



Richmond Hill Centre Secondary Plan

Public Information Session

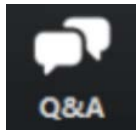
February 9, 2023

Welcome:

Richmond Hill Centre Secondary Plan: Public Information Session

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- Q&A button. **Use this button to open a pop-out window where you can type in your questions and view answered questions. You can 'upvote' questions by clicking the 'thumbs up' icon.**



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- Mute/Unmute audio button. **Please mute yourself when not speaking, and use this button to unmute when it is your turn to ask a question verbally.**

Note that this meeting will be recorded to ensure accurate record keeping, but the recording will not be shared on the internet or outside of the project team.

Agenda

- **6:30 pm** Meeting Set-up and Introductions
- **6:40 pm** Opening Remarks from Mayor David West
- **6:50 pm** Project Presentation
- **7:20 pm** Question and Answer Session
- **7:55 pm** Wrap Up and Next Steps

Overview

The draft Richmond Hill Centre (RHC) Secondary Plan is in the process of being finalized. Today we will review the Secondary Plan process and content, identify the inputs that are being considered in the finalization of the Secondary Plan, and describe our next steps.

Agenda:

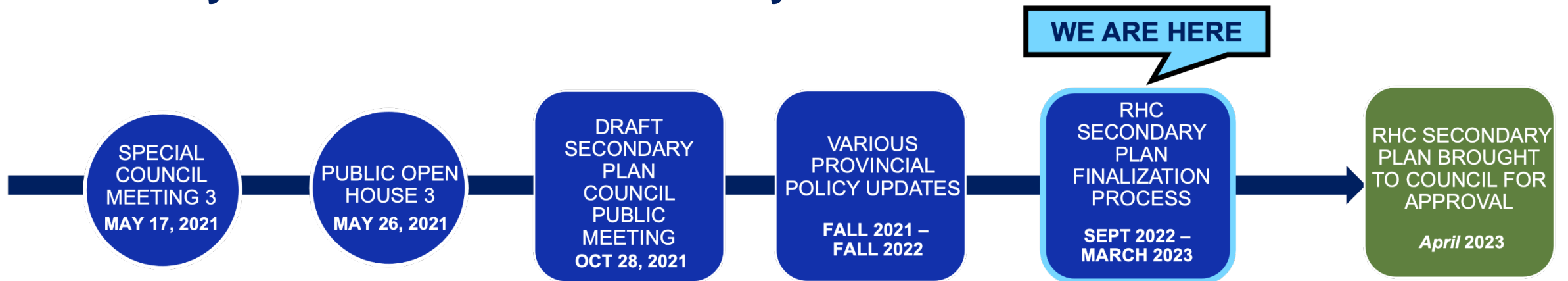
- RHC Secondary Plan Process to Date
- What We Heard
- Overview of the Secondary Plan Vision and Content
- Inputs Being Considered in Finalization
- Next Steps

Richmond Hill Centre Secondary Plan Study Timeline

Secondary Plan Process: 2019



Secondary Plan Process: 2021 – Today



Richmond Hill Centre Secondary Plan Process

The Secondary Plan has been created along with the community and key stakeholders, who have been engaged through all phases of the process.

Open House #1 - June 2019

- Project kick off: confirmed the vision for RHC

Open House #2 - November 2019

- Consulted on draft development principles and presented emerging development framework

Virtual Open House #3 - May 2021

- Presented policy directions and preferred option for RHC
- Gathered input for the drafting of the Plan's policies

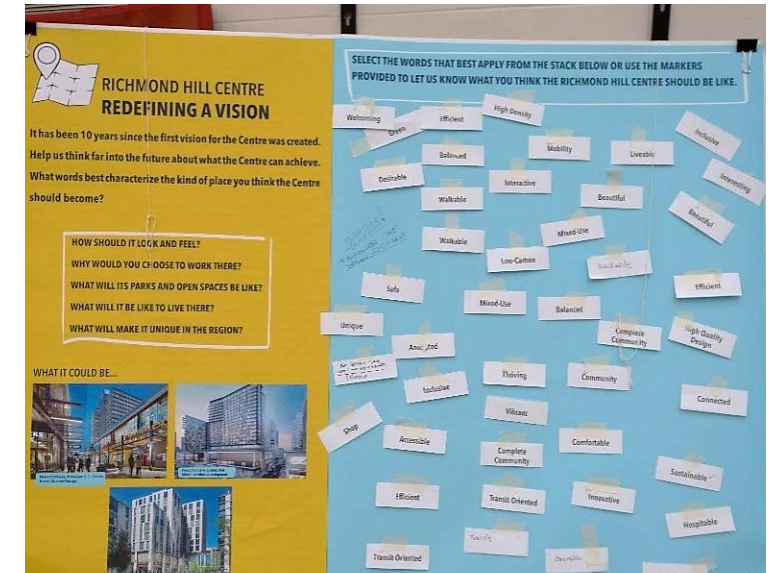
Council Public Meeting - October 2021

- Presented draft Secondary Plan to public and Council, and gathered Council and public feedback and input on the draft Plan



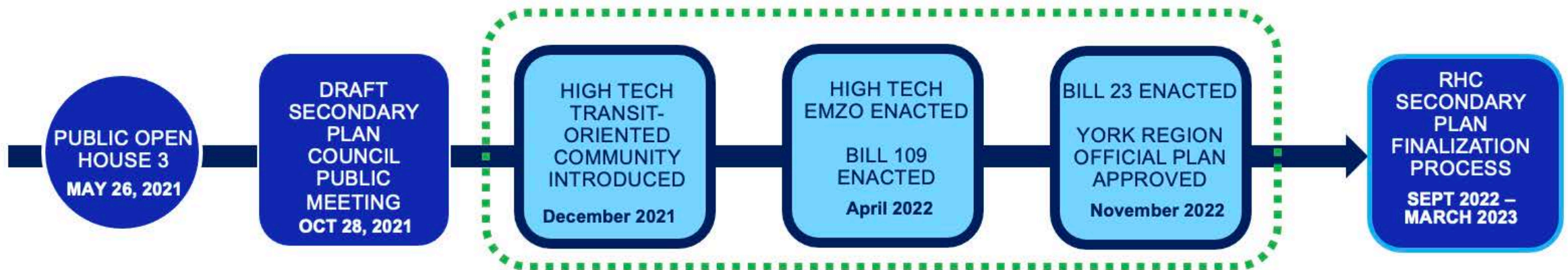
What We Heard - Key Messages

- This is a once in a lifetime opportunity to **plan for something bold**
- RHC is more than a transit hub - it must be a **complete community**
- The area needs **adequate and well-integrated parks and open space**
- The **station should be completely integrated into development**
- **Height and density need to be carefully considered and managed**, particularly in areas close to existing residential neighbourhoods
- The design of the community should **increase walkability** and **minimize traffic impacts** on the community
- Realizing RHC's potential will require **partnerships, creative problem solving**, and new ways of doing things



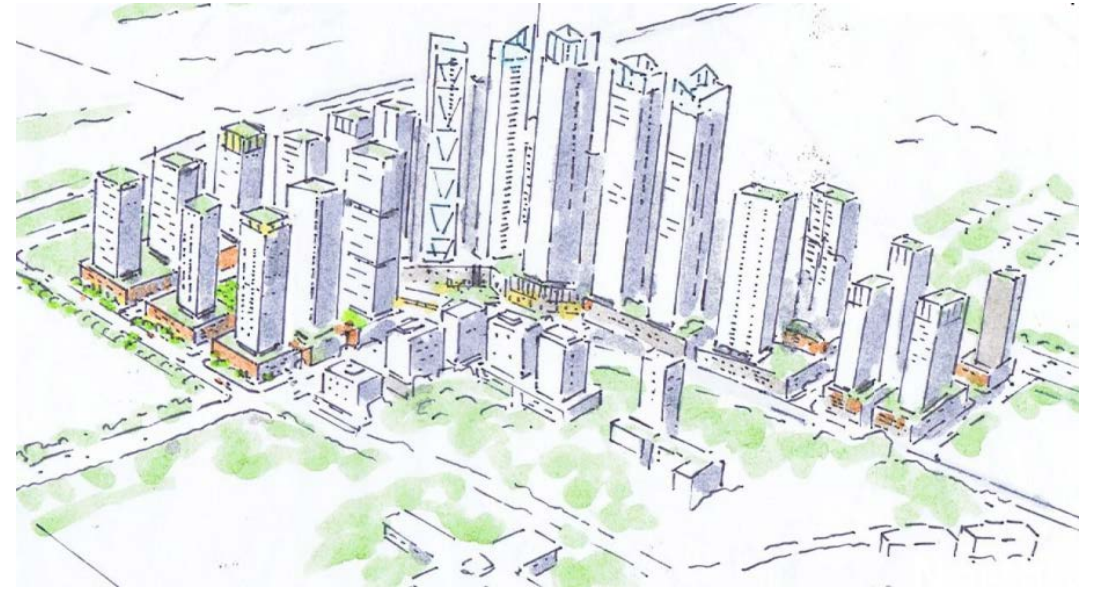
What's New

- The latest draft of the RHC Secondary Plan was presented to Council during the Council Public Meeting (CPM) on October 28, 2021
 - Public input received at the CPM must be considered when finalizing the Secondary Plan
- **Since the CPM, several updated Provincial and Regional plans and legislation have also been approved, which require us to respond to these changes and further refine the draft Secondary Plan**

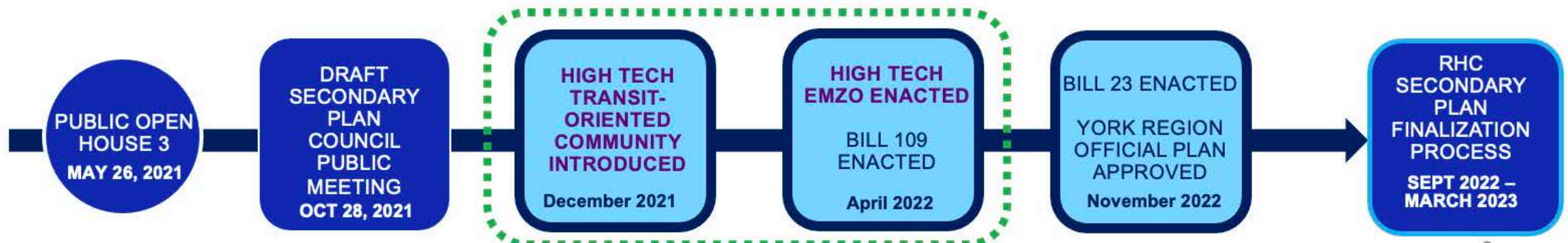


New Considerations - Transit Oriented Communities

- The Province of Ontario's' High Tech Transit Oriented Communities (TOC)' application and community engagement was introduced in **December 2021**
- Enhanced Ministerial Zoning Order ("High Tech EMZO") was enacted over a large portion of the RHC Secondary Plan area in **April 2022**



Source: High Tech TOC (Infrastructure Ontario + BDP Quadrangle Architects Ltd.)



New Considerations - Transit Oriented Communities

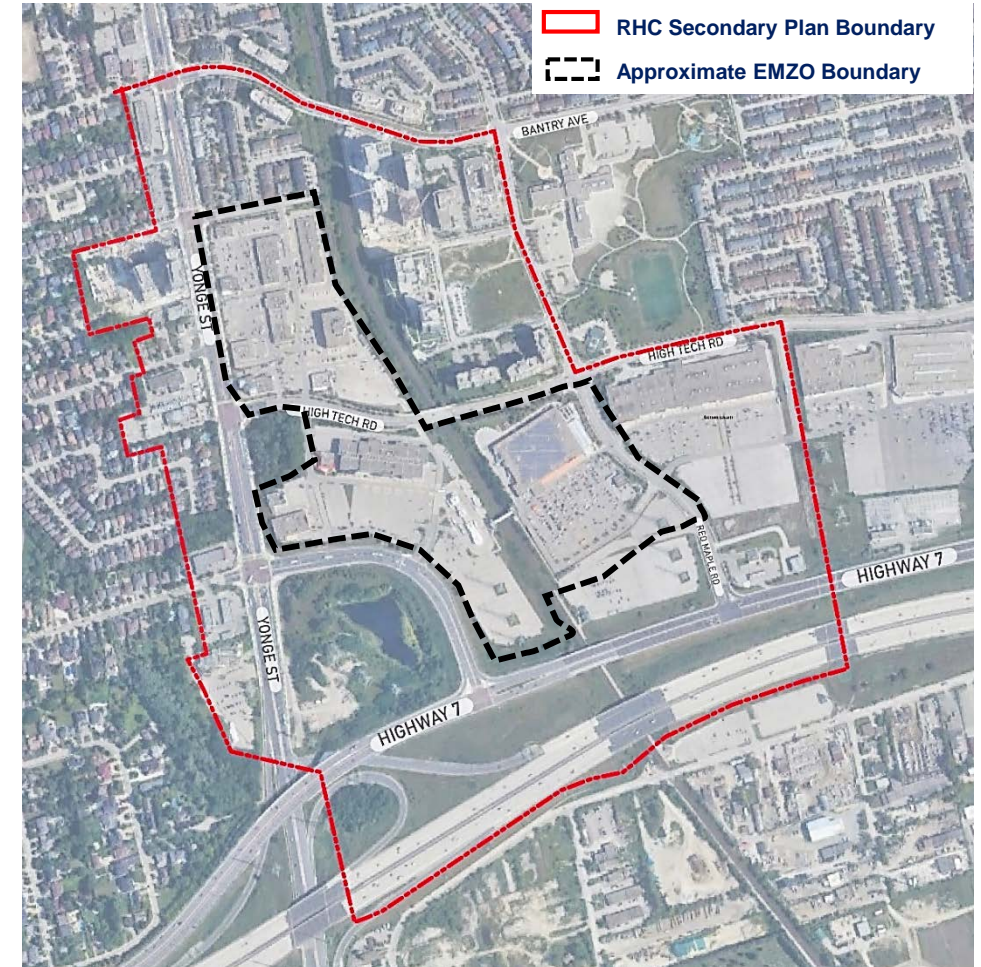
- The TOC Program aims to advance more sustainable communities within walking distance of transit stations located along the Province's four subway projects, GO Transit, and Light Rail Transit (LRT) projects
- Various Provincial agencies (such as Infrastructure Ontario and Metrolinx) collaborate with private and public sectors to enable the construction of higher density, mixed-use developments integrated with or directly adjacent to transit stations
- The RHC Secondary Plan area includes lands which are part of the High Tech TOC
- The High Tech TOC is organized into 15 development blocks with 31 mixed use towers ranging in height from 40 to 80 storeys



Source: High Tech TOC (BDP Quadrangle Architects Ltd. and Frontop Architectural Visualization)

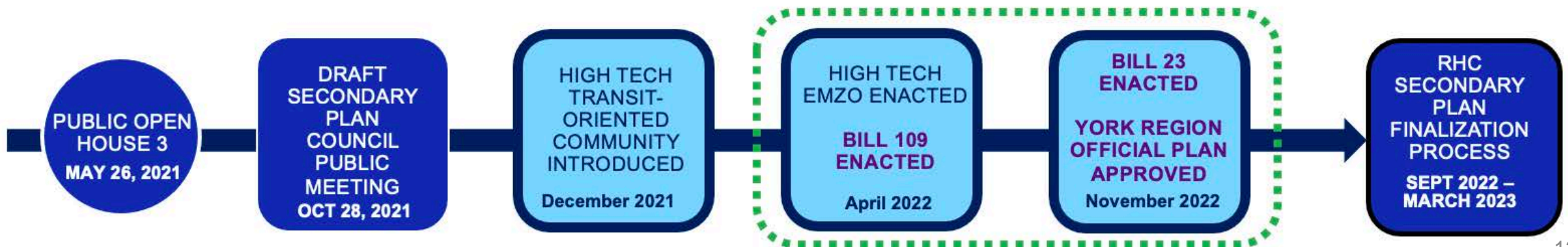
New Considerations - EMZO

- The EMZO prevails over City by-laws and the City's Official Plan
 - The EMZO is final and binding and not appealable
- The High Tech EMZO introduces:
 - Densities that significantly exceed the densities contemplated in the draft RHC Secondary Plan
 - A significant reduction in the non-residential GFA when compared to the draft RHC Secondary Plan
 - A different street and block network when compared to the draft RHC Secondary Plan
 - Exclusion of inclusionary zoning at the High Tech TOC site
 - A modified Site Plan Process for lands within the EMZO



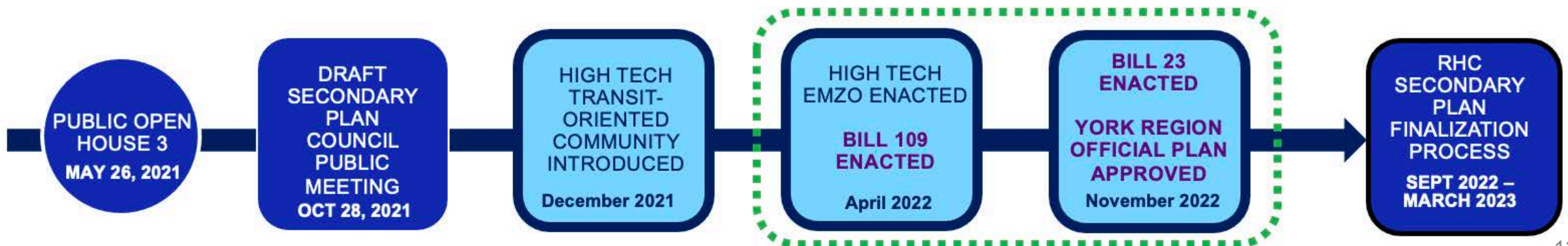
New Considerations – Other Legislative & Policy Changes

New Legislation/Policy	Date	Summary
Bill 109: More Homes for Everyone Act, 2022	April 2022	Amends six statutes affecting planning requirements and processes to support Ontario's Housing Supply Action Plan and increase the supply of market housing
Bill 23 - More Homes Built Faster Act, 2022	November 2022	Similar to Bill 109, Bill 23 introduces a range of legislative changes to increase the housing supply, including legislation impacting parkland dedication, development charges, site plan processes, and others



New Considerations – Other Legislative & Policy Changes

New Legislation/Policy	Date	Summary
Updated York Region Official Plan (YROP) approved, with modifications, by the Minister of Municipal Affairs and Housing	November 2022	The 2010 YROP was updated to reflect evolving Regional goals and priorities for future growth, including updating the planning horizon to 2051, and identifying RHC as 'Protected Major Transit Station Area (PMTSA) # 49', with a minimum density target of 400 residents and jobs combined per hectare
City of Richmond Hill Official Plan (RHOP) Review	Ongoing	The City is undertaking a review exercise to ensure the RHOP conforms with the updated YROP and reflects the city's changing needs



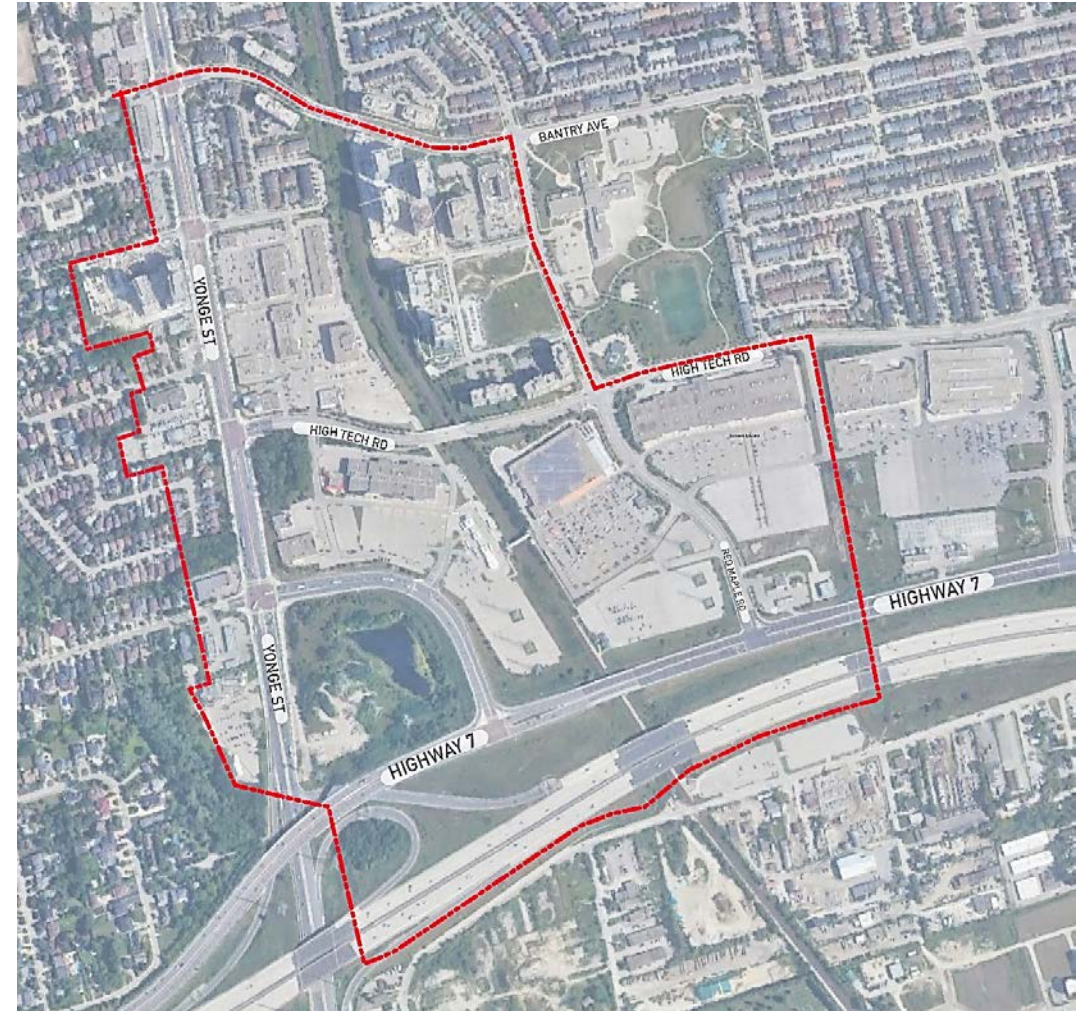
What Do These Changes Mean for the Plan?

- A review of the draft RHC Secondary Plan is required to ensure the various new policy frameworks are aligned
- The Secondary Plan is required to **not conflict** with the permissions and directions of the EMZO
- Provincial policy changes require modifications to certain approaches to the draft RHC Secondary Plan's proposed street, block, and parkland/open space network, permitted development densities, and overall number of projected people and jobs
- The project team is now considering the final series of inputs, including the new policy frameworks and feedback from the October 28, 2021 Council Public Meeting, to finalize the RHC Secondary Plan

Overview of the Secondary Plan

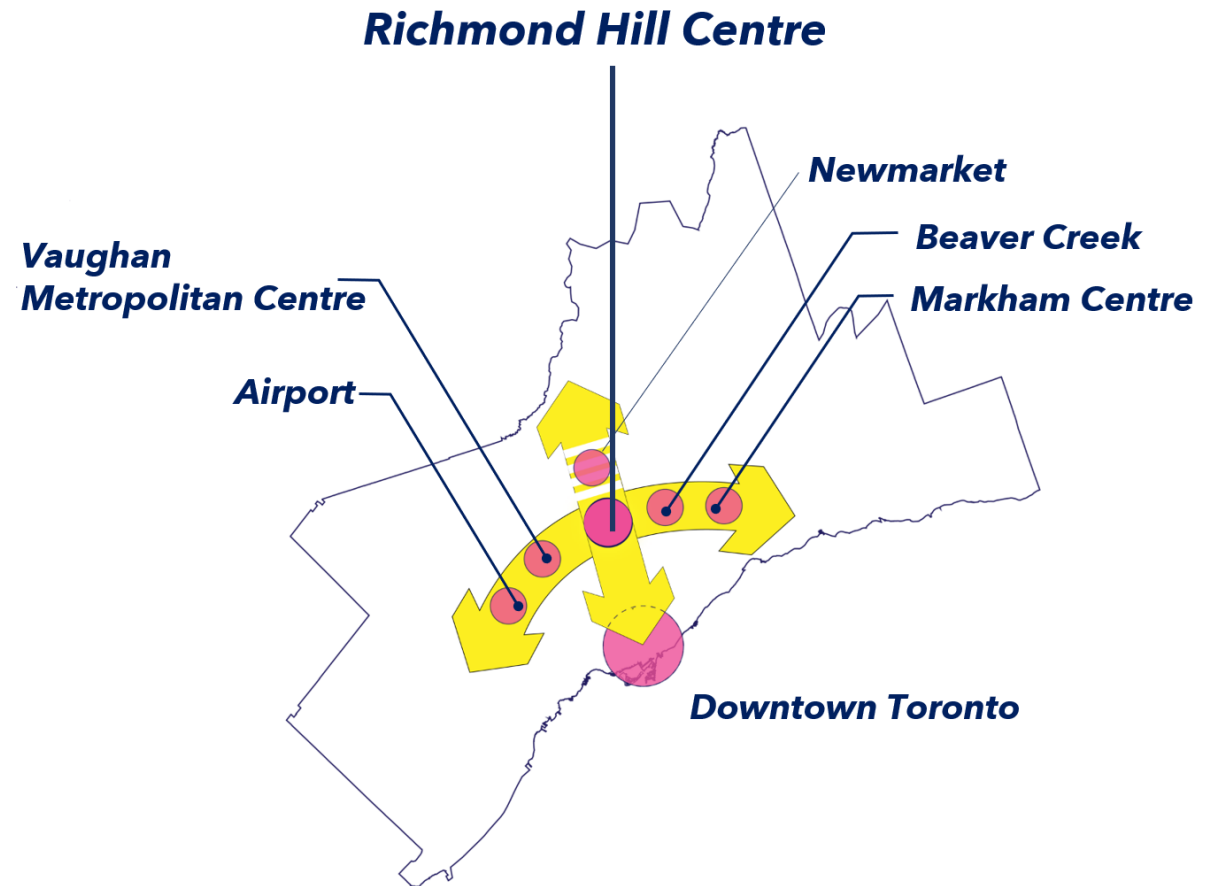
The directions of the Secondary Plan are framed around a number of key components which together create a complete picture of how development will be managed in RHC:

- Vision and Principles
- Character Areas + Land Use
- Built Form Height and Density
- Mobility and Transportation
- Parks and Open Spaces
- Community Services and Facilities
- Implementation



Vision

Located at the geographic centre and connected to the Greater Golden Horseshoe by a radiating network of transit, Richmond Hill Centre will be a magnet for business, arts and culture, a leader in innovation and a key regional destination. The centre will be a transit-oriented urban community defined by its diversity of architecture and building types, its vibrant urban spaces and fine-grained walkable neighbourhoods.



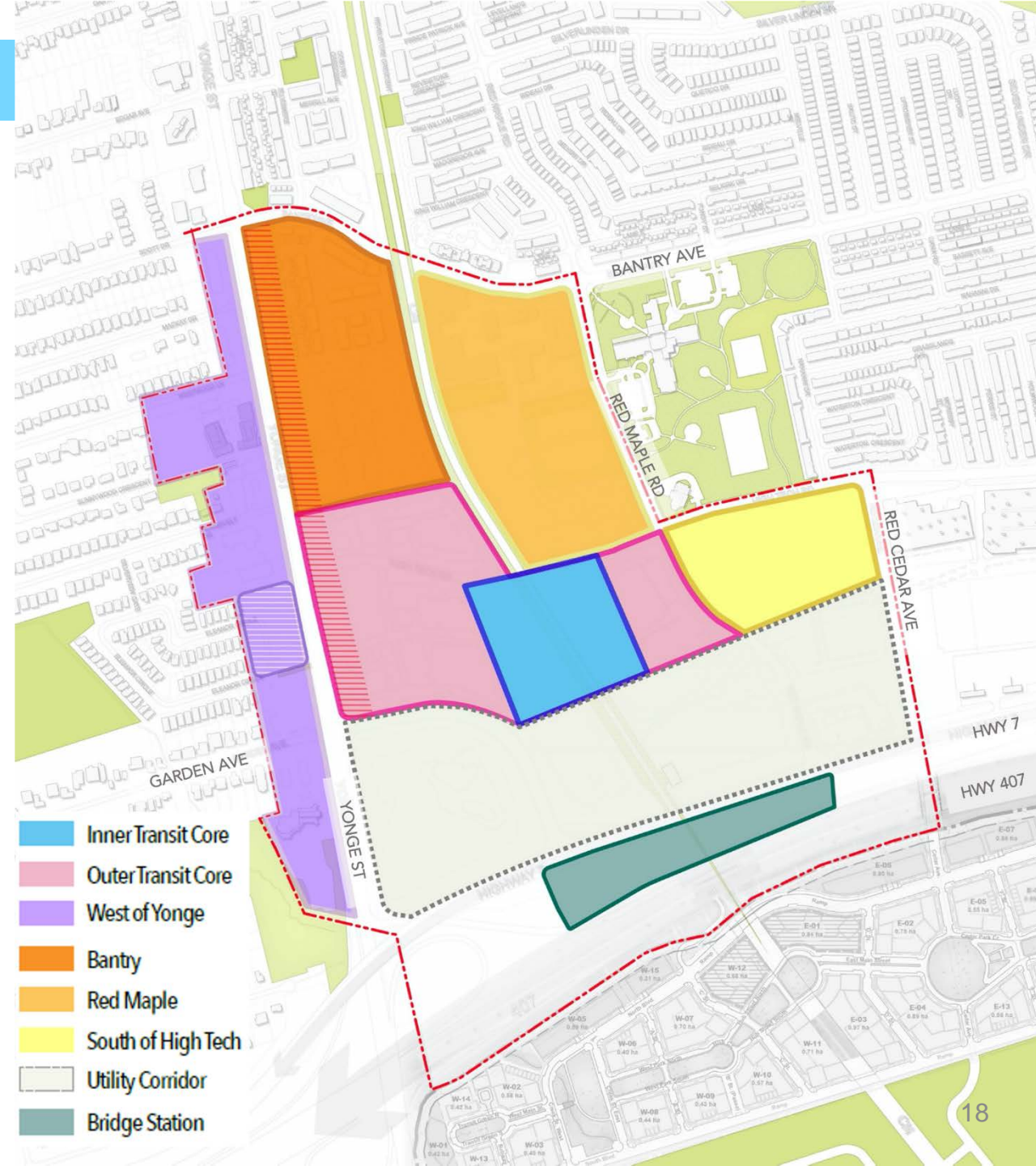
Development Principles



1. A new downtown for Richmond Hill
2. A place defined by its high-quality design and place-making
3. A place for all people
4. A place for people to walk, bike and take transit
5. A sustainable and resilient place
6. A place that supports new technology and innovation

Character Areas and Land Use

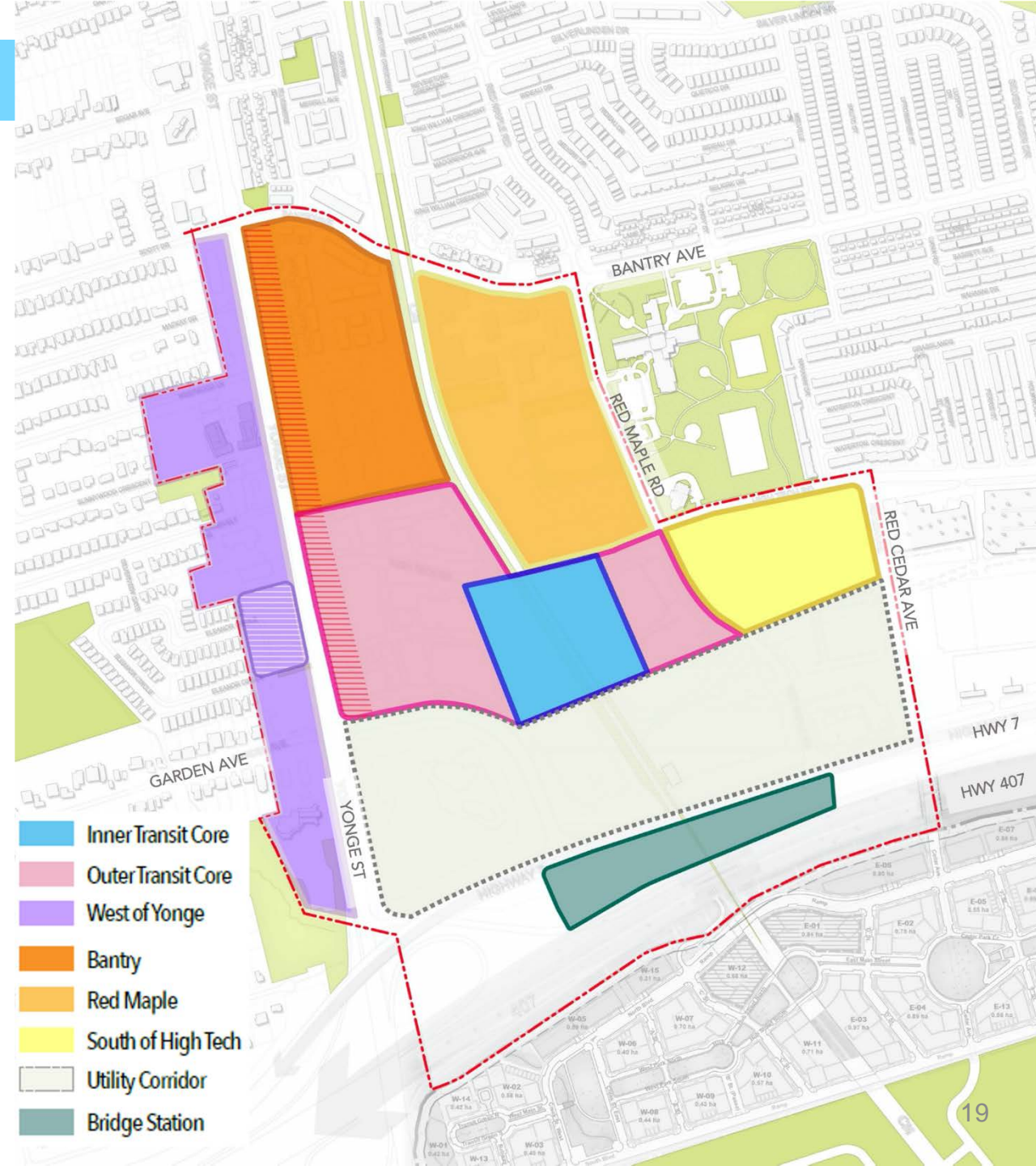
- Character Areas are distinctive sub-areas within the RHC that are expected to provide a generally consistent role, function, and built form character
- **Eight Character Areas** have been defined in response to the specific conditions within RHC
- These Character Areas are shown in Schedule 1 of the draft Secondary Plan



Character Areas and Land Use

Key Character Area Directions:

- The majority of office employment uses are planned for areas most directly connected to transit
- The Outer Transit Core will have a robust mixed-use character
- The Neighbourhoods of Bantry, Red Maple, and West of Yonge will be primarily residential in character
- Development throughout RHC will be expected to activate streets and open spaces

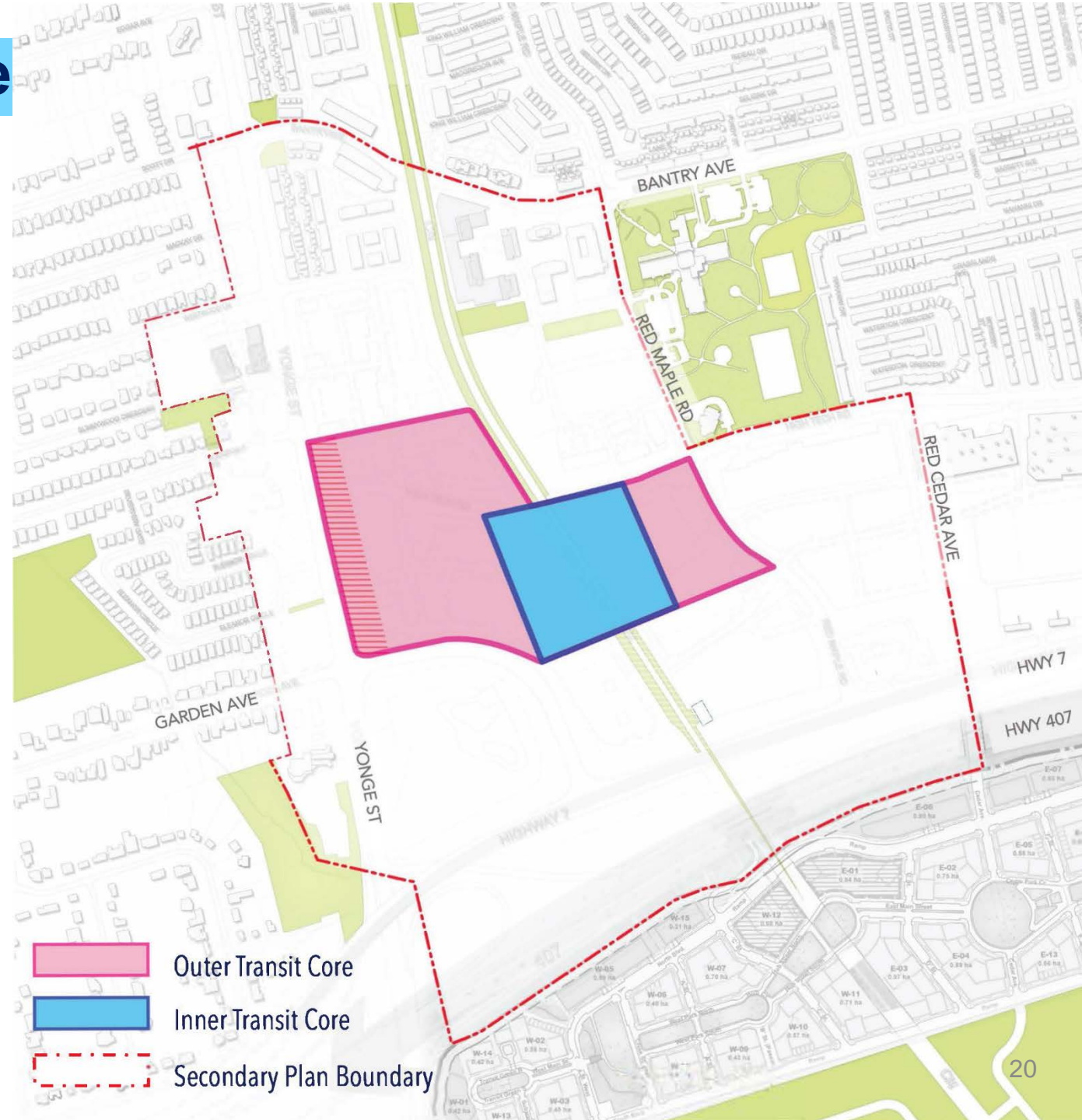


Character Areas and Land Use

The Transit Cores:

- At the heart of the RHC and the location for high-density office and residential uses supported by rapid transit
- The location for the tallest and most dense development in the RHC
- Yonge Street will retain a unique character through specific policy direction

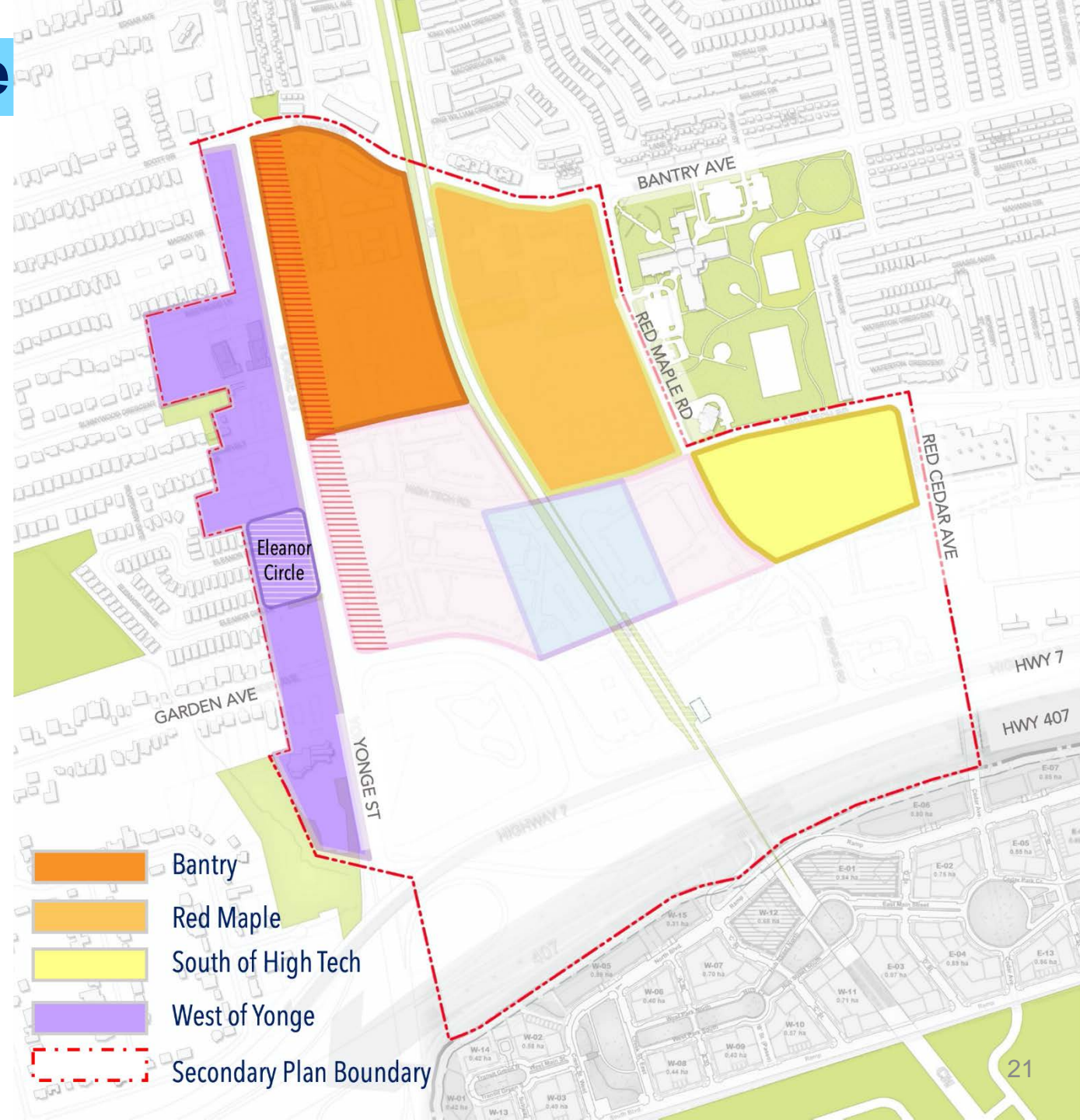
The approach to planned employment uses around transit will require refinement to conform to the EMZO development permissions.



Character Areas and Land Use

The 'Neighbourhoods':

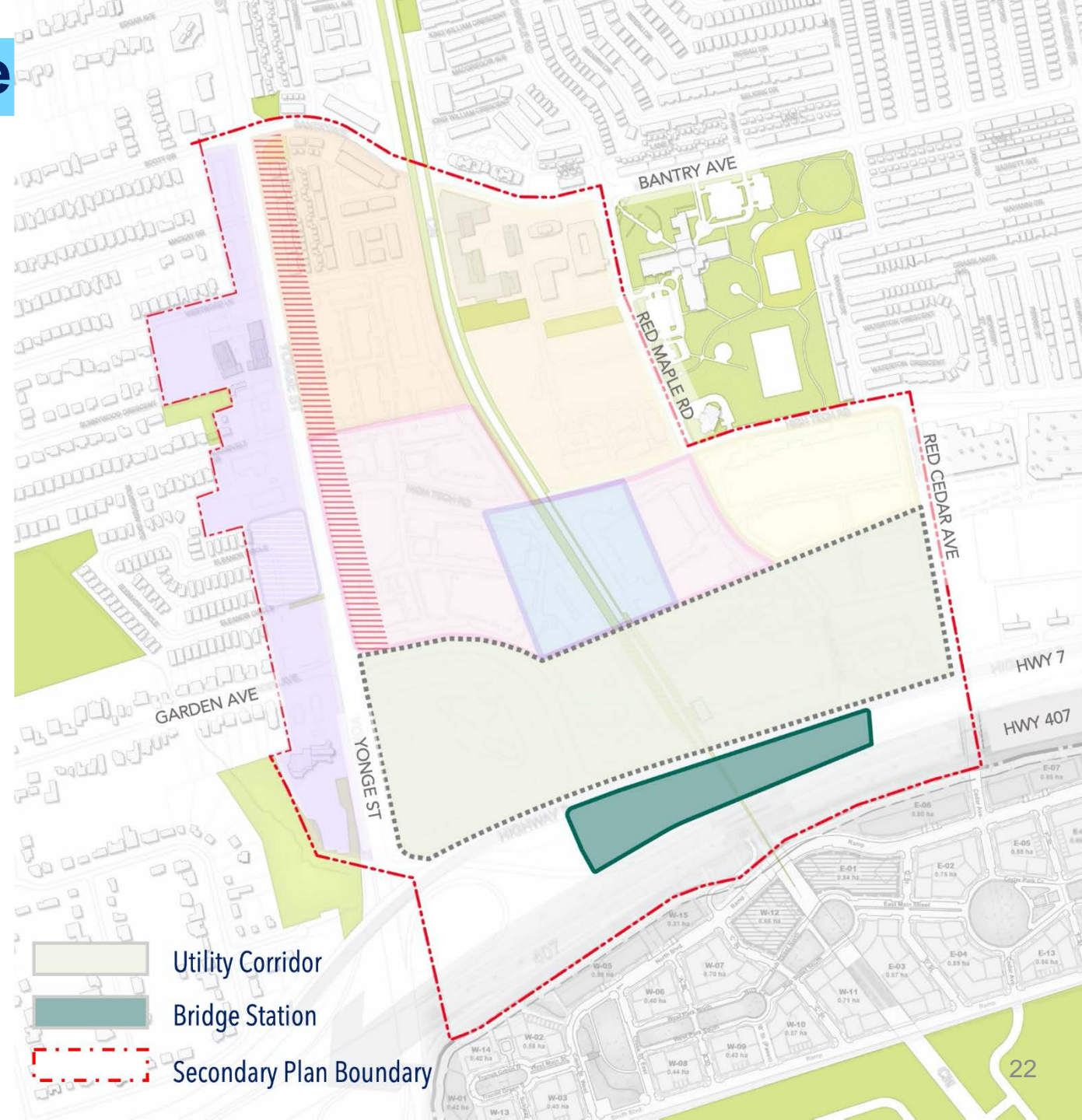
- Outer areas of the RHC will include a mix of residential, office, retail, and commercial uses
- Some of the Neighbourhood areas have existing high-density residential development today
- The draft Secondary Plan has policies specific to each of these Neighbourhoods, describing how they fit into the overall vision for RHC



Character Areas and Land Use

Utility Corridor and Bridge Station:

- These two Character Areas are not anticipated to intensify significantly over the horizon of the Secondary Plan.
- **Bridge Station** presents a unique opportunity to develop a strong sense of identity and sense of arrival in RHC
- **The Utility Corridor** lands contain the Hydro One corridor, as well as the Langstaff GO Station and Richmond Hill Centre transit terminal



Built Form, Height and Density

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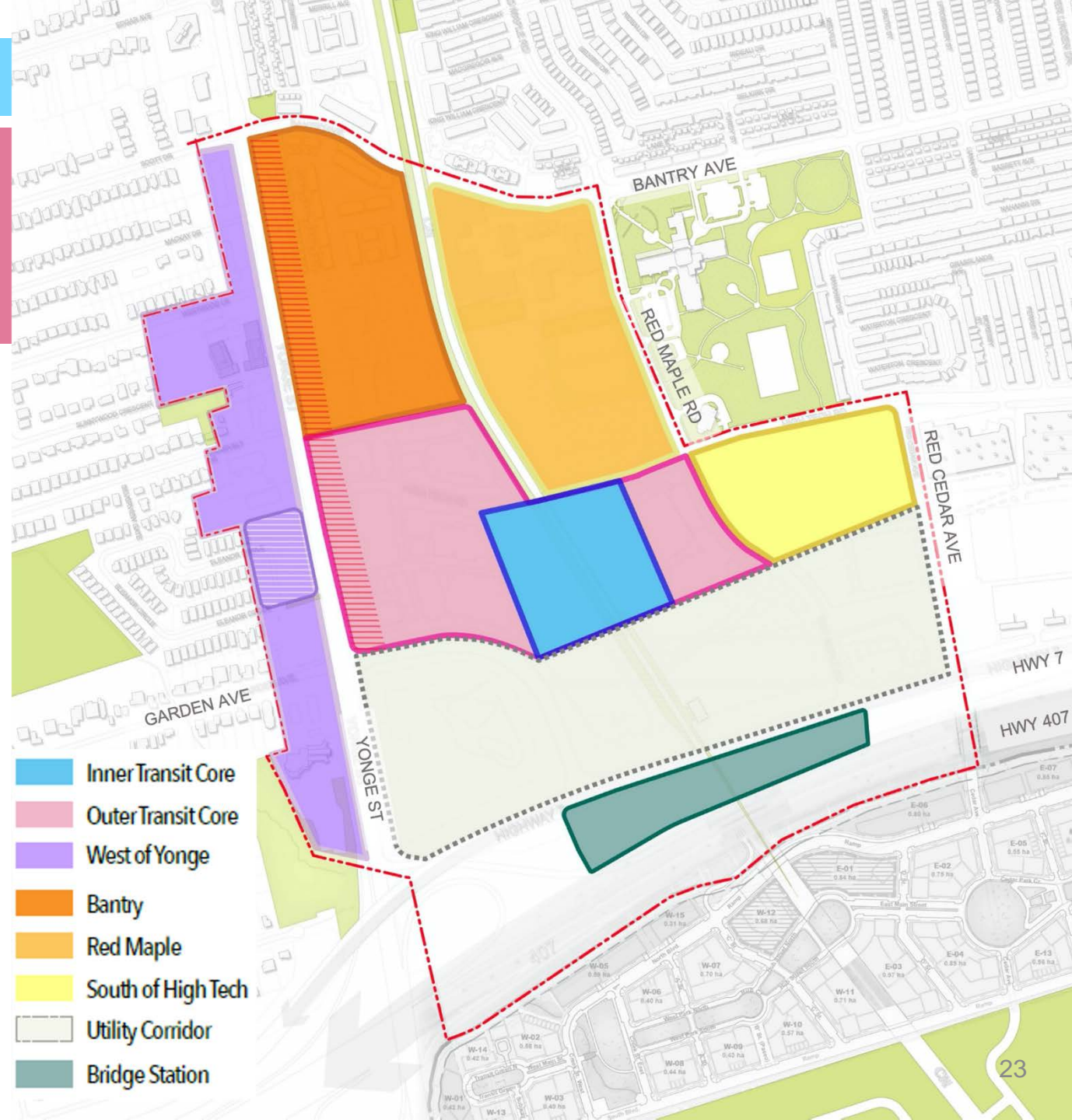
Table summarizing the ranges of permitted densities, expressed as a floor space index (FSI), within each Character Area in the draft Secondary Plan.

major regional destination, and population and employment centre

2021 Draft Secondary Plan Densities - Character Area Basis

Character Area	Minimum Floor Space Index (FSI)	Maximum Floor Space Index (FSI)
Inner Transit Core	3.5	9.5
Outer Transit Core	3.5	6.5
Bantry	2.5	4.0
South of High Tech	2.5	4.5
Red Maple	2.5	5.5
West of Yonge	2.0	2.5

- The approach to density within RHC is impacted by the EMZO and will require refinement to conform to the EMZO development permissions



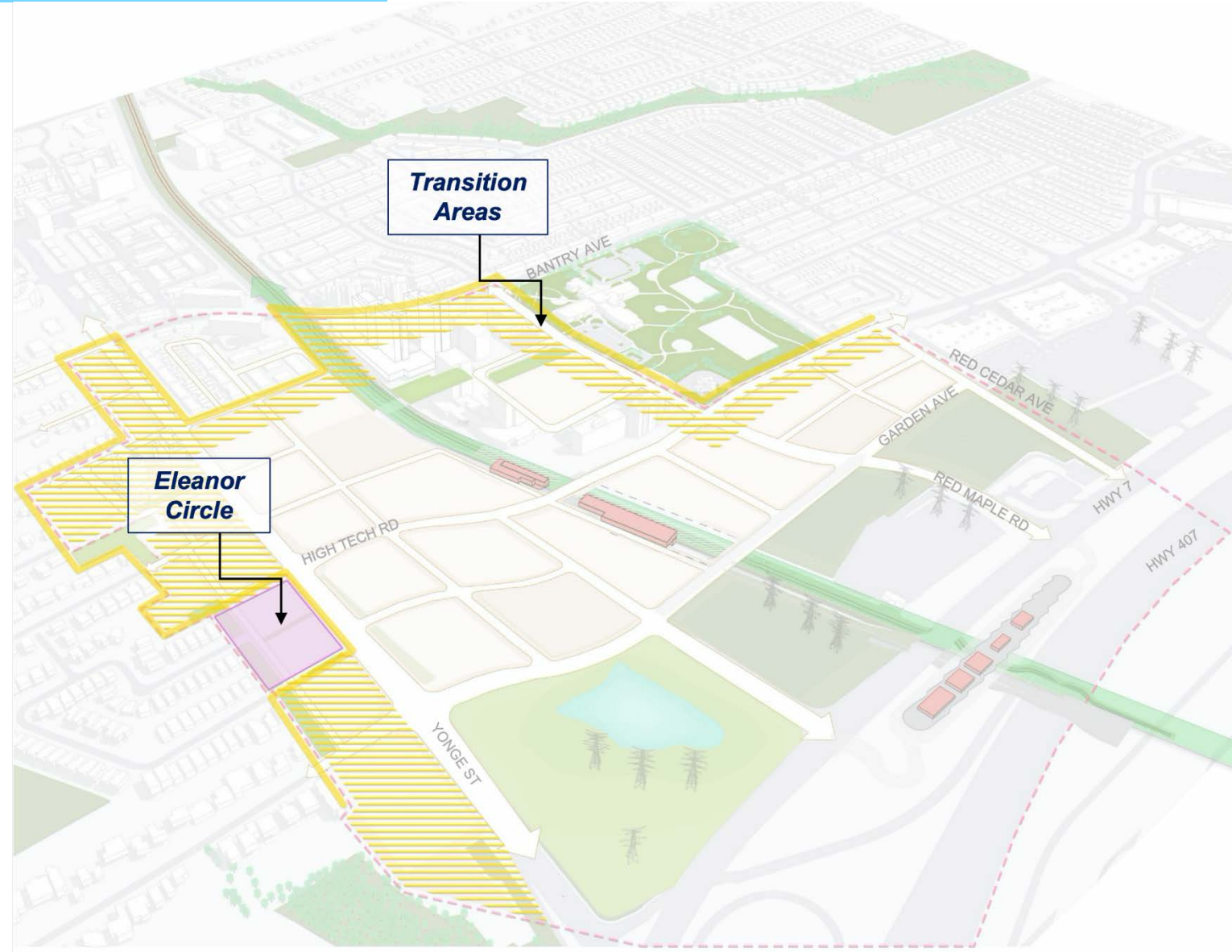
Built Form, Height and Density (continued)

Density

- In the latest draft Secondary Plan (October 2021), it is estimated that the Secondary Plan area may accommodate a population of approximately **33,800 people** and approximately **16,500 jobs** at full build-out
 - This represents **approximately 840 people and jobs per hectare**
- Based on the High Tech EMZO permissions, it is estimated that the Secondary Plan area may accommodate a population of **up to approximately 51,000 people** and approximately **10,000 jobs** at full build-out
 - This represents **approximately 1,015 combined people and jobs per hectare**
- The total growth within RHC is impacted (increased) by the EMZO development permissions. As a result, updates are required to the Secondary Plan.

Transition and Performance Standards

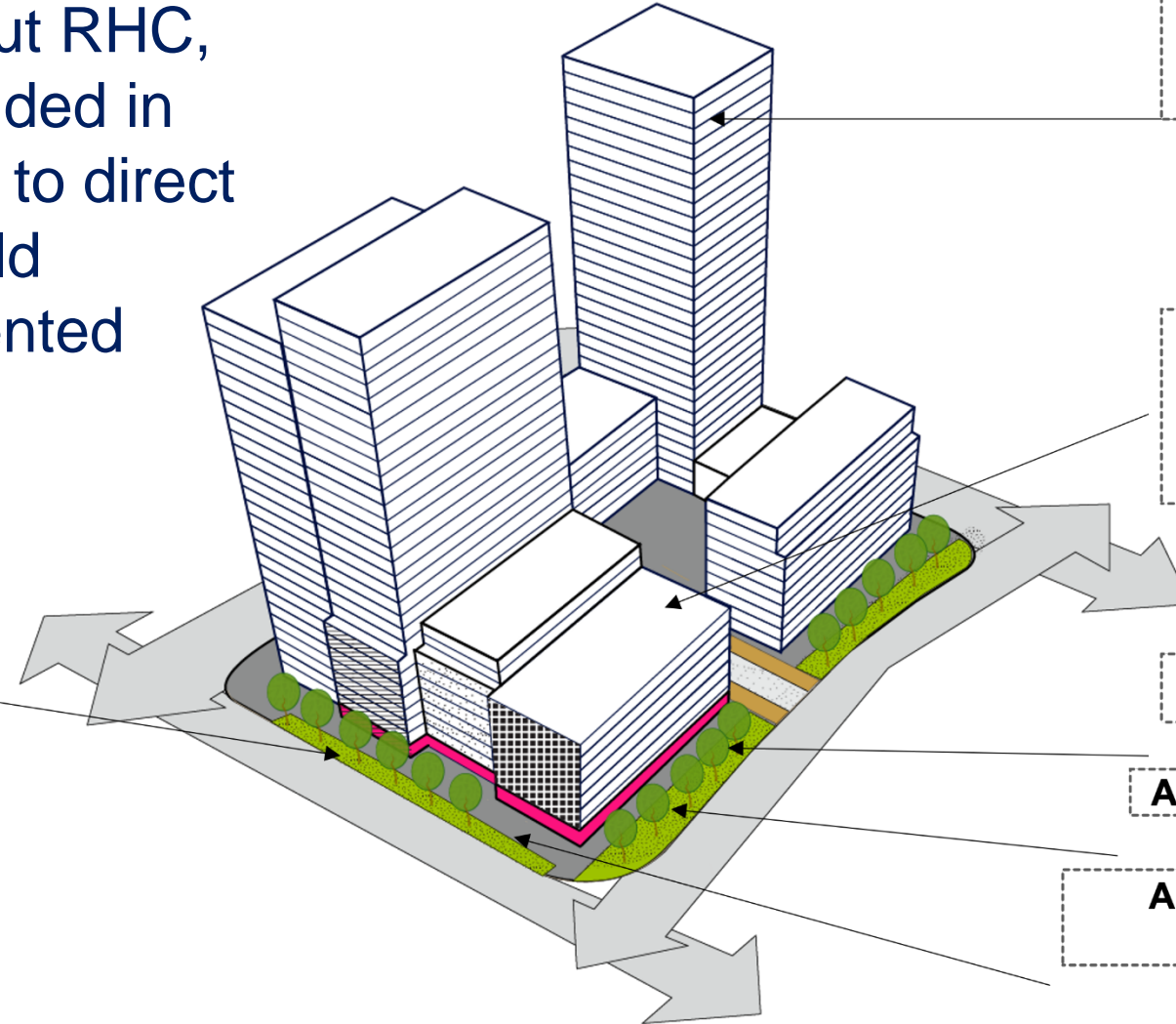
- The draft Secondary Plan includes direction on Transition Areas
- New buildings adjacent to existing low-rise neighbourhoods in the Transition Areas will be integrated sensitively
- Development within the Transition Areas will transition in height and apply built form and massing strategies to minimize development impacts
- An approach to the long-term potential redevelopment of Eleanor Circle, an existing residential neighbourhood that backs onto Yonge Street, is included in the draft Secondary Plan



Built Form Principles

- While a diversity of built forms will be encouraged throughout RHC, specific guidance is provided in the draft Secondary Plan to direct how base buildings should support a pedestrian-oriented environment

Built form with variations in materiality, projections, recessions and setbacks to reduce the perceived horizontal and vertical scale



Higher density towers massed to minimize perceived scale and located and designed to support built form variety

Shared below grade and wrapped structured parking

Mid-block connections

Active uses at grade

A clearly defined streetwall

Diverse built form will be encouraged in the Centre to make an interesting, distinctive place.



**Mirvish Village
Toronto**

Source: Westbank



**Christie's
Toronto**

Source: Allies and Morrison



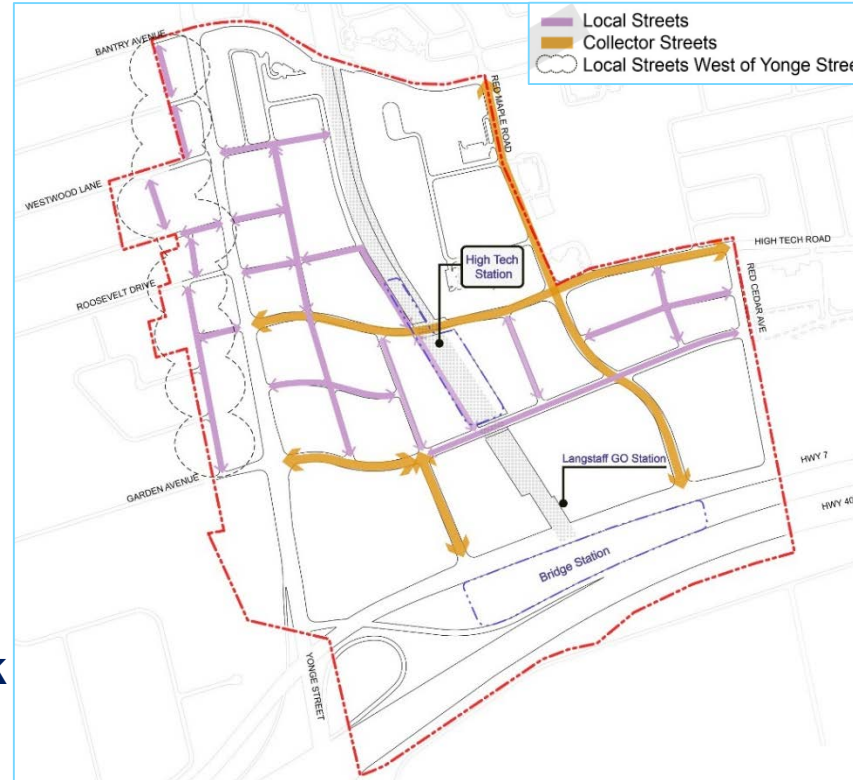
**Seaport Square
Boston**

Source: Sasaki Associates

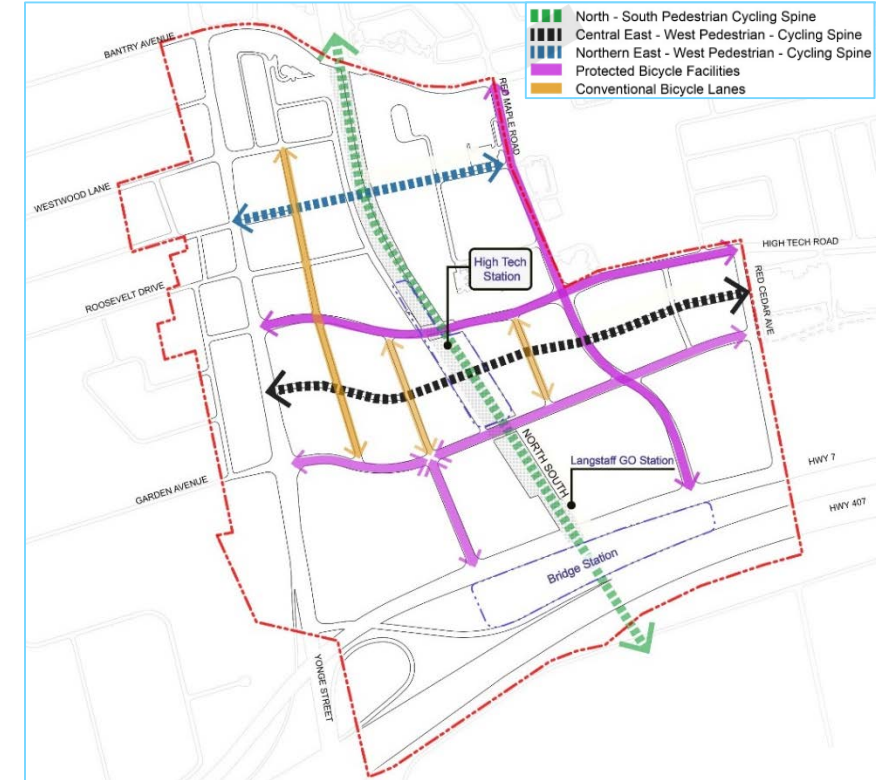
Mobility and Transportation

Street and Active Transportation Network

- Planning for RHC seeks to establish and reinforce a **transit-supportive** environment that **prioritizes mobility and access by walking, cycling, and transit**, while accommodating the needs of automobile users
- A **fine-grained streets and active transportation network** 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



Draft RHC Secondary Plan Proposed Street Network



Draft RHC Secondary Plan Proposed Active Transportation Network

- The proposed street and active transportation network within RHC is impacted by the EMZO and will require refinement to conform to the EMZO's prescribed networks

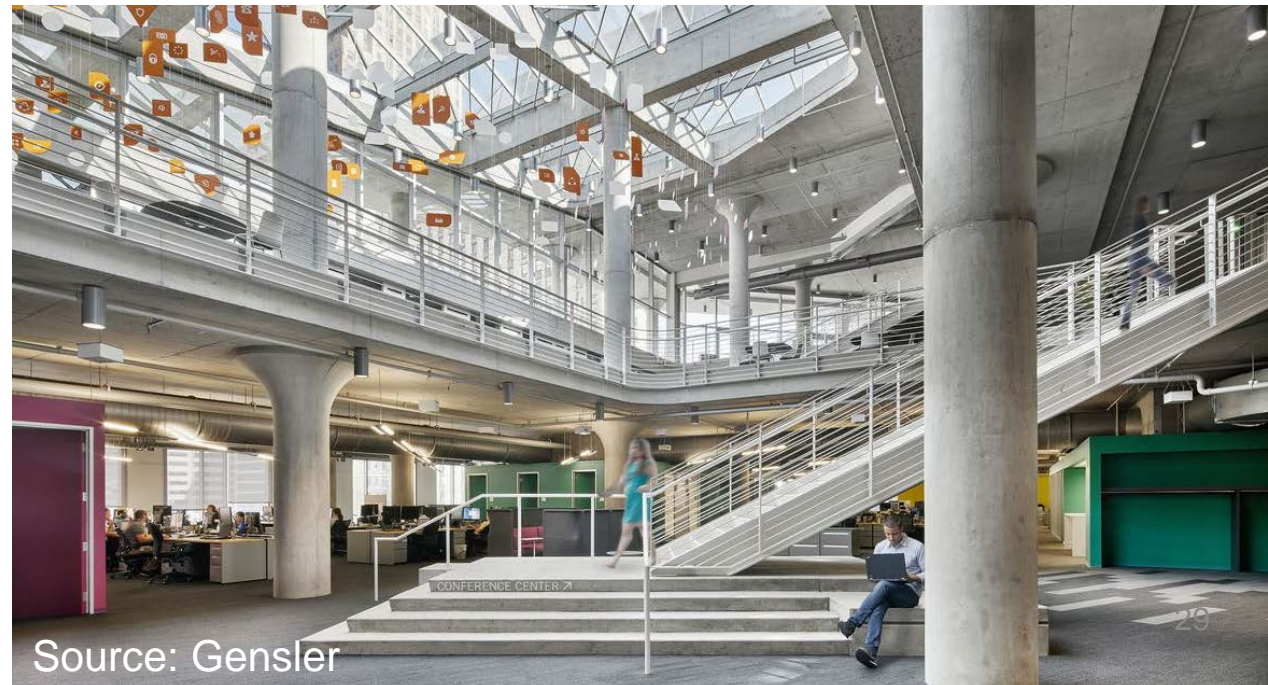
Mobility and Transportation

Transportation Demand Management (TDM)

- TDM measures will be employed in RHC to encourage walking, cycling and transit use, and reduce private automobile use

Parking

- Parking in RHC will support a balanced transportation network and reduce negative impacts on the public realm
- Parking policies will incorporate various strategies to enable more flexible delivery of parking, including through structures that can be re-purposed for an alternate use over time, shared parking facilities, and strata parking



Mobility and Transportation

Mid-block Connections

- A network of mid-block connections will contribute to a fine-grained pedestrian network in RHC
- Mid-block connections may take various forms, including private laneways, atria, pedestrian pathways, or woonerf-style streets, but will reflect a strong pedestrian characteristic
- Mid-block connections are required to be accessible to the public at all times



Mobility and Transportation

Pedestrian and Cycling Spines

- The spines are envisioned as dedicated pedestrian and cycling routes supporting safe and efficient travel across RHC, providing space for recreation and enjoyment and supporting connections to important destinations, parks, transit and open spaces throughout the Centre



Parks and Open Space

Parks and open spaces of varied scales and character are planned throughout RHC.



Neighbourhood and Linear Parks

Located within each Character Area outside of the Inner Transit Core, these spaces should be between 0.5 and 1 hectares in size to provide amenity for residents and visitors to the area



Urban Squares

Designed programmable 'outdoor rooms' capable of supporting a broad range of activities and animated by adjacent retail, restaurant and entertainment uses



Major Urban Open Space

The stormwater pond is envisioned to be transformed to become a highly complementary part of the open space network with enhanced ecological function



- The Secondary Plan's proposed parks and open space network generally aligns with the EMZO's permitted parks and open space locations. Only minor mapping refinements are required.

Supporting a diversity of place through urban-scaled parks and open space.



**Emery Barnes Park
Vancouver**

~ 1ha

Source: Klaus Johansson



**Quartier des Spectacles
Montreal, QC**

~ 0.85ha

Source: GCDN



**Fourth Ward Park
Atlanta GA**

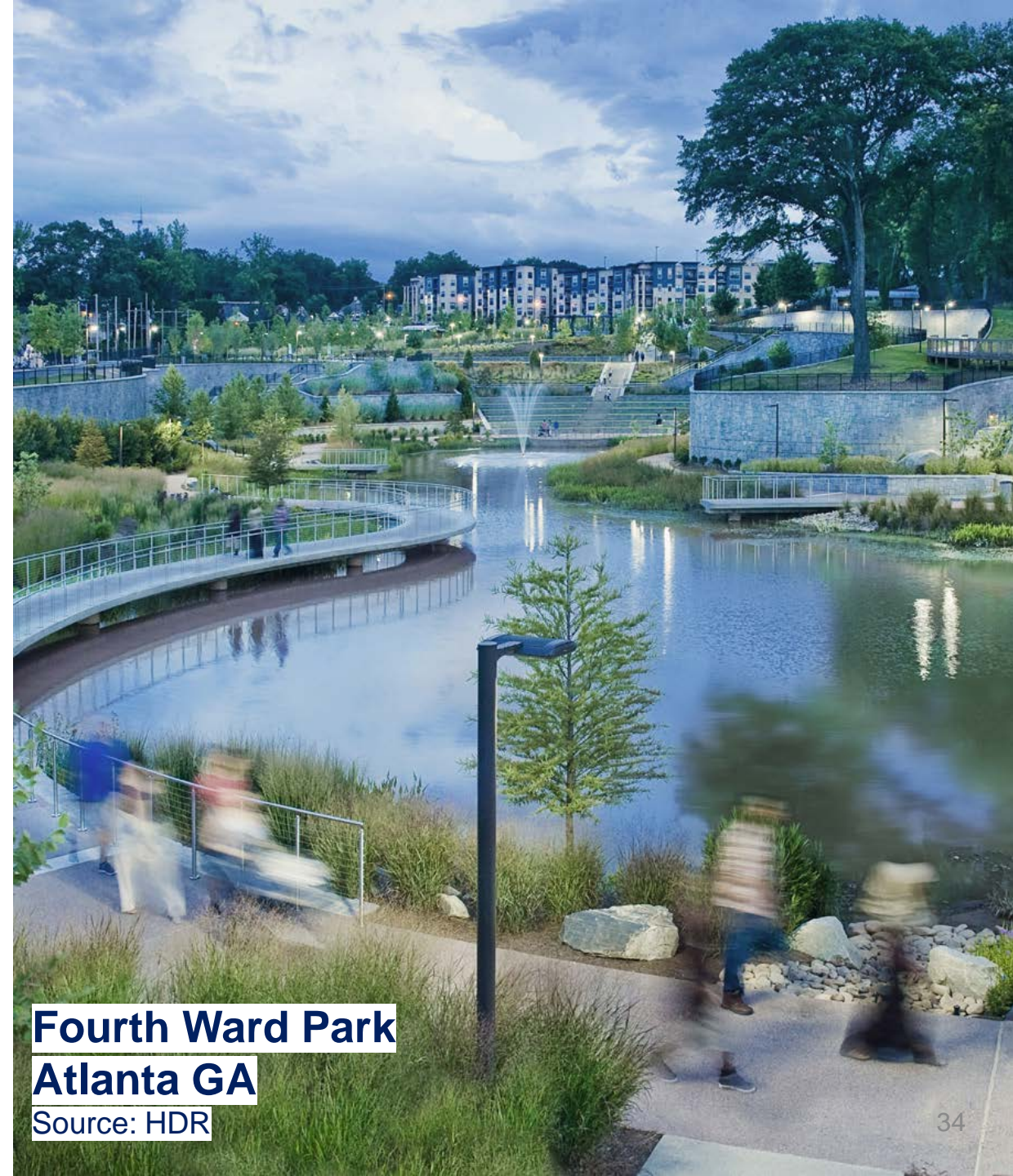
Source: HDR

Transforming the storm pond into an asset for the community and environment



Parque La Marjal
Alicante, Spain

Source: Tierra Del Misterio



Fourth Ward Park
Atlanta GA

Source: HDR

Parks and Open Space

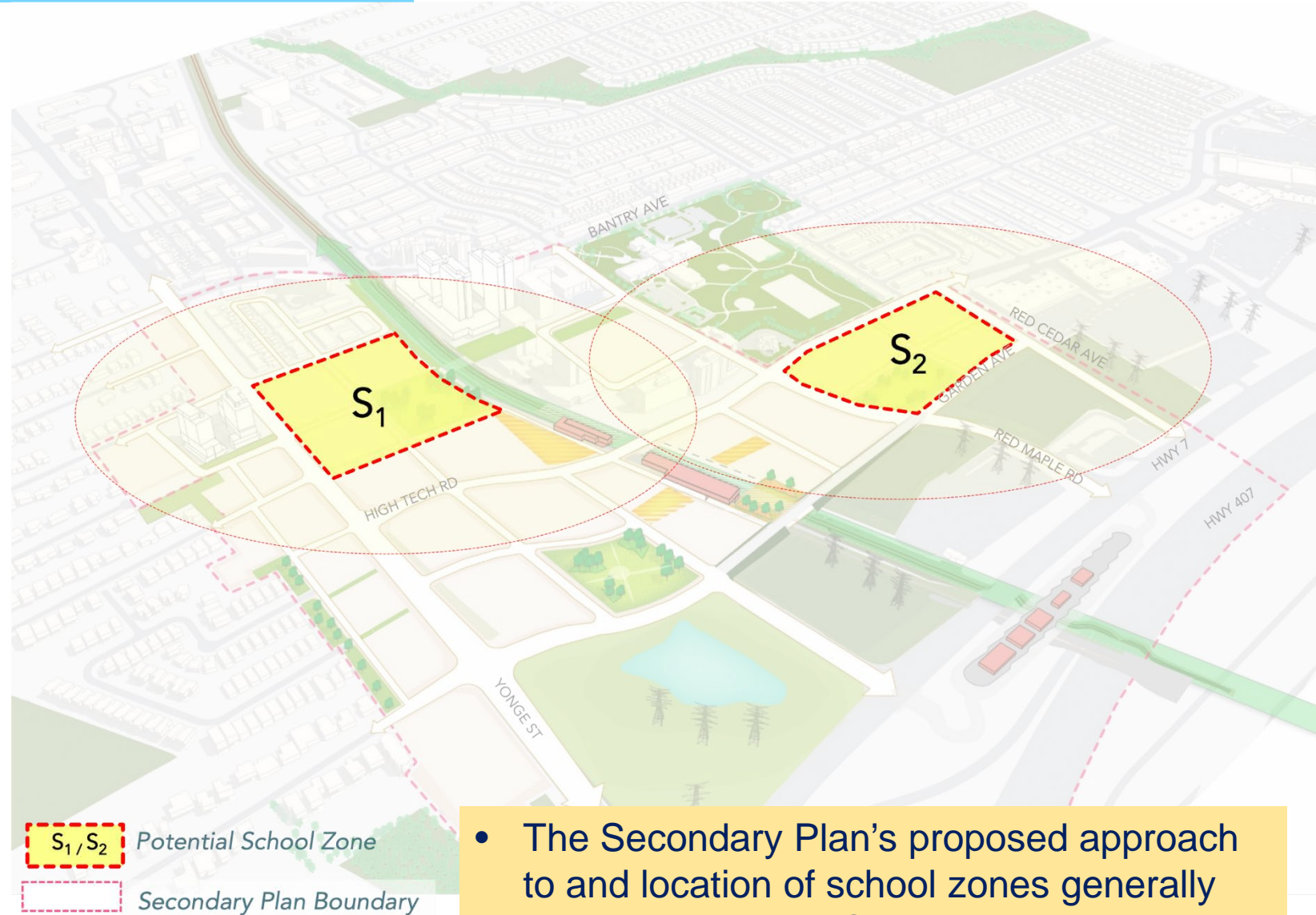
Woodland and Wetland

- The woodland located at the southeast corner of High Tech Road and Yonge Street is a key natural heritage feature, as shown in the Richmond Hill Official Plan
- Any proposal to change to the extent, size, and configuration of the woodland is subject to a Natural Heritage Evaluation



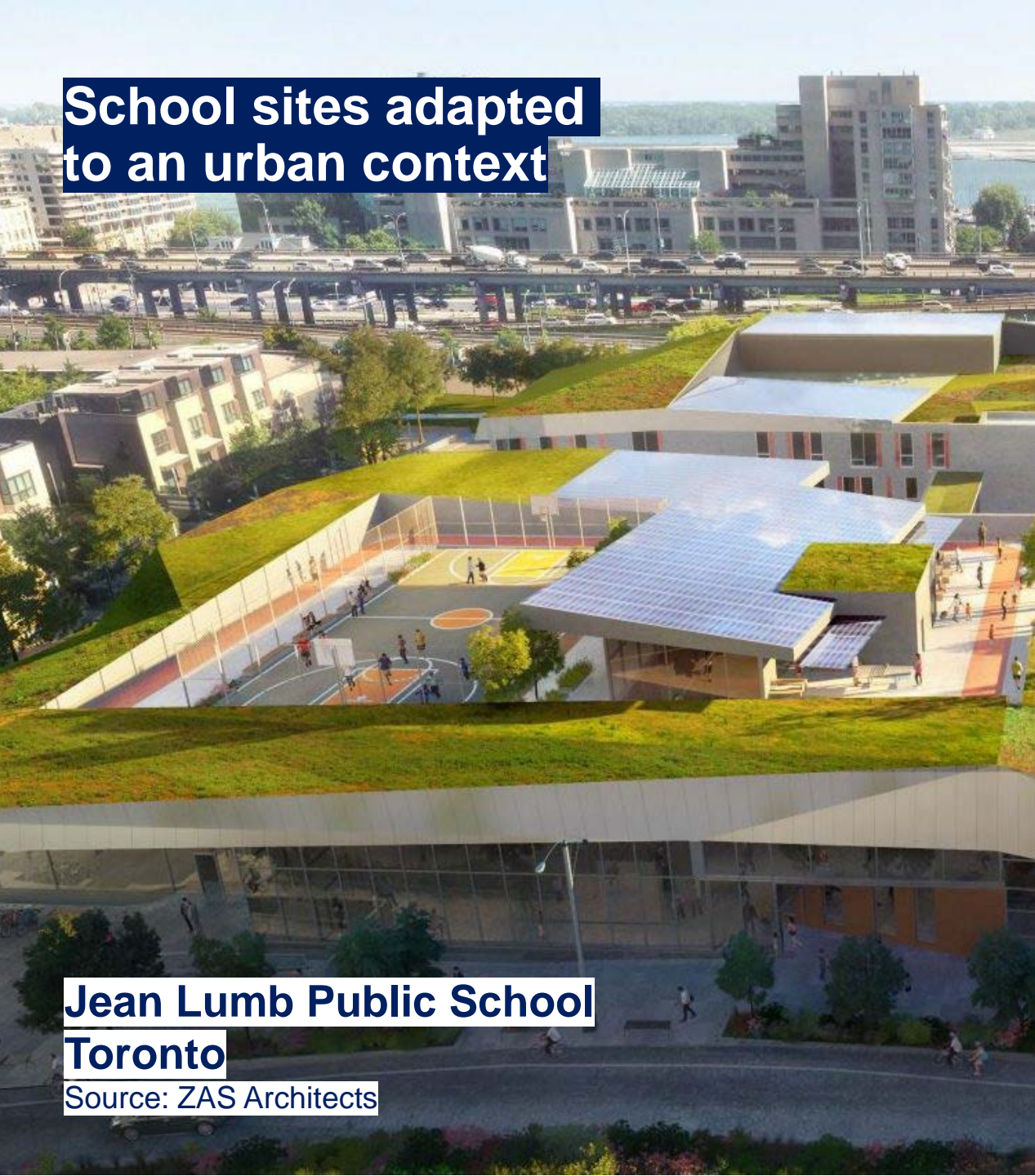
Community Services and Facilities

- Community facilities, services and schools will help make RHC a complete community
- Development charges and future Community Benefits Charge will support the creation of future community services in RHC
- Schools in RHC are encouraged to be built to an urban standard, based on appropriate funding
- The exact location, size, and phasing of school sites will be determined through consultation with School Boards as development unfolds



- The Secondary Plan's proposed approach to and location of school zones generally align with the EMZO's permissions.

**School sites adapted
to an urban context**



**Jean Lumb Public School
Toronto**

Source: ZAS Architects



**North Toronto Collegiate Institute
Toronto**

Source: Adjeleian Allen Rubeli Limited

Housing

- A wide range of housing for all income levels is essential for an inclusive and equitable Centre.
- The Secondary Plan encourages a mix of unit sizes and tenures to ensure that housing meets the needs of a wide range of people
- Following Regional policy direction, within RHC, a minimum 35% of new housing units shall be affordable, offering a range of affordability for low and moderate income households
- The draft Secondary Plan includes policies aimed at providing a mix of unit sizes, including 2 and 3 bedroom units



- The EMZO restricts the City's ability to enact inclusionary zoning within the EMZO lands.

Servicing, Stormwater and District Energy

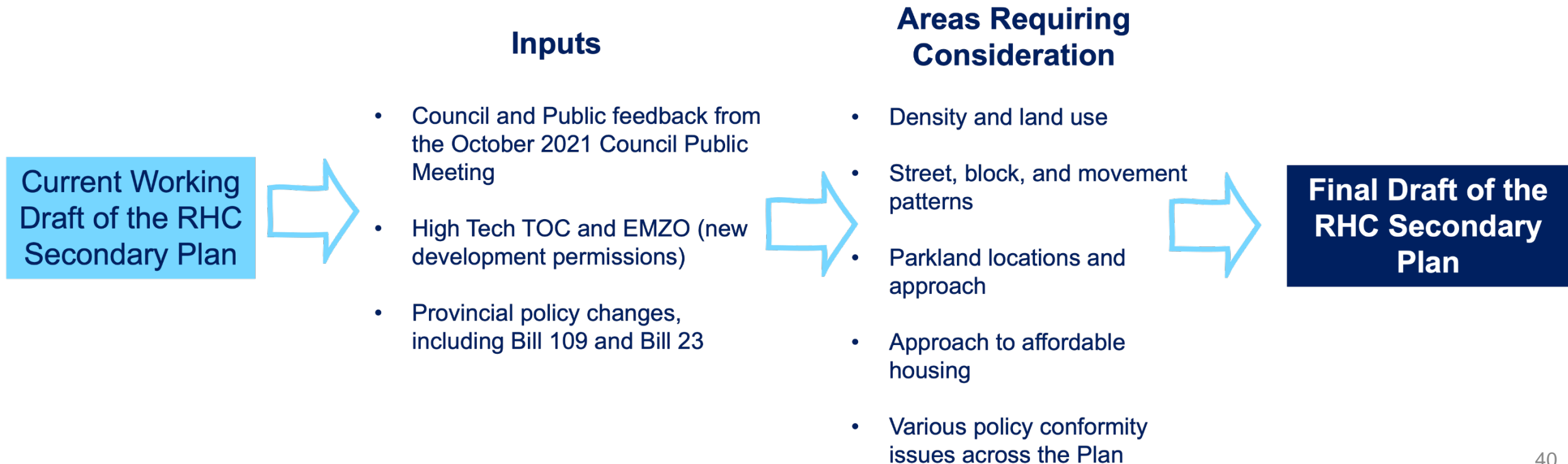
- Future development in RHC will be aligned with the future Urban Master Environmental Servicing Plan
- Direction within the RHC Secondary Plan encourages leadership in sustainability, to be monitored through the City's Sustainability Metrics Tool
- Development will include sustainable water conservation technologies and Low Impact Development (LID) measures for stormwater
- RHC is an ideal location to implement a District Energy System – development will be required to demonstrate how it will integrate with this system



Inputs informing Secondary Plan Finalization

The 2021 draft RHC Secondary Plan must respond to new inputs that impact its content.

The draft RHC Secondary Plan must conform to updated Provincial policy direction and not conflict with the development permissions of the EMZO.



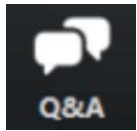
Next Steps

- The finalization of the RHC Secondary Plan will include the following key upcoming tasks:
- **Ongoing key stakeholder engagement (school boards, Canadian National Railway, Metrolinx, landowners, etc) - Now to March 2023**
- **Completion of updated Background Studies (Transportation, Servicing, Planning) - October 2022 to February 2023**
- **Secondary Plan policy refinement, including text and schedule modifications - Now to March 2023**
- **Committee of the Whole Meeting (presentation of updated draft Secondary Plan) - April 5, 2023**
- **Council Meeting - April 12, 2023**

Questions and Answers:

Richmond Hill Centre Secondary Plan: Public Information Session

Please share your questions and comments using the buttons at the bottom of your screen. Questions will be answered in the order they are received.



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Thank You

- **Thank you for attending today's meeting!** We appreciate your time and feedback.
- For more information and to share additional feedback, please visit the project website:
 - RichmondHill.ca/RHCentre
- A copy of this presentation will be posted on the project website shortly.