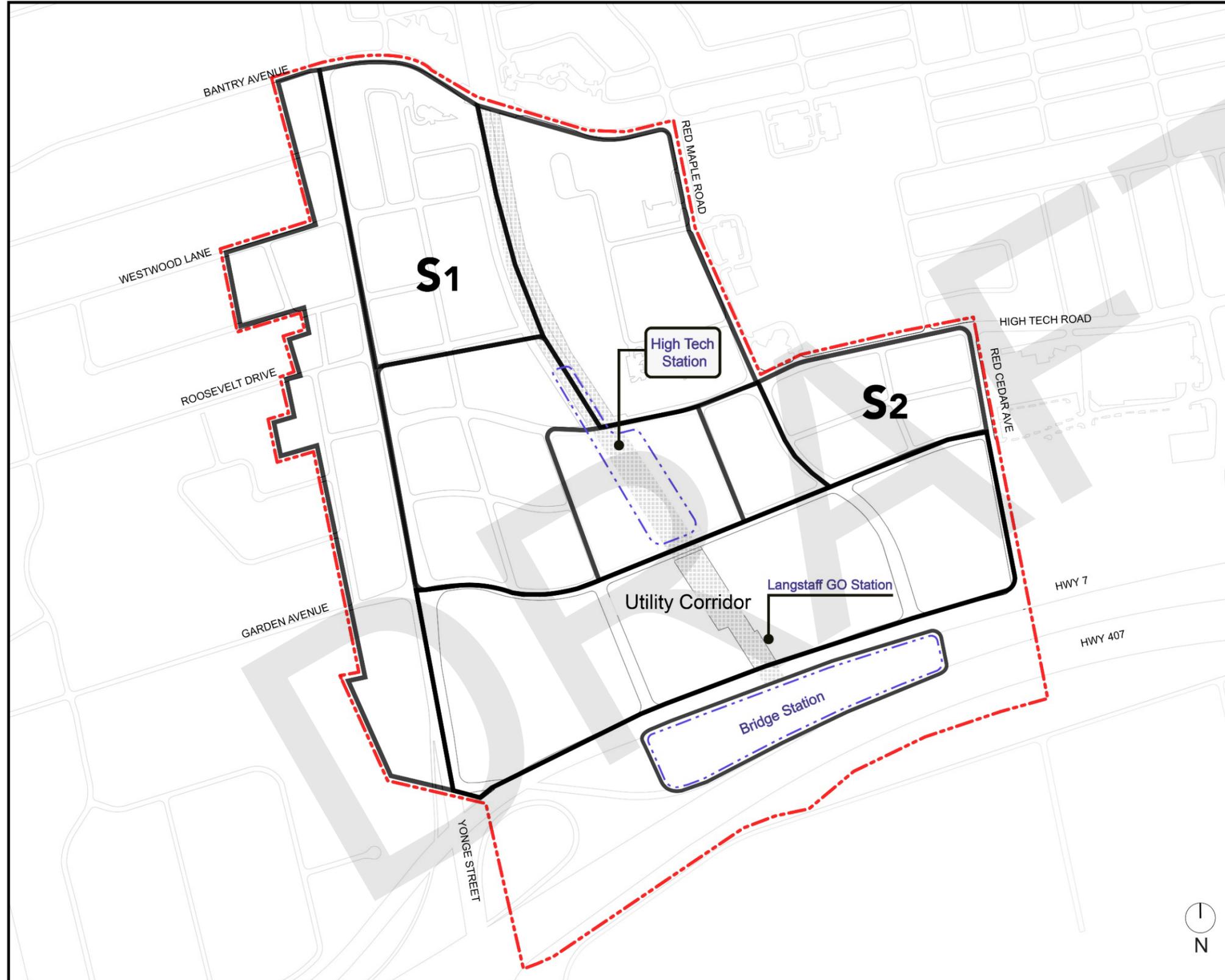
- * Neighbourhood Parks
- *** Linear Park
- ⊛ Urban Squares
- ~ Major Urban Open Space
- ▨ Woodland

NOTE:
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PLANNING & REGULATORY SERVICES
DEPARTMENT

Richmond Hill Centre Secondary Plan
Open Space Network
Schedule 3



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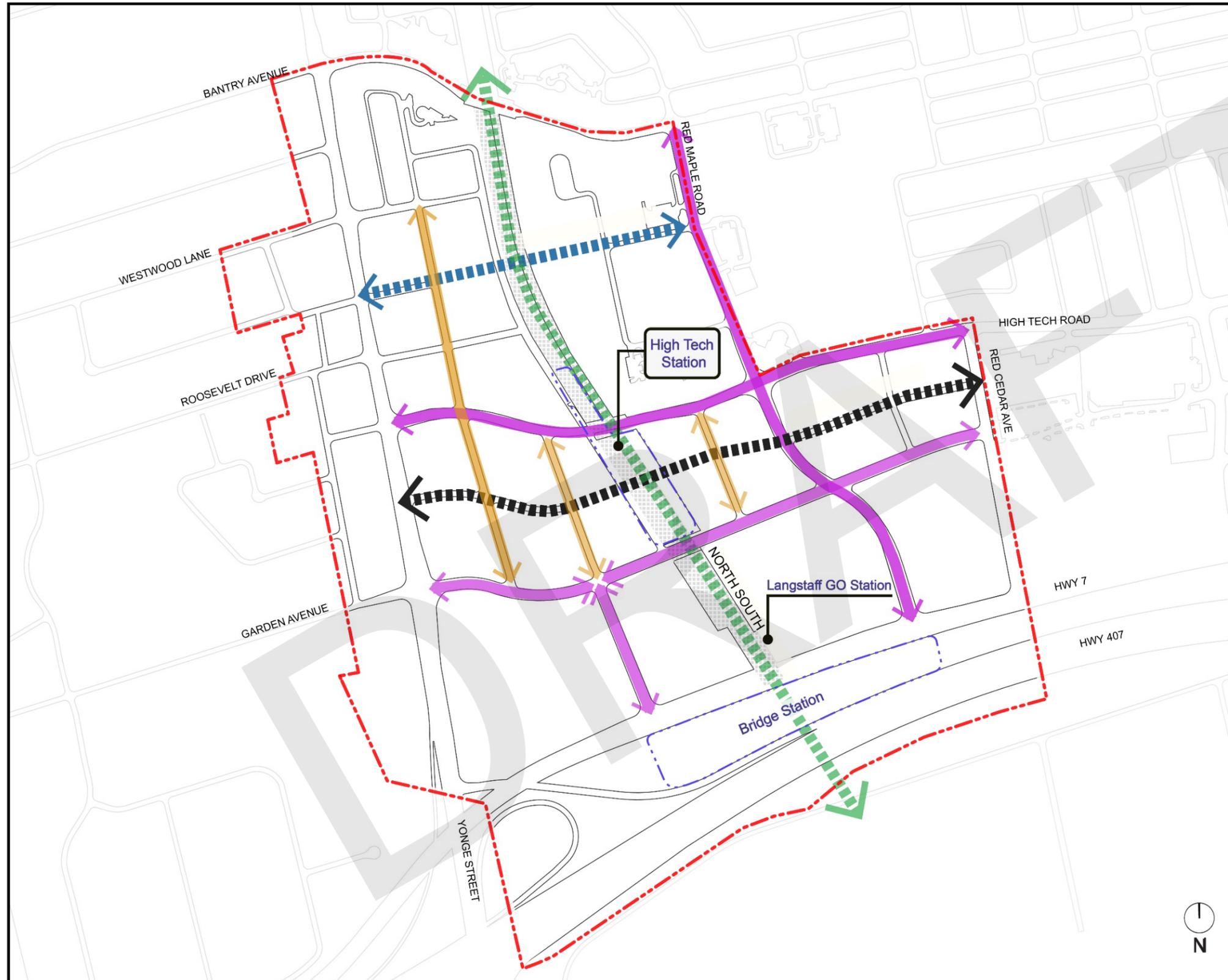
S Potential School Site

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PLANNING & REGULATORY SERVICES
DEPARTMENT

Richmond Hill Centre Secondary Plan
Potential School Sites
Schedule 4



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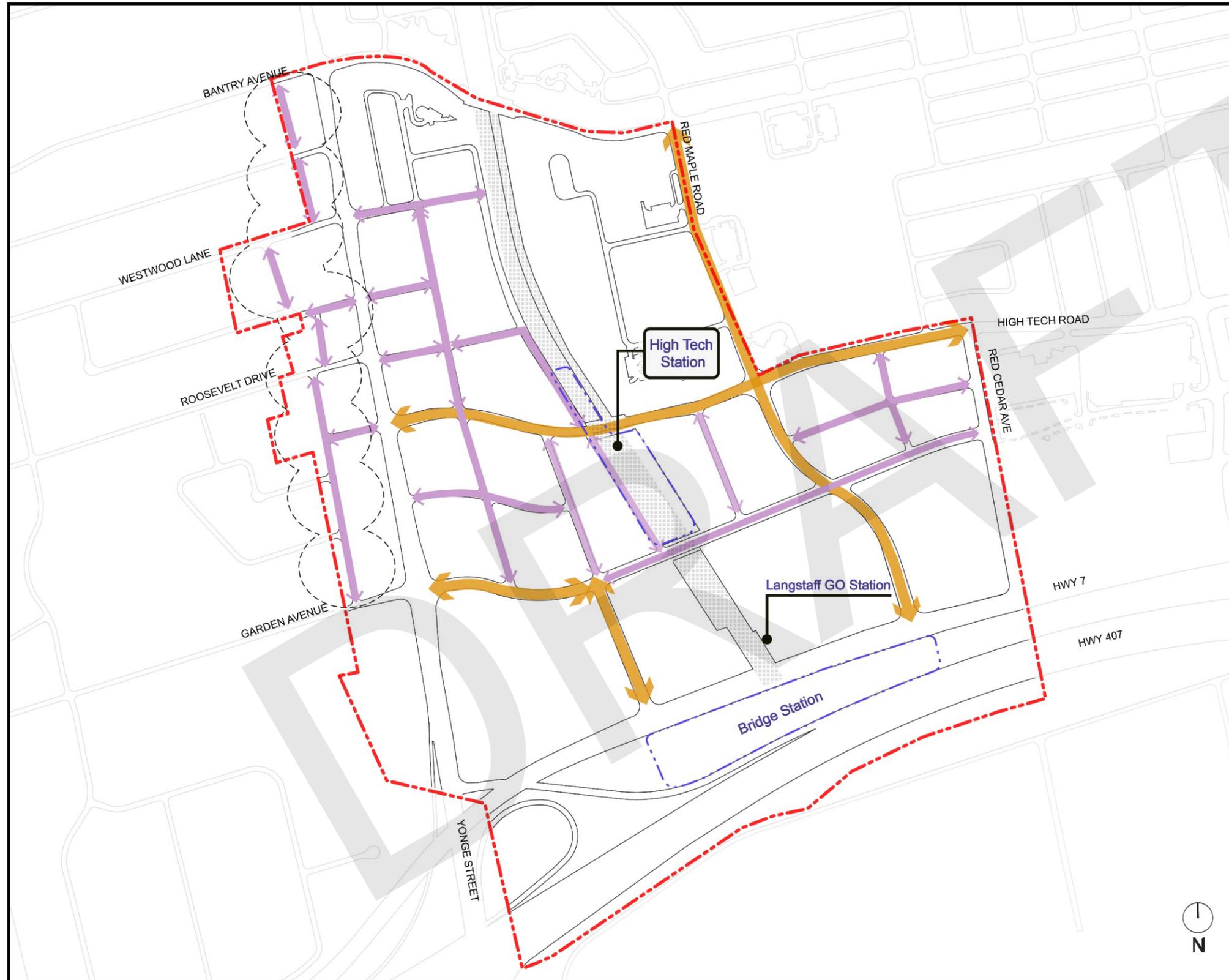
- — — — North - South Pedestrian Cycling Spine
- - - - Central East - West Pedestrian - Cycling Spine
- - - - Northern East - West Pedestrian - Cycling Spine
- Protected Bicycle Facilities
- Conventional Bicycle Lanes

NOTE:
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PLANNING & REGULATORY SERVICES
DEPARTMENT

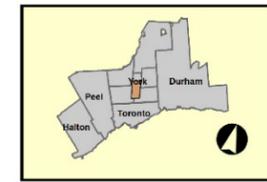
Richmond Hill Centre Secondary Plan
**Proposed Active
Transportation Network**
Schedule 5



Legend

- Local Streets
- Collector Streets
- Local Streets West of Yonge Street

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.



PLANNING & REGULATORY SERVICES
DEPARTMENT

Richmond Hill Centre Secondary Plan
Proposed Street Network
Schedule 6



Legend

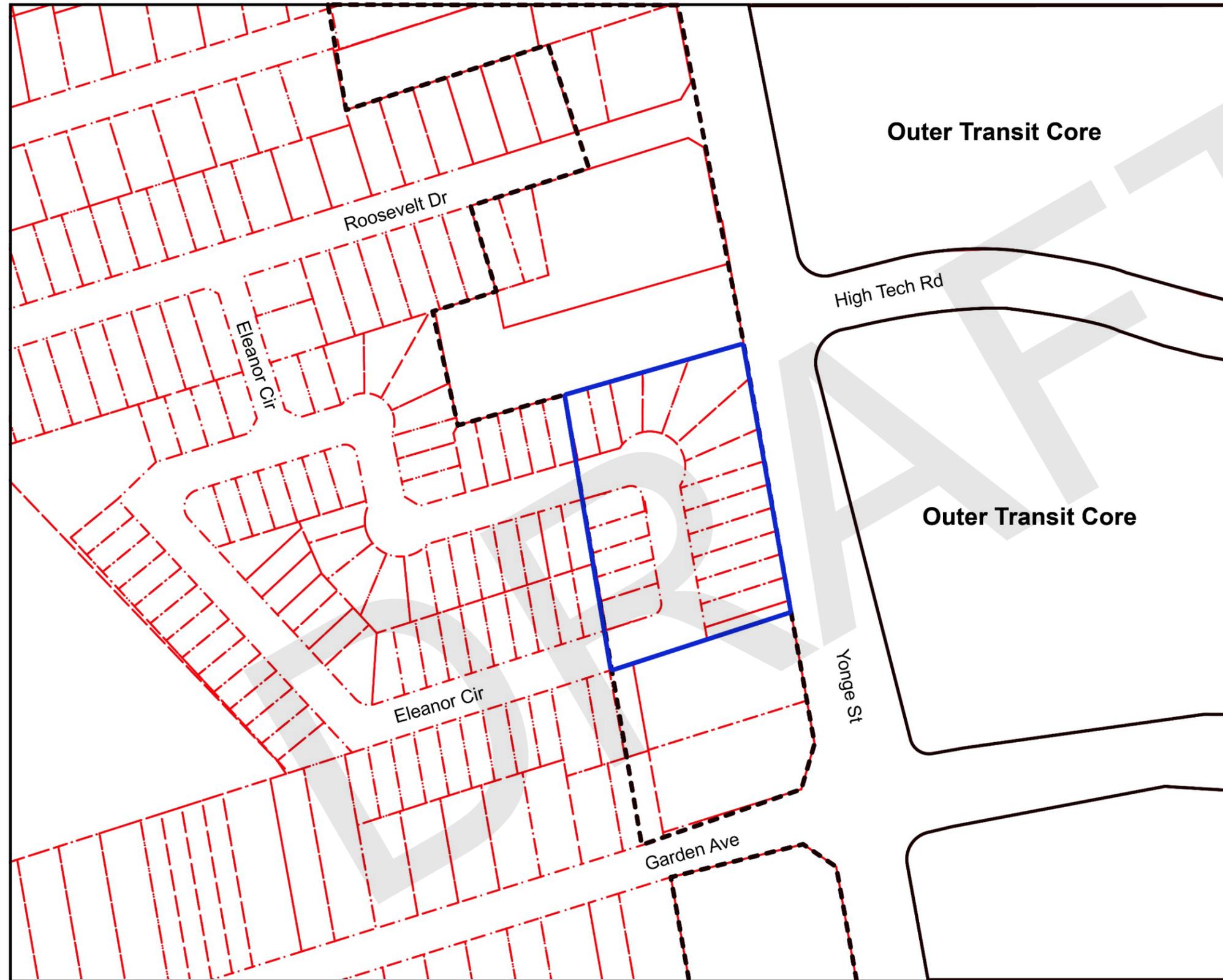
-  Transition Areas
-  Eleanor Circle
(See Schedule 7A)

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PLANNING & REGULATORY SERVICES
DEPARTMENT

Richmond Hill Centre Secondary Plan
**Transition
Schedule 7**



Legend

-  West of Yonge Character Area Boundary
-  Eleanor Circle
(Secondary Plan Policy 1.9.3)

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PLANNING & REGULATORY SERVICES
DEPARTMENT

Richmond Hill Centre Secondary Plan
Eleanor Circle
Schedule 7A