

Original Text (2010 OP)	Draft proposal (April 2022)	Current Proposed (June 2022)
Section 1.4 Effect and Duration The policies of this Plan will guide decisions to manage growth and development to implement the vision for the Town over the planning period to 2031.	Section 1.4 Effect and Duration The policies of this Plan will guide decisions to manage growth and development to implement the vision for the Town <u>City</u> over the planning period to 2031 <u>2041</u> .	Section 1.4 Effect and Duration The policies of this Plan will guide decisions to manage growth and development to implement the vision for the Town <u>City</u> over the planning period to <u>2031</u> .
Section 2.1 Vision Statement “Richmond Hill’s Official Plan – building a new kind of urban”	Section 2.1 Vision Statement “Richmond Hill’s Official Plan – building a new kind of urban <u>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.”</u>	Section 2.1 Vision Statement “Richmond Hill’s Official Plan – building a new kind of urban <u>By 2041, t</u> <u>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.”</u>
n/a	Section 2.1 (first paragraph) <u>The 2041 Vision for the City of Richmond Hill Official Plan evolves from Council’s Strategic Plan and public consultation related to the update of the 2010 Official Plan which commenced in 2019. This vision statement: ...</u>	Section 2.1 (first paragraph) <u>The 2041 Vision for the City of Richmond Hill Official Plan evolves from Council’s Strategic Plan and public consultation related to the update of the 2010 Official Plan which commenced in 2019. This vision statement: ...</u>
Section 2.1 (second paragraph) Each area of the Town, whether it be a business park, the Downtown or the Richmond Hill Centre, will continue to have an identifiable character.	Section 2.1 (fourth paragraph) Each area of the Town <u>City</u> , whether it be a business park, the Downtown-historic Village or the Richmond Hill Centre, will continue to have an authentic identifiable character.	Section 2.1 (fourth paragraph) Each area of the Town <u>City</u> , whether it be a business park, the Downtown-historic Village or the Richmond Hill Centre, will continue to have an authentic <u>an identifiable</u> character.
Chapter 3 Building a New Kind of Urban Building a new kind of urban is about city building in a way that maintains and enhances the character of a community as it evolves through growth and	Chapter 3 Building a New Kind of Urban<u>City Building</u> Building a new kind of urban is about <u>Achieving the vision of this Official Plan requires</u> city building in a	Chapter 3 Building a New Kind of Urban<u>City Building</u> Building a new kind of urban is about <u>Achieving the vision of this Official Plan requires</u> city building in a

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<p>development. The process of urbanization can be used to bring about positive changes to a community – the establishment of greenways, upgrades to transit, and the provision of more vibrant places and services to effectively meet the needs of the growing population. Yet building a new kind of urban also reflects the past and recognizes that Richmond Hill will not become urban over night. Its transformation will be incremental, timed with the provision of infrastructure and services, and directed to key locations within the Town at the appropriate intensity and scale.</p>	<p>way that maintains and enhances the <u>evolving</u> character of a community as it evolves through growth and development. The process of urbanization can be is used to bring about positive changes to a community – the establishment of greenways, upgrades to transit, and the provision of more vibrant places and services to effectively meet the needs of the growing population. Yet building a new kind of urban city building also reflects the past and recognizes that Richmond Hill will not become urban over night <u>will grow in its own way</u>. Its transformation will be incremental, timed with the provision of infrastructure and services, and directed to key locations within the Town <u>City</u> at the appropriate intensity and scale.</p>	<p>way that maintains <u>and enhances</u> the character of a community <u>as it evolves</u> through growth and development. The process of urbanization <u>can be</u> used to bring about positive changes to a community – the establishment of greenways, upgrades to transit, and the provision of more vibrant places and services to effectively meet the needs of the growing population. <u>Yet building a new kind of urban also reflects the past and recognizes that Richmond Hill will not become urban over night.</u> <u>Its</u> This transformation will be incremental, timed with the provision of infrastructure and services, and directed to key locations within the Town <u>City</u> at the appropriate intensity and scale.</p>
<p>Chapter 3.1 A Complete Community (preamble)</p> <p>A complete community provides opportunities for people to live, work, shop and play. It offers amenities in well-designed, pedestrian-oriented places developed at a human scale where public transit, walking, and cycling are viable alternatives to the automobile. This is the type of community envisioned for Richmond Hill, a Town that is already a desirable place to live and work. To maintain and enhance Richmond Hill’s quality of life, this Plan anticipates changes that will confront the Town to 2031, providing a proactive approach to shaping these changes in a way that benefits the community in the future. Over time, Richmond Hill will be a more integrated, vibrant and diverse community that promises a mix of land uses,</p>	<p>Chapter 3.1 A Complete Community (preamble)</p> <p>A complete community provides opportunities for people to live, work, shop and play. It offers amenities in well-designed, pedestrian-oriented places developed at a human scale where public transit, walking, and cycling are viable alternatives to the automobile. This is the type of community envisioned for Richmond Hill, a Town <u>City</u> that is already a desirable place to live and work. To maintain and enhance Richmond Hill’s quality of life, this Plan anticipates changes that will confront the Town <u>City</u> to 2031 <u>2041</u>, providing a proactive approach to shaping these changes in a way that benefits the community in the future. Over time, Richmond Hill will be a more integrated, vibrant and diverse community that promises a mix of land</p>	<p>Chapter 3.1 A Complete Community (preamble)</p> <p>A complete community provides opportunities for people to live, work, shop and play. It offers amenities in well-designed, pedestrian-oriented places developed at a human scale where public transit, walking, and cycling are viable alternatives to the automobile. This is the type of community envisioned for Richmond Hill, a Town <u>City</u> that is already a desirable place to live and work. To maintain and enhance Richmond Hill’s quality of life, this Plan anticipates changes that will confront the Town <u>City</u> to 2031 <u>2041</u>, <u>providing and applies</u> a proactive approach to shaping these changes in a way that benefits the community in the future. Over time, Richmond Hill will be a more integrated, vibrant and diverse community that promises a mix</p>

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including a balance of housing types, employment, services, amenities, parks and open spaces.	uses, including a balance of housing types, employment, services, amenities, parks and open spaces.	of land uses, including a balance of housing types, employment, services, amenities, parks and open spaces.
n/a	<p>NEW Policy 3.1.1 (2)</p> <p><u>2. The fulfillment of the City's Structure is guided by the City's commitment to a low carbon emissions future as expressed in the City's Community Energy and Emissions Plan (CEEP). The CEEP includes a target of Net-zero emissions by 2050. Achieving this target requires actions at all scales of development, which are articulated in the CEEP and policies of this Official Plan.</u></p>	<p>NEW Policy 3.1.1 (2)</p> <p><u>2. The fulfillment of the City's Structure is guided by the City's commitment to a low carbon emissions future as expressed in the City's Community Energy and Emissions Plan (CEEP). The CEEP includes a target of Net-zero emissions by 2050. Achieving this the CEEP target of net-zero emissions requires actions at all scales of development, which are articulated in the CEEP and policies of this Official Plan.</u></p>
<p>Figure 2</p> <p>8. Employment Lands The Town's employment lands (consisting of Employment Areas and Employment Corridors) are located along the Highway 404 Corridor, including the Beaver Creek, Headford, and Barker Business Parks, and along sections of Major Mackenzie Drive East including the Newkirk Business Park. In order for Richmond Hill to meet the forecast demand for employment growth to 2031, this Plan protects the existing supply of employment land over the long-term for employment uses.</p>	<p>Figure 2</p> <p>8. Employment Lands The Town <u>City</u>'s employment lands (consisting of Employment Areas and Employment Corridors) are located along the Highway 404 Corridor, including the Beaver Creek, Headford, and Barker Business Parks, and along sections of Major Mackenzie Drive East along portions of the CN Rail line, including the Newkirk Business Park. In order for Richmond Hill to meet the forecast demand for employment growth to 2031 <u>2041</u>, this Plan protects the existing supply of employment land over the long-term for employment uses.</p>	<p>Figure 2</p> <p>8. Employment Lands The Town <u>City</u>'s employment lands (consisting of Employment Areas and Employment Corridors) are located along the Highway 404 Corridor, including the Beaver Creek, Headford, and Barker Business Parks, and along sections of Major Mackenzie Drive East along portions of the CN Rail line, including the Newkirk Business Park. In order for Richmond Hill to meet the forecast demand for employment growth to 2031 <u>to 2041</u>, this Plan protects the existing supply of employment land over the long-term for employment uses.</p>
Policy 3.1.4 (3)	Policy 3.1.4 (3) to be deleted, and replaced with:	Policy 3.1.4 (3) to be deleted, and replaced with:

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<p>3. Within the <i>centres and corridors</i>, the greatest mix and range of uses shall be directed to major public rapid transit terminals and stations.</p>	<p>3. <u>The density of <i>development</i> within <i>centres and corridors</i> shall be determined based on their description in Figure 2 and shall be informed by various factors, including but not limited to:</u></p> <ul style="list-style-type: none"> <u>a. Existing and planned transit infrastructure, whereby areas served by high-order frequent transit service would generally develop with higher levels of density than those that do not have the same level of existing/planned transit service;</u> <u>b. Existing and planned City or Regional servicing infrastructure improvements as identified in Master Plan studies;</u> <u>c. Compatibility with the surrounding area and its planned growth and development, to ensure adjacent lands are not precluded from supporting planned <i>development</i> or that their long term existing use is not negatively impacted by new <i>development</i>; and</u> <u>d. Estimation of developable area, in recognition that <i>development</i> may be prohibited or precluded due to the presence of natural heritage features and/or functions that are required to be protected and buffered in accordance with the policies of this plan.</u> 	<p>3. <u>The density of <i>development</i> within <i>centres and corridors</i> shall be determined based on their description in Figure 2 and shall be informed by various factors, including but not limited to:</u></p> <ul style="list-style-type: none"> <u>a. Existing and planned transit infrastructure, whereby areas served by high-order frequent transit service would generally develop with higher levels of density than those that do not have the same level of existing/planned transit service;</u> <u>b. Existing and planned City or Regional servicing infrastructure improvements as identified in Master Plan studies;</u> <u>c. Compatibility with the surrounding area and its planned growth and development, to ensure adjacent lands are not precluded from supporting planned <i>development</i> or that their long term existing use is not negatively impacted by new <i>development</i>; and</u> <u>d. Estimation of developable area, in recognition that <i>development</i> may be prohibited or precluded due to the presence of natural heritage features and/or functions, <u>hazardous lands, and any associated buffers</u> that are required to be protected <u>and buffered in</u> accordance with the policies of this plan.</u>
<p>Policy 3.1.5 (4)</p> <p>4. The demolition or conversion of existing rental housing to ownership housing shall be discouraged in order to maintain a balance between rental and ownership housing and to</p>	<p>Policy 3.1.5 (4)</p> <p>4. The demolition or conversion of existing rental housing to ownership housing <u>that would result in the loss of six or more purpose-built rental housing units</u> shall be <u>prohibited unless one of</u></p>	<p>Policy 3.1.5 (4)</p> <p>4. The demolition or conversion of existing rental housing to ownership housing <u>that would result in the loss of six or more purpose-built rental housing units</u> shall be <u>prohibited unless one of</u></p>

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<p>ensure that a range of housing options exists within the Town.</p>	<p><u>the following conditions are met: discouraged in order to maintain a balance between rental and ownership housing and to ensure that a range of housing options exists within the Town.</u></p> <p><u>a. All of the existing rental housing units will be replaced and policy 3.1.5 (4) (c) is satisfied;</u> <u>or</u></p> <p><u>b. The overall vacancy rate of purpose-built rental housing for the City of Richmond Hill, as reported by the Canada Mortgage and Housing Corporation, is above 3 per cent for the preceding three consecutive annual surveys.</u></p> <p><u>c. If the rents of the units proposed for demolition are considered affordable at the time of application, these must be replaced by units that have affordable rents.</u></p>	<p><u>the following conditions are met: discouraged in order to maintain a balance between rental and ownership housing and to ensure that a range of housing options exists within the Town.</u></p> <p><u>a. All of the existing rental housing units will be replaced and policy 3.1.5 (4) (c) is satisfied;</u> <u>or</u></p> <p><u>b. The overall vacancy rate of purpose-built rental housing for the City of Richmond Hill, as reported by the Canada Mortgage and Housing Corporation, is above 3 per cent for the preceding three consecutive annual surveys, and the conversion or demolition of rental units will not significantly reduce the overall supply of purpose-built rental housing in the City.</u></p> <p><u>c. If the rents of the units proposed for demolition are considered affordable at the time of application, these must be replaced by units that have affordable rents.</u></p>
<p>Policy 3.2.1.2 (21)</p> <p>21. The Town shall strive to increase tree cover to a minimum of 25% of the Town's total land area. Priority will be given to increasing tree cover within the settlement area in order to enhance linkages to the Greenway System.</p>	<p>Policy 3.2.1.2 (21)</p> <p>21. The Town-City shall strive to increase tree <u>canopy</u> cover to a minimum of 25<u>30</u>% of the Town-City's total land area <u>by 2041</u>. Priority will be given to increasing tree cover within the settlement area in order to enhance linkages to the Greenway System.</p>	<p>Policy 3.2.1.2 (21)</p> <p>21. The Town-City shall strive to increase tree <u>canopy</u> cover to a minimum of 25<u>30</u>% of the Town-City's total land area, <u>in accordance with the City's Urban Forest Management Plan by 2041</u>. Priority will be given to increasing tree cover within the settlement area in order to enhance linkages to the Greenway System.</p>
<p>n/a</p>	<p>NEW Sidebar (next to 3.2.3 (2))</p>	<p>NEW Sidebar (next to 3.2.3 (2))</p>

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	<p><u>The Sustainability Assessment Tool has been used in the City of Richmond Hill since 2014 as a means to identify and quantify sustainable design measures proposed in <i>development</i> that are subject to site plan and plan of subdivision approvals. Draft plan of subdivisions and site plan applications (with the exception of single and semi-detached dwellings) within Richmond Hill are required to achieve the applicable minimum thresholds as determined by Council. The tool is intended to encourage <i>development</i> proponents to achieve their sustainability design goals and to contribute to the City's objectives related to healthy, complete and sustainable community development by implementing measures that go beyond provincial and municipal requirements.</u></p>	<p><u>The Sustainability Assessment Tool has been used in the City of Richmond Hill since 2014 as a means to identify and quantify sustainable design measures proposed in <i>development</i> that are subject to site plan and plan of subdivision approvals. The Tool identifies possible measures in the following categories:</u></p> <ul style="list-style-type: none"> Built Environment Mobility Natural Environment and Open Space Infrastructure and Buildings Innovation <p><u>Draft plan of subdivisions and site plan applications (with the exception of single and semi-detached dwellings) within Richmond Hill are required to achieve the applicable minimum thresholds as determined by Council. The tool is intended to encourage <i>development</i> proponents to achieve their sustainability design goals and to contribute to the City's objectives related to healthy, complete and sustainable community development by implementing measures that go beyond provincial and municipal requirements.</u></p>
<p>Policy 3.4.1 (25)</p> <p>25. <i>Development</i> shall orient and site public streets, walking trails, cycling trails, parks, stormwater management works, and built form to create new public views that frame key natural heritage features, key hydrological features, significant views, cultural heritage, the Greenway System or other landmarks.</p>	<p>Policy 3.4.1 (24)</p> <p>2524. <u>To improve wayfinding and navigation,</u> De<i>development</i> shall orient and site public streets, walking trails, cycling trails, parks, stormwater management works, and built form to create new public views that frame key natural heritage features, key hydrological</p>	<p>Policy 3.4.1 (24)</p> <p>2524. <u>To improve wayfinding and navigation,</u> De<i>development</i> shall orient and site public streets, walking trails, cycling trails, parks, stormwater management works, and built form to <u>improve wayfinding and navigation, and to</u> create new public views that frame key natural heritage features, key hydrological features,</p>

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<p>Walkable Streets, Built Form and People Places</p> <p>Leadership and innovation in built form and landscape design is an essential component of building a new kind of urban community. The policies in this section contribute to the creation of a pedestrian and transit-oriented, human-scaled, compact built environment.</p>	<p>features, significant views, cultural heritage, the Greenway System or other landmarks.</p> <p>Walkable <u>and Cyclable</u> Streets, Built Form and <u>Social Connection</u> People Places</p> <p>Leadership and innovation in built form and landscape design is an essential component of <u>city</u> building a new kind of urban community. The policies in this section contribute to the creation of a pedestrian <u>and cyclist supportive, and</u> transit-oriented, human-scaled, <u>and</u> compact built environment. <u>As such, the City promotes the development of urban scaled spaces, blocks and streets with shared amenities for improving connectivity, safety and human comfort.</u></p>	<p>significant views, cultural heritage, the Greenway System or other landmarks.</p> <p>Walkable <u>and Cyclable</u> Streets, Built Form and <u>Social Connection</u> People Places</p> <p>Leadership and innovation in built form and landscape design is an essential component of <u>city</u> building a new kind of urban community. The policies in this section contribute to the creation of a pedestrian <u>and cyclist supportive, and</u> transit-oriented, human-scaled, <u>and</u> compact built environment. <u>As such, the City promotes the development of urban form-scaled spaces, with smaller blocks and streets that have with shared amenities for improving connectivity, safety and human comfort.</u></p>
<p>Policy 3.4.1 (39)</p> <p>39. <i>Development within the centres and corridors shall be designed to:</i></p> <ul style="list-style-type: none"> a. Create a rhythm of facades that complements adjacent buildings; and b. Provide built form that maintains a well-proportioned, human-scaled street wall. Minimum and maximum building heights, including maximum podium or base building heights, are set out in Chapter 4 (Land Use Policies) of this Plan. Notwithstanding the minimum height and density provisions as set out in Chapter 4 of this Plan, expansions of existing buildings or structures may be permitted provided that the expansion is not 	<p>Policy 3.4.1 (37)</p> <p>39<u>37</u>. <i>Development within the centres and corridors:</i></p> <p><u>a. s</u>s<u>Shall</u> be designed to:</p> <ul style="list-style-type: none"> a<u>i</u>. Create a rhythm of facades that complements adjacent buildings;and b<u>ii</u>. Provide built form that maintains a well-proportioned, human-scaled street wall; <u>iii. Encourage a variation in setbacks along the building frontages to articulate façade emphasis allowing for visual interest, outdoor patios, recessed entries and landscaped areas;</u> 	<p>Policy 3.4.1 (37)</p> <p>39<u>37</u>. <i>Development within the centres and corridors:</i></p> <p><u>a. s</u>s<u>Shall</u> be designed to:</p> <ul style="list-style-type: none"> a<u>i</u>. Create a rhythm of facades that complements adjacent buildings;and b<u>ii</u>. Provide built form that maintains a well-proportioned, human-scaled street wall; <u>iii. Encourage a variation in setbacks along the building frontages to articulate façade emphasis allowing for visual interest, outdoor patios, recessed entries and landscaped areas;</u> <u>iv. Design active ground floor uses to Animate the public realm as an extension</u>

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<p>greater than 15% of the gross floor area of the existing building or structure as of the date of adoption of this Plan. Single storey expansions greater than 15% of the gross floor area of the existing building or structure as of the date of adoption of this Plan may only be considered where it can be demonstrated to the satisfaction of the Town that the proposed expansion will otherwise be in accordance with the policies of this Plan.</p>	<p><u>iv. Design active ground floor uses to animate the public realm as an extension of the pedestrian environment;</u> <u>v. Locate functioning main front entrances to buildings so that they are clearly identifiable and prominent; and</u> <u>vi. Design and locate lobby, retail and commercial entrances for universal accessibility.</u></p> <p><u>b. ...</u></p>	<p><u>of the pedestrian environment, through active ground floor uses;</u> <u>v. Locate functioning main front entrances to buildings so that they are clearly identifiable and prominent; and</u> <u>vi. Design and locate Provide for universal accessibility in the lobby, retail, and commercial entrances for universal accessibility.</u></p> <p><u>b. ...</u></p>
<p>Policy 3.4.1 (55)</p> <p>55. To ensure built form compatibility and transition of building heights with adjacent <i>low-density residential</i> and <i>medium density residential</i> areas, development within the centres and corridors shall be designed so as to provide:</p> <p>a. A 45 degree angular view plane measured from adjacent <i>low density residential</i> or <i>medium density residential</i> property line, together with suitable massing and design, in order to achieve appropriate skyview, light, and separation.</p> <p>b. New public streets with grade-related residential entrances facing existing <i>low density residential</i> or <i>medium density residential</i> areas, where appropriate; and</p> <p>c. Landscape buffers or linkages, which may include parks, where appropriate.</p>	<p>Policy 3.4.1 (55)</p> <p>55. To ensure built form compatibility and transition of building heights with adjacent <i>low-density residential</i> and <i>medium density residential</i> areas <u>in Neighbourhoods</u>, development within the centres and corridors shall be designed so as to provide:</p> <p>a. <u>Suitable massing and design, in order to achieve skyview, light and building separation. Unless otherwise specified in Chapter 4 of this Plan, the City shall apply a 45 degree angular view plane, as a means to measure suitability.</u></p> <p><u>i. Where there is a street separating the Neighbourhood designation from the centres and corridors designation, the angular view plane shall be measured from the adjacent low density residential or medium density residential property line located in the Neighbourhood designation.</u></p>	<p>Policy 3.4.1 (55)</p> <p>55. To ensure built form compatibility and transition of building heights with adjacent <i>low density residential</i> and <i>medium density residential</i> areas <u>in Neighbourhoods</u>, development within the centres and corridors shall be designed so as to provide:</p> <p>a. <u>Provide sS</u><u>uitable massing and design, in order to achieve skyview, light and building separation. Unless otherwise specified in Chapter 4 of this Plan, the City shall apply a 45 degree angular view plane, as a means to measure suitability.</u></p> <p><u>i. Where there is a street separating the Neighbourhood designation from the centres and corridors designation, the angular view plane shall be measured from the adjacent low density residential or medium density residential property line located in the Neighbourhood designation.</u></p>

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	<p>ii. <u>In the event that the Neighbourhood designation immediately abuts the lot line of lands within the <i>centres and corridors</i>, such as a side-lot or back-lot condition, the angular view plane may be measured from 10 metres above grade at the common lot line.</u></p> <p>b. ...</p>	<p>ii. <u>In the event that the Neighbourhood designation immediately abuts the lot line of lands within the <i>centres and corridors</i>, such as a side-lot or back-lot condition, a building up to 10 metres in height may protrude into the angular view plane the angular view plane may be measured from 10 metres above grade at the common lot line.</u></p> <p>b. <u>Incorporate n</u>New public streets with grade-related residential entrances facing existing <i>low density residential</i> or <i>medium density residential</i> areas, where appropriate; <u>and</u></p> <p>c. <u>Provide l</u>andscape buffers or linkages, which may include parks, where appropriate; <u>and</u></p> <p>d. <u>Be designed to minimize impacts related to privacy for adjacent <i>low density residential</i> and <i>medium density residential</i> areas through appropriate buffering, setbacks, built-form treatments and landscape.</u></p>
<p>Policy 5.22 (3)</p> <p>3. The Town shall develop, in co-operation with York Region, common measuring and reporting tools to monitor progress towards targets established in this Plan, including:</p> <ul style="list-style-type: none"> a. The Town's intensification target of 15,300 units; b. An average minimum density of 50 residents and jobs per hectare in the developable area within the designated greenfield areas; 	<p>Policy 5.22 (3)</p> <p>3. The Town-City shall develop, in co-operation with York Region, common measuring and reporting tools to monitor progress towards targets established in this Plan, including:</p> <ul style="list-style-type: none"> a. The Town-City's intensification target of 15,300 units; b. An average minimum density of 50 residents and jobs per hectare in the developable area within the designated greenfield areas; 	<p>Policy 5.22 (3)</p> <p>3. The Town-City shall develop, in co-operation with York Region, common measuring and reporting tools to monitor progress towards targets established in this Plan, including:</p> <ul style="list-style-type: none"> a. The Town-City's intensification target of 15,300 units; b. An average minimum density of 50 residents and jobs per hectare in the developable area within the designated greenfield areas;

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<ul style="list-style-type: none"> c. A minimum 25% of new housing units across the Region to be affordable; d. A minimum density of 2.5 FSI per development block in the Key Development Areas; e. A minimum density of 3.5 FSI per development block at, and adjacent to, the Richmond Hill Centre Stations on the Yonge Subway Extension; f. Energy and water efficiency standards and other sustainable design policies in this Plan; g. A minimum tree cover of 25% across the Town; and h. The employment intensification target of 40 jobs per hectare in the developable area on fully serviced employment lands. 	<ul style="list-style-type: none"> c. A minimum 25% of new housing units across the Region to be affordable; d. A minimum density of 2.5 FSI per development block in the Key Development Areas; e. A minimum density of 3.5 FSI per development block at, and adjacent to, the Richmond Hill Centre Stations on the Yonge Subway Extension; f. Energy and water efficiency standards and other sustainable design policies in this Plan; <u>g. A city-wide GHG emissions reduction target of net zero by 2050; as stated in policy 3.1.1 (2);</u> <u>gh.</u> A minimum tree cover of 25% across the Town; and <u>hi.</u> The employment intensification target of 40 jobs per hectare in the developable area on fully serviced employment lands. 	<ul style="list-style-type: none"> c. A minimum 25% of new housing units across the Region to be affordable; d. A minimum density of 2.5 FSI per development block in the Key Development Areas; e. A minimum density of 3.5 FSI per development block at, and adjacent to, the Richmond Hill Centre Stations on the Yonge Subway Extension; f. Energy and water efficiency standards and other sustainable design policies in this Plan; <u>g. A city-wide GHG emissions reduction target of net zero by 2050, as stated in policy 3.1.1 (2);</u> <u>gh.</u> A minimum tree <u>canopy</u> cover of <u>2530%</u>, <u>and a woodland cover target of 15%</u> across the <u>Town City</u>; and <u>hi.</u> The employment intensification target of 40 jobs per hectare in the developable area on fully serviced employment lands.
<p>Policy 7.1 (4)</p> <p>4. The implementation of this Plan shall occur over the planning horizon to 2031.</p>	<p>Policy 7.1 (4)</p> <p>4. The implementation of this Plan shall occur over the planning horizon to 2031-2041.</p>	<p>Policy 7.1 (4)</p> <p>4. The implementation of this Plan shall occur over the planning horizon to 2031.</p>

Current Proposed (June 2022)

SCHEDULE A1 CITY STRUCTURE

