

RICHMOND HILL CENTRE SECONDARY PLAN

April 21, 2023

10 Richmond Hill Centre

Basis

The area to the north of Highway 7 at Yonge Street in Richmond Hill is identified as “Richmond Hill Centre” on Schedule A1 (Urban Structure) and on Schedule A2 (Land Use) of the Richmond Hill Official Plan and has a land area of approximately 94 hectares.

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

Richmond Hill Centre is located within Protected Major Transit Station Area (PMTSA) 49 ‘Richmond Hill Centre Subway Station’ and Protected Major Transit Station Area (PMTSA) 41 ‘Bantry-Scott BRT Station’ in the York Region Official Plan, which contains minimum density targets for each PMTSA. Within PMTSA 49, the minimum density target is 1,400 persons and jobs per hectare for the lands referred to in Section 2 of Ontario Regulation 344/22 (shown in **Schedule 2** of this Secondary Plan) and the minimum density target is 400 persons and jobs per hectare for the balance of the PMTSA. Within PMTSA 41, the minimum density target is 200 persons and jobs per hectare.

10.1 Introduction

Should new development within the Richmond Hill Centre Urban Growth Centre reach the maximum density this Secondary Plan permits, it is estimated that at full build-out, the Secondary Plan area may accommodate a population of up to 51,000 people and employment of at least 10,000 jobs. These are estimates based on average density of people and jobs.

10.1.1. Purpose

1. The policies of this Secondary Plan build on the general policies and direction of the Part 1 Plan at the local level and will guide decisions to manage growth and development to implement the Richmond Hill Centre vision over the planning period to 2051. The policies in this Secondary Plan are intended to supplement certain policies of the Part 1 Plan. To accurately understand and interpret all of the policies in this Secondary Plan, they must be read in conjunction with the Part 1 Plan. In the event of a conflict, the policies of this Secondary Plan shall apply.
2. This Secondary Plan provides direction for the creation of a future downtown in Richmond Hill Centre, and includes policies aimed at creating a balance of people and jobs that is reflective of Provincial direction for Urban Growth Centres and Major Transit Station Areas.
3. Richmond Hill Centre (“RHC”) is generally focused to the northeast of the intersection of Yonge Street and Highway 7, as shown on Schedule A10 (Secondary Plan Areas) of the Official Plan. The core of the Secondary Plan Area includes the planned High Tech Station

as part of the Yonge North Subway Extension (YNSE), and the southern boundary of the Secondary Plan Area includes the planned YNSE Bridge Station.

10.1.2. Vision

Richmond Hill Centre (“RHC”) will be a new downtown for Richmond Hill. Located at the geographic centre of the Greater Golden Horseshoe and connected by a radiating network of transit service including the Yonge North Subway Extension, GO Transit, VIVA Bus Rapid Transit, York Region Transit and the future 407 Transitway, Richmond Hill Centre will be a magnet for business, arts and culture, a leader in innovation and a key regional destination. RHC will be a transit-oriented urban community defined by its diversity of architecture and building types, its vibrant urban spaces and fine-grained walkable neighbourhoods.

10.1.3. Principles

Six development principles support the Vision and provide specific goals for the RHC. These principles reflect the specific values and aspirations for the RHC.

1. A new downtown for Richmond Hill

Richmond Hill Centre will be more than a high-density residential neighbourhood; it will be a new downtown for Richmond Hill. The Centre will be a high-density, dynamic and vibrant destination featuring a wide mix of employment, housing, *retail*, community, and cultural uses that attract people and jobs from across the Region.

2. A place defined by its high-quality design and public realm

Richmond Hill Centre will be a distinctive and beautiful place characterized by its inviting public realm and high-quality design.

New buildings will contribute to establishing an urban character defined by a mix of building types and a fine grain of development and pedestrian-scaled spaces. Great streets, intimate pedestrian spaces and compelling open spaces will define the user experience and support enjoyment of the place for all people whether they work here, live here, or are visiting.

3. A place for all people

Richmond Hill Centre will be a desirable and inclusive place for people of all ages and abilities, providing housing options that meet the needs of a wide range of households.

Community services and amenities will support people at all stages of life and help to strengthen their ties to the community.

A safe, accessible public realm, including streets, parks, and pedestrian and cyclist connections, will make it easy for people to get around at all times, provide opportunities for recreation and physical activity, and prioritize overall community health and wellbeing.

4. A place for people to walk, bike and take transit

Richmond Hill Centre will be a pedestrian-oriented urban centre with the most fine-grained and connected network of streets and pedestrian and cycling routes in the city. This network will allow easy pedestrian and cyclist access to transit facilities, destinations and amenities in the area as well as the surrounding established residential neighbourhoods.

High-quality transit will be seamlessly integrated with development to maximize transit access and elevate the user experience.

Active transportation and transit use will be prioritized in RHC, and vehicular movement will be accommodated in a way that will not detract from these modes and the overall quality of place.

5. A sustainable, healthy, and resilient place

The development of Richmond Hill Centre will take a comprehensive approach that integrates sustainable practices at all stages of development, including infrastructure planning, urban design, architecture and open space design.

Sustainability will be supported through the realization of a mixed-use, transit-supportive environment and a complete communities approach, which will help to create a more resilient and inclusive place that mitigates and adapts to the impacts of climate change and minimizes environmental impacts.

6. A place that supports new technology and innovation

Planning and development of Richmond Hill Centre will be future-focused and embrace new technology, leveraging it to create a more functional and sustainable place with improved mobility.

Innovation and creativity will be reflected in collaborative methods of delivering development, community facilities, services and infrastructure to facilitate urban evolution over time. Innovative forms of city building and design flexibility will make this part of the city an international showpiece for transit-integrated development and an attractive location for new investment.

10.2. Character Areas and Land Use

Character Areas are distinctive sub-areas within the RHC defined by a common role, development context and intensity. Boundaries of the eight Character Areas are shown on **Schedule 1** to this Secondary Plan and have been defined in response to the specific conditions within the RHC.

10.2.1. General Land Use

1. The predominant use of land within the Richmond Hill Centre shall be mixed-use, transit-oriented development.
2. The permitted uses within the Richmond Hill Centre designation shall include a broad range and mix of residential, employment and institutional uses in a well-integrated, compact urban form. A broad range of non-residential uses are encouraged to support the daily needs of local residents and meet York Region's goals of achieving complete communities where people can access a range of services within a 15-minute walk or cycling trip of their home.
3. The following land uses shall be permitted within the Richmond Hill Centre:
 - a) High density residential;
 - b) Medium density residential;
 - c) Major office;
 - d) Office;
 - e) *Commercial*;
 - f) Institutional;
 - g) *Major retail*;
 - h) *Retail*;
 - i) Community uses; and
 - j) Parks and urban open spaces.
4. *Retail, commercial* and service uses should generally be located at grade to foster an animated, pedestrian-oriented street character.
5. *Live-work units* and *home occupations* are permitted in accordance with Policies 3.3.3.2(9) and 3.3.3.2(10) of the Part 1 Plan.
6. It is a long-term objective of this Plan that *intensification* of existing *major retail* uses occur through redevelopment into a more compact built form. New *major retail* development shall be permitted in RHC only where it can be demonstrated that the use is to be integrated into the base of buildings as part of mixed-use, transit-oriented development.
7. *Development* in RHC should incorporate leading edge communication technology and associated infrastructure to support advancement in mobility, attract and maintain investment, and facilitate research and development and knowledge-based initiatives.

8. Richmond Hill Centre will become a destination for arts and culture uses. The City will encourage the location of new or existing arts and culture uses in the RHC.

10.2.2. Inner Transit Core

The Inner Transit Core Character Area surrounds the future High Tech Station as shown on **Schedule 1** to this Secondary Plan, and generally consists of blocks immediately adjacent to the future High Tech Station. Located in the heart of RHC, this Character Area will be a high density, *high-rise*, and transit-integrated environment characterized by a complex layering of development, transit and civic open spaces that are activated throughout the day and evening by a diverse vertical and horizontal mix of uses. The Inner Transit Core will contain the tallest buildings in RHC, which will form the height peak of RHC. The Inner Transit Core is planned to accommodate the greatest proportion of employment in RHC, with supporting residential uses.

In conjunction with the Outer Transit Core, the Inner Transit Core is envisioned as a centre for arts and culture, civic facilities, entertainment uses, and open spaces that attract people from the city and region at large. The result will be a dynamic working, living and entertainment node centred around higher-order transit, serving as the most dynamic destination within the city.

1. *Development* in the Inner Transit Core will:

- a) Contribute to the highest density, tallest and most transit-connected precinct in RHC in accordance with the built form policy guidance found in Section 10.3 of this Secondary Plan.
- b) Include the greatest proportion of non-residential uses in RHC including office, cultural and entertainment uses.
- c) Prioritize a non-residential character on lands with direct access to High Tech Station.
- d) Be encouraged to include a mix of uses including *retail* or service uses at grade with residential, *office* or institutional uses above.
- e) Maximize opportunities to attract office uses, reinforcing the transit cores as a major office node.
- f) Provide direct connections to transit infrastructure, which may be provided within buildings, through underground or elevated concourses or on-site open space connections.
- g) Frame and activate the Central East-West Pedestrian and Cycling Spine and the North-South Pedestrian and Cycling Spine.
- h) Provide for a vibrant street character and achieve a minimum of 60 percent active at-grade frontage facing public streets, open space and along the Central East-West Pedestrian and Cycling Spine. Active at-grade uses include *commercial*, recreational, entertainment, *retail*, *office*, or institutional uses.

- i) Support innovative built form approaches to minimize the setback of new development from the rail corridor and bridge the two sides of the railway corridor.

10.2.3. Outer Transit Core

The Outer Transit Core Character Area flanks the Inner Transit Core as shown on **Schedule 1** to this Secondary Plan. The Outer Transit Core will become part of the heart of the new downtown, characterized by high density and *high-rise* built form with a diverse mix of uses. Significant residential, *retail*, *commercial*, entertainment and cultural uses are envisioned for this Character Area to support activity throughout the day and evening.

The Outer Transit Core includes lands that front onto Yonge Street, an important regional spine with a distinct identity and role in Richmond Hill. Development fronting onto Yonge Street within the Outer Transit Core will reinforce Yonge Street as a Regional Corridor and main street, and support its transformation into a walkable, pedestrian-oriented area activated by retail at grade and within buildings.

1. *Development* in the Outer Transit Core will:

- a) Contribute to a mix of residential, employment, *retail*, culture and entertainment uses that contribute to a vibrant downtown.
- b) Generally provide for heights and densities that are less than those in the Inner Transit Core in accordance with the built form policy guidance found in Section 10.3 of this Secondary Plan.
- c) Be encouraged to include a mix of uses including *retail* or service uses at grade with residential, *office* or institutional uses above.
- d) Maximize opportunities to attract office uses, reinforcing the transit cores as a major office node.
- e) Contribute to direct connections to transit infrastructure, which may be provided within buildings, through underground or elevated concourses or on-site open space connections.
- f) Frame and activate the Central East-West Pedestrian and Cycling Spine.
- g) Provide for a vibrant street character and achieve a minimum of 60 percent active at-grade frontage facing public streets, open space and along the Central East-West Pedestrian and Cycling Spine. Active at-grade uses include *commercial*, recreational, entertainment, *retail*, *office*, or institutional uses.
- h) Notwithstanding e), where development fronts Yonge Street in the Yonge Street Sub-character Area and where it is located in an area that is not subject to O. Reg. 344/22, as shown in **Schedule 1** to this Secondary Plan, a minimum of 70 percent active at-grade frontage shall be provided to foster an animated, pedestrian-

oriented environment and main street character, and to reinforce the street's importance as a Regional Corridor. Active at-grade uses include *commercial*, recreational, entertainment, *retail*, *office*, or institutional uses.

10.2.4. Bantry

The Bantry Character Area is bounded by Yonge Street to the west and the CN rail corridor to the east as shown on **Schedule 1** to this Secondary Plan. The north part of the area above Beresford Drive consists of stable residential uses where significant change and intensification are not anticipated.

South of Beresford Drive within the Bantry Character Area is envisioned as a *high-rise* and high-density community containing a high proportion of residential uses for people wanting an urban lifestyle, next to the heart of the downtown. North of Beresford Drive within the Bantry Character Area is envisioned as a low/mid-rise and medium density community. The Character Area as a whole will benefit from its walkability to transit and a mix of neighbourhood-serving *retail*, services, and amenities.

Future development south of Beresford Drive within the Bantry Character Area is encouraged to transition appropriately to the Yonge Street corridor and to the existing residential neighbourhood around Baffin Court north of Beresford Drive. *Development* fronting onto Yonge Street south of Beresford Drive within the Bantry Character Area will reinforce Yonge Street as a Regional Corridor and main street, and support its transformation into a walkable, pedestrian-oriented area activated by *retail* at grade.

1. *Development* in Bantry will:

- a) Be realized as a predominantly high-density residential district including population-supporting retail and commercial uses.
- b) Generally provide for heights and densities that are less than those in the Inner and Outer Transit Cores in accordance with the built form policy guidance found in Section 10.3 of this Secondary Plan.
- c) Maintain the character of the existing residential neighbourhood around Baffin Court, north of Beresford Drive, as shown in **Schedule 2** to this Secondary Plan.
- d) Be encouraged to include a mix of uses including *retail* or service uses at grade with residential, *office* or institutional uses above.
- e) Provide for a vibrant street character and achieve a minimum of 60 percent active at-grade frontage facing public streets, open space and along the Northern East-West Pedestrian and Cycling Spine. Active at-grade uses include *commercial*, recreational, entertainment, *retail*, *office*, or institutional uses.
- f) Notwithstanding e), where development fronts Yonge Street in the Yonge Street Sub-character Area and where it is located in an area that is not subject to O. Reg. 344/22, as shown in **Schedule 1** to this Secondary Plan, a minimum of 70 percent

active at-grade frontage shall be provided to foster an animated, pedestrian-oriented environment and main street character, and to reinforce the street's importance as a Regional Corridor. Active at-grade uses include *commercial*, recreational, entertainment, *retail*, *office*, or institutional uses.

10.2.5. Red Maple

The Red Maple Character Area is located between the Red Maple Public School / St. John Paul II Catholic Elementary School site and the CN rail corridor, north of High Tech Road as shown on **Schedule 1** to this Secondary Plan. Red Maple will continue to evolve into a predominantly high-density *high-rise* residential neighbourhood.

1. *Development* in Red Maple will:

- a) Generally maintain its existing high-density residential character, while allowing the introduction of a greater mix of uses through redevelopment in accordance with the built form policy guidance found in Section 10.3 of this Secondary Plan.
- b) Generally provide for heights and densities that are less than those in the Inner and Outer Transit Cores in accordance with the built form policy guidance found in Section 10.3 of this Secondary Plan.
- c) Generally decrease in height as the distance from High Tech Station increases.
- d) Be encouraged to include a mix of uses including *retail* or service uses at grade with residential, *office* or institutional uses above.
- e) Be encouraged to provide for a vibrant street character and achieve a minimum of 25 percent active at-grade frontage facing public streets, open space and along the Northern East-West Pedestrian and Cycling Spine. Active at-grade uses include *commercial*, recreational, entertainment, *retail*, *office*, or institutional uses.

10.2.6. South of High Tech

The South of High Tech Character Area is bound by an extension of Red Cedar Avenue at the east, Langstaff Park and High Tech Road to the north, and Red Maple Road to the west as shown on **Schedule 1** to this Secondary Plan. Interfacing with the eastern edge of the Outer Transit Core, South of High Tech is envisioned as a high-density living and working environment characterized by a mix of urban mid- and *high-rise development* that generally decreases in height as the distance from High Tech Station increases.

The urban form and development pattern established in this Character Area can be used as the basis for future extension of the urban fabric east beyond the RHC boundary toward Bayview Avenue.

1. *Development* in South of High Tech will:

- a) Accommodate a mix of uses in a range of heights and densities that will generally decrease with distance from High Tech Station in accordance with the built form policy guidance found in Section 10.3 of this Secondary Plan.
- b) Contribute to a minimum of 15 percent of the planned total gross floor area within the Character Area as non-residential uses such as *office*, *retail*, service and institutional uses.
- c) Frame and activate the Central East-West Pedestrian and Cycling Spine.
- d) Provide for a vibrant street character and achieve a minimum of 25 percent active at-grade frontage facing public streets, open space and along the Central East-West Pedestrian and Cycling Spine. Active at-grade uses include *commercial*, recreational, entertainment, *retail*, *office*, or institutional uses.

10.2.7. West of Yonge

The West of Yonge Character Area represents an important transitional zone between the highest and densest development expected in the interior of RHC east of Yonge Street and the established residential community to the west. The boundaries of the West of Yonge Character Area have been defined to generally include properties that have frontage on Yonge Street as shown on **Schedule 1** to this Secondary Plan. This Character Area will be characterized by a mix of urban *mid-* and *high-rise development* that creates appropriate transitions to the surrounding existing residential neighbourhoods and reinforces Yonge Street as a Regional Corridor and main street, supporting its transformation into a walkable, pedestrian-oriented area activated by *retail* at grade and within buildings.

1. *Development* in West of Yonge will:

- a) Reinforce the character of Yonge Street as a Regional Corridor, main street, and commercial destination with a walkable, pedestrian-oriented environment.
- b) Contribute to intensification of RHC while demonstrating compatibility with existing neighbourhoods.
- c) Provide transition to the neighbourhood to the west in accordance with the built form policy guidance found in Section 10.3 of this Secondary Plan.
- d) Include a mix of uses including *retail* or service uses at grade with residential, *office* or institutional uses above.
- e) Where development fronts Yonge Street, a minimum of 70 percent active at-grade frontage shall be provided to foster an animated, pedestrian-oriented environment and main street character, and reinforce the street's importance as a Regional Corridor. Active at-grade uses include *commercial*, recreational, entertainment, *retail*, *office*, or institutional uses.
- f) Take a comprehensive approach to redevelopment in accordance with the Eleanor Circle policies, as described in Section 10.9.3 of this Secondary Plan.

10.2.8. Utility Corridor Area

The Utility Corridor lands are located immediately north of the Highway 7 corridor and are defined as shown on **Schedule 1** to this Secondary Plan. This area contains a Hydro One transmission corridor that is of regional importance for the delivery of electricity, as well as the existing Langstaff GO station, Richmond Hill Centre transit terminal, and a stormwater management pond.

While the Utility Corridor is expected to retain much of its current use and function over the horizon of this plan, there is an opportunity to encourage compatible secondary uses that will benefit the environment and the public by revitalizing the corridor land for public use while maintaining its primary function.

1. The City shall explore the potential for secondary uses of the Utility Corridor that benefit the public and environment, such as off-leash dog areas, community gardens, multi-use trail systems, and naturalized areas. Any such use should not inhibit the continuing function of the Hydro corridor or Langstaff GO Station and would be subject to further consultation with Hydro One and other landowners as appropriate.
2. The City acknowledges the lands within the Utility Corridor may be the subject of future feasibility studies that evaluate their potential reconfiguration and developability. If the Utility Corridor lands are to be considered for future development, the City will engage impacted land owners and undertake further study to determine if lands within the Utility Corridor are necessary and desirable for development and determine the appropriate urban design and land use approach to those lands at that time.

10.2.9. Bridge Station Area

Bridge Station will be an important intermodal transit hub located on lands within Richmond Hill between Highway 7 and Highway 407. The Bridge Station area is defined as shown on **Schedule 1** to this Secondary Plan. Acting as a couplet to the High Tech Station within RHC, Bridge Station will enable easy access to subway, inter regional bus service, GO rail and the 407 Transitway. The station will function as a critical link between the Richmond Hill Centre and Langstaff Gateway areas. The location and visibility of Bridge Station area presents a unique opportunity to develop a strong sense of identity and arrival in RHC through high-quality architecture and urban design.

1. *Development* in the Bridge Station Area will:
 - a) Contribute to unique and high-quality built form and urban design that strengthens the identity and sense of arrival in RHC.
 - b) Protect for a new pedestrian and cycling connection along the west side of the rail corridor connecting Langstaff Gateway, Bridge Station and High Tech Station.
 - c) Support seamless connectivity between pedestrian and cycling connections and transit infrastructure.

- d) Accommodate for a future connection to the planned 407 Transitway.

10.3. Built Form, Height and Density

This Secondary Plan anticipates a broad range of building types that collectively contribute to the establishment of a diverse and urban character and skyline in RHC.

New *development* will demonstrate a diversity of built form characteristics while working together to create a cohesive cityscape of defined streets, pedestrian areas and open spaces, connected to and integrated alongside existing and emerging neighbourhoods. *Development* within RHC will prioritize the establishment of a pedestrian-oriented environment supported by porous blocks, building massing and built form that minimize the perceived scale and environmental impacts of taller buildings, and integration of active at-grade uses.

The City of Richmond Hill's existing urban design policies in Section 3.4.1 of the Part 1 Plan provide direction for the establishment of walkable, urban communities with a strong sense of place. The following policies provide more specific guidance to realize the vision for RHC.

10.3.1. Supporting a Diverse, High Quality Centre

1. *Development* within RHC will include a diverse range of building types with heights that vary in response to *site* characteristics, location, Character Area designation and adjacent land uses and building heights. Generally, the highest and most dense forms of development will be located around High Tech Station, with building heights and densities progressively decreasing towards the edges of Richmond Hill Centre.
2. *Development* will demonstrate design excellence through:
 - a) High-quality built form and urban design;
 - b) The use of high-quality durable materials;
 - c) Demonstrated response to context and integration with existing neighbourhoods;
 - d) Contribution to a high-quality and pedestrian-oriented public realm that accommodates and improves the convenience of walking, cycling, and micromobility; and
 - e) Integration of sustainable water and energy-efficient building design and features.
3. *Development* should be designed to accommodate a range of built form over time by:
 - a) Creating flexible *development* parcels capable of accommodating a range of building types;
 - b) Incorporating flexible building typologies that are capable of accommodating both residential and/or *commercial* uses over time;
 - c) Including ground floor heights that can accommodate a range of uses, generally 4.5 metres in height, in the Inner and Outer Transit Cores; and
 - d) Exploring the potential for adaptable residential layouts and housing designs capable of catering to changing demographic needs.

10.3.2. Reinforcing a Pedestrian-Oriented Environment

1. Base buildings will be massed and generally sited as close to the street-front property line as possible to form a pedestrian-scaled streetwall while providing for adequate setbacks to support:
 - a) The implementation of a high-quality public realm;
 - b) Mature tree canopy;
 - c) Existing and planned levels of pedestrian activity; and
 - d) Grade-related residential uses.
2. A building streetwall, which is a component of a base building, is intended to frame the public realm, create a human-scaled street enclosure, and protect for access to sunlight to the adjacent public realm, contributing to comfortable microclimates and the growth of street trees and landscaping. A base building can include stepbacks to achieve appropriate streetwalls. A pedestrian-oriented streetscape in the RHC will be supported through the establishment of generally consistent streetwall height ranges applicable to each Character Area including:
 - a) 6-8 storeys in the Inner Transit Core, Outer Transit Core, and South of High Tech;
 - b) 3-6 storeys in Bantry, Red Maple, and West of Yonge; and
 - c) 3-4 storeys in Transition Areas, excluding West of Yonge.
3. Buildings should generally not have any frontage exceeding 70 metres in length to support more porous *development* blocks.

10.3.3. Supporting Height and Density

1. The height of new development within the RHC will:
 - a) Peak within the Inner Transit Core; and
 - b) Generally be expected to step down in height as the distance from High Tech Station increases.
2. *Development* should contribute to an interesting skyline and diverse urban character, while achieving transitions in height and density from the station area in accordance with Policy 10.3.3(1) of this Secondary Plan..
3. The tower component of *high-rise* buildings shall be massed to minimize its perceived scale and impact on adjacent uses and the public realm.
4. *High-rise* buildings should be strategically located and massed to support visual interest, achieve transitions in height and density from the High Tech Station in accordance with Policy 10.3.3(1) of this Secondary Plan, protect for access to sunlight to contribute to comfortable microclimates in the public realm, and contribute to a clearly defined streetwall height in accordance with Policy 10.3.2(2) of this Secondary Plan.

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

10.3.4. Integrating Higher Density Development

The integration of new buildings adjacent to existing *low-rise* neighbourhoods and sensitive land uses is an important objective for new *development* within Richmond Hill Centre. *Development* adjacent to *low-rise* neighbourhoods and sensitive land uses, and lands within the Transition Areas on **Schedule 6** to this Secondary Plan, will demonstrate a transition in height, built form, and massing to minimize development impacts, such as shadowing and overlook.

The Transition Areas also include portions of Yonge Street, which is an important main street and Regional Corridor. Like other intensification areas along Yonge Street, *development* within this area should reinforce a distinctive walkable urban character that creates appropriate transition to the surrounding existing residential neighbourhoods. The policies of this section are intended to direct context-sensitive intensification that reinforces the planned character of Yonge Street while mitigating impacts on the existing community.

1. *Development* in Transition Areas shown in **Schedule 6** to this Secondary Plan will provide a transition in scale to existing *low-rise* neighbourhoods and sensitive land uses through stepped building heights, use of setbacks or stepbacks and separation distances.
2. *Development* shall be subject to the angular plane requirements of Policy 3.4.1(55) of the Part 1 Plan.
3. In the event that the Neighbourhood designation immediately abuts the lot line of lands within the RHC, such as a side-lot or back-lot condition, the angular plane as described in Policy 3.4.1(55) of the Part 1 Plan may be measured from 10 metres above grade at the lot line.
4. Where a Neighbourhood designation immediately abuts the lot line of lands within the RHC, and where that lot is planned to include a segment of the planned North-South street west of Yonge Street, as described in 10.4.2(3) and shown on **Schedule 5**, which will form the future boundary to the Neighbourhood designation, the angular plane may be measured at grade at the lot line in its location prior to the conveyance of the street.
5. In the RHC, projections may be permitted into the angular plane where it has been demonstrated that:
 - a) The projection is minor in scale, adheres to the policies in Section 10.3.6 of this Secondary Plan, and does not result in densities above those permitted on Schedule 2;
 - b) The resulting *development* maintains the intent of achieving a transition from higher density development to the Transition Areas as described in 10.3.3(1) and 10.3.4(1);
 - c) The resulting *development* does not create undesirable:

- i) wind conditions;
 - ii) shadowing impacts;
 - iii) access to light;
 - iv) view impacts; and,
 - v) privacy impacts.
6. Notwithstanding any enabling policies of this Plan with regards to building heights, the maximum building height within Richmond Hill Centre shall be limited to 323 metres above sea level until such time as the Federal Zoning Regulations for the Buttonville Airport (being the Toronto/Buttonville Airport Zoning Regulations SOR /88-148) are no longer in force and effect on the lands or have been repealed.

10.3.5. Gateways

The intersection of Garden Avenue and Yonge Street is recognized as a major gateway in Policy 3.4.1 (17) of the Part 1 Plan and is an important location and entrance to Richmond Hill. *Development* that frames the Garden Avenue and Yonge Street intersection will create a sense of entrance and arrival to the city for those arriving from the south along Yonge Street, and contribute to a coordinated and enhanced public realm.

1. *Development* within Richmond Hill Centre Gateway Sites, shown on **Schedule 1** of this Secondary Plan, should:
 - a) Demonstrate design excellence through distinctive built form and massing characteristics that distinguish the gateway within the surrounding context;
 - b) Strengthen the identity, sense of place and sense of arrival in RHC, through, for example, incorporation of public art;
 - c) Prioritize the pedestrian experience through the incorporation of wider sidewalks, distinctive streetscapes, landscaping features and open spaces; and,
 - d) Support an attractive and high quality public realm on both sides of Yonge Street.

10.3.6. Regulating Density

1. **Schedule 2** to this Secondary Plan establishes the minimum and maximum densities per Character Area in the RHC, expressed as Floor Space Index (FSI). Individual developments will contribute to the average Character Area density.
2. The density of development blocks can vary from and exceed the maximum overall density limit prescribed for the Character Area in which the development block is located, based on the development site's individual characteristics and lot size, provided that the overall Character Area maximum density is maintained. Concept plans, as described in Policy 10.9.2(1) of this Secondary Plan, will be required to demonstrate how a proposed

development meets the built form, land use, and urban design policies of this plan and contributes to the planned density of the Character Area while accounting for any other existing, planned, and approved development within the Character Area.

3. A portion of the Secondary Plan Area is subject to Ontario Regulation 344/22, as identified in **Schedule 2** of this Secondary Plan. Ontario Regulation 344/22 governs the densities for these subject lands.
4. New *development* shall demonstrate that it is accommodating the minimum density assigned to its corresponding location within the Richmond Hill Centre Subway Station Protected Major Transit Station Area or the Bantroy-Scott BRT Station Protected Major Transit Station Area, to the satisfaction of the City.
5. Until the development criteria identified in Policy 10.9.3 have been met, the density permissions identified on **Schedule 2** of this Secondary Plan will not apply to the Eleanor Circle lands.

10.4. Mobility and Transportation

Richmond Hill Centre seeks to establish and reinforce a transit-supportive environment that prioritizes access by walking, cycling, micromobility, and transit while accommodating the needs of automobile users. A connected network of streets will play a functional role in moving people and be a defining element of the RHC, shaping development and contributing to the public realm's character and connectedness. The scale of streets and blocks in the RHC support development flexibility while seeking to maximize walkability and route choice for all modes.

10.4.1. Street Network

1. A fine-grained street network will provide the foundation for how people get around by walking, cycling, driving and other modes, supporting convenient pedestrian and cyclist movement and discouraging single-occupant vehicle use. The planned public street network should:
 - a) Be fine-grained;
 - b) Provide generous sidewalks;
 - c) Ensure a high level of permeability for pedestrian, cycling and vehicular circulation; and
 - d) Create new blocks that will be appropriately scaled for redevelopment and improve accessibility within the Centre.
2. *Development* shall incrementally contribute to the creation of a connected public street network as illustrated in **Schedule 5** to this Secondary Plan.
3. The specific location of Local Streets, for which possible locations are shown on **Schedule 5** to this Secondary Plan, will be established as *development* proceeds and in a manner which reinforces a fine-grained street network.
4. Where the general intent and connectivity of the street network is maintained, adjustments to the alignment and definition of Collector and Local Streets and/or the addition or deletion of Collector and Local Streets shown on **Schedule 5** to this Secondary Plan will not require an amendment to this Secondary Plan.
5. *Development* blocks within the RHC will generally range from 60 metres length to a maximum of 120 metres length to support a walkable street and block network that connects to pedestrian and cycling facilities and transit stops.
6. An additional high-quality east-west multimodal connection, as identified on **Schedule 5** of this Secondary Plan, should be considered in the long term between Highway 7 and High Tech Road. A future multimodal connection in this location could serve the mobility needs of the community, increase the granularity of the street network, improve local connectivity, prioritize active transportation, minimize travel distances for walking, cycling, and micromobility, contribute to optimizing the movement of goods and traffic, and act as a landmark and focal point for Richmond Hill Centre. This potential connection, including its location and method of delivery, will be subject to further study.

7. To further promote active transportation, the City will seek opportunities for car-free zones in RHC to support the City of Richmond Hill's Community Energy and Emissions Plan.

10.4.2. Street Rights-of-Way

Streets play an essential role in supporting mobility for a broad range of users and contributing to a connected public realm. The network of streets in RHC will work alongside the planned parks and open spaces to establish a linked open space network that is easily accessible by pedestrians and cyclists.

1. Collector and Local Streets in RHC are envisioned as multi-modal streets that will:
 - a) Provide sidewalks on both sides;
 - b) Incorporate bicycle facilities per **Schedule 4** to this Secondary Plan;
 - c) Accommodate transit, where applicable;
 - d) Include vehicle travel lanes;
 - e) Incorporate parking and curbside pick-up/drop-off lanes, as appropriate; and
 - f) Include high quality streetscape design to create a pedestrian-oriented environment, promote safe active transportation and micromobility, and create a comfortable public realm microclimate, including street trees, pedestrian-scale lighting, and street furniture.
2. The implementation of the street rights-of-way and intersections shall consider enhanced traffic safety measures to protect the well-being of pedestrians and cyclists and to contribute to traffic calming in RHC.
3. The new north-south street west of Yonge Street identified in **Schedule 5** to this Secondary Plan is intended to collect traffic and improve multi-modal connectivity to the 16th-Carrville Protected Major Transit Station Area (PMTSA), provide direct access to new *development* facing Yonge Street and create a physical distinction between the lands within the RHC and those within the existing residential neighbourhoods to the west. The City shall acquire portions of this north-south public street through the *development* process, establishing contiguous segments where possible. The road classification, precise alignment, and right-of-way width(s) of this future street will be determined through an environmental assessment process.
4. Landscaping, tree planting and street *infrastructure* may be restricted within the portions of the street corridors which cross the Hydro corridor.
5. *Low impact development* (LID) planting and water-management techniques shall be incorporated within street rights-of-way where possible. Potential LID solutions include bioretention planters, perforated pipe systems, precast tree planters with bioretention soil media and permeable paving.

10.4.3. Mid-Block Connections

Mid-block connections will support the development of a fine-grained pedestrian and cycling network capable of supporting a distinct public realm, *retail*, and entertainment environment unique to RHC. Mid-block connections may take various forms, including, but not limited to, private laneways, atria, or pedestrian pathways, provided they are publicly accessible facilities that improve the overall walkability of the Centre, expand the public realm and help activate the ground floor of adjacent buildings. Mid-block connections should be supported by active building frontages and connect where possible to public parks and open spaces.

1. Mid-block connections may be public or privately owned facilities that are publicly accessible and support the permeability, walkability and bikeability of RHC, delivered through the redevelopment of blocks.
2. Mid-block connections may be realized in a variety of forms, and are generally encouraged to:
 - a) Be publicly accessible at all times;
 - b) Form uninterrupted connections where possible to allow for seamless walking, cycling, and micromobility where appropriate;
 - c) Be visually and physically connected to the public realm;
 - d) Incorporate connections to destinations such as public trails, parks, urban plazas, transit stations, and community uses;
 - e) Be universally accessible;
 - f) Be organized and designed as contributing components of the public realm network;
 - g) Be supported by active, street-related uses;
 - h) Have appropriate outdoor pedestrian-scaled lighting, landscaping, street furniture, and active transportation infrastructure;
 - i) Incorporate landscaping, where possible, that is consistent with Crime Prevention Through Environmental Design (CPTED) principles of design and Accessibility for Ontarians with Disabilities Act (AODA) requirements;
 - j) Have appropriate signage with clear and legible directions; and
 - k) Have sufficient width to provide sky-view within the connection.
3. The City will seek mid-block connections within blocks that are greater than 100 metres.

10.4.4. Active Transportation Network

Creating a safe and continuous pedestrian and cycling network can help reduce traffic congestion, reduce carbon emissions contributing to climate change, and contribute to the livability and vibrancy of Richmond Hill Centre. The active transportation network is illustrated on **Schedule 4** to this Secondary Plan and will support safe and efficient travel across the Centre, provide space for recreation and enjoyment, and support connections to important destinations, parks, transit and open spaces throughout the Centre.

1. The RHC will be served by an active transportation network as shown on **Schedule 4** to this Secondary Plan. *Development* and any future roadway modifications shall support the development of this network, which consists of Conventional Bicycle Lanes, Protected Bicycle Facilities, and Multi-Use Paths.
2. Conventional Bicycle Lanes are portions of a roadway which have been designated by pavement markings and signage for use of cyclists.
3. Protected Bicycle Facilities are physically buffered from motor vehicle traffic and could include Separated Bicycle Lanes, Raised Cycle Tracks and In-Boulevard Bicycle Facilities.
4. Multi-Use Paths are a facility shared between pedestrians and cyclists located within the public boulevard, with a minimum width of 3 metres.
5. New *development* and *infrastructure* shall contribute to the establishment of three Pedestrian and Cycling Spines as illustrated in **Schedule 4** to this Secondary Plan.
6. Pedestrian and Cycling Spines may consist of a combination of Local Streets, Collector Roads, Mid-Block connections, linear parks, or Multi-Use Trails not forming part of a street, and should provide legible connections for pedestrians and cyclists.
7. The width of any mid-block connection, linear park, or multi-use trail forming part of a Pedestrian and Cycling Spine should be of a scale sufficient to safely and comfortably accommodate walking, cycling, and micromobility. The width of any linear park shall be a minimum of 15 metres.
8. Local Street and Collector Road segments forming part of a Pedestrian and Cycling Spine as shown on **Schedule 4** to this Secondary Plan should be designed for pedestrian and cyclist comfort and safety, with strategies to limit motor vehicle speeds and volumes consistent with Richmond Hill's Traffic Safety and Operations Strategy.
9. The exact location, design, facility type, and alignment of Pedestrian and Cycling Spines may be refined, provided that the overall intent and connectivity of the spines are maintained.
10. The Northern East-West Pedestrian and Cycling Spine shall connect the Bantry Character Area to the Red Maple Character Area by Oneida Crescent and shall include an elevated crossing of the rail corridor.

11. The Central East-West Pedestrian and Cycling Spine shall connect the Outer Transit Core Character Area, Inner Transit Core Character Area, and South of High Tech Character Area, and shall include an elevated crossing of the rail corridor.
12. The North-South Pedestrian and Cycling Spine will generally be located along the west side of the rail corridor with connections to Bridge Station, High Tech Station, Langstaff Gateway, the 16th-Carrville BRT Station Protected Major Transit Station Area, and the two East-West Pedestrian and Cycling Spines.
13. Variations of the routing of the North-South Pedestrian and Cycling Spine shall be considered in response to *development* and *infrastructure* constraints provided that alternative routes are able to demonstrate:
 - a) Overall route continuity and directness;
 - b) Maintained or enhanced ability to connect with key destinations including the subway stations and East-West Pedestrian and Cycling Spines; and
 - c) Maintained or enhanced visibility and relationship to new *development*.
14. The implementation of the North-South Pedestrian and Cycling Spine will connect with adjacent public parks and open spaces where possible.
15. Pedestrian and cycling infrastructure should contribute to a continuous and comprehensive network. Discontinuous pedestrian and cycling infrastructure shall be discouraged.
16. Improved cycling facilities for all ages and abilities and with appropriate physical separation will be encouraged along Yonge Street as RHC intensifies.

10.4.5. Transportation Demand Management

The vision of a transit-supportive Richmond Hill Centre with high levels of walking, cycling and transit use is a long-term objective that will be achieved over time and supported by new development, investments in transit and transportation infrastructure and commitment to place-making. The vision will also require a commitment to Transportation Demand Management to support a shift from the private automobile towards more sustainable modes of travel. Transportation Demand Management will be advanced through the following policies:

1. *Development* proponents will be required to submit and implement a comprehensive Transportation Demand Management (TDM) Strategy to the satisfaction of the City that demonstrates how the proposed development will support a shift to more sustainable travel modes. A TDM strategy may include, but shall not be limited to, any or all of the following:
 - a) Cycling infrastructure and end-of-trip infrastructure such as secure bicycle racks, bicycle storage, and shower and change room facilities, located in accessible and convenient locations, and at-grade, where possible;
 - b) Enhanced bicycle parking, including publicly accessible bicycle parking rooms within *development* close to transit stations;

- c) Support of micromobility through the provision of scooter share and bike share and electric bike and electric scooter charging stations;
 - d) Dedicated cycling routes internal to the site to and from key destinations;
 - e) Contributions to the planned cycling network;
 - f) New or improved connections to the existing municipal bicycle network;
 - g) Subsidized transit passes or pre-loaded transit cards for new residents and/or employees;
 - h) Pedestrian and cyclist amenities, such as trees, landscaping, street furniture such as benches, and marked crossings;
 - i) Continuous pedestrian linkages to minimize pedestrian *walking distances*;
 - j) Functional building entrances oriented to locations where pedestrians, cyclists, and transit users arrive, such as a street, park, urban square, or urban plaza;
 - k) Weather protection along street frontages adjacent to transit stops;
 - l) Dedicated and/or preferential, publicly accessible car-share service parking spots;
 - m) Preferential carpool parking;
 - n) Paid parking for non-residential uses;
 - o) Employer shuttles or vanpools supported by preferential parking;
 - p) Shuttle services offered by condominium boards and residences;
 - q) Varying hours of work to reduce peak-hour loads;
 - r) Shared parking strategies;
 - s) Maximum parking rates;
 - t) Commitment to participate in residential or workplace TDM program;
 - u) Technology that displays transit information; and
 - v) Other measures that may be identified.
2. The development of site-specific Transportation Demand Management (TDM) strategies shall consider the City of Richmond Hill's Parking and Transportation Demand Strategy for New Development, the City of Richmond Hill's Sustainability Metrics Program, and York Region's Transportation Mobility Plan Guidelines for Development Applications.

10.4.6. Parking

1. Parking in the RHC will support a balanced transportation network that meets the needs of residents, businesses and visitors to the RHC while supporting a shift to more sustainable modes and limiting impact to *development*.
2. *Development* shall locate parking below grade or where it is not feasible, in structured parking in accordance with Policies 3.4.1(47) and 3.4.1(48) of the Part 1 Plan. Parking for new *major retail development* shall be required to locate below grade, or where it is not feasible, in structured parking.
3. In addition to the direction of Policy 3.4.1(47) of the Part 1 Plan, above-grade structured parking is also encouraged to support adaptive re-use through strategies such as taller floor to ceiling heights, flat slab construction and ramps organized to minimize impacts on usable space or support the insertion of light-wells over time to maximize long term flexibility.

4. In order to reinforce streets as important public spaces, the locations of parking, driveways, service entrances and loading areas shall be carefully considered and coordinated with the locations for pedestrian entrances. Parking facilities, service access points, loading areas and any visible waste containers and/or mechanical equipment should be located in a manner that has minimal physical and visual impact on sidewalks and accessible open spaces and be compact and integrated with the design of *development*. Where feasible, *development* shall provide shared access at the side and/or rear of buildings to aid in providing for these functions. Access points shall be provided through appropriate Local and Collector Streets in a manner than minimizes interruption to pedestrian and cycling infrastructure.
5. Surface parking may be permitted as part of a phased redevelopment where a phasing plan and parking monitoring study are produced demonstrating how in subsequent phases the parking will be accommodated in underground or structured forms.
6. New *development* should encourage the use of electrified vehicles and bicycles through the inclusion of electric vehicle charging infrastructure and should design parking facilities to support the provision of additional electric vehicle charging facilities over time.
7. Where car-share services are included in *development*, they should be sited to provide convenient public access. Where phased *development* generates surface parking, such surface parking should be considered for car-share facilities on a case-by-case basis.

10.4.7. Strata Arrangements

1. Opportunities for strata arrangements, including the location of parking or utilities under parks, open space, mid-block connections or streets for an associated adjacent use will be considered on a case by case basis, in accordance with Policies 3.1.8(3) and 3.5.5(3) of the Part 1 Plan.

10.4.8. Transit Pick-up and Drop-off

Richmond Hill Centre is intended to be a high-density transit-supportive environment where the majority of users are able to walk and bike to High Tech Station. While large, dedicated, and grade-level Pick-up and Drop-off facilities do not fit with the vision for RHC, it is expected that some Pick-up and Drop-off at transit facilities will occur, particularly during the early phases of *development*.

1. Large at-grade dedicated transit Pick-up and Drop-off facilities within Richmond Hill Centre are prohibited.
2. If required, publicly accessible transit Pick-up and Drop-off facilities shall be located in the base of buildings and wrapped by active uses or beneath a station-related open space.
3. Notwithstanding 10.4.8(1) to this Secondary Plan, limited transit Pick-up and Drop-off facilities associated with Bridge Station may be permitted, subject to further study and station design.

10.5. Parks and Open Space

Richmond Hill Centre's planned network of parks and urban open spaces will play a critical role in ensuring the development of a healthy, inclusive and attractive place to live, work and visit. The focus for new parks and urban open spaces in Richmond Hill Centre will be to develop urban-scaled spaces capable of supporting a broad mix of users, facilities and uses.

The Parks and Urban Open Space System includes public parks envisioned to be complemented by Urban Plazas, which are privately owned, publicly accessible open spaces. Urban Plazas should be strategically located and designed for a wide range of potential uses and amenity for the enjoyment of both the residential and employment population, complement larger public parks, and contribute to a rich public realm experience. Urban Plazas might include courtyards, mews, and other small-scale urban public spaces, depending on the needs and opportunities on a *site*.

The varied ownership, location and size of the urban open space network will create an amenity-rich system that is key to attracting and retaining new people and investment in RHC. A key objective is to provide a public park in each Character Area, as illustrated on **Schedule 3** to this Secondary Plan, as a focus for place-making, social interaction, and neighbourhood identity.

10.5.1. Planned Parks and Open Space

1. The parks and urban open space system shown on **Schedule 3** to this Secondary Plan identifies the following planned parks and open space system:
 - a) Urban Squares;
 - b) Neighbourhood Parks;
 - c) Linear Parks;
 - d) Major Urban Open Space; and
 - e) Woodlands.

Parkland that has already been secured but not yet developed in the RHC is shown as Undeveloped Park on **Schedule 3**. Over time, these lands will become part of the parks and open space network.

2. *Development* should contribute to the provision of parks and open spaces conceptually shown on **Schedule 3** to this Secondary Plan through parkland dedication and other available instruments.
3. Minor adjustments to the location of parks shown on **Schedule 3** to this Secondary Plan shall not require an amendment to this Plan provided that the intent of this Plan is maintained.
4. Parkland facilities within the Utility Corridor Character Area may be limited, and all modifications or new installations must be reviewed and approved by relevant agencies.

10.5.2. Woodland and Wetland

The Woodland located at the southeast corner of High Tech Road and Yonge Street, as illustrated in **Schedule 3** of this Secondary Plan, is a *key natural heritage feature*, as shown in Schedule A4 to the Part 1 Plan. Furthermore, the south end of the Woodland contains a *wetland* that has not yet been evaluated to determine its significance.

1. The Woodland located at the southeast corner of High Tech Road and Yonge Street, as illustrated in Schedule A4 of the Part 1 Plan, is a *key natural heritage feature* and is subject to Part 1 Plan Section 3.2.1.2, in addition to relevant Provincial, Regional and Toronto and Region Conservation Authority regulation and policies.
2. Any proposal to change the extent, size and configuration of the Woodland will be required to provide a Natural Heritage Evaluation undertaken in accordance with Section 5.24 of the Part 1 Plan.

10.5.3. Urban Squares

Three (3) Urban Squares are planned for RHC as shown on **Schedule 3** to this Secondary Plan. Urban Squares are highly programmed parks that provide year-round gathering spaces for urban recreational activities, cultural events, and entertainment for all residents and visitors to RHC.

1. Urban Squares are planned in the Inner Transit Core and Outer Transit Core Character Areas to provide landmark focal points adjacent to the High Tech subway station entrances within the RHC.
2. Urban Squares shall be prioritized for integration of public art.
3. *Development* on either side of the railway corridor in the vicinity of the planned Urban Squares shall be designed to preserve for the future construction of the Urban Squares, including over the rail corridor where deemed to be feasible.

10.5.4. Neighbourhood Parks

Three (3) Neighbourhood Parks are planned for RHC, as shown on **Schedule 3** to this Secondary Plan, and will function as local parks.

1. Neighbourhood Parks are planned to be located within *walking distance* to where people live, work and take transit.
2. Each Neighbourhood Park is encouraged to have its own distinct characteristic, reflecting the existing or planned context and providing a combination of passive and active recreational opportunities.
3. Neighbourhood Parks are local-serving greenspaces providing amenity to the immediate community, as described in further detail in Policy 3.4.4(11) of the Part 1 Plan.

10.5.5. Linear Parks

Linear Parks planned in RHC are shown on **Schedule 3** to this Secondary Plan. Linear parks are public parks intended to provide connections between parks and other community destinations. Linear parks can also be sited to act as a physical, green separation between abutting land uses.

1. Linear parks are encouraged to facilitate pedestrian and cycling connections between streets and destinations such as *commercial* and *retail* areas and transit stations;
2. Linear parks shall be used to add to the connectivity of the broader parks and urban open space system; and
3. The minimum width of linear parks shall be 15 metres to provide for appropriate active transportation and recreation opportunities.

10.5.6. Major Urban Open Space

Over the long-term, the existing City-owned 6-hectare stormwater management pond located at the northeast corner of Highway 7 and Yonge Street is envisioned to be transformed to become part of the urban open space system. This new Major Urban Open Space will include passive recreational opportunities, enhanced ecological functions, and habitat opportunities, while maintaining the current stormwater management and hydro transmission functions.

1. The Major Urban Open Space will contribute to the *Greenway System* and provide a naturalized and enhanced setting for the existing stormwater management pond and hydro transmission functions.
2. The Major Urban Open Space will provide habitat for plants and animals and accessible open space, passive recreational amenities and secondary uses that are compatible with the area's stormwater management and ecological functions as well as hydro transmission functions.

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

Urban Plazas are a key component to enhancing the identity and connectivity of RHC. Over time, these spaces are intended to function as spaces for gathering, wayfinding, and mid-block connections.

1. Urban Plazas should be strategically located and designed for a wide range of potential uses and amenity for the enjoyment of both the residential and employment population.
2. In addition to the direction of Policy 3.4.4(14) of the Part 1 Plan, where multiple Urban Plazas are planned in close proximity to each other, opportunities to coordinate their design and landscape treatment should be explored.

10.6. Community Services and Facilities

Community infrastructure such as schools, libraries, daycares, and recreation facilities are essential to create a healthy and complete urban community. In Richmond Hill Centre, flexible and creative approaches to the location and design of such facilities will be needed to ensure that this infrastructure fits within the dense urban context of the downtown.

10.6.1. General Policies

1. Community facilities in RHC should be accessible from pedestrian, cycling, and transit networks, and should be highly visible within the community.
2. The City will encourage community uses to be accommodated in a more compact urban form in accordance with Policy 3.1.7(4) of the Part 1 Plan and shall be encouraged to co-locate on a site or within a building.
3. The City shall consider establishing at least one multi-service community hub within RHC which provides access to a range of community services and facilities, such as health care and social services, resident and group meeting spaces, youth programs and language and settlement services for residents within RHC and from across the city and region.
4. Collaboration and partnerships between *development* proponents, public agencies, and community service providers to establish or expand community service facilities shall be encouraged.

10.6.2. Schools

1. The number of schools required in RHC is subject to the ultimate size and make-up of the residential population. **Schedule 3** to this Secondary Plan identifies two priority areas for schools. Additional school areas beyond those identified in **Schedule 3** may be identified as this Secondary Plan is implemented, without amendment to this Secondary Plan.
2. The precise location, size and phasing of any school site shall be determined in consultation with the School Boards.
3. The City will promote that schools within the RHC be built to an urban standard that optimizes the use of land, consistent with the policies or requirements of the respective School Board.
4. Strategies to optimize use of land may include but are not limited to:
 - a) Integrating schools within *development*;
 - b) Building multi-storey schools;
 - c) Minimizing parking and pick up/drop off areas; and
 - d) Co-locating schools with compatible community uses such as daycare facilities.

10.7. Housing

Richmond Hill Centre is envisioned as a desirable and inclusive place with housing options that meet the needs of a full range of households and income levels. As a dense urban centre, the predominant housing typology throughout most of RHC will be in *high-* and *mid-rise* apartment form, with some lower scaled buildings.

Housing variety in RHC will be encouraged through the development of both owned housing and purpose-built rental housing, a variety of unit sizes that respond to the needs of a range of household types and life stages, and a range of levels of affordability.

10.7.1. Housing Policies

1. A full range of housing in terms of tenure, unit sizes, and affordability will be encouraged in the RHC to provide for the housing needs for a diversity of households, including for low- and moderate-income households, older residents, and residents with special needs.
2. A minimum of 35 per cent of all new residential units shall be *affordable*, according to the definition of affordability in York Region, with the exception of development on the lands subject to Ontario Regulation 344/22 as shown in **Schedule 2** of this Plan. Affordable housing will be provided through the applicable legislative framework, and may be achieved through community benefits charges, and/or Inclusionary Zoning, where applicable.
3. To support the needs of a diverse range of household types, *development* containing 20 or more new residential units shall achieve a mix of unit types. A minimum of 5 per cent of the total number of units shall have at least 3 bedrooms.
4. Purpose-built rental housing, including *affordable* purpose-built rental housing will be encouraged in the RHC.

10.8. Servicing, Stormwater and District Energy

Richmond Hill Centre will be planned as a resilient complete community that reduces environmental impacts by combining sustainable planning, servicing, building, design, and *low impact development* (LID) practices with a commitment to a more mixed-use, transit-supportive environment and by implementing the goals and actions of the City of Richmond Hill's Environmental Strategy and Community and Energy Emissions Plan.

The Richmond Hill Urban Master Environmental Servicing Plan study completed in 2014 identified no current servicing challenges in the RHC. Development and planning for RHC will need to be aligned with the outcomes of future updates to the Urban Master Environmental Servicing Plan (Urban MESP).

10.8.1. Servicing and Stormwater Policies

1. All *development* applications in Richmond Hill Centre are required to achieve Silver or Gold scores per the requirements of the City of Richmond Hill's Sustainability Metrics Program.
2. All servicing shall be designed at a minimum in accordance with City design standards. *Development* shall be required to submit a Functional Servicing Report in accordance with the requirements of Policy 5.3(7)(d) of the Part 1 Plan to demonstrate conformity with the recommendations of the City's Urban MESP. The Functional Servicing Report shall, without limitation, address adequacy of the storm, sanitary and water systems, stormwater management including development impacts to groundwater and surface water resources. The Functional Servicing Report shall include supporting Geotechnical, Hydrogeological and Water Balance studies in accordance with the recommendations of the City's Urban MESP.
3. *Development* shall have adequate regard for sustainable water conservation technologies and *low impact development* (LID) measures for stormwater volume control in accordance with the City's Urban MESP.
4. Should servicing networks including key components of the buried municipal *infrastructure* be impacted by the detailed design of the planned High Tech Station, the base function of all existing *infrastructure* will be restored in all instances where elements of the *infrastructure* need to be realigned or relocated.

10.8.2. Energy

District Energy Systems (DES) locally produce and distribute energy to multiple buildings within a confined geographic area. A DES can supply thermal energy (heating and cooling), electricity, or a combination of both. Generally, DES are optimized in high density communities with compact land-use patterns. The planned and use concept for the RHC provides an opportunity for a successful DES. The City of Richmond Hill's Community and Energy Emissions Plan (CEEP) recommends that as Richmond Hill grows, connections to district energy should be required. The following policies are intended to support the development of a DES in RHC through the *development* process.

1. *Development* applications in RHC will be encouraged to demonstrate how a building is or can be made “District Energy Ready”, including such considerations as:
 - a) Providing adequate space at or below ground level for energy transfer stations;
 - b) Ability to supply thermal energy from ground level;
 - c) Provision of an easement between mechanical rooms and the property line for thermal piping;
 - d) Use of low temperature hydronic heating systems compatible with district energy systems; and
 - e) Appropriate thermal energy metering.
2. Collaboration and partnerships will be encouraged between *development* proponents, public agencies, and utility providers to develop and implement a District Energy Plan, Energy Strategy and/or equivalent plan for multi-unit development.
3. Where required and feasible, the City shall grant easements for district energy *infrastructure* across City-owned lands and rights-of-way.

10.9. Implementation

10.9.1. Aligning Development with Infrastructure

1. Where appropriate, staging or phasing of development may be required, in accordance with Policy 3.1.9.1 of the Part 1 Plan, where infrastructure improvements are necessary to service anticipated growth.

10.9.2. Development Application Requirements and Review

1. *Development* will be required to submit a concept plan in accordance with Policy 5.2.4 of the Part 1 Plan that also describes how the development will:
 - a) Demonstrate its contribution towards the achievement of the minimum non-residential use of total gross floor area prescribed by Character Area, if applicable, as well as the number of jobs produced through the *development*;
 - b) Contribute to the planned maximum density of the Character Area, accounting for any other existing, planned and approved development within the Character Area;
 - c) Address the directions of Section 10.4.3 of this Secondary Plan, Mid-Block connections, where applicable;
 - d) Contribute to the parks and open spaces shown conceptually on **Schedule 3** of this Secondary Plan, where applicable; and
 - e) Where a school area is identified in this Plan, through the development approvals process, the school location and size within a development block must be demonstrated.

10.9.3. Eleanor Circle

1. Notwithstanding other policies of this Plan, only existing Single Detached Dwellings may be permitted in the area identified as Eleanor Circle in **Schedule 6** to this Secondary Plan.
2. Notwithstanding Policy 10.9.3(1) of this Secondary Plan, the Eleanor Circle lands may be developed in accordance with the policies of this Plan subject to satisfying the following criteria:
 - a) The assembly of all lands comprising the Eleanor Circle area as shown on **Schedule 6A** to this Secondary Plan to create a single development block for the purposes of submitting complete development applications under the Planning Act necessary to effect the comprehensive development of the site (e.g. Zoning Amendment, Site Plan and Condominium approval);
 - b) For the purposes of Policy 10.9.3(2a) above, assembly is defined as the acquisition of the single Development Block by a 1) single owner; or 2) multiple

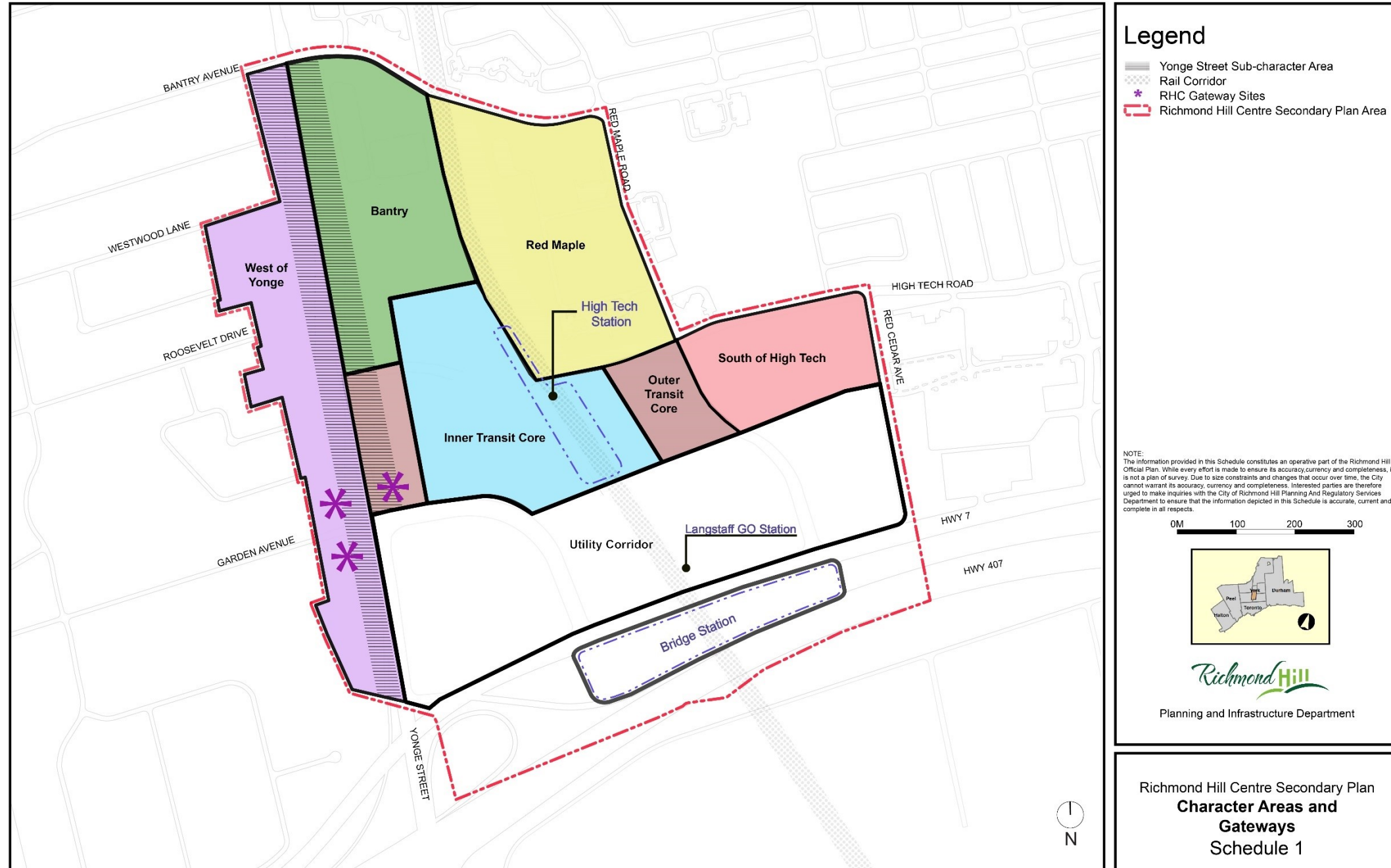
owners entering into an agreement amongst each other sufficient to enable the submission of *development* applications applying to the entire Development Block as a single entity.

3. Should the lands comprising the Eleanor Circle area redevelop as described in Policy 10.9.3(2), Policy 10.9.3(1) of this Secondary Plan shall cease to apply, effective on the date that the implementing zoning amendment comes into effect permitting the development of the Eleanor Circle lands as per the policies of this plan.

10.9.4. Monitoring

1. Over time, the City shall develop an approach to monitoring key statistics for RHC to understand its growth and development, which may include:
 - a) Population and employment growth;
 - b) The density distribution shown on **Schedule 2** of this Secondary Plan;
 - c) The mix of uses;
 - d) The amount, range, and size (gross floor area) of non-residential uses;
 - e) Travel characteristics, parking demand, modal split, and implementation of transportation demand management measures;
 - f) The provision of municipal infrastructure to support growth;
 - g) The percentage of new affordable housing units;
 - h) The mix of housing unit sizes;
 - i) Greenhouse Gas (GHG) emissions;
 - j) Energy consumption;
 - k) Water consumption; and
 - l) The status of the Yonge North Subway Extension (YNSE) and other critical infrastructure projects to ensure that proposed development is supported by the necessary infrastructure.

SCHEDULES



Legend

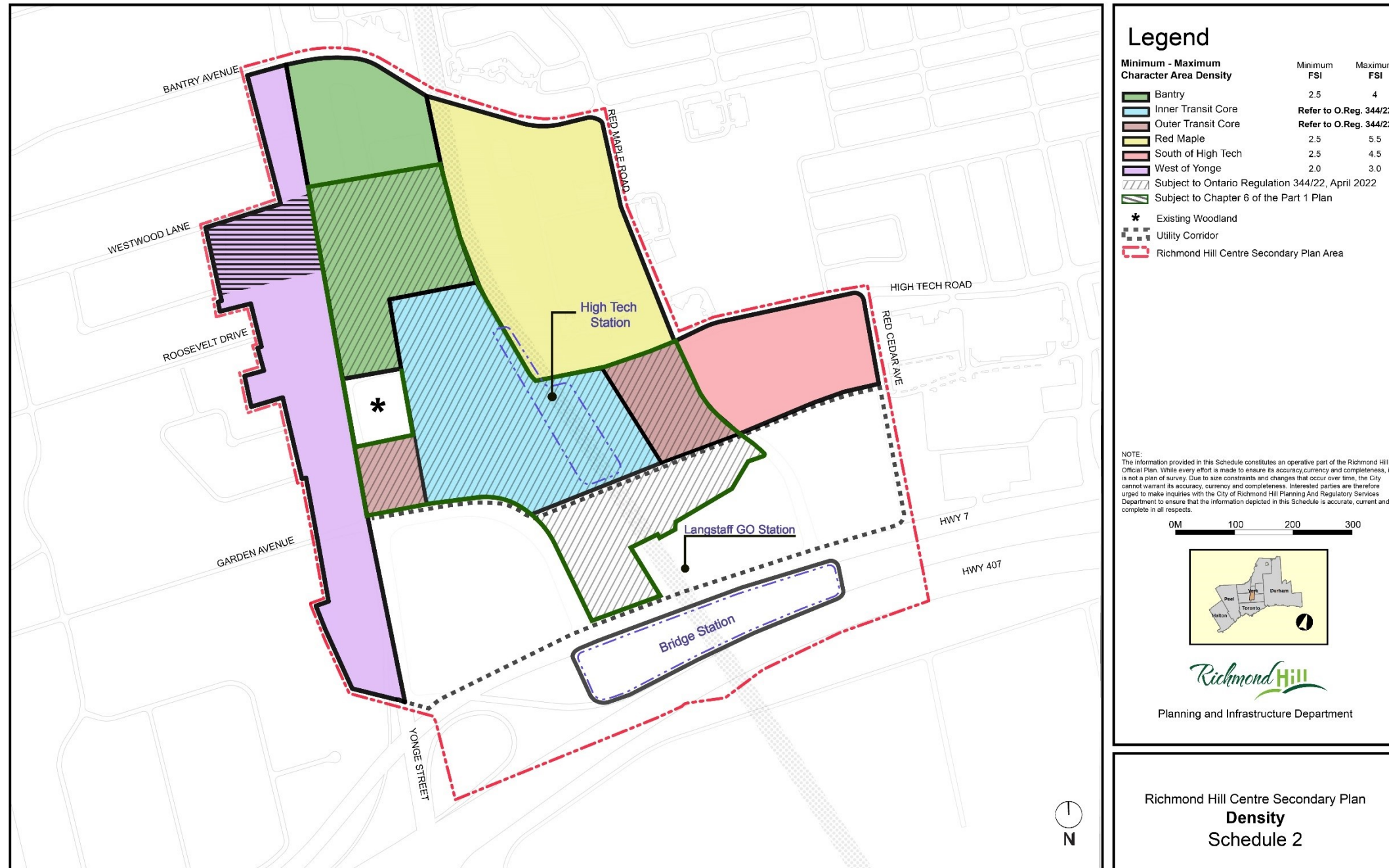
- Yonge Street Sub-character Area
- Rail Corridor
- RHC Gateway Sites
- Richmond Hill Centre Secondary Plan Area

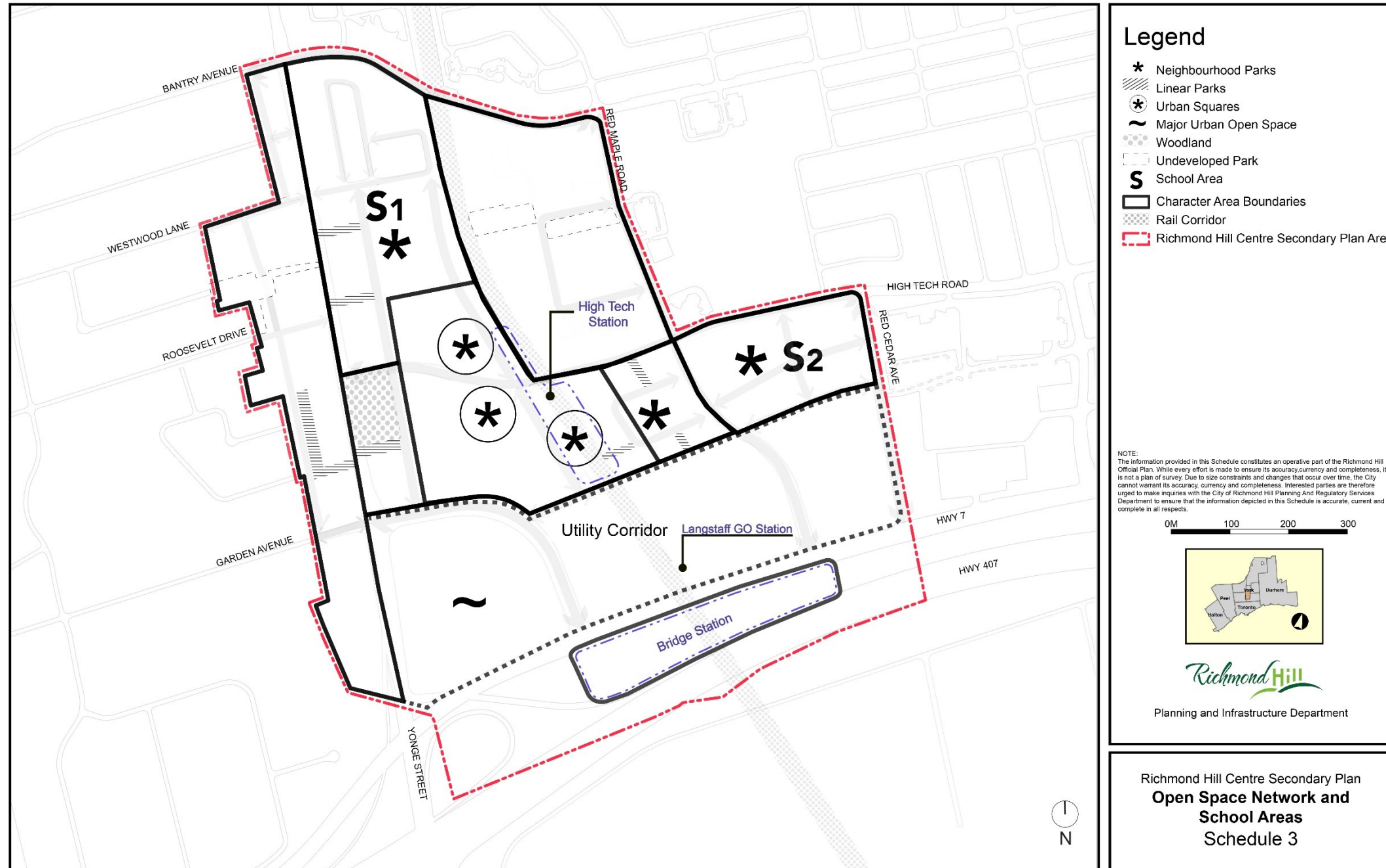
NOTE:
The information provided in this Schedule constitutes an operative part of the Richmond Hill Official Plan. While every effort is made to ensure its accuracy, currency and completeness, it is not a plan of survey. Due to size constraints and changes that occur over time, the City cannot warrant its accuracy, currency and completeness. Interested parties are therefore urged to make inquiries with the City of Richmond Hill Planning And Regulatory Services Department to ensure that the information depicted in this Schedule is accurate, current and complete in all respects.

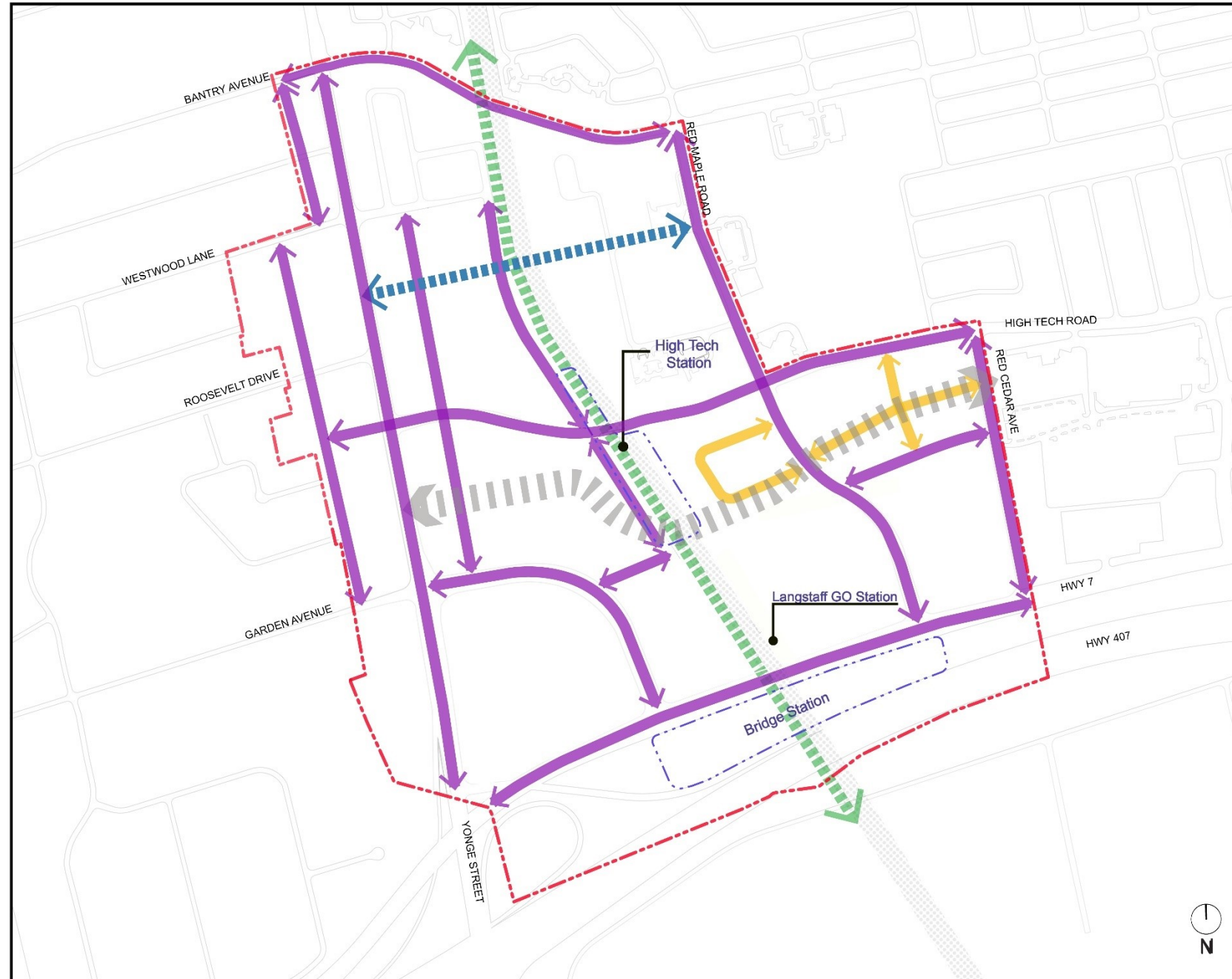


Richmond Hill
Planning and Infrastructure Department

Richmond Hill Centre Secondary Plan
Character Areas and Gateways
Schedule 1







Legend

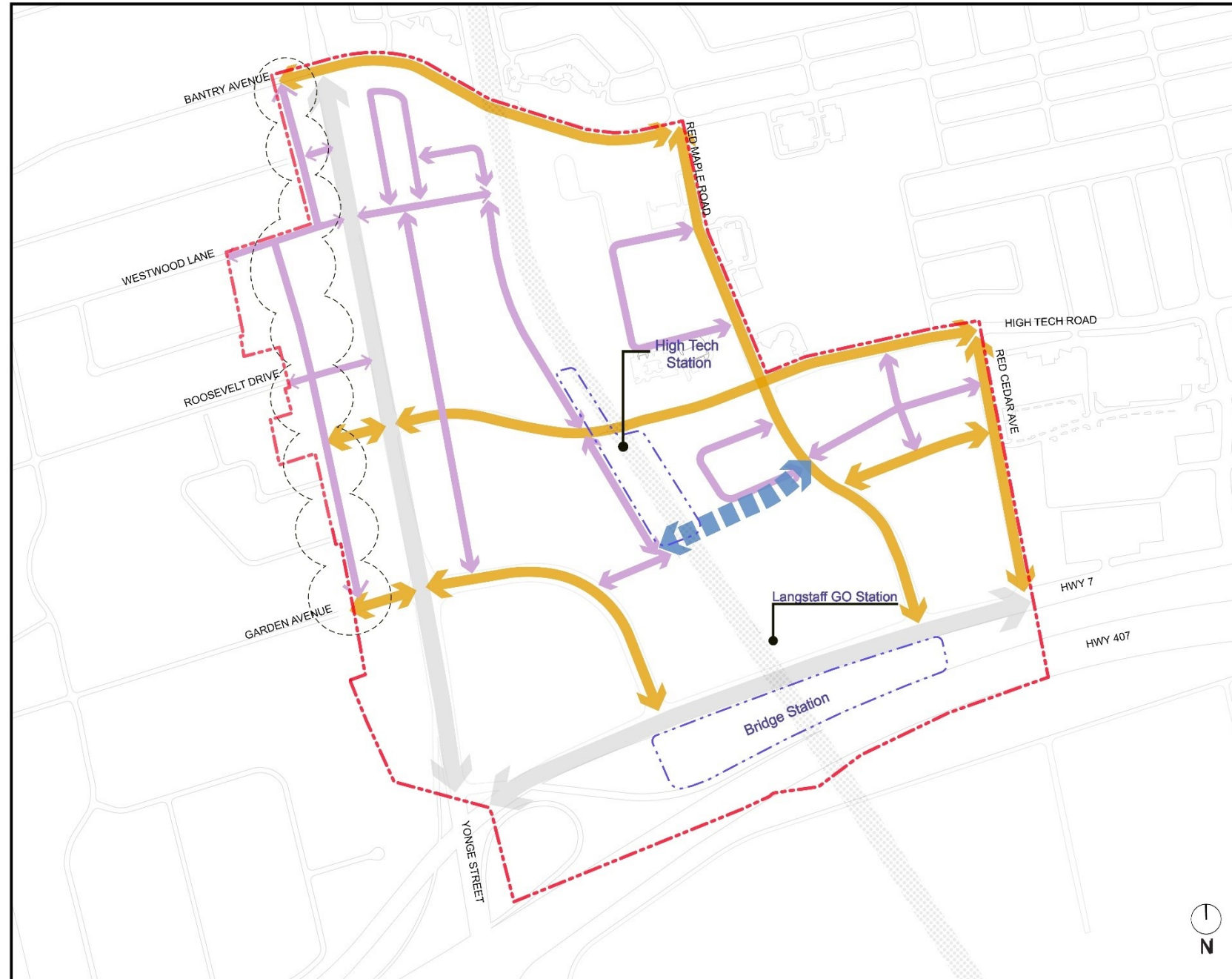
-  North - South Pedestrian and Cycling Spine
-  Central East - West Pedestrian and Cycling Spine
-  Northern East - West Pedestrian and Cycling Spine
-  Protected Bicycle Facilities
-  Conventional Bicycle Lanes
-  Rail Corridor
-  Richmond Hill Centre Secondary Plan Area

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Richmond Hill
Planning and Infrastructure Department

Richmond Hill Centre Secondary Plan
**Proposed Active
Transportation Network
Schedule 4**



Legend

- Local Streets
- Collector Streets
- Conceptual alignment of North-South street west of Yonge Street - *subject to further study*
- Arterial Streets
- Potential Multi-modal Connection
- Rail Corridor
- Richmond Hill Centre Secondary Plan Area

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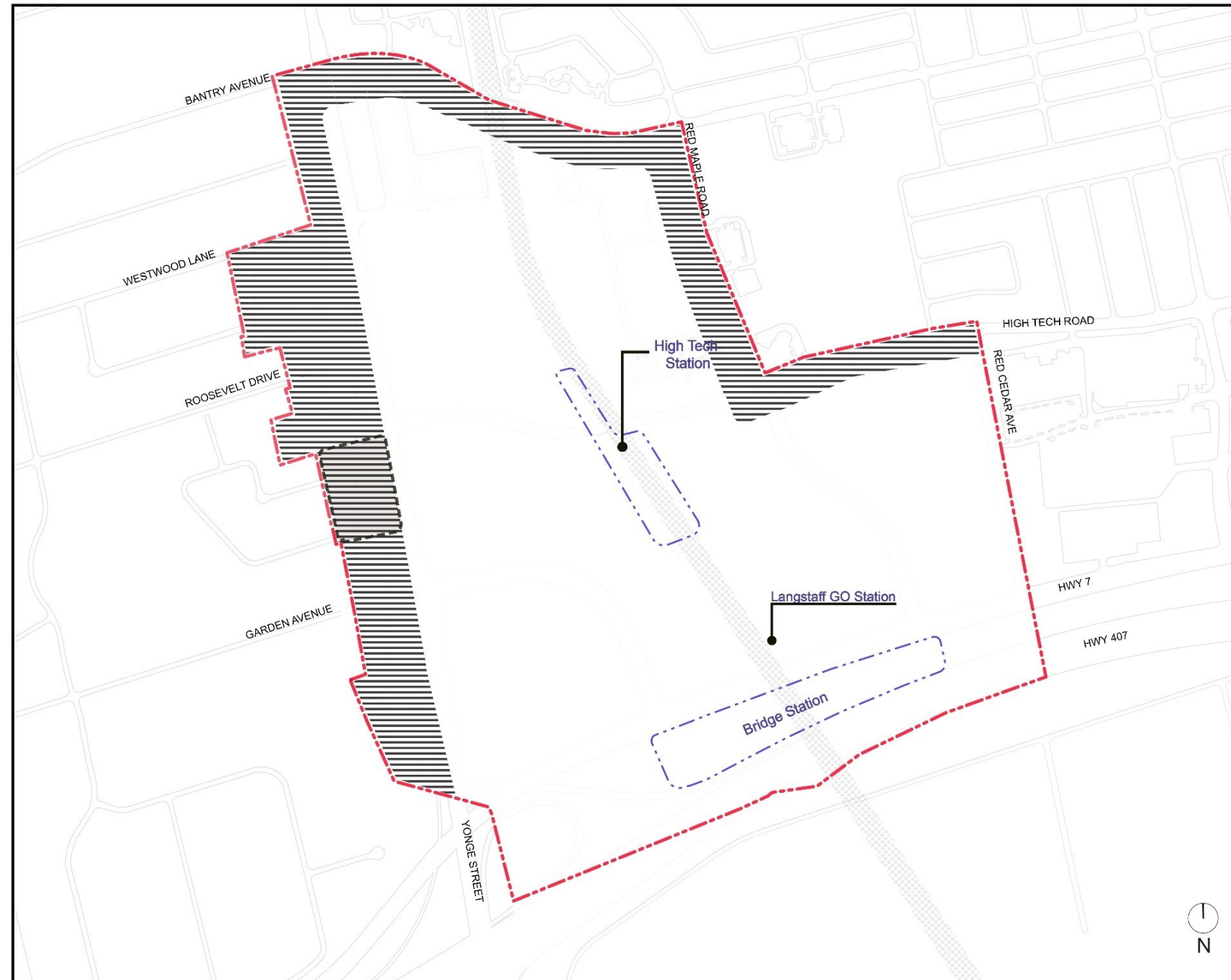
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Richmond Hill

Planning and Infrastructure Department

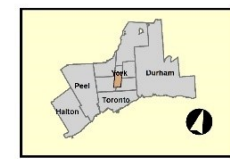
Richmond Hill Centre Secondary Plan
Proposed Street Network
Schedule 5



Legend

-  Transition Areas
-  Eleanor Circle
(See Schedule 6A)
-  Rail Corridor
-  Richmond Hill Centre Secondary Plan Area

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Planning and Infrastructure Department



Richmond Hill Centre Secondary Plan
Transition
Schedule 6

