

Richmond Hill Centre Secondary Plan

Study Report

October 7, 2021

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PART 1

1.0 Introduction

The City of Richmond Hill (“the City”) has undertaken the Richmond Hill Centre (“RHC”) Secondary Plan Study to help develop a Secondary Plan that will guide the growth and development of Richmond Hill Centre over time. To undertake this work, the City of Richmond Hill retained a consultant team to collect background information, conduct research and analysis, and engage with stakeholders, municipal staff and the public. The team used this input to develop a vision, principles and a Development Framework for the RHC. This Study Report is a comprehensive planning study for the RHC that addresses a broad range of areas including mobility, open space, land use, expectations for height and density, employment, ground floor activation, urban design, parking and implementation strategies.

The City is doing this work at a time when Richmond Hill Centre is poised to become a new downtown - a major hub of living, working, retail and entertainment and one of the most transit-connected places in the Greater Toronto Area. New subway infrastructure as part of the Yonge North Subway Extension (YNSE) will be built at Richmond Hill Centre, adding to the existing access to local bus and regional rapid bus transit services and GO bus and commuter train routes. The YNSE will introduce two stations that will increase transit access to Richmond Hill Centre: High Tech Station and Bridge Station. High Tech Station is located at the heart of Richmond Hill Centre, putting subway access within a short walk for employees and residents within the area. Bridge Station, located on lands between Highway 7 and Highway 407, will be an integrated transit facility and major interchange station providing access from both Richmond Hill Centre and Markham’s Langstaff Gateway, a major intensification node. Bridge Station will provide connections between the YNSE, regional GO bus routes, GO rail, VIVA Bus Rapid Transit Service and the future 407 Transitway. The significant transit investment planned for the area will be supported by the intensification and redevelopment of lands within the RHC to create a walkable, bikeable, transit-supportive and complete community.

A team of consultants has been working on behalf of the City of Richmond Hill to develop this Secondary Plan Study. This team consists of Urban Strategies Inc.; HDR; TMIG; Urban Equation; Golder and Associates



1.1. Study Process and Consultation

The Richmond Hill Centre Secondary Plan Study has been developed in collaboration with City staff, stakeholders, City Councillors, and the public through a five-phase work program. Consultation has taken place in every phase of the project. Public consultation and feedback were used in different ways at different stages of the planning process:

Phase 1: input contributed to an understanding of perspectives and priorities for RHC

Phase 2: input helped the project team in defining and then refining a draft Vision and Principles.

Phases 3 and 4: Engagement helped to develop a draft Development Framework and understand the implications and needed revisions to this framework.

Phase 5: This Study Report and draft Secondary Plan will be reviewed and discussed through a public hearing of Council.

The public engagement process undertaken as part of the Richmond Hill Centre Secondary Plan Study included:

- **Stakeholder Interviews, including:**
 - York Region District School Board (YRDSB)
 - York Catholic District School Board (YCDSB)
 - Toronto and Region Conservation Authority (TRCA)
 - Metrolinx
 - CN Rail
 - Infrastructure Ontario
 - Hydro One Networks Inc.
 - Landowners: Metrus Properties, Muzzo Group, Metroview Developments, Condor Properties, and others
 - City of Markham
 - York Region
- **York Region Rapid Transit Co.'s Yonge Subway Extension team workshops**
- **3 Special Council Education and Training Sessions**
 - June 19, 2019
 - September 25, 2019
 - May 17, 2021
- **3 Technical Advisory Committee meetings**
 - June 19, 2019
 - September 25, 2019
 - March 9, 2020
- **3 Public Open Houses**
 - June 26, 2019
 - November 11, 2019
 - May 26, 2021

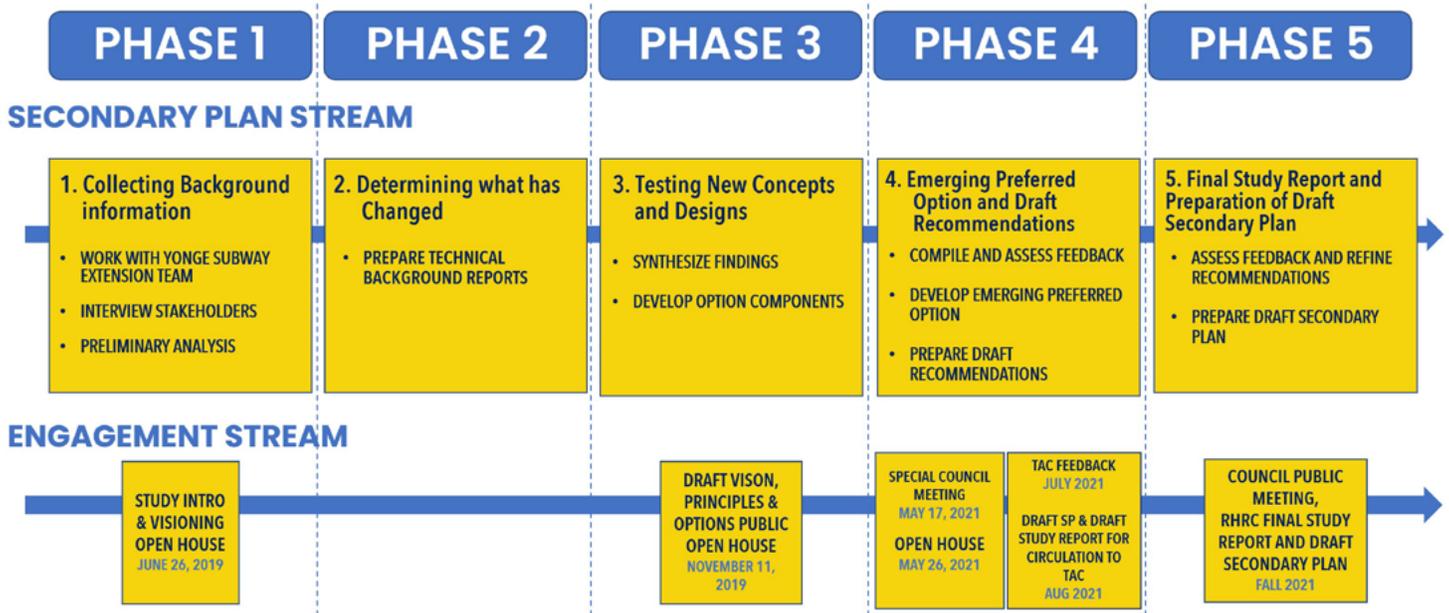


Figure 1. Richmond Hill Centre Secondary Plan Study Process

Phase One: The consultant team gathered background information through research and stakeholder interviews. Ten stakeholder interviews and a Technical Advisory Committee meeting provided in-depth background information regarding various issues and opportunities to be considered through subsequent research and analysis. These discussions, as well as a session with City Councillors (June 19, 2019) and a Public Open House (June 26, 2019), informed the creation of a vision and principles for Richmond Hill Centre, which captured stakeholder and community aspirations for what this place could be.

Phase Two: The consultant team focused on using research from Phase One to provide insight into the opportunities and challenges in the Study Area. These insights are described in a series of White Papers, which include:

- Planning and Urban Design White Paper;
- Transportation White Paper;
- Geotechnical & Hydrogeological Desktop Study Report;

- Servicing Background Report;
- District Energy White Paper; and
- A Background Summary Report which summarized the key findings of Phases 1 and 2.

Engagement in this phase included a meeting with the Technical Advisory Committee (TAC), which is made up of stakeholders from various agencies as well as Regional and Municipal staff. The first Public Open House took place in Phase Two, and built on the findings of the White Papers to begin the visioning process with the community.

Phase Three: The project team tested Development Framework concepts and identified an emerging preferred Development Framework. Additional stakeholder meetings informed this process, as did a TAC meeting, a Public Open House, and a Special Working session with Richmond Hill City Council. The draft vision and principles were shared with City Staff, Councillors, the Technical Advisory Committee, landowners, and the public in Phase 3 through a Council Information session was held on September 25, 2019, and a second Public Open House was held on November 11, 2019. Over 200 people attended each of these open houses.



June 2019 Open House



June 2019 Open House

The RHC Secondary Plan Study work was put on hold in April 2020 to allow Metrolinx to complete their refinement of the Yonge North Subway Extension which would inform the precise location of the subway station infrastructure in the Centre. In addition, further engagement with City Councillors and the public was originally planned to take place in March and April of 2020, but was postponed due to the COVID-19 pandemic. This work resumed in April 2021 through online engagement, and an information session with Council was held on May 17, 2021, as well as an online open house attended by over 150 people on May 26, 2021.

Also in April 2021, Metrolinx released the Yonge North Subway Extension Initial Business Case report, which clarified the location of YNSE stations in the RHC area. The emerging preferred Development Framework developed in Phase Three was refined to align with this new information, in particular reflecting planned High Tech and Bridge YNSE stations.

Feedback from these discussions informed the development of the Emerging Preferred Development Framework Option and draft policy recommendations in Phase 4.

Phase Four: An Emerging Preferred Development Framework was refined in Phase Four and draft policy recommendations were developed. Feedback gathered from Council, TAC members, the public, and stakeholders was considered and analyzed to inform this work. The consultant team used this feedback to inform the Emerging Preferred Development Framework. During this phase, consultation included a TAC meeting, a Public Open House, and Council Working Session.

Phase Five: This Final Richmond Hill Centre Secondary Plan Study Report and a draft Richmond Hill Secondary Plan were both developed in Phase Five. These documents were informed through active engagement with Richmond Hill staff, Council members, stakeholders, and the public.

1.2. Study Boundary and Area Context

The Study Area for the Richmond Hill Centre Secondary Plan Study, shown in Figure 2, is approximately 98 ha. However, the area used for the purposes of calculating density is approximately 60 ha, and excludes Utility Corridor, Highway 7, and Highway 407 areas within the Secondary Plan boundary. This 60 ha area is generally reflective of the Urban Growth Centre (UGC) boundary shown in the 2019 York Region Planning for Intensification Background Report.

While the Regional Growth Centre spans across Highway 407 and includes the Langstaff lands in the City of Markham, the scope of this Study is limited to the Richmond Hill portion of the UGC boundary, which includes High Tech Station and Bridge Station. Lands abutting the Study Area were considered throughout the work to ensure the study findings are reflective of the local context.

The Richmond Hill Centre area is currently comprised primarily of big-box stores and associated parking lots, established residential neighbourhoods, several residential towers, and retail and commercial uses along Yonge Street. The Langstaff GO station and Richmond Hill Transit Terminal are also located in the RHC lands. Key features of the area include a large Hydro corridor that extends through the southern part of the site, a stormwater pond in the southwest corner, and CN rail lines that run north-south through the Centre.

The area abuts a site containing Red Maple Public School, St. John Paul II Catholic Elementary School, and Dr. James Langstaff Community Park. Other neighbouring uses include established residential neighbourhoods including Richvale on the west side of Yonge Street and to the south portions of the Langstaff community, Bayview Glen on the east side of Yonge Street and Markham's Langstaff community to the south, Bayview Glen on the east side of Yonge Street and Markham's Langstaff community to the south.

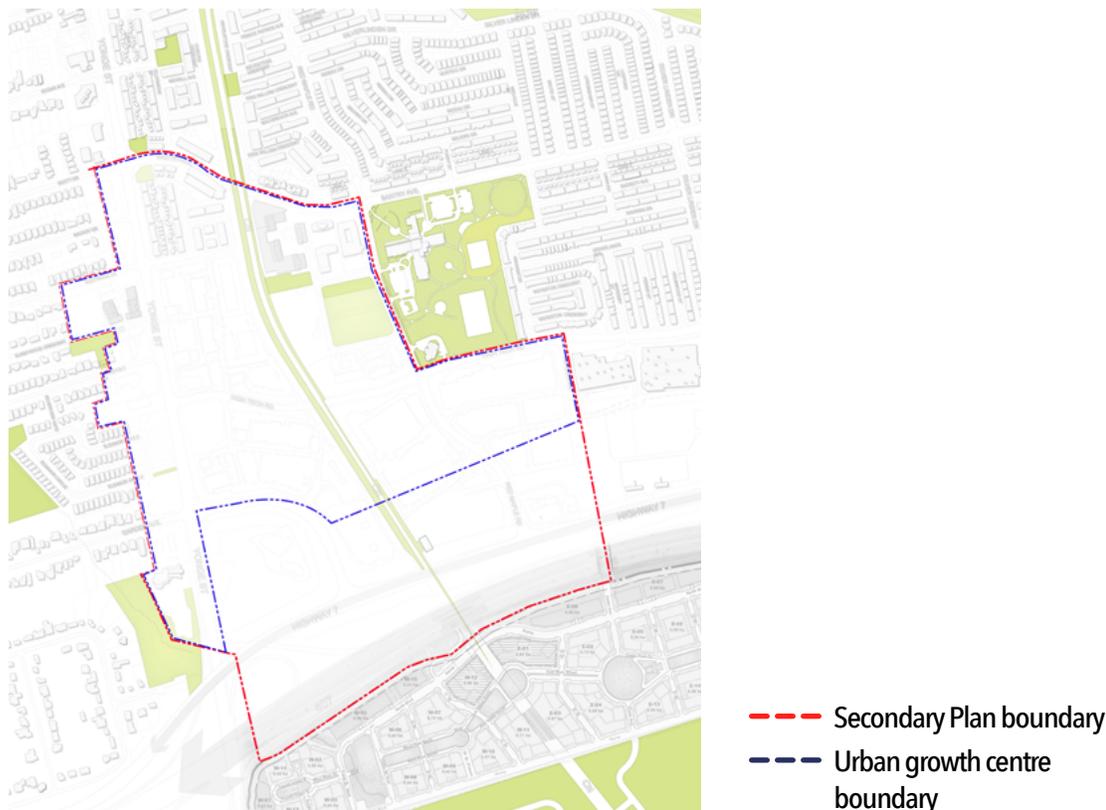


Figure 2. Richmond Hill Centre Secondary Plan Study Boundary

2.0 The Centre Today

2.1. Policy Context

Provincial, Regional and Municipal policy provides direction and sets expectations for the future of Richmond Hill Centre. Provincial and Regional policies describe Urban Growth Centres, including RHC, as mixed-use transit-supportive urban communities intended to accommodate significant growth over time. Policies that direct growth and development in Richmond Hill Centre are also found in the Richmond Hill Official Plan, direction that is largely based on the Richmond Hill Regional Centre Design & Land Use Study (2010). The following section describes these Provincial, Regional, and Municipal policies at a high level and their relationship to the RHC Study Report.

PROVINCIAL POLICY STATEMENT (2020)

The current version of the Provincial Policy Statement (“PPS”) came into effect on May 1, 2020. The PPS (2020) provides policy direction related to land use planning, identifying the importance of planning for strong, resilient, and sustainable communities, a healthy environment, and a strong economy in order to achieve the prosperity and social well-being of Ontarians in the long-term. Accomplishing these objectives depends upon focusing growth and development within settlement areas, achieving efficient development patterns, and promoting the use of active transportation and transit before other travel modes. The PPS (2020) provides high-level direction that supports the development of Richmond Hill Centre into a mixed-use, transit-supportive community that provides connectivity among transportation modes. The Richmond Hill Centre Secondary Plan will be required to be consistent with the policies of the PPS.

GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2019)

A Place to Grow: Growth Plan for the Greater Golden Horseshoe came into effect on May 16, 2019. The 2019 Growth Plan builds upon the initial Growth Plan (2006) and its success in creating more compact, complete communities that are transit-supportive and well-served by infrastructure and public service facilities. The Growth

Plan identifies Richmond Hill Centre as one of 25 Urban Growth Centres in the Greater Golden Horseshoe. Urban Growth Centres are defined by the Growth Plan as “regional focal points for accommodating population and employment growth.” These Centres are intended to be vibrant, mixed-use, transit-supportive communities that accommodate major transit hubs, public institutions, cultural facilities, and major services. RHC is identified as part of the Richmond Hill Centre/Langstaff Gateway Urban Growth Centre, the only Urban Growth Centre that straddles two municipal boundaries. As an UGC, the Growth Plan 2019 directs the Richmond Hill Centre/Langstaff Gateway to be planned for a minimum density target of 200 residents and jobs per hectare by 2031 or earlier.

A priority focus of the Growth Plan is aligning transit investment with planned intensification areas. The planned High Tech and Bridge Stations as part of the Yonge North Subway Extension serve Richmond Hill Centre, and the RHC meets the definition of a Major Transit Station Area (MTSA) as articulated in the Growth Plan. MTSA are areas that are expected to maximize the number of potential transit users that are within walking distance of the station, and should be planned and designed for multi-modal access, and provide a diverse mix of uses including affordable housing. Bridge Station, located in the southern portion of the RHC, will be a transit nexus providing connections between the Yonge North Subway Extension, regional GO bus routes, GO rail, VIVA Bus Rapid Transit Service, and the future 407 Transitway. Similar to Urban Growth Centres, MTSA at Subway stations have a minimum planned density expectation of 200 residents and jobs (combined) per hectare.

The Growth Plan provides high-level direction to help the Regional Centre evolve into a vibrant, mixed-use community that provides a mix of jobs, services, and a variety of housing types to meet the needs of a range of household sizes and incomes. Policies within the Growth Plan encourage the development of public open space systems within Urban Growth Centres, providing opportunities for a diversity of activities. The Richmond Hill Centre Secondary Plan will be required to conform to policies of the Growth Plan.

YORK REGION OFFICIAL PLAN (2010)

The 2010 Regional Official Plan (ROP) includes policy for the Region's Centres and Corridors, identified on Map 1 of the Regional Official Plan. Yonge Street is identified as a Regional Corridor in the Centre and Corridor network, with Richmond Hill Centre identified as a Regional Centre.

The ROP (2010) plans for the urban structure of the Region to intensify, with the highest density and scale of development occurring in the Region's Centres, followed by the Regional Corridors. These areas will include a mix of land uses and will maximize the efficient use of infrastructure, human services, and transit. The Region's Centres are intended to be economic hubs and have the highest concentration of mixed-use commercial, major office, and high-density residential development. Centres and Corridors are also expected to attract cultural, entertainment, educational, and institutional facilities in a mixed-use pedestrian-oriented environment.

According to the ROP (2010), by 2031, Richmond Hill is expected to have a population of 242,200 and 99,400 jobs. Richmond Hill's Residential Intensification target is 15,300 units by 2031 (Policy 5.3.3). Notable policy direction for the Regional Centres include:

- Minimum density requirements of 2.5 floor space index (Policy 5.4.23a);
- Minimum density of 3.5 FSI per development block around major Subway stations (Policy 5.4.23b); and
- Minimum affordable housing target of 35% affordable housing units (Policy 5.4.6e).

The Centres are intended to be places where people both live and work. In order to support these objectives, the ROP (2010) prioritizes the creation of balanced intensification in the Centre, setting the long-term target resident-to-employee ratio for Regional Centres at 1:1 (Policy 5.4.20g).

York Region is currently undertaking a Municipal Comprehensive Review (MCR) process which will update its Official Plan. This MCR is intended to "help ensure [the region is] building communities that are healthy and

complete, where residents of all abilities and ages can live work and play." This MCR will ensure the Region's Official Plan conforms with the 2019 Growth Plan. Updated policies are being drafted, and it is anticipated that a draft Regional Official Plan will be released in late 2021/early 2022. The Richmond Hill Centre Secondary plan is being developed concurrently with the ROP, and is intended to align with the ROP when it is adopted.

METROLINX 2041 REGIONAL TRANSPORTATION PLAN (2018)

The 2041 Regional Transportation Plan (2041 RTP) developed by Metrolinx for the Greater Toronto and Hamilton Area "outlines how governments and transit agencies will work together to continue building an integrated transportation system that supports a high quality of life, a prosperous and competitive economy, and a protected environment." The RTP is driven by 5 strategies:

- Strategy 1—Complete the delivery of current regional transit projects;
- Strategy 2—Connect more of the region with frequent rapid transit;
- Strategy 3—Optimize the transportation system;
- Strategy 4—Integrate transportation and land use; and
- Strategy 5—Prepare for an uncertain future.

The Yonge North Subway Extension is one of the identified transit projects under Strategy 1, and includes High Tech Station in the heart of RHC and Bridge Station on the southern border of the Secondary Plan Area. Furthermore, priority Actions under Strategy 5 of the RTP include several that are directly applicable to the RHC Secondary Plan. These include:

- 4.3: Focus development at Mobility Hubs and Major Transit Station Areas along Priority Transit Corridors identified in the Growth Plan,
- 4.5: Plan and design communities, including development and redevelopment sites and public rights-of-way, to support and promote the greatest possible shift in travel behaviour, consistent with Ontario's passenger transportation hierarchy,

- 4.7: Embed TDM in land use planning and development, and
- 4.8: Rethink the future of parking.

The policies of the RHC Secondary Plan have been developed to support these Actions. The significant transit investment in the Yonge North Subway Extension will be supported by the RHC Secondary Plan, which will guide intensification and redevelopment of RHC to create a walkable, bikeable, transit-supportive and complete community.

CITY OF RICHMOND HILL OFFICIAL PLAN (2010)

The City's 2010 Official Plan is the current and in-force city-wide plan to direct growth and development in Richmond Hill. The RHOP (2010) includes policies to direct growth in the Richmond Hill Centre, which is expected to see the greatest degree of intensification in the City. This Study Report and associated draft Secondary Plan have treated the existing Official Plan as a departure point. While the general intent of the RHOP will be maintained as it relates to RHC, the draft Secondary Plan introduces additional policies for RHC to reflect a changing planning context. The RHOP principles for RHC remain largely the same in the draft Secondary Plan, with added direction to shape intensification in a way that realizes a complete community with a mix of employment, commercial and residential uses, and a walkable urban community built around transit.

The RHOP (2010) direction for the RHC was derived from a 2010 Study, the Regional Centre Design & Land Use Study Final Recommendations Report. Policy direction from the 2010 study includes:

- That the RHC will be walkable with a fine-grain street network;
- An urban open space and linear parks system will provide connections within the RHC and to the abutting neighbourhoods; and
- That the parks and open space system will serve an important placemaking function by creating a network of focal points, urban linkages and gathering places as well as contributing to an enhanced active transportation network.

The RHOP (2010) includes direction for predominantly mixed-use transit-oriented development in the Centre. Office and major office development are also promoted in order to achieve a long-term employee-to-resident target ratio of 1:1.

The RHOP (2010) plans for an integrated transit hub within RHC. The allowable density around this transit ranges from 3.5 to 6.5 FSI per development block. The minimum density in other parts of the RHC is 2.5 FSI per development block. The RHOP also indicates a minimum height around the transit hub of 4 storeys and the maximum height is 40 storeys. Height and density will become progressively lower the greater the distance from the hub. The minimum height for developments fronting on the west or east side of Yonge Street is 4 storeys, with base buildings between 4 and 6 storeys and a maximum height of 15 storeys.

The general intent of the RHOP policies applicable to the RHC, such as creating a walkable, fine-grained, mixed-use place that focuses the greatest heights and densities at the core, has been maintained and updated in the draft RHC Secondary Plan.

At the time of this Study Report and draft Secondary Plan, The City of Richmond Hill is updating its 2010 Official Plan to guide land use and development to 2041. In the spring of 2021 Richmond Hill hosted a virtual open house and undertook an online survey with respect to the vision and urban structure of the City to 2041. Through that work the emerging vision for the City is as follows: "By 2041, the City of Richmond Hill will be the centerpiece of York Region and one of the most prominent, complete communities in the Greater Toronto Area." To that end, from an urban structure perspective, Richmond Hill Centre continues to be at the top of the City's intensification hierarchy and the area where the greatest diversity of land use, the tallest buildings and most dense development would take place. The recommendations contained within this report align with those directions.

THE PARKWAY BELT WEST PLAN

The area south of Highway 7 within the Secondary Plan Area includes lands that are subject to and governed by the Provincial Parkway Belt West Plan (PBWP). The goals of the PBWP are:

- **Identification of Urban Areas:** Separate and define the boundaries of urban areas, thus helping to provide the residents with a sense of community identification.
- **Integration of the System of Urban Areas:** Link Urban areas with each other and with areas outside the region by providing space for the movement of people, goods, energy and information, without disrupting community integrity and function.
- **Land Reserve for Future Flexibility:** Provide a land reserve for future linear facilities and unanticipated activities requiring sites of high accessibility and substantial land area.
- **Linked Open Space Framework:** Provide a system of open space and recreational facilities linked with each other, with nearby communities, and with other recreational areas.

The draft RHC Secondary Plan does not propose any changes to the designation or uses within PBWP, and the PBWP will continue to prevail over these lands.

2.2. Existing Conditions

BUILT FORM AND LAND USE

Built form and land use in the RHC are reflective of several different eras of development. Within the Study Area, much of the area East of Yonge Street contains large format retail and commercial uses. The west side of Yonge Street is generally characterized by a mix of 1-to 2-storey automotive uses, including gas stations and a car dealership, alongside small-scale retail stores and personal care services, as well as associated parking lots. Two exceptions to this pattern along Yonge Street are a series of rear lotted single detached dwellings on the easternmost edge of Eleanor Circle, an existing residential neighbourhood that backs onto the west side of Yonge Street, and a number of townhouse form residential dwellings fronting Yonge Street north of Beresford Drive.

Interior to RHC, the area east of Yonge Street is predominantly characterized by large format retail stores, entertainment destinations, and government services buildings that range in height between 1 and 5 storeys, as well as associated surface parking lots. Richmond Hill Centre Terminal, which serves York Region Transit, Viva, and GO Transit, is located south of High Tech Road, west of the rail corridor and Langstaff GO is east of the rail corridor, south of High Tech Road. The portion of the Study Area north of High Tech Road, east of the rail corridor, and west of Red Maple Road is further characterized by recent 14- to 20-storey residential buildings and a 3-storey long-term care community.

Other, larger-scale residential developments have been recently approved and built in the Centre, including an 18-storey residential development currently under construction at the southwest corner of Yonge Street and Westwood Lane. Adjacent to the Red Maple Public School / St. John Paul II Catholic Elementary School site, several residential towers have been built around Oneida Crescent. Four additional towers have been proposed as part of this development ranging from 25 to 37 storeys.

EXISTING TRANSIT

Existing transit infrastructure in Richmond Hill Centre is generally focused south of High Tech Road and north of Highway 7, adjacent to the CN rail lines that run north-south through the Centre. These include the Langstaff GO station and Richmond Hill Centre transit terminal, which accommodates four Viva bus rapid transit and eight York Region Transit (YRT) bus routes. Both stations are located north of Highway 7, with the transit terminal on the west side of the rail corridor, across from the GO station located on the east side of the rail corridor. The two stations are linked by a pedestrian bridge.

PLANNED TRANSIT

Additional transit service is planned for Richmond Hill Centre, including the following:

Yonge North Subway Extension – 4 station, approximately 8-kilometre extension of the TTC's Line 1 expected to open in 2029-2030 following the Ontario Line. This extension will connect Richmond Hill to Downtown Toronto allowing for simpler, more connected travel across York Region and the City of Toronto. The Initial Business Case for the line was published in 2021 and the environmental assessment for the extension is currently underway.

Yonge VIVA BRT – VIVA, York Region's 34-kilometre bus rapid transit system includes 6 existing routes, 1 new planned route, 3 rapidways including the Yonge Street VIVA rapidway, and several funded and unfunded expansion initiatives through the VivaNext project. Construction of bus rapid transit facilities along Yonge Street has been completed as of December 2020 and connects the Viva Highway 7 rapidway, the future Yonge North Subway Extension as well as Aurora and Newmarket. The bus rapid transit system connects riders to the York Region subway system, GO Transit, and the Region of Peel.

Highway 407 Transitway – The 407 Transitway is a 150-kilometre intermunicipal transitway planned to connect Richmond Hill to Burlington, Oakville, Milton, Halton Hills, Mississauga, Brampton, Vaughan, Markham, and Pickering with up to 50 surface stations along the existing Highway 407 corridor. The 407 Transitway will enhance east-west cross-regional mobility and increase transit capacity to meet forecasted travel demand in the Growth Plan and the Metrolinx 2041 Regional Transportation Master Plan. The Transitway is not currently funded and according to the Metrolinx Regional Transit Plan is planned for beyond 2041. The Ontario Ministry of Transportation has begun preparing preliminary planning and design studies and completed environmental assessments across the Transitway route. The EA completed for the 407 Transitway in vicinity of the RHC assumed a previous underground alignment of the

subway internal to the lands of the RHC. Since that time, the subway has been realigned to utilize the existing rail corridor. Given the fundamental change in the transit infrastructure alignment in the RHC since the time of the 407 Transitway EA, this Study Report has assumed the 407 Transitway alignment will be revised.

GO Regional Express Rail (RER) – The GO RER program, also known as GO Expansion, is intended to support GO’s shift from a largely commuter system to a comprehensive regional rapid transit network. RER will include service improvements on all 7 lines, with 5 lines seeing electric trains running two-way all-day service every 15 minutes or better. 15-minute service between Union Station and Richmond Hill GO is identified as a project beyond 2041. The Richmond Hill GO Line has also been expanded with a new Bloomington GO Transit Station at Highway 404 and Bloomington Road that opened in June 2021.

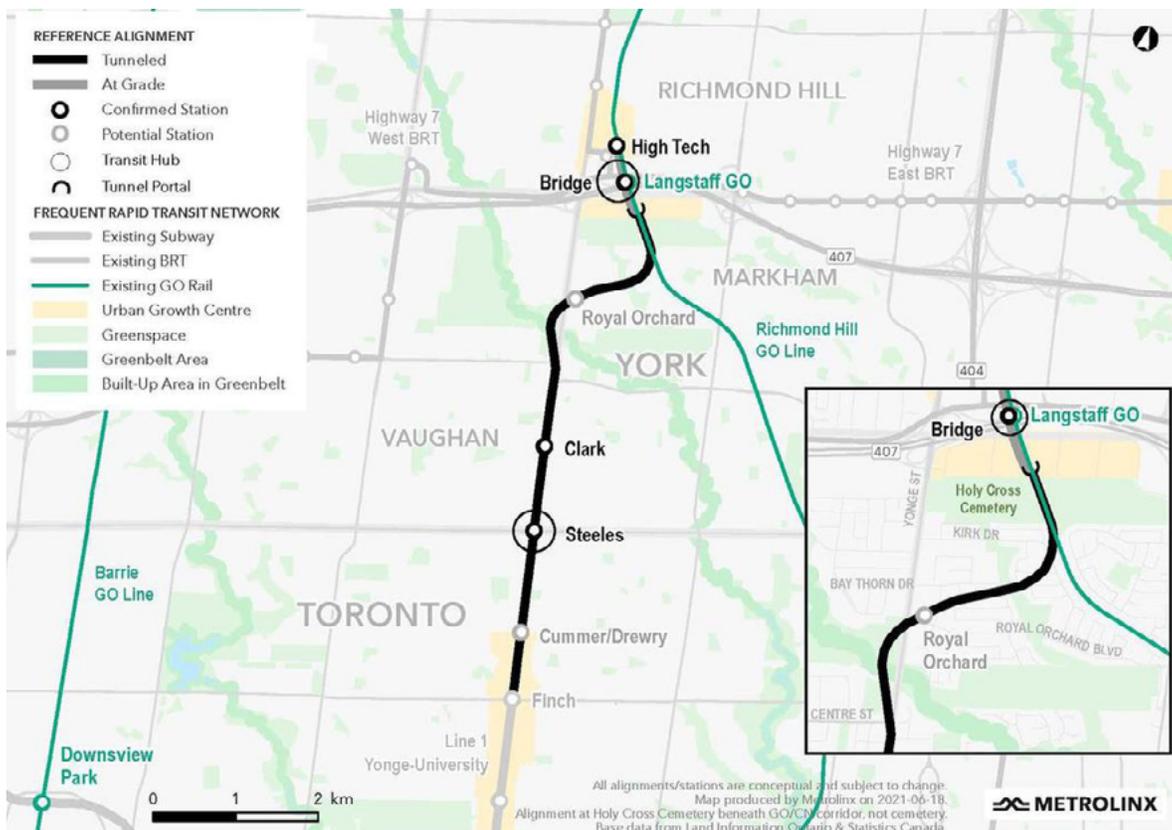


Figure 3. Planned Transit: Yonge North Subway Extension (Metrolinx)

HYDRO CORRIDOR

A large Hydro corridor runs through the southern part of Richmond Hill Centre, approximately 13 ha in size or 16 percent of the study land area. The transmission lines within this corridor are of regional significance and play an important role in the transmission of energy in southern Ontario and beyond. The corridor currently includes three transmission lines, one 230 kV and two 500 kV, with a fourth set of lines planned on the north side of the corridor.

There are regulations on setback distances and uses permitted under the hydro lines and restrictions on permissible uses within the 500 kV portion of the Hydro Corridor. Permissible uses within the Hydro Corridor may include parking lots, roads, trail systems, drainage and catch basins. Any use within the Hydro Corridor is subject to review and approval of Hydro One. A 15-metre setback radius is required around the footing of the hydro towers for safety and maintenance purposes.

Considering the significant constraint that the Hydro corridor represents to development in the Centre, there has been interest in burying the hydro lines to free up additional land for development. A feasibility study would be required to determine if reconfiguring the hydro lines is technically possible and financially viable.

STORMWATER MANAGEMENT POND

A stormwater management pond is located at the northeast corner of Yonge Street and Highway 7. The pond manages rainfall and runoff in the surrounding area, and is anticipated to remain in place as the Richmond Hill Centre develops over time. However, enhanced access and usage of the stormwater management pond have been considered as part of the Secondary Plan Study process to explore the possibility of maximizing the pond's role as a valuable community amenity and increasing its environmental benefit.

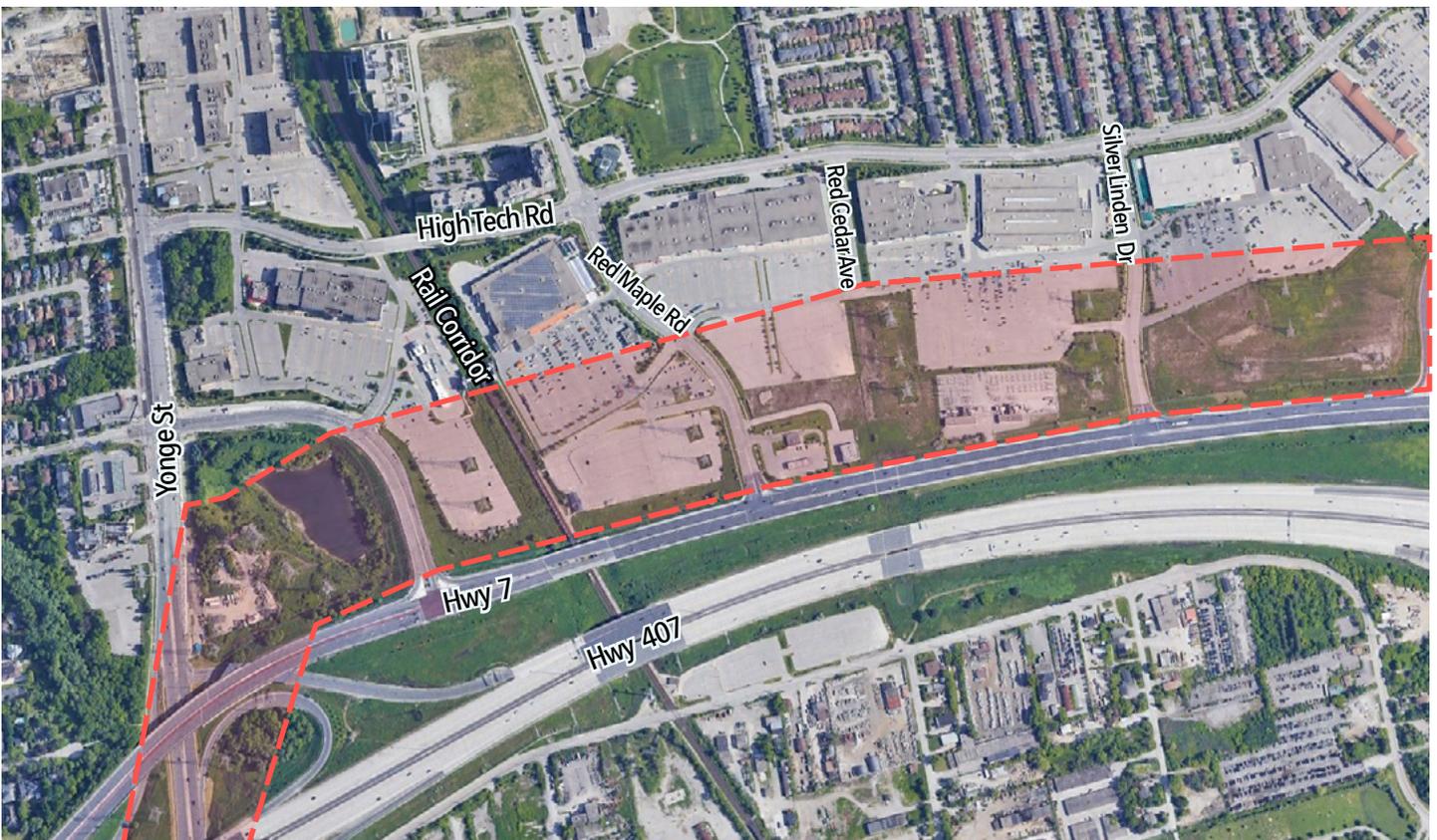


Figure 4. Hydro Corridor

WOODLOT AND WETLAND

A woodlot exists within the Secondary Plan area located at the southeast corner of High Tech Road and Yonge Street, which is a heritage woodlot and designated as a key natural heritage feature (Significant Woodland) in the RHOP. The Toronto and Region Conservation Authority (TRCA) has indicated that the south end of the Woodlot 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 TRCA would be required for any works within 30 metres of this wetland including alterations to the wetland itself. In addition, policies of Richmond Hill Official Plan Section 3.2.1 apply to key natural heritage features.

The York Region Official Plan designates the Woodlot as "Woodland." The significance of the Woodland, including factors such as whether it directly supports rare plants or endangered species, has not yet been completed.

Prior to development being contemplated on the Woodlot site, an assessment would be required to determine the significance of the Woodlot according to the TRCA's and Region's criteria, the woodlot could become available for development. Accordingly, these lands are included in the Recommended Development Framework and envisioned to potentially redevelop, subject to the conclusions of the appropriate evaluative processes.

CN RAIL CORRIDOR

A CN rail corridor runs north-south through the centre of the Study Area and currently supports the transportation of heavy freight as well as the provision of GO commuter rail service. This corridor creates a significant barrier to east-west movement across the Centre, and will require special consideration in planning and development of RHC. Improving connectivity across the corridor is a priority for the Secondary Plan Study. Two grade separated crossings of the CN rail corridor are present at High Tech Road and Bantry Avenue. An additional pedestrian crossing over the rail corridor connects the existing GO station on the east to the Richmond Hill Centre Terminal on the west. Future development adjacent to these tracks will be required to comply with

safety, noise, and vibration mitigation measures. The established requirement for sensitive uses along the corridor, such as residential or high occupancy park spaces, is a 30-metre rail corridor setback, although a reduction to the setback of up to 5 metres may be contemplated when a higher order safety barrier such as a crash wall or larger earthen berm is considered. Other considerations for development in proximity to the corridor include but are not limited to the inclusion of safety barriers, rail safety assessment of development proposals, and noise and vibration studies for sensitive uses.

GRADES AND ELEVATION

One of the challenging features of the Study Area is the existing and planned grade conditions. Some of these grade differences are related to the CN rail lines, while others are features of the surrounding geography. The varied grades between future development parcels and existing public roads present obstacles to connectivity within the Centre. The Recommended Development Framework in Part 2 of this Study Report addresses these obstacles in developing permeability and connectivity within the Centre.

TORONTO/BUTTONVILLE MUNICIPAL AIRPORT

Development in Richmond Hill Centre may have impacts on the operation of flights to and from Toronto/ Buttonville Municipal Airport. As an interim policy, despite any enabling policies of the proposed Plan with regards to building heights, the maximum building height within Richmond Hill Centre shall be limited to 323 metres above sea level (approximately 34 stories) until such time as the Federal Zoning Regulations for the Buttonville Airport are no longer in force and effect in respect of the lands or have been repealed. Development proposals above this height and prior to the repeal of the Zoning Regulations would require further assessment for potential impacts and review and discussion with all affected stakeholders.

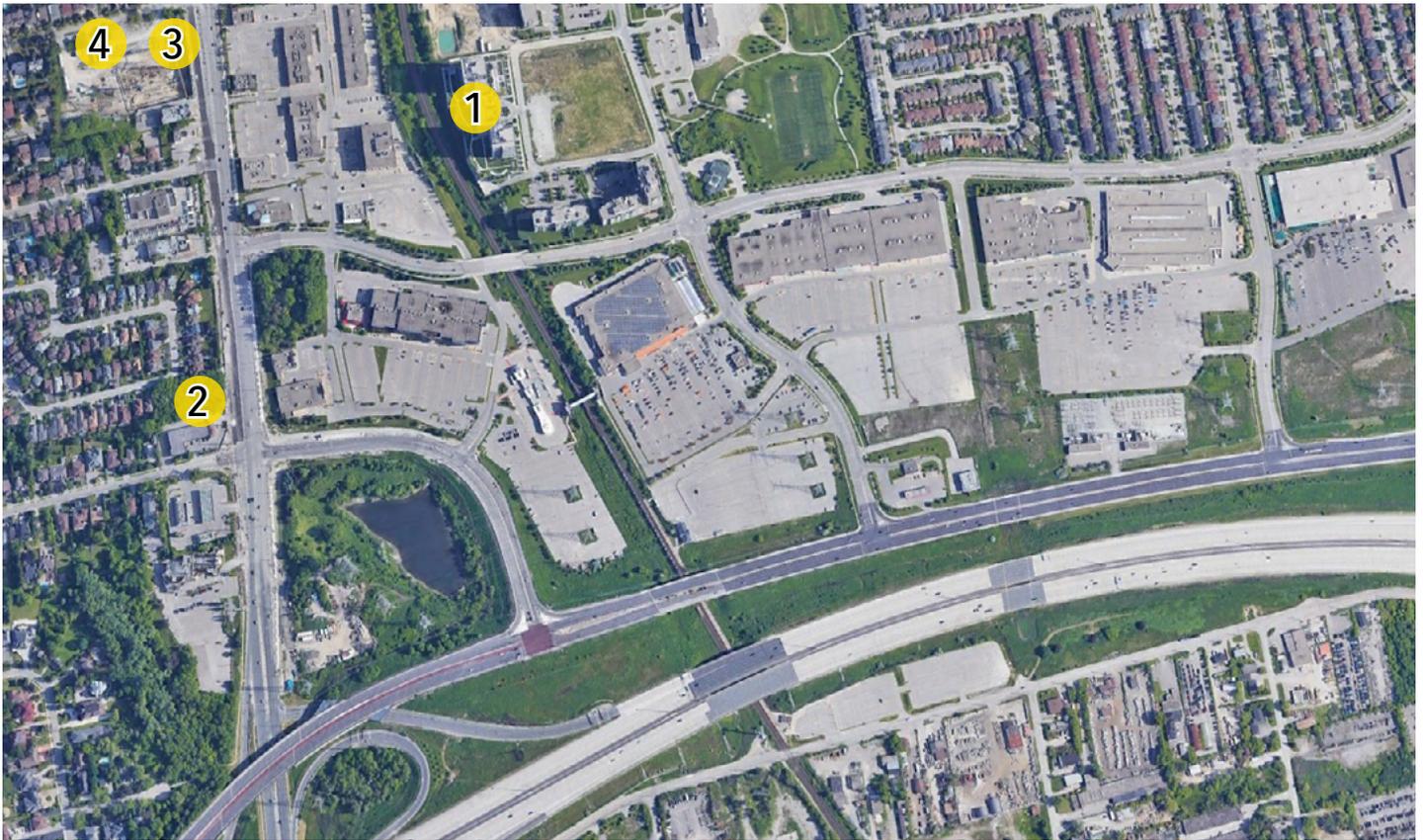


Figure 5. Recent Development Trends Map

RECENT DEVELOPMENT APPLICATIONS

Several significant developments have been planned or built in the Richmond Hill Centre area in recent years. These developments, which primarily include residential uses, have begun the process of intensification in the Centre.

1. 55 and 65 Oneida Crescent

The proposed SkyCity development would include 6 condominium buildings between 20 and 37 storeys with a linear public park. The first phase, which includes two 20-storey buildings, has been completed.

Two new development applications are currently under review for 0 Oneida Crescent. The applications propose four fully residential towers with heights ranging from 25 to 37 storeys, a 3-storey podium on each tower, and a 2-storey freestanding shared amenity building. The proposal would deliver 1,518 residential units, 1,799 parking spaces with a total combined GFA of 119,949.50 square metres and FSI of 7.96.

2. 8700–8710 Yonge Street

This proposed Official Plan and Zoning By-law Amendment are to facilitate a 54-storey high rise, mixed-use development with a total of 710 units, 520 square metres of commercial at-grade, and 572 parking spaces. The GFA totals 49,963 square metres and an FSI of 6.54.

3. 8868 Yonge Street

This proposed Official Plan and Zoning By-law Amendment are to facilitate the development of an 18-storey tower on a 6-storey podium (total 24 storeys) and a 13-storey tower on a 4-storey podium (17 storeys total). A total of 427 apartment units are proposed with a total GFA of 34,906 square metres, a combined FSI of 5.09, and 496 parking spaces.

4. 8888 Yonge Street

This development is at the Site Plan Approval stage, and is planned to have one 15-storey mixed-use building with 204 apartment units, 680 square metres of retail at-grade, and 257 parking spaces. The proposal totals 20,015 square metres in GFA with an FSI of 4.2. The application for this proposal was previously addressed at 8890 Yonge Street.

3.0 Vision, Principles and Approach

Based on the existing policy context, conditions, and ambitions of the community, a vision and set of development principles were developed to guide the study process and inform the structure of the ultimate Development Framework.

3.1. Vision

One of the first steps for planning for RHC was to define a shared vision for the future. The RHC study team established a visioning process for the RHC that included consultation with the community, City Council and a wide range of stakeholders. The visioning process considered current plans for RHC, including the significant transit investment planned for the area, and explored participant expectations around the Centre's future development and its role in the City, the Region, and the Greater Toronto Area.

Developing a vision and principles that reflect community values and priorities is crucial because the planned transit alone will not make Richmond Hill Centre a great place. Discussions identified various priorities to realize the unique opportunity that the RHC represents, including exceptional transit connectivity, a mix of uses, a walkable and bikeable vibrant public realm, a diverse mix of employment and housing options, community services that meet the needs of all residents, great open spaces, and high-quality development.

The consultation process with stakeholders, community members, City Staff and Councillors informed the creation of a vision statement that captured participants' high-level aspirations for how the RHC could develop over time.

VISION: A NEW DOWNTOWN FOR RICHMOND HILL

Located at the geographic centre and connected to the Greater Golden Horseshoe by a radiating network of transit, Richmond Hill Centre 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.

3.2. Development Principles

Six development principles support the Vision and provide specific goals for the RHC and ground future work on the Development Framework. These principles reflect the specific values and aspirations for the RHC that the Development Framework seeks to realize.

1. A new downtown for Richmond Hill

Richmond Hill Centre will be more than just 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 supported by (and supporting) 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 place-making

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, 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 many destinations and amenities in the area as well as the surrounding established residential neighbourhoods and transit facilities.

High-quality transit will be seamlessly integrated with development. While cars will continue to be accommodated, they will be integrated in a way that does 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.

This sustainable approach, combined with a commitment to a more mixed-use, transit-supportive environment, will help to create a more resilient place that reduces its impact on the environment.

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 attractive location for new investment.

3.3. Structuring Ideas

Preliminary work on the Development Framework for Richmond Hill Centre began with identifying key structuring ideas that organized and informed the Secondary Plan Study process and ultimate development concept. These structuring ideas reflect fundamental planning, design and policy principles that will support the creation of a walkable and vibrant urban centre and employment hub that is successfully knit into the surrounding community and positioned to adapt and innovate over time.

Create a strong neighbourhood edge

Along the edges of the Study Area are several existing residential neighbourhoods. These strong neighbourhood edges are one of the Centre's unique qualities and help define its character. Establishing built form transition to the neighbourhoods is a key strategy to facilitate the integration of new development into the existing surrounding community fabric.

Develop a flexible and connected street and block pattern as the basis of the framework

A primary objective for the street and block network is to achieve high levels of street connectivity while preserving development flexibility. The RHC will include a core grid of public streets, with the potential for additional porosity and connectivity to be provided through mid-block connections to be delivered with development. The connected grid of streets supplemented by pedestrian mid-block connections is an important strategy to support a more walkable, transit-supportive environment.

Focus the greatest mix of uses and employment at the transit node

Recognizing that access and adjacency to higher-order transit are important for attracting office uses and, ultimately, developing a critical mass of employment, the most significant employment densities are located on the lands immediately around the transit station.

Because a robust mix of residential, retail and entertainment uses is equally important to developing a vibrant centre that attracts employment, these lands will also be planned to accommodate a broader mix of uses.

Deliver major open space within each character area

Parks and open spaces can help define and enrich an urban community, provide a context for social interaction, and contribute to sustainability and resilience. Each character area will include a park that will be designed and programmed to meet the needs of those who live and work in the surrounding area. The parks will be urban, defined and animated by adjacent buildings and uses and scaled between 0.5 and 1 hectare to ensure that they are capable of accommodating a broad range of activities. The phased approach to open space delivery will ensure that new development contributes to local place-making and that all residents and employees in Richmond Hill Centre have access to outdoor recreational space as the centre develops.

Create a policy framework and development environment that is future-focused, innovative and adaptable

The timing and execution of public transit initiatives, changes in the commercial development market, adaptations in personal mobility and technological change driving new approaches to city building are all likely to impact how development occurs at the RHC. Considering these unpredictable factors, the Secondary Plan Study has prioritized adaptability, flexibility and innovation.

Policies have been designed, where appropriate, to allow flexibility around the provision of open spaces and pedestrian connections. By embracing new technology and employing collaborative methods of delivering development, community facilities, services and infrastructure, the Centre will be a dynamic place that is attractive for investment and able to evolve over time. In support of this, the Secondary Plan is intended to be aligned with a future Smart Cities Strategy, which will guide the use of technology to improve the lives of residents and businesses.

3.4. Approach to Innovation

Richmond Hill Centre will encourage innovative forms of city building to create an international showpiece for transit-integrated development. Over the horizon of this plan, RHC will be growing and evolving within a rapidly changing environmental, technological, economic and social context. As the COVID-19 pandemic has illustrated in communities across the globe, flexibility and resiliency of urban environments is an essential consideration for community design. Adaptive approaches will be needed to creatively respond to future challenges and adopt emerging technologies in a way that supports the public good and the urban vision for Richmond Hill Centre. Policies included in the RHC Secondary Plan support flexibility that will encourage and enable flexible approaches to development, the use of technology, and the provision of community services and facilities.

Innovation has been considered at various scales in the RHC, including big picture thinking about creating desirable environments for investment and practical solutions such as adaptable parking strategies to enable the Centre's transformation over time. This future-focused approach recognizes that new and different technologies, design solutions, and stakeholder priorities will emerge over time. New technology and approaches should be adapted in the RHC to create a more functional, safe and sustainable place with improved mobility.

Innovation can also be demonstrated through flexible, adaptive policy frameworks that encourage creative solutions to complex development issues. Policy recommendations found within this Study Report and accompanying draft Secondary Plan seek to enable innovative policy approaches, with a focus on positive outcomes over prescriptive standards and guidelines, where appropriate. This policy direction serves the public interest of today while enabling a more flexible response to the unknown challenges of the future.

3.5. Approach to Environmental Sustainability and Resilience

The mounting global climate crisis is leading to more frequent, more severe and unpredictable weather events such as flooding, droughts, and temperature extremes. These events compromise public safety, cause property damage, and impact infrastructure, services, and the economy. Without proper resiliency measures in place, the ability of urban areas to appropriately respond to climate events is compromised, leading to more prolonged and more costly recovery.

Cities, businesses and citizens need to mitigate and reduce human contributions to climate change impacts. Cities are significant contributors to greenhouse gas emissions globally; these emissions come from all aspects of urban life, including heating and cooling buildings, transportation, and waste disposal. Reducing contributions to climate change will require adopting renewable energy resources, ensuring buildings are energy efficient, embracing low-impact development practices, and reducing reliance on private vehicles, among other strategies. Policies included in the RHC Secondary Plan support greater use of active transportation and transit, and adoption of renewable energy sources.

The City of Richmond Hill is actively taking steps to become more resilient to climate change through its Community Energy and Emissions Plan (CEEP) (2021) which will guide the City in reducing greenhouse gas emissions (GHGs), conserving energy and exploring related economic opportunities. Development within the Richmond Hill Centre will play a role in the success of the CEEP through advancing more sustainable development and resilient infrastructure.

The RHC Secondary Plan includes policies relating to environmental sustainability and resilience throughout, including in the mobility, open space, land use, built form, servicing and stormwater management sections of the Plan.

PART 2

Recommended Development Framework

The RHC Secondary Plan Study process has culminated in a recommended Development Framework that embodies the vision for the RHC and reflects the six development principles outlined in Section 3. The recommended Development Framework contains recommendations to shape long-term planning and development in the following theme areas:

- Character Areas and Land Use;
- Built Form, Height and Density;
- Mobility and Transportation;
- Parks and Open Space Network;
- Community Services and Facilities;
- Housing;
- Servicing, Stormwater and District Energy; and
- Phasing and Implementation

4.0 Character Areas and Land Use

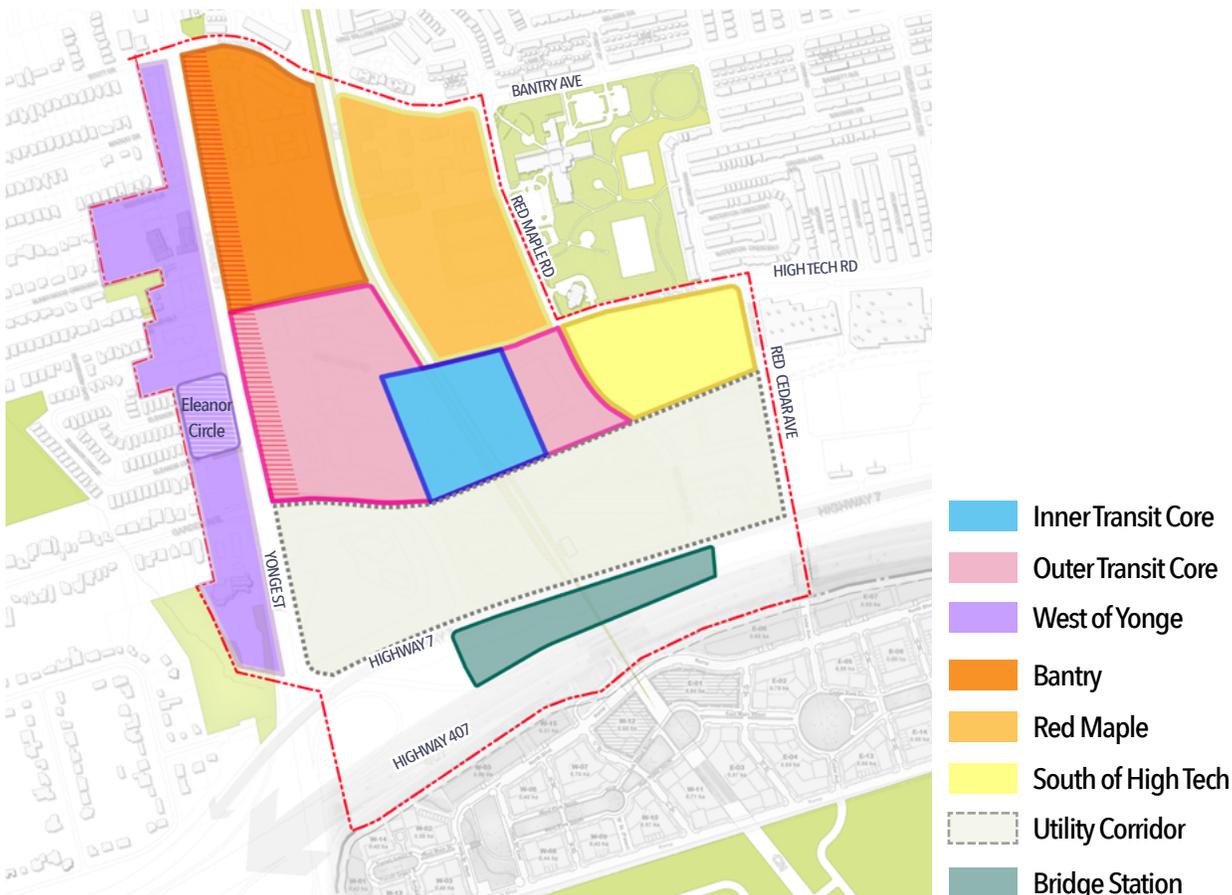


Figure 6. Character Areas

4.1. Character Areas Approach

Character Areas are distinctive sub-areas within the RHC that are expected to provide a generally consistent role, function and built form character. Eight character areas have been defined in response to the specific conditions within the RHC, the location and character of surrounding neighbourhoods, and significant features and infrastructure, including the planned High Tech Station.

The following section describes the intent for each of these character areas.

4.1.1. INNER TRANSIT CORE

The Inner Transit Core is located in the centre of RHC, immediately adjacent to the future High Tech Station. 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.

Recognizing that access and close proximity to higher-order transit are important for attracting office uses and, ultimately, developing a critical mass of employment, the Inner Transit Core will be planned to accommodate the most significant amount of employment with supporting residential uses.

Access to development parcels and the station lands within the Inner Transit Core will require coordination with transit authorities to ensure transit connectivity and area circulation is maximized.

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 lively working, living and entertainment node centered around higher-order transit, the most dynamic destination within the city.

4.1.2. OUTER TRANSIT CORE

The Outer Transit Core flanks the Inner Transit Core and includes lands within an approximate 300-metre radius from station access points. Like the Inner Transit Core, the Outer Transit Core will feel like the heart of the new downtown and will be characterized by buildings of significant height and densities with a diverse mix of uses. Significant residential, retail, commercial, entertainment and cultural uses will be directed to this character area to support activity throughout the day and evening. The Outer and Inner Transit Cores will set the image for Richmond Hill's new downtown, a place of 24-hour activity, fine grained streets and attractive pedestrian spaces.

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. The portion of Yonge Street within the Outer Transit Core is expected to have a unique character. Specific policy direction will reinforce the characteristics of the Yonge Street sub-character area to ensure development reinforces its importance as a regional corridor, and supports its transformation into a walkable, pedestrian-friendly area.

An important feature of the Yonge Street frontage in the Outer Transit Core is a heritage woodlot, designated as a key natural heritage feature (Significant Woodland) in the Richmond Hill Official Plan. This woodlot is located at the southeast corner of Yonge Street and High Tech Road. As described in section 2.2, the woodlot has not yet been evaluated to determine its significance. This evaluation would need to take place before determining whether development would be permitted to occur on the site, as well as to define the appropriate Compensation Plan, in accordance with York Region Official Plan Policies, in addition to relevant Provincial and TRCA regulation and policies.

4.1.3. BANTRY

Outside of the Inner and Outer transit cores are four urban neighbourhood character areas. The Bantry character area is bounded by Yonge Street to the west and the rail corridor to the east. The north part of the area above Beresford Drive consists of residential uses where significant change and intensification are not anticipated. South of Beresford Drive are single-storey retail uses and extensive surface parking.

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 the subway 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. As within the Outer Transit Core, the Yonge Street portion of the district will be acknowledged as a sub-character area and will be reinforced with specific policy direction to ensure its transformation into a walkable, vibrant pedestrian street, with a pedestrian-scaled streetwall, wide, comfortable and accessible sidewalks and active uses lining the street at grade.

4.1.4. 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 rail corridor, north of High Tech Road. Existing development in Red Maple will shape the expected character for this part of the Centre. Red Maple contains a number of recently constructed condominium and apartment buildings, as well as recently proposed residential development. It is expected that Red Maple will continue to evolve into a predominantly high-density high-rise residential neighbourhood.

4.1.5. SOUTH OF HIGH TECH

This character area is bound by a planned extension of Red Cedar Avenue at the east, Langstaff Park and High Tech Road to the north, and Red Maple Road to the west. At the 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 the 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, an emerging intensification area currently under study in the Richmond Hill Official Plan review process.

4.1.6. 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 this character area have been defined to include properties that have frontage on Yonge Street. This strategy enables context-sensitive intensification that reinforces Yonge Street, an important regional corridor, while mitigating impacts on the existing community. Like other intensification areas up and down Yonge Street in the region, this character area will reinforce a distinctive Yonge Street character that is walkable, vibrant and creates appropriate transition to the surrounding existing residential neighbourhoods.

A unique segment of the West of Yonge character area is Eleanor Circle, an existing residential neighbourhood that backs onto Yonge Street. An approach to the long-term redevelopment of this area has been developed in consultation with the public and stakeholders, recognizing that while this area is currently part of a residential community, in the fullness of time, it should be enabled to intensify and become part of the Yonge Street corridor. These lands will be subject to an Area Specific Policy, including land assembly criteria to ensure this eventual transformation happens in a coordinated manner. Future development along West of Yonge will

provide appropriate setbacks to adjacent properties, and should provide a context-appropriate approach that adequately mitigates shadow and privacy impacts, including transitioning building heights, building placement and articulation, base building heights, setbacks and stepbacks or a combination of thereof.

4.1.7. BRIDGE STATION AREA

Bridge Station will be an important intermodal transit hub located on lands within Richmond Hill between Highway 7 and Highway 407. Acting as a couplet to the High Tech Station within RHC, Bridge Station will enable easy access to subway, inter regional bus service and GO rail and the future 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 sense of arrival in RHC through high-quality architecture and urban design. This Study Report has assumed the Bridge Station area will be used solely for transportation-related functions and has not attributed density to these lands or included these lands as part of density calculations.

4.1.8. UTILITY CORRIDOR LANDS

The Utility Corridor lands are located immediately north of Highway 7. This area contains a Hydro One corridor that is of regional significance for the delivery of electricity, in addition to the Langstaff GO Station, Richmond Hill Centre transit terminal, a number of surface parking lots and a gas station. This Study Report has assumed the Utility Corridor will retain much of its current use and function over the horizon of this plan, while permitting existing uses. There is an opportunity, however, to encourage compatible secondary uses such as recreational trail systems, public space, and naturalized areas that will benefit the environment and the public by revitalizing the corridor land for public use while maintaining its primary function.

Over 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, as well as feasibility studies to assess their developability. Should the Hydro corridor component be reconfigured over the long-term to create additional developable land in this area, they could evolve to support a mix of uses comparable to the Outer Transit Core.

4.2. Land Use Approach

Richmond Hill Centre will be a new downtown for Richmond Hill and an important destination within the Greater Toronto Area, supported by some of the best transit connectivity outside of Union Station. As an Urban Growth Centre and MTSA, Richmond Hill Centre will be a high-density, transit-supportive environment characterized by a vertical and horizontal mix of uses. RHC's dynamic and lively character will be supported by a rich mix of employment, residential, retail and cultural uses, along with parks, open spaces, community services and facilities. Special attention has been paid to the balance of employment and residential uses, the integration of retail and commercial uses, and the role of community services within RHC.

4.2.1. EMPLOYMENT USES

Achieving substantial office employment development will be critical to realizing the vision for Richmond Hill Centre as a major employment destination. The convergence of transit planned at Bridge Station and the presence of High Tech Station in the heart of the RHC is important for attracting office uses and, ultimately, developing a critical mass of employment. 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, in the Inner and Outer Transit Core character areas.

Institutional and Education uses are also desired uses within RHC. These types of uses support the creation of jobs, bring vitality, attract a diversity of users and support other related uses such as retail and commercial. Policies in the draft Secondary Plan encourage and enable the location of institutional and educational uses within the Centre.

Focusing Office Employment Around Transit

The Inner and Outer Transit Cores will support the majority of office employment uses in RHC. These character areas, which make up approximately 12.7 gross hectares of developable land in RHC, are planned to accommodate around 80% of the total jobs. The Inner Transit Core is expected to achieve a 1:2.5 people to jobs ratio. The achievement of office employment is expected to be closely tied to transit delivery. It will be important to preserve and protect for employment uses adjacent to transit as that infrastructure may take time to be delivered. This strategy recognizes that:

- Because access and adjacency to higher-order transit is important for attracting office uses and, ultimately, developing a critical mass of office employment, substantial office employment development in the RHC will likely not come forward until transit is in place; and
- Given that development on the lands around the station area may be delayed as a result of the significant infrastructure and transit works required, positioning these lands for office employment reflects the reality that there will most likely be demand for residential in the shorter term on lands with fewer encumbrances, further away from the station.

In the Inner and Outer Transit Cores combined, the people to jobs ratio is consistent with the Region's 1:1 target ratio. The character of the Inner and Outer Transit cores have been designed to reflect the characteristics of existing employment nodes in the GTA and other North American cities that have successfully attracted and retained jobs. This includes an emphasis on a high-quality urban environment with a range of amenities and mix of uses that are attractive to potential employees.

Employment in both the Inner and Outer Transit Cores is anticipated to take on a variety of forms, including in stand-alone buildings with shared parking and amenities, integrated into the base of residential development and as live/work units or co-working spaces within mixed use development.

Encouraging Varied Employment across the Entire Richmond Hill Centre

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. Non-residential employment-generating uses including office, retail, commercial and institutional uses will be encouraged in these areas. The West of Yonge, Bantry, Red Maple and South of High Tech Character Areas, which make up less than 20 hectares, or 40% of the developable land in RHC, are planned to accommodate approximately 20% of the Centre's total jobs.

Identifying different expectations for jobs within different areas of RHC will not undermine the overall expectation that RHC will become a major employment node. Rather, a tailored approach will incentivize and focus office employment in key locations at the nexus of transit while enabling population-serving employment throughout the rest of the Centre.

Current RHC Yields achieve Provincial and Regional density targets

The planned residential density and employment direction for the RHC Secondary Plan Study have been developed to meet and exceed Provincial and Regional density targets. If fully built out in accordance with the recommendations of this report and direction of the draft Secondary Plan, RHC is estimated to be home to 28,000 new residents and 16,500 new jobs. Adding the estimated 5,800 residents already living within the Secondary Plan area for a total of 50,300 people and jobs, over an Urban Growth Centre area of approximately 60 ha¹, RHC will have an overall density of approximately 840 people and jobs/hectare at build out. This far exceeds the Growth Plan minimum of 200 p+j/ha. The RHC people and jobs target also meets and exceeds York Region's proposed MTSA minimum target of 400 p+j/ha by 2031 on average across the whole MTSA (2019 York Region Planning for Intensification Background Report).

1 Note that while the total area within the RHC Secondary Plan boundary is approximately 98 ha, the area of the Richmond Hill/Langstaff Urban Growth Centre that falls within Richmond Hill is approximately 60 ha. This area excludes Utility Corridor, Highway 7, and Highway 407 areas within the Secondary Plan boundary.

4.2.2. RESIDENTIAL USES

Richmond Hill Centre is envisioned to be a complete urban community. While the land use mix in the Inner Transit Core is weighted towards employment with complementary residential and commercial uses, the Outer Transit Core is expected to have a robust mixed-use character, with a higher proportion of residential uses. The mix of uses in the Outer Transit Core area has been designed to provide a high-quality urban environment with a range of amenities that will attract potential residents and employees.

The Neighbourhoods of Bantry, Red Maple and South of High Tech will be primarily residential in character, with a lesser amount of employment uses. South of High Tech is planned to have a lesser proportion of residential due to its more central location and proximity to transit. Red Maple, which is largely built up with existing residential development, is expected to remain predominantly residential and is not expected to accommodate a high proportion of employment uses.



Figure 7. Conceptual Land Use

4.2.3. RETAIL AND COMMERCIAL USES

Retail and commercial uses within RHC will serve the day-to-day needs of the residents and visitors to the community, provide entertainment destinations and contribute vibrancy and life to the community. These important non-residential uses play an important role in supporting the RHC as an important economic and cultural hub within the region and will contribute to an amenity-rich environment critical to attracting and retaining employment, as well as deliver jobs. To realize the vision for RHC as a vibrant and active urban centre, retail and commercial uses will be encouraged within development and at-grade retail and commercial uses in particular will be required to varying degrees throughout RHC according to the nature of each character area.

The highest level of active at-grade retail and commercial uses will be located in the Inner and Outer Transit Cores, at a level that reflects thriving, active urban environments such as the King Spadina neighbourhood in Toronto. A requirement that 75 percent of the ground floor area be active at-grade frontage is recommended within the Inner Transit Core. In the Outer Transit Core, it is recommended

that 50 percent of ground floor areas contain active at-grade frontage. While there will be flexibility in the ultimate location, retail and commercial uses will be encouraged to address and activate the proposed public realm. The predominance of street related active uses will be an important distinguishing characteristic of the Inner and Outer Transit Cores.

Outside of the Transit Cores the South of High Tech, Bantry, Red Maple character areas will have a lower active at-grade frontage requirement of 25% of the ground floor to encourage convenience retail, service and restaurant uses that will add to the vibrancy of these character areas.

The Yonge Street frontage will have specific requirements for active uses at grade in the Outer Transit Core, West of Yonge and Bantry neighbourhoods. The designation reflects the special nature of Yonge Street as a landmark Regional Road, the historic spine of development throughout the city and an important mixed-use corridor. Development along Yonge Street is recommended to provide a minimum 70% of ground floor areas as active at grade frontage.

4.2.4. ARTS AND CULTURAL FACILITIES

Richmond Hill Centre is intended to be a new downtown for the city, a vibrant 24-hour hub of living, working and entertainment that attracts people throughout the region. RHC is envisioned to become a place where people come together, share experiences, and celebrate cultural expression. Arts and culture should weave throughout RHC's parks and open spaces, community facilities, and architecture, enriching the lives of people who live, work and visit the centre.

New development and investment should support the growth of Richmond Hill Centre as a destination for arts and culture through investments in community facilities, spaces for cultural creation and enjoyment and investment in public art. Cultural spaces, facilities and landmarks will be encouraged to concentrate within the Inner and Outer Transit Cores where they can be more easily accessed and experienced by residents and visitors from across the region.

4.2.5. COMMUNITY SERVICES AND FACILITIES

Community Services and Facilities are essential for creating a complete, equitable and liveable community. A broad range of community services are expected to be required in the Centre, including schools, daycares, libraries and community centres. The necessary facilities will be quantified through a recommended Community Services and Facilities study, which will provide the detail required to understand the exact type and mix of facilities needed to support the planned population.

Schools are an important community service anticipated for the RHC and critical to supporting a complete community over time. Possible locations for schools are in the Bantry and South of High Tech character areas. The exact location, size, and phasing of school sites will be determined through consultation with School Boards. Further discussion on Community Services and Facilities, including schools, can be found in Section 8: Community Services and Facilities.

4.2.6. PARKS AND OPEN SPACE

The focus for new open space in Richmond Hill Centre will be to develop urban scaled spaces capable of supporting a broad mix of users and uses. The recommended Development Framework for the RHC includes a series of parks and open spaces to enhance the public realm, provide a context for social interaction and contribute to RHC's sustainability and resilience. The proposed Open Space Network includes 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. The varied ownership, location and size of the open space network will create a nuanced, amenity-rich place that is key to attracting and retaining new people and investment in RHC. A key objective is to secure a major open space in each character area as a focus for place-making, social interaction, and neighbourhood identity. Parks and Open Space are described in more detail in Section 7.

5.0 Built Form, Height and Density

5.1. Approach

As an Urban Growth Centre centered around a future Yonge North Subway Extension transit station and the planned intermodal Bridge Station to the south, Richmond Hill Centre will play an important role in accommodating future growth in the Greater Golden Horseshoe. Richmond Hill Centre is intended to become a high-density, transit-oriented community: the Growth Plan identifies a minimum density target of 200 persons and jobs per hectare (p+j/ha) for the RHC and the 2019 York Region Planning for Intensification Background Report has provided a target of 500 p+j/ha. The draft Secondary Plan directs development to accommodate this future growth through a variety of high-density building forms, including tall buildings designed to frame and animate the public realm.

The Secondary Plan framework anticipates a broad range of building types that together contribute to the establishment of a diverse and urban character for 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.

5.2. Focusing Height and Density at the Inner Transit Core

The height and density strategy for the RHC seeks to maximize the public benefit of the existing and planned transit services by concentrating people, jobs, services and entertainment where they can be most easily accessed by transit. This strategy is centered around the Inner Transit Core where the greatest heights and densities are anticipated. Heights are generally expected to step down as the distance from the station area increases. To enable greater flexibility in development, a key recommendation of this study is to exclude height maximums from policy for the RHC and rely rather on a combination of FSI maximums, performance standards and qualitative Character Area characteristics to inform height. The intent of this approach is to realize a more interesting skyline and diverse urban character. The anticipated height ranges that may result in the RHC are listed in Table 1 below:

Inner Transit Core	40-70 storeys
Outer Transit Core	18-70 storeys
Bantry	8-35 storeys
South of High Tech	8-40 storeys
Red Maple	8-35 storeys
West of Yonge	12-25 storeys

Table 1. Character Area Anticipated Height Ranges

5.3. Density

Built form will be managed through maximum Floor Space Index (FSI) requirements, building performance standards, and urban design policies. Density ranges for each character area will ensure that the RHC has significant job and population growth while distributing that density to achieve a varied and livable urban environment. These density ranges will also support the integration of development in RHC with surrounding neighbourhoods.

Floor Space Index minimums and maximums have been developed for each Character Area and are provided in the table below. 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. In consideration of these FSIs, overall density in the RHC area is anticipated to be approximately 840 p+j/ha at full build out. The height and density strategy locates the highest and most dense development in the Inner Transit Core, around the planned transit station. The other character areas are expected to achieve lower densities overall. The lowest, least dense buildings are generally expected to be located at the edges of the Study Area, adjacent to existing residential neighbourhoods.

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

Table 2. Character Area FSI Ranges

5.4. Built Form Principles

An important component of city building is creating a strong sense of place. Placemaking is directly linked to the ability of individual buildings to work together with not only with each other but with streets and the public realm. While consistent built form standards are important to enable strong urban placemaking, new development should offer a variety of building types, shapes and sizes. New development in RHC should also be designed using context sensitive design measures, to ensure the qualities of the surrounding context are preserved while fostering a strong identity for new and emerging land uses. The establishment of a design review panel and review process for new development within RHC would help establish design excellence and a strong sense of place in RHC.

Section 3.4.1 of the Richmond Hill Official Plan contains guidance and policies related to urban design. The draft RHC Secondary Plan expands upon existing Official Plan urban design policies, and includes supplementary policy related to the RHC context and in support of the Secondary Plan Vision, Principles, and Character Areas.

SUPPORTING A PEDESTRIAN-ORIENTED ENVIRONMENT

While a diversity of built forms will be encouraged throughout the Centre, standards and guidelines will be applied to base buildings to support a pedestrian-oriented environment. Buildings will be massed and generally sited as close to the property line as possible to contribute to the spatial enclosure of all adjacent streets and open spaces. Notwithstanding the desire for spatial enclosure, buildings will provide adequate setbacks to support the implementation of a high-quality public realm and mature tree canopy, supported by the provision of adequate soil volumes for mature trees in paved conditions.

Large, imposing podium forms and solid perimeter block development detract from the pedestrian environment and lead to a less walkable community. These forms will be discouraged in favour of a more porous and varied block approach with a range of street defining buildings organized to support movement through the block. Building façades or frontages spanning larger than 70

metres, will be discouraged to create a more walkable, fine-grained urban character. Variation in base building heights, massing, material, colour and texture are encouraged to support a more diverse and interesting cityscape. Mid-block connections, as described in Section 6.2, should be deployed as one strategy to support more porous blocks and establish a more fine-grained pedestrian and cycling network.

In order to allow for varied building typologies over time while supporting a pedestrian-oriented environment, RHC policies are focused on creating a consistent and pedestrian-scaled streetwall. This streetwall is defined by podium heights, in the case of podium-tower form buildings, or by the base of a building facing the street in other forms of building. General streetwall height ranges are applied to each character area, in the range of 6-8 storeys in the Inner and Outer Transit Cores and South of High Tech, 3-6 storeys in the neighbourhoods, and 3-4 storeys in transition areas.

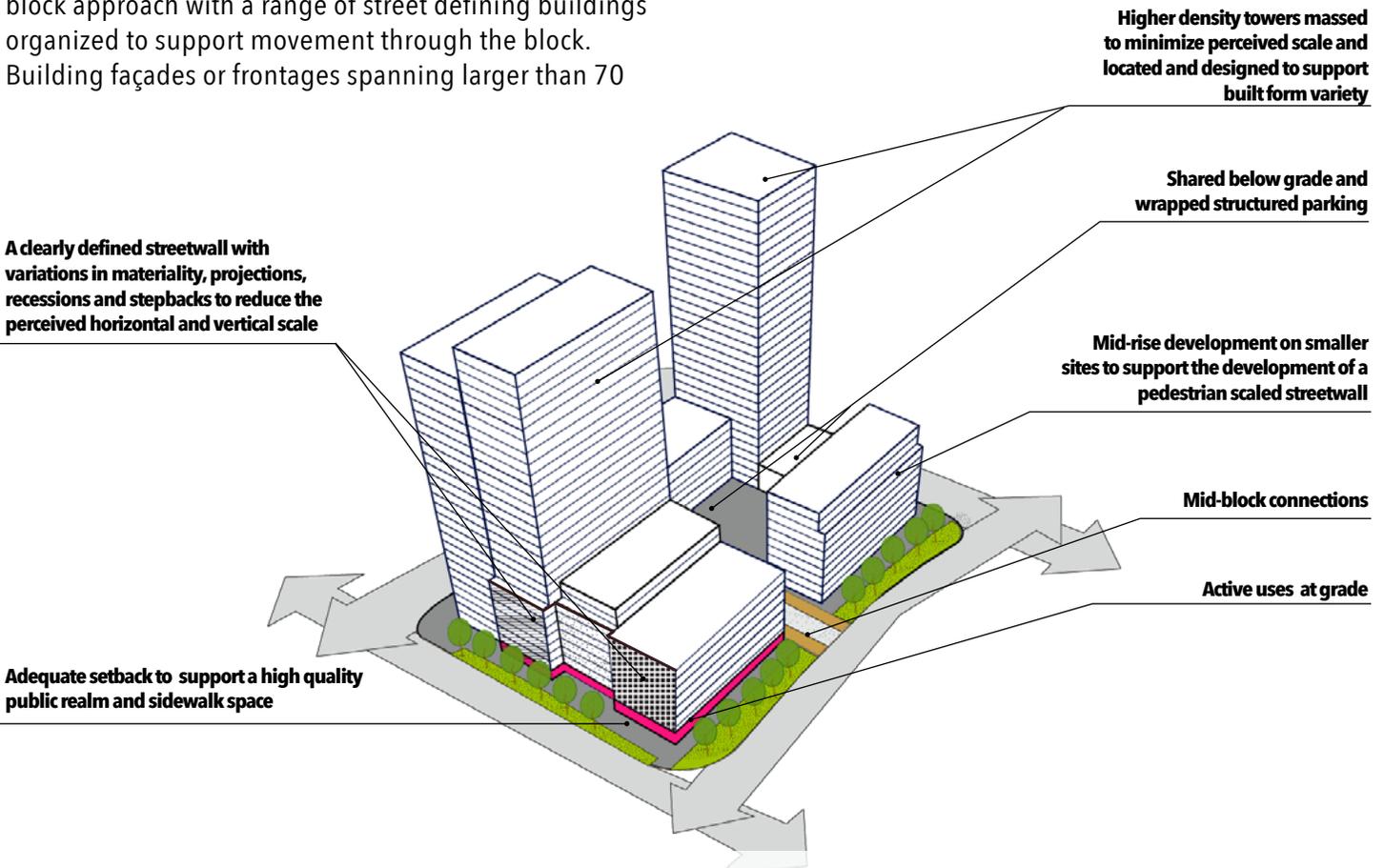


Figure 8. Demonstration Block

The streetwall may be further defined through a variety of strategies including massing changes, architectural distinction, materiality or setbacks. Pedestrian scale and interest will be reinforced through strategies that break up the streetwall's perceived horizontal and vertical scale, including variations in materiality, slight projections or recessions in the façade, and setbacks. A building extending beyond the designated streetwall height will be designed as a tower (see Integrating Higher Density Tower Development below).

Development will support a pedestrian-oriented environment by contributing to the creation of a high-quality public realm including but not limited to wide sidewalks with street trees, mid-block connections, parks, plaza spaces and pedestrian/cycling amenities.

CONTRIBUTING TO A COHESIVE CITYSCAPE THROUGH INFILL DEVELOPMENT

Not all sites will be suitable for tower development. 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. Low and mid-rise buildings will have heights that are generally consistent with the streetwall height ranges applicable to each character area and designed to contribute to pedestrian scale and interest through strategies that break up the perceived horizontal and vertical scale of the streetwall.

INTEGRATING HIGHER DENSITY TOWER DEVELOPMENT

Most buildings in RHC will include a tower component extending above the designated streetwall height range. The tallest towers in the RHC should be strategically located in the Inner and Outer Transit Cores where they will help to support increased density and mix of uses in proximity to transit. Towers shall be massed to minimize their perceived scale and impact on adjacent uses and the public realm. While variation is encouraged, the maximum average floor plate size of non-commercial tower elements should generally be no greater than 750 square metres, including all areas within the building but excluding balconies. In some instances, the use of more sustainable or energy

efficient cladding materials and building techniques may result in thicker walls and larger floor plate sizes. The draft Secondary Plan will include policy to allow for flexibility in these instances.

Towers should be spaced no less than 25 metres face to face and therefore should be sited a minimum of 12.5 metres from any adjacent property or the centre line of an abutting lane. Sites that are too small to permit a tower within the recommended setbacks shall be developed as mid-rise buildings.

High-rise buildings should respond to the development block and be strategically located to support variety in built form and a positive relationship with adjacent public realm and street frontage. In addition, development should consider alternating tower locations along street frontages to avoid a monotonous street wall and tower cadence.

Although the draft RHC Secondary Plan does not include specific height limits, heights and built form will be driven by performance standards and FSI limits to promote flexibility and variation in tower height. Building heights will be evaluated on a site-specific basis to encourage variation in tall building heights, which will be in keeping with the FSI and definition of each Character Area.

5.5. Transition and Performance Standards

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, will 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 stepbacks and separation distances.

The draft Secondary Plan includes some flexibility related to angular plane policies in locations where transition can be managed within the development site. While Policy 3.4.1 (55) of the RHOP will apply to transition areas within the plan, for lots fronting Yonge Street greater than 100 meters in depth, the angular plane will apply for the first 20 storeys. 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. Figure 9 illustrates this concept.

In the remainder of RHC, a performance-based approach will support the integration of new development. This approach focuses on appropriately mitigating development impacts within the RHC and neighbouring properties while enabling more design variation and creativity. Development within the RHC should demonstrate the ability to minimize impacts related to shadow, wind, loss of sky view and overlook. Assessment of new development will pay particular attention to the impact of new buildings on the usability and enjoyment of sidewalks, parks, open spaces, playgrounds and outdoor amenity areas.

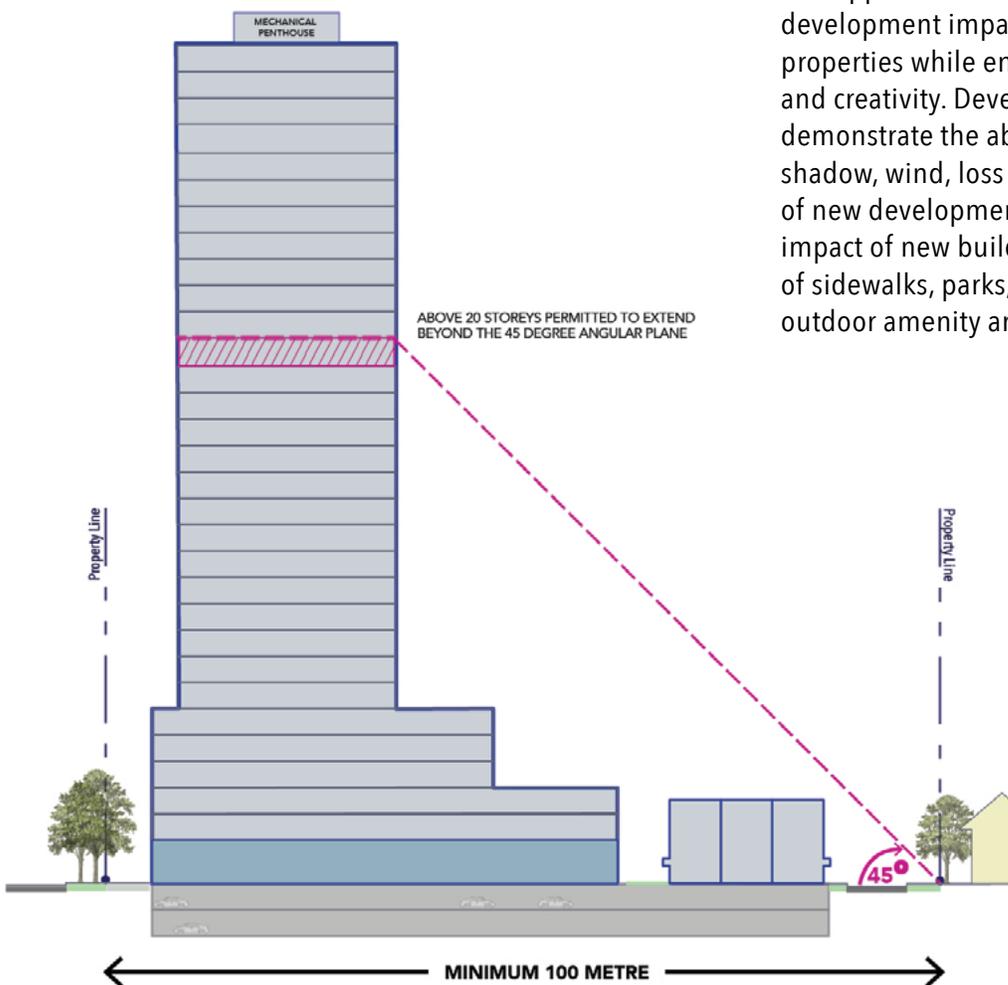


Figure 9. 45-degree Angular Plane Application

6.0 Mobility and Transportation

6.1. Approach

Planning for 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 layout and scale of streets and blocks in the RHC have been carefully considered to support development flexibility while establishing the appropriate dimensions to maximize walkability and route choice for all modes.

As an urban centre intended to support high activity levels, the street network in Richmond Hill Centre must prioritize safety, comfort, and convenience for people walking and cycling. Today, much of the Centre's block structure is characterized by large land parcels, which provide limited connectivity and permeability. Existing land uses east of Yonge Street are an example of this pattern, where large format retail stores and surface parking lots occupy most of the area south of High Tech Road. The direction to support walking, biking and transit use will be applied to RHC's transportation network at all levels. A fine-grained street network will provide the foundation for how people, bikes, cars and other vehicles get around, supporting convenient pedestrian movement and discouraging single-occupant vehicle use. Complementing the street network are recommendations for mid-block connections, pedestrian and cycling spines and a comprehensive cycling network. Innovative parking and transportation demand strategies will accommodate the automobile while reducing the oversupply of parking and promoting a shift to more sustainable modes.

6.2. Recommended Street Network

Streets play an essential role in supporting mobility, structuring development and supporting a connected public realm. Richmond Hill Centre currently lacks a continuous network of local streets. This limits permeability, increases travel distances, reduces route choice and forces vehicles onto increasingly congested arterial and collector streets. East-west connectivity is particularly challenged because of the rail corridor. Currently, the only roads that bridge over the rail corridor are High Tech Road and Bantry Avenue. This limited connectivity creates a significant perceived divide between the east and west sides of the RHC and disincentivizes walking and cycling.

The proposed street network will transform existing large blocks into smaller, well-connected blocks that contribute to a more walkable development pattern and support modal split targets. Development block sizes will range from 0.5ha to 1.5ha in scale with block lengths of between approximately 60m and 120m. This block size supports a flexible set of land uses and can accommodate either residential or office building floor plates, and reflects the need to support a variety of uses over time. In some instances, environmental or technical factors may result in larger block sizes. Mid-block connections are directed for all blocks over 100m in length to ensure that permeability, walkability and internal block circulation are possible.

The network of streets will work alongside the planned parks 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.

The recommended street network consists of Collectors and Local streets. Each of these is described in more detail as follows, in addition to demonstration cross-sections used to illustrate recommendations for each.



Figure 10. Recommended Public Street Network



Figure 11. Recommended Street Typology

COLLECTORS

Collector streets are important connectors within the Centre, connecting the major east-west streets and contributing to a more connected cycling network. The recommended framework includes three new Collector road segments, in addition to the existing Red Maple Road. Collectors are recommended to be planned to generally accommodate two vehicle lanes, one parking/curbside lane, two separated bicycle lanes, and sidewalks, with additional space for street trees and furniture and buffer areas.

One Collector street, the extension of Red Cedar Avenue, was identified in York Region's 2016 Transportation Master Plan Update as a way to connect the two halves of the Richmond Hill/Langstaff Gateway Urban Growth Centre. Red Cedar Avenue is planned to extend south under both Highway 7 and Highway 407 to connect to Cedar Avenue in Langstaff Gateway. York Region completed a Schedule 'C' Municipal Class Environmental Assessment (EA) Study for the Red Cedar/Cedar Avenue extension from High Tech Road in RHC to Langstaff Road East in Markham in September 2020. The Red Cedar/Cedar Avenue EA study includes recommendations for off-road cycle tracks and sidewalks on both sides of the street, streetscaping, and installing traffic signals at High Tech Road.

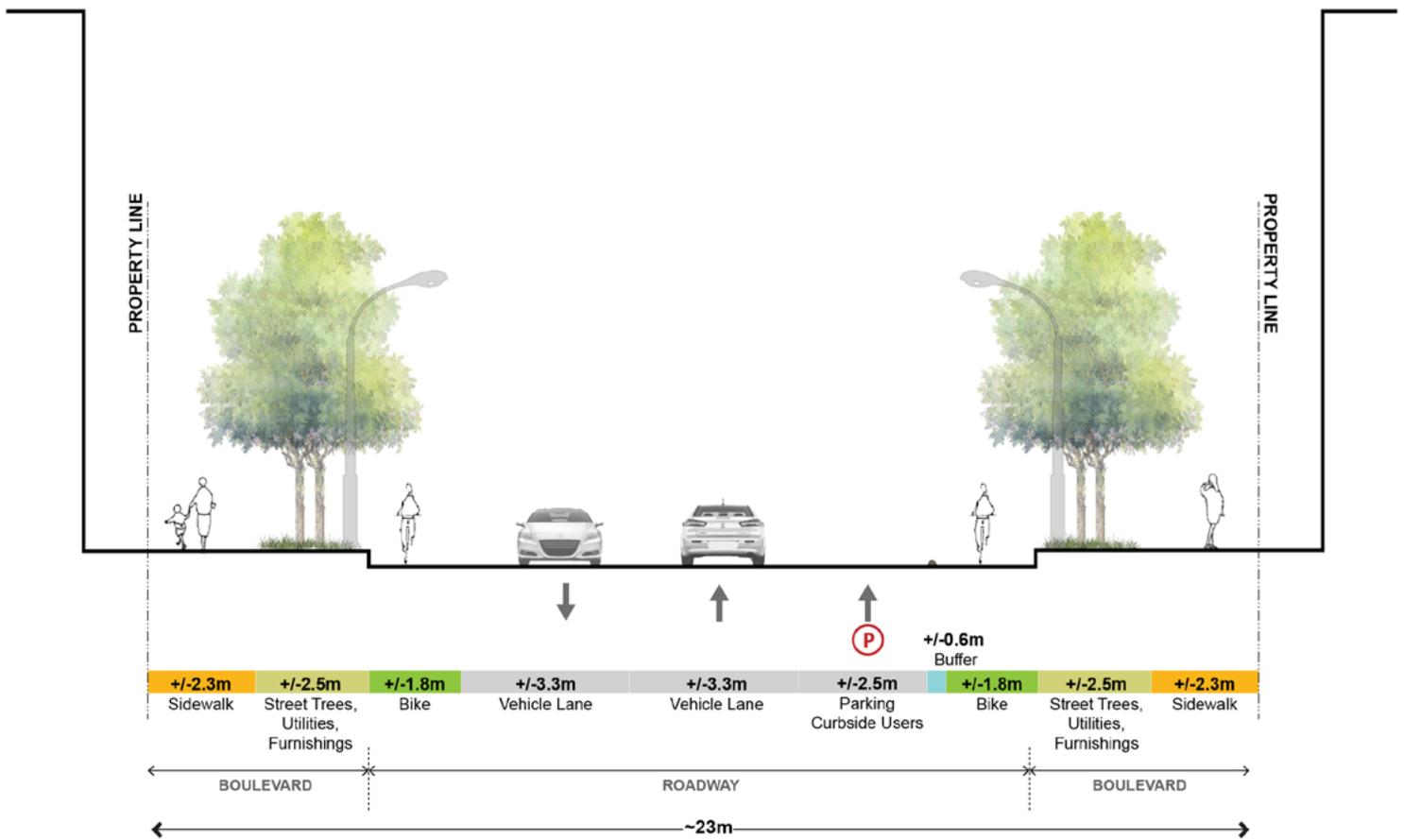


Figure 12. Typical Collector Cross-section

LOCAL STREETS

The proposed street network includes several Local Streets to create a finer grain of streets and blocks that serve development and support improved mobility for pedestrians and cyclists.

Local Streets will have lower traffic volumes and slower speeds, where shared space between motor vehicles and bicycles is appropriate. Local Streets are recommended to be planned to accommodate two vehicle lanes, one parking/curbside lane, and sidewalks, with additional space for street trees supported by appropriate soil volume and furniture and buffer areas.

Garden Avenue

The Garden Avenue between Yonge Street and Bayview Avenue is a long-planned investment in the mobility network and the only recommended new mixed traffic crossing of the rail corridor. The Garden Avenue extension was a recommended network improvement from the 2010 Regional Centre Study and is currently illustrated as part of the City's planned Transportation System in the RHOP as a Major Collector.

The extension of Garden Avenue is planned as a Local Street in Schedule 6 to the draft Secondary Plan. Garden Avenue represents an opportunity to increase permeability in RHC for vehicular traffic and goods movement, support future growth areas to the east at Bayview and Highway 7 and create improved local connectivity. The extension will also help bridge the gap between the east and west sides of the corridor and minimize travel distances for pedestrians and cyclists. In addition, the extension of Garden Avenue has the potential to accommodate the extension of sewage capacity across the rail corridor to support the planned density west of the rail corridor.

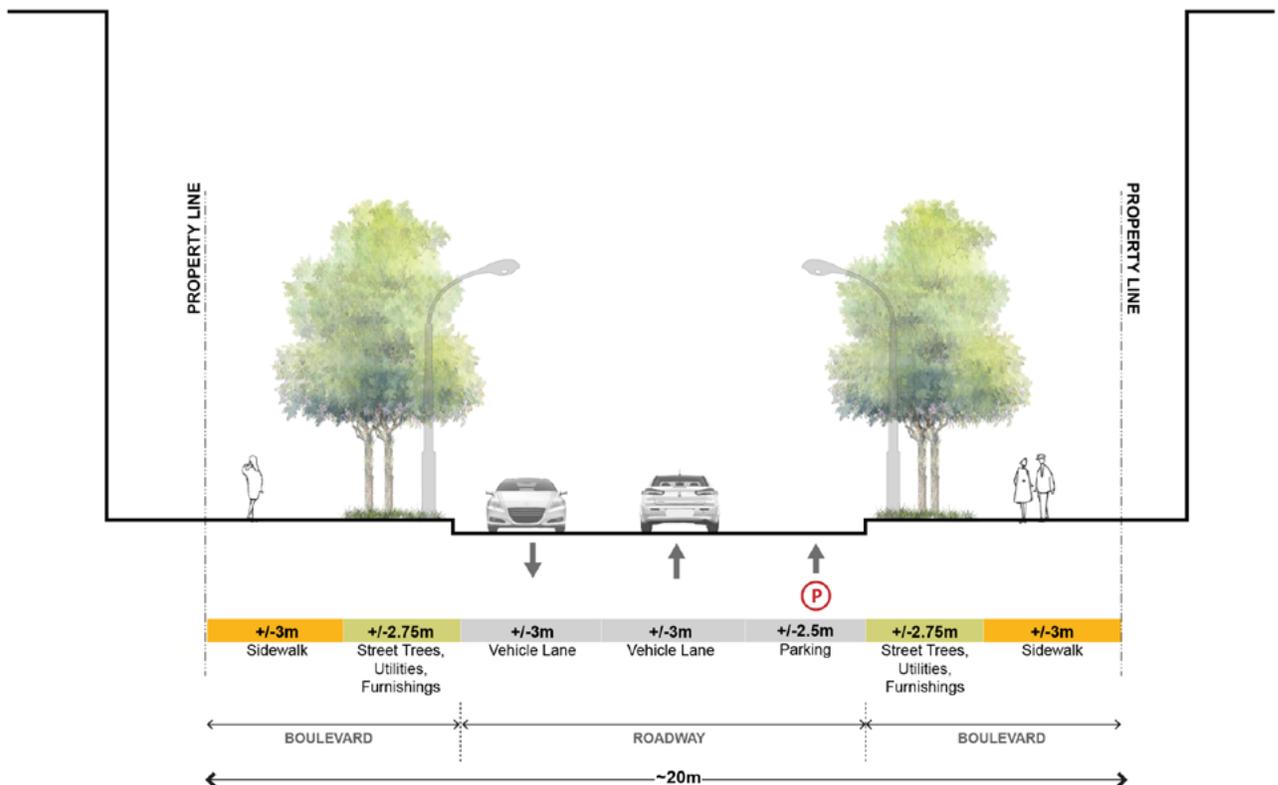


Figure 13. Typical Local Street Cross-section A

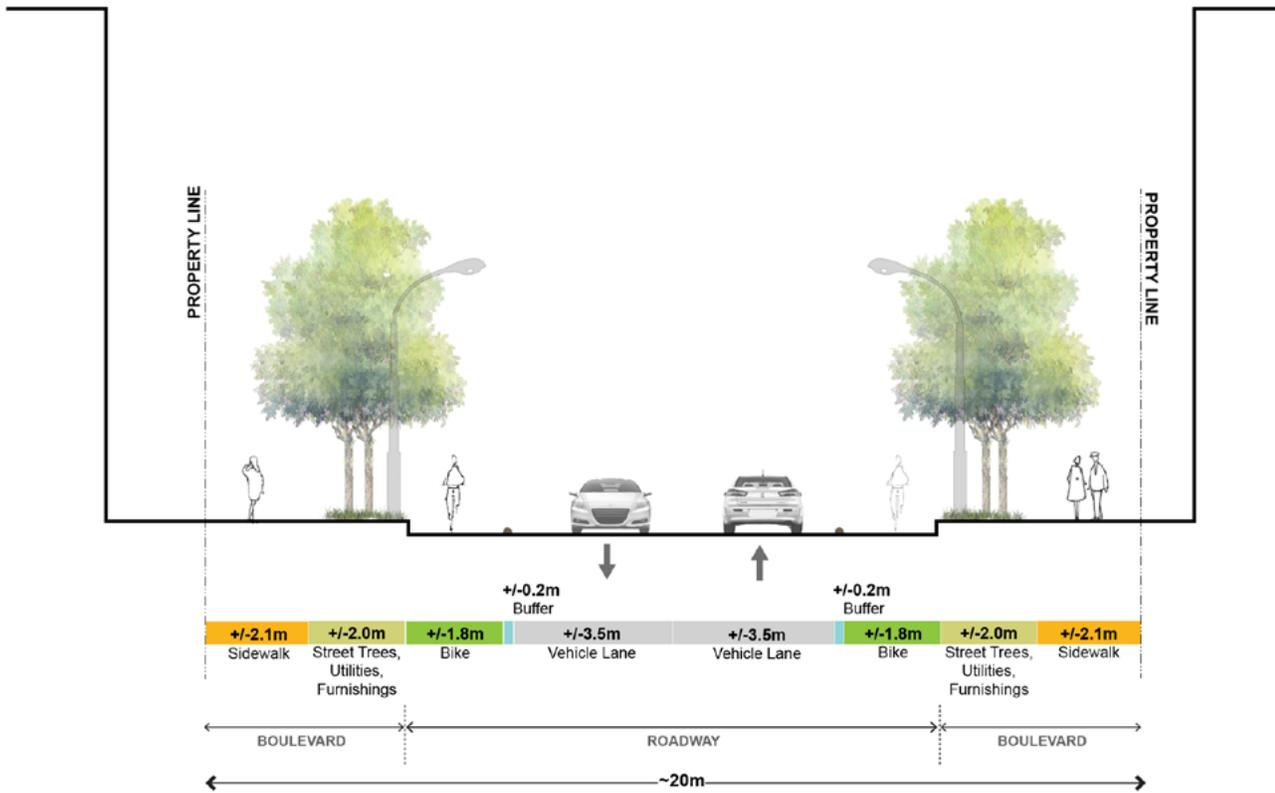


Figure 14. Typical Local Street Cross-section B

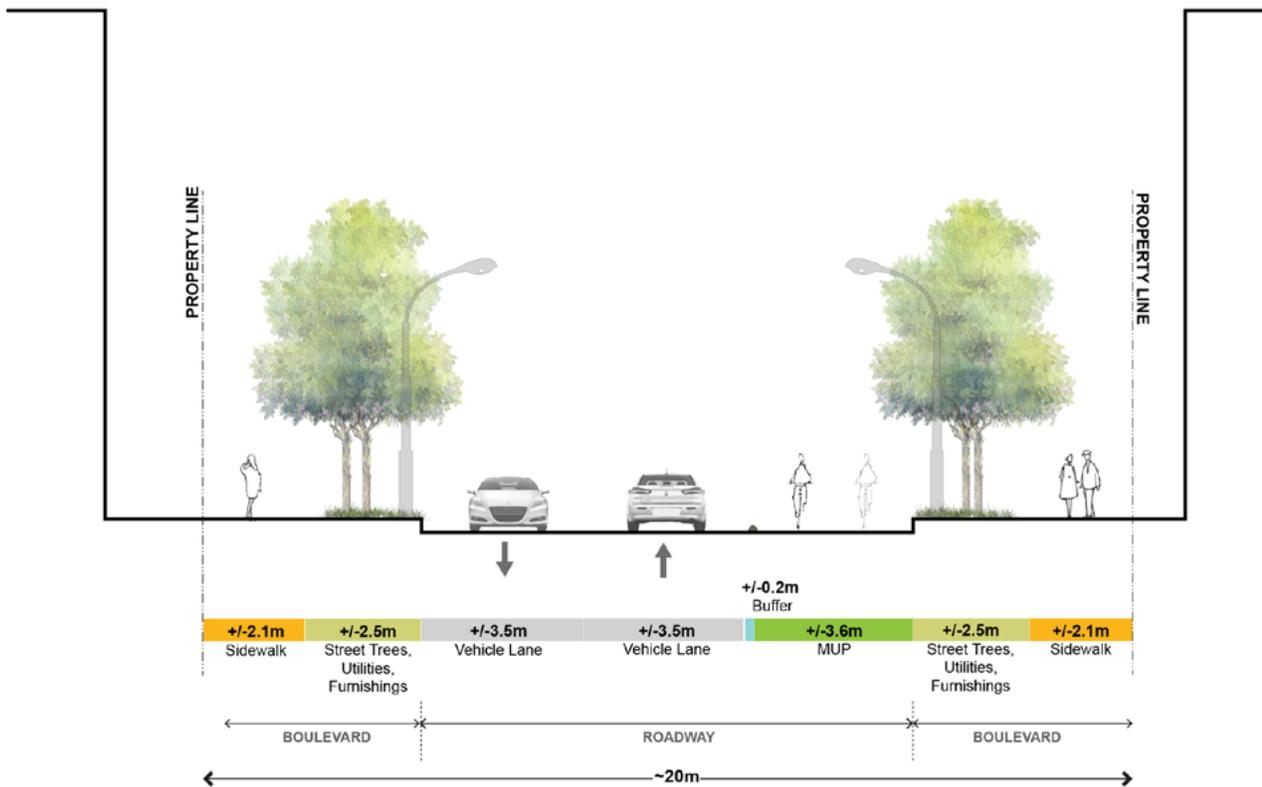


Figure 15. Typical Local Street Cross-section C

STREETS WEST OF YONGE

A new north-south street network on the west side of Yonge Street has been included as part of the Recommended Street Network. The streets will support new development facing Yonge, reducing the need for access off Yonge, which is a busy arterial and important pedestrian street. In addition, the streets will provide a physical distinction between the lands within the RHC and those within the existing residential neighbourhood to the west.

A north-south connection of this type is contemplated as a Local Street in Schedule A8 of the RHOP, derived from the recommendations of the 2010 Regional Centre Study. Since that time, portions of the north-south connection have been dedicated to the City. Through future redevelopment of the RHC, the City will continue to acquire portions of this north-south public road, establishing contiguous segments where possible.

MID-BLOCK CONNECTIONS

The establishment of a network of mid-block connections has been identified as an important strategy towards the development of a fine-grained pedestrian network capable of supporting a distinct public realm, retail and entertainment environment not found in many contemporary urban centres. The draft Secondary Plan offers flexibility in how mid-block connections are provided, with the requirement that they are accessible to the public at all times. They may take various forms, including private laneways, atria, pedestrian pathways, or woonerf-style streets, but will reflect a strong pedestrian characteristic. Mid-block connections should be 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. The precise locations for mid-block connections will be demonstrated by future applications through a Concept Plan and determined as part of the development review process.



Figure 16. Conceptual Mid-block Connections

6.3. Pedestrian and Cycling Spines

An essential component of the mobility network will be an off-street pedestrian and cycling network. 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.



Figure 17. Recommended Pedestrian and Cycling Spines

EAST-WEST SPINES

The Central East-West Spine will play a key role in facilitating access to High Tech Station. The route will extend west from the station to Yonge Street and east from the station to the edge of the RHC linking Neighbourhood Parks in the Inner and Outer Transit Core and High Tech character areas and connecting with the North-South Spine. Over time, this spine could be extended east towards Bayview Avenue, an emerging intensification area currently under study in the Richmond Hill Official Plan review process.

The Northern East-West Spine is a long-planned pedestrian and cycling connection located south of Beresford Drive spanning from Yonge Street east to Oneida Crescent to Red Maple Road. This linkage will provide a pragmatic connection between the Bantry Character Area with the Red Maple Neighbourhood. The proposed connection is anchored by open space on both sides of the rail corridor and will connect with the North-South Spine to deliver a dedicated pedestrian and cycling network across Richmond Hill Centre.

NORTH SOUTH PEDESTRIAN AND CYCLING SPINE

A North-South Pedestrian and Cycling Spine, a key component of the City-Regional active transportation network, is proposed along the west side of the rail corridor. This multi-user pathway (MUP) is envisioned to accommodate pedestrian and cycling movement. The North-South Spine will provide for direct connection for pedestrians and cyclists into High Tech and Bridge Stations, ultimately connecting to Langstaff GO and Langstaff Gateway in the south and Richmond Hill GO in the north. This proposed MUP will contribute to a core pedestrian and cycling network, and support circulation and connectivity across the Centre to form a key component of the open space network. The MUP is envisioned to be realized within lands currently owned by the City of Richmond Hill adjacent to the rail corridor. The ultimate design of the MUP will be undertaken in consultation with Metrolinx, CN Rail and other stakeholders.

6.4. Cycling Network

Creating a safe and continuous cycling network can help reduce traffic congestion and contribute to the liveability and vibrancy of Richmond Hill Centre. The Centre's existing cycling infrastructure will be expanded to provide a core grid of protected bicycle lanes, complemented by conventional bicycle lanes on local streets. This enhanced cycling network will improve the safety and comfort of cycling in the RHC and encourage people who live and work here to cycle for everyday transportation.

6.5. 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 (TDM) to support a shift from the private automobile towards more sustainable modes of travel.

While the vision for the RHC is to be a walkable, lively urban place, that vision needs to be achieved while ensuring road capacities are not overwhelmed, and that practical needs of high density urban environments are considered and planned for with equal attention. 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. The City, York Region and the development community will each have a role to play in setting the policy context for transportation demand management or realizing elements of it through development projects. Among the TDM measures employed in RHC will be:

- A balanced and flexible parking strategy for bicycles and vehicles;
- A strong cycling grid;
- A convenient network of pedestrian connections including connections to transit;
- Micromobility including bike share and scooter share; and
- Direct connections to the transit wherever possible through connections within buildings, through underground or elevated concourses and open space connections.

6.6. Parking

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 impacts on the public realm. Recognizing that accommodating the parking needs of office development can be a barrier for realizing office uses, recommended parking policies incorporate various strategies to enable more flexible delivery of parking including through appropriately designed above grade structures that can be re-purposed for an alternate use over time, shared parking facilities and strata parking. The City should monitor parking utilization over time in RHC to determine if parking spaces can be re-purposed, and development applicants may be required to submit parking utilization studies as part of complete application submission requirements, as described in the RHOP.

7.0 Parks and Open Space

7.1. Approach

Richmond Hill Centre’s planned network of parks and open space will play a critical role in ensuring the development of a healthy, inclusive and attractive place to live, work and visit. While there are several large parks located just outside RHC, new open spaces will need to be created to meet the needs of the growing population and reflect the planned density and mix of uses for RHC.

The focus for new open space in Richmond Hill Centre will be to develop urban scaled spaces capable of supporting a broad mix of users and uses. New open space will demonstrate a shift away from larger single-purpose parks associated with the playing fields and school playgrounds of surrounding areas towards more compact parks and plaza spaces ranging from 0.5ha to 1ha in scale.

The recommended Development Framework for the RHC includes a series of parks and open spaces to enhance the public realm, provide a context for social interaction

and contribute to RHC’s sustainability and resilience. 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. The varied ownership, location and size of the open space network will create a nuanced, amenity-rich place that is key to attracting and retaining new people and investment in RHC. A key objective is to secure a major open space in each character area as a focus for place-making, social interaction, and neighbourhood identity.

The framework for parks and open space identifies a target of approximately 15% of developable land area as open space. This target is achieved through a minimum of 10% public parkland, with the balance comprised of privately owned plazas, parks and mid-block connections. Schedule 3 identifies the proposed network of parks and open spaces. The components of the Public Open Space Network within each character area are described below.



Figure 18. Open Space Network

7.2. Urban Squares

New Urban Squares located in the Inner Transit Core and fronting the planned north entrance to High Tech Station in the Outer Transit Core will form the civic heart of Richmond Hill Centre. While the precise design and location will be determined through the detailed design of the transit station and adjacent development, it is envisioned that the spaces will have a strong relationship with the station and help to support access for adjacent development. Designed as active, programmable outdoor rooms, these spaces will be flexibly designed, capable of supporting a broad range of activities and animated by adjacent retail, restaurant and entertainment uses. The largest urban square will be a destination space designed to support activity and gathering year-round, the ideal place for larger public gatherings, festivals and markets.

The Urban Squares will have a number of constraints not experienced by other open spaces in Richmond Hill Centre, including the need to integrate with the rail corridor and planned station infrastructure, support below-grade parking and pick-up / drop-off activities, and manage significant topographical constraints. To best meet the objectives for the RHC to support and

attract investment and employment uses, create an attractive public realm, and encourage bold thinking about the Centre's future landmark open spaces, policy recommendations for the Inner Transit Core contemplates potential strata parkland to provide additional flexibility for how development occurs. Strata ownership would enable surface conveyance of land to the City for public park purposes while retaining private ownership below, allowing for other uses critical to RHC's success, such as parking or transit infrastructure, to occur unimpeded.

Due to the planned dense urban character of the RHC, the Plan supports the potential decking over the rail corridor to create additional park space. It is noted that this potential park space is conceptual, and would require further discussion with CN and relevant operators, in addition to further study at the time of any proposed development.



Figure 19. Federation Square, Melbourne, AUS (Jorge Láscaar)



Figure 20. Emery Barnes Park, Vancouver CA (Jeff Hitchcock)



Figure 21. Fourth Ward Park, Georgia USA (HDR)

7.3. Neighbourhood Parks and Linear Parks

Neighbourhood Parks will be developed within each of the Character Areas outside of the Inner Transit Core. These spaces will be between 0.5 and 1 ha in scale and provide outdoor amenity for residents and visitors to the area, supporting social interaction, recreation and contributing to a distinct sense of place. Each park will have its own distinct characteristic, reflecting their development context and adjacent uses and offer locally-oriented passive and active recreational opportunities. Neighbourhood Parks are within walking distance to where people live, work and take transit, and they will generally be smaller or equal in size to the Urban Squares.

The Neighbourhood Park delivered west of Yonge will have a different character than those within the rest of RHC. Planned as a linear park, it will support transition between new higher density development along Yonge and existing low-rise neighbourhoods to the west.

7.4. Major Urban Open Space

Today, the existing approximately 6 ha stormwater management (SWM) pond located at the northeast corner of Highway 7 and Yonge Street is an isolated feature in the landscape. As part of the Centre’s long-term redevelopment, the SWM is envisioned to be transformed to become a highly complementary part of the open space network with enhanced ecological function. As a naturalized space with appropriate public access, the SWM can provide passive recreational opportunities while providing plant and animal species habitat.

While the rest of the Utility Corridor has significant potential to add to the open space of the Centre through secondary uses over time, the Hydro uses within the Utility Corridor constrain the ability to realize fully amenitized, programmed open spaces, including limitations on the use of various structures, amenities and tree planting.

Given these constraints, the recommended approach does not rely on open space within the Utility Corridor to create a comprehensive parks and open space system. Rather, the focus is on realizing parks and open spaces that can support each character area’s identity, support a range of programming and create value for the Centre over time.



Figure 22. Marine Gateway, Vancouver CA (GoToVan)

7.5. Urban Plazas

Urban Squares and Neighbourhood Parks will be complemented by privately owned and publicly accessible open spaces, referred to as Urban Plazas. Urban Plazas complement larger public parks and contribute to a rich public realm experience. 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. These might include mid-block connections, as well as future courtyards, mews, plazas and other small-scale urban public spaces, depending on the needs and opportunities on any particular development site.

8.0 Community Services and Facilities

8.1. Approach

Community infrastructure such as schools, libraries, daycare, and recreation facilities are essential to create a healthy and complete urban community. Development charges, collected by the municipality from applicants at the time of redevelopment of land, help to pay for the cost of infrastructure required to provide municipal services to new development, including important social infrastructure like community centres.

As a dense urban community with excellent transit accessibility, RHC is an ideal location for a community hub, a community facility model that offers access to a range of programs, services and space in a single location. Draft Secondary Plan policy encourages the location of such a multi-service community hub within the Inner or Outer Transit Cores.

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. Many urban areas have found success with co-location of community facilities and urban standards for school sites that allow them to maximize the efficient use of land while still providing the necessary requirements to serve the community. The approach to Community Services and Facilities for the RHC will continue to evolve as regulations related to forthcoming community benefit charge by-laws are made available.

Regarding primary and secondary schools, the recommendations of the Study Report reinforce the Regional policy that contributing to the creation of a walkable urban place in Regional Centres will mean constructing community services and facilities, including schools, using a more urban standard (York ROP policy 5.4.6.o). Schools will be expected to be built to an urban standard, and co-location will be encouraged to support the achievement of complete communities and avoid stand-alone facilities. This approach will require that suitable funding arrangements are in place to allow for alternative arrangement(s) to accommodate the required components and long-term operating costs of a typical school site.

The Study Report and associated draft Secondary Plan recommendations identify 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. Through the implementation of the Secondary Plan, the City will work with school boards to determine the need for schools within the RHC and further refine school locations as required.

9.0 Housing

9.1. Approach

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 housing typology throughout most of RHC will be in high- and mid-rise apartment form, with some lower scaled buildings in transition areas abutting low-density residential neighbourhoods.

Housing variety in RHC will be achieved through development in a number of ways by encouraging: 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 affordability, with policy directed at providing a minimum number of affordable housing units in RHC. In order to accommodate families 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.

The draft Secondary Plan builds on recommended actions outlined in Richmond Hill's Affordable Housing Strategy, which was presented at Richmond Hill's July 7, 2021 Council meeting. These recommendations include the consideration of inclusionary Zoning, as well as any updated housing policies contained in the updated York Region and

Richmond Hill Official Plans when available. The draft RHC Secondary Plan reflects updates to the approach to affordable housing in Richmond Hill Centre as required over time.

The Affordable Housing Strategy background work identified a number of tools to facilitate the development of affordable housing, most notable and relevant to RHC is the implementation of an Inclusionary Zoning (IZ) By-law, which when in effect would require that development provide a proportion of housing within a set area that is affordable to moderate and low income households. The background work notes that the use of IZ is most viable within Richmond Hill Centre given the potential to provide additional density. By permitting higher density development, there is much greater potential for apartment development to be viable while providing affordable apartment units. While it is recognized that steps need to be taken at both the Region and City levels to enable the adoption of such a by-law, it is important to recognize this potential within the Secondary Plan, to ensure that the development community is prepared to appropriately respond.

10.0 Servicing, Stormwater and District Energy

10.1. Approach

An important development principle in Richmond Hill Centre is to create a more resilient place that reduces environmental impacts by combining sustainable planning, building and design practices with a commitment to a more mixed-use, transit-supportive environment. 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. As a future urban centre, RHC will experience significant growth and transformation during a time when there will be an increased need to mitigate and respond to impacts of climate change, as well as rapidly implement emerging new, more environmentally sustainable approaches and technologies to urban development. Servicing and energy use and distribution in Richmond Hill Centre presents an excellent opportunity to advance environmental sustainability objectives.

Development in RHC should optimize the energy efficiency of buildings and be encouraged to incorporate new and innovative technologies that enhance the environmental sustainability of the building. Development in the RHC should incorporate environmentally sustainable strategies and techniques, through policy requirements and incentives, including:

- Requiring certain percentage of green roofs on new development;
- Incentivizing the incorporation of renewable energy sources into development;
- Requiring that new development is district energy ready;
- Encouraging the use of innovative wastewater technologies;
- Encouraging stormwater management strategies to reduce quantity of runoff, including through minimum permeable surface standards;

- Encouraging the use of locally appropriate native planting in landscaping, streetscaping, and public spaces;
- Requiring the provision of on-site recycling facilities in all new development; and
- Encouraging buildings to be oriented to optimize solar gain.

URBAN MASTER ENVIRONMENTAL SERVICING PLAN

The Richmond Hill Urban Master Environmental Servicing Plan study completed in 2014 is being updated based on new growth forecasts. This update is currently in progress and will inform this Secondary Plan as appropriate. The 2014 MESP identified no current servicing challenges in the RHC. Servicing networks, including key components of the buried municipal infrastructure may be impacted by the detailed design of the planned High Tech Station, although at this time, detailed designs for the station are not available to fully assess these impacts. This Study Report has assumed that the base function of all existing infrastructure will be restored in all instances where elements of the infrastructure need to be realigned or relocated. This also applies to the function of the existing stormwater management pond, which might ultimately need to be reconfigured to some degree.

There are also active and potential future development applications within RHC, as described in Section 2. As functional servicing reports are developed for those properties, any new infrastructure or infrastructure improvements should be reviewed in the context of this Study Report and the supporting servicing review (Appendix C) to minimize the potential for infrastructure to be constructed in the short-term which does not align with the ultimate long-term servicing objectives of the RHC as a whole.

WATER

The 2014 MESP did not address specific future watermain alignments, as the Secondary Plan for the RHC was not complete at the time. New watermains were expected to be identified within future roads, and would be sized appropriately based on the specific needs of the ultimate development.

The RHC lands are presently serviced from York Region Pressure District 6 (PD-6), and the existing proposed elevations of the lands are suitable for servicing from this pressure district. While the formal review of the watermain capacities has not yet been completed, the lands are presently serviced. It is anticipated that some new watermains will need to be replaced as they are in locations that do not suit the proposed streets and blocks layout. New watermains are anticipated within new right-of-ways.

The existing fire servicing to the large-format employment areas is anticipated to be in the order of what will be required for the proposed built form. Fire flows in the order of 300-350 L/s are anticipated. These are generally available through a network of 300 mm watermains.

It is anticipated that all new development will need to have an adjacent 300 mm watermain to achieve the required residual pressures under peak hour demands (275 kPa) and under maximum day plus fire flow scenario (140 kPa). Buildings greater than 85 m in height (typically approximately 28 storeys) will require two fire service connections, to watermains on adjacent streets which can be isolated through line valves in the network. The ultimate water distribution network will ensure that tall buildings are appropriately protected.

SANITARY

The 2014 MESP did not address specific future sanitary sewer alignments as the Secondary Plan for the RHC was not complete at the time. New sewers were expected to be identified within future roads, and would be sized appropriately based on the specific needs of the ultimate development. There are two potential constraints:

1. A local sewer along Baffin Court (identified as project "WW-03"), which lies within the RHC but receives flow from external lands to the north; and,
2. A local sewer east of Eleanor Circle which receives flow from lands within the RHC.

There was also a recommendation in the 2014 MESP for a diversion of sanitary flows from the west side of Yonge Street to the east side of Yonge street (Project "WW-04"), at the northern limits of the present Study Area. This proposed project is being further reviewed in the MESP update, and this recommendation should be considered in the RHC Secondary Plan.

While the formal review of the existing sewer capacities has not yet been completed, the lands are presently serviced. It is anticipated that some new sewers will need to be replaced as they are in locations that do not suit the proposed streets and blocks layout. New sewers are anticipated within new right-of-ways.

In order to facilitate establishing a new west-east drainage boundary to ensure that enough wastewater generated within the RHC is directed east to the new Regional Trunk Sewer, a new sewer along the north-south roadway immediately east of Yonge Street is proposed. This new sewer would convey the wastewater south towards the stormwater pond block, which represents the lowest elevation within the Study Area. From this location, there are two alternatives to conveying the flows to the proposed Regional trunk sewer on the east side of the CNR:

1. The preferred option would be a gravity sewer under the railway to the western limit of the proposed trunk sewer on Red Maple Road;

2. A secondary option would be to pump the wastewater under the railway, from a new sewage pumping station which could potentially be located in the south-east corner of the park block which has been identified to the north of the SWM pond block.

While a preliminary review of the sewer grades for the new Regional Trunk Sewer indicate that a gravity solution may be feasible, there are still many unknowns associated with the Yonge North Subway Extension (YNSE) into the Station Block. A new west-to-east gravity sewer would need to avoid the proposed YNSE, as well as be deep enough to get under the CNR (to be coordinated through CN). Without details of the YNSE and potential underground interferences, it is impossible to confirm whether a gravity solution would be viable. The advantage of the secondary “pumped” solution is that a forcemain across the YNSE/rail corridor would be of smaller diameter, and also able to be installed deep enough to avoid underground interferences but also then be raised to meet the discharge location at the Region’s proposed trunk sewer.

STORM SEWERS

Based on the Richmond Hill MESP completed in May 2014, some potential storm sewer capacity issues are anticipated upon full buildout of the RHC. Potential constraints were identified along Eleanor Circle, Mackay Drive, High Tech Road, and Red Maple Road.

Overall, the redevelopment of the RHC presents an opportunity to reduce the runoff to existing city sewers, as the overall imperviousness of the RHC lands is anticipated to decrease, through the inclusion of new parks and open spaces. Any new buildings will be designed to the current SWM standards, including the addition on site-controls to limit the release rate of stormwater to the municipal network. Any new streets incorporated into the RHC will represent “uncontrolled”

sources for stormwater runoff, but many of these will be located within existing built areas or parking lots, which are effectively close to 100% impervious in their current conditions.

Because the proposed redevelopment represents a net reduction in the total runoff from the RHC, it is anticipated that no modifications to the existing storm pond (configuration or volume) are required.

The existing local storm sewer system appears to generally line-up with the proposed road network. There are some instances where existing storm sewers will need to be relocated to accommodate proposed new development blocks.

The Viva Next BRT project on Yonge Street will likely introduce restrictions on the feasibility of Yonge Street service connections for properties along Yonge Street. Service connections may have to be focused on local or new city side streets or on easements abutting Yonge Street.

A large 1800mm x 2400mm concrete box storm sewer flowing from north to south on the west side of the railway is recommended to be maintained in its current alignment due to the high cost of realignment. The road network may require slight modifications in this area. As an alternative, it may be possible to relocate a portion of this culvert to the new internal street identified immediately to the west of the rail corridor.

DISTRICT ENERGY SYSTEM

A District Energy System (“DES”) locally produces and distributes energy to multiple buildings within a confined geographic area, such as a neighbourhood, district or campus. A DES can supply thermal energy (heating and cooling), electricity, or a combination of both. A DES is recommended for RHC in Richmond Hill’s “Path to a Low-Carbon Future,” or Community Energy and Emissions Plan. Similarly, due to the greenhouse gas emission reduction potential, this Study Report, and the supporting District Energy White Paper prepared by Urban Equation (Appendix D), recommend a district thermal energy system.

A DES can offer the following benefits:

- Energy and carbon savings;
- Improved resilience for communities;
- Stable energy pricing;
- Increased property value and attraction of prominent companies;
- Revenue source for owner/operator; and
- Increased usable building area and capital savings for developers.

Of the urban growth areas identified in Richmond Hill's Part 1 Official Plan, RHC has the greatest potential for district energy. The built form and density of a community is a factor in determining the feasibility of district energy. Generally, district energy is optimized in communities with high density and built floor area, with compact land-use patterns. The planned land use concept for the RHC provides an opportunity for a successful 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 Street Subway extension project could spur development to provide anchor loads and underground work coordination;
- Open space can be used to locate DES infrastructure;
- Phasing of the study area can be planned to benefit a DES.

Implementing a District Energy System will require a coordinated effort beyond the scope of the RHC Study alone. Policies related to a RHC DES system have been included in the proposed RHC Secondary Plan, as well as implementing actions which will be included in the implementing Official Plan Amendment.

11.0 Implementation and Phasing

11.1. Approach

The development of a new downtown at Richmond Hill Centre will require coordination amongst a diverse network of stakeholders and public agencies, businesses, and landowners, combined with significant public transit investments. Innovation and creativity will be reflected in collaborative implementation, focusing on methods of delivering development, community facilities, services and infrastructure to facilitate growth of the RHC over time. Innovative forms of city building will make this part of the city a showpiece for transit-integrated development. The implementation policies of the draft Secondary Plan are 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.

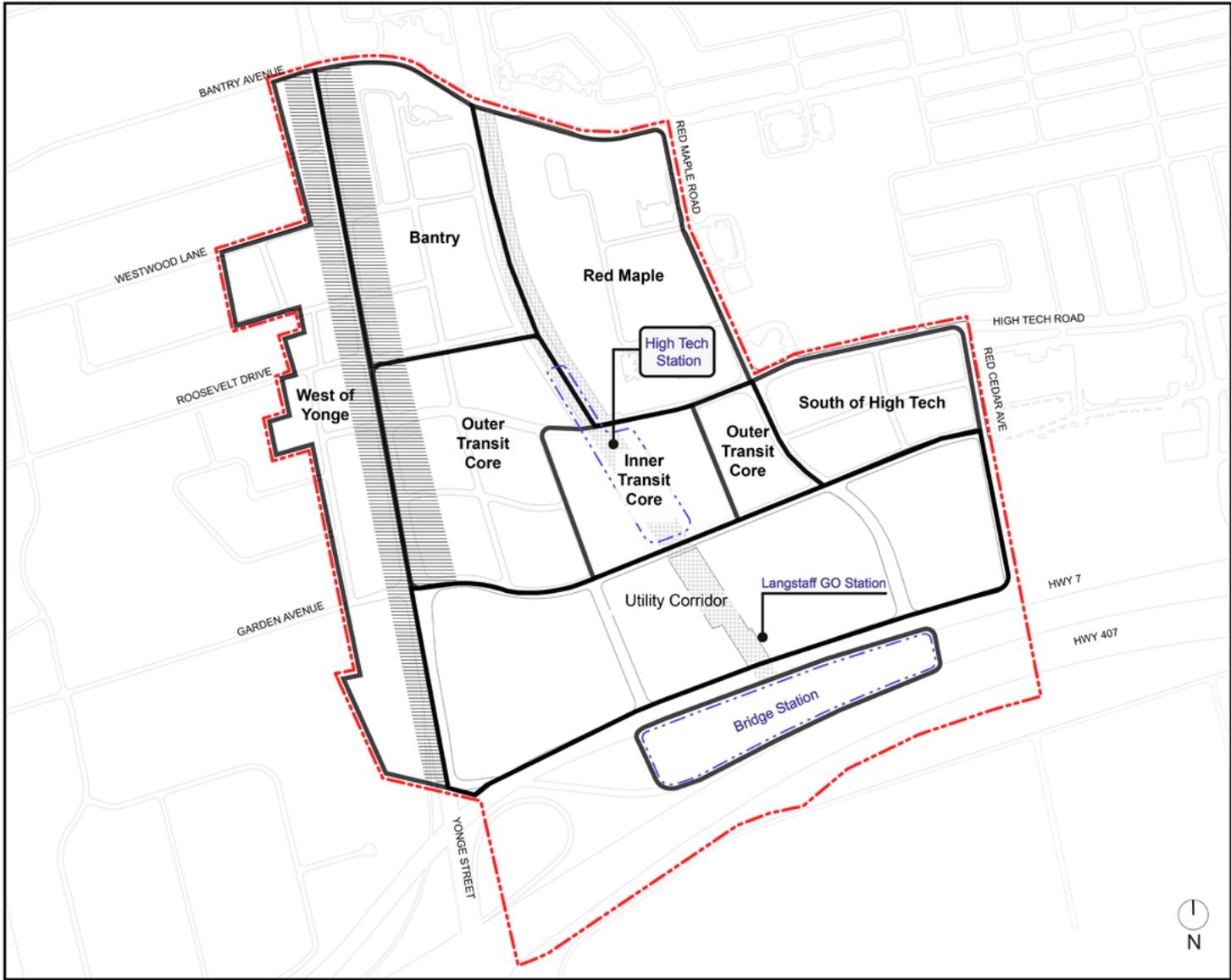
With regards to technological change and smart cities in particular, a recommendation of this study is that a city-wide Smart City Strategy, or similar proactive strategic guidance document be developed that responds to the particular needs of Richmond Hill and recognizes the priorities of its residents. This strategy should be designed to guide the use and adoption of new technologies for the benefit of residents, businesses and the City. Such a strategy may address knowledge-based business and institution attraction and retention, a framework for collaboration between sectors in piloting and implementing new technologies, and direction on future infrastructure needs. Development in the RHC will be required to align with an eventual Smart Cities Strategy. As Richmond Hill does not currently have a Smart City Strategy, the priority of the RHC draft Secondary Plan is to include language that enables the eventual implementation of such a strategy once it is written.

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 RHC Secondary Plan also supports advancements to improve social, environmental and public health outcomes, and development in RHC will be expected to align with the York Region Seniors Strategy, York Region Climate Change Action Plan, and York Region Public Health Built Environment and Health Action Plan.

The recommended policies in the draft Richmond Hill Centre Secondary Plan have been developed to align to the greatest extent possible with these other plans and studies as they are developed, although it is expected amendments to the Richmond Hill Centre Secondary Plan may be required to ensure alignment.

Schedules



Legend

 Yonge Street Sub-character Area

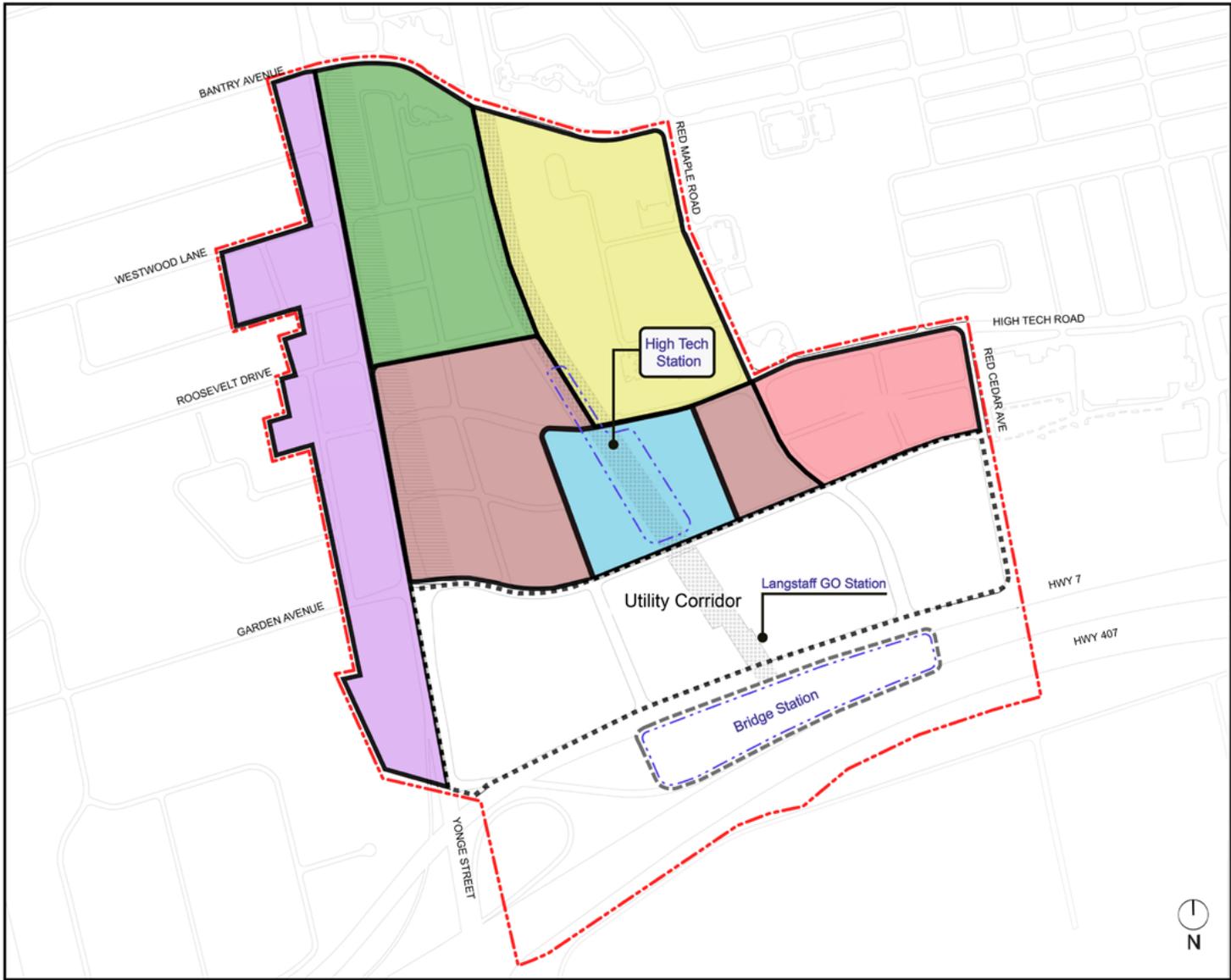
NOTE:
The information provided in this Schedule constitutes an operative part of the Richmond Hill Official Plan. While every effort is made to ensure its accuracy, currency and completeness, it is not a plan of survey. Due to size constraints and changes that occur over time, the City cannot warrant 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
Character Areas
Schedule 1





Legend

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

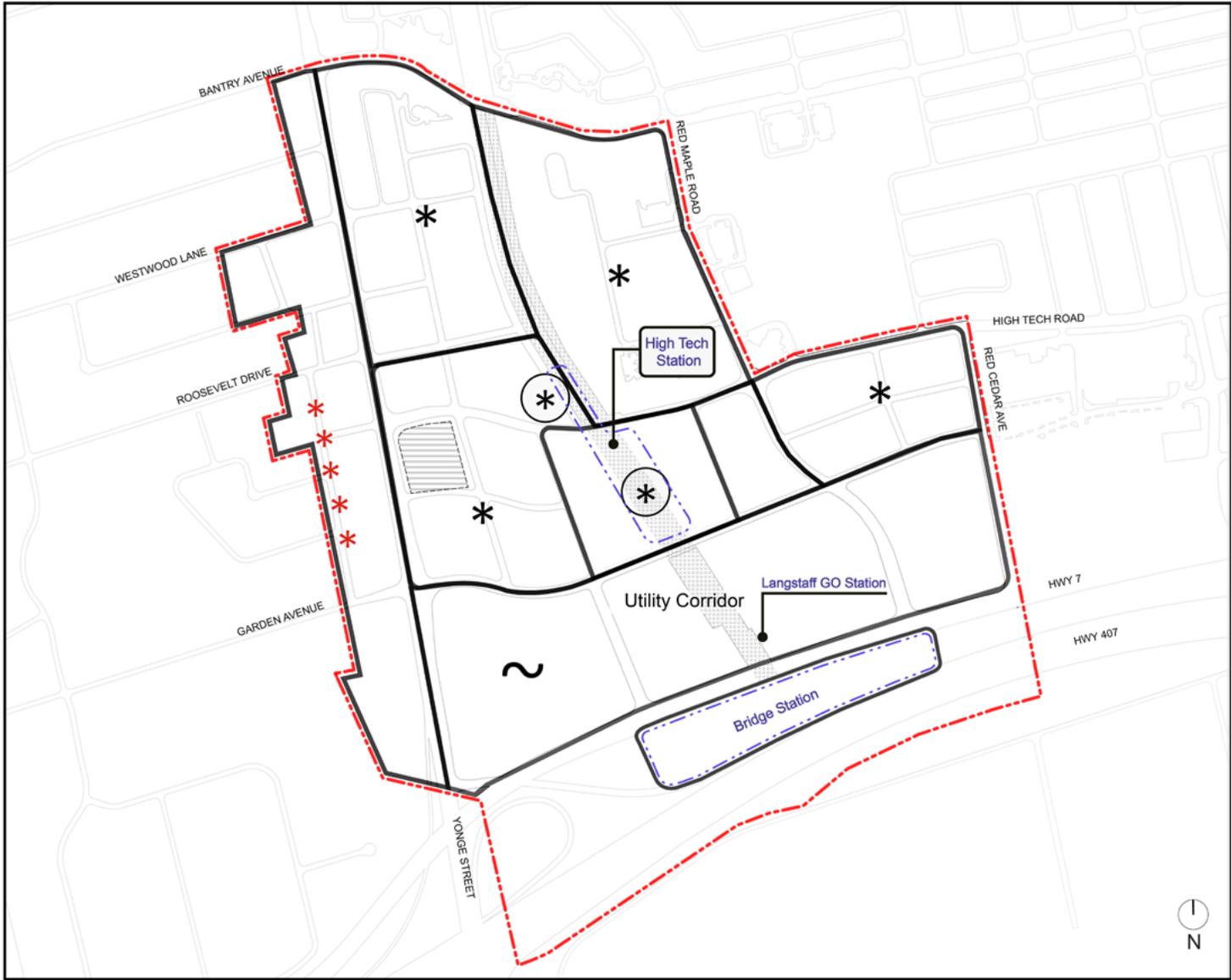
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PLANNING & REGULATORY SERVICES
 DEPARTMENT

Richmond Hill Centre Secondary Plan
Density
 Schedule 2





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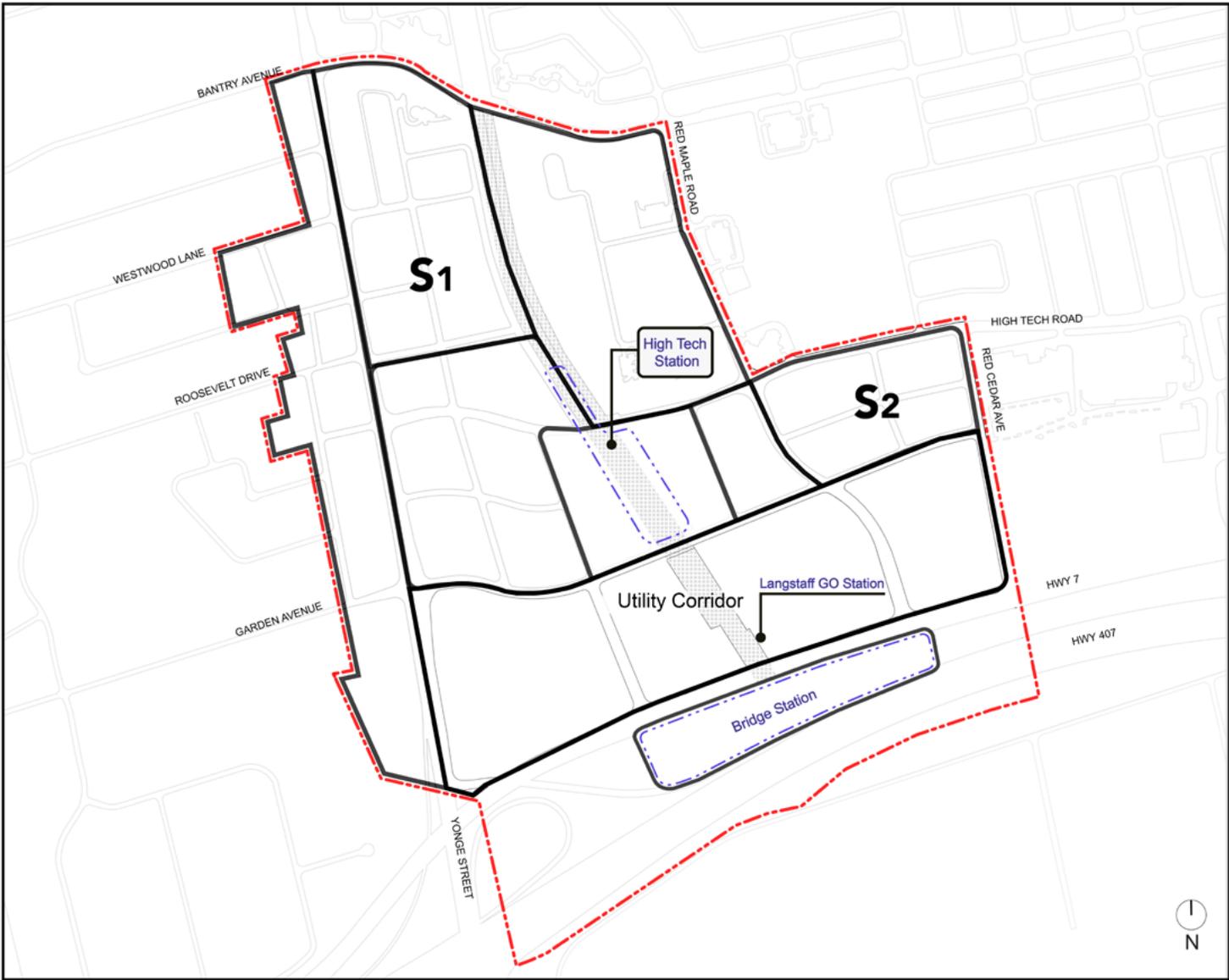
- * Neighbourhood Parks
- *** Linear Park
- (*) Urban Squares
- ~ Major Urban Open Space
- [Hatched] Woodland

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PLANNING & REGULATORY SERVICES
DEPARTMENT

Richmond Hill Centre Secondary Plan
Open Space Network
Schedule 3



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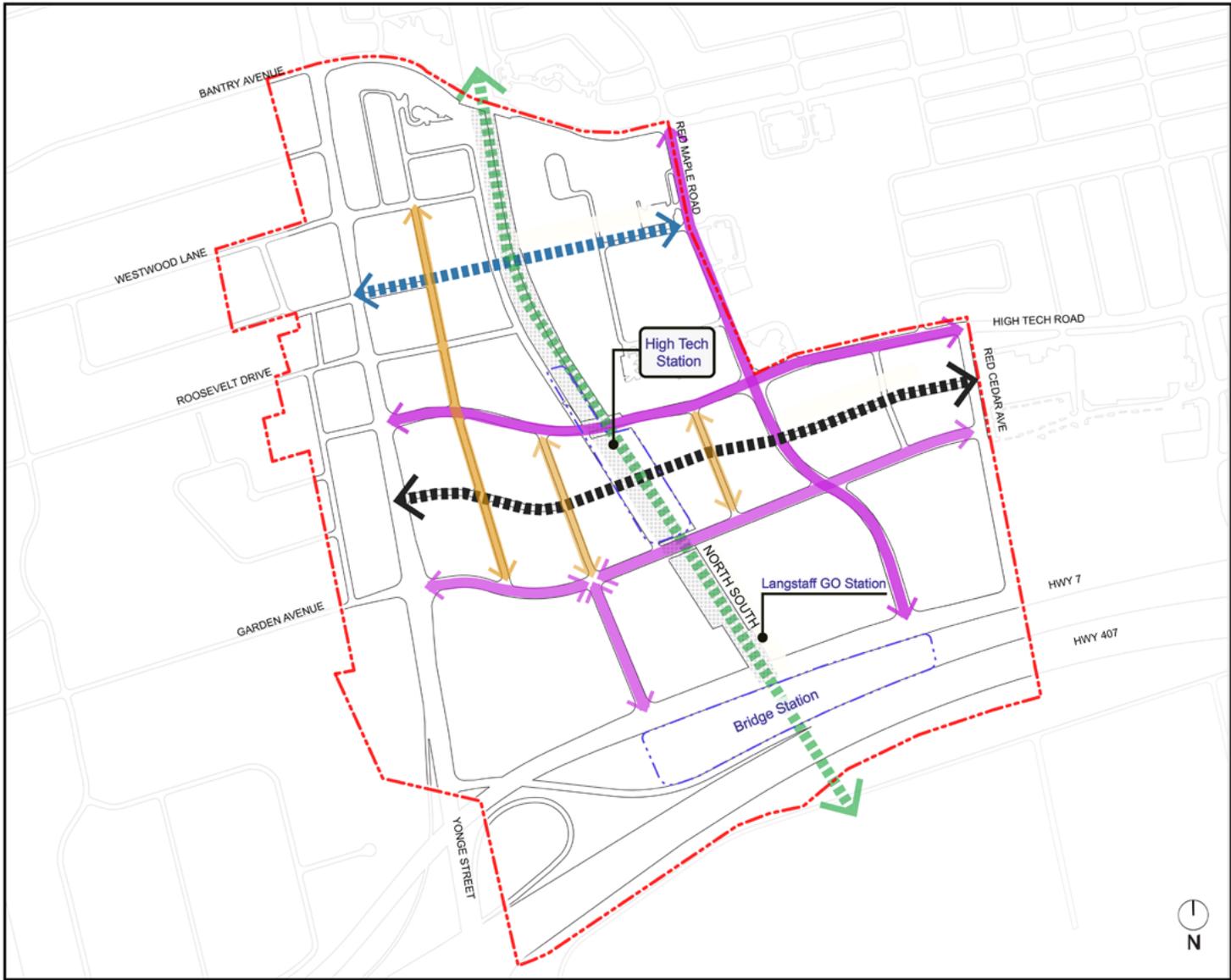
S Potential School Site

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PLANNING & REGULATORY SERVICES
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Richmond Hill Centre Secondary Plan
Potential School Sites
Schedule 4



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

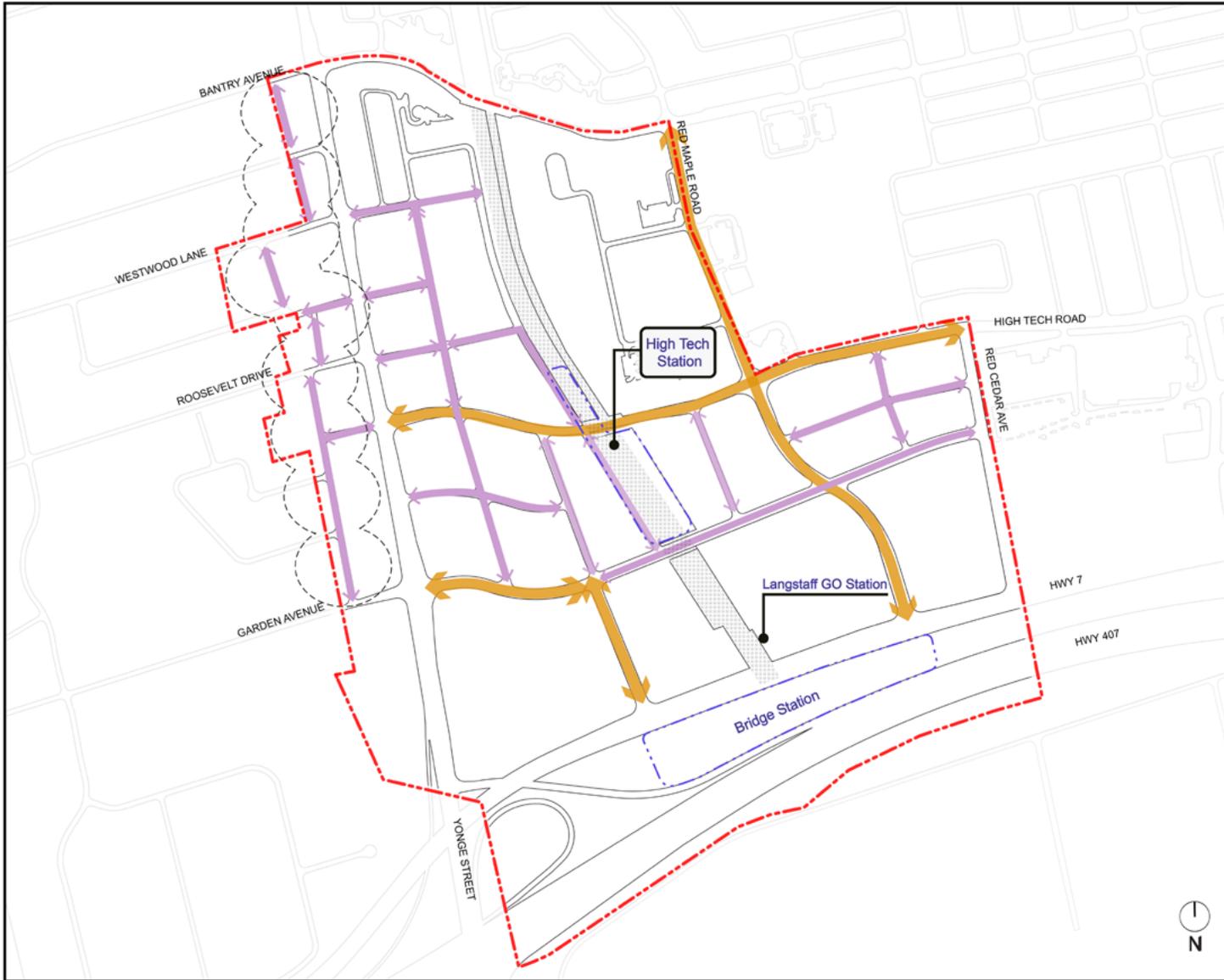
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PLANNING & REGULATORY SERVICES
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Richmond Hill Centre Secondary Plan
**Proposed Active
Transportation Network
Schedule 5**





Legend

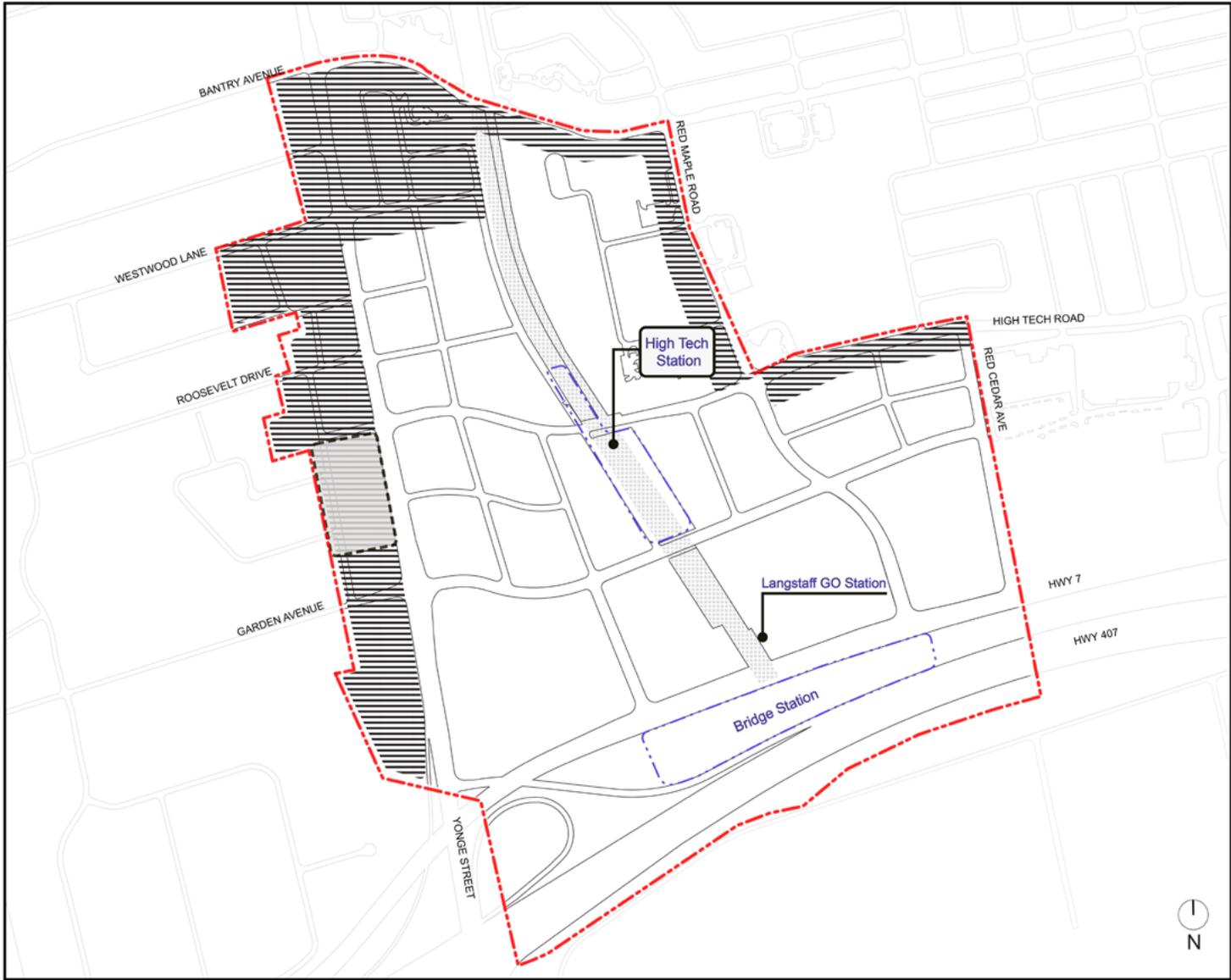
- Local Streets
- Collector Streets
- Local Streets West of Yonge Street

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PLANNING & REGULATORY SERVICES
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Richmond Hill Centre Secondary Plan
Proposed Street Network
Schedule 6



Legend

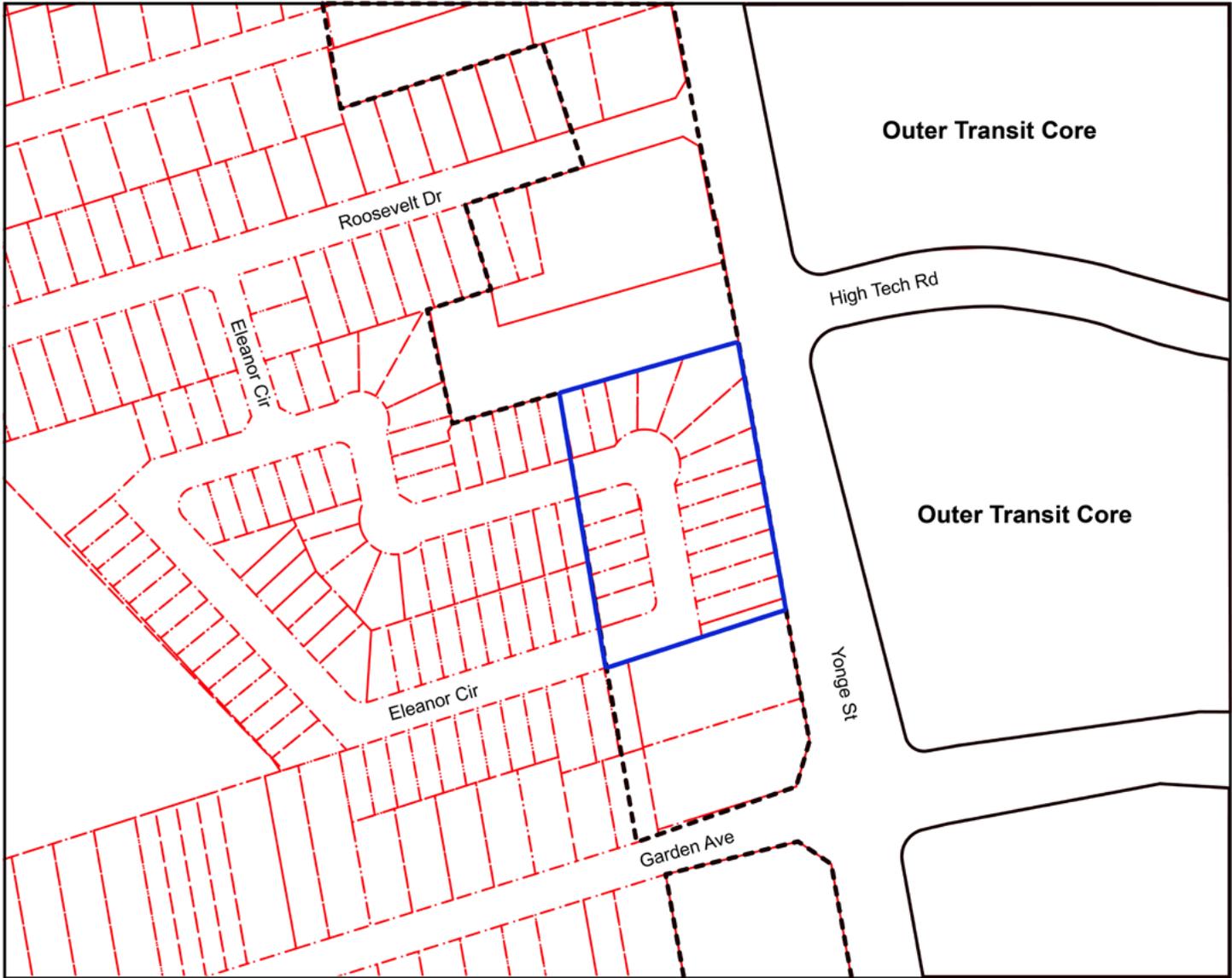
-  Transition Areas
-  Eleanor Circle
(See Schedule 7A)

NOTE:
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PLANNING & REGULATORY SERVICES
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Richmond Hill Centre Secondary Plan Transition Schedule 7



Legend

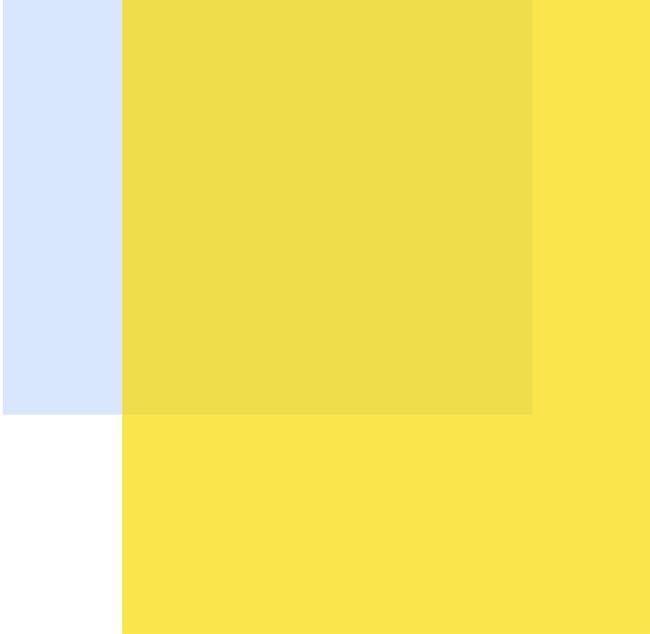
-  West of Yonge Character Area Boundary
-  Eleanor Circle
(Secondary Plan Policy 1.9.3)

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PLANNING & REGULATORY SERVICES
DEPARTMENT

Richmond Hill Centre Secondary Plan
Eleanor Circle
Schedule 7A



**URBAN
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INC .**