



# Richmond Hill **Regional Centre Design & Land Use Study** **Final Recommendations Report**

Urban Strategies Inc | iTrans | Morrison Hershfield

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# Executive Summary

This Final Recommendations Report is the third of three reports created as part of the Richmond Hill Regional Centre Design and Land Use Study. The Report explains the process of creating the Recommended Concept, communicates the guiding principles that will inform the future growth of the Richmond Hill Regional Centre and presents Official Plan policy recommendations that are intended to shape the Centre into a robust, transit-oriented community that is a desired location for new residential and commercial development.

The Concept for the Centre achieves the density targets assigned to the Regional Centre by the *Places to Grow Act*, Metrolinx and the Region of York and demonstrates the principles of Anchor Mobility Hub and Urban Growth Centre development while at the same time creating a place that makes positive contributions to the character and identity of Richmond Hill.

The guiding principles which helped shape the Recommended Concept are grounded in the tenets of sustainability, addressing the five key elements needed in sustainable community building: efficient use of infrastructure, mobility choices, balanced public realm, land management and built form diversity. The seven guiding principles are listed below:

## **Efficient use of infrastructure**

1. Create the northern GTA's preeminent Anchor Mobility Hub with development scaled to support public transportation investment.

## **Mobility choices**

2. Enhance the street grid for all modes of transportation and improve access to transit.

## **Balanced public realm**

3. Encourage placemaking at the Regional Centre at all scales, creating a public realm that is integrated and supportive of vibrant, balanced public life.

## **Land management**

4. Ensure that the Regional Centre uses land as efficiently as possible.
5. Recognize and enhance existing assets of the Centre.

## **Built form diversity**

6. Define a built form that is appropriate for Richmond Hill.
7. Build a symbiotic relationship between established neighbourhoods and the Regional Centre.

Building on these principles and the vision for the Centre to grow into a vibrant, mixed use transit-oriented community, the Final Recommendations Report identifies a development framework to shape the structure of future growth at the Centre. The development framework describes a revised street grid, proposes a new approach to built form and development parcels and introduces a comprehensive open space network to frame the creation of a strong public realm.

The following are highlights of the Recommended Concept for the Centre:

- A transit-oriented community able to accommodate approximately:
  - 15,800 people and 15,700 jobs within six distinct Character Areas with differing built forms and mix of uses;
  - Active integration of the built environment with access to the five transit lines that will converge at the Richmond Hill Regional Centre;
  - 710,000 m<sup>2</sup> of residential gross floor area and 7,900 residential units;
  - 433,000 m<sup>2</sup> of non residential gross floor area; and
  - A density of approximately 450 people and jobs per hectare.

Central to the success of the Regional Centre is a comprehensive understanding of the transportation and servicing implications of the anticipated development. A 60% non-auto modal split is anticipated at the time of full build out of the Centre, resulting in nearly 10,000 peak period transit, walking and cycling trips. Among

the approaches highlighted to accommodate the servicing needs of this future community are: sustainable building practices, Low Impact Development methods and innovative approaches to stormwater management.

The vision for the Centre and the policy recommendations contained in this Report are the result of an extensive process of consultation with members of the public, relevant transportation agencies, the Town of Richmond Hill and key stakeholders. This Report illustrates a development scheme and recommendations for a policy framework that balances a range of stakeholder's needs while also taking a bold step into the urban future of the Town of Richmond Hill.

The Final Recommendations Report is intended to inform the development of the Town's new Official Plan, subsequent Secondary Plan for the Regional Centre and assist the Town in its review of future development applications in this area. Section 5 of the Report outlines specific recommendations for inclusion in the Town's new Official Plan and provides direction to support the future creation of a Secondary Plan for the Centre.

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Character Area Illustrations of Urban Design Policies



# Introduction

- 1.1 Objectives
- 1.2 Reporting Structure
- 1.3 Study Boundaries

## 1.1 Objectives

The objective of the Regional Centre Design and Land Use Study has been to develop a visionary yet realistic development concept and provide policy direction for the Town's new Official Plan and future Secondary Plan for the Regional Centre.

The Recommended Concept seeks to respond to the unique policy context and transportation investment planned for the Regional Centre.

Provincial growth policies have created a new policy environment that mandates concentrated growth in special areas across the Greater Toronto Area. The Regional Centre is part of one of the Provincially defined areas for growth, identified in *Places to Grow* as the Richmond Hill/Langstaff Gateway Urban Growth Centre (UGC). It is also an Anchor Mobility Hub defined by Metrolinx under the Regional Transportation Plan (RTP). As a UGC, the Regional Centre must achieve a minimum density of 200 people and jobs per hectare by 2031 and as an Anchor Mobility Hub, the site is recommended to achieve a density of 400 people and jobs per hectare.

In terms of transportation investment, the Regional Centre has the benefit of being identified as the premier nexus of major public transit investment, a quality that underpins a future for the Centre that is dense, sustainable, mixed-use, and transit-oriented. Five major public transportation modes are planned to converge at the Centre including: York Regional Transit (YRT), VIVA Yonge and Highway 7 Bus Rapid Transit, the Yonge Street Subway extension, GO Transit trains and busses as well as the Highway 407 Transitway. Second only to Union Station in Toronto in terms of intersecting modes of travel, the Richmond Hill Regional Centre is envisioned to become a major transit hub and growth node in the northern part of the Greater Toronto Area, an urban-scaled transit-oriented place and a desirable location for new residential, commercial and office development.

The Recommended Concept for the Centre discussed in this Report meets the objectives of the Study,



THE RICHMOND HILL REGIONAL CENTRE STATION



OFFICE DEVELOPMENT IN THE CENTRE TODAY

and communicates the elements needed for the Regional Centre to achieve its vision, including:

- A development framework including streets, open space, development parcels and built form;
- Land use directions;
- Transportation strategy to accommodate new growth in the Centre;
- Stormwater management and servicing strategy; and
- Implementation strategies.

The Recommended Concept for the Regional Centre was developed by the Urban Strategies consultant team in collaboration with the Town of Richmond Hill, all of the involved transit agencies, members of the public, neighbouring municipalities, key stakeholders and York Region.

## 1.2 Reporting Structure

The Final Recommendations Report is the third of three reports resulting from the Regional Centre Design and Land Use Strategy Study. The first report issued to the Town in April of 2009, the Richmond Hill Regional Centre Investigative Research Report, was developed to describe the existing conditions of the Centre, the planning and transportation policy context affecting the Study area and illustrate early conceptual thinking about how to approach a land use and urban design strategy.

The second report was the Draft Preferred Concept Report circulated in September of 2009. This Final Recommendations Report reflects comments from the Town, the public, relevant agencies and stakeholders received on the Draft Preferred Concept Report of September 2009 and contains final policy recommendations to guide the development of the Town's new Official Plan policies related to the Regional Centre. This Report also provides a resource that the Town can use in the assessment of future development applications.



VARYING TOPOGRAPHY AND GRADE CHANGES



RESIDENTIAL DEVELOPMENT IN THE CENTRE TODAY

### 1.3 Study Boundaries

The Regional Centre has been assessed within the context of three boundaries: the Urban Growth Centre boundary, the Regional Centre boundary and a wider study area, referred to as the Area of Influence. The Urban Growth Centre boundary of the Richmond Hill/ Langstaff Gateway has been defined by the Province in the Growth Plan for the Greater Golden Horseshoe. It is within this boundary that the Provincial growth target of 200 people and jobs per hectare and the Metrolinx target for Anchor Mobility Hubs of 400 people and jobs per hectare must be achieved. The Regional Centre boundary is used for the purposes of defining the Centre for the Town's new Official Plan policies.

To understand the greater context of the Regional Centre and how it should integrate into the Town, the Study also considers an Area of Influence. The Recommended Concept has been informed by the Area of Influence, but the scope of the Design and Land Use Study and the resulting diagrams in this Report apply to the Regional Centre boundary. The Regional Centre boundary is also used as the boundary for the purposes of defining the Regional Centre for the policies of the Official Plan of the Regional Municipality of York.

There are lands that appear in the Recommended Concept that are outside of the defined Regional Centre boundary. While not in the Regional Centre, these lands are essential to achieving an appropriate transition between the Centre and the existing residential fabric. As such, these lands have been recognized in mapping and recommendations for this Study.

REGIONAL CENTRE BOUNDARY - - - - -  
URBAN GROWTH CENTRE BOUNDARY ———  
AREA OF INFLUENCE ·····



The Town also has within its municipal jurisdiction a small sliver of land south of Highway 407 and north of Langstaff Road East, adjacent to the Town of Markham's portion of the UGC. This Study recommends that those lands, due to their intimate relationship with the Langstaff Gateway lands, should be planned in cooperation with the Town of Markham as part of their UGC planning and design processes.

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# **Developing the Recommended Concept**

## **Method and Assumptions**

- 2.1 Vision and Principles
- 2.1 Consultation Process
- 2.2 Testing Concepts
- 2.3 Assumptions

## 2.1 Vision and Principles

To realize the Richmond Hill Urban Growth Centre as the complete, walkable, transit-oriented community as envisioned in *Places to Grow* and to support the regional transit connectivity described in the Metrolinx RTP, innovative thinking about new urban communities must be embraced. The Recommended Concept has responded to this challenge and presents a thoughtful, achievable vision for the Regional Centre based on a set of guiding principles that have shaped the development of the Concept.

Both the vision and the principles for the Regional Centre are grounded in the tenets of sustainability. Sustainability in the context that the Regional Centre reaches is well beyond green building requirements or environmental considerations alone. Good planning and urban design are by definition sustainable: connected to the landscape and involving shared systems and multi-purpose solutions that make for intriguing and dynamic settings while actively conserving resources and promoting economic prosperity.

The vision for the Richmond Hill Regional Centre is to develop into a vibrant, transit-oriented, mixed-use, healthy urban community that is pedestrian friendly, well-connected to transit and having excellent neighbourhood amenities. The vision comes to fruition through the Recommended Concept and key directions on land use and urban design presented in this Report.

The Recommended Concept is grounded in seven principles that were initially introduced in the Investigate Research Report, since refined and condensed. Each of the principles addresses one of the five key elements needed in sustainable community building: efficient use of infrastructure, mobility choices, balanced public realm, effective land management and built form diversity. The principles are listed below:

### **Efficient use of infrastructure**

**1. Create the northern GTA's preeminent Anchor Mobility Hub with development scaled to support public transportation investment.**

The concept for the Regional Centre should define this part of Richmond Hill as a preeminent growth node and Anchor Mobility Hub, recognizing its role as a key terminus for York Region providing both east-west and north-south connectivity. Future development at the Regional Centre should reflect the extraordinary investment in public transportation planned for this location and should take full advantage of the transportation capacity that will emerge at this Centre.

### **Mobility choices**

**2. Enhance the street grid and improve access to transit.**

The Regional Centre should focus on establishing a fine grained street grid. New public streets will maximize all forms of mobility to allow for easy circulation through the Centre as a whole and provide connections to open space and neighbourhoods.

### **Balanced public realm**

3. Encourage placemaking at the Regional Centre at all scales, creating a public realm that is integrated and supportive of vibrant public life.

Development at the Regional Centre should be based upon good planning and design policies that create a successful sense of place and strong community fabric. From streetscapes to open spaces, the public realm is an essential component to developing amenable and attractive urban areas.

### **Land management**

4. Ensure that the Regional Centre uses land as efficiently as possible.

To make the Richmond Hill Regional Centre work as an Anchor Mobility Hub, an area of regional office development and a node of high density living, the transit modes that converge here must be connected in a compact, intermodal station. This approach will minimize loss of redevelopment opportunities and maximize convenience and efficiency for transit riders.

5. Recognize and enhance existing assets of the site.

The concept for the Regional Centre should seek to enhance the best characteristics of the urban fabric present today and add value and viability through intensification. One of the site's greatest assets, Yonge Street, should be reurbanized and enhanced to reinforce its role as a major defining feature.

### **Built form diversity**

6. Define a built form that is appropriate for Richmond Hill.

The buildings that make up the Richmond Hill Regional Centre will be important elements of its character and feel. The concept should detail an urban built form that positively contributes to the public realm and transitions appropriately into the surrounding neighbourhoods.

7. Build a symbiotic relationship between established neighbourhoods and the Regional Centre.

The Centre should respond to the context of the site and respect the established neighbourhoods that border it. Parking management policies, height and density provisions and other planning controls will need to respect the existing neighbourhoods while also supporting an emerging urban community.

## 2.2 Consultation Process

The process of developing a concept and Official Plan recommendations for the Richmond Hill Regional Centre was based on iterative consultative methods that featured numerous stakeholder meetings and public engagement events. Because much of the Regional Centre's success as an Urban Growth Centre an Anchor Mobility Hub hinges on the establishment of a multi-modal transit hub, it was important to first establish a solid understanding of the transportation investments planned for the area. The transportation providers and relevant agencies were engaged early in the process in multiple sessions where emerging transit alignments and plans for integration of services were shared and a conceptual arrangement of transportation elements was agreed upon.

The team's understanding of the transportation provider's needs informed the creation of a subsequent set of development principles and a basic urban design

framework. The early framework upon which the Concept for the Centre is based was shared at a public meeting in April of 2009. Working with the public's comments from the April 2009 meeting and ongoing input from Town staff, key stakeholders and relevant agencies, the team began to develop and test different approaches to the deployment of density and development around the site. The result of the process was the creation of the Recommended Concept, presented for community review and input at a public open house in May of 2009.

Since the May Open House, consultation on the Regional Centre has continued. A 3D model of the concept was on public display during the Town's Official Plan Summit, a two-day event held May 27th and 28th 2009. The model and presentation boards describing the Concept for the Centre were available to the public along with members of the Study team to answer and address questions and comments.

In addition, the Draft Preferred Concept Report of September 2009 was circulated to stakeholders and comments were requested from landowners and the public. Reflecting the input gathered through the comments received, the key directions and recommendations presented in this Report are intended to help shape policies for the Town's new Official Plan as well as provide land use certainty and clear expectations for future development.



RICHMOND HILL REGIONAL CENTRE OPEN HOUSE  
April 2009

## 2.3 Testing Concepts

The Recommended Concept for the Regional Centre can be thought of in two main layers, first, the underlying development framework that defines a basis for how reurbanization at the Richmond Hill Regional Centre would be organized and; second, the creation of a concept that responds appropriately to Provincial growth targets, density recommendations for Anchor Mobility Hubs, the context of the area and emerging policy from the Region of York regarding the development of Regional Centers.

The underlying development framework is based on four core components identified by the Study team: streets, open space, development parcels and built form. Using this basic framework as a guide, the Study team developed a flexible grounding upon which development concepts for the study area could be tested. The development framework is the structure from which a new Regional Centre will grow over time.

On top of the development framework is the second layer, the physical deployment of density and built form. To visualize how the development framework and the density concepts would work in conjunction with one another, a 3D model of the Regional Centre was created. The model allowed the Study team to see the physical outcomes of different density arrangements and provided the opportunity to test different densities across the site.

The Study team worked with the density targets assigned to the Regional Centre and tested them atop

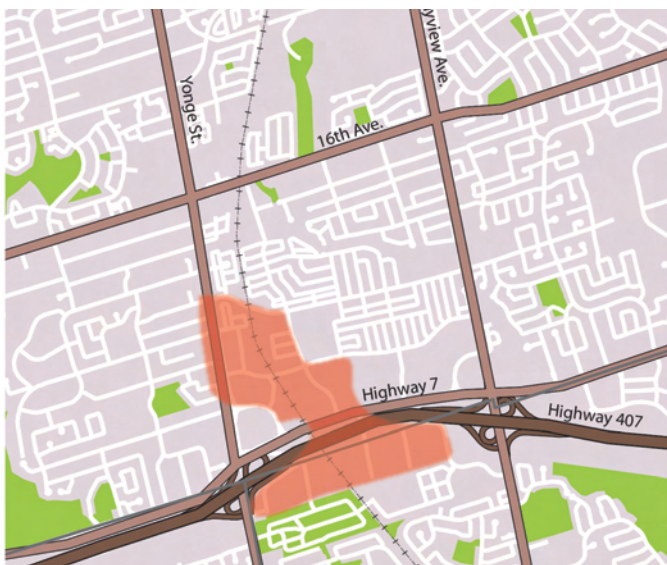
the development framework. The objective of the Study process was two fold: to create a Recommended Concept that was balanced and responsive to the surrounding context while achieving the growth targets; and to create Official Plan policy recommendations to implement that concept.

Working with the unique attributes of the site, its planned transit investments and central position in the Region of York and Greater Toronto and Hamilton Area, the Study team ultimately developed the Recommended Concept and the key directions on land use and urban design that are detailed in this Report.

## 2.3 Assumptions

As part of a Provincially identified Urban Growth Centre, the Regional Centre is required to achieve a minimum density of 200 people and jobs per hectare. The Regional Centre is also identified as an Anchor Mobility Hub in the Metrolinx Regional Transportation Plan (RTP). As defined by Metrolinx, Anchor Mobility Hubs are recommended to achieve a minimum density of 400 people and jobs per hectare. A number of assumptions were established and a comprehensive model of development parcels and building footprints were created to help understand, project and test arrangements of people and jobs over the geography of the Regional Centre.

In terms of transportation infrastructure assumptions, the vision for the Regional Centre is based on 'Alignment C' of the Yonge Street Subway Extension, the alignment approved through the Environmental Assessment process.



RICHMOND HILL/LANGSTAFF GATEWAY UGC  
Places to Grow - Growth Plan for the Greater Golden Horseshoe 2006

The assumptions used in the calculations of people and jobs for the Richmond Hill Regional Centre study area are as follows:

- People per unit - 2.0
- Average residential unit size - 90 m<sup>2</sup>
- Average space per employee urban office - 27 m<sup>2</sup>
- Average space per employee retail - 30 m<sup>2</sup>
- Floor height for residential building - 3 meters
- Floor height for office building - 4 meters

To calculate people and jobs the following method was used:

- Development parcels were defined in the 3D computer model and grouped into Character Areas;
- A conceptual building was created on each parcel based on the physical qualities of each Character Area;
- A theoretical split of people and jobs based on the assumptions for that Character Area was applied and a resulting residential and employment gross floor area figure was defined.
- A 1:1 ratio of people to jobs was sought in the Recommended Concept as per policy 5.4.20 (g) of the Draft Official Plan for the Region of York.

This method was repeated for each of the six Character Areas. Total projections of people and jobs for the study area were achieved by adding each of the resulting residential and employment GFA figures together and applying the assumptions for people per unit, average unit size and average space per employee.

# 3

## **Recommended Concept**

- 3.1 Major Moves at the Regional Centre
- 3.2 Development Framework
- 3.3 Character Areas
- 3.4 Open Space
- 3.5 Details of the Recommended Concept
- 3.6 Phasing

### 3.1 Major Moves at the Regional Centre

The Richmond Hill Regional Centre is an area of land that has long been identified as the Town of Richmond Hill's centre for significant future growth. The Town's current Official Plan, the existing York Region Official Plan, *Places to Grow* and the Metrolinx Regional Transportation Plan all call out this location as a centre for higher intensity transit-oriented development. Achieving the desired vision for the Regional Centre as a place where new development can take root in a way that both establishes a sense of place and achieves Provincially designated growth targets requires special attention to a number of issues. The following describes the major issues in the study area and how they are addressed to create a Concept for the Richmond Hill Regional Centre that appropriately responds to its unique physical context.

#### 3.1.1 Hydro corridor

The Hydro corridor occupies a large swath of land that constitutes about 16% of the designated Urban Growth Centre site. The corridor is a well-established Provincially significant transmittal route for energy and has strict limitations on development within or adjacent to it. Through consultations with relevant agencies the

Study team came to understand the importance of limiting the collective impacts on this land. Reflecting this understanding, the Concept for the Centre restricts additional perpendicular crossing of the Hydro corridor to the Red Cedar Avenue mixed traffic connection spanning into the Langstaff lands and the Multi-Use Corridor parallel to the rail corridor, a pedestrian, cyclist and transit-only connection that links the transit hub in the Regional Centre into the Langstaff Gateway lands to the south. One of the important proposed new east-west roads in the Centre, the Garden Avenue Extension between Yonge Street and Bayview Avenue, does not implicate any Hydro Lands. Any new development adjacent to the Hydro corridor will need to maintain appropriate setbacks and incorporate building materials that will minimize the potential impact of Electric and Magnetic (EMF) emissions.

#### 3.1.2 Rail Corridor

A major defining feature of the study area today is the CN Rail corridor. The CN Rail corridor has three significant effects on the physical landscape. First, it constrains the permeability of the site from east to west, physically



TRANSIT AND COMMERCIAL PARKING IN THE CENTRE TODAY



HYDRO CORRIDOR

separating the study area and limiting access to two existing crossings south of 16th Avenue. Second, its presence has resulted in the creation of grade separated crossings at high elevations that effectively create a second ‘at grade’ level on bridges that are ten or more meters from the true grade level below. Third, reflecting safety concerns and CN policies, a 30 meter setback is required for any new development adjacent to the rail corridor.

The Concept for the Regional Centre has addressed the connectivity and permeability issue by introducing an additional mixed traffic crossing south of High Tech Road, the Garden Avenue Extension, and a pedestrian and cyclist crossing between High Tech Road and Bantry Avenue. To address the varied grade level, the raising of new development to meet the elevation of the bridges is proposed in order to establish the ground level of the existing infrastructure as grade. Further details on this approach can be found in section 5.6 *Bridges*. The Concept for the Centre also respects the 30 meter setback requirement and does not propose any new development within that buffer zone.



CN RAIL CORRIDOR

### 3.1.3 Langstaff Gateway

The Richmond Hill/ Langstaff Gateway Urban Growth Centre is unique amongst the UGC's identified in *Places to Grow* as the boundary of the Centre spans across municipal boundary into the Town of Markham, south of Highway 407. Langstaff Gateway, the Markham portion of the UGC, like the Richmond Hill Regional Centre, is required to achieve Provincially designated growth targets. As an Urban Growth Centre it is positioned to absorb a significant amount Markham's future growth. Unlike the Richmond Hill Regional Centre, the Langstaff Gateway does not benefit from a pre-established network of streets nor has it been identified as the convergence spot for the level of public transit investment that the Richmond Hill Regional Centre is anticipating. To ensure that the future residents and workers that will be traveling to and from the Langstaff Gateway have access to the street network and the transit hub within Richmond Hill Regional Centre, the Concept recommends the creation of two linkages: one mixed traffic underpass at Red Cedar Avenue to provide a street-based connection and a Multi-Use Corridor (transit, pedestrian and cyclist use only) to link the Langstaff lands directly into the transit hub at the Regional Centre Station.



CONNECTION BETWEEN LANGSTAFF AND RICHMOND HILL CENTRE

Coordination between the Urban Growth Centre planning efforts of Town of Richmond Hill and the Town of Markham is a critical element to making both portions of the UGC successful places. The Final Recommendations Report supports and reinforces the shared principles developed by the Region and agreed upon by both municipalities to guide the future implementation of the Urban Growth Centre and Anchor Mobility Hub.

#### **3.1.4 Station-Centred Development**

Unlike other stations on the Yonge Subway line, the approved alignment of the subway extension, identified as 'Alignment C' in the Yonge Subway Environmental Assessment, illustrates the Richmond Hill Station off of Yonge Street itself, roughly half-way between Yonge Street and the rail corridor, south of High Tech Road. The decision by the York Region Rapid Transportation Corporation to locate the station at this inboard site has created an excellent opportunity to achieve two important qualities at the Regional Centre. First, an inboard station location maximizes the potential for commercial and residential overbuild of the actual station area as more development parcels can be created on top of and adjacent to the station. Second, an off-Yonge Street location of the station effectively shifts the area where highest density development is most desirable further in towards the rail corridor. The interior positioning of the Richmond Hill Regional Centre station area will mitigate

the 'canyon effect' that has been expressed by the public as an undesirable quality often seen in other areas of Yonge Street subway-based development.

At the time of writing this Report, while capital funding commitments for the Yonge subway extension have not been put in place, further design work is underway and detailed design will be required as work on the subway moves forward.

The ways in which this Study addresses these and other issues is illustrated and described within the following section, Development Framework. Each facet of the development framework (streets, open space, development parcels and built form) is described in terms of existing conditions and how the vision for the Centre enhances and improves those conditions through the introduction of new patterns of development. The development framework is the lattice upon which the Centre grows, taking shape over time as new infrastructure and public transit investment is introduced to the Regional Centre.

LEGEND

- yonge street subway alignment
- subway station



ALIGNMENT 'C' - YONGE STREET SUBWAY EXTENSION EA

### 3.2 Development Framework

The Recommended Concept is based upon a development framework that establishes a flexible, urban approach to growth. The development framework is broken down into four components:

- Streets
- Open Space
- Development Parcels
- Built Form

Each of these elements is an important layer in understanding how the Regional Centre will grow over time into a diverse and vibrant community supported by transit-oriented development.

#### 3.2.1. Streets

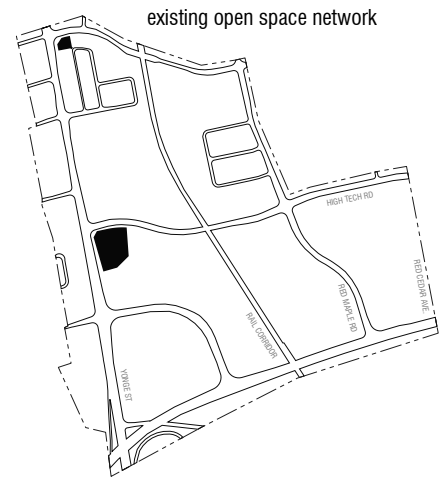
The proposed street network is comprised of a fine grained street grid, a significant change from the existing block structure in the study area. Small urban blocks are introduced as the underpinning to a compact and well-designed intensification strategy for the Centre. The grid will improve east west connections, mitigating the existing barrier of the rail corridor, and will also improve north-south connections.

The refined street grid will feature a variety of street functions that create a balanced system of movement for pedestrians, transit users, cyclists and private vehicles. A more detailed description of street functions can be found in the discussion of transportation, Section 4.4 of this Report.



### 3.2.2. Open Space

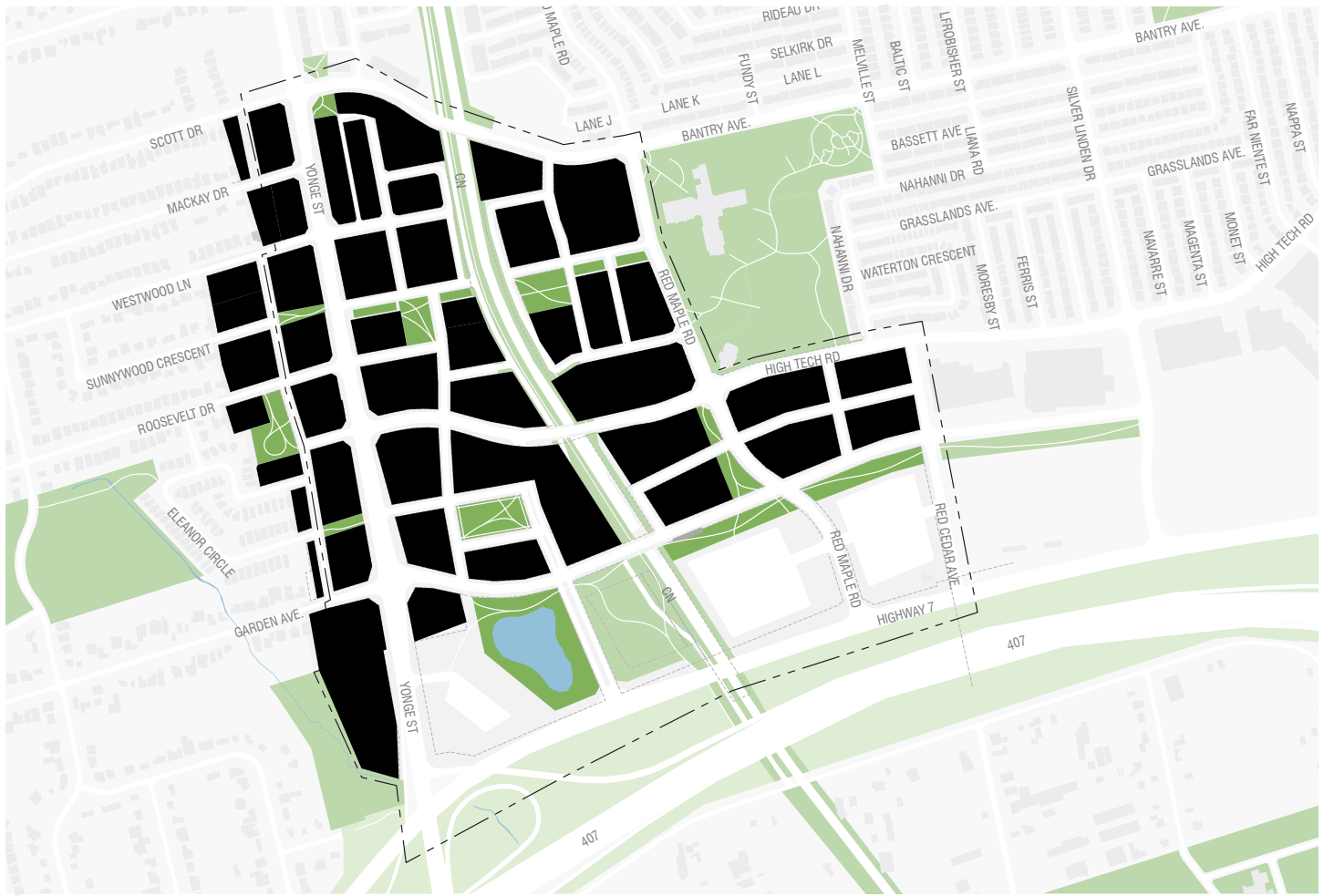
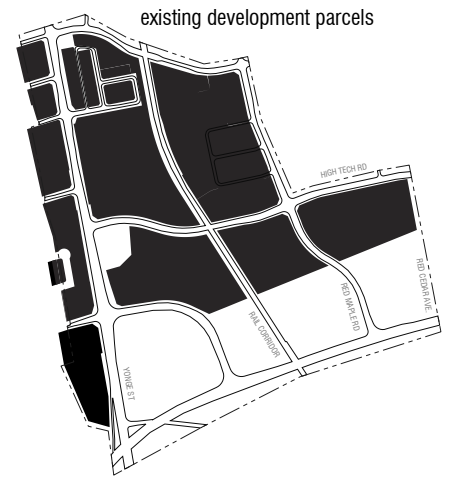
The open space network envisions the Richmond Hill Regional Centre evolving to have a comprehensive and connected network of urban parks and spaces that are varied in scale and function. A new pedestrian bridge and well landscaped streets will support the needs of existing and new residents in the area. An opportunity exists to develop a major civic space in the Centre that will be a key placemaking feature. The role and function of new open spaces featured in the Recommended Concept are detailed in Section 3.4.



RECOMMENDED OPEN SPACE NETWORK

### 3.2.3. Development Parcels

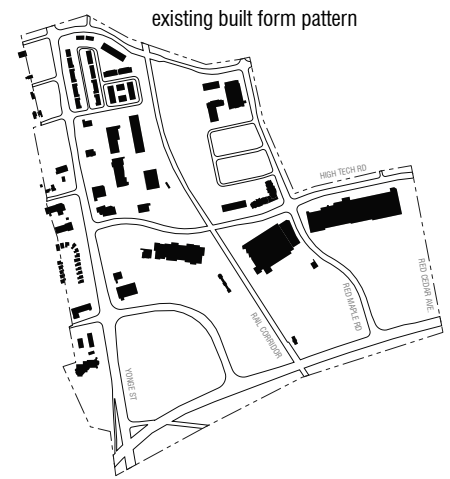
Small development parcels are proposed and are intended to create a flexible framework of land with clear relationships to transit. Smaller building foot prints on shorter blocks will promote walkability and a more diverse and vibrant urban environment. The development parcels illustrated in the Concept for the Centre are grouped into Character Areas, described in Section 3.3 of this Report, and illustrate the building typologies and mix of uses that will make each area a successful element of the Centre as a whole. The parcels outlined in the Concept are the developable lands remaining after the introduction of the new, refined street grid.



RECOMMENDED DEVELOPMENT PARCELS

### 3.2.4. Built Form

The recommended built form masses buildings so that the highest intensity of development is achieved above the transit hub with appropriate transition to the existing neighbourhoods surrounding the site. As an Urban Growth Centre and Anchor Mobility Hub, the Centre will respond to growth targets that will inform the height and density of the resulting built form. By establishing massing controls in the Regional Centre, the area will be defined by buildings that make a positive contribution to the emerging urban environment and respect the context of the area around it.



RECOMMENDED BUILT FORM PATTERN

LEGEND

- 01 Station
- 02 Yonge Street
- 03 Yonge West
- 04 Bantry
- 05 Red Maple
- 06 High Tech

### 3.3 Character Areas

The Concept for the Regional Centre can be further described in terms of Character Areas. Six Character Areas have been defined during the course of study. A Character Area is a grouping of parcels within the Regional Centre that have a similar role, function and built form. A number of different types of neighbourhoods and

scales of development are anticipated to contribute to realizing the vision for the Regional Centre as an Anchor Mobility Hub and Urban Growth Centre. The identification of Character Areas help to better conceptualize the vision for the Regional Centre, providing more specific detail and



CHARACTER AREAS WITHIN THE CENTRE

## “Character Areas with different mixes of uses are needed to make a vibrant, liveable community and to support the Centre as a whole”

illustrations of what different elements of the community should look like in the future. While these areas will be different from one another and contribute to a diversity of land uses, they will all have a meaningful connection to the transportation investment in the Centre, a key element in serving the vision of creating the Richmond Hill Regional Centre as a true mixed use and transit-oriented community.

As new development occurs and as the population grows, new public amenities including community centres, libraries and schools will be needed to support the population. Specific locations for such public land uses will be identified through the Secondary Plan preparation process. Schools and other public uses that are developed in the Regional Centre will need to break the established suburban model of development and adapt to the scale of an urban community. Smaller, mixed use and integrated sites will need to be considered as innovative solutions to accommodating amenity space in the Regional Centre.

Key directions and recommendations for land use within the Character Areas can be found in Section 5.3 of this Report.

The following are the Character Areas within the Centre:

**01 Station** – A site with excellent transit access, the Station Character Area will be a very attractive place for employment and the highest density residential development.

**02 Yonge Street** – A preeminent regional corridor of modest density with a mix of employment space and residential development potential.

**03 Yonge West** – A lower-scale residential area that will transition into the existing neighbourhood.

**04 Bantry** – A pre-existing intensification site with potential for further urbanization.


**05 Red Maple** – A site well connected to new transit lines and an ideal location for higher density residential development.

**06 High Tech** – A mix of employment uses and residential uses that will transition into the existing neighbourhood.



CONCEPTUAL RENDERING OF THE RECOMMENDED CONCEPT

EXISTING DEVELOPMENT 

PROPOSED MIXED USE RESIDENTIAL 

PROPOSED MIXED USE OFFICE 





“The signature of the Station Character Area will be a layered, compact transit station.”

### 3.3.1 Station

The Station Character Area is central to the success of the Richmond Hill Regional Centre as an Urban Growth Centre and Anchor Mobility Hub. This Character Area is where all five public transit modes, the Yonge Street subway, VIVA, GO, the 407 Transitway and YRT are planned to converge.

The Station Area has a triangle shape extending along the rail corridor north to a proposed linear park. The signature of the Station Area will be a layered, compact transit station seamlessly integrated with business and residential uses above. Below ground, the Station Area will be focused on transit while above ground, the Character Area will be focused on a strong public realm.

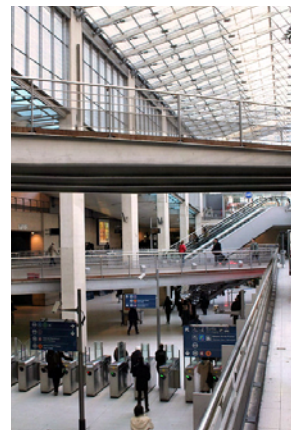
A key element of this Character Area is the Transit Square, an urban square and the preeminent civic space in the Regional Centre. Framing the activity that takes place within the Station Area, the Transit Square will define the Richmond Hill Regional Centre as more than the intersection of transit lines, but as a place of regional significance. The buildings in the Station Character Area will be predominately employment-focused with some residential uses to the north. This mix reflects the Station Area’s prominence as an emerging regional office location.

The Station Area will feature the most intense development located atop the elements of the transit station to allow for maximum convenience and connectivity.

To ensure the development of the transit station beneath the Station Character Area, the Station Area lands will need to be protected in the interim. Premature development on these lands could preclude the successful development of an integrated transit station.



THE STATION AREA





“A walkable, vibrant street that defines the Richmond Hill Regional Centre as a place.”

### 3.3.2 Yonge Street

Yonge Street is the backbone of York Region and has played an historic role in the development of Richmond Hill as a Town. The Yonge Street Character Area spans the length of the study area from Highway 7 in the south to Bantry Avenue at the north. Yonge Street today has a mix of small scale commercial uses as well as some new ground-related residences. There are many opportunities along this segment of Yonge Street to transform it into a walkable, vibrant street that defines the Richmond Hill Regional Centre as a significant and attractive place. Yonge Street is envisioned to be mixed use, but predominantly residential in character.

New streets crossing Yonge Street from east to west are envisioned, creating smaller, more walkable blocks and resulting in a more interesting environment for pedestrians. Buildings along Yonge Street will be scaled to match the role of the street and provide spaces for both living and working.

The highest density development recommended for the Regional Centre is not found in the Yonge Street Character Area but rather in the Station Character Area, adjacent to the approved subway alignment which occupies an inboard location. Considering this fact, the Concept for the Centre envisions buildings fronting on Yonge Street to be modest midrise buildings. Such a building typology reinforces the sensitive transition needed to interface with the existing low density residential neighbourhood to the west. The west side of Yonge will have opportunities for higher buildings at gateway locations whereas the east side of Yonge has opportunities for higher buildings at the rear of the Yonge Street parcels shown in the concept, closer to the subway station area.

The principle of transition to the neighbourhood is further supported by the introduction of a new north-south local street, which creates physical space between the Yonge Street Character Area and the neighbourhood to the west as well as a frontage that will provide an compatible face to existing or new development.

The Yonge Street Character Area will be connected to the transit network of the Regional Centre through access to the Yonge VIVA line and by virtue of its walkability to the Station Area.



YONGE STREET



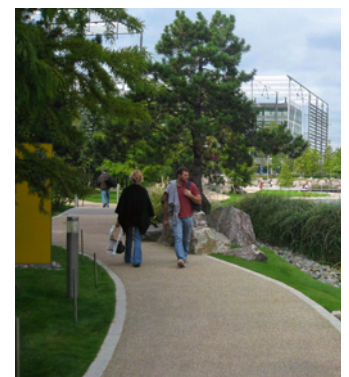


“a strong neighbourhood that is enhanced by its connections and proximity to transit.

### 3.3.3 Yonge West

When defining the Regional Centre boundary for the Town recognized that both the neighbourhoods on the east and west sides of Yonge Street are key to the success of the Centre as a whole. While not part of the Regional Centre boundary, the Yonge West Character Area requires special attention as it relates very intimately to the existing neighbourhood to the west.

The land use envisioned in the Yonge West Character Area is comprised of entirely residential uses featuring scaled building heights compatible with adjacent buildings. The residential fabric that makes up this area will play an important supportive role to the businesses and street life on Yonge Street. A proposed park will provide an amenity to both existing and new residents. Similar to the communities around Yonge Street in Toronto near St. Clair and Eglinton stations, Yonge West will be a strong neighbourhood that is enhanced by its connections and proximity to transit.



YONGE WEST



“... a neighbourhood, well served by physical and community infrastructure ”

### 3.3.4 Bantry

The Bantry Character Area consists of one new development parcel and four parcels of land that are already developed. This area is bounded by the rail corridor to the east, Bantry Avenue to the north, Baffin Court to the west and a new road to the south. This part of the Regional Centre has recently undergone an intensification process on its own. Row homes and an apartment building currently define this Character Area.

The Bantry Character Area is envisioned to continue to urbanize in the future, becoming a moderately dense residential community, with a small proportion of supportive retail uses. With its proximity to the Station Character Area, the linear park running at its southern boundary and its proximity to Yonge Street, Bantry will be strengthened as a neighbourhood well served by existing and new physical and community infrastructure.



BANTRY



“...one of Richmond Hill’s signature areas for transit-oriented development.”

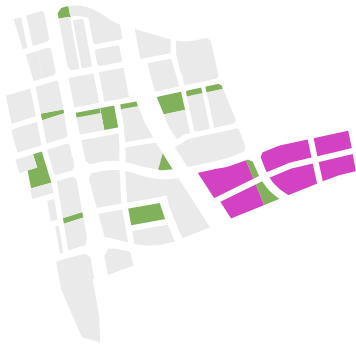
### 3.3.5 Red Maple

Located between the rail corridor to the west, Bantry Avenue to the north, Red Maple Road to the east and High Tech Road to the south, the Red Maple Character Area is envisioned as a predominantly residential area with some employment in the form of neighbourhood retail and commercial services. Red Maple is unique in the Richmond Hill Regional Centre as it is largely undeveloped today.

The Red Maple Character Area will benefit from a new street grid including a pedestrian connection over the rail corridor. The defining feature of Red Maple will be a new linear park connecting east to the existing Dr. James Langstaff Park and west to Yonge Street. Red Maple will have a mix of ground-related units facing the park and higher density development toward the rail corridor where shadow impacts of tall buildings will be minimized. With its proximity to the Station Area and large amount of underdeveloped land, Red Maple is in an excellent position to become one of Richmond Hill’s signature areas for transit-oriented development.



RED MAPLE



“the High Tech area is split roughly in half between employment and residential uses.”

### 3.3.6 High Tech

The High Tech Character Area extends east from the rail corridor to Red Cedar Avenue. The High Tech area holds significant opportunity for redevelopment as today, the site is currently dominated by shorter term land uses including big box stores and surface parking lots. A new collector road to the south of the area will help to circulate people, cars and the Highway 7 VIVA line which can connect to the Richmond Hill Regional Centre station along this route.

The High Tech area is split roughly in half between employment and residential uses, with employment uses at the southern tier of the site and residential uses on the northern side, framing the Dr. James Langstaff Park. The new street at the south of the area will help to divert traffic from High Tech Road, allowing the High Tech Character Area to evolve as a pleasant environment that compliments the existing residential neighbourhood to the north and east.

This Study recommends that in the future, the lands at the easterly edge of the High Tech Character Area, between Red Cedar Avenue and Bayview Avenue south of High Tech Road, should be treated as an extension of the High Tech Character Area and be developed in accordance with the description above.



HIGH TECH



### 3.4 Open Space

It is recognized that one of the most important elements in making the Regional Centre a vibrant, welcoming community will be its network of open spaces. Open space will be well located and proportioned appropriately to provide maximum community benefit. Public spaces in the Centre should include plazas, courtyards, sidewalks, trails, public squares and parks. Pedestrian access and mobility to and within these open spaces should be paramount. A coordinated system of signage, lighting and street furniture would contribute to a sense of continuity and comfort in the public realm in the Centre.

At present, the Regional Centre area has a limited range of open spaces. Aside from the woodlot at Yonge Street and High Tech Road and a small parkette off of Bantry Avenue, the Regional Centre is devoid of public open space. In the future, the Centre will require a new system of connected open spaces and parks that vary in scale and function. The open space system is envisioned this system to include a new pedestrian bridge and well-landscaped streets.

Such amenities would support the needs of existing and future residents in the area. Each element of the open

space system in the Centre has the potential to contribute positively to its identity and to the quality of life found within it.

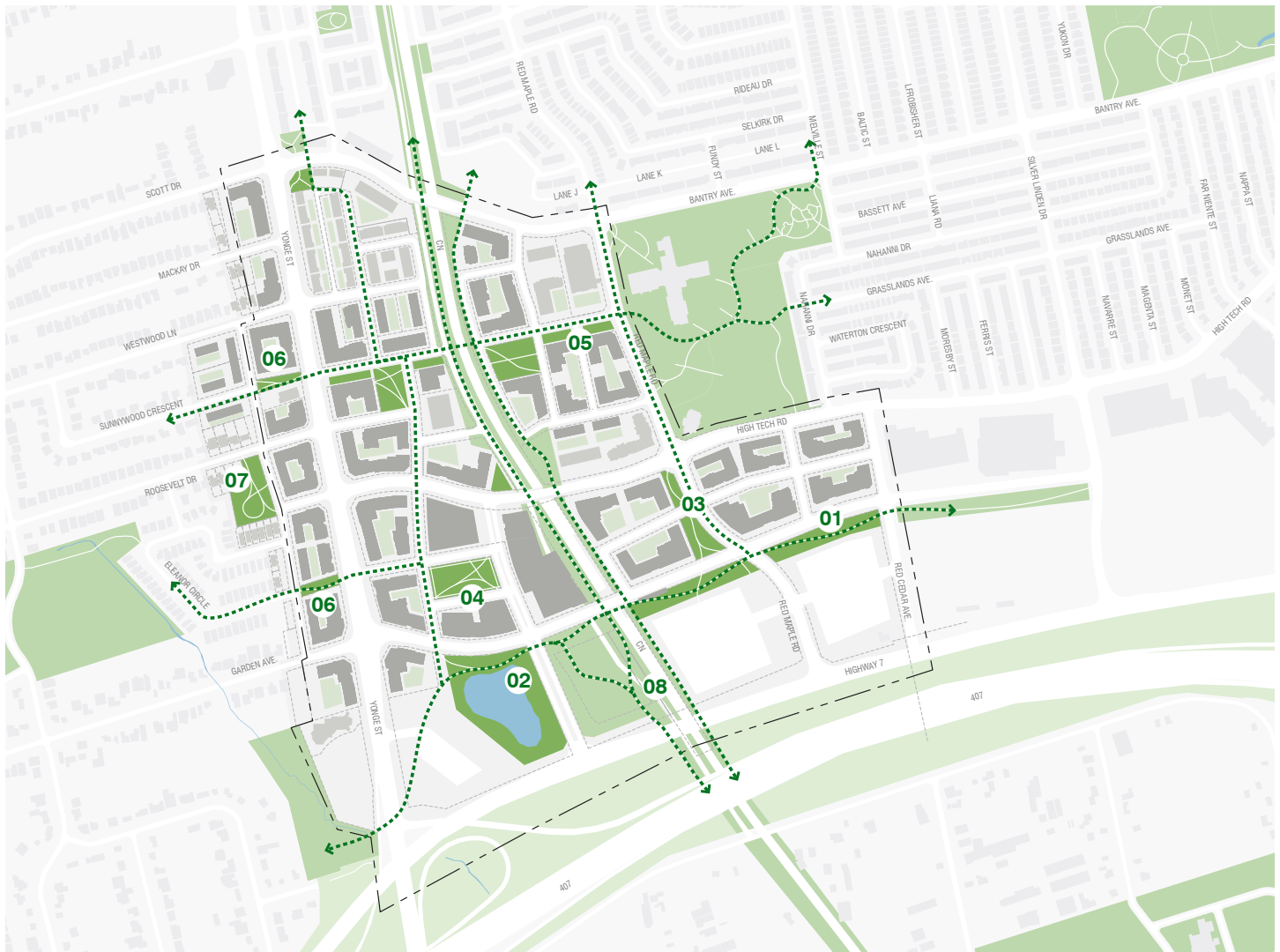
The existing open spaces in the Centre today, including the heritage woodlot, are expected to change. The existing woodlot in the Regional Centre is envisioned to be part of the open space program in the Regional Centre for the early part of its reurbanization. As the Centre intensifies and time passes, it is anticipated that the condition and contribution of the woodlot could change and that it may therefore be developed for another public use.

The following section describes eight key elements of the open space network proposed for the Centre.

“Each element of the open space system in the Centre is planned to contribute positively to the Centre’s identity and to the quality of life found within it”

LEGEND

- 01 Garden Extension Greenway
- 02 High Tech Pond and Stormwater Facilities
- 03 Maple Parkette
- 04 Transit Square
- 05 Sunnywood Linear Green
- 06 Yonge Street Parkettes
- 07 Yonge West Park
- 08 Multi Use Corridor



OPEN SPACE IN THE RECOMMENDED CONCEPT

### 3.4.1 Garden Extension Greenway

The Garden Extension Greenway will feature significant new landscaping and pathways along the northern edge of the Hydro corridor that will transform this otherwise unpleasant space into a place that encourages activity and provides an important east west connection across the Regional Centre. This feature also has the potential to act in a stormwater management capacity through naturalization and environmental improvements to the landscape.



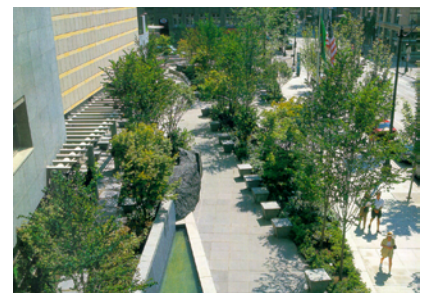
### 3.4.2 High Tech Pond and Stormwater Facilities

In the future, the current stormwater pond in the Richmond Hill Regional Centre can be transformed from an isolated, inaccessible feature into an active piece of the open space network. The stormwater pond will be beautified and enhanced, maximizing its value as a natural space. As a man-made feature, the stormwater pond has the ability to evolve to become an illustration of best practices and innovation in urban stormwater management.



### 3.4.3 Maple Parkette

This Parkette, located in the middle of the High Tech district, will provide an important amenity for the employees and residents that will inhabit this space. Connecting to the Dr. James Langstaff Park and an extension of the landscaped environment along High Tech Road, the Maple Parkette will be an active, neighbourhood-scaled space.



### 3.4.4 Transit Square

The Transit Square will be a unique placemaking feature of the Regional Centre that will play a variety of roles in the life of the Centre and the Town. This main public space will anchor the major transit station area, creating a natural meeting place, area of activity and vibrancy. Because of its size, shape and location the Transit Square would also be an ideal place to hold public events, farmers markets, festivals and celebrations.



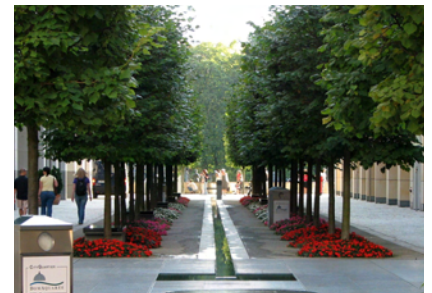
### 3.4.5 Sunnywood Linear Green

Stretching from the Yonge West area into Bantry, the Sunnywood Linear Green will help to unite the two sides of the Richmond Hill Regional Centre over the barrier of the rail corridor. The Sunnywood Linear Green will feature a pedestrian bridge located at the end of Sunnywood Extension crossing over the rail corridor into the Red Maple Character Area. This bridge will make access to Yonge Street and the Station Area easy for people on the east side of the Centre and access to a major community asset, Dr. James Langstaff Park, equally simple for people on the west side of the Centre.



### 3.4.6 Yonge Street Parkettes

Providing variation in the Yonge Street landscape, the Yonge Street Parkettes will provide small spaces for rest and experience of the environment. These spaces will help contribute to the identity and character of Yonge Street as a whole.



### 3.4.7 Yonge West Park

The Yonge West neighbourhood park is a significant green space that acts as a gateway into the established residential neighbourhood to the west. This park will be an important element in the transition between old and new development.



### 3.4.8 Multi Use Corridor

Running parallel to the rail corridor, the Multi Use Corridor will be a wide, well landscaped open space that provides a trail for the exclusive use of active transportation including pedestrians and cyclists and other self-propelled modes of movement. This path will be adjacent to a dedicated transit-only roadway. The Multi Use Corridor will extend into the Station Area and south to the Langstaff Gateway lands, providing a connection to the Town of Markham's portion of the Urban Growth Centre south of Highway 407. Activities on the Multi-Use Corridor will have to account for setback and other development requirements of the adjacent CN Rail corridor.



### 3.5 Details of the Recommended Concept

As illustrated in the conceptual rendering, the Richmond Hill Regional Centre could accommodate approximately 7,900 residential units, 15,800 people and 15,700 jobs for an estimated 450 people and jobs per hectare. This level of development is expected to evolve over at least a 25 year time frame, growing along with increasing levels of transit service.

The density figure of 450 people and jobs per hectare that this concept contemplates achieves the Provincial growth targets as well as achieves the recommended density for Metrolinx's Anchor Mobility Hubs.

450 people and jobs per hectare is an appropriate target considering the extraordinary amount of investment in public transportation that will be converging at this location. The confluence of transit and many opportunities for re-urbanization of underutilized land mean that in order for the Richmond Hill Regional Centre to embody the characteristics of both an Urban Growth Centre and an Anchor Mobility Hub and become a desirable destination to live and work in the Greater Toronto Area, a larger amount of development and redevelopment than recommended by the Growth Plan and Metrolinx would be necessary.

The Concept for the Centre achieves the minimum densities per development block (minimum 2.5 FSI average overall, minimum 3.5 FSI adjacent to the station area) as outlined in the Draft Official Plan of the Region of York.



OFFICE BUILDING (RED) MIXED USE BUILDING (YELLOW)

**Assumptions**

2.0 people per unit  
 90 m2 average residential unit size  
 27 m2 per employee (urban office)  
 30 m2 per employee (urban retail)  
 3m floor height for residential  
 4m floor height for employment

**Total Site Area**

700,000 m2 / 70 ha  
 (including utility corridor, exclusive of Langstaff lands)

**Development Area**

Total Parcel Area 254,000 m2  
 Total Gross GFA 1,160,000 m2

**Potential Land Use Mix**

Residential GFA 710,000 m2  
 Non Residential GFA 433,000 m2

**Residential Development Area**

Residential GFA 710,000 m2  
 units 7,900 (90 m2 per unit)  
 people 15,800 (2.0 people per unit)

**Non-residential Development Area**

Office GFA 340,000 m2  
 Retail GFA 93,000 m2  
 Office jobs 12,600 (27m2 per employee)  
 Retail jobs 3,100

**Projected Growth**

People 15,800  
 Jobs 15,700  
 Total People and jobs 31,500  
 based on 70 ha 450 people and jobs per ha

(1:1 ratio of resident to employee target as per York Region Official Plan Policy 5.4.20(h))

**Projected Density (average FSI)**

based on net parcel area 4.6 FSI

Note: figures are approximate and have been rounded



THREE DIMENSIONAL RENDERING OF THE RECOMMENDED CONCEPT AT FULL BUILD OUT  
EXISTING DEVELOPMENT ◊ PROPOSED MIXED USE RESIDENTIAL ◊ PROPOSED MIXED USE OFFICE ◊



### 3.6 Phasing

Development in the Regional Centre will take place incrementally over time. The illustrations provided here represent one potential sequence of growth but many variations in the rate, intensity and location of development are possible. Considering the variety of landowners, variation in market conditions and delivery of transportation infrastructure, there are numerous ways in which development could proceed. While exact phasing of development cannot be controlled through Official Plan policies, planning controls such as holding by-laws could be used to ensure a desirable progression of development. The use of such controls is further described in Section 5.3 of the Policy Recommendations section of this Report. The following describes one scenario of how development might unfold at the Centre.

The Richmond Hill Regional Centre is currently the site of a mix of development types including a number of large format retail stores and associated parking lots, a few high rise residential towers as well as smaller scale commercial and residential development along Yonge Street.

The first stage of development in the Centre is likely to involve lands that are currently undeveloped. This includes the Red Maple Character Area as well as the creation of a pedestrian bridge linking the end of Sunnywood Extension into the Red Maple Character Area. Some incremental intensification along Yonge Street may also occur at this time. The first stage of development should take place in the context of the existing and currently funded improvements public transportation including the VIVA Yonge Street Rapidway.



Greenfield Intensification



A Significant Transit Investment

The second stage of development in the Centre should coordinate with the arrival of the Yonge Street subway extension. The Station Character Area should be protected until this point when it should be used as a staging area for the development of the integrated transit hub. Modifications to the stormwater pond and realignment of the Highway 7/Yonge Street “jug handle” should occur in the context of subway development. Upon completion of the subway, overbuild of Station Character Area of the Centre would begin to take shape. Additional incremental intensification along Yonge Street may also occur during this time.

As the Station Area becomes an established and well known place in the Region and the population of Richmond Hill grows and additional transit such as the all-day two-way GO service is in place, more office and

residential development will be attracted to the Regional Centre. It is anticipated that the existing commercial complex north of High Tech will have run its course as a valuable land use and will be redeveloped into a mixed use community when the Centre emerges as the GTA's premiere Anchor Mobility Hub.

In the very long term, as Richmond Hill continues to grow and attract new investment and additional higher order transit including the 407-Transitway comes into place, the remaining parcels of land now highly valued for their proximity to transit and the vibrant Richmond Hill Regional Centre community, will redevelop. All the elements of the open space system and infrastructure investments will be in place and the Regional Centre will be functioning as a complete community.



Short Term Reurbanization



Long Term Reurbanization



# 4

## **Transportation and Servicing**

- 4.1 A Sustainable Transportation Vision
- 4.2 Transportation Targets
- 4.3 Transit First Strategy
- 4.4 Future Road Network
- 4.5 Parking Strategy
- 4.6 Travel Demand Management Strategy
- 4.7 Active Transportation Strategy
- 4.8 Future Transportation Operations
- 4.9 Servicing
- 4.10 Summary

## 4.1 A Sustainable Transportation Vision

The Richmond Hill Regional Centre has been designated as an Urban Growth Centre and Anchor Mobility Hub as part of the Provincial *Places to Grow* plan and Metrolinx's Regional Transportation Plan (RTP). The Regional Centre is expected to be home to approximately 31,500 people and jobs. In order to be consistent with the Provincial and Regional planning policies, a sustainable approach towards transportation must be assumed for the future development of the Regional Centre.

The Concept for the Regional Centre is focused on the Centre's operation as a multi-modal transportation hub that integrates all modes of transport in a compact, environmentally sustainable fashion. Numerous infrastructure improvements to support the development of the Regional Centre as an Anchor Mobility Hub will be required to ensure that the transportation facilities in the Centre operate in a functional and efficient manner.

The Regional Centre will require an aggressive, proactive sustainable transportation approach involving the integration of land use and transportation planning, a high level of inter-regional and regional transit service,



LEFT TO RIGHT: SUBWAY, GO, 407 TRANSITWAY, VIVA & YRT – TRANSIT THAT WILL SERVE THE REGIONAL CENTRE

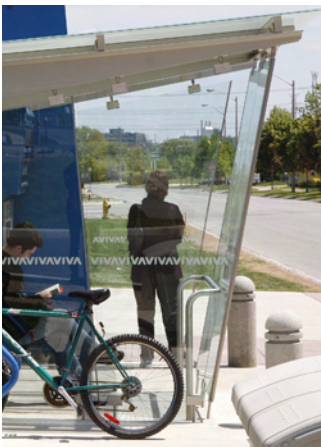
travel demand management policies that discourage single occupant vehicles, policies that encourage active transportation, arterial road improvements and multiple vehicular access points to the arterial road network, a fine internal grid road network to support all modes of travel, and parking management strategies that reduce auto demand. With these measures, the Regional Centre is expected to function at transportation levels of service comparable to other higher-order Urban Growth Centres and downtown areas in the Greater Toronto and Hamilton Area.

## 4.2 Transportation Targets

The planning for the Centre responds proactively to existing high-order transit service including VIVA Bus Rapid Transit and GO, and reflects the Province of Ontario's commitment to extend the Yonge Subway north to the Richmond Hill Centre. The Concept articulates the clear opportunity for many proposed and enhanced rapid transit services to converge at this location. This emphasis on higher-order transit accessibility is necessary in order to achieve the transportation targets and modal splits recommended for the Centre. The following transportation targets are proposed by the time all anticipated transportation investments are in place:

- 52% transit modal split;
- 2.5% cycling and walking trips;
- 5.5% auto passenger (carpoolers); and
- 40% auto driver, single-occupant vehicles.

These transportation targets would equate to a 60% non-auto modal share. Although ambitious, these targets are achievable provided that a regional rapid transit network and the proposed transit, active transportation, travel demand management (TDM) and parking management strategies recommended for the Regional Centre are in place.



### 4.3 Transit First Strategy

Numerous transit improvements and infrastructure projects are proposed in conjunction with the reurbanization of the Regional Centre. The planned future transit network is based on the draft recommendations of the York Region Transportation Master Plan and reflected in Metrolinx's RTP.

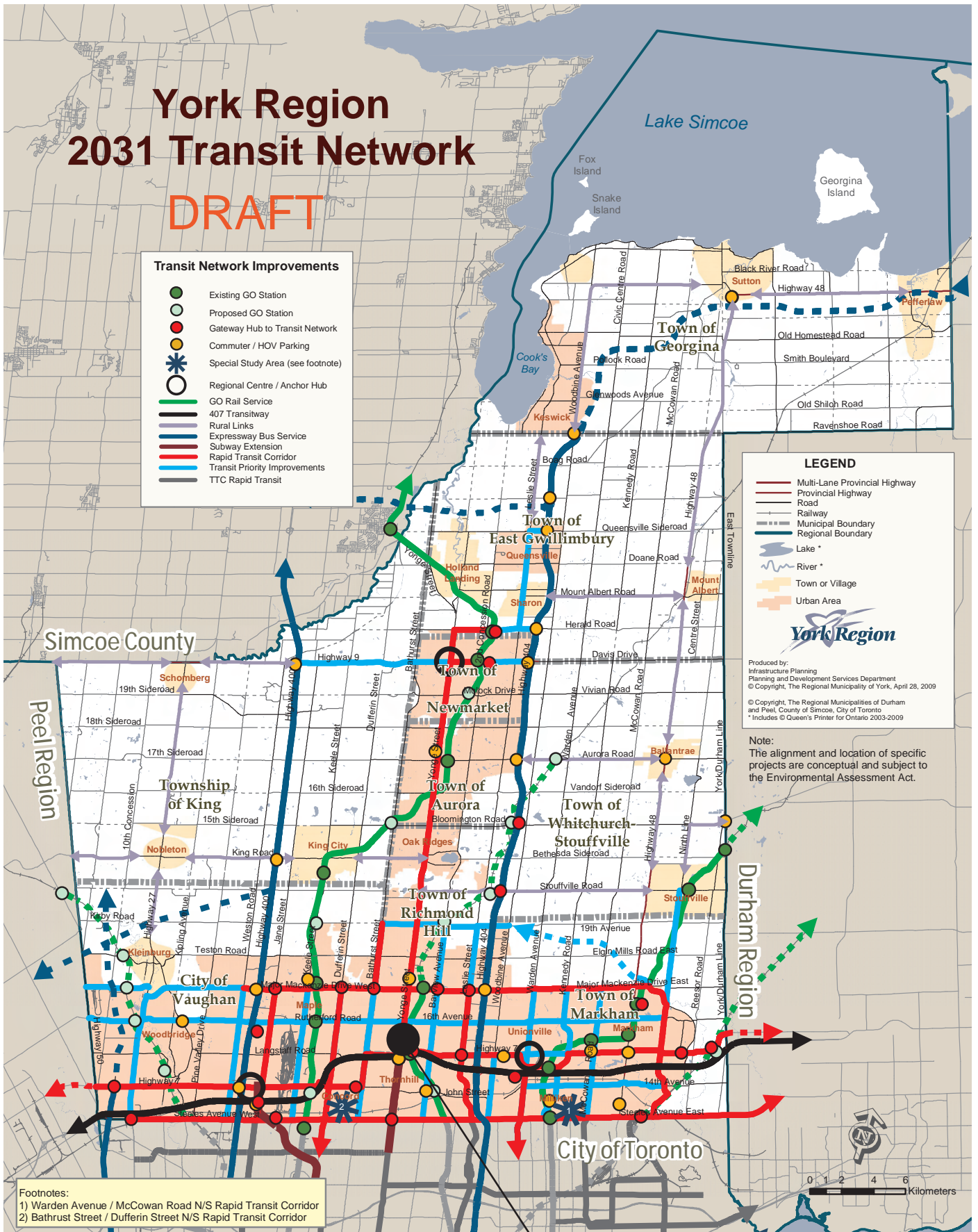
Providing convenient transit connections to and within the Station Character Area will be critical to achieving the desired transportation targets and to the success of the Centre as an Anchor Mobility Hub and Urban Growth Centre. The various transit modes connecting at the Richmond Hill Regional Centre are being planned to come together in a compact, environmentally-conscious way that will minimize land consumption and maximize convenience and opportunities to improve the public realm.

The York Region Transportation Master Plan provides for a hierarchy of transit services applicable to the Richmond Regional Centre:

- GO Rail providing inter-regional transit service
- 407 Transitway providing inter-regional, east-west transit service
- Yonge Street Subway Extension
- Rapidway and LRT/BRT network
- YRT local bus services
- Transit supportive arterial road network

# York Region 2031 Transit Network

## DRAFT



### Transit Network Improvements

- Existing GO Station
- Proposed GO Station
- Gateway Hub to Transit Network
- Commuter / HOV Parking
- \* Special Study Area (see footnote)
- Regional Centre / Anchor Hub
- GO Rail Service
- 407 Transitway
- Rural Links
- Expressway Bus Service
- Subway Extension
- Rapid Transit Corridor
- Transit Priority Improvements
- TTC Rapid Transit

### LEGEND

- Multi-Lane Provincial Highway
- Provincial Highway
- Road
- Railway
- Municipal Boundary
- Regional Boundary
- Lake \*
- River \*
- Town or Village
- Urban Area



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Note:  
The alignment and location of specific projects are conceptual and subject to the Environmental Assessment Act.

Footnotes:  
1) Warden Avenue / McCowan Road N/S Rapid Transit Corridor  
2) Bathurst Street / Dufferin Street N/S Rapid Transit Corridor

YORK REGION 2031 TRANSIT NETWORK IMPROVEMENTS DIAGRAM,  
THE REGION OF YORK

Richmond Hill Regional Centre

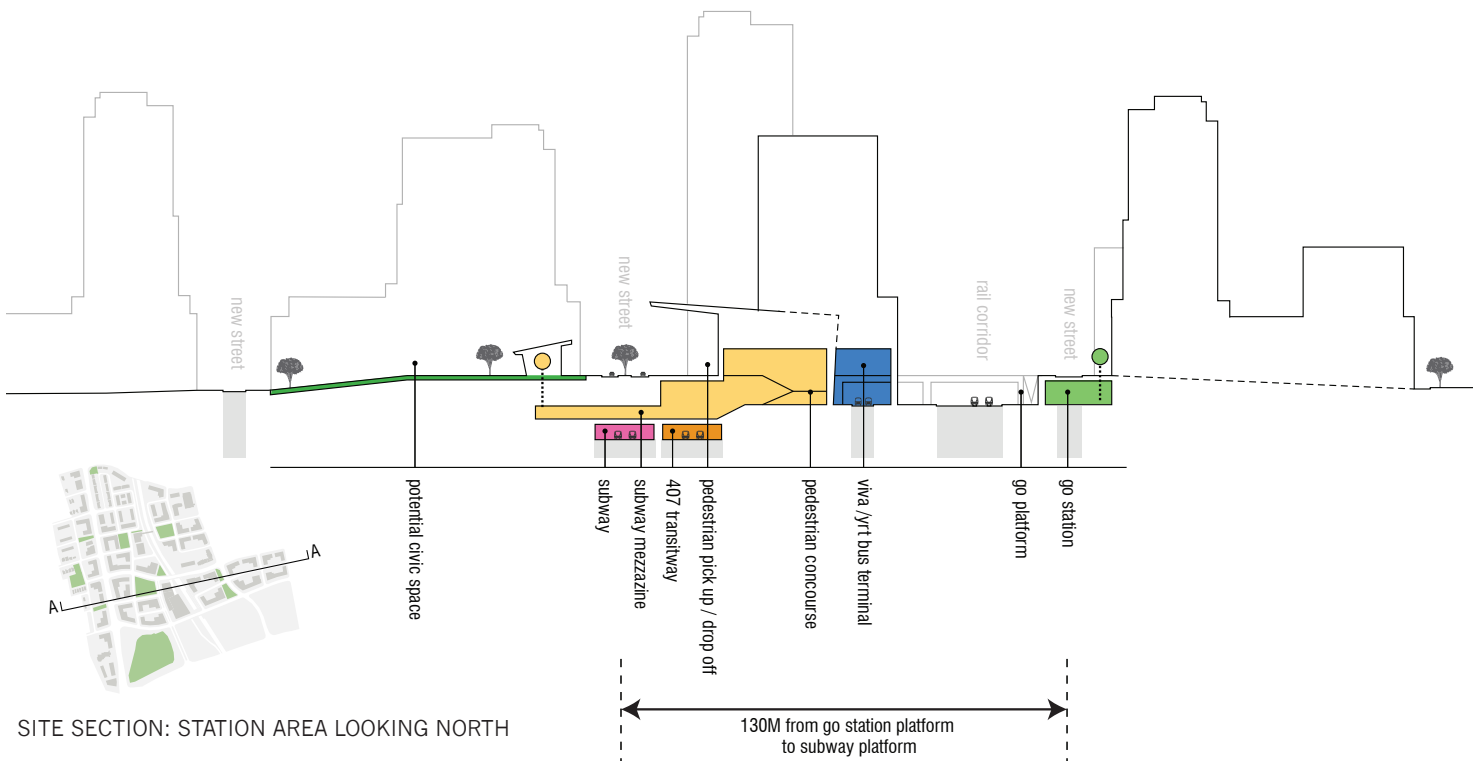
### 4.3.1. Convergence of Transit Lines

The scale and intensity of growth contemplated in the Regional Centre is directly linked to the development of the Centre as an Anchor Mobility Hub. The site section below illustrates how all five modes of transit planned for the Centre could interface in a compact manner.

The plan view of the Station Character Area further details the arrangement of transit and illustrates potential transit stops adjacent to the station, access points to the Station

Area concourse and the capture of a five-minute walking distance.

Walking distances for transit customers transferring between a relocated Langstaff GO station, moved slightly north to interface with the intermodal transit hub and provide convenient connections for customers, and the proposed YRT/VIVA bus terminal and Yonge subway station are expected to range between 40 and 130 metres.



- LEGEND**
-  station area
  -  rapid transit route
  -  rapid transit stop location
  -  subway alignment
  -  subway platform
  -  407 transitway alignment
  -  Go transit service
  -  Go transit station
  -  400m / 5min walking radius
  -  urban growth centre



TRANSIT INITIATIVES WITHIN THE RECOMMENDED CONCEPT

## 4.4 Future Road Network

The planned future road network will provide the overall physical framework for the transportation system, opportunities for multimodal access to and egress from the Centre, and the internal physical network of transportation corridors that will accommodate pedestrians, cyclists, public transit and automobiles.

In this section, the boundary road improvements around the Regional Centre and the internal road network are discussed.

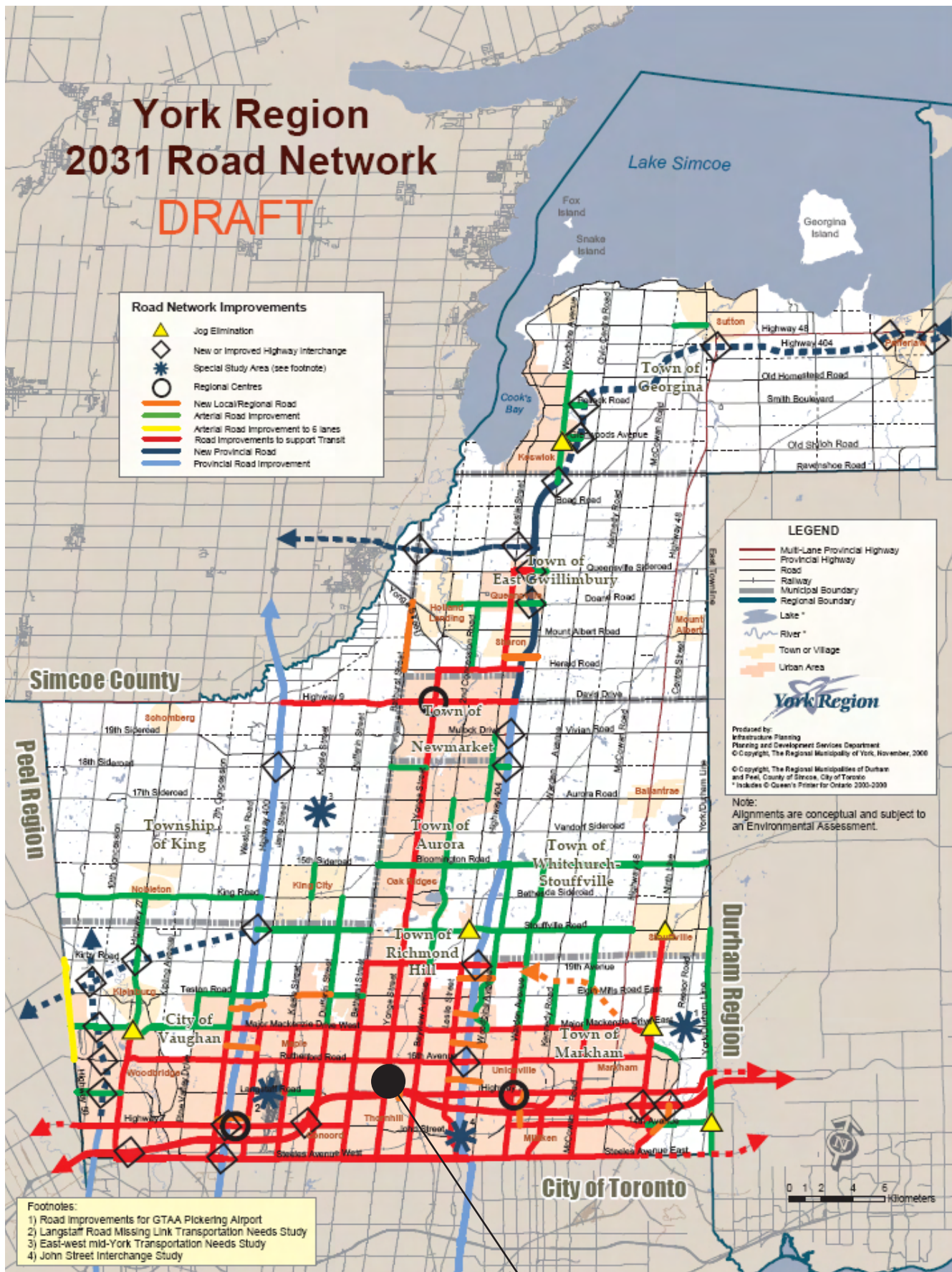
### 4.4.1. Boundary Road Network Improvements

The external Regional and Provincial road network is based on the draft recommendations of the York Region Transportation Master Plan Study (as of the preparation of this document). The elements of the future road network are illustrated on the facing page.

Key elements of the future road network for the Regional Centre include:

- Highway 407 – the main Provincial highway serving the Regional Centre, with existing interchanges at Yonge Street and Bayview Avenue. Highway 407 is currently four lanes per direction through the Regional Centre area, with the provision for widening to five lanes per direction. The Regional Centre Design and Land Use Study does not contemplate any changes to the Provincial highway network beyond what is currently planned by the Ministry of Transportation.
- Highway 404 – an important north-south Provincial highway, is less than four kilometres away, and provides good north-south access to northern York Region and to Toronto.
- Regional arterial network – The Richmond Hill Regional Centre is served by a grid network of Regional arterial roads under the jurisdiction of York Region. All arterials in the Regional Centre area, including Yonge Street, Bayview Avenue, Bathurst Street, Highway 7 and 16th Avenue, have been planned as transit supportive arterial roads in York Region's Transportation Master Plan update.
- Yonge Street – As the north-south arterial spine for the Regional Centre, it is proposed that Yonge Street between Highway 7 and 16th Avenue be transformed from its current role as a suburban, car-oriented arterial road to become a pedestrian-oriented, urban street that will meet the design goals for the Regional Centre. Instead of catering predominantly to long-distance commuter auto traffic, the role of Yonge Street will focus on serving pedestrians, transit, and local traffic, and on-street parking. Opportunities for on-street parking along Yonge Street can be provided during off-peak periods. During peak periods, the parking lanes would be available for traffic use. In keeping with this new role, additional intersections (signalized and unsignalized) will be added to Yonge Street as part of the planned grid network of roads.

# York Region 2031 Road Network DRAFT



YORK REGION 2031 ROAD NETWORK, THE REGION OF YORK

Richmond Hill Regional Centre

- The “jug handle” connection between Highway 7 and Yonge Street– the existing loop connection will be reconfigured and regularized as part of the planned grid road network. The same treatment of the jug handle connection at the Bayview Avenue and Highway 7 intersection is recommended in order to achieve the Garden Avenue Extension, discussed in Section 4.4.2.
- Highway 7 – Highway 7 between Yonge Street and Bayview Avenue will maintain its existing arterial character. Highway 7 will retain the present intersections of: Red Maple Road, Silver Linden Drive and include the re-oriented jug handle intersections at Yonge Street and Bayview Avenue.
- Red Cedar Avenue – Grade separations were previously constructed at Highway 7 and Highway 407 to allow for a future extension of Red Cedar Avenue. To provide a north-south road link between the Regional Centre and the Langstaff Gateway area, it is recommended that Red Cedar Avenue be extended south of Highway 7 into the Langstaff area. This crossing would be grade-separated, going under both Highway 7 and Highway 407. Red Cedar Avenue is an important north-south link for the Regional Centre as it provides the only direct link between the Regional Centre to the Langstaff Gateway, serving as an alternate to congested Yonge Street and Bayview Avenue. Good transportation network planning requires a direct north-south access between the Richmond Hill Regional Centre and Langstaff Gateway

to facilitate the movement of motor-vehicles, transit vehicles, cyclists and pedestrians between the two centres.

- 16th Avenue – The only direct connection with 16th Avenue (other than Yonge Street and Bayview Avenue) is Red Maple. With the anticipated increased traffic demands at the existing unsignalized intersection of Red Maple and 16th Avenue, it is recommended that this intersection be signalized.

#### **4.4.2. New Internal Road Network**

To successfully accommodate new development in the Regional Centre, new roads will need to be introduced. A balanced street grid with small urban blocks would improve east-west connections, reduce the existing barrier of the rail and Hydro corridors and improve north-south connections. Other benefits of this new road network will allow the Regional Centre to:

- Best accommodate future population and employment intensification in the area;
- Provide more crossing opportunities of the rail corridor for pedestrians, cyclists and automobiles;
- Provide multiple access opportunities between the Regional Centre and the surrounding road network;
- Allow for improved traffic circulation within the Regional Centre area; and
- Provide better connectivity by all travel modes. Streets create the basis for future development. Streets, and the blocks that they create, should be clear, logical and well connected.

A connected grid of streets is also the foundation of a successful pedestrian network that ties into transit and retail uses. The street classifications in this document reflect the existing street nomenclature used in OPA 155. The role and function of each street category has been expanded to reflect the new vision for the Centre.

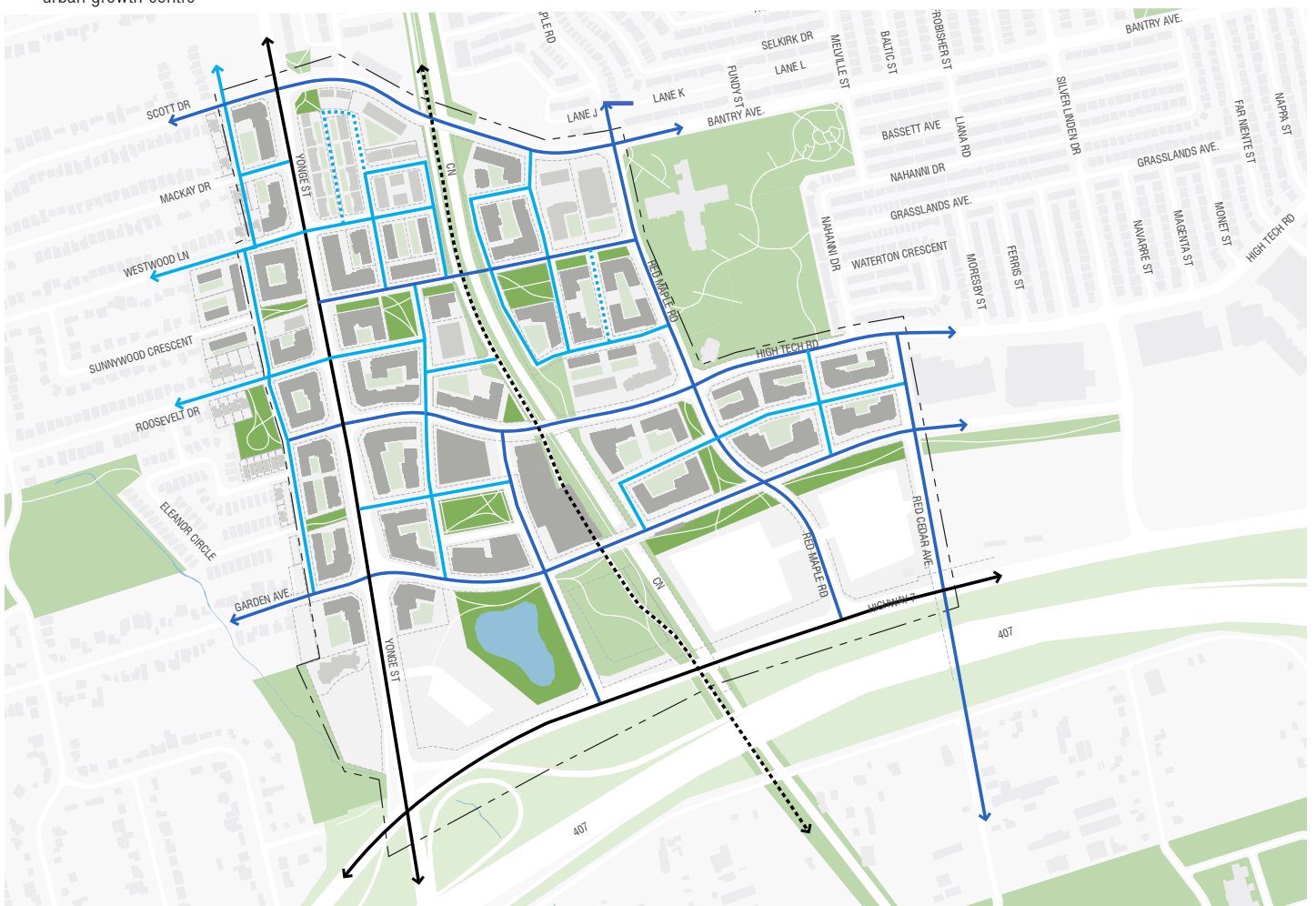
The road network is envisioned to be comprised of the following road types:

- **Multi-Use Corridor:** A unique road type accessible by only transit vehicles, pedestrians and cyclists, connecting the Regional Centre area to the Langstaff lands to the south along the CN rail corridor.
- **Arterial Roads:** Envisioned to carry the majority of traffic in the Regional Centre there are two Arterial Roads in the Recommended Concept, Yonge Street and Highway 7, with different characteristics. Yonge Street will be served by transit and is recommended to contain a variety of building types to create a diverse landscape. Highway 7 has a different function as a primarily automotive-focused street. Highway 7 should provide for pedestrian infrastructure but no development due to the location of the Hydro corridor .
- **Collector Streets:** These streets play a supportive role to Arterial Roads. Collector Streets may be served by local transit and should support active ground floor uses by allowing on-street parking and generous

streetscaping areas. An important new recommended collector street is the Garden Avenue Extension. The Garden Avenue Extension will provide an important east-west connection between Yonge Street and Bayview Avenue. It will also provide the new street frontage needed to define the development parcels of the High Tech Character Area. The street is envisioned to carry the Highway 7 VIVA line between Bayview Avenue and Yonge Street as it will provide fare capture opportunities not possible on that span of Highway 7. This Report recommends that the creation of the Garden Avenue Extension become a Town capital initiative.

- **Local Streets:** Associated with mixed use, pedestrian-friendly development in the Regional Centre, Local Streets will be active roads that have appropriately landscaped sidewalks and carry less traffic than Collector Streets. Local Streets provide access to the interior of a neighbourhood unit, and will be narrower roads with on-street parking and a connected system of sidewalks, discouraging heavy traffic flow and speed. Servicing activities including garbage pick up, utility repairs and deliveries will generally take place on Local Streets, as to not disturb traffic flow on Arterial Streets or Collector Streets. One important new recommended local street parallels Yonge Street to the west, defining an important separation between the Regional Centre and the established neighbourhood to the west. In the future, this new street may extend north to Carville Road.

- LEGEND
- multiuse corridor
  - arterial road
  - collector street
  - local street
  - - - laneway
  - - - urban growth centre



PROPOSED STREET NETWORK FOR THE REGIONAL CENTRE

- Laneways: This street type will play an important role for accessing housing units as well as commercial spaces along Yonge Street. Laneways will add diversity to the complement of streets in the Regional Centre and will play an important supportive function to Collector and Local Streets.

The expanded internal road network proposed for the Regional Centre would accommodate future transportation demands associated with the redevelopment of the area. An emphasis on non-auto access will also work to mitigate traffic demands along roads within and surrounding the Regional Centre area.

To provide additional east-west connectivity across the rail corridor, the internal road network will introduce an additional east-west road crossing – the Garden Avenue Extension – resulting in three internal road crossings of the corridor. These three continuous east-west roads between Yonge Street and Bayview Avenue, Garden Avenue, High Tech Road and Bantry Avenue, will provide good internal circulation as well as additional access opportunities to Yonge Street and Bayview Avenue. The internal grid network that appears south of High Tech Road is recommended to be expanded east to Bayview Avenue. There will be a future internal road grid between Highway 7 and Bantry Avenue, and between Yonge Street and Bayview Avenue. This grid will provide multiple access opportunities and potential routes through the Centre.

## 4.5 Parking Strategy

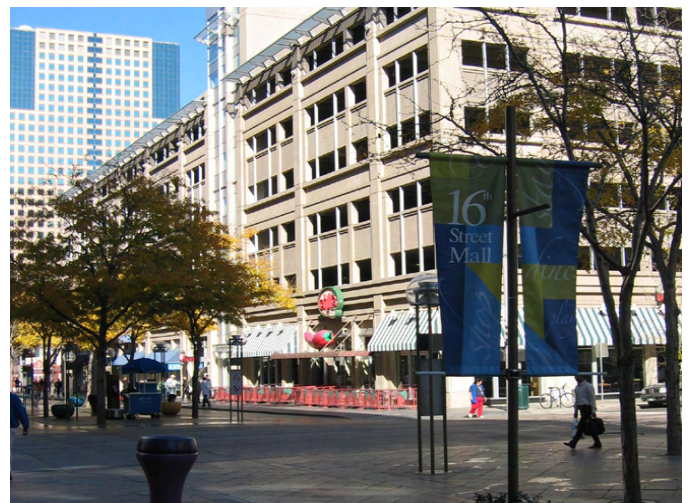
A comprehensive parking strategy is a key part of the overall transportation strategy for the Regional Centre, which involves parking policies, standards, parking supply and pricing. A proactive parking strategy can positively influence travel behaviour, encourage active transportation and transit usage, and contribute to the success of transit-oriented development.

An over supply of parking can consume scarce land that could otherwise be used for higher density mixed use development. Effective parking management strategies can be used to reduce vehicle traffic and congestion, reduce collisions, energy consumption and green house gas emissions.

In the development of a parking management strategy for the Regional Centre, it is recognized that parking policies are a tool in an area-wide Travel Demand Management (TDM) Program. Proposed key principles in the development of a parking management strategy include the following:

- Area-wide parking approach rather than site by site, so as to encourage shared parking use and make the most effective use of parking facilities;
- Reduced minimum parking standards for all uses;
- Requirements for shared parking usage;
- Establishment of maximum parking standards for all uses;
- Maximizing on-street parking as a major contributor to overall parking supply;
- Adopting parking policies that encourage rapid turnover of on-street parking;

- Parking charges for all non-residential uses;
- Encouraging commuters to park at facilities that are further from the heart of the Regional Centre thereby reserving the most accessible parking for visitors, customers and other short-term parkers;
- Minimizing exclusive parking for transit users and maximizing joint parking use. Any park and ride transit parking should be located on less valuable land – on the fringes of the Regional Centre;
- Enhanced walkability between parking facilities and final destinations; and
- Protecting existing communities from potential spillover parking.



STRUCTURED PARKING GARAGE IN DENVER, COLORADO WITH ACTIVE GROUND FLOOR USES

## 4.6 Travel Demand Management Strategy

A Travel-Demand Management (TDM) strategy will be necessary to achieve the transportation targets recommended for the Regional Centre. Key components recommended as part of this TDM strategy include:

- Policies to discourage single occupant vehicles during peak periods;
- Building on the success of the 404-7 Smart Commute program;
- Employer-based strategies;
- Parking strategies;
- Transit strategies;
- Car sharing; and
- Bike sharing.

The TDM measures applied to the Regional Centre should

build upon the success of the 404-7 Smart Commute association which works with local businesses, employers in the Richmond Hill and Markham areas to improve the quality of life for their employees by providing them with transportation options. These policies are aimed at reducing future traffic congestion and encouraging more environmentally-friendly and environmentally-sustainable travel modes.

A TDM strategy that builds upon sustainable transportation modes and travel options will be critical to the success of the Regional Centre transportation operations. A change in existing travel behaviour is required as part of the development of the Regional Centre to encourage more persons to consider transit, walking, cycling, carpooling and other non single-occupant motor-vehicle travel modes.



VELIB BIKE SHARING SYSTEM IN PARIS, FRANCE



SHARED LANE IN BRISBANE, AUSTRALIA

## 4.7 Active Transportation Strategy

Active transportation, involving pedestrian and cycling access is another important component in the development of the Regional Centre. At present, there are very few designated cycling routes within the Regional Centre area and pedestrian/cycling connections to the Regional Centre bus terminal and Langstaff GO station are limited.

Recommended cycling and pedestrian routes between the Regional Centre and surrounding area consider existing and proposed pedestrian and cycling routes identified in current cycling and pedestrian master plans, or currently under study, by the Town of Richmond Hill, the Town of Markham, the City of Vaughan and York Region, while also taking into account the future development and internal road network for the Centre.

Cycling and pedestrian routes identified in current studies, including routes on Highway 7, Yonge Street,

Bayview Avenue, High Tech Road and Langstaff Road have been incorporated into the Regional Centre's Active Transportation strategy. Additional cycling and pedestrian routes have also been included in the strategy to account for the proposed internal road network.

Recommended future pedestrian and cycling connections to the Regional Centre area include:

- Bike lanes on major Arterial Roads including Highway 7, Yonge Street and Bayview Avenue;
- On-road cycling routes on new local street L1;
- On-road cycling routes on Collector Streets including Garden Avenue Extension, Oneida Drive, High Tech Road, Red Cedar Avenue and Bantry Avenue; and
- An off-road cycling and pedestrian multi-use trail through the Highway 407 corridor, parallel to the Highway 407 ETR and the proposed 407 Transitway.



MULTIUSE TRAILS FOR WALKING AND CYCLING



GENEROUS SIDEWALKS AND PUBLIC REALM FEATURES

LEGEND

- dedicated bike lanes in mixed traffic
- major pedestrian and cycling routes



PROPOSED PEDESTRIAN AND CYCLING ROUTES FOR THE REGIONAL CENTRE

## 4.8 Future Transportation Operations

### 4.8.1. Staged Development Approach

Development of the Regional Centre will occur gradually over time to provide a transition between existing and future land uses during redevelopment. For the purposes of forecasting transit demand within the Centre and its impact on transportation, the horizon years 2021 and 2031 have been identified as intermediate and full build out dates. By 2021, the Regional Centre area could be expected to be home to 14,200 people and jobs. The following rapid transit projects are expected to be in full operation by this time:

- VIVA Next rapidways along Yonge Street and Highway 7;
- The Yonge Subway extension;
- All-day, two-way GO train service along the Richmond Hill GO Rail line; and
- Increased Highway 407 bus service and local transit connections.

The future redevelopment of the Regional Centre as envisioned is dependent on the implementation of the planned public transit initiatives. The population and employment densities proposed for the Regional Centre can only be supported with a critical mass of the higher-order transit facilities in place.

The transportation analysis in this Report assumes that by 2031, the Regional Centre will be fully built out, and home to 31,500 people and jobs. Additional rapid transit projects expected to be in full operation by the 2031 horizon year would include:

- Express Rail on the Richmond Hill GO line, providing service every 15 minutes throughout the day in both directions between the Regional Centre and Toronto's Union Station; and
- The Highway 407 Transitway.

	Number of Peak Period Trips Generated	
	2021	2031
Single-Occupant Vehicle Trips	4,810	6,440
Auto Passenger Trips	670	900
Transit Trips	1,690	8,370
Walking / Cycling Trips	120	390
<b>Total Trips</b>	<b>7,290</b>	<b>16,100</b>

TABLE ONE: RICHMOND HILL CENTRE FUTURE TRIP GENERATION

### 4.8.2. Future Trip Generation

Based on the proposed land uses for the Regional Centre, the total number of trips generated by all modes (auto-trips, transit-trips, walking/cycling trips, etc.) was determined for a typical weekday peak period. York Region's EMME/2 travel demand forecasting model was used to determine the number of peak period trips generated by the Regional Centre and typical peak hour traffic operations for the two horizon years.

Table One describes the resulting peak period trip generation that would be expected for the 2021 and 2031 horizon years assuming all the transit infrastructure projects were in operation and the transportation target of 60% non-auto modal split was achieved.

### 4.8.3. Future Transportation Operations

#### Auto Trip Assignment

York Region's EMME/2 travel demand forecasting model was used to determine typical peak hour traffic operations for the Recommended Concept by assigning auto trips to the boundary road network in the Regional Centre area. This trip assignment was conducted for the 2021 and 2031 horizon years and included the land use assumptions for the proposed Langstaff Gateway development in the Town of Markham.

The results of the trip assignment indicate that the majority of auto trips would use the arterial road network and Highway 407. For the 2021 horizon year, potential

areas of traffic congestion include segments of Highway 407 in the vicinity of the Regional Centre and segments of Red Maple Road, Yonge Street and Bayview Avenue.

By 2031, additional segments of these roads could see increases in traffic congestion, including some local roads within the Regional Centre itself, including High Tech Road. This is consistent with the findings of the York Region Transportation Master Plan (2009) which indicated that the majority of capacity deficiencies in the Region would be experienced in the urban areas, including the Richmond Hill Centre area, specifically along the Yonge Street and Highway 7 corridors.

The capacity deficiencies along Highway 7 and Yonge Street reinforced the need for higher-order transit along these corridors. The EMME/2 trip assignments do not take into consideration TDM, parking policies and active transportation strategies that could be applied in the Regional Centre area. Implementation of these strategies could help to mitigate traffic congestion on the boundary road network.

#### Transit Trip Assignment

York Region's EMME/2 travel demand forecasting model was also used to determine the number of transit trips in the Regional Centre area during a typical weekday AM peak hour, and the distribution of those trips through the area transit network. The majority of transit trips would be concentrated along the Yonge Subway line, VIVA Yonge

and VIVA Highway 7 (east of Yonge Street) corridors, with a high convergence of transit trips at the Regional Centre. By 2031, the total trips generated in the Regional Centre could top 16,000 trips with over 9,500 of those trips being transit, walking or cycling trips.

## 4.9 Servicing

The future intensification of the Richmond Hill Regional Centre is being driven by a number of factors including Provincial, regional and municipal growth management policies and the development of new inter-regional transit lines. It is expected that as more refined planning for the Centre advances and more details about anticipated development are known, plans for additional required servicing and storm water infrastructure should coincide with the preparation of a future Secondary Plan.

Further studies and investigations including a Master Environmental Servicing Plan will be required to better understand the future needs for storm water management, servicing, sewer and telecommunications infrastructure. The following items are noted as things to consider proceeding to the Secondary Plan and zoning stage and ultimately to the Site Plan approval stage of implementing the Regional Centre Study.

### 4.9.1 On-Site Considerations

The current on-site sanitary sewers are considered to be at or close to capacity so that as re-development is phased over the planning horizon of 25 or more years, a detailed evaluation of remaining capacity, if any, needs to be undertaken to determine requirements for new infrastructure.

New infrastructure including sanitary sewers and watermains will also be required for potential new streets proposed in the Centre. Existing on-site watermain capacity needs to be evaluated to suit the increased

development intensity, however, except for potential new streets, new watermain pipes are less likely to be required since domestic use requirements are very small compared to requirements for fire flows and existing mains were designed to provide adequate fire flow. With an understanding of the cumulative impacts of the proposed development it may be necessary to consider the economic viability of constructing a larger or a parallel sewer to provide the required capacity. The construction cost of this type of on-site sewers is expected to be economically viable.

Regarding storm sewers and storm water management, the on-site storm sewers have been designed to service the current land use designations, which feature large areas of impermeable services that were expected to have high run-off coefficients. As such redevelopment is not expected to require new storm sewers except on new streets.

The Recommended Concept shows a reconfiguration of the existing storm water management pond and the implementation of bioswales, a move that is intended to transform stormwater management techniques from isolated unattractive events into functional but attractive contributions to the naturalized landscape of the future Regional Centre. A detailed study and design would be able to determine exactly the impacts and advantages of reconfiguring the pond and implementing bioswales. Such modifications to the storm water pond should be possible bearing in mind the following:

- Advances in stormwater pond design since the development of the existing pond in the mid 1990's;
- Setbacks from all roads;
- Setbacks from the hydro towers;
- Current design criteria (maximum slopes of at least 4:1); and
- Topographic limitations caused by existing road grades and hydro tower base elevations.

Other techniques to decrease stormwater runoff volumes, called Low Impact Development (LID) practices should be actively considered in the implementation of the Recommended Concept including the use of district energy. The following are a sample of what techniques could be implemented through new Official Plan policies:

- green roofs;
- increased surface infiltration;
- grey water re-use for irrigation; and
- grey water re-use for toilet flushing.

Stormwater guidelines for new developments may also include requirements to provide groundwater recharge and increased levels of quantity control. These requirements can be fulfilled by connecting roof drainage pipes to perforated pipe soak-away beds or to stormwater chambers. These systems can be located under parking or landscaped areas. Rainwater runoff can also be attenuated by storing roof run-off in tanks and subsequently using the water for irrigation of landscape areas or by providing roof-top controls or using other Low Impact Development techniques.

#### 4.9.2 Off-Site Considerations

In addition to considerations that must be accounted for on the Regional Centre site there are also off-site considerations that must be accounted for to determine the wider servicing implications. With the current infrastructure in place today, most of the study area will drain to the York Durham trunk sewers at the southwest corner of the study area.

This trunk sewer had been operating near its maximum capacity until recently when flows were diverted from the Yonge Street trunk sewer into a new relief sewer on 19th Avenue. This diversion and other potential options for the flows in the Yonge Street sewer need to be investigated in consultation with the Region of York. A number of factors influencing flows in this pipe need to be investigated such as:

- increased flows as a result of new intensification in the area along Yonge Street – outside the study area;
- potential mitigation of sanitary sewer volumes by water conservation criteria;
- continuing the Region's program to retrofit existing developed areas with water saving features; and
- continuing Town and Region initiatives to prevent inflow and infiltration flooding which is caused by storm runoff entering the sanitary sewer system.

As well as the foregoing initiatives which would allow increased sanitary sewer flows from the Regional Centre lands to drain to the Yonge Street trunk sewer, flow

balancing using temporary storage to level the peak flows could be investigated.

With regard to off-site watermains, it is possible that the increase in intensity of development could strain the Region's existing watermain trunk and reservoir capacity so that at some point during the Regional Centre build-out period, new trunk watermain and reservoirs may also be required. The timing of the requirement for these new facilities could be delayed using the same water conservation initiatives for new and existing development as referred above to decrease sanitary sewer flows.

Lastly, consideration must also be given to the plans that the Town of Markham is advancing to allow development of similar intensity in the Langstaff Gateway area located immediately to the south of the Regional Centre. Development in the Langstaff area will effectively be seeking the same finite capacity and will affect the Region's ability to deliver capacity to the Richmond Hill Regional Centre. A coordinated study with Regional participation should be undertaken to understand the cumulative needs that the entire Urban Growth Centre, both the Langstaff Gateway and the Richmond Hill Regional Centre.

## 4.10 Summary

The success of the Regional Centre is dependent on the planned transportation infrastructure improvements for the Centre as well as effective Travel Demand Management and parking strategies to achieve the desired transportation modal split targets. A coordinated approach to serving and a comprehensive understanding of cumulative impacts on existing sewer and stormwater infrastructure must be established to ensure that the Regional Centre is a well-functioning community in the future. Policy recommendations related to transportation and servicing are found in Section 5 of this Report.

### 4.10.1 Transportation

The non-auto modal split of 60% can be realized, provided that a Regional rapid transit network in the Greater Toronto and Hamilton Region is in place and the transportation infrastructure improvements recommended for the Regional Centre are constructed.

Future transportation operations at the Regional Centre are expected to function at transportation levels of services comparable to existing Urban Growth Centres and downtown areas in the Greater Toronto and Hamilton Area. These include relatively low motor-vehicle travel speeds, high pedestrian traffic, close intersection spacing and frequent stops along roads with moderate to high levels of motor-vehicle traffic congestion experienced on major arterial roads serving the area. Travel Demand Management, parking policies and active transportation strategies will be required to protect existing communities from unnecessary traffic infiltration. Investing in this transportation strategy will allow for the transportation vision of the Regional Centre to be achieved.

Additional transportation studies will be required to understand transportation operations, impacts and traffic management strategies at a more comprehensive level.

The two additional studies recommended include

- A coordinated regional-scale transportation study to understand the cumulative impacts of both portions of the Richmond Hill/Langstaff Gateway Urban Growth Centre and;
- a Regional Centre-specific study that details Transportation Demand Management and parking strategies.

### 4.10.2 Servicing

To better understand the complete range of servicing requirements that the Regional Centre would require, more detailed studies with a broader scope will need to be undertaken. These studies include:

- A coordinated MESP study with the Town of Markham and the Region of York to assess the cumulative sanitary, sewer and telecommunications servicing capacity and needs of both portions of the UGC and determine a sustainable approach to planning for new servicing infrastructure;
- a Low Impact Development Strategy study that outlines additional LID recommendations, a draft Richmond Hill-specific green building strategy and district energy strategy and;
- a feasibility analysis of the stormwater pond naturalization and use of bioswales as an innovative storm water management techniques.



# 5

## **Policy Recommendations**

- 5.1 Introduction
- 5.2 Transportation Policies
- 5.3 Land Use, Density and Progression Policies
- 5.4 Urban Design Policies
- 5.5 Sustainability Policies
- 5.6 Parks and Open Space Policies
- 5.7 Servicing Policies
- 5.8 Conclusion

## 5.1 Introduction

This Report presents a detailed vision for a mixed use, transit-oriented community at the Richmond Hill Regional Centre. The purpose of the following section is to provide recommendations that will bring the vision for the Richmond Hill Regional Centre from concept to reality.

The recommended policies support the emphasis placed on integrated urban design and land use policies expressed in the Towns Recommended Major Policy Directions for the new Official Plan. The following section contains a range of recommendations for land use, built form and design controls suitable for inclusion in the new Official Plan and a future Secondary Plan. This section, and the descriptive text in the previous section, also comprise a tool for the Town to assess future development applications in the Regional Centre.

The text in this section is based upon the underlying vision and principles for the Richmond Hill Regional Centre outlined in Section 2.1 of this Report. The vision and principles have guided the development of policies that will apply to the Centre and the recommendations for general transportation, servicing, land use, urban design and implementation strategies. In addition to descriptive policy recommendations, five schedules have been included to illustrate recommended streets, transit, open space, land use, and height and density for the Regional Centre. Using these recommendations as a guide, the Town will be well positioned to develop new Official Plan policies that reflect the intent of the Recommended Concept, to guide future study of the Regional Centre and to provide clear direction for future development.

## 5.2 Transportation Policies

### Street Network

The recommended street network shown in Schedule 1 introduces a number of new streets and a new block structure to shape the Centre into an urban place. A new street network will encourage smaller, flexible development parcels that can accommodate a range of building types and uses. Official Plan policies should ensure that the future street network will provide the Richmond Hill Regional Centre with a walkable, logical street pattern capable of a high degree of transit support, active transportation and overall mobility.

Particular importance should be placed on the inclusion of the street separating the Yonge West Character Area from the Yonge Street Character Area, the Multi-use Corridor, and the Arterial and Collector Streets shown on Schedule 1. To preserve the ability to create the Garden Avenue Extension, the new east west collector street, the Town should advocate for future Hydro needs to be buried within the existing Hydro corridor as a new elevated 4th Hydro line could negatively impact the development of a complete street network in the Centre.

Schedule 1 includes a variety of street types. These new streets should perform different functions and have been assigned associated right of ways. A complete list of streets and respective right of way widths are provided in Table 1. The following text describes the general function and features of each street type. The street classifications in this document reflect the existing street nomenclature used in OPA 155, the existing secondary plan for the Centre. The role and function of each street category has been expanded to reflect the new vision for the Centre.



- LEGEND**
- ■ multi-use corridor:
    - M1 busway
  - arterial roads:
    - A1 Yonge Street
    - A2 Highway 7
  - collector streets:
    - C1 Garden Avenue extension
    - C2 Hightech Road
    - C3 Sunnywood Extension
    - C4 Onidea Crescent
    - C5 Bantry Avenue
    - C6 Station Street
    - C7 Red Maple Road
    - C8 Red Cedar Avenue
  - - - local streets:
    - L1 new local street
    - L2 new local street
    - L3 new local street
    - L4 Beresford Drive
    - L5 Roosevelt Dr
    - L6 Mackay Dr
    - L7 new local street
    - L8 new local street
    - L9 new local street
    - L10 new local street
    - L11 new local street
    - L12 new local street
  - laneways

**SCHEDULE 1: RECOMMENDED STREET NETWORK AND FUNCTION**

### Multi-Use Corridor

The Multi Use Corridor is a unique street type in the Regional Centre, providing a north-south connection to and from the Langstaff Gateway lands; the Multi-Use Corridor, illustrated in Schedule 1 is intended for the exclusive use of transit vehicles and self propelled modes of transportation.

The Multi-Use Corridor should:

- Become a north-south connector for transit vehicles and self propelled modes of transportation.
- Be landscaped, lit and programmed as an active street.
- Not be treated as a “back” of adjacent development. The Multi Use Corridor should have active, attractive frontage.
- Provide a variety of entry points to streets to maximize public access.
- Provide access to and from the Langstaff Gateway lands

### Arterial Roads

Arterial Roads, shown in Schedule 1, should be the main arteries of the Regional Centre, carrying vehicular and transit-related traffic. Arterial Roads in the Regional Centre include Yonge Street and Highway 7.

Arterial Roads should:

- Accommodate transit vehicles.
- On Yonge Street provide for a generous public realm including street furniture and transit shelters.
- On Yonge Street, include streetscapes that are designed with generous sidewalks and break out spaces for retail and restaurant and or café uses.

- On Yonge Street, encourage street parking to support retail and buffer pedestrians from moving vehicular traffic.
- Not be used as the main access frontage for servicing and loading.
- Provide bicycle lanes where indicated in Table 1.
- On Yonge Street, require active ground floor uses including residential and commercial uses and encourage these uses to front onto the street.

### Collector Streets

Collector Streets are typically served by local transit. Collector Streets in the Regional Centre include, Garden Avenue Extension, High Tech Road, Sunnywood Extension, Onidea Drive, Bantry Avenue, Station Street, Red Maple Road, Red Cedar Avenue as illustrated in Schedule 1.

Collector Streets should:

- Require active ground floor uses including residential and commercial uses and encourage these uses to front onto the street.
- Accommodate designated bicycle lanes where indicated by Table 1.
- Encourage streetscapes to be designed with generous sidewalks and break out spaces for retail and restaurant and/or café uses.
- Encourage street parking to support retail and buffer pedestrians from moving vehicular traffic.

In the case of the Garden Avenue extension, due to its importance as a grounding feature of the Centre’s new street network, it is recommended that the creation of the Garden Avenue Extension become a Town capital initiative

### Local Streets

Associated with mixed use, pedestrian-friendly development in the Regional Centre, Local Streets should be active streets that have appropriately landscaped sidewalks and carry less traffic than Collector Streets. Local Streets provide access to the interior of a neighbourhood unit, and should be narrower with on-street parking and a connected system of sidewalks, discouraging heavy traffic flow and speed.

Local Streets should:

- Provide primary access for repair and utility servicing.
- Include sidewalks on both sides of the street for safe pedestrian circulation.
- Include provisions for on-street parking.
- Include active ground floor uses including residential entrances and commercial storefronts where appropriate. In proximity to existing residential fabric, ground floor uses should be limited to residential use.
- Provide entrances to mid-block parking areas or garages.

The location of local streets shown in Schedule 1 are conceptual in nature and may be adjusted through the development process provided that the intent of providing a permeable, public street grid is maintained.

### Laneways

This street type should play an important role for accessing housing units as well as commercial spaces.

Laneways should:

- Include rear entrances to commercial establishments where appropriate.

- Permit servicing access.
- Provide access to rear surface parking areas.

The location of laneways shown in Schedule 1 are conceptual in nature and may be adjusted provided that the intent of providing a permeable, public street grid is maintained.

The recommended street network for the Richmond Hill Regional Centre focuses on the development of a refined grid that maximizes accessibility and permeability. To encourage the development of a fine grained street network in the Regional Centre the following guidelines should be considered when evaluating new development in the Regional Centre:

- New streets should not terminate or end in cul-de-sac's, crescents or result in a dead end.
- Proposed streets should demonstrate how they achieve urban development parcels that facilitate street-oriented buildings.
- New streets within the Regional Centre should connect, wherever appropriate, to existing streets in the surrounding neighbourhoods.
- Proposed street networks should allow for universally accessible routes for users including pedestrians, cyclists and motorists.
- Proposed development should demonstrate how the circulation pattern contributes to the creation of a connected, fine grain of streets and blocks, as illustrated in Schedule 1.

**TABLE 1** RECOMMENDED STREET NETWORK RIGHT OF WAYS WITHIN THE CENTRE

	<b>multi-use corridor</b>	<b>ROW dimensions</b>	<b>transit</b>	<b>bicycle lane</b>
M1	busway	15m ROW	bus/lrt (viva/yrt)	on street
<b>arterial roads</b>				
A1	Yonge Street	45m ROW	bus/lrt (viva/yrt)	on street
A2	Highway 7	45m ROW	bus/lrt (viva/yrt)	on street
<b>collector streets</b>				
C1	Garden Avenue Extension	26m ROW	bus/lrt (viva/yrt)	on street
C2	High Tech Road	26m ROW	bus (yrt)	on street
C3	Sunnywood Extension	23m ROW	bus/lrt (viva/yrt)	n/a
C4	Oneida Drive	23m ROW	bus(yrt)	on street
C5	Bantry Avenue	26m ROW	bus (yrt)	on street
C6	Station Street	26m ROW	n/a	n/a
C7	Red Maple Road	26m ROW	bus (yrt)	n/a
C8	Red Cedar Avenue	26m ROW	bus (yrt)	on street
<b>local streets</b>				
L1	new local street	23m ROW	n/a	n/a
L2	new local street	20m ROW	n/a	n/a
L3	new local street	20m ROW	n/a	n/a
L4	Beresford Drive	23m ROW	n/a	n/a
L5	Roosevelt Dr	20m ROW	n/a	n/a
L6	Mackay Dr	20m ROW	n/a	n/a
L7	new local street	20m ROW	n/a	n/a
L8	new local street	20m ROW	n/a	n/a
L9	new local street	20m ROW	n/a	n/a
L10	new local street	20m ROW	n/a	n/a
L11	new local street	20m ROW	n/a	n/a
L12	new local street	20m ROW	n/a	n/a
<b>laneways</b>				
	new laneway	15m ROW	n/a	n/a

### Active Transportation

Encouraging active transportation is an important part of the creation of a walkable and transit-supportive community at the Regional Centre. The design and function of the Regional Centre should recognize pedestrian circulation and comfort as its highest priority. New development in the Regional Centre is recommended to create clear pedestrian connections to improve pedestrian circulation, especially to, from and within the Station Character Area. New development in the Regional Centre should ensure that infrastructure to support active transportation is developed including a complete network of sidewalks, trails and on and off-street bicycle lanes.

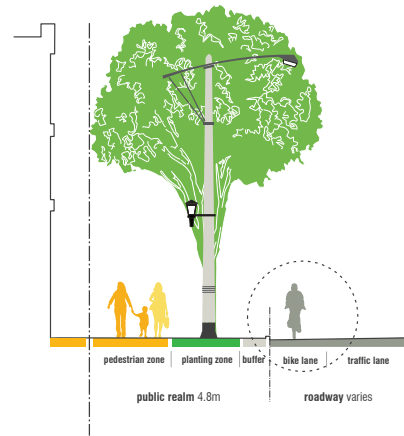
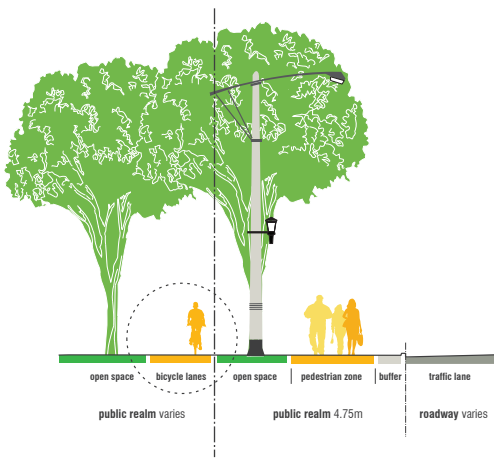
Implementation of these active transportation policies should ensure the development of the Regional Centre as an Anchor Mobility Hub as envisioned by Metrolinx in the Regional Transportation Plan. The Regional Centre should be required to promote active transportation in the following ways:

- New development should be required to create public pedestrian routes to improve pedestrian circulation within the Centre.
- New developments should be required to identify pedestrian routes in proposed street network plans.
- Pedestrian routes should provide clear, direct routes to

and from the Richmond Hill Regional Centre Station.

- Pedestrian routes should include high quality wide sidewalks and clearly identifiable street crossings.
- Development along pedestrian routes should provide active ground floor uses at grade to animate the public realm.
- Access points to the Multi Use Corridor should be considered in new development adjacent to the corridor.
- Streets identified as bicycle routes in Table 1 should include dedicated bicycle lanes.
- All new buildings should provide generous bicycle infrastructure and amenities.
- Publicly accessible bicycle parking locker storage facilities should be included in public space and in close proximity to the Richmond Hill Regional Centre Station.
- All street designs should include provision for bicycle parking posts or racks.
- All local streets within the Station Character Area should be considered as pedestrian priority areas to accommodate the future levels of pedestrian activity in the Regional Centre. This area should prioritize pedestrian connections to and from the transit station providing generous public realm dimensions and amenities.





ON AND OFF STREET BICYCLE LANES

### Transit Infrastructure

Development of integrated transit infrastructure is a critical element to the success of the Richmond Hill Regional Centre as an Urban Growth Centre and Anchor Mobility Hub. New development in the Regional Centre should not preclude the creation of a highly integrated Station Area. Schedule 2 shows the recommended arrangement of transit lines. New development should provide clear connections to transit wherever possible and promote safe, convenient and attractive pedestrian and cyclist access to transit stops and stations. Easy access to the transit station and between modes of transit is critical to making public transit the preferred way to travel.

To maximize the success of the Regional Centre as an Anchor Mobility Hub new development should be based on the following principles:

- As an Anchor Mobility Hub the Richmond Hill Regional Centre Station should be a welcoming, hospitable and vibrant public space easily accessed by people arriving by multiple modes of transportation.
- The should include plentiful connections into surrounding development and public streets.
- The public realm should include streetscaping elements such as transit shelters incorporated into buildings, seating and waiting areas and secure bicycle storage.
- Public art should be incorporated into the Station Character Area as placemaking elements.
- The Station Area lands should be placed under a holding provision to ensure their comprehensive development as an integrated transit hub.
- The Station Area should be the location where all the

planned transportation modes intersect in a compact, layered, easily assessable fashion.

- Connection distances between transportation modes should be minimized and priority should be placed on providing multiple access points to the station.

### Pedestrian-Friendly Streets

Well-designed streets will be an important part of creating an active public realm that contributes to a sense of place in the Regional Centre. New development in the Regional Centre should define a high quality public realm. Common design elements help create safe, accessible, comfortable places for people to walk and enjoy. Important design features of the streetscape include, distinctive paving, street furniture, trees, landscaping, and lighting. Establishing streetscape standards that exceed the traditional standards in Richmond Hill are an important factor in creating a people-friendly Regional Centre.

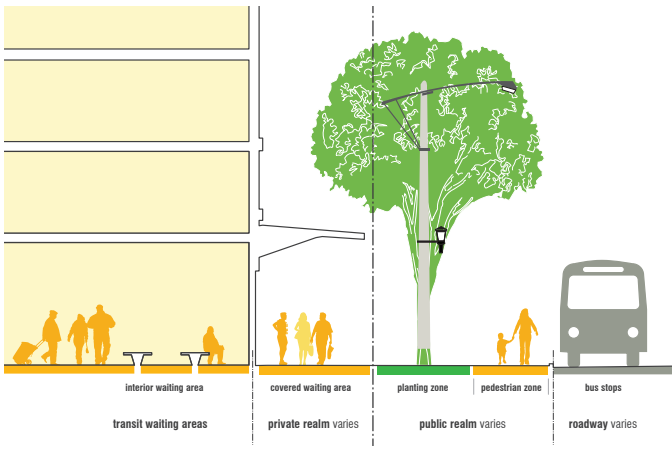
Streetscape design should adhere to the following principles:

- Sidewalks should be built from high quality, durable material.
- Crosswalks should be detailed with distinctive pavement treatment and be a minimum of 2-3 metres (depending of width of the adjacent sidewalk) in width.
- Street furniture, including well-designed benches and transit shelters, should be included in the composition of the streetscape.
- Well-designed garbage and recycling bins should be incorporated into the streetscape.

- LEGEND**
- rapid transit route
  - rapid transit stop location
  - subway alignment
  - subway platform
  - 407 transitway alignment
  - Go transit service
  - Go transit station
  - urban growth centre



**SCHEDULE 2: RECOMMENDED ALIGNMENT OF TRANSIT INITIATIVES AND INFRASTRUCTURE**



INTEGRATED TRANSIT WAITING AREAS

- Street designs should include attractive, human-scaled light standards that create a sense of safety and provide a distinctive design feature.
- A generous street tree canopy and other landscaping initiatives including planters should be a primary feature of the streetscape.
- Designs for tree planting on streets should accommodate and facilitate an average 25 year lifespan for sidewalk vaults and 50 years in tree lawns. Designs should include sufficient root and branching space and should include a means of supplying supplementary water, fertilizer and air as well as protection against snow clearing and de-icing activities.
- Additional soft landscaping to buffer pedestrians from vehicular traffic and improve the appearance of the street is strongly encouraged.
- Provision for banners or other signage which distinguishes the Regional Center should be incorporated into the streetscape design.
- Weather protection should be incorporated into streetscape design. This can be achieved with use of canopies, shelters, and street trees.
- Protection from wind, rain, and snow should be encouraged with plant screens, walls, and canopies.
- Design of streets should take into consideration the ability to program the street for markets, festivals or other activities.



PEDESTRIAN FRIENDLY STREET

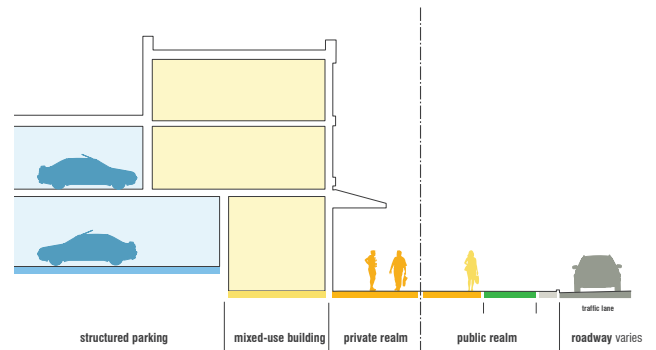
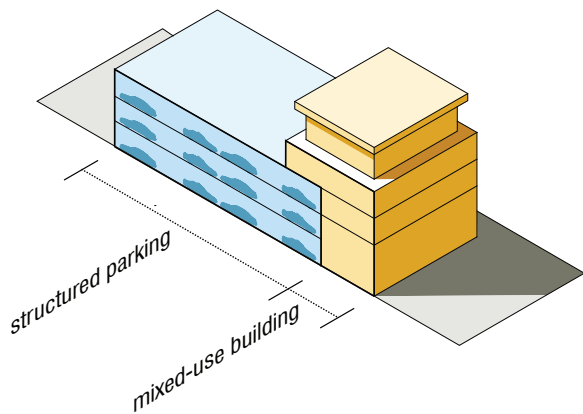
### Accessibility

Ensuring that all people can comfortably and easily access all places within the Richmond Hill Regional Centre is vital. Accessible design features are beneficial to all users of a space and improve the ability for a range of people to get around, from parents with strollers and people who use mobility devices to seniors and people with disabilities. Built form policies related to the Richmond Hill Regional Centre should require accessible design in accordance with the Ontarians with Disabilities Act, Ontario's emerging Accessible Built Environment Standard and the Joint Municipal Guidelines for Accessibility.

### Parking

As a transit-oriented community, extensive surface parking and free parking should be discouraged in the Regional Centre. Below-grade parking should be required where ever possible. Shared parking facilities, car-share programs and reduced parking requirements for new development should be implemented to help achieve a landscape in the Regional Centre that is not dominated by parking. Travel Demand Management strategies should also be encouraged to decrease the need for parking, reduce traffic congestion and encourage more sustainable travel modes.

The goal of creating a pedestrian and transit oriented Richmond Hill Regional Centre requires that parking management be given a high priority. While a primary tenet of creating a liveable, transit-oriented community and Anchor Mobility Hub at the Richmond Hill Regional Centre is to reduce dependence on the automobile, the



Town must still plan to manage cars proactively in the Centre. Clustering people and development around transit infrastructure should reduce the need to drive in the Centre. A higher proportion of people living in the area will likely not own cars, or might own fewer cars. Also, fewer people commuting to the station area for work will drive, and many of the commercial or other uses in the area will be accessed by foot or transit. Because of these attributes, parking standards in the Regional Centre should be lower than traditionally assumed and the following policy recommendations should be considered:

To achieve a truly transit-oriented community, the Richmond Hill Regional Centre should:

- Adhere to parking management policies for Regional Centres and Corridors outlined in section 5.4.8 of the draft Official Plan of the Region of York.
- Require residential parking to be provided in structured or underground lots.
- Prohibit long-term residential parking on arterial and collector streets.
- Relax parking standards for small scale, ground floor commercial uses of mixed use buildings.
- Consider commercial auto share service where one common vehicle is shared by many drivers to count towards parking requirements.
- Strongly encourage shared parking to reduce the total number of spaces required, reduce development costs and reduce the amount of space required to facilitate parking.
- Require new development to provide bicycle parking and related infrastructure on site.

Where parking is required it is important to facilitate it in places and in forms where it is unobtrusive and is not a detriment to the Regional Centre’s uniqueness and sense of place. While the existing large areas of surface parking should be redeveloped over time, the new street and block structure would provide many opportunities for on-street parking. Where parking is required, the following recommendations should be considered:

- Parking ramps, above or below ground parking structures or lots should be accessed from local streets or laneways. Access from arterial streets or collector streets should be avoided.
- There should be no surface parking between buildings and a street.
- Any surface parking lots should be screened behind buildings and not visible from streets.
- Where small surface parking lots exist, the design should include provision for pedestrian circulation.
- Below grade parking is the least obtrusive on the pedestrian environment and should be utilized wherever feasible.
- Ground floor frontages on parkade structures should be active retail or commercial spaces.
- Where feasible, parkade structures should be wrapped in residential or commercial uses to screen parking from the public realm.
- On street parking should be permitted on arterial streets during off peak times and is strongly encouraged on collector streets.

### 5.3 Land Use, Density, Development Progression Policies and Process Requirements

The Richmond Hill Regional Centre is both an Urban Growth Centre and an Anchor Mobility Hub. The vision for its future is intended to achieve a direct and positive relationship between the nature and intensity of development that will occur here and the level of transit service that is to be provided, while creating a “complete community” called for by *Places to Grow*. This section outlines the Official Plan provisions that will enable the vision to be achieved under four headings: Land Use, Density, Development Progression and Process Requirements.

#### Land Use

For the purposes of policies for the new Official Plan the Regional Centre is recommended to contain primarily one Mixed Use land use. A Residential land use designation is appropriate for the Yonge West Character Area that falls outside of the Urban Growth centre boundary as this area requires a comfortable interface with the existing neighbourhood. The Regional Centre itself should be identified as an area of Mixed Use development and should be described in the new Official Plan policies as an area that is intended to accommodate a range of residential, commercial, retail and major office uses.

While a mixed use designation for the Regional Centre is appropriate for the new Official Plan, a finer description of land uses is recommended to be defined in preparation of a Secondary Plan. This approach will be needed to direct future development in a fashion that will create a

community that is balanced between residential and non-residential development. A graphic representation of land use in the Centre is shown on Schedule 3 on the following page.

The recommended land use mix is described in Table 2 and has been devised to achieve the target of a 1:1 ratio of jobs and residents as directed by the Region in the new draft Official Plan. In order to develop the required amount of non-residential development needed to achieve provincial and regional growth targets, a certain percentage of gross floor area of new developments in the mixed use area should be required for non-residential and employment uses. These requirements should be implemented through the future Secondary Plan and new Zoning By-law prepared to guide the development of the Regional Centre.

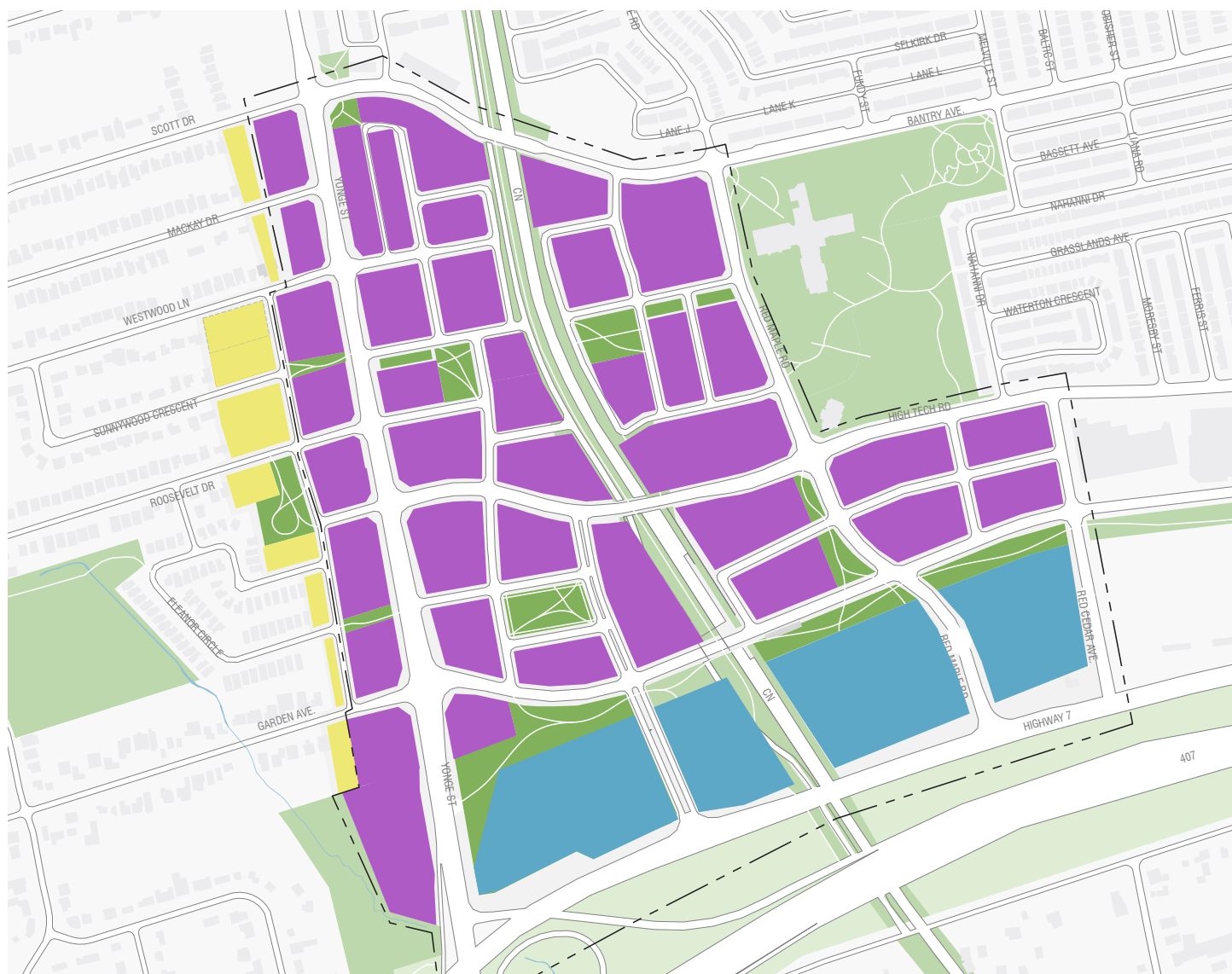
The Zoning By-law should use the Holding (H) Provisions as per Section 36 of the Planning Act to require the completion of specified amounts of employment use before all residential provisions can be built out.

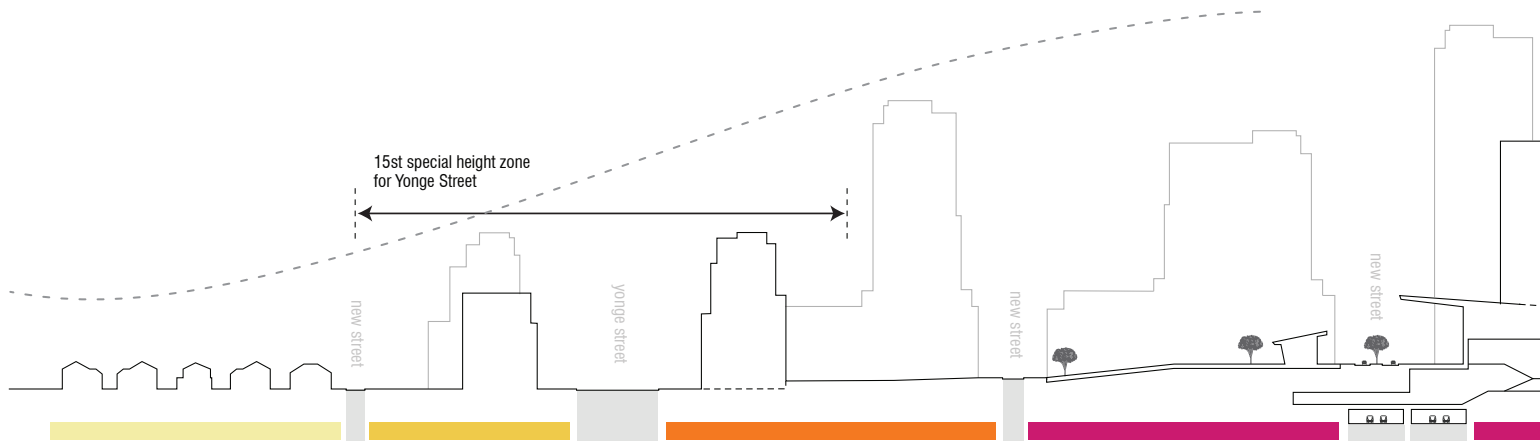
To not preclude the desired development of the Regional Centre as set forth in the vision for the area, ‘interim’ land uses not consistent with the recommendations of this Report are discouraged. ‘Interim’ uses should be limited to current uses present in the Regional Centre.

**Table 2 Land Use Mix**

Character Area	Land Use	Mix of Use Targets
Yonge West	Residential	100% residential
Yonge Street	Mixed use	30% employment 70% residential
Bantry	Mixed use	10% employment 90% residential
Red Maple	Mixed use	10% employment 90% residential
High Tech	Mixed use	50% employment 50% residential
Station Area	Mixed Use	60% employment 40% residential

**SCHEDULE 3 LAND USE IN THE CENTRE**





SITE SECTION: HEIGHT PROFILE OF THE REGIONAL CENTRAL LOOKING NORTH

The following is a summary of general land use recommendations for the Centre.

To develop a well-balanced, transit-oriented Anchor Mobility Hub and Urban Growth Centre, land uses should be integrated both vertically and horizontally. It is recommended that the Regional Centre include a range of land uses such as:

- Offices;
- Retail uses, preferably integrated into mixed use buildings;
- Residential uses including low rise townhouses, mid rise buildings and high rise towers;
- Services including hotels, day cares and clinics;
- Entertainment uses including recreation and cultural facilities, theatres, fitness centres, and libraries; and,
- Institutional uses such as schools and community facilities constructed to an urban standard as described in policy 5.4.6 (o) in the draft Official Plan of the Region of York.

New low density and low intensity land uses such as the ones listed below should not be permitted in the Regional Centre:

- Stand alone: gas stations, auto parts repair and service, car washes, drive-throughs, car dealerships, new large format retail, outdoor storage, new commercial uses under 2.0 FAR, and new large scale free surface parking lots.
- Low density single or semi-detached housing.

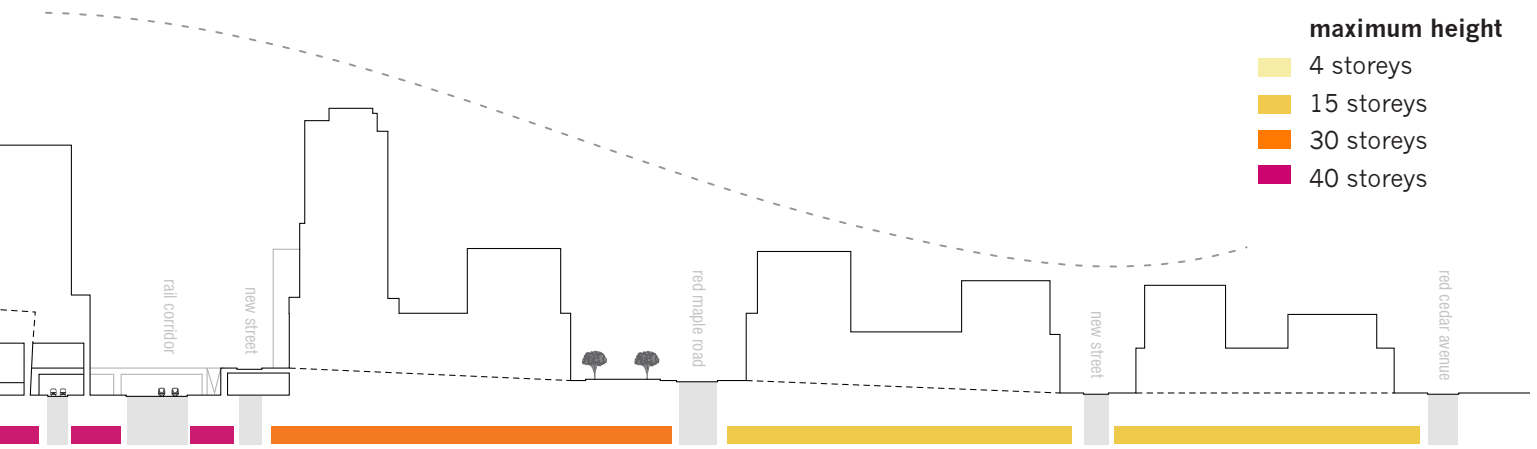
To meet the needs of Richmond Hill's diverse and growing population special attention should be given to the development of housing and related community services. In the Richmond Hill Regional Centre, the Town should:

- Require the development of a minimum 35% affordable new housing units as prescribed in the draft Official Plan of the Region of York.
- Encourage different housing types within the Regional Centre area including: townhouses, live/work units and apartment units of all sizes.
- Encourage the development of seniors housing and affordable housing initiatives.
- Encourage the development of rental, co-op and other affordable housing options.
- Encourage affordable housing units to be mixed into the same buildings as market units.
- Require community needs assessments to be undertaken as the community grows.
- Require new development proposals to demonstrate the impact on demand for community facilities and where bonusing has been identified as appropriate, negotiate the use of Section 37 for the development of community benefits.

### Density

#### *Minimum Densities*

*Places to Grow* requires a minimum density of 200 persons and jobs per hectare (pj/h) in the Urban Growth Centres. The Mobility Hub Background Paper produced in support of Metrolinx's Regional Transportation Plan indicates that,



due to the high levels of transit service to be provided, Anchor Mobility Hubs should have densities in the range of 400 pj/h. The level of transit service expected to be provided to and converging at the Richmond Hill Regional Centre is second only to Union Station in Downtown Toronto, which has an existing density of over 450 pj/h and an existing modal split of approximately 55% in favour of transit. There is a direct symbiotic relationship between density and transit ridership and it is clear that you must have the former to justify the latter.

It is therefore recommended that the Official Plan provisions for the Regional Centre require an overall minimum target of 300 pj/h and that a set of associated minimum FSI's be implemented to ensure that this centre-wide target can be met. The FSI's summarized in Schedule 4 implement such an approach as well as the "density gradient" illustrated in the three-dimensional vision for the Centre.

The recommended FSI's concentrate the highest and most dense development at the Station Character Area closest to transit with progressively lower, less dense buildings at the edge of the site, providing a transition into the existing neighborhoods (illustrated at the top of this page in a site section). This approach is consistent with the shared land use and urban design principles between the Town of Richmond Hill and the Town of Markham to guide the development of the Urban Growth Centre.

The recommended height and density permissions and special height zone along Yonge street reflect the street's

role as an area of transition to the existing neighbourhood and reflects the fact that density in the Regional Centre is to be intentionally focused above the transit hub. The highest heights and densities are permitted closest to the station area and decrease away from there. The permissions provided are appropriate to achieve a street that is a walkable, human scaled main street that contributes to the mixed use character of the Centre. The transition to existing neighbourhoods is further reinforced by the use of a 45° angular view plane to transition between areas of higher and lower intensity development.










The establishment of required minimum densities would be included in a future Zoning By-law for the Regional Centre, as permitted by the Planning Act in Section 34(3).

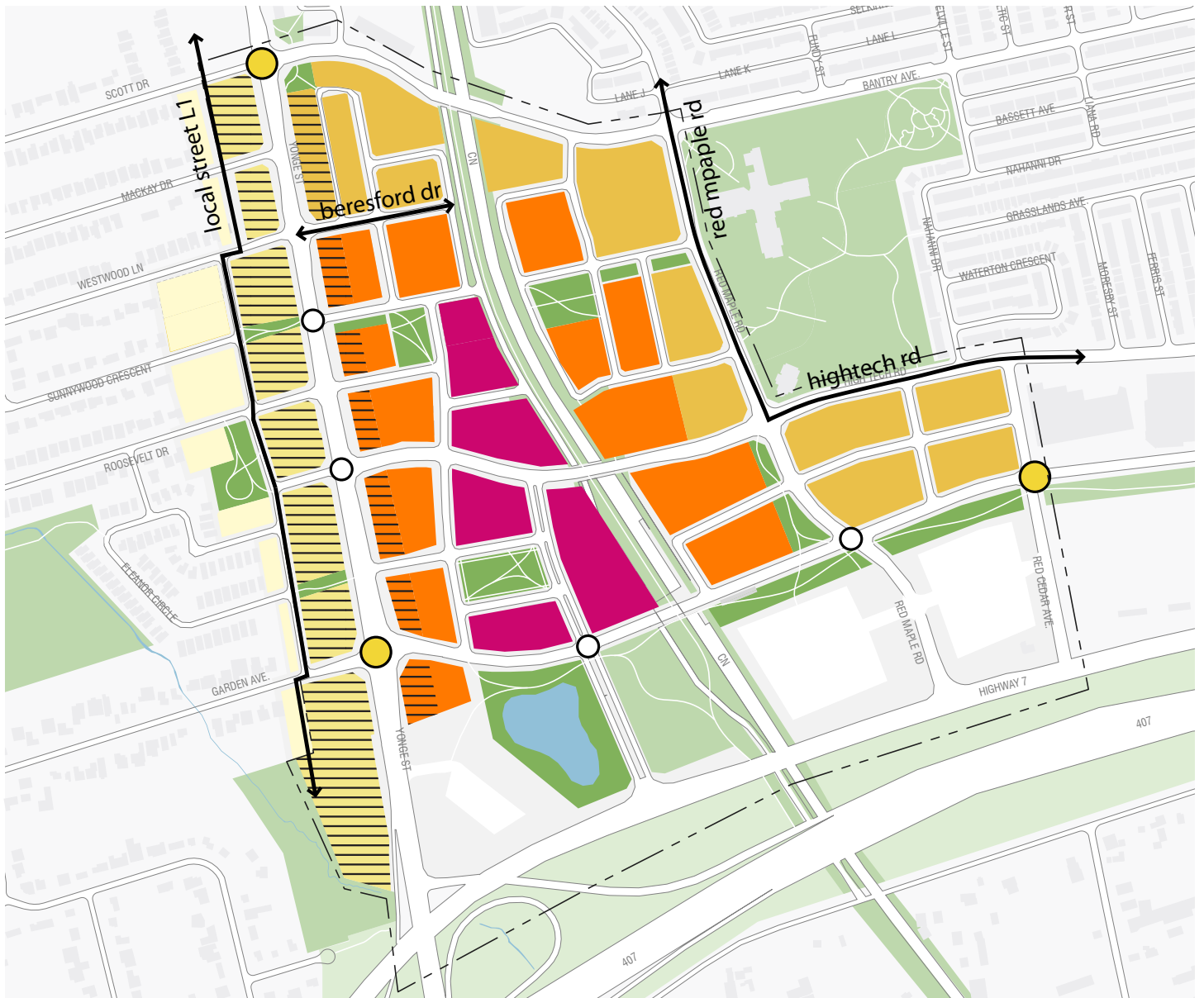
This approach also satisfies the Regional direction for Centres to achieve an overall minimum FSI of 2.5 per development block and a minimum FSI of 3.5 adjacent to the Richmond Hill station area, expressed in draft Regional Official Plan policy 5.4.23 (a) and (b).

#### *Maximum and Bonus Densities*

It is also recommended that the Official Plan establish a set of maximum FSI's, as indicated on Schedule 4. These maximum FSI's represent a density pattern equal to 400 people and jobs per hectare, using the assumptions developed for the Study. It is recognized, however, that on a site-by-site basis there may be good planning arguments to exceed even these maximum permitted densities. Such increases in density above the permitted maximums may be considered by the Town, utilizing the

**SCHEDULE 4** HEIGHT AND DENSITY ZONES WITHIN THE CENTRE

	minimum base height	maximum height	minimum density	maximum density	bonusing potential	character areas impacted
	2 storeys	4 storeys	1.0 FSI	1.0 FSI	no	yonge west
	3 storeys	15 storeys	2.0 FSI	2.5 FSI	at gateways	yonge street
	3 storeys	15 storeys	2.5 FSI	3.0 FSI	at gateways	bantry, red maple, high tech, yonge street
	4 storeys	30 storeys	3.5 FSI	5.0 FSI	yes	bantry, red maple, high tech, yonge street
	6 storeys	40 storeys	5.0 FSI	6.5 FSI	yes	station area
	primary gateway					angular view plane of 45°
	secondary gateway					15 storey maximum special height zone for yonge street



provisions of Section 37 of the Planning Act, to achieve the development of a complete, well serviced community in the Regional Centre. Additional density should be considered in exchange for provision of the following community benefits or an area- specific cash-in-lieu fund:

- Open Spaces
- Public Art
- Community Centres
- Streetscaping enhancements,
- Pedestrian Bridge at Bantry and Red Maple

The locations where the Town might consider the provision of additional density are identified in the table included in Schedule 4. Among the locations for increased height and density permissions are Gateway locations, identified in Schedule 4 as Primary and Secondary Gateways. Primary Gateways mark the entrance to the Regional Centre while Secondary Gateways are important internal intersections that can play a significant placemaking role.

### **Development Progression**

#### *Achieving the Integrated Transit Facility*

Central to the success of the Regional Centre as an Anchor Mobility Hub will be the development of an integrated transit facility. To ensure that lands are available for the development of the integrated transit facility, the Station Character Area lands should be placed under an 'H' symbol in the Zoning By-law representing a holding provision as permitted in Section 36 of the Planning Act. The hold will preclude development on these lands before

certain criteria are met. The criteria to be met should include development of the Yonge Street subway extension and achievement of an integrated Station Area where all key transit services in the area can connect. The Official Plan will need to identify and discuss provisions relating to the use of the Holding symbol.

In the event the subway is not ultimately extended to the Regional Centre, the Holding Provision could be lifted, but only by way of an Official Plan Amendment and rezoning application.

The use of the Holding provision over the Station Area lands will be critical to ensure that no development precludes the achievement of a compact, pedestrian-oriented integrated transit station.

Overall, development in the Regional Centre will occur over the long term and be coordinated with the provision of infrastructure including transit, street network capacity, pedestrian and cycling facilities, water and waste water services, storm water management facilities and streetscape improvements.

#### *Achieving a Balance of Employment and Residential Use*

Achieving an equilibrium between employment and residential uses is important to the Center's success as an origin and destination. The Town should include Official Plan policies indicating its intent to use Holding Provisions in the future Zoning By-law to ensure that certain identified thresholds of employment use are developed before all residential permissions are fully built out.



## 5.4 Urban Design Policies

Achieving a strong urban design in the Regional Centre will contribute to both its liveability and to its character as a highly desirable place to live, work and play. The following describes a range of urban design development controls that are recommended for shaping new development in an urban yet human-scaled and pedestrian-oriented manner.

The 3D rendering of the Regional Centre was designed to the urban design standards described in this section. Detailed and annotated illustrations of how these policies apply in each of the Character Areas can be found in the Appendix to this Report, *Character Area Illustrations of Urban Design Policies*.

### Human Scaled Street Walls

The relationship of a building to the street can have a large impact on the pedestrian experience of the streetscape and the urban environment as a whole. The following principles should be considered for new development:

- Development should build to the street face with a street wall of at least 3 storeys from grade before any step backs.
- In general, as the height of a building increases on mid and high rise buildings, the height or definition of the building base should also increase.
- The height of the street wall should be lower on narrow right of ways and higher on wide streets.
- Step backs on higher floors are encouraged to reduce the visual impact of taller buildings.

### *Achieving Required Community Infrastructure*

The Town could consider including Official Plan policies indicating its intent to use Holding Provisions in the future Zoning By-law in order to demonstrate the availability and/or provision of important elements of community infrastructure, potentially including schools, community facilities, transportation capacity, servicing infrastructure and storm water management facilities before development can be receive final zoning approval.

### Process Requirements

This Report recommends that the development approvals process for new applications in the Regional Centre include a requirement for the submission of a Community Design Plan. The Community Design Plan will be an important implementation tool of the policy recommendations and will be required to demonstrate how a development proposal respects and reinforces the policy recommendations in this Report.

The Community Design Plan will ensure comprehensive redevelopment of the Regional Centre and shall consider the impacts of a proposal within its larger context. The Community Design Plan shall demonstrate how the proposal will support the block size, road network, mix of uses and urban design principles included in this Report. The specific terms of reference for Community Design Plans will be created by Town planning staff.



Buildings should have detailed and well articulated street level façades with quality materials to help animate the street and create a visually interesting street interface. The following principles should be considered to implement such design:

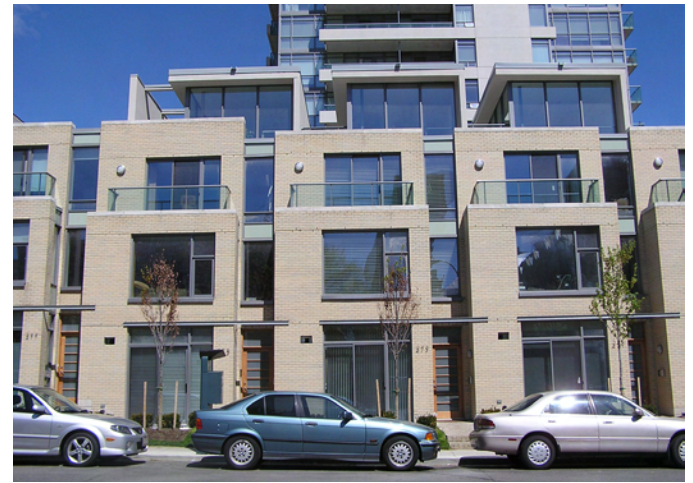
- The ground floor of buildings should feature narrow retail bays and frequent street entrances to help create a strong visual rhythm.
- Break out spaces for selling, displays, or patios are encouraged to create a dynamic pedestrian environment.
- Pillars and colonnades should be discouraged at podium bases.
- Podiums should provide variation in finishing materials from towers above the 3rd floor level.
- Different podium bases on different blocks should provide variation in design treatment and building materials.

### **Building Setback**

An important element to controlling how a tall building interacts with the street environment is through setbacks. A setback zone is the dimension between the property line and the building facade. The setback zone varies based on the nature of the recommended uses and heights for the property and the surrounding street network. Recommended setbacks for the Richmond Hill Regional Centre are identified in Table 3.

The following principles should be applied to control the setbacks of buildings on a parcel:

- No building elements should be located in the setback zone. Along active ground floor uses, the setback area should be designed as an extension of the public realm creating opportunities for generous pedestrian zones and spill out spaces for retail uses. Along residential frontages, the setback area should be designed as front yards, gardens or patios to accommodate at-grade units and/or residential lobbies.
- A continuous built façade should be required along street edges surrounding open spaces and along property lines adjacent to open spaces. A 3 meter setback should be required along properties lines adjacent to open spaces.
- Buildings around the Station Area should be encouraged to develop a generous 3 meter setback to accommodate high pedestrian traffic, waiting areas, shelters, canopies and landscape treatments
- 3 meter setbacks should be required along local streets to accommodate residential, retail and office uses at grade.



### Ground Floor Use Strategy

Active ground floor uses are important elements in creating a vibrant, safe streetscape that encourages pedestrian activity and public life. In order to accommodate ground floor uses, building depths that can accommodate both residential and/or commercial uses are encouraged. Table 3 describes guidelines regarding the types of active ground floor uses that should be developed in the Centre. To maximize the benefit of active ground floor uses in the Regional Centre, the following principles should be considered:

#### *Residential Ground Floor Use Strategy*

- In proximity to existing residential fabric, ground floor uses should be limited to residential uses.
- Live/ work uses should be considered as part of the residential ground floor use strategy.
- All at grade residential units should, in most cases, have individual primary entrances and main floor levels placed slightly above grade (0.3 - 1.0 metres) in order to achieve visual privacy from any sidewalks and streets.

#### *Commercial Ground Floor Use Strategy*

- Active ground floor uses should also be encouraged around significant open spaces such as the new transit plaza, all frontages should primarily consist of street oriented retail, restaurants and services.
- Live/ work uses should be considered as part of the commercial ground floor use strategy.
- Large lobby frontages, drop off areas, lay-bys or other inactive uses are strongly discouraged on arterial or collector streets.
- No blank walls or facades should be permitted along arterial, collector or local streets.

### Building Massing and Siting

Controlled building massing and siting will contribute greatly to achieving a future Richmond Hill Regional Centre that is urban in look and feel. New development in the Regional Centre should have clearly articulated bases, middles and tops.

The base of a building, also known as a podium, helps to integrate the building with existing development and provides definition to surrounding streets and open spaces. The middle part of a tall building comprises the most prominent vertical element. Through its position, height and orientation it defines the scale and proportion of the building and how it impacts upon its surroundings. The top of a building is where the middle meets the sky and where the image of a building, or its skyline, from a distance is formed.

#### **The Building Base**

A well-designed building base provides an opportunity to create a pedestrian-scaled environment at street level. The following principles should be considered when evaluating building bases:

- Building bases should be oriented parallel to the street and provide continuous frontage along their primary facade.
- Special attention should be paid to the street network hierarchy to ensure that primary building entrances are appropriately located on arterial or collector streets.
- Entrances to parking and servicing should be limited to local streets or lanes.
- Site access to a building at its base should be



consolidated, minimizing the number of curb cuts required.

- Where changes in elevation on the building parcel occur, particularly around bridges, the building should be integrated into the topography and built to respond to changing elevation.
- Dimensions of a building footprint or podium should generally not be greater than 70m in either direction with the exception of buildings in the Station Character Area.
- Ground floor heights should be a minimum of 5m floor to floor where retail or commercial uses are permitted or required.
- In order to maintain a strong relationship to the street, the ground floor of the building should be raised no higher than 1m above the ground level elevation.

### **The Building Middle**

The following principles should be considered when evaluating building middle:

- Building podiums throughout the centre must be a minimum of 3 storeys with a maximum of 6 storeys or a 1:1 ratio with the street, whichever is less.
- Where tower elements are incorporated, podiums should create a human scaled streetwall.
- Podium stepbacks of at least 3 meters are encouraged above the 6th floor, but exact heights for stepbacks should be defined in the context of an development application.
- Low and mid-rise buildings should have a clearly articulated building base using consistent architectural treatments such as awnings and canopies to accentuate the ground floor zone.

### **The Building Top**

The following principles should be considered when evaluating building towers and tops:

- Require a minimum tower separation of 25 metres tower to tower.
- Towers may be located at corners of buildings and at gateway sites, to maximize development and help reinforce the streetwall.
- Towers should have a slender profile. Above the podium, residential floor plates should not exceed 750 square meters.
- Above the podium, office floor plate area should not exceed 2,000 square metres.
- Blank walls should not be permitted.
- Balconies should be recessed and/or integrated into the building facade as an important design consideration.
- Tower tops should screen or incorporate mechanical penthouses and elevator cores into the design of the building top and contribute to an attractive skyline profile.
- All roof tops are encouraged to include green roof spaces for environmental sustainability, as well as to provide additional private amenity space for users of the building.
- The tops of towers should be articulated through the use of a small setback on the top 3 to 6 storeys, a difference in articulation or the use of an architectural element or feature.
- Where towers are allowed, a tower setback is encouraged. Exact heights for stepbacks should be defined in the context of a an actual application.

**TABLE 3** A VARIETY OF BUILDING TYPES

	<b>multi-use corridor</b>	<b>setbacks</b>	<b>angular planes</b>	<b>ground floor uses</b>
M1	busway	5m	n/a	employment/retail
<b>arterial roads</b>				
A1	Yonge Street	0m	n/a	employment/retail/residential
A2	Highway 7	0m	n/a	n/a
<b>collector streets</b>				
C1	Garden Avenue Extension	0m	n/a	employment/retail
C2	High Tech Road	3m	45°	employment/retail/residential
C3	Sunnywood Extension	3m	n/a	employment/retail/residential
C4	Oneida Drive	3m	n/a	employment/retail/residential
C5	Bantry Avenue	0m	n/a	employment/retail/residential
C6	Station Street	3m	n/a	employment/retail
C7	Red Maple Road	3m	45°	employment/retail/residential
C8	Red Cedar Avenue	3m	n/a	employment/retail/residential
<b>local streets</b>				
L1	new local street	3m	45°	residential
L2	new local street	3m	n/a	residential
L3	new local street	3m	n/a	residential
L4	Beresford Drive	3m	45°	residential
L5	Roosevelt Dr	3m	n/a	residential
L6	Mackay Dr	3m	n/a	residential
L7	new local street	3m	n/a	residential
L8	new local street	3m	n/a	residential
L9	new local street	3m	n/a	residential
L10	new local street	3m	n/a	residential
L11	new local street	3m	n/a	residential
L12	new local street	3m	n/a	residential
<b>laneways</b>				
	new laneway	2m	n/a	residential



### Transition and Angular View Planes

Any site directly adjacent to or across from an existing low density residential area must be designed to address the transition by:

- Providing lower heights along site edges that are adjacent to or across existing from the neighbouring single family houses.
- Creating articulated building frontages that are in a residential form that is compatible with the surrounding community.
- When located in proximity to low-rise residential areas, maximum heights are subject to a 45 degree angular view plane.
- Schedule 4 and Table 3 describes the specific locations in which an angular view plane would apply to ensure an adequate transition in development is achieved.

### Designing Safe Communities

New development should be designed in accordance with the principles of Crime Prevention Through Environmental Design (CPTED). In particular, the following factors should be considered in the evaluation of new development:

- clear distinction between the public and semiprivate realms;
- clear sight lines along public pathways and in public spaces;
- opportunities for natural surveillance of lanes, sidewalks, streets, and other public spaces;
- provision of adequate security lighting of pedestrian

and cycling routes, car parking areas, and other public spaces; and

- ensuring that landscaping does not compromise security by preventing clear views from streets to pathways, open space or car parking areas.

### Bridges

The physical environment of the Richmond Hill Regional Centre is currently impacted by the CN Rail corridor, which has created the necessity for bridges connecting the east and west sides of the site. To improve the connectivity of the site in the future and mitigate the impact of the existing bridges on the physical environment, it is recommended that:

- New development adjacent to existing or new bridges should build up to the bridge and establish the level of the bridge as grade. Development should accommodate variations in grades leading up to bridge infrastructure to allow for active ground floor uses at grade.
- A new mixed traffic bridge over the CN Rail corridor should be implemented south of High Tech Road and north of Highway 7 as part of the Garden Avenue Extension.
- A new pedestrian and cycling bridge connecting Sunnywood Extension into the Red Maple Character Area should be created.



### Public Art

Incorporating public art into the public realm is increasingly seen as a vital aesthetic, social, economic and cultural advantage for communities. Public art is a major component of place-making and should be integrated at every opportunity possible. This integration of public art may be defined as: the inclusion of artists on professional design teams to provide input on space design from the initial stages of planning; the creation of objects to beautify public spaces, improve their function and enhance their meaning in the community; and the creation of site-specific experience using various art forms and media to enhance the sense of place. The following are recommended actions to encourage the development of public art in the Regional Centre:

- All developments from both private and public investment are encouraged to contribute to a public art program for public spaces in the Regional Centre.
- Private development should consider public art opportunities as part of their project design.
- Community infrastructure such as benches, lighting, sidewalks, bus shelters, and bike racks should be encouraged to be artistically designed or incorporate public art.
- Public art components should be included on streets and within open spaces.

### Views and Gateways

The high density mixed use development that is envisioned to occur around the Station Area creates an opportunity to redefine the skyline in the area. Because of the Regional Centre's position along Highway 407 and the Hydro corridor, it has the potential to develop a dramatic and impressive skyline. The creation of this skyline should be of consideration to the Town when reviewing development applications in the area.

There are two types of gateway sites in the Regional Centre, Primary and Secondary gateways are denoted on Schedule 4. Primary gateways mark the entrance to the Regional Centre and are key sites for distinct architectural treatments. Primary gateways include the intersections of Yonge Street and the Garden Avenue Extension, Yonge Street and Bantry Avenue and the Garden Avenue Extension and Red Cedar Avenue.

Secondary gateways represent important internal placemaking nodes and are noted along Yonge Street at High Tech Road and Sunnywood Extension and at the intersection of the Garden Extension and Red Maple Road. These intersections are key sites for active ground floor uses and should be considered for special architectural development.



## 5.5 Sustainability Policies

The vision for the Regional Centre is founded upon a set of principles that recognize the need to create sustainable development patterns in the Richmond Hill Regional Centre as a basic requirement. All of its core features, including its comprehensive mix of uses, high density development pattern, provision for a high quality system of connected public spaces, small walkable blocks and emphasis on other non-auto travel modes maximize its contribution to current and planned transportation investments and showcase its sustainability. Specific policies and design guidelines can further impress the importance of developing the Regional Centre in a sustainable manner.

Policies that apply to development at the Regional Centre should encourage economic, social and environmental sustainability. New development should demonstrate an efficient use of land and a positive relationship to new transportation infrastructure that reflects the economic investment made by the Town, Region and Province in developing a new, urban centre. New development should also be encouraged to provide a range and mix of housing types and tenures including affordable housing, targeting a 35% share of affordable housing as outlined in policy 5.4.6 (e) of the draft Regional Official Plan. In terms of environmental sustainability, new Official Plan policies should require all new development in the Centre (including ground-related residential uses) to comply with Policies 5.4.6 (g); (h); (i); (j); (l); and (m) of the draft Regional Official Plan.

New development at the Regional Centre should optimize the energy efficiency of buildings and be encouraged to incorporate new and innovative technologies that enhance the environmental sustainability of the building.

The following recommendations should be considered for new development in the Centre:

- All new development should comply with policies in the draft Region of York Official plan that outline sustainable building practices.
- Encourage the incorporation of green roofs on all buildings.
- Emphasize the use of renewable energy sources.
- Encourage the use of innovative wastewater technologies.
- Introduce stormwater management including reduction in quantity, increased permeable surface, collection, filtering and reuse.
- Encourage the integration of indigenous planting and biodiversity of material within landscaping, streetscaping and public spaces.
- Require the provision of on-site building recycling facilities.
- Encourage buildings to be oriented to optimize solar gain.

Due to the size and scale of the future development of the Regional Centre, it is recommended that the Town investigate the use of district energy at this site and undertake a process to identify the ideal site for district energy purposes.



In addition, the Town should take the direction from York Region one step further and apply green building standards to new construction in the Regional Centre based on the LEED rating system or a comparable method. Such a system should be incorporated into Official Plan policies to ensure consistent sustainable development in the Regional Centre. As an example, the LEED system rates a building's sustainability based on the achievement of points in the six categories of:

- Sustainable sites including alternative transportation availability and public transit access,
- Water efficiency including water efficient landscaping and waste water reduction,
- Energy and atmosphere including optimized energy performance,
- Materials and resources including construction waste use and recycling,
- Indoor environment quality including increased ventilations, and
- Innovation and design process.

## 5.6 Parks and Open Space Policies

Parks and Open Spaces are a critical part of the urban structure of the Centre. The intent and role of each of the open spaces is described in Section 3.4 of this document.

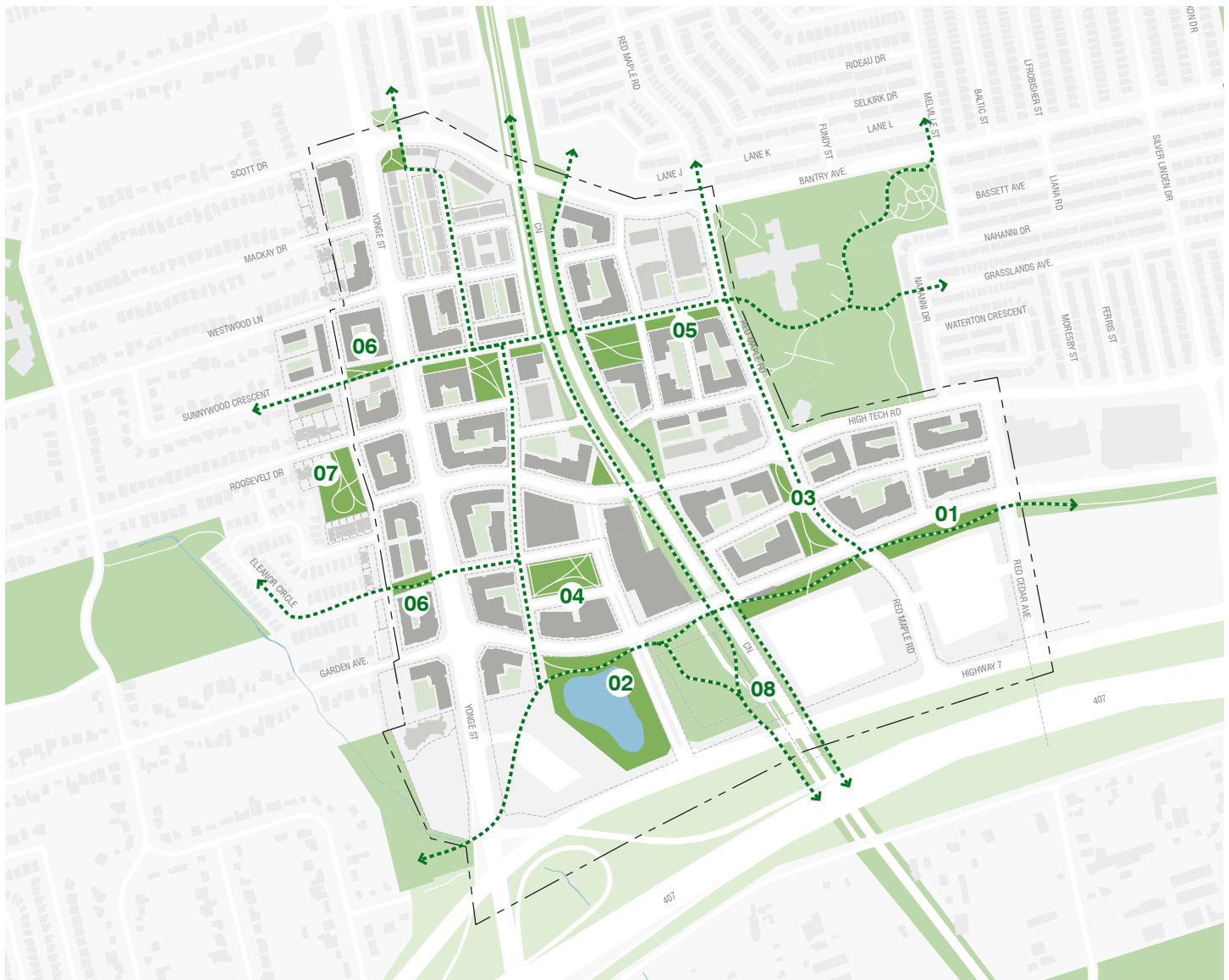
Open spaces are a key component of the public realm and of community life. They create spaces for people to gather, enjoy recreational activities, or to simply relax. Open spaces come in a variety of shapes, sizes and forms. Anything from secondary spaces such as courtyards, parkettes, to urban plazas and substantial park spaces, such as Dr James Langstaff Park, are part of the open space network.

The open space network identifies new and improved public space initiatives that can greatly increase the amenity within the Regional Centre and create key placemaking moments.

Schedule 5 demonstrates the types and scale of open spaces that are recommended for the Regional Centre. With the exception of the Multi-Use corridor, a key element to providing connections to the Station Area and the Langstaff gateway lands that is recommended for development by the Town in the near future, the remainder of the open space plan is not a fixed plan for exact size and configuration of open spaces. Future development applications may incorporate open space as recommended or include new open space proposals, that demonstrate how the proposal contributes to the creation of an enhanced highly connected network of open spaces within the Regional Centre. Parks should be lined with active uses wherever possible to increase “eyes on the street” and connections to and from public spaces and the active transportation network should be maximized.

LEGEND

- 01 Garden Extension Greenway
- 02 High Tech Pond and Stormwater Facilities
- 03 Maple Parkette
- 04 Transit Square
- 05 Sunnywood Linear Green
- 06 Yonge Street Parkettes
- 07 Yonge West Park
- 08 Multi Use Corridor



**SCHEDULE 5** RECOMMENDED OPEN SPACE NETWORK

## 5.7 Servicing Policies

As described in section 4.9 of this Report, the future impacts of intensification in the Regional Centre will require a more detailed MESP study of servicing and stormwater management to better understand the future needs of the Centre.

Servicing and stormwater management policies applying to the Centre in the new Official Plan are recommended to include statements about implementing Low Impact Development methods and meeting the Regional sustainability standards for new development as outlined in policies 5.4.5 (g); (h); (i); (j); (l); and (m) of the new Draft Official Plan for the Region of York. New development should be required to demonstrate how it will contribute to a Town-wide effort to reduce water use and implement new, urban methods of managing stormwater and servicing issues.

Generally, servicing functions are a detriment to a pedestrian oriented environment. Such functions should be screened from pedestrian view, and/or not located along street fronts. Servicing in the Regional Centre should be guided by the following:

- Loading and servicing access should be restricted to local streets or laneways in order to minimize the impact on the pedestrian realm.
- Servicing and loading functions should not be permitted along arterial roads or along public open spaces and wherever possible should be located underground or concealed within the building block.

New development at the Regional Centre must be sensitive to the fact that servicing and storm water infrastructure has limited capacity. Efforts should be made to ensure that new development incorporates Low Impact Development practices into building and site design. The following recommendations highlight ways in which new development can minimize its impact on servicing and storm water infrastructure:

- Encourage rain water harvesting and reuse.
- Encourage technologies that allow for grey-water re-use for irrigation.
- Encourage technologies that allow for grey-water re-use for toilet flushing.
- Require the implementation of green roofs and soft landscaping practices to mitigate runoff and maximize ground water recharge.
- Encourage the use of bioswales in areas that have large scale landscaping to mitigate effects of runoff into water systems.
- Where possible encourage the incorporation of natural features into site design.
- Support the inclusion of green roofs and vegetated landscaping elements of buildings.

## 5.8 Conclusion

To further the Town's understanding of the future needs of the Regional Centre, the following studies are recommended to be undertaken prior to or in conjunction with the development of a Secondary Plan

- A coordinated regional-scale transportation study to understand the cumulative impacts of both portions of the Richmond Hill/Langstaff Gateway Urban Growth Centre.
- A Regional Centre-specific study that details Transportation Demand Management and parking strategies.
- A coordinated MESP study with the Town of Markham and the Region of York to assess the cumulative sanitary, sewer and telecommunications servicing needs of both portions of the UGC and determine a sustainable approach to planning for new servicing infrastructure.
- A Low Impact Development Strategy study that outlines additional LID recommendations, a draft Richmond Hill-specific green building strategy and district energy strategy.
- A feasibility analysis of the stormwater pond naturalization and use of bioswales as an innovative storm water management techniques.

The Richmond Hill Regional Centre has tremendous potential to become a major hub in the northern part of the Greater Toronto and Hamilton Region. Policies in the new Official Plan will contribute an important first layer to the overall policy framework that will apply to the Centre. Coupled with a future Secondary Plan, and new Zoning By-law, new development in the Centre can quickly begin to realize the Concept for the Centre in a coordinated, consistent manner.





**Richmond Hill Regional Centre  
Final Recommendations Report  
Appendix**

*Character Area Illustrations of Urban Design Policies*

## **Character Area Overview of Urban Design Policies**

### **yonge street (east side of yonge street)**

#### **structure**

Block sizes should generally range between 70-80m in depth to allow for frontage on both Yonge Street and new local streets. The length of the blocks along Yonge Street should range between 80-120m.

#### **permitted uses and building types**

Taller towers are encouraged along the eastern edge of the character area adjacent to the Station Area. Office, retail and residential uses should be permitted. Building forms along Yonge Street should create a pedestrian friendly environment while providing opportunities for green connections at mid-block locations through the use of public or semi-public spaces.

#### **ground floor uses and frontages**

Active frontages such as retail and office uses should be encouraged along Yonge Street. Transit waiting areas should be integrated into the ground floor of buildings where possible. Residential frontages should line the new local street to better transition to the existing neighbourhood fabric.

#### **parking and servicing**

Below grade parking is encouraged. Parking structures should occur mid-block and be concealed on all sides by buildings.

#### **heights and densities**

Minimum base height: 4 storeys

Maximum height: 15 storeys in special height zone, 30 storeys elsewhere

Minimum density: 3.5 FSI

Maximum density: 5.0 FSI

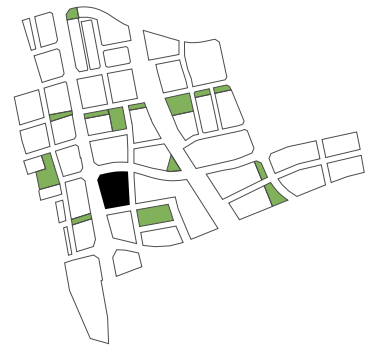
Bonusing Opportunities: yes

#### **angular planes**

n/a

#### **special sites**

Key intersections at Bantry Avenue, Sunnywood Extension, High Tech and Garden Avenue Extension provide opportunities for additional height and distinct architectural expression.



a minimum **tower separation** of 25 metres from a residential and an office tower.

Above the building podium (generally 3-6 storeys), **residential floor plate area** shall not exceed 750 square metres and **office floor plate area** shall not exceed 2000 square metres.

**building heights** shall correlate with those established in Schedule 3.

**bonusing** of certain parcels will be considered in exchange for contribution to area-specific cash in lieu fund (bonus 2 storeys illustrated in this gateway site)

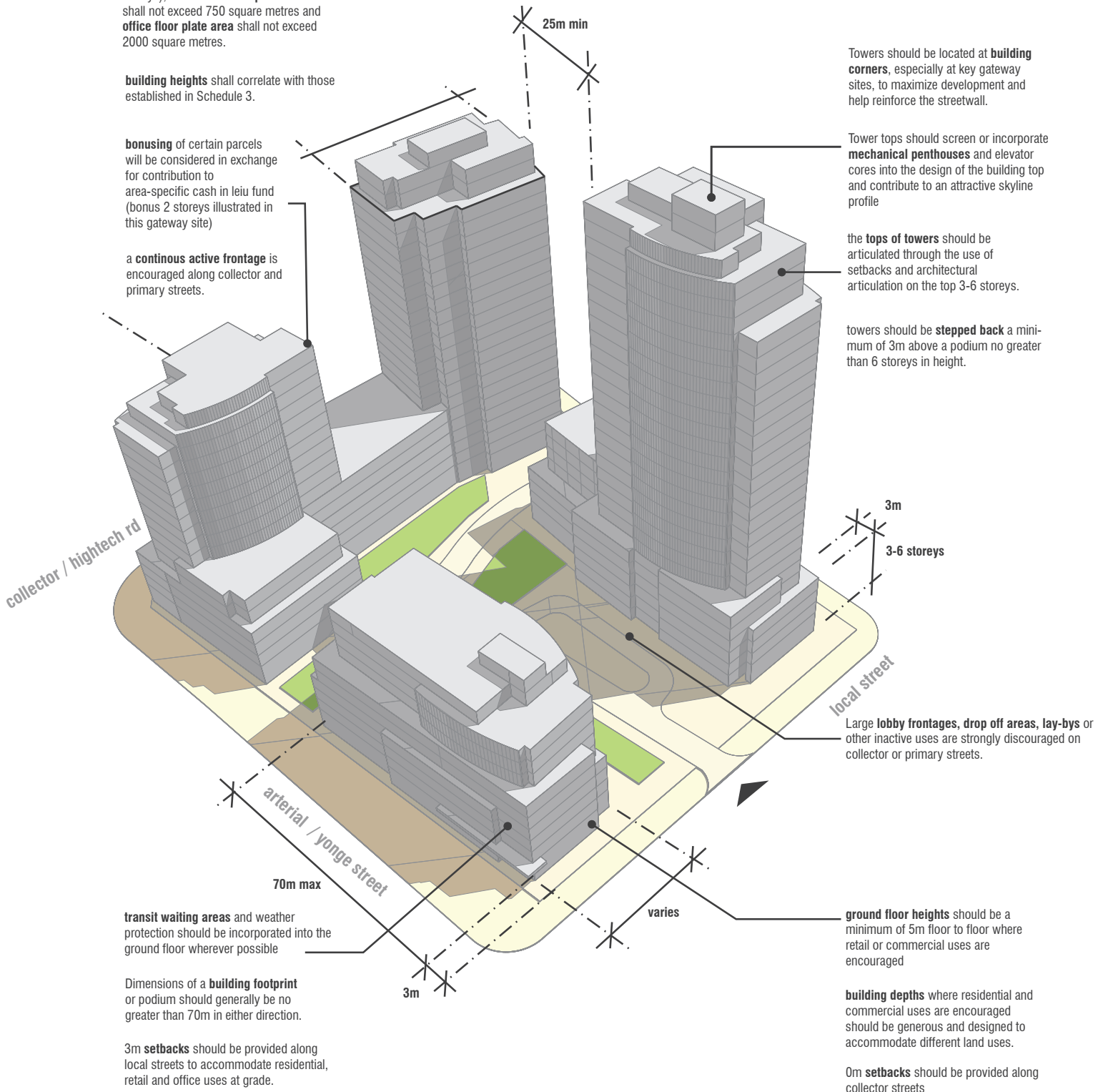
a **continuous active frontage** is encouraged along collector and primary streets.

Towers should be located at **building corners**, especially at key gateway sites, to maximize development and help reinforce the streetwall.

Tower tops should screen or incorporate **mechanical penthouses** and elevator cores into the design of the building top and contribute to an attractive skyline profile

the **tops of towers** should be articulated through the use of setbacks and architectural articulation on the top 3-6 storeys.

towers should be **stepped back** a minimum of 3m above a podium no greater than 6 storeys in height.



Large **lobby frontages, drop off areas, lay-bys** or other inactive uses are strongly discouraged on collector or primary streets.

**transit waiting areas** and weather protection should be incorporated into the ground floor wherever possible

Dimensions of a **building footprint** or podium should generally be no greater than 70m in either direction.

3m **setbacks** should be provided along local streets to accommodate residential, retail and office uses at grade.

**ground floor heights** should be a minimum of 5m floor to floor where retail or commercial uses are encouraged

**building depths** where residential and commercial uses are encouraged should be generous and designed to accommodate different land uses.

0m **setbacks** should be provided along collector streets

## **yonge street (west side of yonge street)**

### **structure**

Block sizes should generally range between 70-80m in depth to allow for frontage on both Yonge Street and new local streets. The length of the blocks along yonge street should range between 80-120m.

### **permitted uses and building types**

Low to mid-rise residential uses should be encouraged along new local street L1 and mid-rise mixed use development should be encouraged along Yonge Street. Office, retail and residential uses should be permitted. Buildings forms along Yonge Street should create a pedestrian friendly environment while providing opportunities for green connections at mid-block locations through the use of public or semi-public spaces.

### **ground floor uses and frontages**

Active frontages such as retail and office uses should be encouraged along Yonge street. Transit waiting areas should be integrated into the ground floor of buildings where possible. Residential frontages should line the new local street L1 to better transition to the existing neighbourhood fabric.

### **parking and servicing**

Below grade parking is encouraged. Parking structures should occur mid-block and be concealed on all sides by buildings.

### **heights and densities**

Minimum base height: 3 storeys

Maximum height: 15 storeys

Minimum density: 2.0 FSI

Maximum density: 2.5 FSI

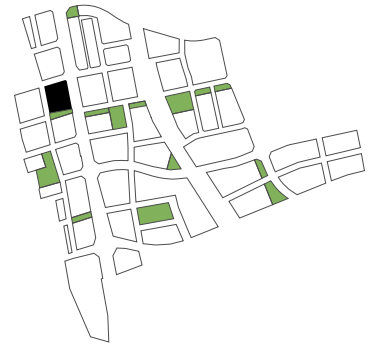
Bonusing Opportunities: at gateway locations

### **angular planes**

A 45 degree angular view plane should apply to new local street L1.

### **special sites**

Key intersections at Bantry Avenue, Sunnywood Extension, High Tech Road and Garden Avenue Extension provide opportunities for additional height and distinct architectural expression.



Above the building podium (generally 3-6 storeys), **residential floor plate area** shall not exceed 750 square metres and **office floor plate area** shall not exceed 2000 square metres.

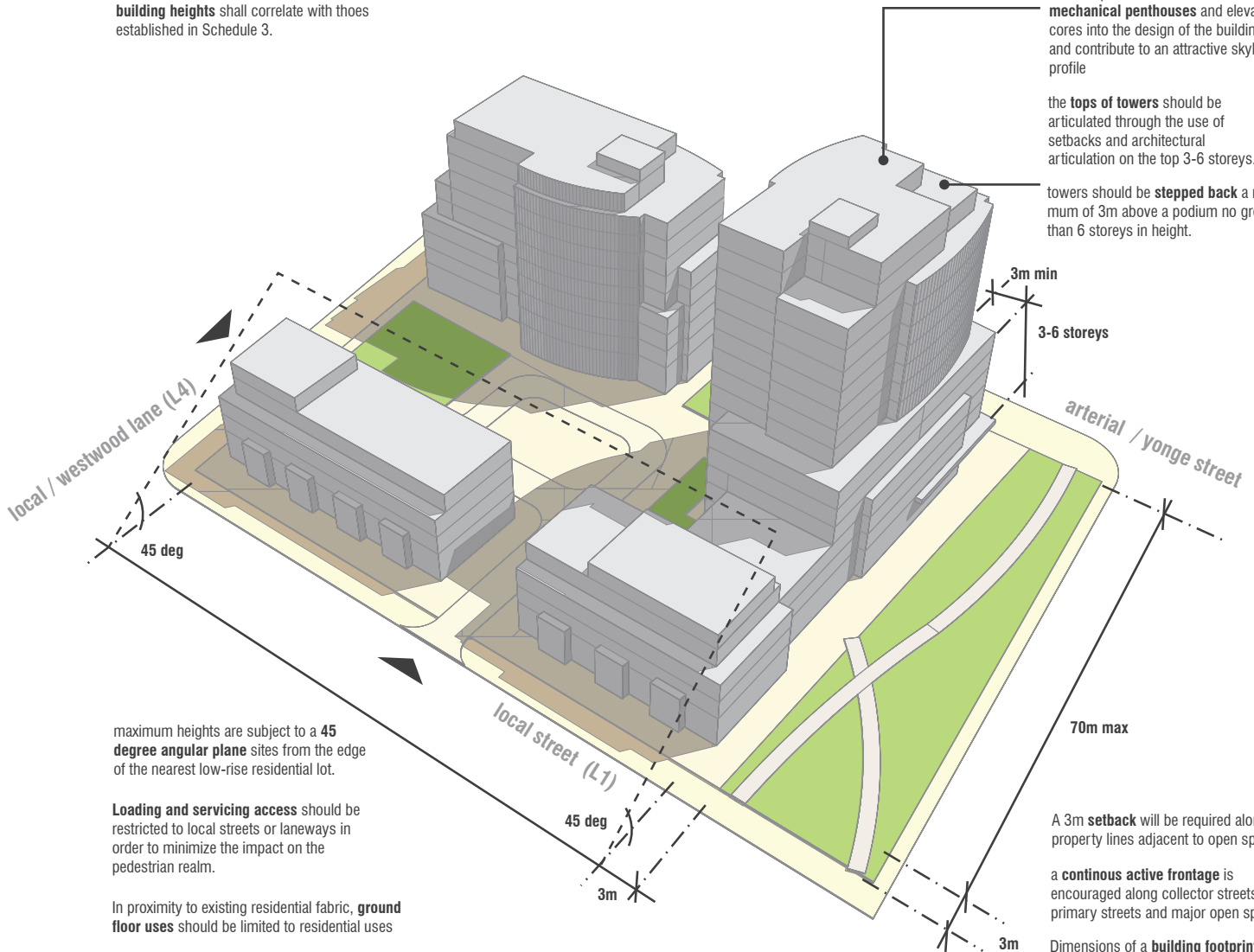
**building heights** shall correlate with those established in Schedule 3.

Towers should be located at **building corners**, especially at key gateway sites, to maximize development and help reinforce the streetwall.

Tower tops should screen or incorporate **mechanical penthouses** and elevator cores into the design of the building top and contribute to an attractive skyline profile

the **tops of towers** should be articulated through the use of setbacks and architectural articulation on the top 3-6 storeys.

towers should be **stepped back** a minimum of 3m above a podium no greater than 6 storeys in height.



maximum heights are subject to a **45 degree angular plane** sites from the edge of the nearest low-rise residential lot.

**Loading and servicing access** should be restricted to local streets or laneways in order to minimize the impact on the pedestrian realm.

In proximity to existing residential fabric, **ground floor uses** should be limited to residential uses

All **at grade residential units** should, in most cases, have individual primary entrances and main floor levels placed slightly above grade (0.3 - 1.0 metres) in order to achieve visual privacy from any sidewalks and streets.

3m min  
3-6 storeys

arterial / yonge street

70m max

A **3m setback** will be required along property lines adjacent to open spaces.

a **continuous active frontage** is encouraged along collector streets, primary streets and major open spaces

Dimensions of a **building footprint** or podium should generally be no greater than 70m in either direction.

**building depths** where residential and commercial uses are encouraged should be generous and designed to accommodate different land uses.

**ground floor heights** should be a minimum of 5m floor to floor where retail or commercial uses are encouraged

## **yonge west**

### **structure**

Block sizes should be modest, generally 40-50m in depth. Wherever possible block structure should align with existing neighbourhood street patterns. The introduction of local street L1 should allow for better circulation with less reliance on Yonge Street.

### **permitted uses and building types**

Only low rise residential uses should be permitted, excluding detached single family houses. Residential forms such as townhouse, stacked townhouse and semi detached dwellings should aid the transition from single family neighbourhoods into the mid-rise typologies along Yonge street.

### **ground floor uses and frontages**

Residential uses should line the local streets with a preference towards ground related units including townhouses or semi-detached forms. Primary entrances should be located on new local street L1.

### **parking and servicing**

Surface lots parking areas should be limited and buffered with landscaping.

### **heights and densities**

Minimum base height: 2 storeys

Maximum height: 4 storeys

Minimum density: 1.0 FSI

Maximum density: 1.0 FSI

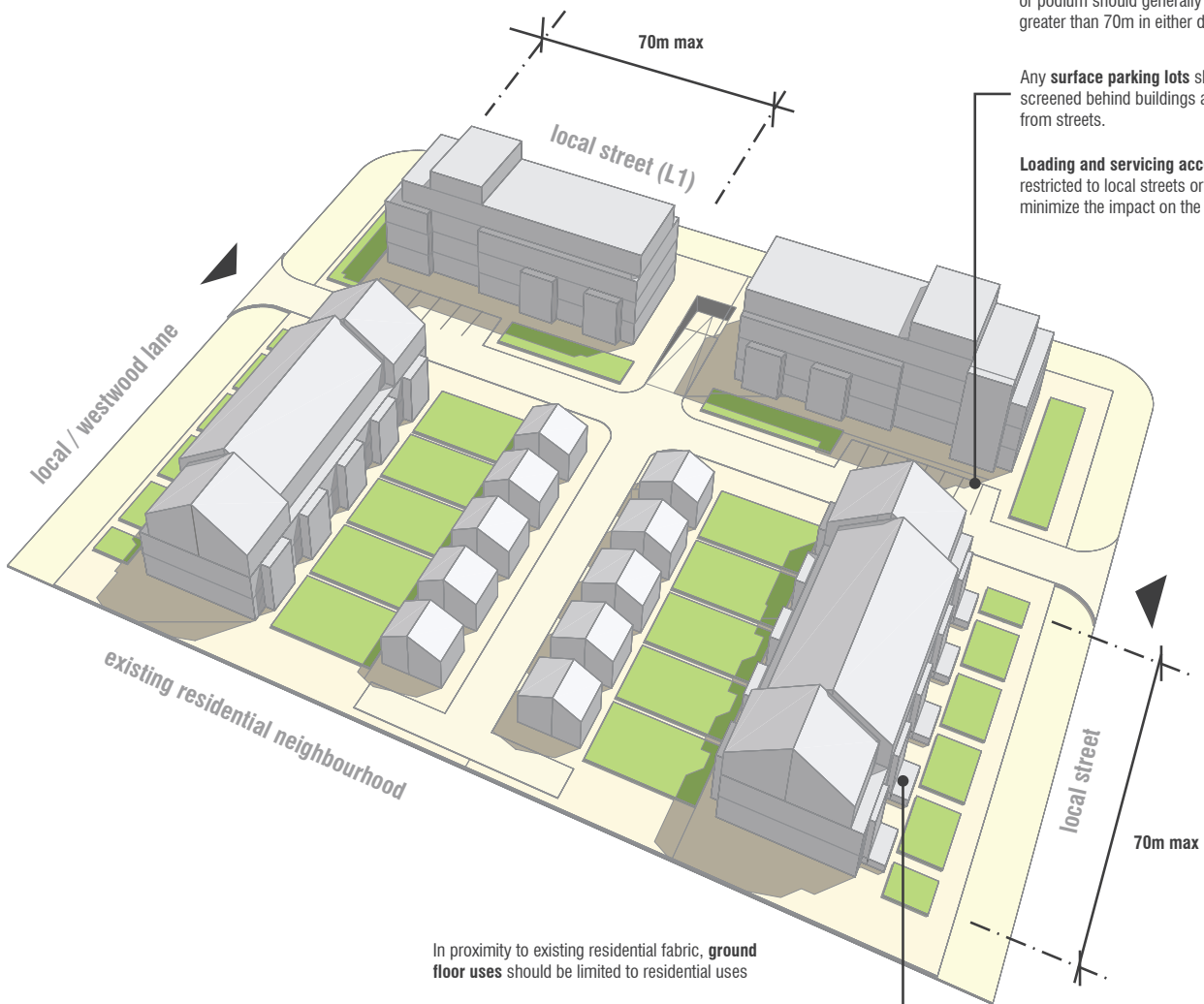
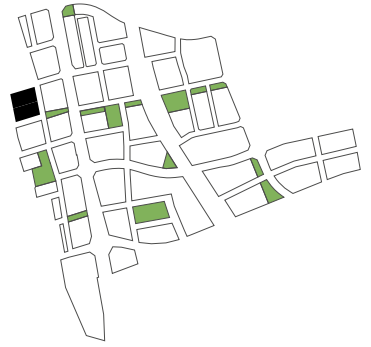
Bonusing Opportunities: no

### **angular planes**

n/a

### **special sites**

n/a



Dimensions of a **building footprint** or podium should generally be no greater than 70m in either direction.

Any **surface parking lots** shall be screened behind buildings and not visible from streets.

**Loading and servicing access** should be restricted to local streets or laneways in order to minimize the impact on the pedestrian realm.

In proximity to existing residential fabric, **ground floor uses** should be limited to residential uses

All **at grade residential units** should, in most cases, have individual primary entrances and main floor levels placed slightly above grade (0.3 - 1.0 metres) in order to achieve visual privacy from any sidewalks and streets.

## **bantry**

### **structure**

The majority of blocks are existing in this area. A new block approximately 80-90m in depth, located at the south of the existing fabric should help to transition the existing residential fabric to the new mixed use development.

### **permitted uses and building types**

Low to mid-rise residential uses should be encouraged along Beresford Drive and mid-rise mixed use development (office, retail and residential) should be permitted along Sunnywood Extension, Detached single-family or semi-detached forms should not be permitted in this area.

### **ground floor uses and frontages**

Retail and active frontage uses should be encouraged along Sunnywood Extension to complement the open space network and support potential future transit infrastructure. Transit waiting areas should be integrated into the ground floor of buildings where possible.

### **parking and servicing**

Surface lots parking areas should be limited and buffered with landscaping. Parking structures should occur mid-block and be concealed on all sides by buildings.

### **heights and densities**

#### **Transitional Area**

Minimum height: 3 storeys

Maximum height: 15 storeys

Minimum density: 2.5 FSI

Maximum density: 3.0 FSI

Bonusing Opportunities: at gateways

#### **Higher Intensity Area**

Minimum height: 4 storeys

Maximum height: 30 storeys

Minimum density: 3.5 FSI

Maximum density: 5.0 FSI

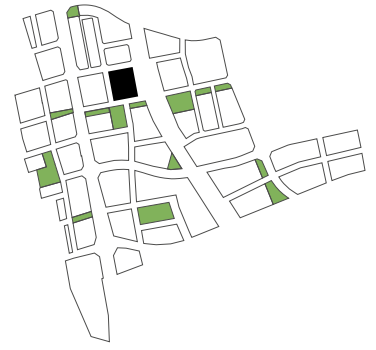
Bonusing Opportunities: yes

### **angular planes**

a 45 degree angular view plane should apply to Beresford Drive (L4).

### **special sites**

Sunnywood Extension is centrally located with close proximity to transit. Development at this location presents opportunities for additional height and distinct architectural expression.



Above the building podium (generally 3-6 storeys), **residential floor plate area** shall not exceed 750 square metres and **office floor plate area** shall not exceed 2000 square metres.

**building heights** shall correlate with those established in Schedule 3.

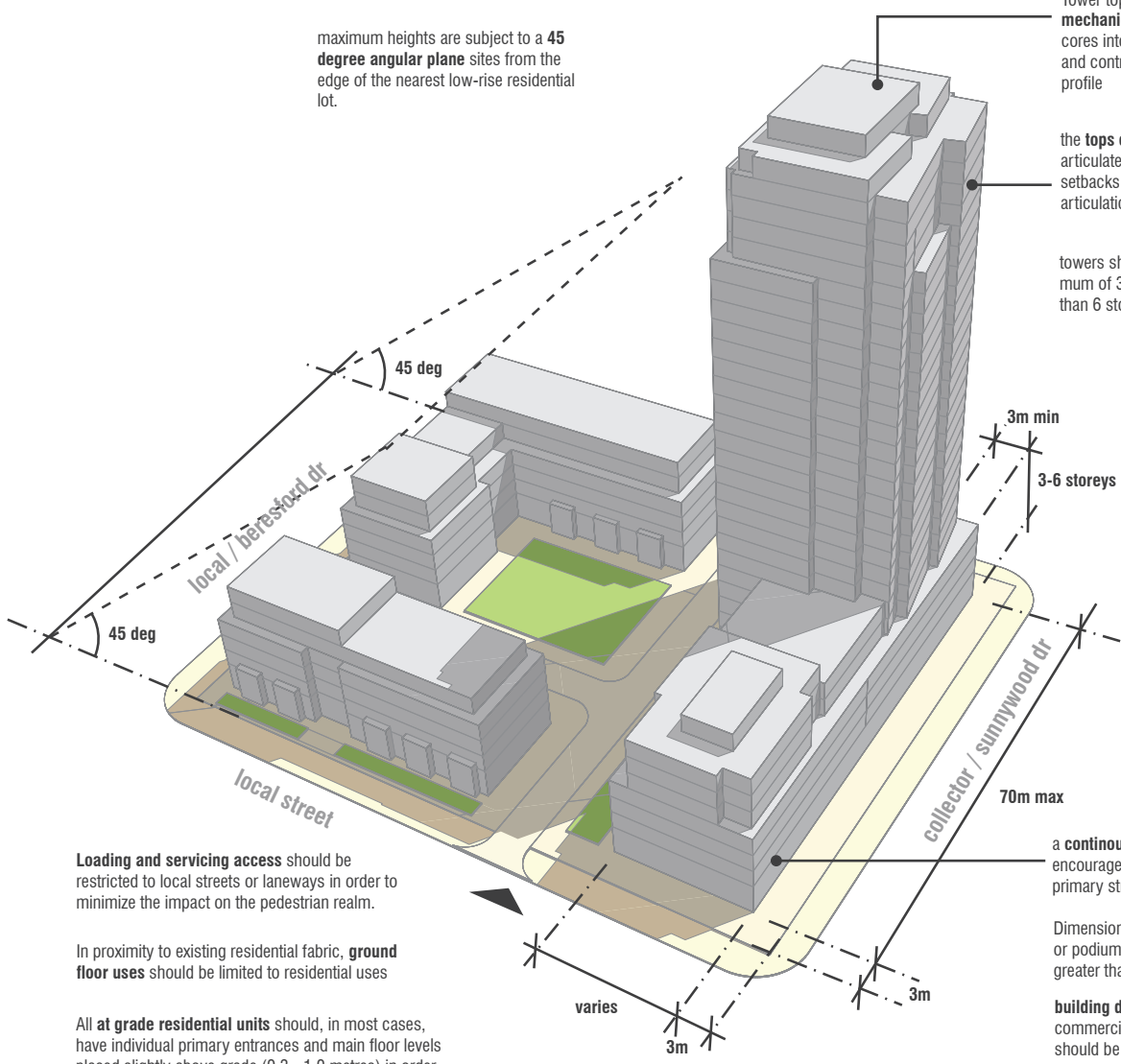
maximum heights are subject to a **45 degree angular plane** sites from the edge of the nearest low-rise residential lot.

Towers should be located at **building corners**, especially at key gateway sites, to maximize development and help reinforce the streetwall.

Tower tops should screen or incorporate **mechanical penthouses** and elevator cores into the design of the building top and contribute to an attractive skyline profile

the **tops of towers** should be articulated through the use of setbacks and architectural articulation on the top 3-6 storeys.

towers should be **stepped back** a minimum of 3m above a podium no greater than 6 storeys in height.



**Loading and servicing access** should be restricted to local streets or laneways in order to minimize the impact on the pedestrian realm.

In proximity to existing residential fabric, **ground floor uses** should be limited to residential uses

All **at grade residential units** should, in most cases, have individual primary entrances and main floor levels placed slightly above grade (0.3 - 1.0 metres) in order to achieve visual privacy from any sidewalks and streets.

a **continous active frontage** is encouraged along collector and primary streets.

Dimensions of a **building footprint** or podium should generally be no greater than 70m in either direction.

**building depths** where residential and commercial uses are encouraged should be generous and designed to accommodate different land uses.

**ground floor heights** should be a minimum of 5m floor to floor where retail or commercial uses are encouraged

## red maple

### structure

The majority of land is currently vacant. Block sizes are to be designed to accommodate high density residential forms and create desirable internal streets. A new local street alongside the rail corridor should allow for a better circulation and relationship to the corridor.

### permitted uses and building types

Mid to high rise residential uses should be permitted as well as all forms of multi-unit residential development. Ancillary retail uses on key streets and locations adjacent to open spaces should be encouraged.

### ground floor uses and frontages

Residential uses should line the local streets with a preference towards ground related units (townhouses or semi-detached forms). Active frontage should be encouraged on Red Maple, and on the new collector street, Oneida Drive which connects to Dr James Langstaff community park.

### parking and servicing

Below grade parking is encouraged. Parking structures should occur mid-block and be concealed on all sides by buildings.

### heights and densities:

#### Higher Intensity Areas

Minimum base height: 4 storeys  
Maximum height: 30 storeys  
Minimum density: 3.5 FSI  
Maximum density: 5.0 FSI  
Bonusing Opportunities: yes

#### Transitional Areas

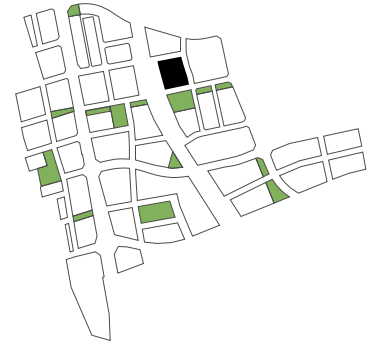
Minimum base height: 3 storeys  
Maximum height: 15 storeys  
Minimum density: 2.5 FSI  
Maximum density: 3.0 FSI  
Bonusing Opportunities: no

### angular planes

A 45 degree angular view plane should apply to the portion of Red Maple Road between High Tech Road and Bantry Avenue.

### special sites

Sites located along the rail corridor present opportunities for higher densities.



a minimum **tower separation** of 25 metres from a residential and an office tower.

Above the building podium (generally 3-6 storeys), **residential floor plate area** shall not exceed 750 square metres and **office floor plate area** shall not exceed 2000 square metres.

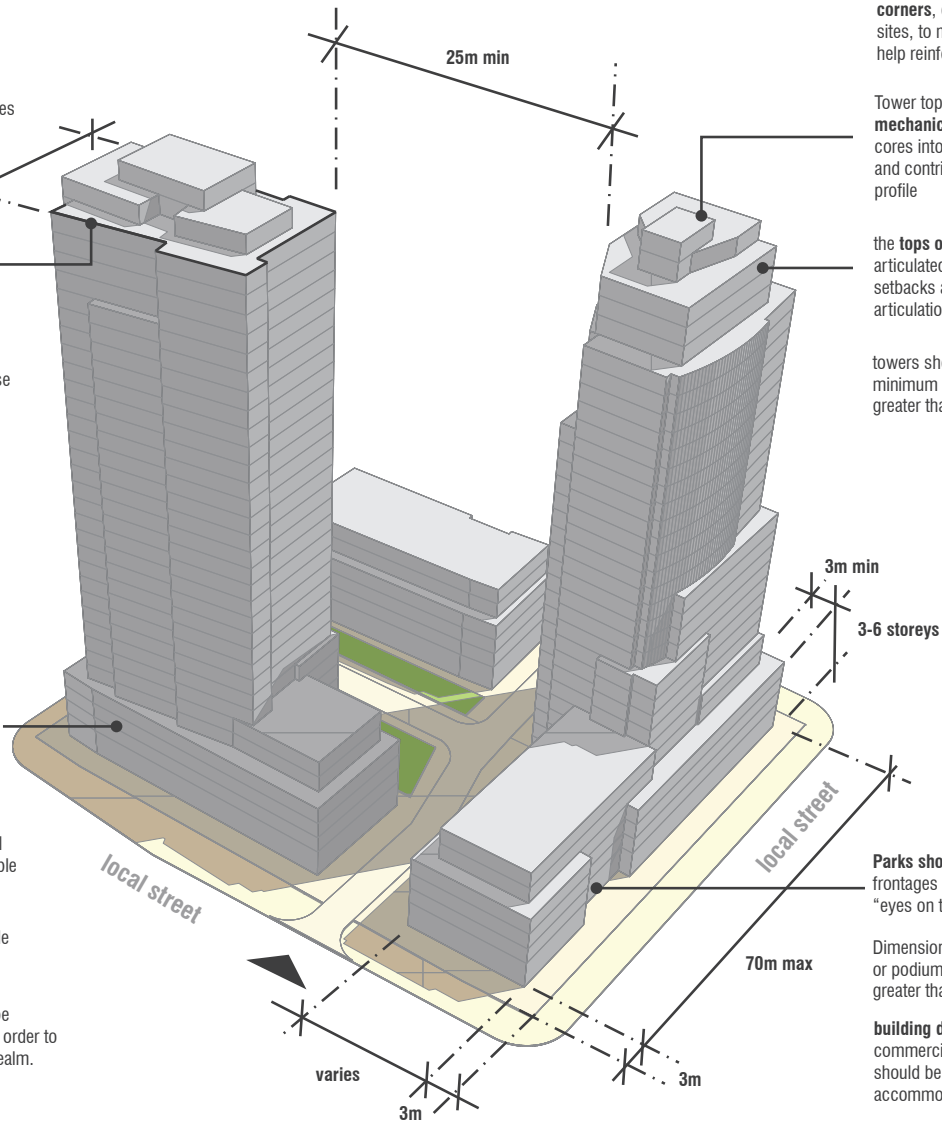
**building heights** shall correlate with those established in Schedule 3.

**Podiums** should be a minimum 3 storeys in height up to a maximum of 8 storeys or a height that is equal to the width of the street, whichever is less.

**site access and access to parking structures** should be located along local streets and consolidated wherever possible

Any **surface parking lots** shall be screened behind buildings and not visible from streets.

**Loading and servicing access** should be restricted to local streets or laneways in order to minimize the impact on the pedestrian realm.



Towers should be located at **building corners**, especially at key gateway sites, to maximize development and help reinforce the streetwall.

Tower tops should screen or incorporate **mechanical penthouses** and elevator cores into the design of the building top and contribute to an attractive skyline profile

the **tops of towers** should be articulated through the use of setbacks and architectural articulation on the top 3-6 storeys.

towers should be **stepped back** a minimum of 3m above a podium no greater than 6 storeys in height.

**Parks should be lined** with continuous active frontages where ever possible to increase "eyes on the street"

Dimensions of a **building footprint** or podium should generally be no greater than 70m in either direction.

**building depths** where residential and commercial uses are encouraged should be generous and designed to accommodate different land uses.

**ground floor heights** should be a minimum of 5m floor to floor where retail or commercial uses are encouraged

## high tech

### structure

The block structure relies on the introduction of a new east-west collector street, the Garden Avenue Extension to become an active frontage and the transformation of the northern portion of High Tech to a residential address.

### permitted uses and building types

Low to high rise residential uses should be permitted along High Tech and mid-rise mixed use development (office, retail and some residential uses) should be permitted along the Garden Avenue Extension.

### ground floor uses and frontages

Employment uses (retail and/or office) should be encouraged along the Garden Avenue Extension in order to maximize transit initiatives. Transit waiting areas should be integrated into the ground floor of buildings where possible.

### parking and servicing

Below grade parking is encouraged. Parking structures should occur mid-block and be concealed on all sides by buildings.

### heights and densities

#### Higher Intensity Areas

Minimum base height: 4 storeys

Maximum height: 30 storeys

minimum density: 3.5 FSI

Maximum density: 5.0 FSI

Bonusing Opportunities: yes

#### Transitional Areas

Minimum base height: 3 storeys

Maximum height: 15 storeys

minimum density: 2.5 FSI

Maximum density: 3.0 FSI

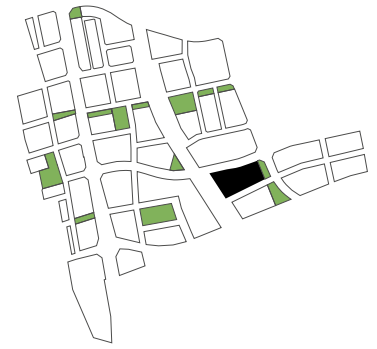
Bonusing Opportunities: at gateway locations

### angular planes

A 45 degree angular view plane should apply to the portion of High Tech Road east of Red Maple Road.

### special sites

Gateway sites at Garden Avenue Extension and Red Maple Road, Garden Avenue and Red Cedar



a minimum **tower separation** of 25 metres from a residential and an office tower.

Above the building podium (generally 3-6 storeys), **residential floor plate area** shall not exceed 750 square metres and **office floor plate area** shall not exceed 2000 square metres.

Towers should be located at **building corners**, especially at key gateway sites, to maximize development and help reinforce the streetwall.

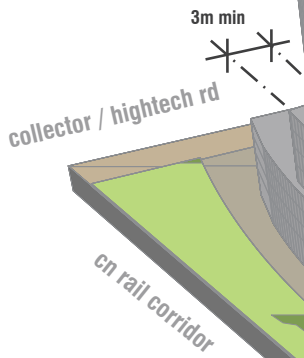
Tower tops should screen or incorporate **mechanical penthouses** and elevator cores into the design of the building top and contribute to an attractive skyline profile

the **tops of towers** should be articulated through the use of setbacks and architectural articulation on the top 3-6 storeys.

**building heights** shall correlate with those established in Schedule 3.

a **continuous active frontage** is encouraged along collector and primary streets.

above towers should be **stepped back** a minimum of 3m above the podium.



**ground floor heights** should be a minimum of 5m floor to floor where retail or commercial uses are encouraged

5m **setbacks** should be provided along property lines adjacent to the CN corridor.

3m **setbacks** should be provided along local streets to accommodate residential, retail and office uses at grade.

**building depths** where residential and commercial uses are encouraged should be generous and designed to accommodate different land uses.

Development should accommodate **variations in grades** to allow for active ground floor uses at grade.

A 3m **setback** will be required along property lines adjacent to open spaces.

## **station area**

### **structure**

Block sizes in the Transit Hub are generous to provide flexibility for future transit initiatives. Varying grades present challenges with the block structure and should carefully be evaluated.

### **permitted uses and building types**

Transit infrastructure should be the primary use of these lands below grade. Mid to high rise mixed use development (office, institutional, entertainment, retail and some residential) should be permitted above. Other complementary public uses should also be encouraged.

### **ground floor uses and frontages**

Employment uses (retail and/or office) should be located at grade and directly connected to transit wherever possible.

### **parking and servicing**

Below grade parking should be required in the Transit Hub.

### **heights and densities**

Minimum base height: 6 storeys

Maximum height: 40 storeys

Minimum density: 5.0 FSI

Maximum density: 6.5 FSI

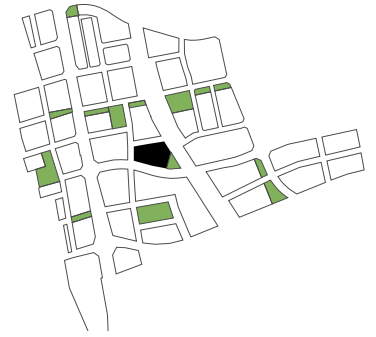
Bonusing Opportunities: yes

### **angular planes**

n/a

### **special sites**

Gateway site at Garden Avenue Extension and Station Street



Towers should be located at **building corners**, especially at key gateway sites, to maximize development and help reinforce the streetwall.

Tower tops should screen or incorporate **mechanical penthouses** and elevator cores into the design of the building top and contribute to an attractive skyline profile

the **tops of towers** should be articulated through the use of setbacks and architectural articulation on the top 3-6 storeys.

Above the building podium (generally 3-6 storeys), **residential floor plate area** shall not exceed 750 square metres and **office floor plate area** shall not exceed 2000 square metres.

towers should be **stepped back** a minimum of 3m above a podium no greater than 6 storeys in height.

**building heights** shall correlate with those established in Schedule 3.

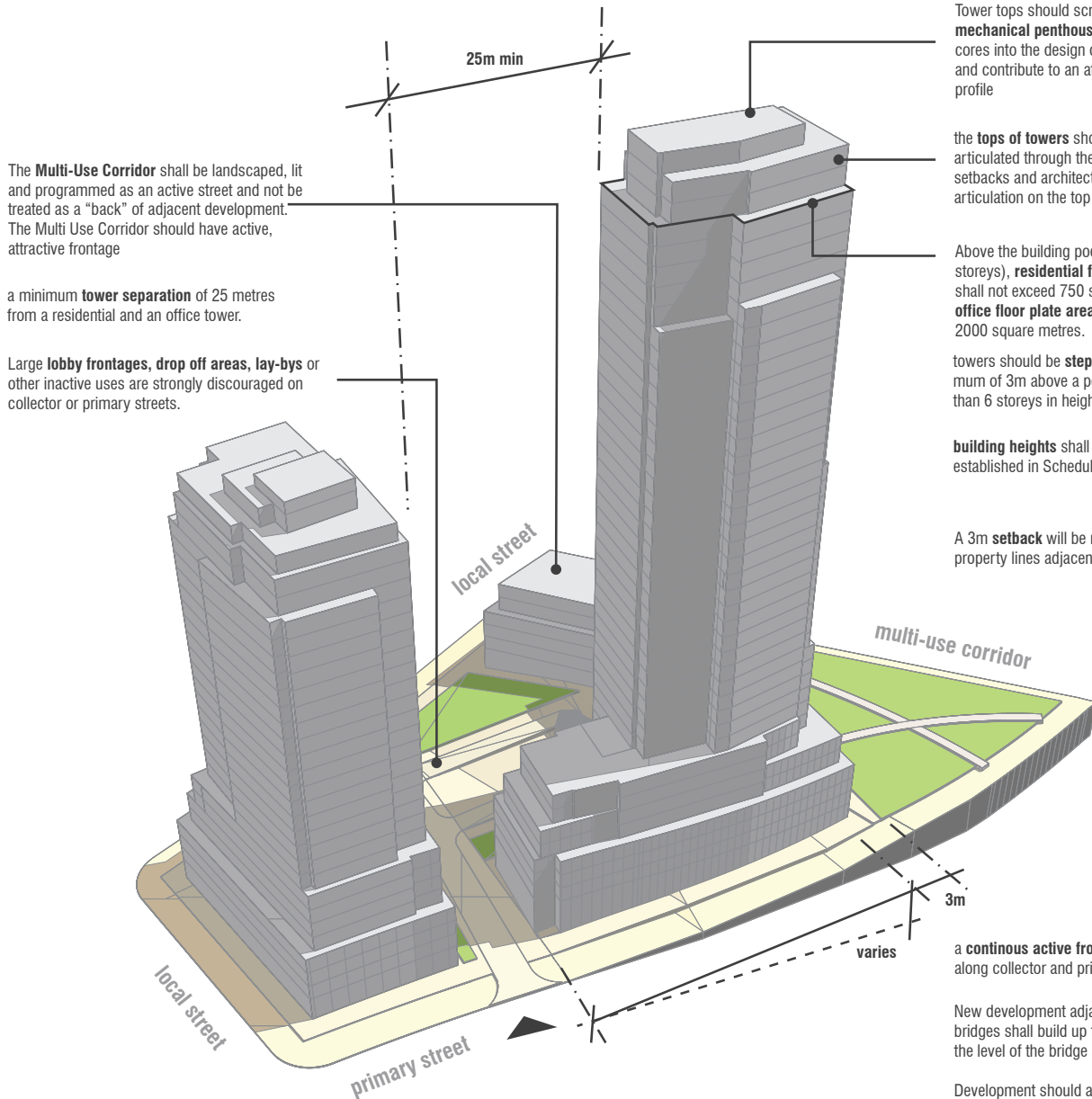
A 3m **setback** will be required along property lines adjacent to open spaces.

a **continuous active frontage** is encouraged along collector and primary streets.

New development adjacent to existing or new bridges shall build up to the bridge and establish the level of the bridge as grade.

Development should accommodate **variations in grades** to allow for active ground floor uses at grade.

Low and mid-rise buildings should have a clearly **articulated building base** using consistent architectural treatments such as awnings and canopies to accentuate the ground floor zone.



The **Multi-Use Corridor** shall be landscaped, lit and programmed as an active street and not be treated as a "back" of adjacent development. The Multi Use Corridor should have active, attractive frontage

a minimum **tower separation** of 25 metres from a residential and an office tower.

Large **lobby frontages, drop off areas, lay-bys** or other inactive uses are strongly discouraged on collector or primary streets.