



Planning & Urban Design Rationale

**High Tech Station - Transit
Oriented Community**
City of Richmond Hill

Prepared For
Yonge Bayview Holdings Inc.,
Saltwhistle Bay Properties Inc. and
Condor York Holdings Inc.

December 2021



Job Number
2133 &
2133-1

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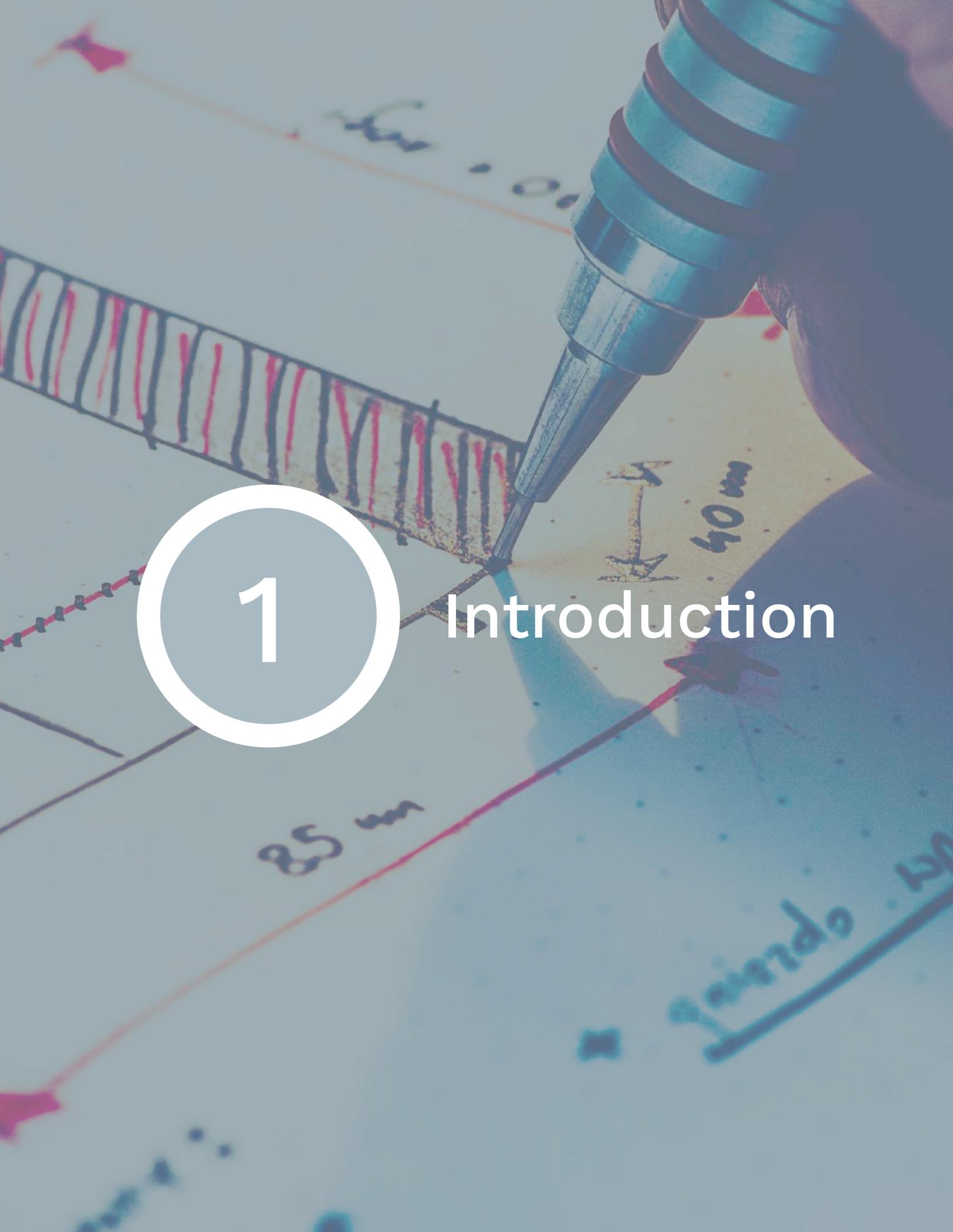
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This Planning Rationale and Urban Design Report has been prepared by Bousfields Inc. in support a comprehensive redevelopment of the Station Area as a Transit-Oriented Community on behalf of Yonge Bayview Holdings Inc., Saltwhistle Bay Properties Inc. and Condor York Holdings Inc. to catalyze the creation of new housing, jobs and community amenities in the Station Area. The proposed High Tech Station TOC has been organized into 15 development blocks with 33 mixed use towers ranging in height from 40 to 80 storeys





1

Introduction



Figure 1 - Location Map

This Planning and Urban Design Rationale report has been prepared in support of the Transit-Oriented Communities (TOC) Program with respect to a 20.1 hectare site centred on the planned High Tech Station on the Yonge North Subway Extension (“YNSE”) (the “Station Area”). The Station Area is generally bounded by Yonge Street, Beresford Drive, the CNR corridor, High Tech Road, Red Maple Drive and Highway 7. See **Figure 1**, Location Map.

The proposed comprehensive redevelopment of the Station Area as a Transit-Oriented Community has been prepared by Yonge Bayview Holdings Inc., Saltwhistle Bay Properties Inc. and Condor York Holdings Inc. with contributions from OneT+ to leverage the imminent investment in the YNSE to catalyze the creation of new housing, jobs and community amenities in the Station Area.

The proposed High Tech Station TOC has been organized into 15 development blocks with 33 mixed use towers ranging in height from 40 to 80 storeys, containing approximately 21,116 dwelling units with 1,616,201 square metres of residential space, 151,068 square metres of office space, 29,030 square metres of retail and entertainment space as well as 4.6 hectares of parkland. The total gross floor area would be approximately 1,796,299 square metres, resulting in a net density of approximately 10.3 FSI.

This report concludes that the proposed High Tech TOC is in keeping with the planning and urban design framework established by the applicable planning documents, including the Provincial Policy Statement (2020), the 2019 Growth Plan, as amended by Growth Plan Amendment No. 1 (the “Growth Plan”), the Metrolinx Regional Transportation Plan, the York Region Official Plan, the Richmond Hill Official Plan, the Draft Richmond Hill Centre Secondary Plan and the relevant urban design guidelines.

From a land use perspective, the TOC will contribute to the achievement of numerous policy directions supporting intensification and a range of housing choices through the optimization of underutilized sites within the built-up urban area, particularly in locations which are well served by municipal infrastructure, including higher order public transit. The Station Area is identified as an Urban Growth Centre and defined as a Major Transit Station Area, and accordingly would be considered a Strategic Growth Area as defined by the Growth Plan.

Strategic Growth Areas are to be the focus for accommodating intensification and higher-density mixed uses in a more compact built form. Specifically, the Station Area is centred on the planned High Tech Station on the YNSE and is directly accessible to the Langstaff GO Station, the YRT Bus Terminal, the planned Bridge Station on the YNSE, Yonge and Highway 7 rapidways, future 407 Transitway and local YRT bus routes creating a significant transit-rich environment for the Station Area. The appropriately scaled higher-density, mixed-use intensification proposal promotes transit ridership, a reduction of traffic congestion and emissions, and the creation of a Transit-Oriented Community that has convenient access to transit, recreation, employment opportunities, retail, entertainment and cultural and community uses.

The Station Area is located within a *Regional Centre and Corridors* designation in the York Region Official Plan. *Regional Centres and Corridors* serve a critical role as the primary locations for the most intensive and greatest mix of development within the Region. The Station Area is also located within the *Richmond Hill Centre* designation in the Richmond Hill Official Plan, which promotes a vibrant, urban mixed-use centre containing the greatest heights and densities in the City, focused around a major inter-modal regional transit hub. In this respect, the proposal will result in a complete, walkable, transit-oriented community consistent with the vision for Richmond Hill Centre.

From a built form and urban design perspective, the proposed TOC has been carefully organized, sited and massed in a manner that that will fit harmoniously within its existing and planned context. In our opinion, the proposed height and massing will establish a nodal development pattern around High Tech Station that is in keeping with the built form policies of the YROP and RHOP and the Draft Richmond Hill Centre Secondary Plan. The proposed TOC will provide an appropriate transition in height from the Transit Core around High Tech Station to the urban edges along Yonge Street and High Tech Road. The blocks of the proposed TOC are lined with podiums providing consistent streetwall heights and creating a datum line that adds good proportion to the streets. Further, the introduction of new public roads and multi-use paths will increase the permeability and connectivity of the Station Area, making active transportation a viable option for connecting to transit.

The proposed TOC is in keeping with Metrolinx's Transit-Oriented Communities Design Guidelines (2021) and has appropriate regard to the Richmond Hill Urban Design Guidelines (2013) and urban design policies of the Richmond Hill Official Plan (2010). In terms of built form, the architectural design excellence provided by BDP Quadrangle will result in a high-quality project that will transform the Station Area into a dynamic landmark development.

In our opinion, the proposed TOC represents good planning and urban design, and reflects an exciting and unique opportunity to create a new transit-oriented community. The proposed TOC responds to the Station Area's existing and planned context and will result in transit-supportive densities that optimize the strategically located area around the High Tech Station on the YNSE.

It is our opinion that the proposed TOC is in keeping with the planning and urban design framework established by the applicable planning documents, including the Provincial Policy Statement (2020), the 2019 Growth Plan, the Metrolinx Regional Transportation Plan, the Region of York Official Plan (2010) and the City of Richmond Hill Official Plan (2010), all of which promote residential and employment intensification in built-up areas, particularly in locations that are well served by municipal infrastructure, including higher order public transit.



2

Background

2.1 Yonge North Subway Extension

On April 10, 2019, the Province of Ontario announced a \$28.5 billion commitment to future transportation improvements within the Greater Toronto Area, known as the 'New Subway Transit Plan for the GTA'. The plan encompasses four rapid transit projects: the Ontario Line, the Yonge North Subway Extension, the Scarborough Subway Extension and the Eglinton Crosstown West Extension. Collectively, these projects represent the largest subway expansion in Ontario's history.

The YNSE will connect Finch Station in the City of Toronto to the Cities of Markham, Vaughan and Richmond Hill. More than half of the eight kilometre route is planned to run underground through new tunnels, with the remainder running along elevated and at-grade rail corridors. As proposed, the YNSE will terminate at the proposed High Tech Station which is the centre of the proposed TOC.

2.2 The Transit-Oriented Communities Program

The Transit-Oriented Communities ("TOC") program is part of the Province of Ontario's new approach to transit delivery. Through the program, transit infrastructure across the YNSE will be delivered alongside TOCs, consisting of higher-density, mixed-use developments that will be structurally integrated with or directly adjacent to transit stations on sites required for transit need. These TOC developments represent a new typology within the GTHA context, with significant potential to advance important city-building and complete community objectives. Importantly, by integrating transit delivery with development, this approach also ultimately intends to offset the cost of station construction while placing more housing and jobs at or near transit stations to increase overall transit ridership, reduce traffic congestion and emissions, and support growth in

complete communities. To that end, the Province is collaborating with key stakeholders from the Municipalities and private sector to ensure the coordinated delivery of transit and integrated TOC on time, on budget and with the efficient use of public and private resources.

The delivery of development through the TOC program will be through a discrete approvals process, separate from the transit infrastructure approvals (SPR) process, which is nonetheless rooted in principles of good planning.

This process balances many objectives related to technical, market and community requirements. Functionally, these developments will be built adjacent to or over top of stations and transit infrastructure, requiring complex structural systems and impact mitigation strategies. TOC is also required to support positive value capture for the Province to maximize transit investment while reducing taxpayer burden, requiring a scale and density of development that typically exceeds the planned context of an area prior to the introduction of new higher order transit.

However, while the approach recognizes that a certain density must be achieved to offset costs, the good planning lens applied to the TOC program requires that development must be informed by and respond to the surrounding context, mitigate impacts and make a positive contribution to the public realm and the broader communities.

Across the YNSE, proposed TOC developments will promote transit-supportive densities by anticipating the appropriate future scale of development for an area given the transformative effects of new higher order transit. These developments will catalyze further investment in and around station areas, acting as agents of change that support the continued growth of these areas as complete communities containing the fundamental ingredients of city life. Importantly, investment in these developments will recognize distinct community needs and contribute to broader, city-wide placemaking objectives, and the long-term social well-being and economic prosperity of residents and businesses.

2.3 The Province and York Region MOU on TOC

On May 7, 2020 a Memorandum of Understanding ("MOU") on TOC was reached between the Province and the Region. The MOU on TOC acknowledges that the Province is pursuing an "Ontario-led Transit-Oriented Communities Program (TOCP)" for station sites, including High Tech Station on the YNSE. The TOCP is focused on leveraging opportunities through which the private sector, in cooperation with the public sector, would deliver critical elements of the station infrastructure and would intensify development around the proposed High Tech Station. The TOCP is intended to generate:

- Exchange of value between the public and private sectors, where possible;
- Increased transit ridership in which residents choose transit as first mode of transportation;
- Improved customer experience by enhancing station areas to make the interaction with the customer seamless; and
- City/Region building where communities provide residents and workers with new places to live, work and play.

Through the TOCP, the Region and the lower-tier municipalities are recognized as critical partners in the success of the TOC opportunities. The Province and the Region share the strong desire to appropriately integrate new transit facilities into development and ensure compatibility with the surrounding neighbourhoods.

The Province and the Region have committed to ongoing, proactive and good faith collaboration in respect of the Ontario-Led TOCP, which through the Memorandum of Understanding (MOU) on Transit-Oriented Communities is based on the establishment of:

- Shared Objectives;
- Formally-Structured Process – YNSE; and
- Roles & Responsibilities Under Formally-Structured Process – YNSE.

The Shared Objectives of the TOCP include:

- The creation of complete and accessible communities, with employment and residential densities that support higher order transit in a manner consistent with good land use planning and region-building principles;
- An increase in the housing supply, with a range and mix of types that are responsive to the specific context and nature of each unique TOC site, including affordable housing and other types;
- Growth in potential transit ridership and improvements/enhancements to the customer experience, as a result of direct access to rapid transit and connections to surface transit;
- Increased transit access for residents to employment areas, while further supporting employment growth;
- An offset of the costs of building and/or operating transit; and
- The coordinated delivery of GO Expansion and the YNSE with integrated TOC initiatives that result in an adherence to the committed project schedules, and that optimize the utilization of the resources of the Region and, as required, the lower-tier municipalities comprising the Region to which the TOCP will apply.

With respect to the Formally-Structured Process - YNSE, the following section describes the Province's engagement of the Region, which will serve as the 'one window' during the Formally-Structured Process for High Tech Station.

2.4 Planning Timeline Overview and Key Milestones

The Planning Timeline and Key Milestones for the Planning Certainty of the High Tech TOC involves a community consultation program that implements the Formally-Structured Process for YNSE under the MOU on TOC.



Station Area & Surroundings

3.1 Station Area

The Station Area is a 20.1 hectares site and is located in the northeast quadrant of Yonge Street and Highway 7 (See **Figure 2** – Aerial of Station Area). The Station Area is generally bounded by Beresford Drive to the north, the CNR corridor to the east, High Tech Road to the north, Red Maple Drive to the east, the Langstaff GO station, Highway 7 and Connector Road to the south and Yonge Street to the west. The Station Area is generally centred on the planned High Tech Station on the YNSE.

The northern block of the Station Area (north of High Tech Road) is currently occupied by a commercial plaza surrounded by surface parking. The plaza is organized with stand-alone commercial retail units fronting Yonge Street, a central strip-style plaza, and a single-storey Service Canada Centre building and a 5-storey office building to the rear of the plaza.

The eastern block of the Station Area (south of High Tech Road and west of Red Maple Drive) is occupied by a commercial plaza surrounded by surface parking, containing a single large format retail unit with a front pad restaurant.

The southern block of the Station Area is occupied by the Utility Corridor and Hydro Corridor, containing surface parking lots, the Langstaff GO station and commuter parking lot beneath the Hydro lines.

The western block of the Station Area (west of the CNR corridor) is currently occupied by a commercial plaza and transit facility, containing the Richmond Hill Centre Bus Terminal and VIVA Free Parking Lot (24 Hours).



Figure 2 - Aerial of Station Area



Figure 3 - Aerial of Station Area Context

3.2 Station Area Context

The Station Area is located in Richmond Hill Centre, which is planned as the northern part of the Richmond Hill/Langstaff Gateway Urban Growth Centre, spanning the municipal boundary of the Cities of Richmond Hill and Markham. Richmond Hill Centre is positioned at the crossroads of Yonge Street and Highway 7, both considered as *Regional Corridors*. Historically, the two streets have developed with a mixture of freestanding low-rise retail and commercial buildings and commercial plazas (See **Figure 3 – Aerial of Station Area Context**).

In recent years, intensification along the Yonge Street corridor has been facilitated by a policy framework that supports the municipal transit investment in the VIVA Yonge Street rapidway (BRT). Within the context of the Station Area, 8888 Yonge Condos, a 15-storey condominium building scheduled for completion by Fall 2022 illustrates the intensification emerging along the Yonge Street corridor. In addition to 8888 Yonge Street, this portion of the corridor has several other buildings including three 14-storey residential buildings at 11, 23 and 39 Oneida Crescent which are referred to as The Gates of Bayview Glen VII and the 20-storey condominium buildings at SkyCity Condos 1 and 2. North of SkyCity Condos is YongeParc Condos, a 19-storey condominium tower at 75 Oneida Crescent, YongeParc2 Condos, a 19-storey condominium building, currently under construction, with a projected completion in September 2021. West of YongeParc Condos is another new L-shaped development consisting of two towers of 31 storeys, known as ERA2 Condos.

Beyond the Yonge Street corridor, the area is generally characterized by low-density residential neighbourhoods to the east and west, comprised of mainly ground-related single detached and townhouse dwellings. The closest *Neighbourhood* designated lands to the Station Area is Eleanor Circle which is reverse lotted on the west side of Yonge Street, south of High Tech Road. *Neighbourhoods* designated lands also extend along the north side of High Tech Road east of Dr. James Langstaff Community Park.

Along the Highway 7 corridor, recently completed bus rapid transit connects Richmond Hill Centre to Markham Centre in the east and Vaughan Metropolitan Centre in the west. South of Highway 7 is the site of the Markham Gateway LP Bridge Station TOC that is being planned as a highly-urbanized, transit-dependent and liveable mixed-use community focused on a robust park and open space system, responding to the dynamic infrastructure, housing and employment growth needs of both the Provincially-designated Urban Growth Centre and Transit-Oriented Communities Program.

3.3 Immediate Surroundings

To the immediate north of the Station Area, north of Beresford Drive, there are 15 blocks of 2-storey townhouses. The majority of these townhouses are oriented in a north-south direction with frontages on Yonge Street and Baffin Court with a private laneway to access the rear detached garages. The townhomes closest to the CNR corridor have front-facing attached garages along Beresford Drive. Further north, along Baffin Court, is 51 Bantry Avenue, also known as the Gates of Bayview Glen II, which is a 9-storey residential condominium built in 2002. Further north, fronting onto Bantry Avenue, are two blocks of townhomes with detached garages. Southeast of the intersection of Bantry Avenue and Yonge Street is a landscaped area with a canopied entrance and pathway for The Bayview Glen area.

North of Bantry Avenue is a similar townhouse built form fronting onto Yonge Street with a private laneway to access the detached garages. To the northeast is an 8-storey residential condominium (The Gates of Bayview Glen, 3 Ellesmere Street), built in 2000. Central to this development, perpendicular to Dalemount Gate, is Grace Lawrence Parkette, which includes a landscaped area with benches, a playground for children and a small basketball court.

To the immediate north of High Tech Road, west of Red Maple Road, are three residential towers fronting onto Oneida Crescent, 11 and 23 Oneida Crescent which form an L-shape with a joint lobby area and 39 Oneida Crescent. All three condominium buildings are 14 storeys in height and are referred to as The Gates of Bayview Glen VII, built in 2006.

To the north of the south leg of Oneida Crescent is a large vacant parcel. To the west of Oneida Crescent are SkyCity Condos 1 and 2. The 20-storey condominium buildings back onto the CNR corridor. North of SkyCity Condos is YongeParc Condos at 75 Oneida Crescent, which is a 19-storey condominium. YongeParc2 Condos, southeast of Bantry Avenue and the CNR corridor, is a 19-storey condominium building, currently under construction, with a projected completion in September 2021. West of YongeParc Condos is another new L-shaped development consisting of two towers of 31 storeys, known as ERA2 Condos.

East of YongeParc condos is 185 Oneida Crescent, also known as The Royal at Bayview Glen Condos, which is a 12-storey condominium built in 2009. Further east, fronting onto Red Maple Road, is the Langstaff Square Care Community nursing home (170 Red Maple Road).

East of Red Maple Road, north of High Tech Road, is a community services and facilities node, including the Bert Cook Fire Station (150 High Tech Road), Dr. James Langstaff Community Park with a multi-use trail network connecting to a soccer field, splash pad, playground and a gazebo for shaded seating, Red Maple Public School and Langstaff Community Centre, St. John Paul II Catholic School, and the Langstaff Discovery Parkette. The trail network extends to the neighbourhood to the east, perpendicular to Nahanni Drive.

To the northeast, along Nahanni Drive, is a neighbourhood consisting largely of townhouses and semi-detached dwellings, continuing past Silver Linden Drive towards Bayview Avenue. The low-rise built form is continued east, consisting of mostly single detached dwellings towards Bayview Avenue.

To the immediate east of the Station Area, east of Red Maple Drive, south of High Tech Road, are large format commercial plaza with surface parking.

To the immediate south of the Station Area is Highway 7 and, running parallel, is the 407 ETR toll highway. Immediately south of the 407 is currently occupied by a mix of industrial uses and vacant lands that form the southern half of the Richmond Hill/ Future Langstaff Gateway Urban Growth Centre. The Markham Gateway LP Bridge Station TOC is being planned, comprised of lands bounded by Yonge Street on the west, Highway 407 on the north, Bayview Avenue on the east and the Holy Cross Cemetery on the south.

To the immediate west of the Station Area, within the southwest quadrant of Yonge Street and Garden Avenue, is Vishnu Mandir temple at 8640 Yonge Street. Moving north along Yonge Street is Shell Canada gas station with an accompanying Starbucks with a drive-thru. Further west of Yonge Street is a low-rise residential subdivision with predominantly single detached dwellings. Northwest of Yonge Street and Garden Avenue is Emerald Isle Hotel at 8700 Yonge Street.

3.4 Transportation Context

The Station Area is well served by the existing road network, with High Tech Road and Highway 7 overpassing the CNR corridor in an east-west direction and Yonge Street and Bayview Avenue serving as the north-south arterial roads. There is a planned road connection between Richmond Hill Centre and Langstaff Gateway through the extension of Red Cedar Avenue/Cedar Avenue, which would underpass the Highway 7 and 407 corridor.

The Station Area is also well served by the existing and planned high-frequency surface transit routes that operate along Yonge Street and Highway 7. In accordance with the York Region Official Plan, Yonge Street and Highway 7 are classified as *Regional Arterial Roads* with a planned right-of-way width of up to 45 metres. Yonge Street is also classified by the York Region Official Plan as a *Regional Rapid Transit Corridor*.

From a public transit perspective, the Station Area is well served by the Langstaff GO station on the Richmond Hill frequent York Region Transit ("YRT") bus routes, including YRT's bus rapid transit ("BRT") service, known as Viva (**Figure 4** – YRT Transit Map). The Station Area is served by the Richmond Hill Centre Terminal on the Viva Blue and Purple routes.

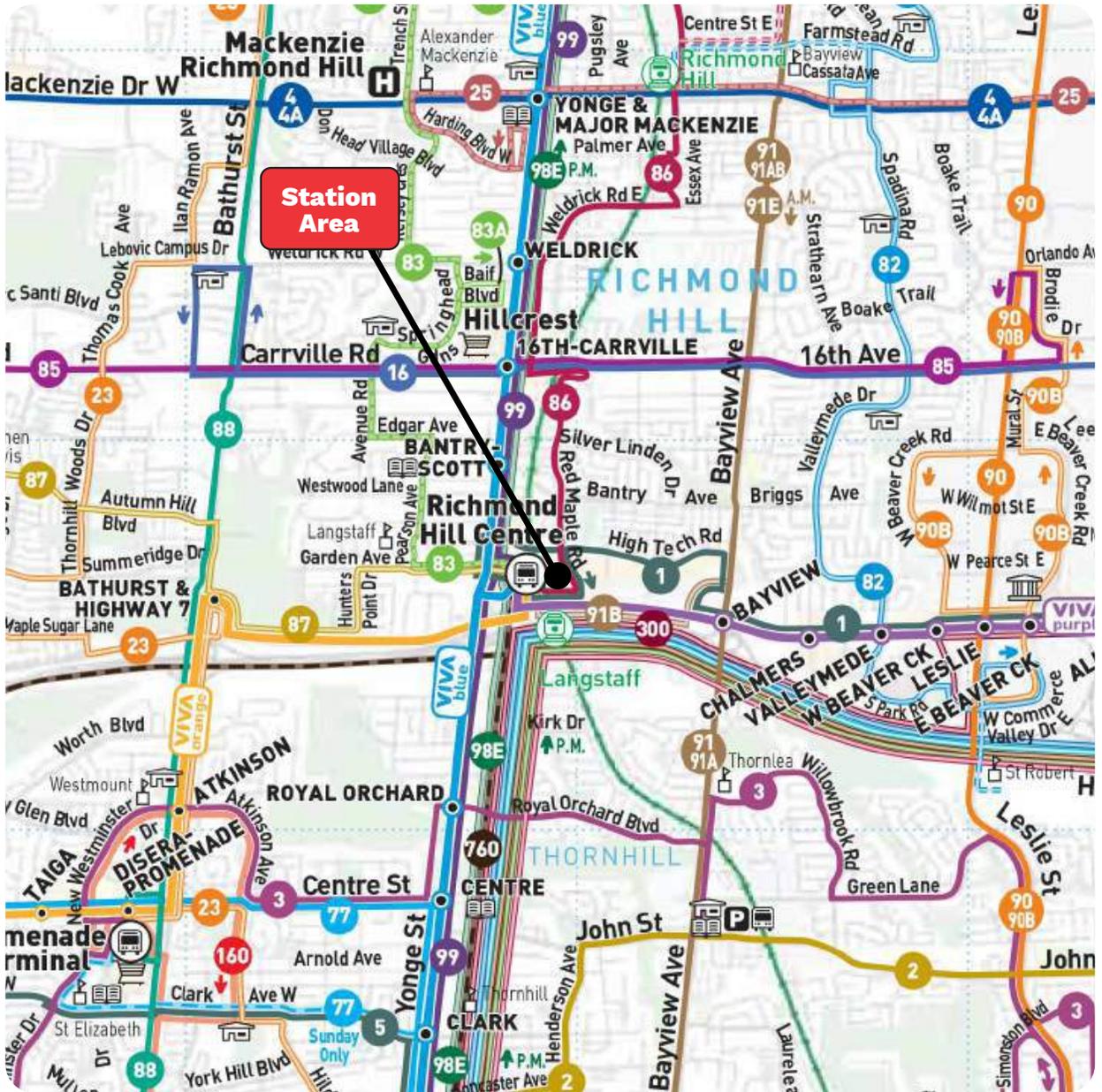


Figure 4 - YRT Transit Map

The Station Area is served by the following five bus routes:

- **Viva Blue** is a bus rapid transit line that provides daily service along Yonge Street between the TTC's Finch Subway Station in the south and the Newmarket bus terminal in the north. The route provides weekday service headways of at least 15 minutes southbound to Finch Subway Station and 15 minutes northbound to Newmarket. The service headways range between 10 and 20 minutes on weekends.
- **Viva Orange** is a bus rapid transit line that provides service along Highway 7 and Centre Street between Richmond Hill Centre Terminal and Martin Grove Road in the east-west direction. Rapidways were recently completed along Bathurst Street in Thornhill, while the east/west rapidway travels as far west as Helen Street/Wigwoss Drive in Woodbridge. The route provides weekday peak headways of 15 minutes.
- **Viva Purple** is a bus rapid transit line that provides daily service along Highway 7 between Markham-Stouffville Hospital and the Richmond Hill Centre Terminal in an east-west direction. Viva Purple also operates a branch service along Enterprise Boulevard between Town Centre Boulevard and Kennedy Road. Alternating buses serve this branch (and the Highway 7 branch) except during weekday rush hour. Viva Purple connects with all other Viva lines except Viva Yellow and Viva Blue A. Currently, there are 26 stations along the bus route.
- **Viva Pink** runs on Yonge Street from Finch to Richmond Hill Centre and then turns east to run along Highway 7 towards Unionville GO Station. Service began on January 2, 2006, and the entire line offers service during peak times only. A rapidway was proposed to serve the remainder of the route, however, this project was abandoned in favour of the Yonge North subway extension between Finch and Richmond Hill Centre.
- **Route 98/99 (Yonge)** provides daily and late-night local transit service along Yonge Street between Finch Subway Station in the south and Newmarket Bus terminal in the north via the Bernard Bus Terminal. The route provides service from Monday to Sunday and during holidays.
- **Route 589/590 (Richmond Hill Community Bus)** is a community route serving Yonge St., Dunlop St., Major Mackenzie Dr., Harding Blvd., Weldrick Rd., Bathurst St., Elgin Mills Rd. W. and Centre St. This route serves Bernard Terminal, Central Library, Richmond Hill GO Station, York Central Hospital, shopping centres and many of the residences in central Richmond Hill.
- **Route 91B (Bayview)** is a branch of the Route 91 serving the Bayview corridor from Richmond Hill Centre to the community of Lake Wilcox. This route operates only in the peak hours, and in the peak direction. Route 91B is a one-way loop through Lake Wilcox, with the AM and PM trips operating in opposite directions. Route 91 has three other branches (91, 91A, 91E) that travel to Finch Station, rather than Richmond Hill Centre.
- **Route 87 (Autumn Hill)** is a local route that serves Autumn Hill Boulevard and Ten Oaks Boulevard in the community of Thornhill Woods. It connects to the Viva Orange at Bathurst & Highway 7, and to Viva Blue and Purple at Richmond Hill Centre. Route 87 serves major destinations such as Richmond Hill Centre, Rutherford GO Station, and Vaughan Mills Terminal.
- **Route 86 (Newkirk-Red Maple)** is a local route serving the northern Richmond Hill, Beverly Acres, and Bayview Glen communities. Route 86 connects to Viva Blue at Bernard Terminal, Yonge/16th/Carrville and the Richmond Hill Centre Terminal, where it also connects to Viva Pink and Viva Purple.
- **Route 83/83A (Trench)** combined mainly serves Mill St., Trench St., Redstone Rd., Crosby Ave., Bathurst St., Avenue Rd. and Pearson Ave. It also serves many community facilities including Richmond Green Library, Richmond Hill Centre for the Performing Arts, York Central Hospital, Richvale Community Centre, Richvale Library, and many schools.

VIVA & vivaNext Bus Rapid Transit (“BRT”)

Viva is YRT’s bus rapid transit (“BRT”) service launched in 2005 and is designed to provide high-frequency, limited stop transit service on five major corridors in York Region, operating every 5 to 10 minutes during peak hours and every 10 to 20 minutes during the off peak (see **Figure 5**, vivaNext Project Map).

The Viva Blue service, together with the dedicated rapidways along Yonge Street between 19th-Gamble and Richmond Hill Centre at Highway 7, will afford better service to the Station Area and will connect communities in Richmond Hill to communities in southern York Region and Toronto. The rapidways will enhance the regional transit network, providing better and more reliable connections to local YRT routes, other Viva lines, GO train services, the TTC subway and buses at Finch Subway Station and eventually the planned subway extension north to Richmond Hill Centre.



Figure 5 - vivaNext Project Map

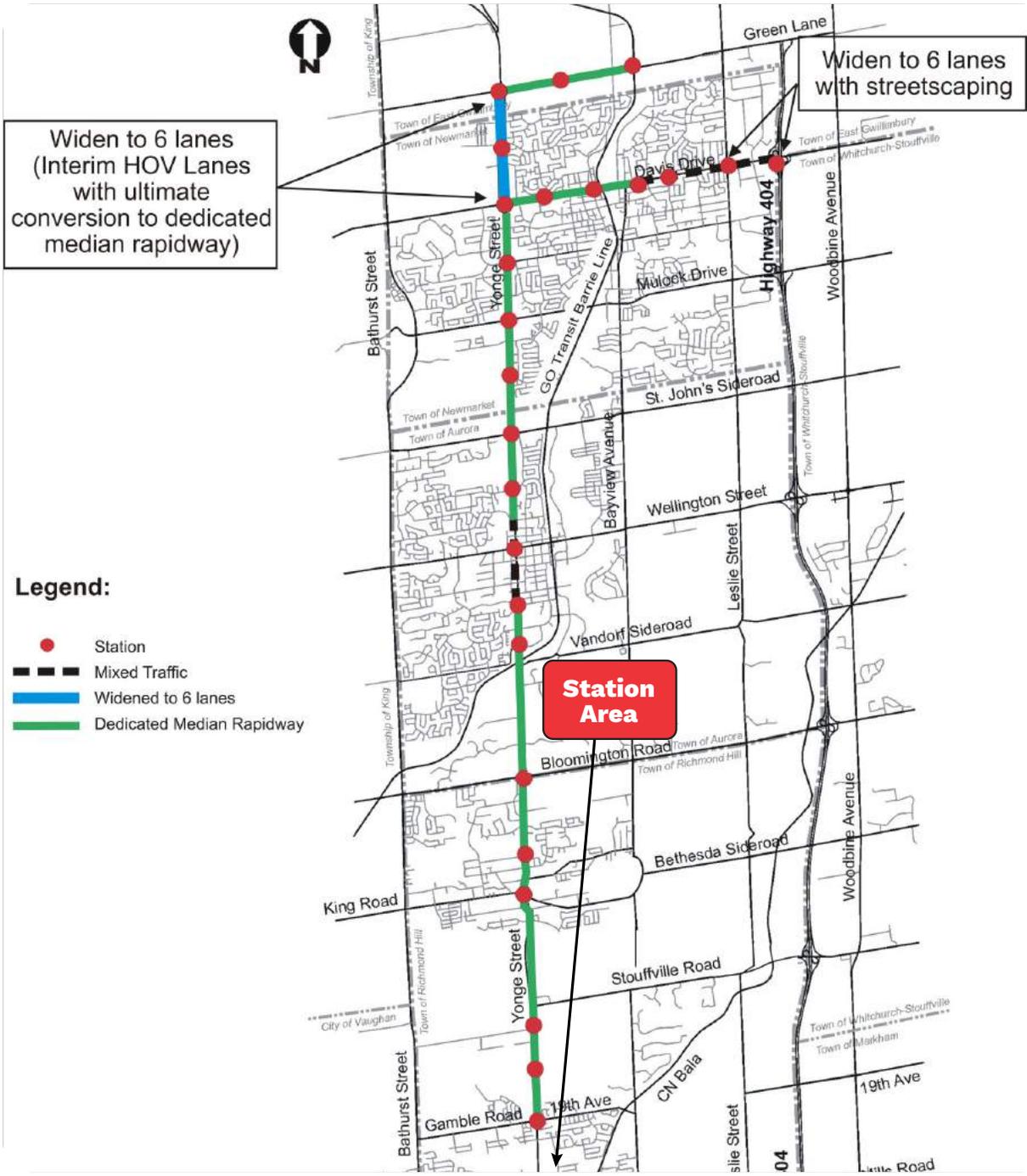


Figure 6 - vivaNext Municipal Class EA, Preferred Rapidway Alignment

GO Transit Richmond Hill Line

The Richmond Hill Line provides GO Train service that operates between Union Station in Toronto to the south and Bloomington GO Station in Richmond Hill to the north, serving Langstaff GO Station in between. Trains on the line operate only during weekday peak hours (morning trains southbound, afternoon trains northbound), while off-peak weekday times are served by the GO Bus Route 61.

Yonge North Subway Extension (YNSE)

As described in Section 2.1 of this report, the Yonge North Subway Extension will extend the TTC's Line 1 subway service north from Finch Station to the Cities of Vaughan, Markham and Richmond Hill. The YNSE will transform commuting in York Region, making it faster and easier for more people to travel between Richmond Hill Centre and Downtown Toronto. The YNSE will reduce travel times, manage traffic congestion and get more people moving in York Region. The latest plans propose up to four stations along the eight kilometre route, with High Tech Station planned as the terminus of the YNSE. (See **Figure 7 – Yonge North Subway Extension – Metrolinx**)

The YNSE will connect to the Richmond Hill GO train and Highway 407 GO bus service, as well as local bus routes.

By having Bridge and High Tech stations at surface level, riders will be able to use the subway faster and more easily because they will not have to connect to and from deep underground platforms. Transferring from a bus, GO train, or any other type of surface-level transit will be simpler and easier at these stations. High Tech Station will reduce traffic congestion by putting the subway within walking distance of the residents expected to live in the Richmond Hill Centre area by 2041, with ridership expected to be 94,100 daily boardings.



YONGE NORTH SUBWAY EXTENSION

-  Tunneled
-  At Grade
-  Urban Core Station
-  Neighbourhood Station
-  Primary Station / Transit Hub
-  Tunnel Portal

FREQUENT RAPID TRANSIT NETWORK

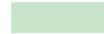
-  Existing Subway
-  Existing BRT
-  Existing GO Rail
-  Urban Growth Centre
-  Greenspace
-  Greenbelt Area
-  Built-Up Area in Greenbelt

Figure 7 - Yonge North Subway Extension – Metrolinx

407 Transitway

On February 28, 2011, the Minister of the Environment provided Notice to Proceed with the Transit Project Assessment Process for the 407 Transitway. The 23 kilometre central segment of the Transitway facility will be constructed on a separate right-of-way that parallels Highway 407 through York Region, from east of Highway 400 to Kennedy Road, linking the three Urban Growth Centres of Vaughan Metropolitan Centre, Richmond Hill Centre and Markham Centre. The Transitway is planned to be implemented initially as bus rapid transit (BRT) with the opportunity to convert to light rail transit (LRT) in the future.



4

Proposal

4.1 Overview and Guiding Principles

A Master Plan for the High Tech TOC has been prepared by BDP Quadrangle for Yonge Bayview Holdings Inc., Saltwhistle Bay Properties Inc. and Condor York Holdings Inc. in collaboration with Metrolinx and Infrastructure Ontario ("the Province") with contributions from OneT+. The Master Plan sets out an urban structure and schematic development concept for the High Tech TOC, including 15 development blocks that conceptually identify the locations of land uses, built form, streets and parks.

Guiding Principles

High Tech TOC has been guided by Metrolinx's Transit-Oriented Communities Design Guidelines:

1

Appropriate Mix of Uses

TOC development will provide for a context appropriate mix of uses that support the achievement of complete communities.

2

Transit Supportive Density

TOC development will introduce a critical mass of people and/or jobs in a manner that increases transit ridership thereby reducing reliance on personal automobiles and traffic congestion.

3

Integration with Surrounding Area

TOC development will respond to existing context through transitions in scale, building typologies, setbacks and stepbacks and minimize impacts on surrounding sensitive uses while anticipating the future scale of intensification.

4

Great Public Realm

TOC development will maximize opportunities to improve pedestrian experience and value for the community with an enhanced public realm, active ground floor uses, direct access to transit stations, and permeable, well connected sites with a high level of site porosity.

5

Transit Infrastructure Integration

TOC development will maximize opportunities to provide direct and convenient multi-modal transit connections (e.g. bus, streetcar, LRT, subway, GO Rail) and number of residents and jobs with direct access to higher order transit.

6

Natural, Built, and Cultural Heritage

TOC development will maximize the conservation of existing features and resources that are integral to the economic prosperity, environmental health, and social wellbeing of the surrounding neighbourhoods and communities.

7

Housing Supply and Jobs

TOC development will increase the supply of housing options, including affordable housing and family sized units, and will provide new employment growth in targeted locations.

8

Community Amenities and Infrastructure

TOC development will encourage investment in integrated or adjacent community infrastructure (e.g. parks, recreation centres) to help promote city building and complete communities.

4.2 Site Organization

The High Tech TOC has been divided into 15 development blocks as illustrated on (Figure 8, Block Plan). Each "Block" referred to in this report corresponds with the lettering identified on the Block Plan.

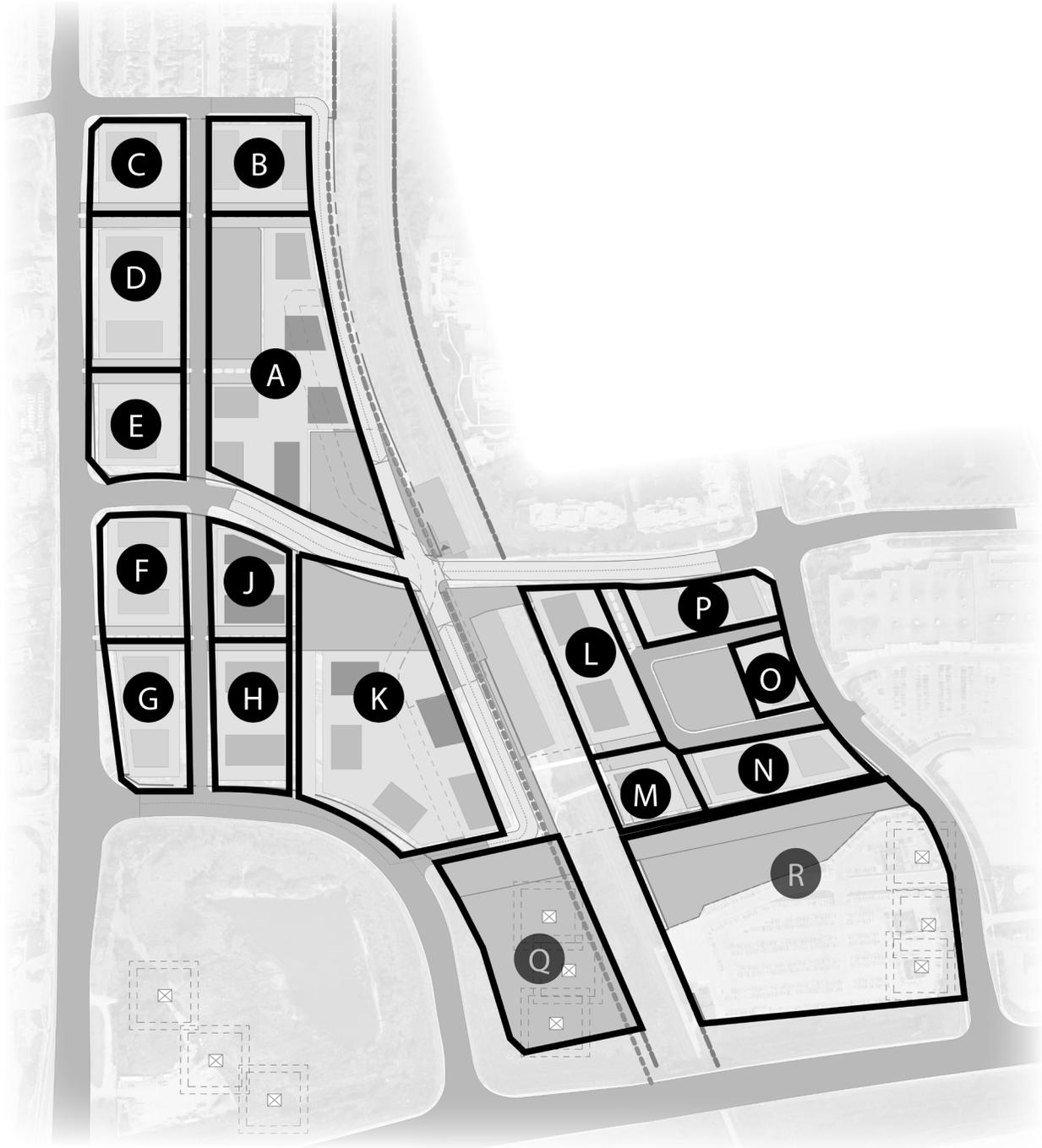


Figure 8 - Block Plan (Prepared by BDP, Quadrangle Architects)

The High Tech TOC has been designed in a manner that responds to the existing and anticipated transit infrastructure within the vicinity of Richmond Hill Centre. In particular, High Tech Station will become the centre of the TOC for maximizing opportunities for direct and convenient multi-modal connections within the Station Area. The planned station will be located along the west side of the CNR corridor, straddling High Tech Road. The north concourse will be located on the north side of High Tech Road and the south concourse will be on the south side of High Tech Road (See **Figure 9, Site Plan**).

The High Tech TOC is comprised of 33 new buildings designed in a podium and tower built form that respond appropriately to the existing and proposed right-of-way width of the adjacent streets. The podiums are designed in a continuous streetwall that frames the streets with good proportion, thereby creating a comfortable and inviting public realm. More specifically, the tower elements have been designed with setbacks and separation distances to ensure adequate access to sunlight and sky view from the public realm. As such, the greatest heights are proposed along the CNR corridor, surrounding the planned High Tech Station to allow for appropriate separation from, and transition to, nearby neighbourhoods (see **Figure 9, Site Plan**).

Buildings have been organized to progressively increase in height from the existing street edges along Yonge Street (Blocks C-F) and Beresford Drive (Block B) to the centre of the Station Area (Blocks A, H, J, K, L & M). This proposed configuration concentrates the greatest heights around the transit station which allows for appropriate separation from and transition to nearby low-rise residential neighbourhoods to the immediate north of Blocks B and C. The proposed tower elements are designed as point towers to ensure adequate access to sky view, light and privacy. Each tower element has a floor plate area of 750-850 square metres.

Furthermore, the High Tech TOC has been designed to provide significant parks and open space system to serve residents and workers and create a strong community identity.

The following section provides a description of each block of the High Tech TOC development.

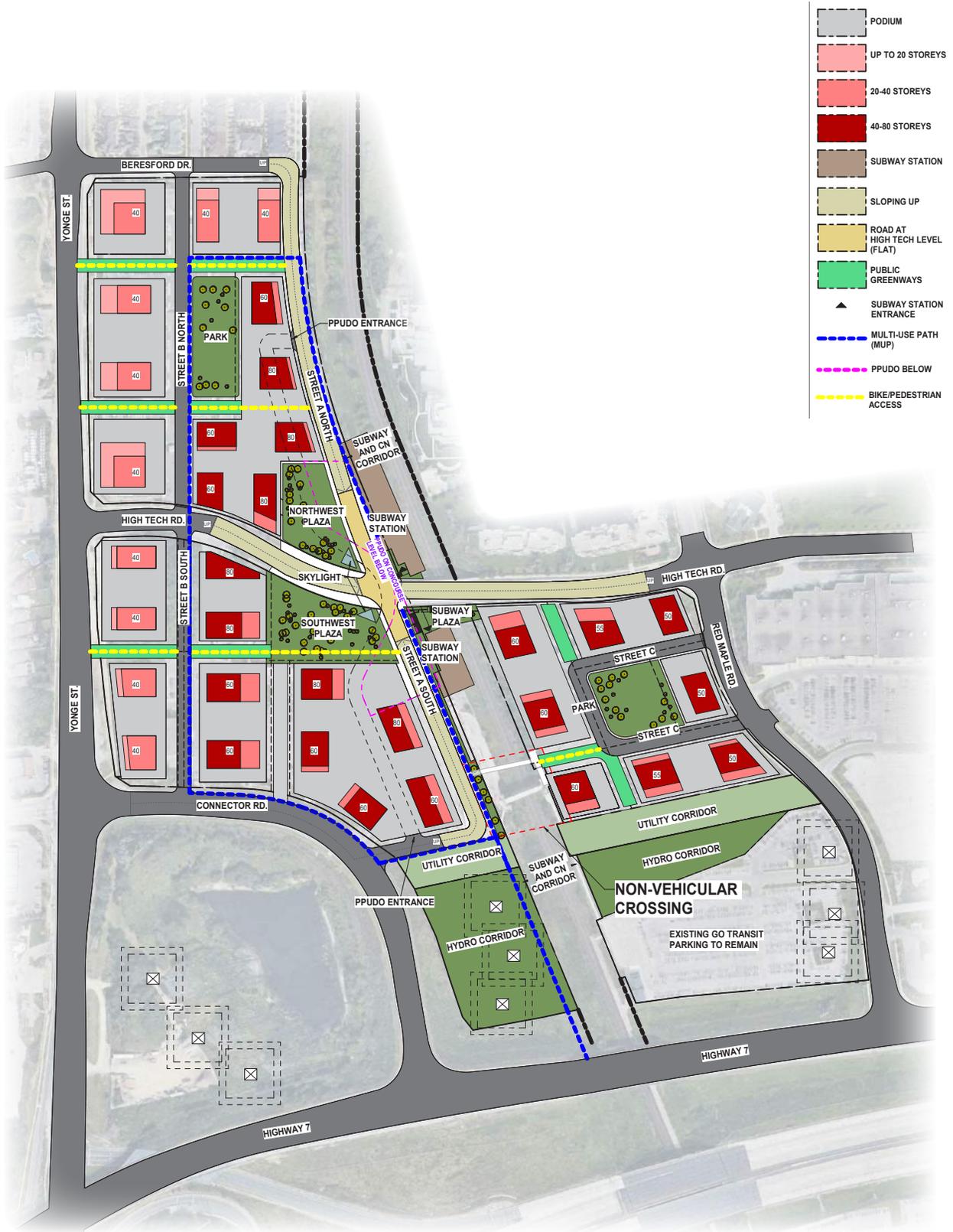
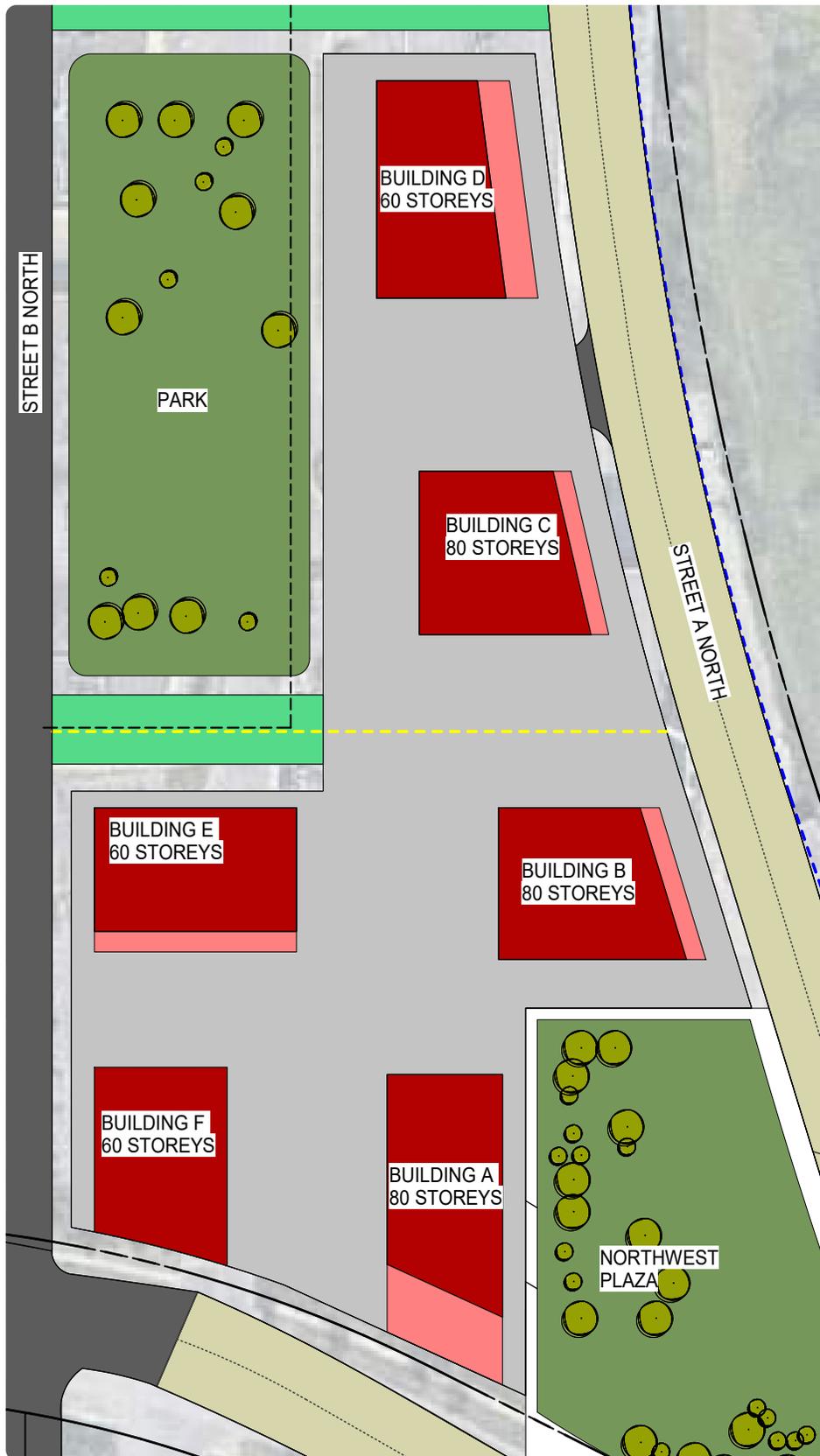


Figure 9 - Site Plan (Prepared by BDP. Quadrangle Architects)

Block A - Site Plan



Prepared by BDP. Quadrangle Architects

4.3 Development Description

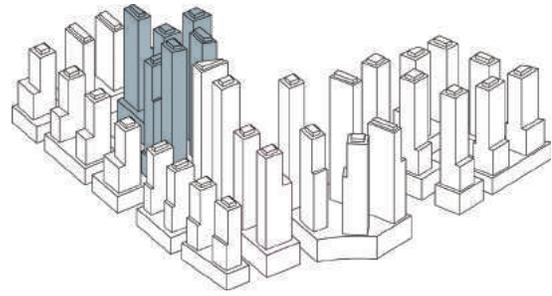
Transit Core (Blocks A, H, J, K L & M)

Blocks A, H, J & K will contain the highest towers in the TOC and are the closest to the proposed High Tech Station and Transit Plazas. The blocks will include the necessary road infrastructure to facilitate the appropriate parking conditions needed for transit users and will incorporate open green spaces to create a dynamic public realm condition between the Station and remaining blocks.

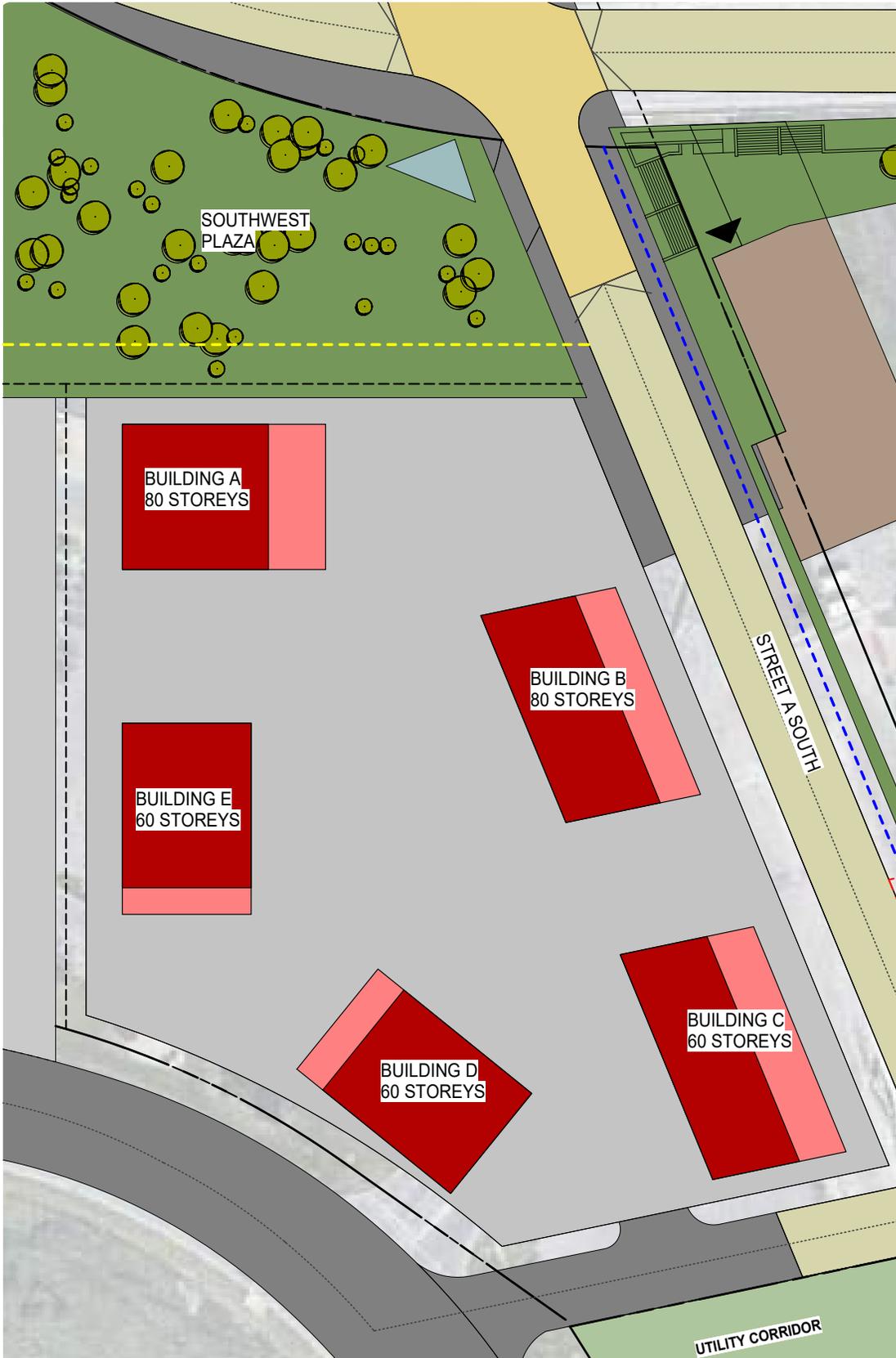
Block A is located on the north side of High Tech Road and is oriented along proposed Street A North that runs parallel to the CNR corridor and the proposed High Tech Station. The block is proposed to consist of three 80-storey towers, three 60-storey towers and North Transit Plaza, Public Park and Public Greenway space. The block will have an anticipated gross floor area of 351,234 square metres, resulting in an FSI of 11.6.

The buildings will incorporate 5-storey podiums, with a shared driveway gaining access from Street A North, which will provide access to the passenger pick-up and drop-off area (PPUDO) and the below-grade parking. Pedestrian and active transportation access to the PPUDO is also provided from proposed Street B North via public greeways north and south of the proposed Public Park. The proposed towers are generally rectangular, with retail and office uses in the podiums that will animate the existing and proposed road network. The proposal will be comprised of 310,101 square metres of residential gross floor area (GFA), 7,342 square metres of retail and entertainment GFA and 33,799 square metres of office GFA, with a total of 4,051 residential units.

On the podium level, uses will consist of retail space, office space and residential lobbies. Above the podium level, the typical floorplate for the buildings will range from 850 square metres to 750 square metres, reducing in size as the building rises. The floor plans will vary slightly with 9-12 units accommodating multiple unit layout options.



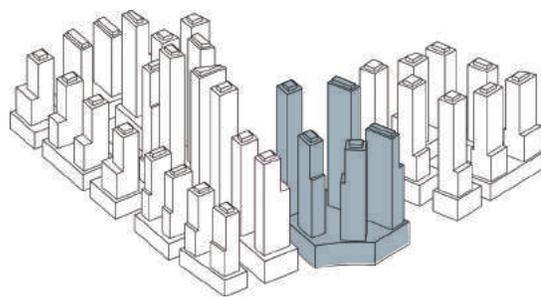
Block K - Site Plan



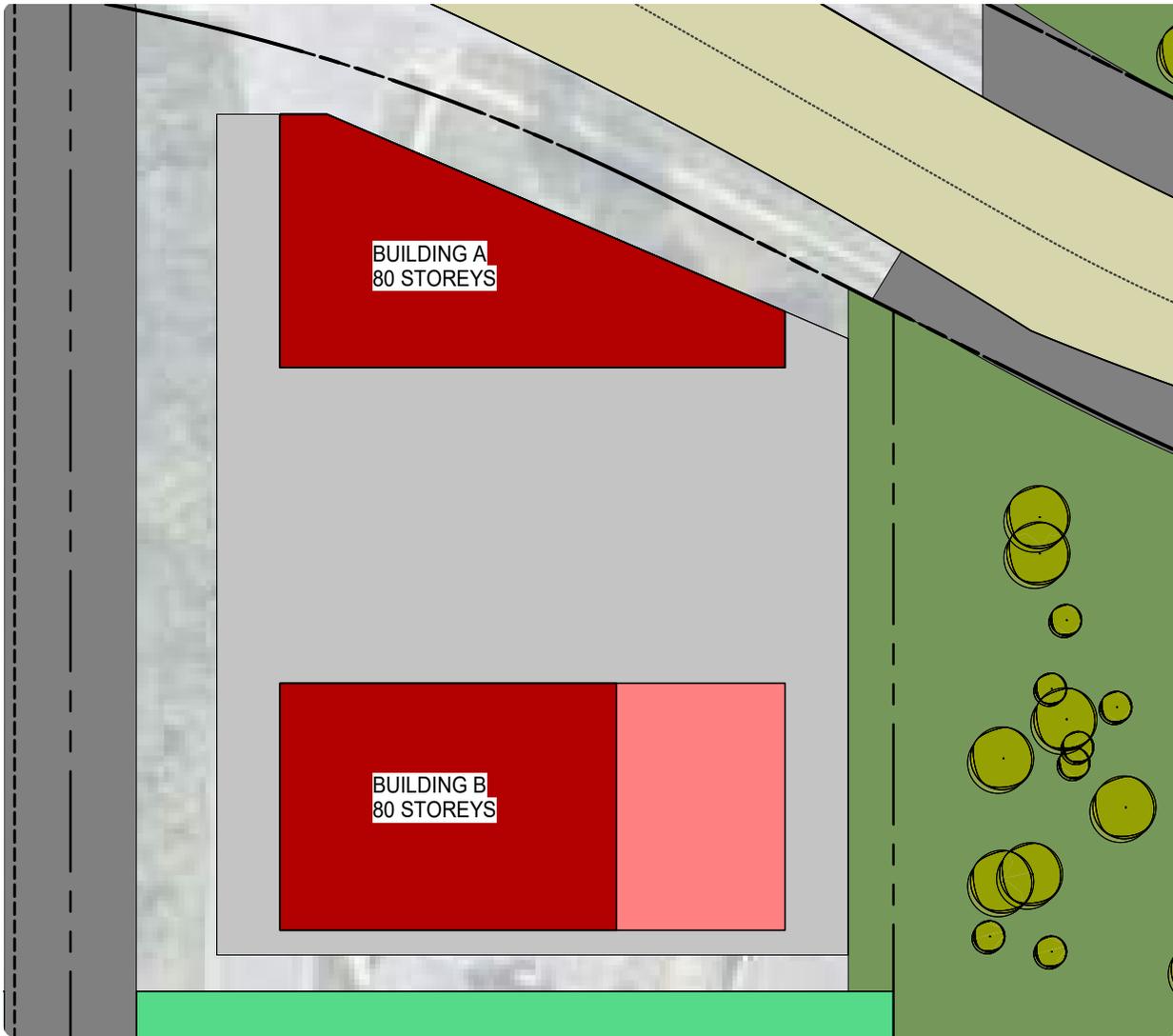
Prepared by BDP. Quadrangle Architects

Block K is located immediately south of Block A, on the south side of High Tech Road, and will be comprised of two 80-storey towers and three 60-storey towers designed around South Transit Plaza. Building A will be located immediately south of the South Transit Plaza and will be oriented east-west. Buildings B and C will be located immediately west of proposed Street A South and will be oriented north-south. Buildings D and E will be located immediately north of Connector Road in the southwest quadrant of Block K. The towers will have an anticipated total GFA of 306,323 square metres, comprised of 236,232 square metres of residential GFA, 8,497 square metres of retail and entertainment GFA and 61,594 square metres of office GFA, resulting in a density of 9.8 FSI.

Similar to Block A to the north, Block K will incorporate the southerly portion of the below grade access to the passenger pick-up and drop-off area (PPUDO) and below-grade parking, gaining access from proposed Street A South. The shared driveway and below grade parking will be integrated in a 7-storey podium, with entertainment uses, retail and office space. Above the podium, the typical floorplate will decrease in size from 850 square metres to 750 square metres as the towers rises accommodating varied floor plans providing for a mix of unit types and sizes.



Block J - Site Plan

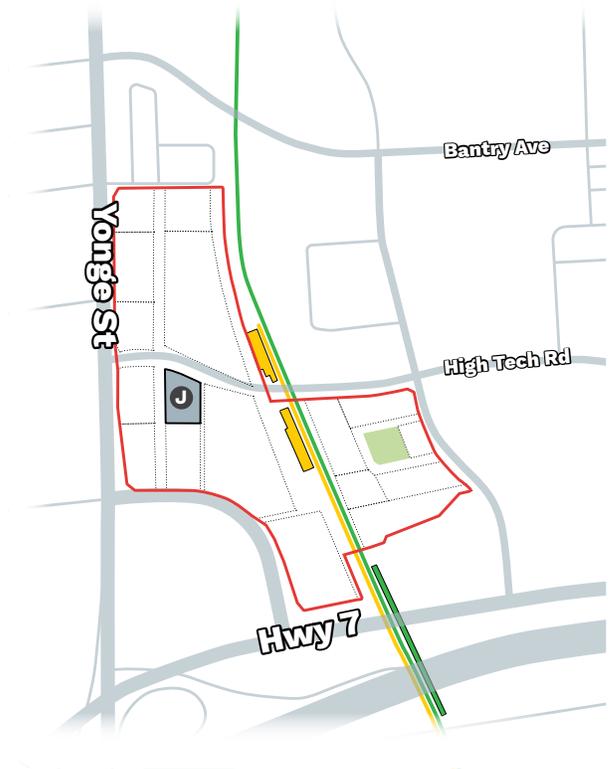
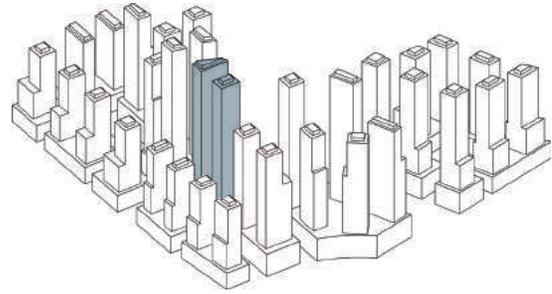


Prepared by BDP. Quadrangle Architects

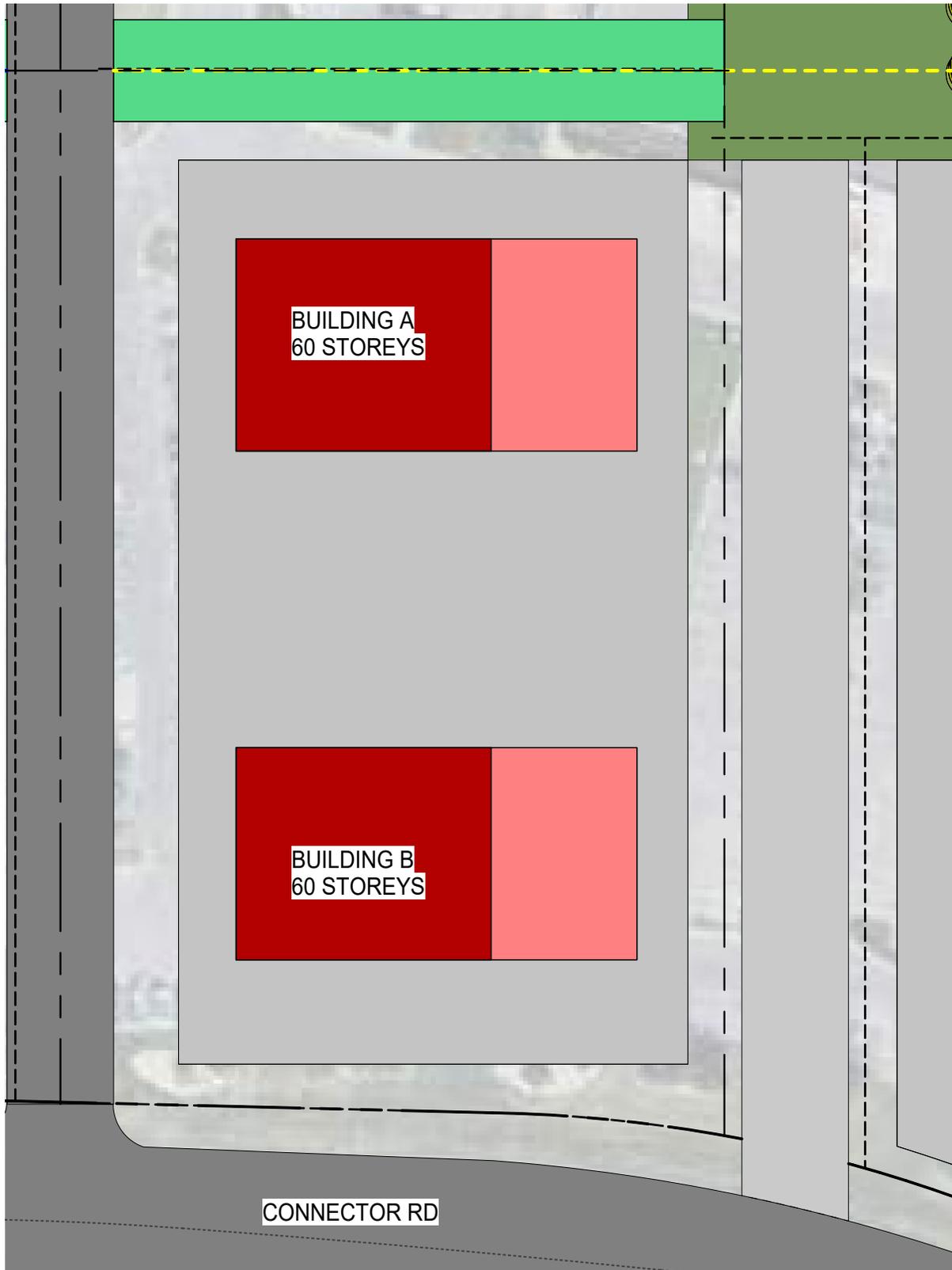
Block J will be located immediately west of Block K and the South Transit Plaza and will be comprised of two towers 60 and 80-storeys respectively. Buildings A and B will be oriented north-south, and will have frontages on proposed Street B South. The two towers will share a 7-storey podium containing retail and entertainment and residential uses framing the corner of proposed Street B and High Tech Road.

The towers will have an anticipated total gross floor area of 88,259 square metres, comprised of 89,013 square metres of residential GFA, 2,246 square metres of retail and entertainment GFA resulting in an FSI of 14.8. A total of 1,124 units is proposed.

With respect to typical tower floorplates, Buildings A & B will decrease from 850 square metres to 750 square metres as the towers rise above the shared podium.



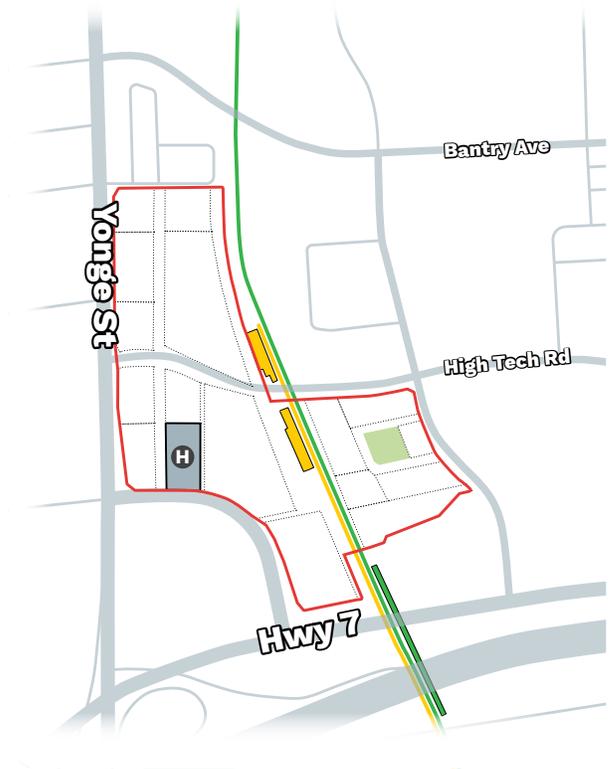
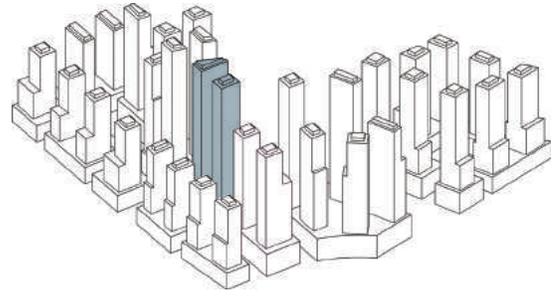
Block H - Site Plan



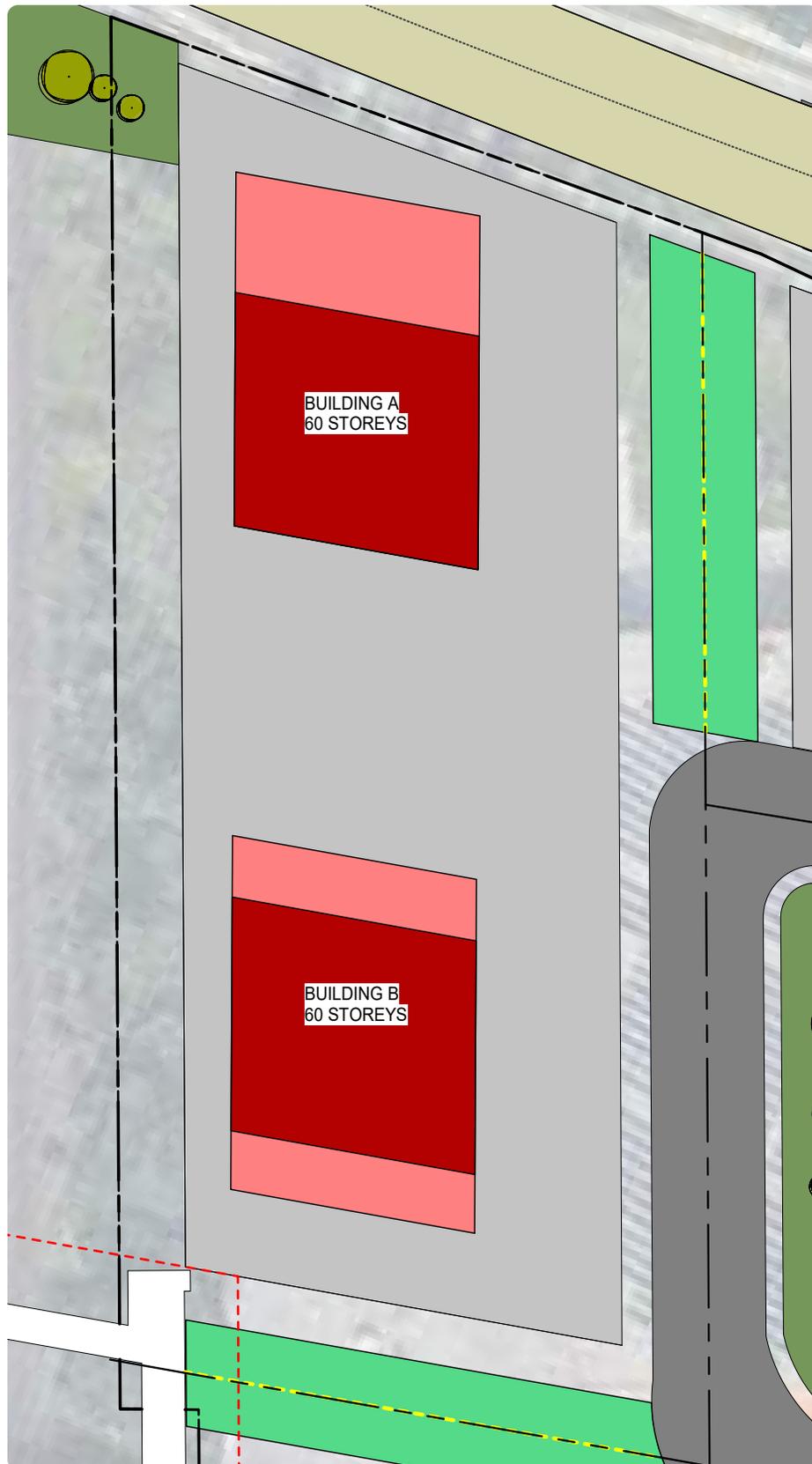
Prepared by BDP. Quadrangle Architects

Block H will be located immediately south of Block J and will be comprised of two 60-storey towers. Buildings A and B will be oriented north-south atop a share podium fronting proposed Street B South. The towers will have a total GFA of 106,706 square metres, comprised of 106,176 square metres of residential GFA and 530 square metres of retail and entertainment GFA, resulting in an FSI of 16.3.

On the ground floor level, retail and entertainment uses will front proposed Street B South that will animate the public realm of the proposed road network. Between block H and J will be a public greenway providing pedestrian and active transportation access to the PPUDO from proposed Street B South. Vehicular access to the block is proposed via a rear lane along the eastern boundary of the block. Above the ground floor, the podium will contain residential units in a large floorplate that can accommodate a variety of unit types and sizes. The towers will be oriented perpendicular to proposed Street B South creating a slender profile along Street B South.



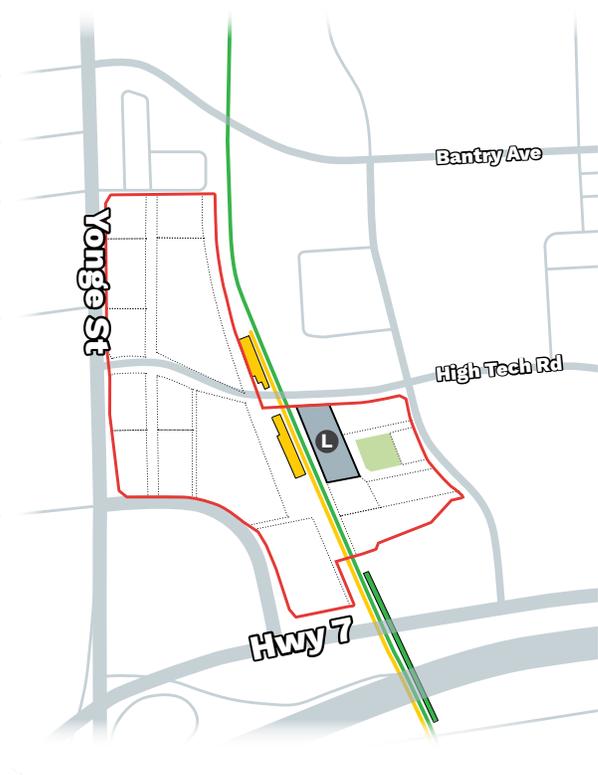
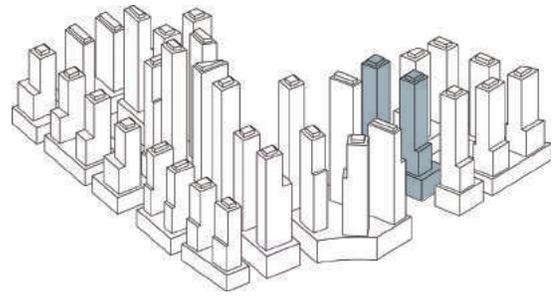
Block L - Site Plan



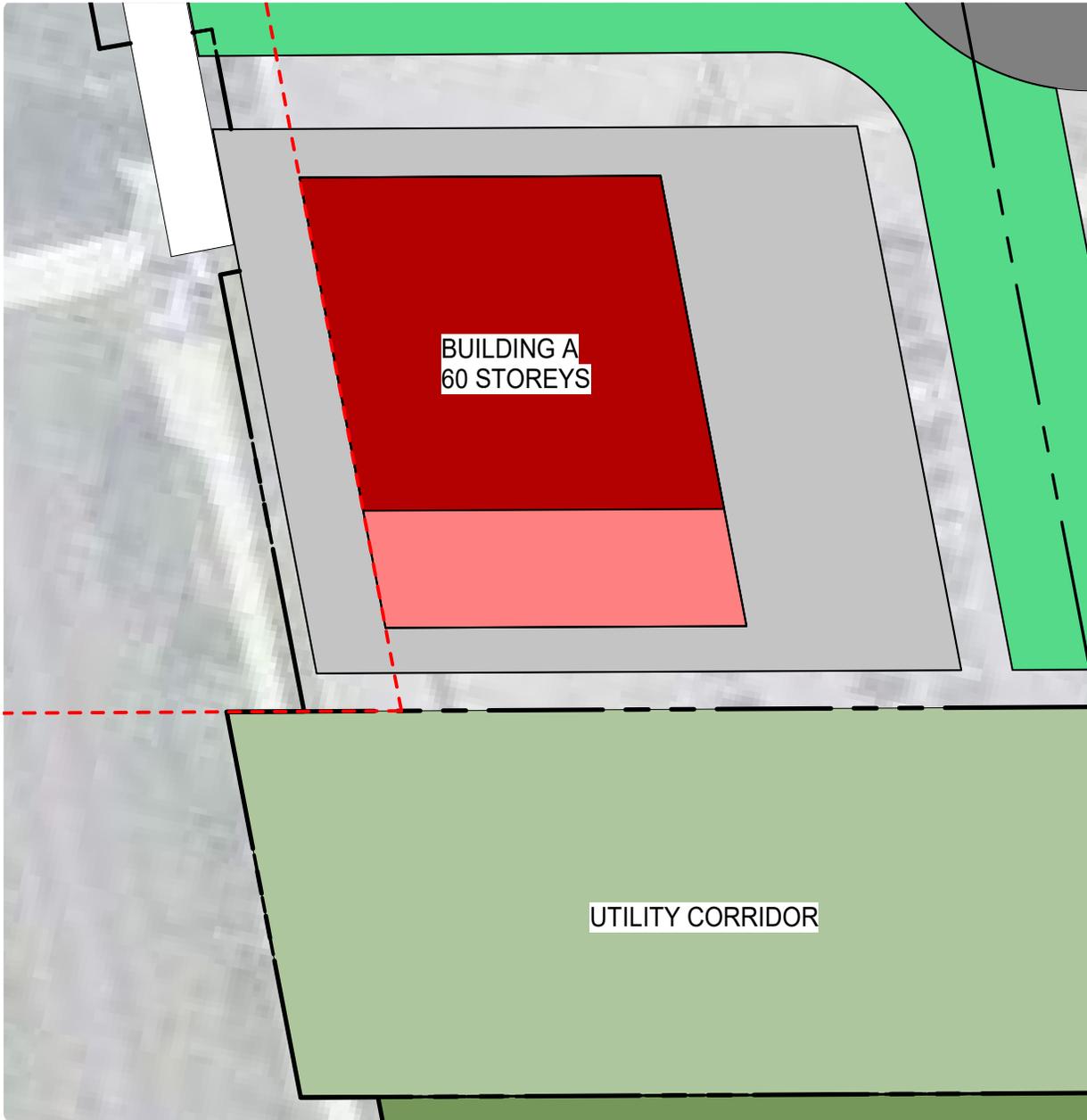
Prepared by BDP. Quadrangle Architects

Block L will be located immediately east of the CNR corridor south of High Tech Road. The block will be connected to High Tech Station via the Subway Plaza on the south side of High Tech Road, bridging the CNR corridor. Immediately east and south of the block will be public greenways providing direct access to both High Tech Road and pedestrian Transit Bridge crossing over the CNR corridor. The block will be comprised of two 60-storey towers on a shared podium, with a total gross floor area of 146,444 square metres, comprised of 145,914 square metres of residential GFA and 530 square metres of retail and entertainment GFA, and 1,906 residential units, resulting in an FSI of 15.4.

The two 60-storey towers (Buildings A & B) will be oriented parallel to the CNR corridor, fronting on proposed Street C. The shared 7-storey podium will have active frontage on proposed Street C, occupied by retail space and a residential lobbies and parking and loading facilities integrated into the ground floor plan adjacent to the CNR corridor.



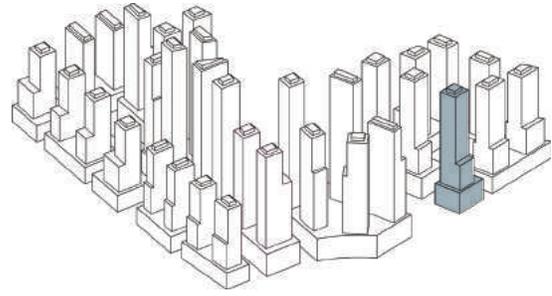
Block M - Site Plan



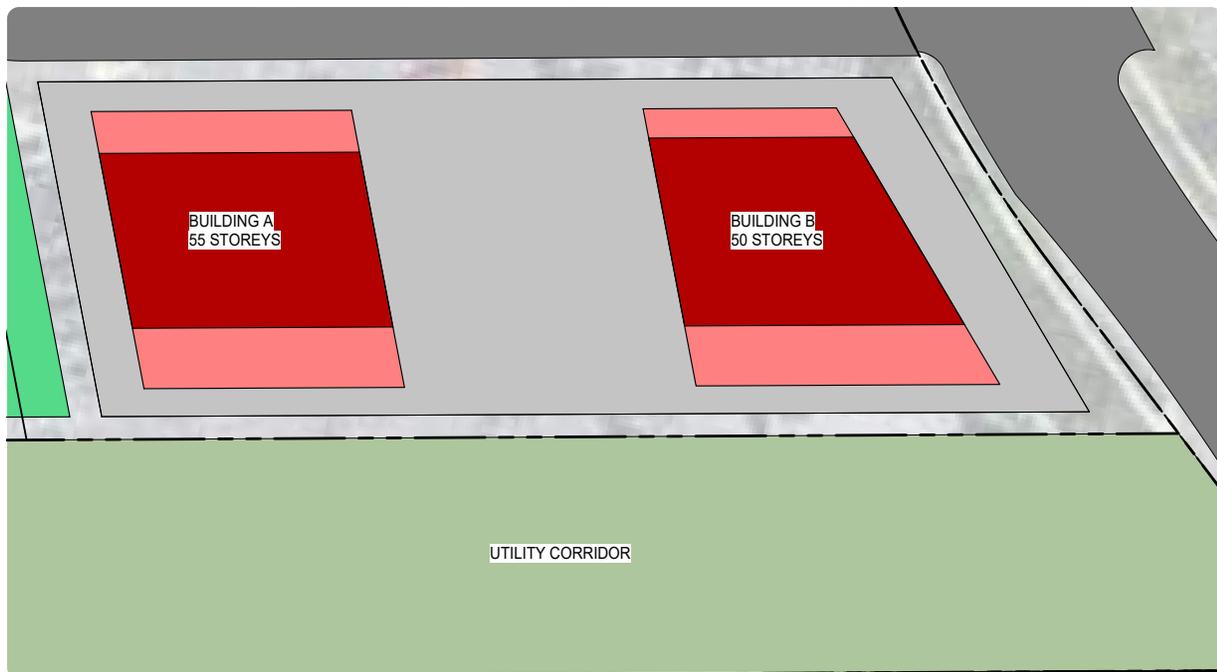
Prepared by BDP. Quadrangle Architects

Block M will be located immediately south of Block L, on the east side of the CNR corridor. Similar to Block L, the block will be oriented to front on proposed Street C with direct connection to the pedestrian Transit Bridge over the CNR corridor, providing access to High Tech Station.

The block will contain a 60-storey tower with 7-storey podium which reflects the street wall and tower heights of adjacent Block L for a contiguous built form. The building will contain 67,200 square metres of total GFA, consisting of 66,988 square metres of residential GFA and 212 square metres of retail and entertainment GFA and 875 residential units, resulting in a density of 18.8 FSI.



Block N - Site Plan



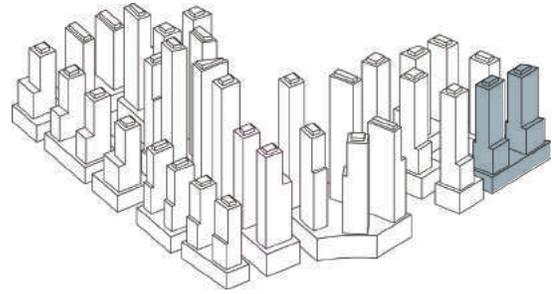
Prepared by BDP. Quadrangle Architects

East Transit Neighbourhood (Blocks N, O & P)

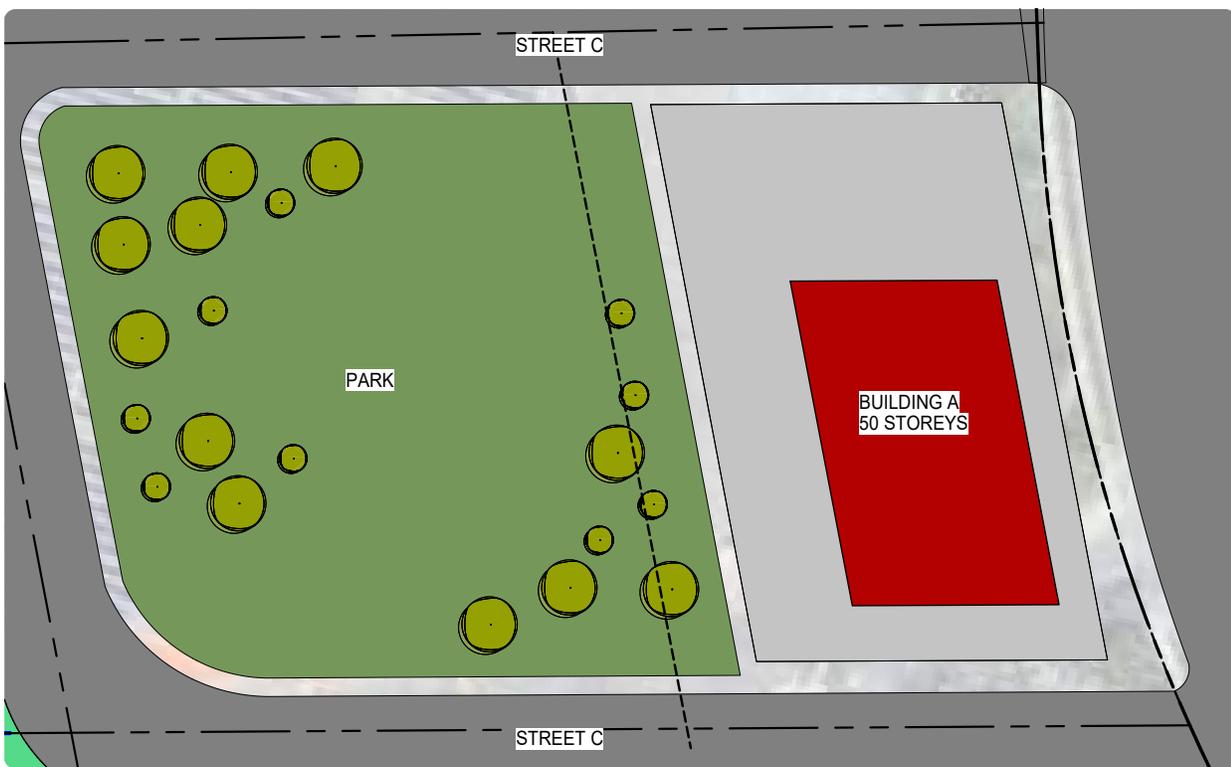
Blocks N, O & P are located west of Red Maple Drive, on the easterly edge of the High Tech TOC. The buildings are organized around proposed Street C, which connect to Red Maple Drive north and south of Block O, providing the primary access to the entire TOC area east of the CNR Corridor. At the centre of the neighbourhood is a public park that is connected to High Tech Road, across the CNR Corridor and to the High Tech Urban Park under the Hydro Corridor via public greenways that provide pedestrian and active transportation linkages across the TOC.

Block N will be comprised of two towers with heights of 55- and 50-storeys on a shared 5-storey podium with a total of approximately 106,706 square metres of GFA, comprised of 106,176 square metres of residential GFA and 446 square metres of retail and entertainment GFA and 914 residential units, resulting in 16.3 FSI.

The podium will front on proposed Street C providing active frontages along both Street C and Red Maple Drive. The tower heights set down from 55 to 50 storeys towards Red Maple Drive providing appropriate transition to the surrounding area. Block N is adjacent to the Utility Corridor and proposed High Tech Urban Park under the Hydro Corridor.



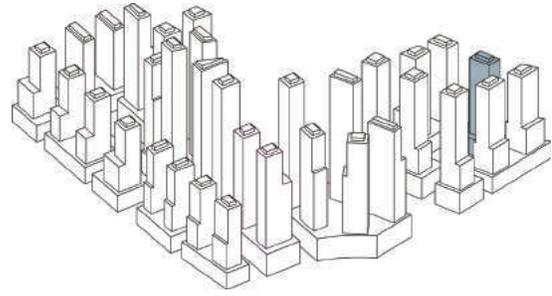
Block O - Site Plan



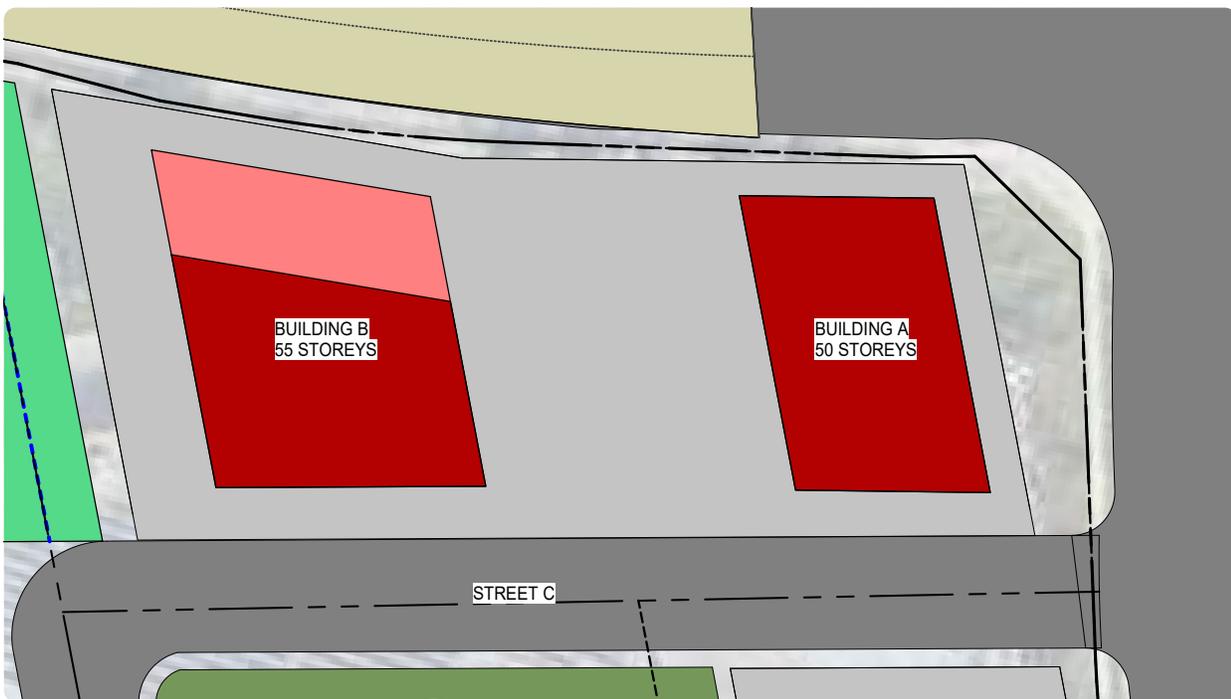
Prepared by BDP. Quadrangle Architects

Block O will be comprised of a 50-storey tower with 5-storey podium and Public Park. Building A will contain a total of approximately 70,403 square metres of GFA, consisting of 69,957 square metres of residential GFA and 446 square metres of retail and entertainment GFA and 914 residential units, resulting in a density of 9.7 FSI.

The building will provide active retail uses fronting Red Maple Drive with vehicular access along proposed Street C. The podium will overlook the Public Park to the immediate west and frame Red Maple Drive to the east with good proportions. The tower floorplate will decrease in size from 850 square metres to 750 square metres as the towers rises.



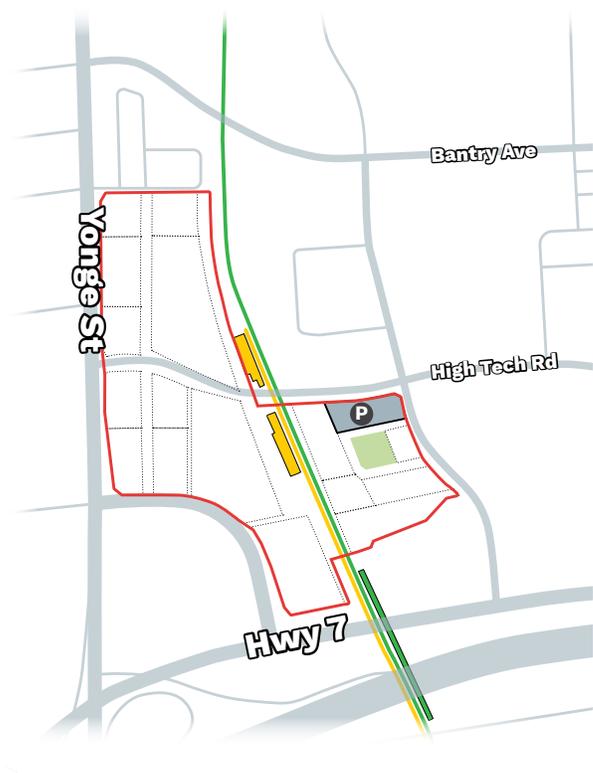
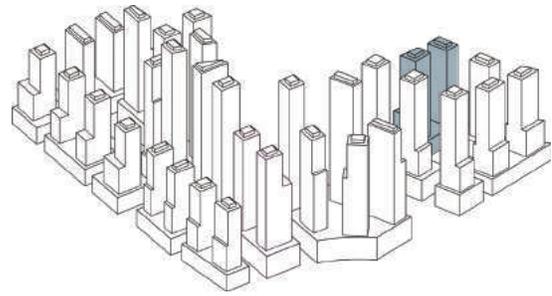
Block P - Site Plan



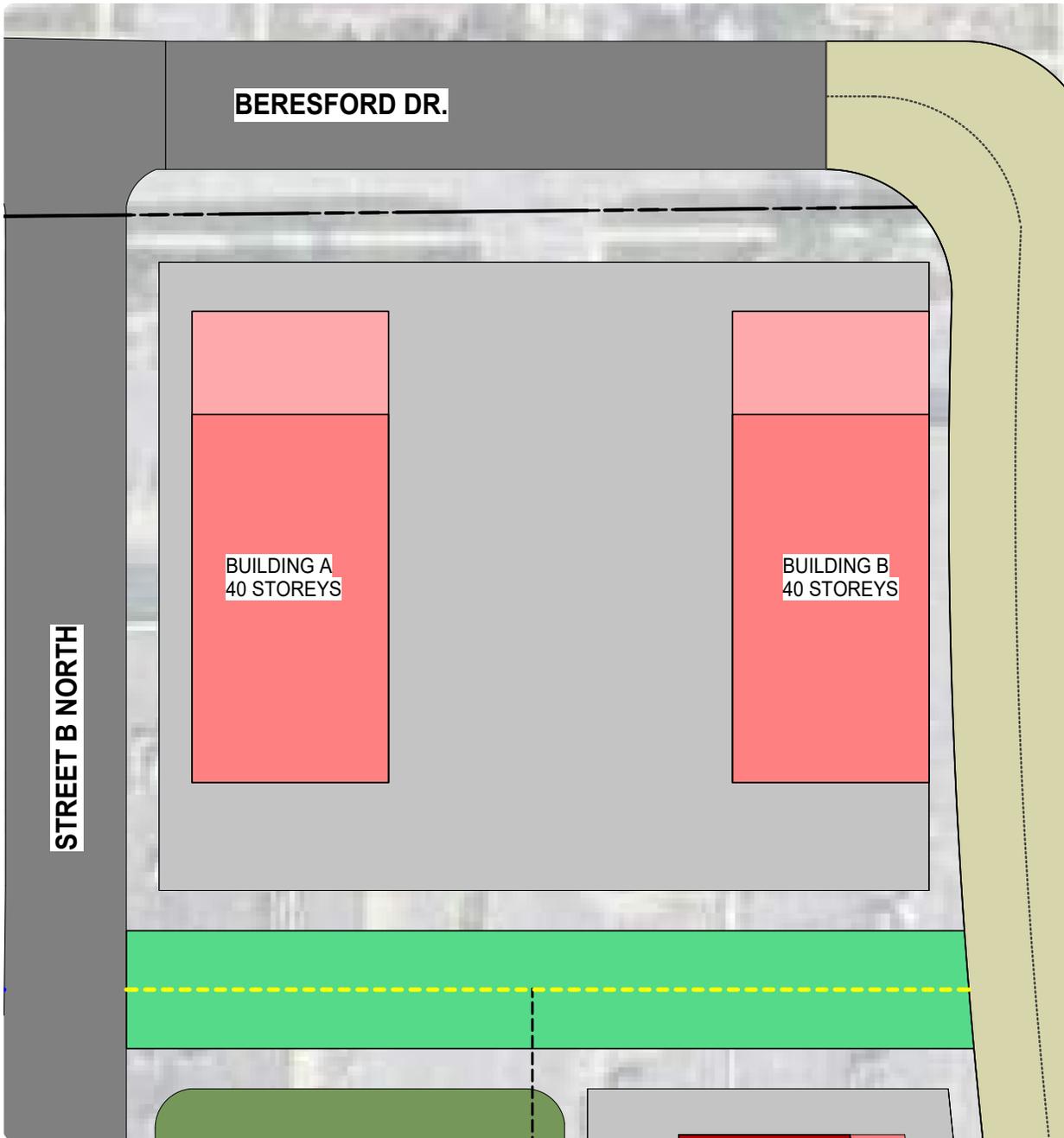
Prepared by BDP. Quadrangle Architects

Block P will be comprised of two towers with heights of 55- and 50-storeys on a shared 5-storey podium with a total of approximately 99,571 square metres of GFA, comprised of 98,512 square metres of residential GFA and 1,059 square metres of retail and entertainment GFA and 1,287 residential units, resulting in 17.3 FSI.

At the ground floor, retail uses will line the High Tech Road and Red Maple Drive frontages with residential uses organized along the proposed Street C frontage. The podium floors above will provide residential floor plans with flexibility to offer a variety of residential unit types and sizes. Above the podium, the towers will be oriented perpendicular to High Tech Road. The typical tower floorplate will decrease in size from 850 square metres to 750 square metres as the towers rises.



Block B - Site Plan



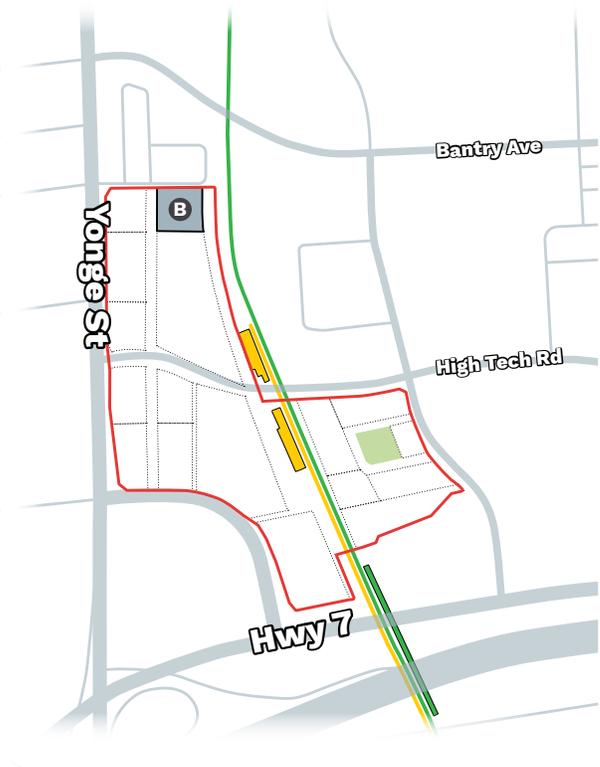
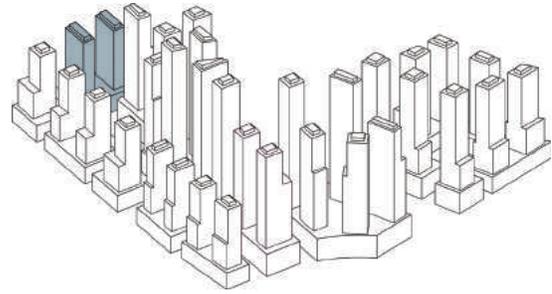
Prepared by BDP. Quadrangle Architects

Yonge Street Corridor (Blocks B, C, D, E, F & G)

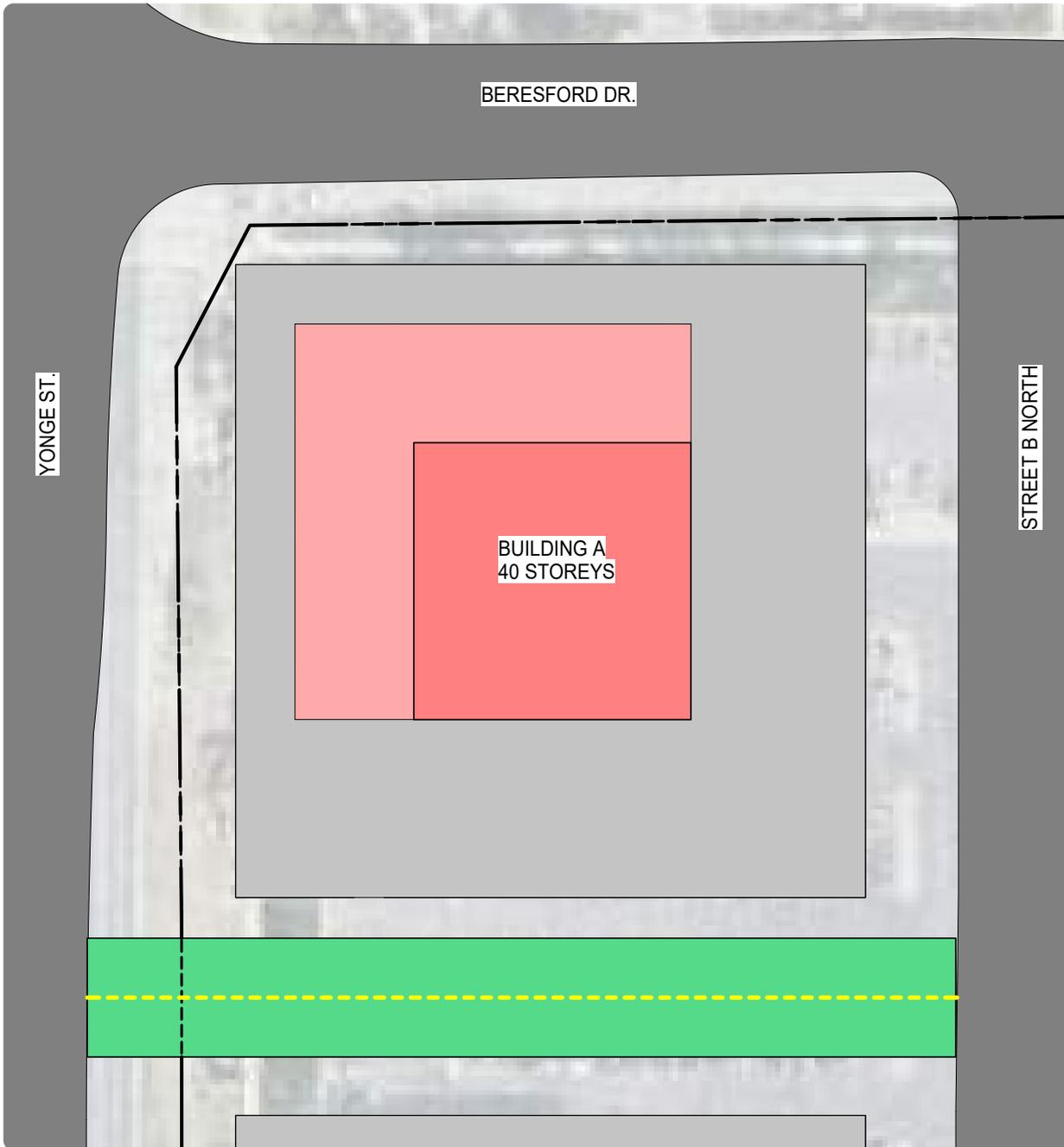
Blocks C-G are located along Yonge Street, on the westerly edge of the High Tech TOC. Block B is located on the south side of Beresford Drive, a block in from Yonge Street. Together these blocks form a consistent podium and tower-built form to establish the edge condition of the High Tech TOC. The buildings on Yonge Street and Beresford Drive have a lower tower typology and represent an appropriate built form transition to the surrounding neighbourhoods. The buildings will maintain a consistent 5-storey podium height with active retail uses fronting on Yonge Street and Beresford Drive. Behind Yonge Street, the corridor is organized along proposed Street B which extends north and south of High Tech Road. Between Yonge Street and proposed Street B are a series of Public Greenways that provide pedestrian and active transportation connections from Yonge Street to High Tech Station at the core of the TOC. These Public Greenways connect to Public Parks and Transit Plazas creating active and passive recreational opportunities along the route to and from High Tech Station.

Block B will be comprised of two 40-storey mixed-use towers with 82,942 square metres of total GFA, containing 81,872 square metres of residential GFA, 1,069 square metres of retail and entertainment GFA, and 1,070 residential units, resulting in an FSI 11.7. The 40-storey towers share a 5-storey podium with frontage on Beresford Drive, between Street B and A.

The ground floor will provide retail uses fronting Beresford Drive and located the respective residential lobbies and access on proposed Street B and A. The 5-storey podium will contain residential floor plans above the ground floor, offering flexibility in residential unit types and sizes. The towers above, are located on the western and eastern portions of the block with appropriate separation between the two towers.



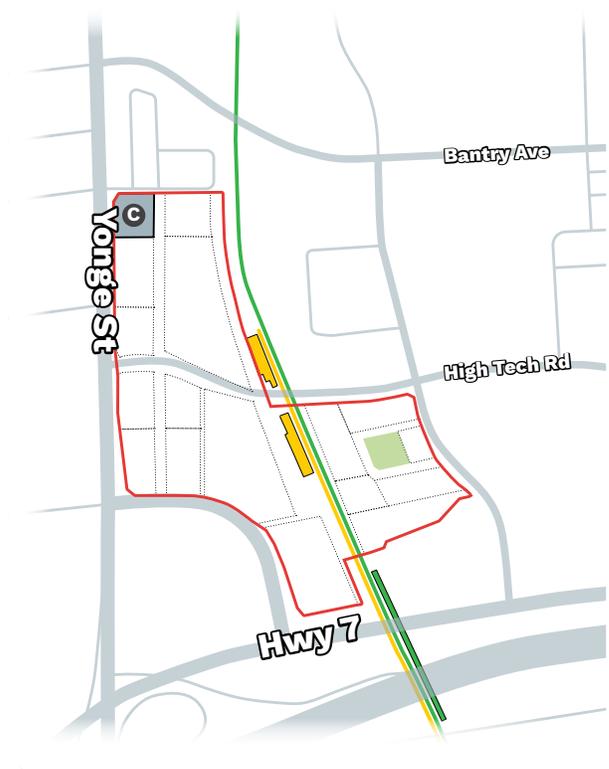
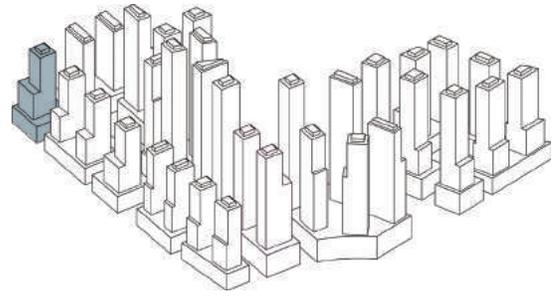
Block C - Site Plan



Prepared by BDP. Quadrangle Architects

Block C will feature a 40-storey tower with 5-storey podium in the northwest corner of the High Tech TOC, with frontage on Yonge Street and Beresford Drive. Block C will contain 59,597 square metres of total GFA, consisting of 58,443 square metres of residential GFA and 1,154 square metres of retail and entertainment GFA, and 1,070 residential units, resulting in an FSI of 9.7.

The ground floor program will provide active retail uses along Yonge Street and Beresford Drive, with parking and loading facilities organized along proposed Street B. The 5-storey podium offers a flexible residential floor plan for a mix of unit types and sizes. The tower above will be oriented to the northwest corner of the block with a tower floorplate that decreases from 850 square metres to 750 square metres as the tower rises above the podium.

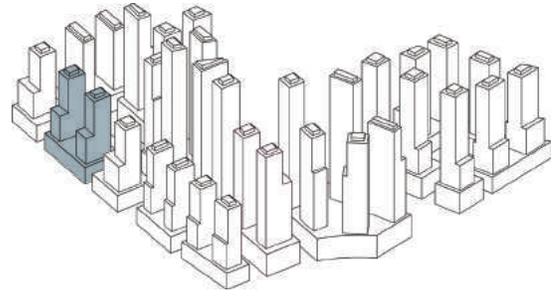


Block D - Site Plan

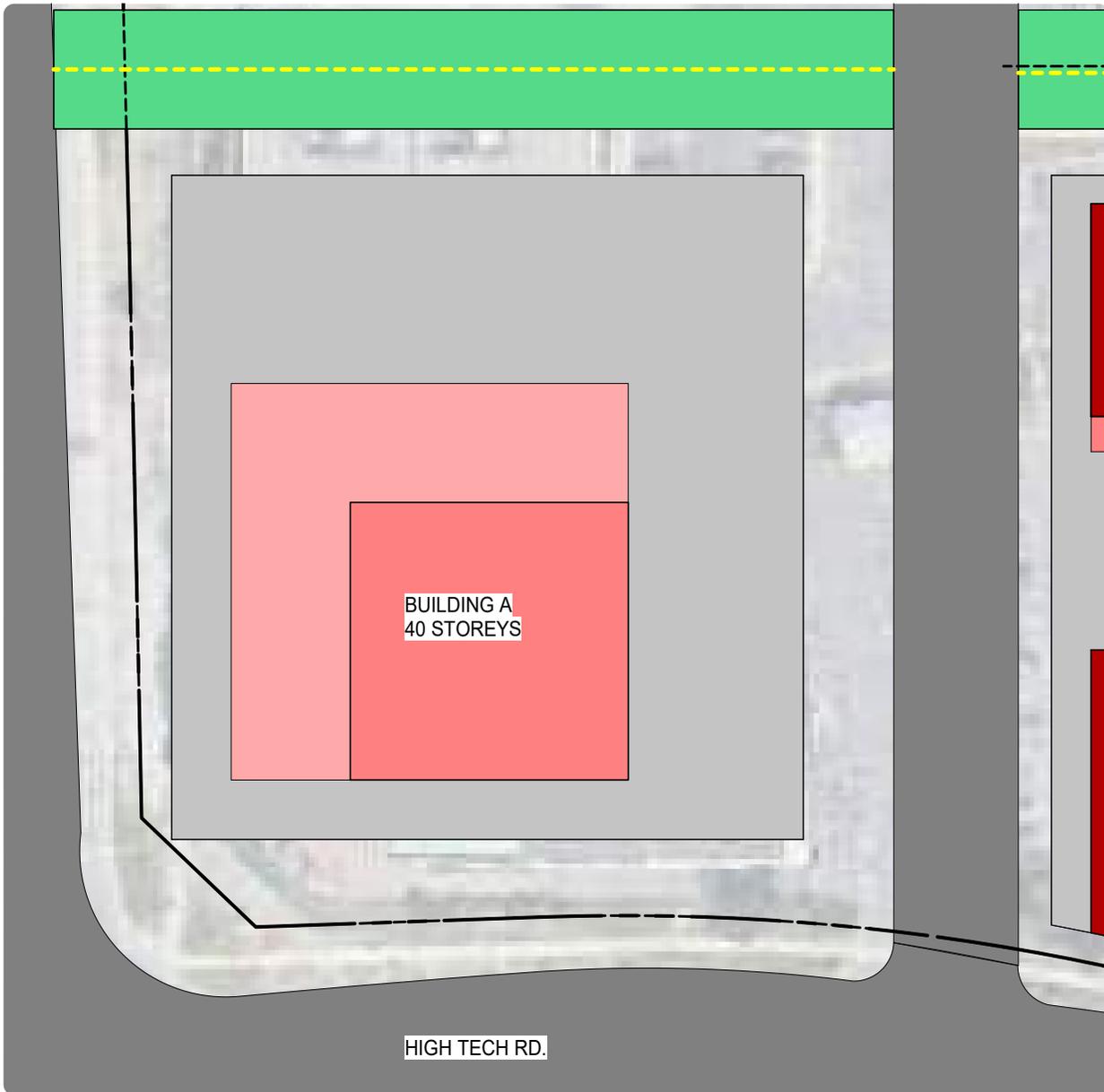


Prepared by BDP. Quadrangle Architects

Block D will be comprised of two mixed use towers with heights of 40 storeys on a shared 5-storey podium. The Buildings will have frontage on Yonge Street with parking and loading facilities organized along proposed Street B. Immediately north and south are Public Greenways that connect between Yonge Street and proposed Street B with pedestrian and active transportation connections to Street A and High Tech Station PPUDO. In total, the two buildings will have a GFA of 124,615 square metres, including 105,027 square metres of residential GFA, 18,538 square metres of office GFA and 1,050 square metres of retail and entertainment GFA and 1,372 residential units, resulting in a density of 12.5 FSI.



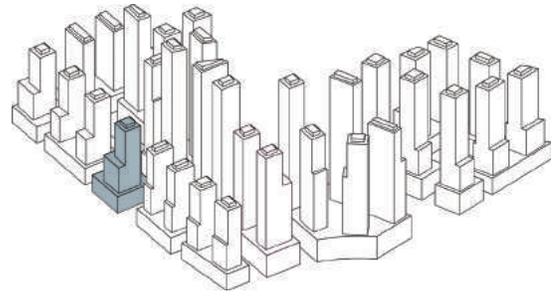
Block E - Site Plan



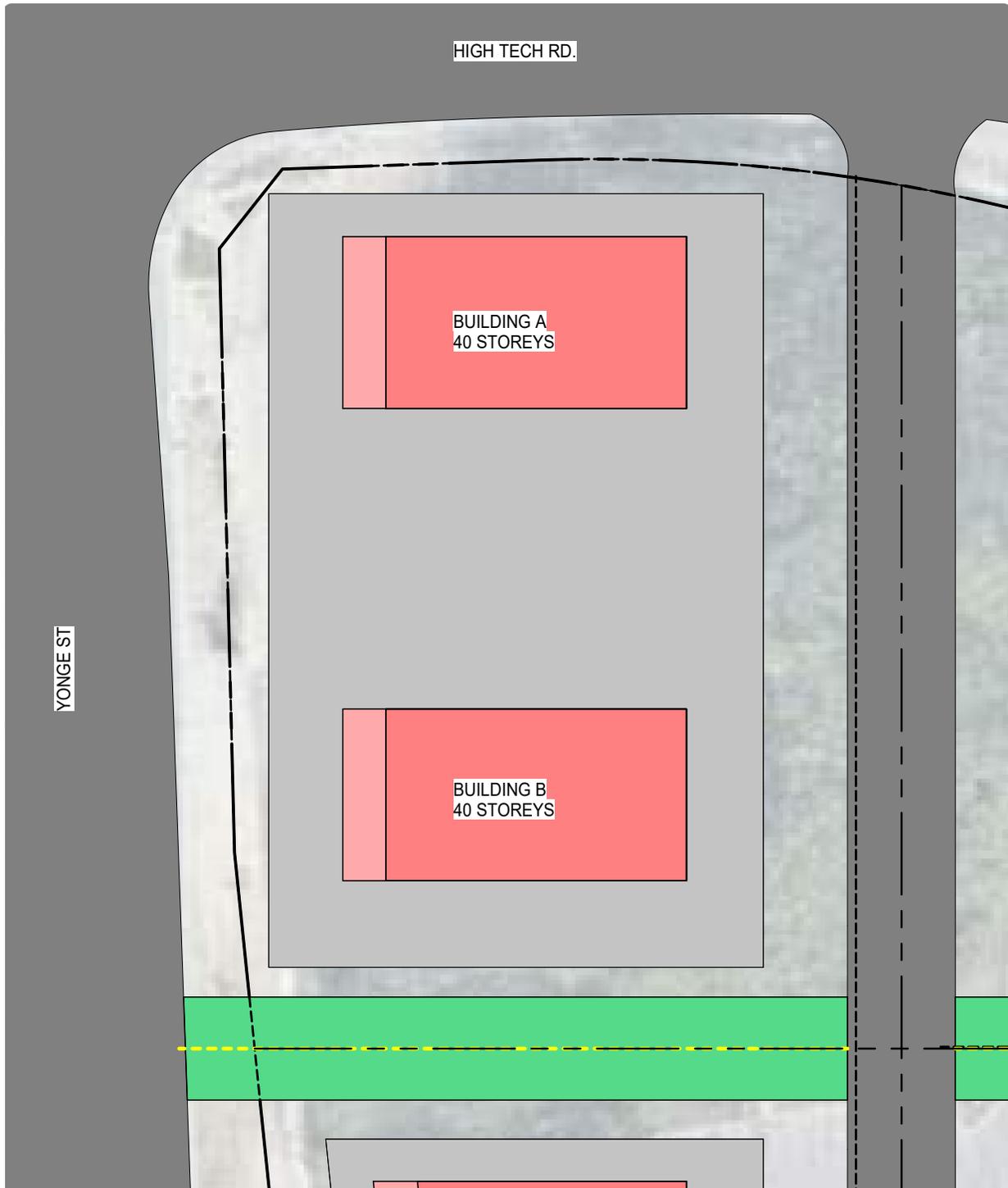
Prepared by BDP. Quadrangle Architects

Block E will feature a 40-storey tower with 5-storey podium in the northeast corner of Yonge Street and High Tech Road, with frontage on Yonge Street and High Tech Road. Block E will contain 50,833 square metres of total GFA, consisting of 38,478 square metres of residential GFA, 11,056 square metres of office GFA, 1,299 square metres of retail and entertainment GFA, and 503 residential units, resulting in an FSI of 7.8.

The ground floor program will provide active retail uses along Yonge Street and High Tech Road, with parking and loading facilities organized along proposed Street B. The 5-storey podium will contain office floor plans above the ground floor. The tower above will be oriented to the southwest corner of the block with a tower floorplate that decreases from 850 square metres to 750 square metres as the tower rises above the podium.



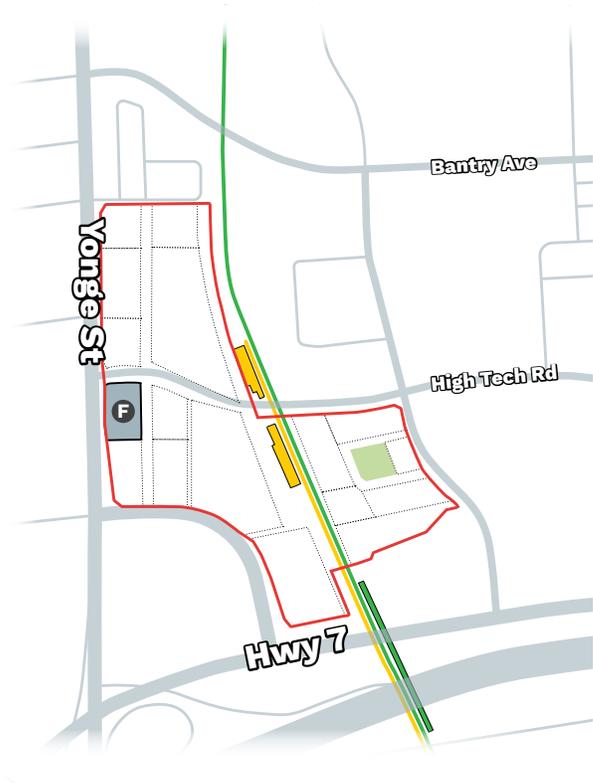
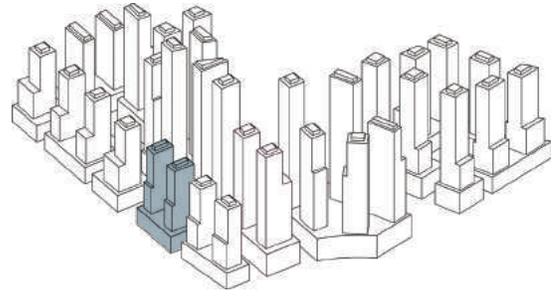
Block F - Site Plan



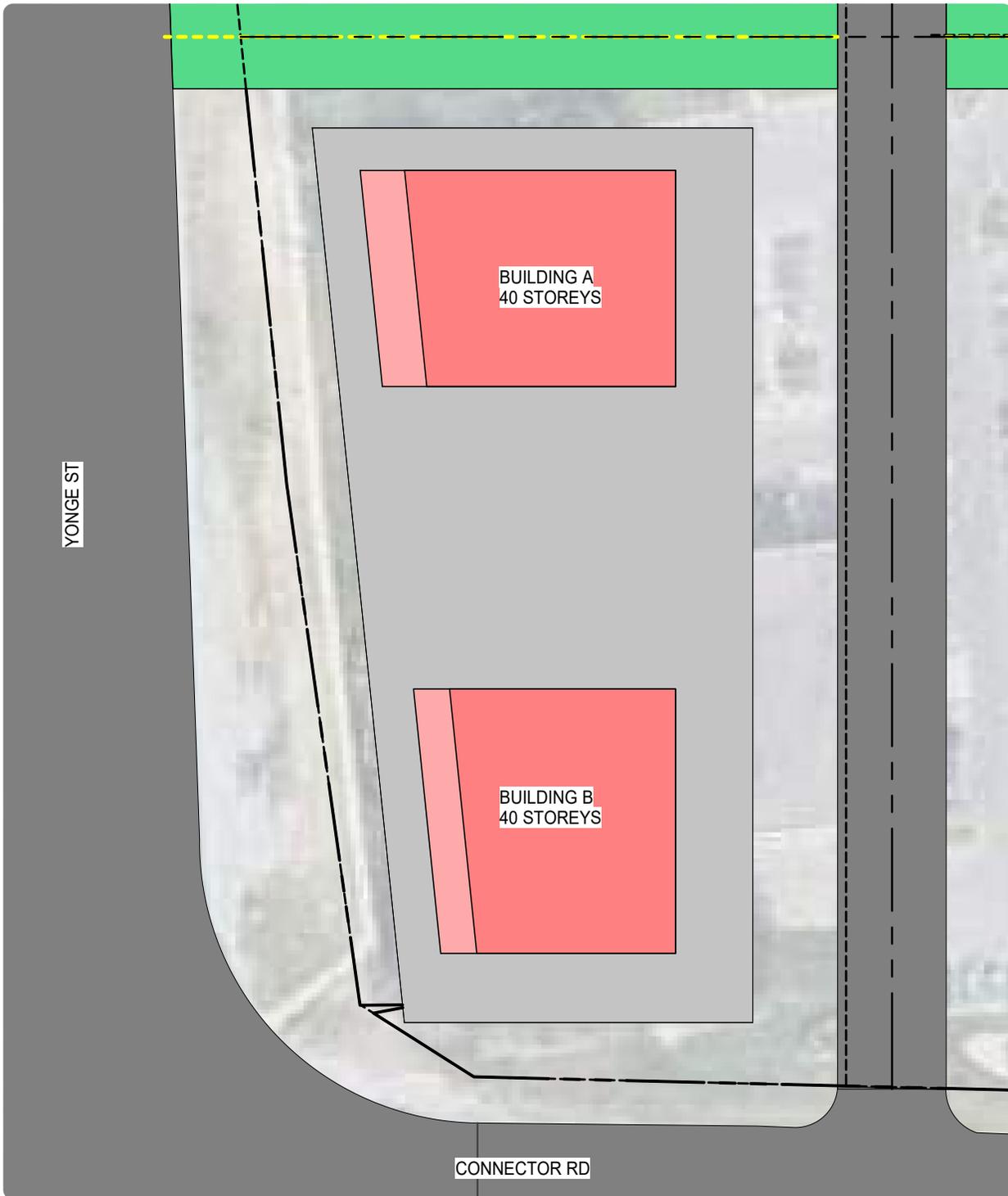
Prepared by BDP. Quadrangle Architects

Block F will be comprised of two mixed use towers with heights of 40-storeys on a shared 5-storey podium in the southeast corner of Yonge Street and High Tech Road, with frontage on Yonge Street and High Tech Road. Block F will contain 65,428 square metres of total GFA, consisting of 50,398 square metres of residential GFA, 13,659 square metres of office GFA, 1,371 square metres of retail and entertainment GFA, and 658 residential units, resulting in a density of 8.9 FSI.

The ground floor program will provide active retail uses along Yonge Street and High Tech Road, with parking and loading facilities organized along proposed Street B. The 5-storey podium will contain office floor plans above the ground floor. The towers above will oriented north-south with typical tower floorplate that decreases from 850 square metres to 750 square metres as the towers rises above the podium.



Block G - Site Plan

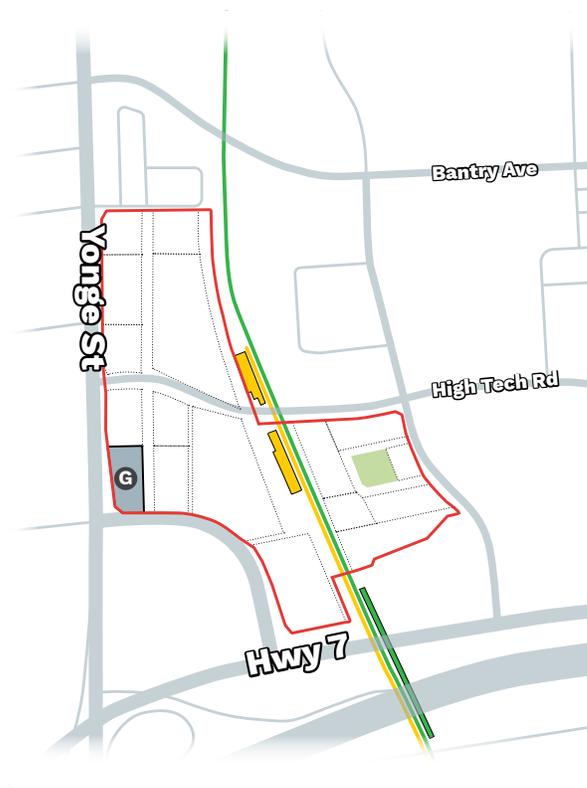
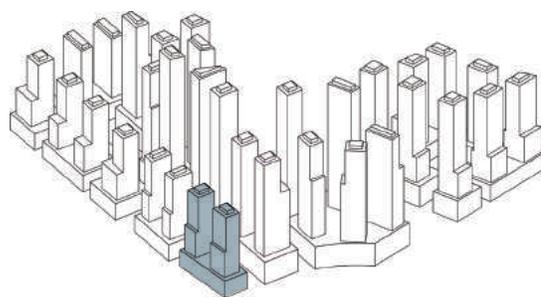


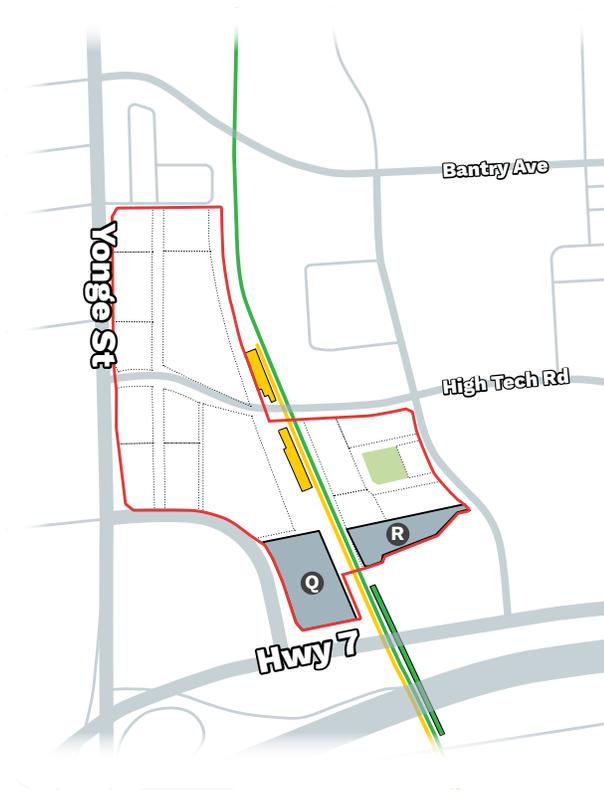
Prepared by BDP. Quadrangle Architects

Similar to Block F, **Block G** will comprise of two mixed use towers with heights of 40-storeys on a shared 5-storey podium in the southwest corner of the High Tech TOC, with frontage on Yonge Street and Connector Road. Between Block F and G is a Public Greenway that extends from the east side of Yonge Street to provide pedestrian and active transportation connections to High Tech Station and the underground PPDO and bike parking facilities.

Block G will contain 68,437 square metres of total GFA, consisting of 54,753 square metres of residential GFA, 12,421 square metres of office GFA, 1,263 square metres of retail and entertainment GFA, and 715 residential units, resulting in an FSI of 9.2.

The ground floor program will provide active retail uses along Yonge Street, with parking and loading facilities organized along proposed Street B. The 5-storey podium will contain office floor plans above the ground floor. The towers above will be oriented north-south with a tower floorplates that decreases from 850 square metres to 750 square metres as the towers rises above the podium.





High Tech Urban Park (Blocks Q & R)

The High Tech TOC proposes a significant public realm improvements that will reinvent the Hydro Corridor along the north side of Highway 7 as an Urban Park.

Block Q is located on the west side of CNR corridor and Block R is located on the east side of the CNR corridor, and will be comprised of 20,016 square metres of open space under the existing Hydro Corridor.

Road Network

In addition to the existing municipal rights-of-way, a total of 3 new municipal streets are proposed as part of the overall master-planned TOC (see **Figures 10 and 11**), described as follows:

- **Public Street A (North & South):** is oriented primarily in a north-south direction parallel with the CNR, extending south from Beresford Drive, intersecting with High Tech Road and looping southwest at the Utility Corridor towards Connector Road. The street would consist of a 23.0 metre wide municipal ROW that will include sidewalks on the east side of the proposed road and a multi-use path on the west side of the street. Public Street A will provide primary access to the proposed west entrances to the High Tech Station and the Transit Plaza.
- **Public Street B (North & South):** is a proposed 23.0 metre wide municipal ROW extending north from the Connector Road to Beresford Drive, between Yonge Street and Street A. The proposed road will connect to Beresford Drive at the north, intersecting High Tech Road and terminating at Connector Road in the south. Street B will include sidewalks on both sides of the street and multi-use paths on the east side of the street. Street B is intended to be a key focal point that connects the blocks that run along the Yonge Street corridor to the Transit Core around High Tech Station.
- **Public Street C:** is a loop street extending from Red Maple Drive and is proposed to have a ROW width of 23.0 metres. The street will be connected to Public Greenways that run through Blocks L and P with connections over the CNR corridor to High Tech Station.

A series of other roads are proposed between Streets A and B, connecting the development blocks and providing primary access to the proposed east entrances to the High Tech Station, the Transit Plaza and the underground PPUDO and vehicular and bicycle parking facilities.

In addition to the proposed new street network, a series of improvements are proposed for High Tech Road, Red Maple Drive and Yonge Street within the Station Area. Collectively, these improvements will include an enhanced public realm, signalized intersections and improvements to sidewalks and pedestrian crossings.

Sidewalks, bike lanes and multi-use paths have been interspersed across the development blocks, to connect the development blocks and to improve the overall permeability and connectivity of the High Tech TOC.



Figure 10 - Site Plan Road Diagram (Prepared by BDP, Quadrangle Architects)

4.4 Community Services

Parks and Open Space System

The High Tech TOC will contain approximately 27% (4.6 hectares) of the net developable area (Station Area less public roads) as parks and open space. The High Tech TOC includes four public realm moves that will give shape to the framework of parks, open spaces and streetscapes within the Station Area (see **Figures 11**).

Transit Plaza

The proposed Transit Plazas will become the civic heart of the High Tech TOC and will be organized around the entrances to High Tech Station as an inviting place for transit riders. The Transit Plaza includes Subway Plaza straddling over the CNR corridor, connected to the Northwest Plaza and Southwest Plaza. In total, the Transit Plazas will provide 10,560 square metres (1.05 hectares) of public parkland adjacent to High Tech Station. The Transit Plaza will be designed to create a cohesive identity as the entrance to High Tech Station. The Transit Plaza will include several open space components designed to encourage residents and transit riders to gather together and celebrate with seasonal programming.

Neighbourhood Parks

Two Neighbourhood Parks are planned at the centre of blocks A and O, on either side of the CNR Corridor. These Neighbourhood Parks are planned to serve as the central open space for each of the High Tech TOC. The Neighbourhood Parks include and total of 8,466 square metres of public parkland.

Public Greenways

Public Greenways provide mid-block connections for pedestrians and cyclists through the Tech Tech TOC. The Greenways are key public realm moves that provide connections that complement the planned Neighbourhood Parks of the High Tech TOC. In particular, midblock connections are designed to connect the public park network and provide connections to High Tech Station. In total, Public Greenways contribute 7,382 square metres of public parkland to the overall High Tech TOC.

High Tech Urban Park

The Hydro Corridor is currently occupied by surface parking lots at the southern edge of the Station Area, along Highway 7. These parking lots represent a significant underutilization of land within the High Tech TOC. The Hydro Corridor provides the opportunity for the most significant public realm move of the High Tech TOC. Beneath the Hydro lines lies an opportunity for an expansive linear open space that can address the High Tech TOC's recreational parkland needs in a bold and spacious linear park that spans the entire length of the Station Area.

The proposed High Tech Urban Park will contribute 20,016 square metres of parkland. Except for the existing Langstaff GO station commuter parking lot on the west side of Red Maple Road, which will remain, the Hydro Corridor provides sufficient open space for a range of recreational activities. The location of the High Tech Urban Park adjacent to the development blocks of the Station Area will offer future residents a direct connection to recreational activities through the various mid-block connections proposed.



Figure 11 - Landscape Plan (Prepared by BDP. Quadrangle Architects)

4.5 Key Statistics

Below is a general overview of the key site statistics for the High Tech TOC Proposal. Please refer to the Architectural Plans by BDP Quadrangle dated November 29, 2021, for a detailed overview of the Proposal by block. The overall site statistics include a range of residential and office GFA as a result of the flexibility of the podium and tower typology proposed. This range is identified as high and low parameters, which can be achieved through the flexibility of the proposed built form.

The key site statistics include a series of assumptions developed through the TOC Program, including:

- 76.54 square metres of residential GFA per average residential unit
- 1.74 persons per residential unit
- 20 square metres of office GFA per job
- 40 square metres of retail and entertainment GFA per job
- A factor of 3.5% of the proposed population will be employed from home

Table 1 - Key Statistics

Station Area	
Site Area (ha)	20.1
Net Site Area (excluding Public Roads) (ha)	17.4
Parkland Dedication	46,424 sq. m. (27%)
Total Gross Floor Area:	1,796,299 sq. m.
Residential GFA (High)	1,616,201 sq. m.
Residential GFA (Low)	1,554,269 sq. m.
Office (High)	213,000 sq. m.
Office (Low)	151,068 sq. m.
Retail & Entertainment	29,030 sq. m.
Density (Net FSI)	10.3 FSI
Total dwelling units	
High	21,116
Low	20,307
People	
High	36,743
Low	35,335
Jobs	
High	12,612
Low	9,565



5

Policy & Regulatory Context

5.1 Overview

As set out below, the proposed development is supportive of numerous policy directions set out in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the York Region Official Plan and the City of Richmond Hill Official Plan, all of which encourage the creation of complete communities, with a range of housing options, while making efficient use of land and infrastructure within built-up areas, particularly in proximity to higher order public transit.

5.2 Provincial Policy Statement, 2020

On February 28, 2020, the Ministry of Municipal Affairs and Housing released the Provincial Policy Statement, 2020, which came into effect on May 1, 2020 (the "2020 PPS"), replacing the 2014 Provincial Policy Statement, which came into effect on April 30, 2014 (the "2014 PPS").

The PPS provides policy direction on matters of Provincial interest related to land use planning and development. In accordance with Section 3(5) of the *Planning Act*, all decisions that affect a planning matter are required to be consistent with the PPS. In this regard, Policy 4.2 provides that the PPS "shall be read in its entirety and all relevant policies are to be applied to each situation".

As compared with the 2014 PPS, the 2020 PPS includes an increased emphasis on transit-supportive development, encouraging an increase in the mix and supply of housing, protecting the environment and public safety, reducing barriers and costs for development and providing greater certainty, and supporting the economy and job creation.

Part IV of the PPS sets out the Province's vision for Ontario, and promotes the wise management of land use change and efficient development patterns:

"Efficient development patterns optimize the use of land, resources and public investment in infrastructure and public service facilities. These land use patterns promote a mix of housing, including affordable housing, employment, recreation, parks and open spaces, and transportation choices that increase the use of active transportation and transit before other modes of travel. They support the financial well-being of the Province and municipalities over the long term, and minimize the undesirable effects of development, including impacts on air, water and other resources. They also permit better adaptation and response to the impacts of a changing climate, which will vary from region to region."

One of the key policy directions expressed in the PPS is to build strong communities by promoting efficient development and land use patterns. To that end, Part V of the PPS contains a number of policies that promote intensification, redevelopment and compact built form, particularly in areas well served by public transit.

In particular, Policy 1.1.1 provides that healthy, liveable and safe communities are to be sustained by promoting efficient development and land use patterns; accommodating an appropriate affordable and market-based range and mix of residential types, employment, institutional, recreation, park and open space, and other uses to meet long-term needs; and promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments and standards to minimize land consumption and servicing costs.

Policy 1.1.2 requires that sufficient land be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years, informed by provincial guidelines.

Policy 1.1.3.2 supports densities and a mix of land uses which efficiently use land, resources, infrastructure and public service facilities and which are transit-supportive, where transit is planned, exists, or may be developed. Policy 1.1.3.3 directs planning authorities to identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment, where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities.

In addition, Policy 1.1.3.4 promotes appropriate development standards, which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety. Policy 1.1.3.5 goes on to require planning authorities to establish and implement minimum targets for intensification and redevelopment in built-up urban areas and, where provincial targets are established through provincial plans, the provincial target shall represent the minimum target.

With respect to housing, Policy 1.4.1 requires that, in order to provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:

- maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and
- maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.

The PPS defines “housing options” as a range of housing types such as, but not limited to single- detached, semi-detached, rowhouses, townhouses, stacked townhouses, multiplexes, additional residential units, tiny homes and multi-residential buildings. The term can also refer to a variety of housing arrangements and forms such as, but not limited to, life lease housing, co-ownership housing, co-operative housing, community land trusts, land lease community homes, affordable housing, housing for people with special needs, and housing related to employment, institutional or educational uses.

Policy 1.4.1 goes on to provide that upper-tier and single-tier municipalities may choose to maintain land with servicing capacity sufficient to provide at least a five-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans. Policy 1.4.2 provides that where planning is conducted by an upper-tier municipality (i.e. York Region), the land and unit supply maintained by lower-tier municipality (i.e. Richmond Hill) shall be based on and reflect the allocation of population and units by the upper-tier municipality. The allocation of population and units by the upper-tier municipality shall be based on and reflect provincial plans, including the Growth Plan.

Policy 1.4.3 requires provision to be made for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents by, among other matters, permitting and facilitating all types of residential intensification and redevelopment, promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities and support the use of active transportation and transit, requiring transit-supportive development and prioritizing intensification in proximity to transit, including corridors and stations, including potential air rights development.

The efficient use of infrastructure (particularly transit) is a key element of provincial policy (Section 1.6). Section 1.6.3 states that the use of existing infrastructure and public service facilities should be optimized before consideration is given to developing new infrastructure and public service facilities. With respect to transportation systems, Policy 1.6.7.4 promotes a land use pattern, density and mix of uses that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

Policy 1.7.1 of the PPS states that long-term prosperity should be supported through a number of initiatives including: encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and a range of housing options for a diverse workforce; optimizing the use of land, resources, infrastructure and public service facilities; maintaining and enhancing the vitality and viability of downtowns and mainstreets; and encouraging a sense of place by promoting well-designed built form and cultural planning.

With respect to energy conservation, air quality and climate change, Policy 1.8.1 directs planning authorities to support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions and preparing for the impacts of a changing climate through land use and development patterns which: promote compact form and a structure of nodes and corridors; promote the use of active transportation and transit in and between residential, employment and other areas; and encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

While Policy 4.6 provides that the official plan is "the most important vehicle for implementation of this Provincial Policy Statement", it goes on to say that "the policies of this Provincial Policy Statement continue to apply after adoption and approval of an official plan". Accordingly, the above-noted PPS policies continue to be relevant and determinative.

For the reasons set out in Section 6.0 of this report, it is our opinion that the High Tech TOC is consistent with the PPS, in particular, the policies relating to residential intensification and the efficient use of land and infrastructure, particularly recent public transit investment. The TOC will be a complete community, providing a range of affordable and market-based residential types, employment opportunities and recreational open spaces. In doing so, the TOC will promote the integration of land use planning and transit-supportive development to support Regional intensification targets.

5.3 Growth Plan for the Greater Golden Horseshoe, 2019 as amended

On May 16, 2019, A Place to Grow: Growth Plan for the Greater Golden Horseshoe (the "2019 Growth Plan") came into effect, replacing the Growth Plan for the Greater Golden Horseshoe, 2017 (the "2017 Growth Plan"). As noted in Section 1.2.2 of the 2019 Growth Plan, all municipal decisions made after May 16, 2019 will have to conform to the Growth Plan, subject to any legislative or regulatory provisions providing otherwise. Subsequently, on August 28, 2020, the 2019 Growth Plan was amended by Growth Plan Amendment No. 1.

While many policies in the 2019 Growth Plan are unchanged from the 2017 Growth Plan, modifications were made to policies related to employment areas, settlement area boundary expansions, agricultural and natural heritage systems, intensification and density targets, and "major transit station areas".

The 2019 Growth Plan, as amended, provides a framework for implementing the Province's vision for managing growth across the region to the year 2051 and supports the achievement of complete communities. Under the *Planning Act*, all decisions with respect to land use planning matters shall conform to the Growth Plan. Section 1.2.3 of the Growth Plan provides that it is to be read in its entirety and the relevant policies are to be applied to each situation.

The Guiding Principles, which are important for the successful realization of the Growth Plan, are set out in Section 1.2.1. Key principles relevant to the proposal include:

- supporting the achievement of complete communities¹ that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime;
- prioritizing intensification and higher densities in "strategic growth areas" to make efficient use of land and infrastructure and support transit viability;
- supporting a range and mix of housing options, including second units and affordable housing, to serve all sizes, incomes, and ages of households; and
- protecting and enhancing natural heritage, hydrologic, and landform systems, features, and functions.

Aligning with the PPS, the Growth Plan policies emphasize the importance of integrating land use and infrastructure planning, and the need to optimize the use of the land supply and infrastructure. The Growth Plan seeks to accommodate forecasted growth in complete communities and includes objectives that promote mixed-use intensification within built-up areas and transit-supportive development with a focus on strategic growth areas. Section 2.1 of the Growth Plan states that:

"To support the achievement of complete communities that are healthier, safer, and more equitable, choices about where and how growth occurs in the GGH need to be made carefully. Better use of land and infrastructure can be made by directing growth to settlement areas and prioritizing intensification, with a focus on strategic growth areas, including urban growth centres and major transit station areas, as well as brownfield sites and greyfields. Concentrating new development in these areas provides a focus for investments in transit as well as other types of

infrastructure and public service facilities to support forecasted growth, while also supporting a more diverse range and mix of housing options [...] It is important that we maximize the benefits of land use planning as well as existing and future investments in infrastructure so that our communities are well-positioned to leverage economic change."

Section 2.1 of the Growth Plan goes on to further emphasize the importance of optimizing the available urban land supply and prioritizing intensification:

"This Plan's emphasis on optimizing the use of the existing urban land supply represents an intensification first approach to development and city-building, one which focuses on making better use of our existing infrastructure and public service facilities, and less on continuously expanding the urban area."

Pursuant to the Growth Plan, "strategic growth areas" are defined as locations within "settlement areas" and include nodes, corridors, and other areas that have been identified by municipalities, or the Province, to be the focus for accommodating intensification and higher-density mixed uses in a more compact built form. "Strategic growth areas" include "urban growth centres", "major transit station areas", and other major opportunities that may include infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings, or greyfields. Lands along major roads, arterials, or other areas with existing or planned "frequent transit" service or "higher order transit" corridors may also be identified as strategic growth areas.

¹ **Complete Communities** - Places such as mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and public service facilities. Complete communities are age-friendly and may take different shapes and forms appropriate to their contexts.

In this regard, the Station Area is located in an *Urban Growth Centre* and would be considered a *Strategic Growth Area* pursuant to the Growth Plan (i.e. a focus for accommodating intensification and a higher-density mix of uses in a more compact built form). The Station Area will incorporate direct access to High Tech Station and is located within a *Major Transit Station Area*. The High Tech TOC will contribute to the achievement of numerous policy objectives that promote transit-oriented intensification and a range of housing options within built-up areas.

The Growth Plan defines "frequent service" as a public transit service that runs at least every 15 minutes in both directions throughout the day and into the evening every day of the week. The TOC Station area is a convergence of transit, including York Region Transit's Viva, GO, Subway and planned Transitway.

The Growth Plan defines "higher order transit" as transit that generally operates in partially or completely dedicated rights-of-way, outside of mixed traffic, and therefore can achieve levels of speed and reliability greater than mixed-traffic transit. Higher order transit can include heavy rail (such as subways and inter-city rail), light rail, and buses in dedicated rights-of-way. In this regard, the Station Area will incorporate the High Tech Station and is accordingly located within a *Major Transit Station Area*.

Policy 2.2.1(2)(c) provides that, within settlement areas, growth will be focused in delineated built-up areas, strategic growth areas, locations with existing or planned transit (with a priority on higher order transit where it exists or is planned), and areas with existing or planned public service facilities. Policy 2.2.1(3)(c) requires that municipalities undertake integrated planning to manage this forecasted growth in a manner which provides direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, and to support the achievement of complete communities through a more compact built form.

The forecasted growth numbers for the Greater Holden Horseshoe are outlined in Schedule 3 of the Growth Plan. For York Region, the Growth Plan forecasts a population of 2,020,000 and 990,000 jobs by 2051. The 2016 Census indicates that population growth for the Region of York is estimated to be 1,168,600, when adjusted for the Census undercount provided by Statistics Canada in 2018.

Policy 2.2.1(4) states that applying the policies of the Growth Plan will support the achievement of complete communities in a number of ways, including: featuring a diverse mix of land uses; providing a diverse range and mix of housing options; expanding convenient access to a range of transportation options; and ensuring the development of compact built form and a vibrant public realm.

Within the "delineated built-up area", the Growth Plan establishes minimum intensification targets. The "delineated built-up area" is defined by the Growth Plan as all lands within the "delineated built boundary", which in turn is defined as the limits of the developed urban area as established by the Minister in consultation with the affected municipalities for the purpose of measuring minimum intensification targets, and is conceptually illustrated on Schedule 2 of the Growth Plan (see **Figure 12**, 2019 Growth Plan - Schedule 2, A Place to Grow Concept).

Policy 2.2.2(1)(a) requires that, by the time the next municipal comprehensive review is approved and in effect, and for each year thereafter, the minimum intensification target for the Region of York specifies that a minimum of 50% of all residential development will occur within the delineated built-up area. Policy 2.2.2(3) requires municipalities to develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will, among other things:

- identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;
- identify the appropriate type and scale of development and transition of built form to adjacent areas;



Legend

- Urban Growth Centres
- Future Transportation Corridors*
- Existing Major Highways*
- Highway Extensions*
- Welland Canal*
- ⊕ Gateway Economic Zone
- ◆ Gateway Economic Centre
- ⊠ Border Crossings
- Built-Up Area – Conceptual
- Designated Greenfield Area – Conceptual
- Priority Transit Corridors*
- Existing Higher Order Transit*
- Committed GO* Transit Rail Extensions
- Future High-Speed Rail Corridor*
- ⊗ International Airports
- ⊗ Proposed Airport
- Ⓜ Major Ports
- Greenbelt Area*
- Greater Golden Horseshoe Growth Plan Area**

* Lines shown are conceptual and not to scale. They are not aligned with infrastructure and municipal boundaries.

Figure 12 - 2019 Growth Plan (Schedule 2), A Place to Grow Concept

- encourage intensification generally throughout the delineated built-up area;
- ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities; and
- be implemented through official plan policies and designations, updated zoning and other supporting documents.

Policy 2.2.3(1) states that urban growth centres will be planned as focal areas for investment in regional public service facilities and as well as commercial, recreational, cultural and entertainment uses. Urban growth centres will also function as high-density major employment centres and will accommodate significant population and employment growth. Policy 2.2.3(2)(b) directs that the Richmond Hill Centre/Langstaff Gateway urban growth centre will be planned to achieve a minimum density target of 200 residents and jobs per hectare by 2031 or earlier.

The Growth Plan includes a number of policies applying to “major transit station areas”. In particular, Policy 2.2.4(1) requires that “priority transit corridors” shown on Schedule 5 will be identified in official plans and that planning will be prioritized for “major transit station areas” on “priority transit corridors” or subway lines, including “zoning in a manner that implements the policies of this Plan”. In this regard, Schedule 5 identifies the Richmond Hill GO Line as “existing higher order transit” and the Yonge and Highway 7 rapidways as “priority transit corridors”.

Policy 2.2.4(2) requires York Region to delineate the boundaries of “major transit station areas” on priority transit corridors or subway lines “in a transit supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station” (our emphasis).

Policy 2.2.4(3)(a) goes on to require that “major transit station areas” on subway lines be planned for a minimum density target of 200 residents and jobs combined per hectare. Policy 2.2.4(6) states that, within major transit station areas on priority transit corridors or on subway lines, land uses and built form that would adversely affect the achievement of the minimum density targets will be prohibited.

Policy 2.2.4(9) provides that within all major transit station areas, development will be supported, where appropriate by planning for a diverse mix of uses to support existing and planned transit service levels; providing alternative development standards, such as reduced parking standards; and prohibiting land uses and built forms that would adversely affect the achievement of transit-supportive densities.

With respect to employment, Policy 2.2.5.1(b) provides that economic development and competitiveness will be promoted by, among other means, ensuring the availability of sufficient lands, in appropriate locations, for a variety of employment to accommodate forecasted employment growth and integrating and aligning land use planning and economic development goals and strategies to retain and attract investment and employment. Policy 2.2.5(2) directs “major office” development (defined as free-standing office buildings of approximately 4,000 square metres of floor space or greater or with approximately 200 jobs or more) to urban growth centres, major transit station areas or other strategic growth areas with existing or planned frequent transit service, while Policy 2.2.5(3) provides that retail and office uses will be directed to locations that support active transportation and have existing or planned transit.

With respect to housing, Policy 2.2.6(1) requires municipalities to develop housing strategies that, among other matters, support the achievement of the minimum intensification and density targets in the Growth Plan by identifying a diverse range and mix of housing options and densities to meet projected needs of current and future residents that are implemented through official plan policies and designations and zoning by-law amendments.

Notwithstanding Policy 1.4.1 of the PPS, Policy 2.2.6(2) of the Growth Plan states that, in providing housing choices, municipalities will support the achievement of complete communities by: planning to accommodate forecasted growth; planning to achieve the minimum intensification and density targets; considering the range and mix of housing options and densities of the existing housing stock; and planning to diversify the overall housing stock across the municipality.

Generally, the infrastructure policies set out in Chapter 3 of the 2019 Growth Plan place an enhanced emphasis on the need to integrate land use planning and investment in both infrastructure and transportation. The introductory text in Section 3.1 states that:

“The infrastructure framework in this Plan requires that municipalities undertake an integrated approach to land use planning, infrastructure investments, and environmental protection to achieve the outcomes of the Plan. Co-ordination of these different dimensions of planning allows municipalities to identify the most cost-effective options for sustainably accommodating forecasted growth to the horizon of this Plan to support the achievement of complete communities. It is estimated that over 30 per cent of infrastructure capital costs, and 15 per cent of operating costs, could be saved by moving from lower density development to a more compact built form.”

This approach is aligned with the Province’s approach to long-term infrastructure planning as enshrined in the *Infrastructure for Jobs and Prosperity Act, 2015*, which established mechanisms to encourage principled, evidence based and strategic long-term infrastructure planning.

Policies 3.2.3(1) and 3.2.3(2) state that public transit will be the first priority for transportation infrastructure planning and major transportation investments, and that decisions on transit planning and investment will be made according to a number of criteria, including prioritizing areas with existing or planned higher residential or employment densities to optimize return

on investment and the efficiency and viability of existing and planned transit service levels and increasing the capacity of existing transit systems to support strategic growth areas.

The timely implementation of the Growth Plan policies is seen as a key consideration in the Implementation Section (Section 5). In this respect, Policy 5.1, Context, provides that:

"[...] The timely implementation of this Plan relies on the strong leadership of upper- and single-tier municipalities to provide more specific planning direction for their respective jurisdictions through a municipal comprehensive review. While it may take some time before all official plans have been amended to conform with this Plan, the Planning Act requires that all decisions in respect of planning matters will conform with this Plan as of its effective date (subject to any legislative or regulatory provisions providing otherwise)

[...]

It is therefore in the best interest of all municipalities to complete their work to conform with this Plan, including all official plans and zoning by-laws, as expeditiously as possible within required timeframes. This should include using relevant legislative and regulatory tools and other strategies to plan for a variety of heights, densities and other elements of site design within settlement areas to achieve the desired urban form and the minimum intensification and density targets in this Plan.

Where a municipality must decide on a planning matter before its official plan has been amended to conform with this Plan, or before other applicable planning instruments have been updated accordingly, it must still consider the impact of the decision as it relates to the policies of this Plan which require comprehensive municipal implementation. [...]"

Section 5.2.1 assists in determining how the Growth Plan should be interpreted. Policy 5.2.1(1) provides that the Growth Plan should be read in a manner that recognizes that it is an integrated policy framework, while Policy 5.2.1(2) clarifies that a municipal comprehensive review undertaken in accordance with the Growth Plan will be deemed to fulfill the comprehensive review requirements of the PPS.

Policy 5.2.5(1) states that the targets set out in the Growth Plan are minimum intensification and density targets and encourages municipalities to go beyond these minimum targets, where appropriate, except where doing so would conflict with any policy of this Plan, the PPS or any other provincial plan. Policy 5.2.5(3) identifies the areas which should be delineated in the official plans of upper- and single-tier municipalities in order to implement the minimum targets, including "major transit station areas" and "strategic growth areas". Within each delineated area, the minimum density targets are to be implemented by such measures as outlined in Policy 5.2.5(5), including zoning all lands in a manner that would implement the official plan policies.

For the reasons set out in Section 6.0 of this report, it is our opinion that the High Tech TOC conforms with the Growth Plan and, in particular, the policies that seek to optimize the use of land and infrastructure and to encourage growth in "strategic growth areas", including "urban growth centres" and "major transit station areas".

5.4 Metrolinx 2041 Regional Transportation Plan

On March 8, 2018, Metrolinx adopted a new Regional Transportation Plan (the "2041 RTP") that updated the previous RTP ("The Big Move"), adopted in 2008. This section reviews some of the key goals and directions set out in the 2041 RTP, particularly as they apply to the Station Area.

The 2041 RTP goes beyond the Growth Plan to provide more detailed strategies and actions for the Greater Toronto and Hamilton Area's transportation systems. As a result, it uses the Growth Plan's planning horizon of 2041, which is ten years later than the 2031 horizon used in The Big Move.

The 2041 RTP sets out a series of goals and strategies. The five strategies include:

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

The 2041 RTP recognizes that, to achieve the vision for the transportation system, investments and decisions must align with land use plans. As such, the 2041 RTP contains actions to better integrate transportation planning and land use, especially around transit stations and mobility hubs. In this regard, the Station Area forms part of the Yonge North Subway Extension.

With respect to Strategy 1, the RTP indicates that the Yonge-University and Sheppard subway lines will be the foundation of the Frequent Rapid Transit Network, together with GO RER. With respect to Strategy 4, the 2041 RTP identifies several strategies to integrate transportation and land use planning, including:

- making investment in transit projects contingent on transit-supportive planning being in place;

- focusing development at mobility hubs and major transit station areas along priority transit corridors identified in the Growth Plan;
- evaluating financial and policy-based incentives and disincentives to support transit-oriented development;
- planning and designing communities, including development and redevelopment sites and public rights-of-way, to support the greatest possible shift in travel behaviour;
- embedding TDM in land use planning and development; and
- rethinking the future of parking.

A key component of Strategy 4 is creating a system of connected mobility hubs. As identified in the 2041 RTP, Mobility Hubs remain an important planning concept. They are "major transit station areas" at key intersection points on the frequent rapid transit network. Mobility hubs are intended to create important transit network connections, integrate various modes of transportation and accommodate an intensive concentration of places to live, work, shop or play. They are particularly significant because of their combination of existing or planned frequent rapid transit service with an elevated development potential.

Under the Province's previous Regional Transportation Plan, *The Big Move*, Metrolinx prepared *Mobility Hub Guidelines for the Greater Toronto and Hamilton Area* (2011), to be used as a tool for all parties to address the existing and anticipated opportunities and challenges of integrating transportation and development functions at these important locations. The 2041 RTP indicates that the Mobility Hub Guidelines will be updated to reflect new provincial policy including updates to the Growth Plan.

The current Mobility Hub Guidelines are intended to provide "guidance and inspiration on developing mobility hub plans and incorporating mobility hub objectives into other planning activities" and to serve as a tool and resource for Metrolinx/GO Transit, municipalities, transit agencies, developers, consultants, provincial ministries, community organizations and other public agencies.

The Mobility Hub Guidelines identify a number of zones around a mobility hub within which to consider transportation and land use decisions, including a primary zone within approximately 250 metres (a 2-1/2 minute walk) of the station, a secondary zone within approximately 500 metres (a 5-minute walk) and a tertiary zone within 800 metres (a 10-minute walk). The Station Area is comprised of all three zones.

Within the primary zone, the guidelines indicate that the highest intensity and greatest mix of uses should typically encourage high levels of transit use and provide a mixed-use, vibrant activity node for the local community. As well, there is an opportunity to provide traveler amenities through development (e.g. internal pedestrian pathways, retail and shared commuter parking). Transportation considerations include prioritizing high levels of pedestrian and transferring activity, while adequately balancing multiple modes of access to the station.

Within the secondary zone, the guidelines indicate that relatively high intensity and mix of uses should typically be included to benefit from the high level of transit accessibility and promote higher sustainable mode shares. Transportation considerations include direct and safe walking and cycling connections to the rapid transit station as critical.

Within the tertiary zone, the guidelines indicate that the density and height of development should gradually step down towards the periphery of the Mobility Hub. Transportation considerations indicate that direct and safe walking and cycling connections to the rapid transit station are still critical.

The Guidelines also include suggested density and mode share targets within mobility hubs. For hubs where the predominant transit mode is subways, transit-supportive densities of 250+ residents and jobs per hectare are suggested, with a suggested transit mode share of 40%. The predominant transit mode refers to the highest-order transit mode serving the mobility hub. In most cases, other rapid transit modes will be present at a mobility hub. The guidelines note that, while density targets do not compound with multiple rapid transit modes, it should be recognized that, with multiple transit modes, a higher density target could be considered.

Guideline 5.2 seeks to focus and integrate increased and transit-supportive densities at and around transit stations to create a compact built form and a critical mass of activity, while ensuring appropriate transition to the surrounding community. In this regard, the guidelines state that:

"Mobility hubs... are to be planned to achieve increased residential and employment densities that support and ensure the viability of existing and planned transit service levels. Strategies to accommodate population and employment growth, by focusing intensification in the Primary and Secondary Zones, are critical in achieving higher densities in mobility hubs than surrounding areas and an appropriate transition of built form to adjacent areas. In addition, density targets within mobility hubs should ideally exceed the policies in the Growth Plan pertaining to urban growth centres." (Our emphasis.)

5.5 York Region Official Plan, 2010

The York Region Official Plan ("YROP") was adopted by Regional Council on December 16, 2009 and was approved with modifications by the Ministry of Municipal Affairs and Housing on September 7, 2010. It was subsequently appealed to the Ontario Municipal Board ("OMB"), now the Ontario Land Tribunal ("OLT"). The YROP has been partially approved by the OLT, with the exception of some Region-wide and area/site specific appeals, which do not apply to the Station Area. The YROP is therefore in force with respect to the Station Area, and the applicable policies are subsequently discussed. The most recent consolidation of the YROP is dated April 2019.

York Region is currently undertaking a review of its Official Plan as a component of a broader Municipal Comprehensive Review ("MCR") exercise. The YROP will be updated based on the outcome of the MCR in order to conform with the 2019 Growth Plan, including updates to growth forecasts to 2051, intensification targets and the delineation of Major Transit Station Areas ("MTSAs"), among other matters.

The Station Area is located within the *Urban Area* designation (see **Figure 13**, YROP Map 1 – Regional Structure). The *Urban Area* designation permits a full range and mix of urban uses, including residential, commercial, industrial and institutional uses. The Station Area is also identified as a *Regional Centre* as well as a *Regional Corridor* on Yonge Street and Highway 7. The aforementioned streets are also identified as a *Regional Rapid Transit Corridor*, as well as a subway extension and existing GO station (see **Figure 14**, YROP Map 11 – Transit Network). Map 10 shows cycling facilities planned on Regional Roads and Right of Ways.

Growth Management and Intensification Policies

Chapter 5 of the YROP (An Urbanizing Region: Building Cities and Complete Communities) outlines the Regional Structure and provides development direction on city building within *Regional Centres* and along *Regional Corridors*. *Regional Centres* and *Corridors* are linked by rapid transit and the YROP envisions a minimum target of 40% intensification in key strategic areas, including Regional Centres and Corridors. The Regional goal for urbanization is to enhance, through city building, intensification, and compact and complete communities.

Section 5.1 of the YROP (Forecasting and Phasing Growth) outlines the population and employment forecasts for York Region and its nine local municipalities to the year 2031. In accordance with Policy 5.1.1, the land use planning horizon for York Region is the year 2031; by 2031, the Region is planned to grow to 1,500,000 people and 780,000 jobs. Richmond Hill is planned to grow by 72,400 people and 38,300 jobs between 2006 and 2031 to a total of 242,200 people and 99,400 jobs.

Importantly, the above-referenced growth numbers in the YROP predate both the 2013 Amendment No. 2 to the 2006 Growth Plan and the more recent 2019 Growth Plan, including Amendment No. 1 (August 28, 2020). The current version of the Growth Plan forecasts that the Region of York is to grow to 2,020,000 people and 990,000 jobs by 2051.

As referenced above, York Region is currently undertaking an MCR to bring the YROP into conformity with the 2019 Growth Plan, which among other matters, requires the Region to achieve a minimum intensification target equal to 50% occurring within the delineated built boundary and to delineate "major transit station areas". Along "priority transit corridors", all "major transit station areas" are required to achieve a minimum of density target of 200 residents and jobs combined per hectare for those that are served by subways, such as the YNSE. The MCR will also establish updated growth forecasts for the local municipalities upon completion.

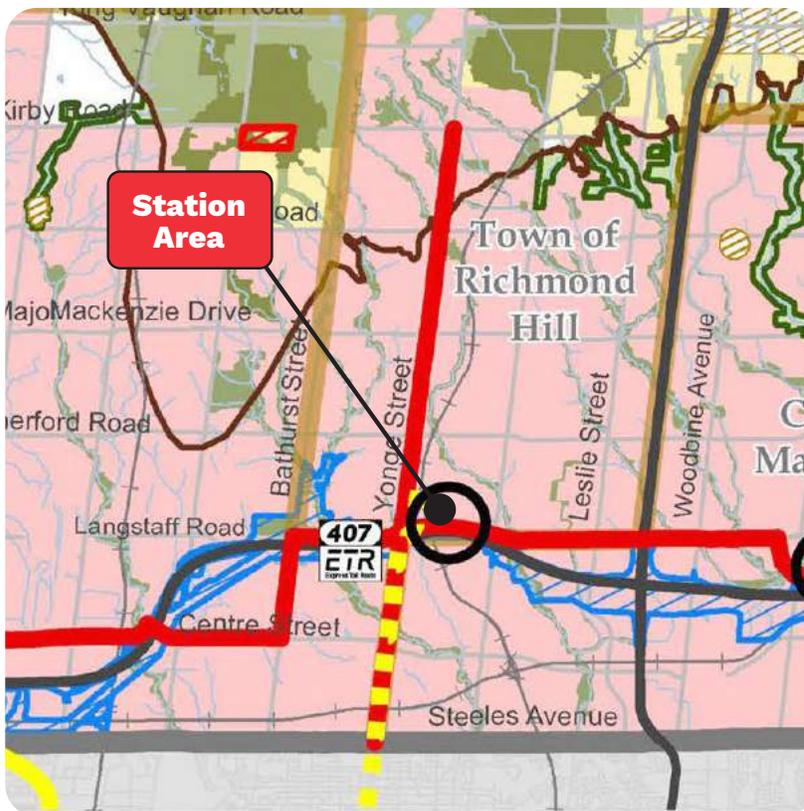


Figure 13 - York Region Official Plan (Map 1), Regional Structure

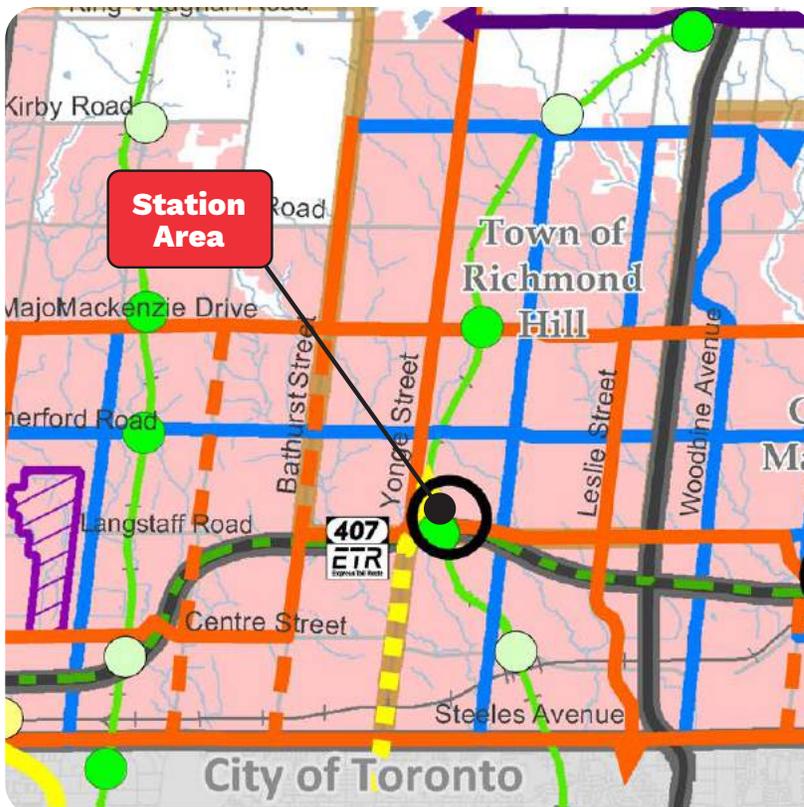


Figure 14 - York Region Official Plan (Map 11), Transit Network

Section 5.3 of the YROP (Intensification) sets out policies with respect to the growth and intensification of the Region, and advocates for the creation of vibrant and sustainable urban areas. In order to accommodate forecasted population and employment projections, the YROP places an emphasis on intensification within the built-up area in order to maximize the efficiency of existing infrastructure, human services and transit.

To that end, Policy 5.3.1 provides that, by the year 2015 and each year thereafter, a minimum of 40% of all residential development will occur within the delineated built-up area, which is now out of step with the 2019 Growth Plan requirement of 50%. Policy 5.3.3(a) goes on to require municipalities to implement their own intensification strategies that meet or exceed the residential intensification targets identified in Table 2 i.e. 90,720 units Region-wide by 2031 and 15,300 units in Richmond Hill.

Pursuant to Policy 5.3.3, the YROP provides direction to municipalities on completing their own intensification strategy, which shall include the following:

- a. plan to meet and/or exceed intensification targets identified in Table 2;
- b. identify the role for each of the following:
 - i. Regional Centres and Corridors;
 - ii. GO Transit train stations and bus terminals, and subway stations;
 - iii. Local Centres and Corridors;
 - iv. Other major streets;
 - v. Local infill; and
 - vi. Secondary Suites;
- c. identify and map intensification areas and provide targets for each area;
- d. identify appropriate density ranges for intensification areas that support the Intensification Matrix Framework;
- e. incorporate employment opportunities into intensification areas;
- f. plan for a range and mix of housing, taking into account affordable housing needs; and
- g. identify implementation policies and strategies to prioritize, phase in and achieve local municipal intensification targets.

Furthermore, Policy 5.3.4 of the YROP provides that it is the policy of Council that the distance to a transit stop in the *Urban Area* should be within 500 metres (a 5- to 10-minute walk) for 90% of the residents and no more than 200 metres for 50% of residents.

The intensification policies of the YROP establish an intensification matrix that provides direction on the hierarchy of the intensification areas across York Region. As illustrated on the Regional Structure Mapping, the Station Area is located along a *Regional Corridor*, which is also identified as the *Regional Centre* location. Together with GO Transit train stations and bus terminals, and subway stations, these intensification areas are identified as the three highest categories by the Region's intensification matrix hierarchy.

Section 5.4.15 of the YROP requires that local municipalities adopt official plan policies and related zoning by-law provisions, to provide community benefits in *Regional Centres* and *Corridors* in exchange for additional height and density, consistent with the "Increased Density provision of the Planning Act".

Regional Centres and Corridors Policies

Section 5.4 of the YROP (Regional Centres and Corridors) outlines the Region's policy direction with respect to *Regional Centres* and *Corridors*, which form the foundation of the Region's city building model of development that focuses on sustainable growth and place making. To that end, the Station Area is identified as a *Regional Centre* and is located along a *Regional Corridor* (see **Figure 13**, York Region Official Plan Map 1 – Regional Structure).

The objectives of *Regional Centres* and *Corridors* are to achieve an urban, integrated and connected system. The YROP includes the following relevant policies:

Policy 5.4.1 - *That Regional Centres and Corridors, as shown on Map 1, serve a critical role as the primary locations for the most intensive and greatest mix of development within the Region.*

Policy 5.4.2 - To recognize and support a hierarchy within the system of Regional Centres and Corridors, in keeping with the York Region 2031 Intensification Strategy, wherein Regional Centres are focal points for the highest densities and mix of uses.

Policy 5.4.3 - To recognize that the Regional Centres and Corridors form part of a larger regional system of urban growth centres and intensification corridors, which are vital to the long-term prosperity and identity of communities within the Greater Toronto and Hamilton Area.

Policy 5.4.4 - To work with local municipalities, the province and federal government related agencies and the development industry the Regional Centres and Corridors systems.

Policy 5.4.5 - That development within Regional Centres and Corridors be of an urban form and design that is compact, mixed-use, oriented to the street, pedestrian and cyclist friendly, and transit supportive.

The YROP states that *Regional Centres* are the most important and intense concentrations of development within the Region. They are vibrant urban places for living, working, shopping, entertainment, cultural identity and human services. Regional Centres will meet and expand on the urban growth centre and anchor hub concepts, as defined in the Growth Plan and Regional Transportation Plan, by planning for:

- Minimum density requirements
- Multimodal mobility planning
- Resident-to-employee ratio targets
- Co-ordinated development sequencing
- Transitions in built form to adjacent communities
- Environmental sustainability requirements
- Community services planning

Further to the above-noted policies applying collectively to *Regional Centres* and *Corridors*, the YROP also includes the following additional relevant policies, which apply specifically to *Regional Centres*:

Policy 5.4.19 - That *Regional Centres* will contain a wide range of uses and activities, and be the primary focal point for intensive development, that concentrates residential, employment, live-work, mobility, investment, and cultural and government functions.

Policy 5.4.20 - That the planning and implementation of *Regional Centres* will provide:

- a. the greatest intensity of development within the Region;
- b. a diverse mix of uses and built form, to create vibrant and complete communities including living, working, shopping and entertainment opportunities;
- c. mobility choices and associated facilities for all residents and employees for walking, cycling, transit, and carpooling, which shall be supported through the preparation of a mobility plan;
- d. the construction of a fine-grained street grid that facilitates the flexible and efficient movement of people and goods;
- e. accessible human services and related facilities, identified by and delivered through a community and human services plan to ensure integration with development;
- f. sequencing of development that is co-ordinated with infrastructure availability, including transportation, water and wastewater, and human services; and,
- g. a long term resident-to-employee target ratio of 1:1.

Policy 5.4.23 - That the *Regional Centres* contain the highest development densities and greatest mix of uses in the Region, and shall achieve a minimum density of:

- a. 2.5 floor space index per development block. This requirement meets and exceeds the *Places to Grow: Growth Plan* for the Greater Golden Horseshoe gross minimum density requirement of 200 residents and jobs combined per hectare; and,
- b. 3.5 floor space index per development block, at, and adjacent to, the Vaughan Metropolitan Centre Station on the Spadina Subway Extension, and the Langstaff/ Longbridge and Richmond Hill Centre Stations on the Yonge Subway Extension.

Policy 5.4.27 - To co-ordinate and work with the City of Markham, Town of Richmond Hill, and the neighbouring City of Vaughan, in the planning and implementation of the secondary plans for the Richmond Hill/ Langstaff Gateway Centre, to achieve a complete and integrated *Regional Centre*.

The YROP states that *Regional Corridors* are more than just the main arteries for moving people and goods between neighbourhoods and the *Regional Centres*. They are diverse places that support a range and mix of activities that enrich the character and meet the needs of the communities located along the *Regional Corridors*. The character and pace of development on *Regional Corridors* may be dramatically different along various stretches, including segments that are historical mainstreets, protected natural areas, or higher-density nodes.

The YROP goes on to explain that the lands adjacent to *Regional Corridors* are at different stages in the land development life cycle and will be subject to specialized policies and supportive programs that recognize this fact. These policies encourage redevelopment in appropriate areas, while maintaining the character and integrity of areas where little change is expected, thereby supporting and strengthening local community character.

In addition to the above-noted policies applying collectively to *Regional Centres* and *Corridors*, the YROP also includes the following additional relevant policies, which apply specifically to *Regional Corridors*:

Policy 5.4.28 - That *Regional Corridors* are planned to function as urban main streets that have a compact, mixed-use, well-designed, pedestrian-friendly and transit-oriented built form.

Policy 5.4.29 - That *Regional Corridors* shown on Map 1 shall be designated in local official plans and planned for in a comprehensive manner that identifies the role and function of each Corridor segment, consistent with the policies of this Plan.

Policy 5.4.30 - That the boundaries of the *Regional Corridors* be designated by the local municipality, based on:

- a. reasonable and direct walking distances between the *Regional Corridor* street frontage and adjacent lands;
- b. contiguous parcels that are desirable and appropriate locations for intensification and mixed-use development; and,
- c. compatibility with and transition to adjacent and/ or adjoining lands.

For the reasons set out in Section 6.0 of this report, it is our opinion that the High Tech TOC conforms with the policy directions set out in the YROP.

5.6 York Region Municipal Comprehensive Review

York Region is currently undertaking a Municipal Comprehensive Review ("MCR") to help the Region plan for growth and ensure that infrastructure is available to support growth now and in the future. The MCR will, among other matters, bring the policies of the YROP into conformity with the 2019 Growth Plan. The MCR exercise will address matters concerning growth numbers, intensification, employment, housing, agriculture, natural heritage systems, and the integration of growth and infrastructure.

Pursuant to the 2019 Growth Plan, York Region has developed an intensification strategy as part of the MCR process to achieve the minimum intensification targets within its delineated built-up area. The 2019 Growth Plan requires the minimum intensification target at the time of MCR approval to be 50% of all residential development occurring annually within the delineated built-up area. Upon completion and approval by York Regional Council, the MCR will establish updated growth numbers for local municipalities to incorporate into their own Official Plans.

Furthermore, the 2019 Growth Plan also requires York Region to delineate MTSA's with minimum density targets as part of the MCR exercise. As outlined in Section 5.3 above, an MTSA refers to the area around, and including, existing and planned higher order transit stations and stops within a 500 to 800 metre radius of a transit station, representing a 10-minute walk. York Region, in consultation with local municipalities, is required to delineate MTSA boundaries and set minimum density targets located on transit priority corridors. Priority transit corridors in York Region are identified in the Growth Plan and generally consist of the Highway 7, Yonge Street and Davis Drive corridors, portions of the GO rail system, and all subway stations.

MTSA densities along priority transit corridors must meet the Growth Plan minimum densities of 200 residents and jobs per hectare for subway stations, 160 residents and jobs per hectare for bus rapid transit stations and stops and 150 residents and jobs per hectare for GO Rail stations. In this regard, York Region is required to delineate 57 MTSA's as part of the MCR's intensification strategy. As part of the MCR process, the Region has recently released draft MTSA delineations and minimum density targets for each MTSA.

5.7 Richmond Hill Official Plan, 2010

The Richmond Hill Official Plan (RHOP) was adopted by the City of Richmond Hill Council on July 12, 2010. The Plan was endorsed, as modified, by the Regional Municipality of York on May 19, 2011. The RHOP was subsequently appealed to the OMB, with portions having been approved and/or amended since. Although certain portions of the City of Richmond Hill Official Plan remain under appeal, the policies that apply to the Station Area are in full force and effect.

As discussed in Section 5.6, York Region is currently undertaking a review of its Regional Official Plan as a component of a broader MCR exercise to conform with the 2019 Growth Plan. The outcome of the MCR and the approved policies of the updated YROP will then need to be reflected in an update to the City's Official Plan, including conformity with intensification policies and allocation of growth and density targets. Therefore, the current policies of the in-force RHOP are described below; however, many of the policies will be revised as part of a forthcoming update to the Official Plan and do not presently conform with the 2019 Growth Plan policy directions outlined in Section 5.3 of this report.

Growth Management and Urban Structure Policies

Chapter 3.0 of the RHOP (Building A New Kind of Urban) outlines the Town's approach to urbanization and growth management. The introductory text establishes that:

"Building a new kind of urban is about city building in a way that maintains and enhances the character of a community as it evolves through growth and development. The process of urbanization can be used to bring about positive changes to a community – the establishment of greenways, upgrades to transit, and the provision of more vibrant places and services to effectively meet the needs of the growing population. Yet building a new kind of urban also reflects the past and recognizes that Richmond

Hill will not become urban overnight. Its transformation will be incremental, timed with the provision of infrastructure and services, and directed to key locations within the Town at the appropriate intensity and scale [...]"

To that end, Section 3.1 (Complete Communities) provides that the majority of growth will be directed to a network of centres and corridors, which are to be the primary areas for intensification based on existing and planned public rapid transit, infrastructure and public service facilities (i.e. human services and institutional uses). Outside these areas, the RHOP directs that growth will be limited in order to sustain the unique character of Richmond Hill's neighbourhoods and preserve its Greenway System and employment lands.

The growth management policies of the RHOP direct growth to the settlement area of Richmond Hill based on the availability of existing and planned services. The Station Area is located within the settlement area boundary (see **Figure 15**, Richmond Hill Official Plan Schedule A3 - Settlement Area), which defines the area that is already serviced or may be serviced with major streets, transit, and piped sewer and water services in accordance with the policies of the RHOP. The land within the settlement area represents a 20-year supply of urban land to accommodate growth in accordance with the York Region Official Plan.

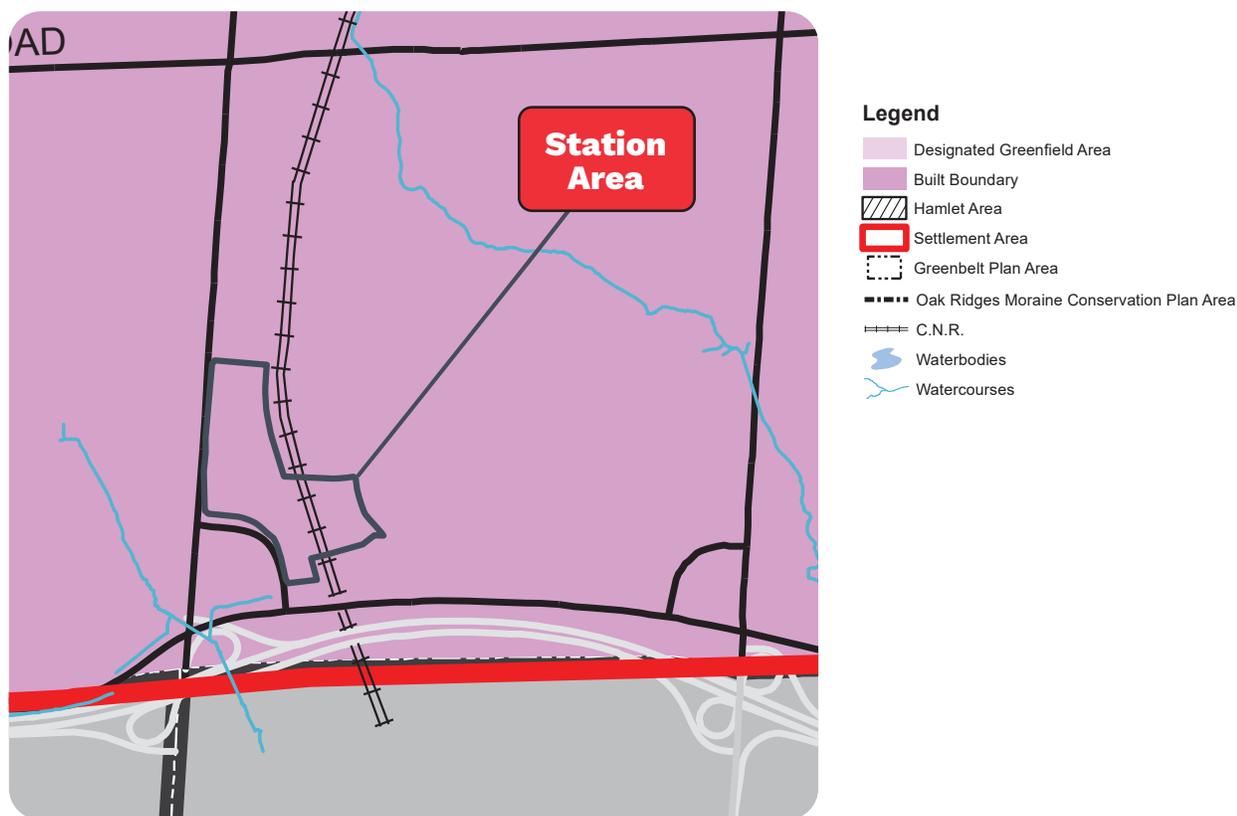


Figure 15 - Richmond Hill Official Plan (Schedule A3), Settlement Area

Policy 3.1.2.3 provides that a minimum of 40% of all residential development in York Region will occur within the built settlement area boundary and that the City, in consultation with the Region, will monitor the number of units built within the built boundary by the year 2015, and each year thereafter, to ensure conformity with the requirements of the Growth Plan. The minimum 40% intensification target does not conform with the 2019 Growth Plan, which has increased the target to 50%; the increased target must be incorporated into the RHOP through a future Official Plan update.

However, given that the land available within Richmond Hill's settlement area is nearly built out, most of the future development in the City must occur through intensification in any event. To that end, Policy 3.1.3.3 provides that the majority of intensification in the City shall occur in the centres and corridors shown on Schedule A1 (Urban Structure) and defined by the land use designations shown on Schedule A2 (Land Use) and the policies of the RHOP. The policy goes on to provide that intensification outside of the centres and corridors shall be limited in accordance with the policies of the RHOP.



Figure 16 - Intensification Hierarchy, RHOP

Policy 3.1.3.4 clarifies that Richmond Hill's hierarchy of intensification is described in Policy 3.1.3.7 through 3.1.3.16 of the RHOP, which establishes the appropriate type, mix, scale and intensity of development that shall be provided at each level of the intensification hierarchy. The hierarchy is also graphically illustrated in the RHOP (see **Figure 16**, Richmond Hill Official Plan, Intensification Hierarchy).

On Schedule A1 (Urban Structure), the Station Area is identified as the *Richmond Hill Centre* located along the *Yonge Street* and *Highway 7 Regional Corridor* (see **Figure 17**, RHOP – Urban Structure). On Schedule A2 (Land Use), the Station Area is designated *Richmond Hill Centre* (see **Figure 18**, RHOP – Land Use).

Figure 2 describes the Urban Structure components of the Richmond Hill Centre as follows:

"Richmond Hill Centre at Yonge Street and Highway 7 is identified as an urban growth centre in the Growth Plan for the Greater Golden Horseshoe and as a Regional Centre in the York Regional Official Plan. The Richmond Hill Centre is part of the Richmond Hill/Langstaff Gateway Urban Growth Centre shared with the Town of Markham. It will become a vibrant, urban mixed-use centre containing the greatest height and densities in the Town, focused around a major inter-modal Regional transit hub."

Policy 3.1.3.7 states that the Richmond Hill Centre will:

- a. Be the primary intensification area of the Town providing the greatest range of uses in a mixed-use format, including employment and residential uses, that are transit-oriented and concentrated around an integrated transit hub;
- b. Accommodate the highest level of intensification in the Town, including the greatest height and density;
- c. Be planned to achieve a 1:1 ratio of residents-to-jobs; and
- d. Be planned to achieve a minimum gross density of 200 people and jobs per hectare by 2031, in accordance with the Growth Plan for the Greater Golden Horseshoe.

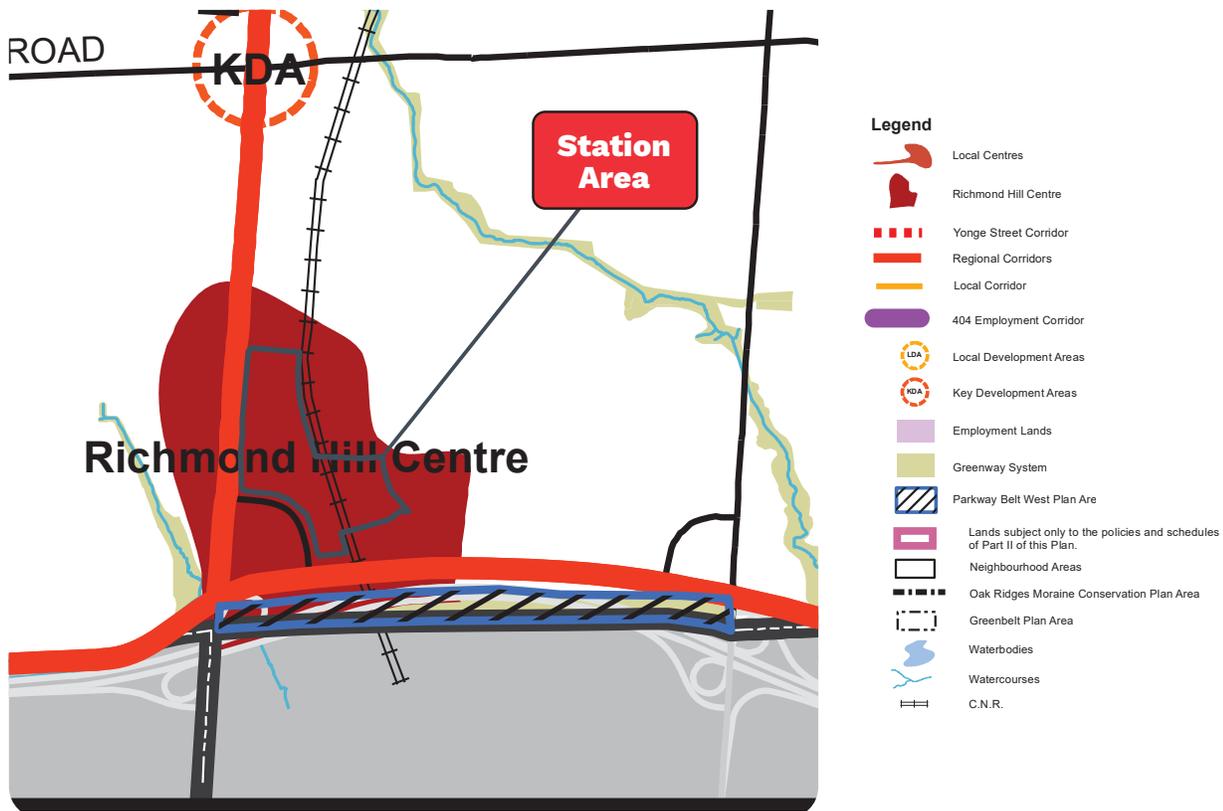


Figure 17 - Richmond Hill Official Plan (Schedule A1), Urban Structure

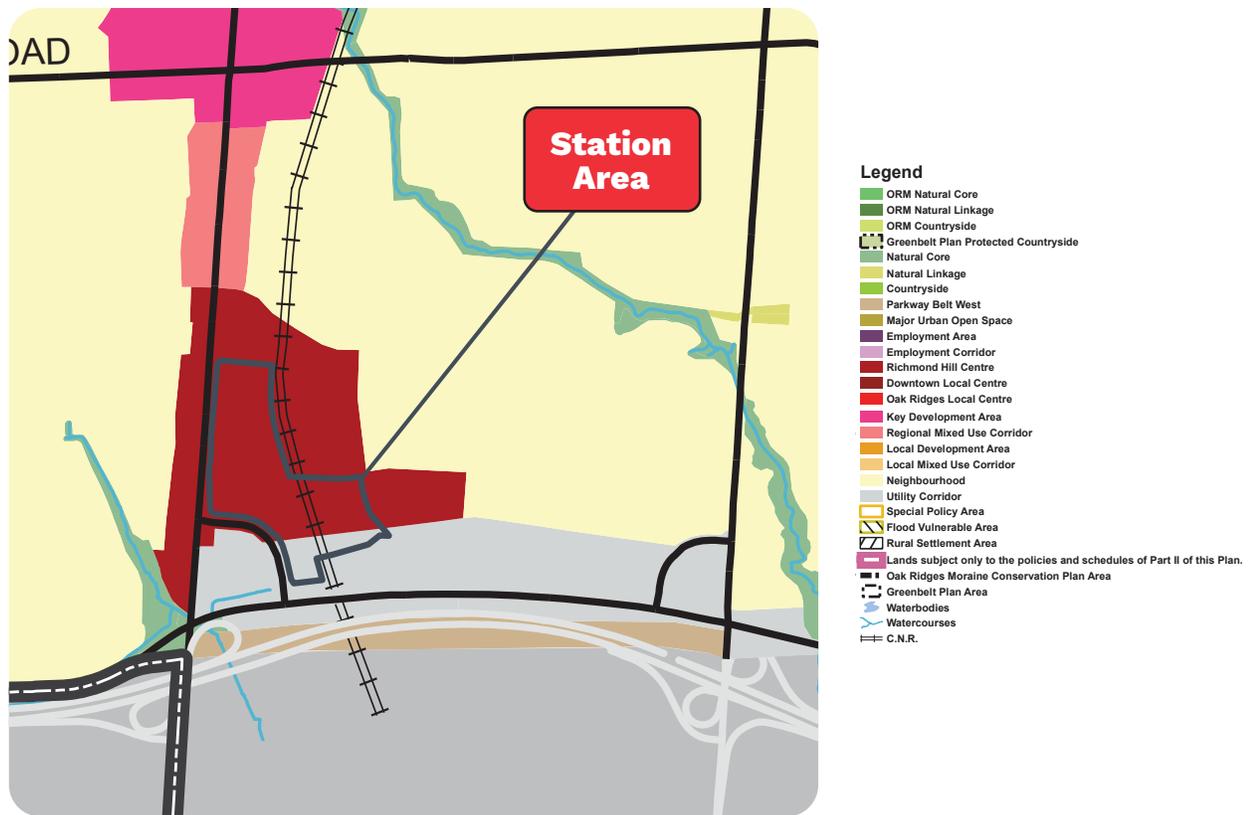


Figure 18 - Richmond Hill Official Plan (Schedule A2), Land Use

Section 3.1.4 includes policies regarding the land use mix envisioned by the City of Richmond Hill. The introductory text states that “a complete community contains a diverse mix and range of land uses, including a balance of housing types, employment, services, amenities, parks and urban open spaces”. Policy 3.1.4.2 provides that a mix of uses with the Town shall be directed to the *centres* and *corridors* in order to:

- Utilize land, infrastructure and services efficiently;
- Concentrate people and jobs in areas well served by public rapid transit;
- Create assessment growth and contribute to the Town’s fiscal health;
- Increase opportunities for living in proximity to employment opportunities, community services and other amenities;
- Reduce dependence on the automobile;
- Enhance accessibility by encouraging walking and cycling for local trips;
- Enhance existing mixed-use areas by strengthening the diversity and range of uses in these areas over the long term;
- Provide a mix and range of housing types, unit sizes, functions, tenures and levels of affordability in order to allow residents to contribute positively to the economy and society; and
- Facilitate social interaction, cultural and economic activity.

Policy 3.1.4.3, which remains under appeal, states that within the *centres* and *corridors*, the greatest mix and range of uses and the highest densities shall be directed to major public rapid transit terminals and stations.

Housing Policies

Section 3.1.5 (Housing) sets out the housing policies of the RHOP. The introductory text states that a fundamental aspect of a complete community is the provision of adequate, affordable and suitable housing to meet the needs of a diverse population, and that housing is essential to the health, security and well-being of the Town’s citizens.

In this regard, Policy 3.1.5.1 encourages a mix and range of housing types and affordability in order to meet the needs of the whole community. Policy 3.1.5.3 goes on to state that a minimum of 25% of new housing units within the settlement area shall be affordable and should be coordinated across the Town, including secondary plan and tertiary plan areas. A portion of these units should be designed to be accessible for people with disabilities. Affordable housing units should include a mix and range of types, lots sizes, unit sizes, functions, and tenures to provide opportunity for all household types across the Town including larger families, seniors and residents with special needs. Policy 3.1.5.6 encourage high density residential development to provide a portion of units that are suitable for households with children.

In February 2019, Council approved the development of an Affordable Housing Strategy for the City of Richmond Hill. The strategy was endorsed by City Council on July 7, 2021.

The Affordable Housing Strategy sets out goals and targets related to the provision of affordable housing and includes a list of tools and actions. The Affordable Housing Strategy continues to support the goal of requiring 25% of all new residential units to be affordable on a city-wide basis, but the Strategy further refines this target by allocating the target by certain households in the income distribution. More specifically, 10% of all new residential units should be affordable to households with low incomes, including those with special needs and seniors housing. The remaining 15% of new residential units should be affordable to households with moderate incomes. Finally, the Housing Strategy provides that the city-wide vacancy rate for rental housing should be 3%.

Land Use and Built Form Policies

Chapter 4.0 of the RHOP (Land Use Policies) sets out the land use and design-related policies associated with each of the land use designations shown on Schedule A2 (Land Use) of the RHOP. The Station Area is designated *Richmond Hill Centre* (see **Figure 18**, RHOP – Land Use). The lands to the immediate north of the Station Area, along Yonge Street, are designated *Regional Mixed-Use Corridor*, while the lands to the south are designated *Utility Corridor*. The lands to the immediate east and west are predominantly designated *Neighbourhood*.

The introductory text of Section 4.2 (Richmond Hill Centre) states that the *Richmond Hill Centre* is intended to develop into a compact, mixed-use urban centre supported by a high quality public realm, walkable streets and transit-oriented development. It will be a regional focal point, major residential and employment destination, a meeting place, primary location for cultural facilities, public institutions, and major services. Additionally, the Centre is planned to be a major transit node in Richmond Hill.

Policy 4.2.1.1 requires the preparation of a Secondary Plan for the Richmond Hill Centre. Until such time as Council approves a Secondary Plan, Policy 4.2.1.2 provides that applications for development in the interim shall be assessed on the basis of conformity with the policies of Section 4.2.

Policies 4.2.1.3 and 4.2.1.4 provide that the predominant use of land within the *Richmond Hill Centre* designation shall be for mixed-use, transit-oriented development. The permitted uses within the Centre include a broad range and mix of residential and employment uses in a well-integrated, compact urban form. The mix of uses is to be generally integrated in the same building and provide connections to public transit to ensure a high level of connectivity.

In this regard, Policy 4.2.1.5 establishes the following permitted land uses within the *Richmond Hill Centre* designation:

- a. High density residential;
- b. Medium density residential;
- c. Major office;
- d. Office;
- e. Commercial;
- f. Major retail;
- g. Retail;
- h. Community uses;
- i. Parks and urban open spaces; and
- j. Live-work units.

Furthermore, development fronting on Yonge Street shall be required to provide commercial, retail or community uses at grade in a mixed-use building format. Additional requirements for mixed-use development will be set out in the Secondary Plan.

Policy 4.2.1.6 provides that medium density residential shall be permitted within the Richmond Hill Centre only as a transitional form of development where the lands about the Neighbourhood designation.

Policy 4.2.1.7 states that it is a long-term objective of the RHOP that intensification of existing major retail uses occur through redevelopment into a more compact built form. New major retail development shall be permitted in the Richmond Hill Centre 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.

Policy 4.2.1.8 provides that major office and office development shall be directed to and promoted in the Richmond Hill Centre to support the long-term employee-to-resident target ratio of 1:1 and to promote the centre as a major business destination in Richmond Hill and York Region.

With respect to density targets, Policy 4.2.1.9 directs Richmond Hill Centre to be planned to achieve the minimum population and employment growth targets in accordance with the policies of RHOP.

With respect to transit, Policy 4.2.1.10 provides that development in the Richmond Hill Centre shall support the integration of public rapid transit including the planned extension of the Yonge Street subway, 407 transitway, Viva rapid transit, York Region Transit and GO Rail service to the greatest extent possible. In addition, Policy 4.2.1.11 states that an integrated transit hub station will be planned and located in the general area of High Tech Road, east of Yonge Street and west of the CNR line, in accordance with the approved Environmental Assessment (see **Figure 19**, Figure 1-1, Public Rapid Transit).

Policy 4.2.1.12 directs that the phasing of development will, to the greatest extent possible, be coordinated with the provision of transit and servicing infrastructure. Detailed phasing policies will be established in the Secondary Plan.

In terms of the street network, Policy 4.2.1.13 indicates that the street network in the Richmond Hill Centre will include proposed north-south and east-west collector streets and local streets, promoting a fine grain street network (see **Figure 20**, Street Classification - Schedule A8 of the RHOP).

With respect to height and density permissions, in Policy 4.2.1.14 (Richmond Hill Centre density gradient), the RHOP directs that the highest and most dense forms of development be located at the planned integrated transit hub with progressively lower, less dense buildings at the edges of the Richmond Hill Centre as to provide an appropriate transition to the abutting Neighbourhood designation (See **Figure 21**, Richmond Hill Centre density gradient, RHOP)

Policy 4.2.1.15 provides that development in Richmond Hill Centre shall achieve a minimum density of 2.5 FSI per development block. The boundaries of development blocks will be identified in the Secondary Plan.



Figure 19 - Richmond Hill Official Plan (Appendix 5), Public Rapid Transit

With respect to Yonge Street, Policy 4.2.1.18 sets out the following densities for development fronting on the east side of Yonge Street:

- a. For lands located north of Beresford Drive, a minimum density of 2.5 FSI and a maximum density of 3.0 FSI.
- b. For lands located south of Beresford Drive, a minimum density of 3.5 FSI. The intensity of development shall generally increase towards the planned integrated transit hub to a maximum of 5.0 FSI.
- c. For lands located at the integrated transit hub station, a maximum density of 6.5 FSI.

Policy 4.2.1.19 sets out the following height requirements for *development* fronting on the east side of Yonge Street:

- a. a minimum building height of 4 storeys;
- b. a base building height ranging from 4 storeys to a maximum of 6 storeys;
- c. a maximum building height of 15 storeys; and
- d. the tallest building(s) directed to the Yonge Street frontage.

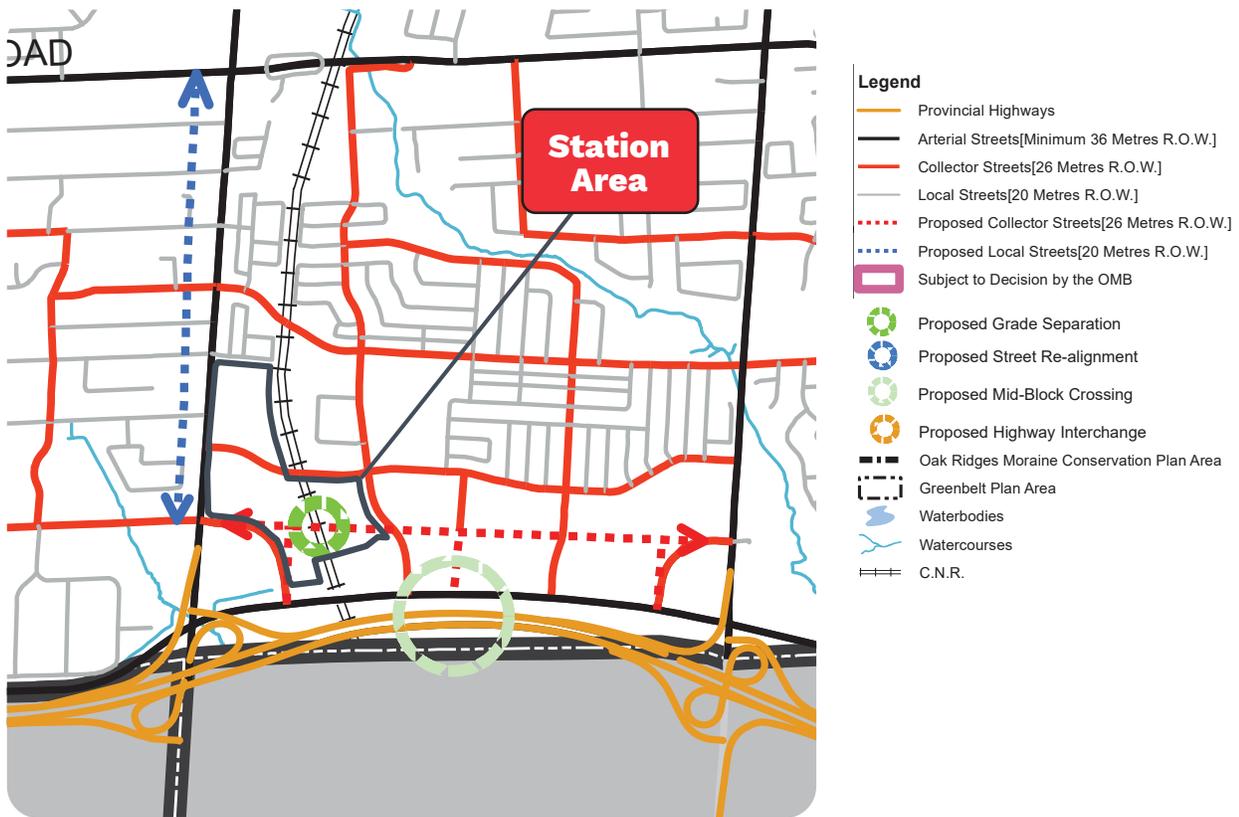


Figure 20 - Richmond Hill Official Plan (Schedule A8), Street Classification

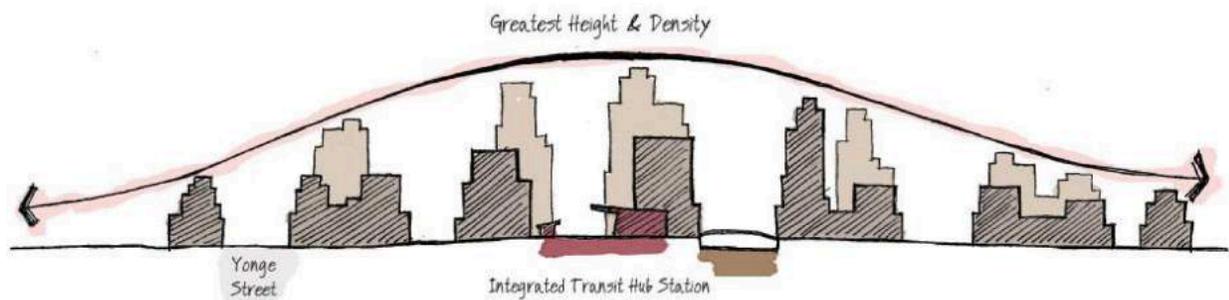


Figure 21 - Richmond Hill Centre density gradient, RHOP

With respect to the Integrated Transit Hub, Policy 4.2.1.20 provides that, to ensure that lands are protected for the establishment of the planned integrated transit hub, they may be placed under a Holding Symbol "H" in the Zoning By-law.

In terms of density, Policy 4.2.1.22 provides that a development block within the area of the planned integrated transit hub shall have a minimum density of 3.5 FSI and a maximum density of 6.5 FSI. The 6.5 FSI density is to be located at the integrated transit hub station and the density is to progressively decrease away from the station.

Policy 4.2.1.23 outlines the following height requirements applying to development within the area of the planned integrated transit hub:

- a. a minimum building height of 4 storeys; and
- b. a maximum building height of 40 storeys.

With respect to the edges of the Richmond Hill Centre, Policy 4.2.1.24 provides that the density of a development block abutting a Neighbourhood designation east of Yonge Street shall be a minimum of 2.5 FSI and maximum of 3.0 FSI. As per Policy 4.2.1.25, a maximum height of 4 storeys is permitted where it abuts the Neighbourhood designation except where it abuts an existing mid-rise or high-rise residential building, subject to angular plane policies of the RHOP. Building heights may progressively increase away from lands within the Neighbourhood designation and shall not exceed a maximum building height of 15 storeys.

With respect to design of the Richmond Hill Centre, Policy 4.2.2.1 states that the planned integrated transit hub shall be promoted as a landmark public destination expressing excellence in design through its architecture and public space while providing functional transit connectivity.

Policy 4.2.2.2 states that conceptual block plans should be prepared to demonstrate how the proposed development meets the land use and design policies of this Plan and the land use and design guidelines which have been endorsed by Council as set out in the Richmond Hill Centre Design and Land Use Study Final Recommendations Report, February 2010.

Policy 4.2.2.3 identifies a linear parks and urban open space system to connect the Richmond Hill Centre and the abutting neighbourhoods. While Policy 4.2.2.4 promotes walkable streets and people places by establishing ground floors to match adjacent grade of existing and planned bridge infrastructure.

Policy 4.2.2.5 promotes connections to public transit stops and integrating transit waiting areas in the ground floor of development, where possible.

Policy 4.2.2.6 promotes a fine grain street network to facilitate the flexible and efficient movement of people and goods.

Policy 4.2.2.7 states that buildings should frame adjacent parks and have entrances or outdoor amenity areas facing a park or urban open space.

Policy 4.2.2.8 requires parking to locate below grade or in structured parking integrated at the rear or side of a building.

Policy 4.2.2.9 states that development in the integrated transit hub shall be designed to maximize

transit connectivity, integration and access below grade where feasible and Policy 4.2.2.10 promotes below grade building connections to maximize underground connectivity to transit stations, other buildings and parking areas within the Richmond Hill Centre.

With regard to transition to neighbourhoods, Policy 4.2.2.11 states that development with frontage on Red Maple Road, High Tech Road east of Red Maple Road, Beresford Drive and the proposed north local street south of Carrville Road shall maintain a maximum 45 degree angular plane from the edge of the adjacent property line on the opposite side of the street.

For the reasons set out in Section 6.0 of this report, it is our opinion that the High Tech TOC is generally in keeping with the policy directions set out in the RHOP. Specifically, the proposed uses and built form typology, including tall buildings and transit-supportive densities, are permitted under the in-force policies applying to the *Richmond Hill Centre* designation.

5.8 Draft Richmond Hill Centre Secondary Plan

As a result of the major investments being made in public transit in and around the Richmond Hill Centre, the City of Richmond Hill has prepared a Draft Richmond Hill Secondary Plan (October 7, 2021) in accordance with Sections 5.1.5 and 5.1.10 of the Richmond Hill Official Plan. The initiation of the Richmond Hill Centre Secondary Plan began in 2019, following release of the Yonge Subway Extension Preliminary Planning (2017) and Metrolinx Regional Transportation Plan (2018) for the Richmond Hill Centre area (see **Figure 22**, Study Map Area – Richmond Hill Secondary Plan).

The Secondary Plan will create a vision, principles and a development framework to guide the future development of Richmond Hill Centre with appropriate development of a complete street and block network, provision of parks, open spaces and pedestrian connections, scale and character of new development, integration of new uses and transit, and provision of new community uses.

The Secondary Plan process is divided into five phases. The process is currently at Phase 5, which involves a Final Recommendation Report and preparation of the Draft Secondary Plan, which was released on October 7, 2021.

The Secondary Plan is guided by a vision to become the new downtown for Richmond Hill, described as follows:

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.

Six draft development principles support the vision and establish the groundwork for the development framework for Richmond Hill Centre. The draft development Principles include:

11. A new downtown for Richmond Hill
12. A place defined by its high-quality design and place-making
13. A place for all people
14. A place for people to walk, bike and take transit
15. A sustainable and resilient place
16. A place that supports new technology and innovation

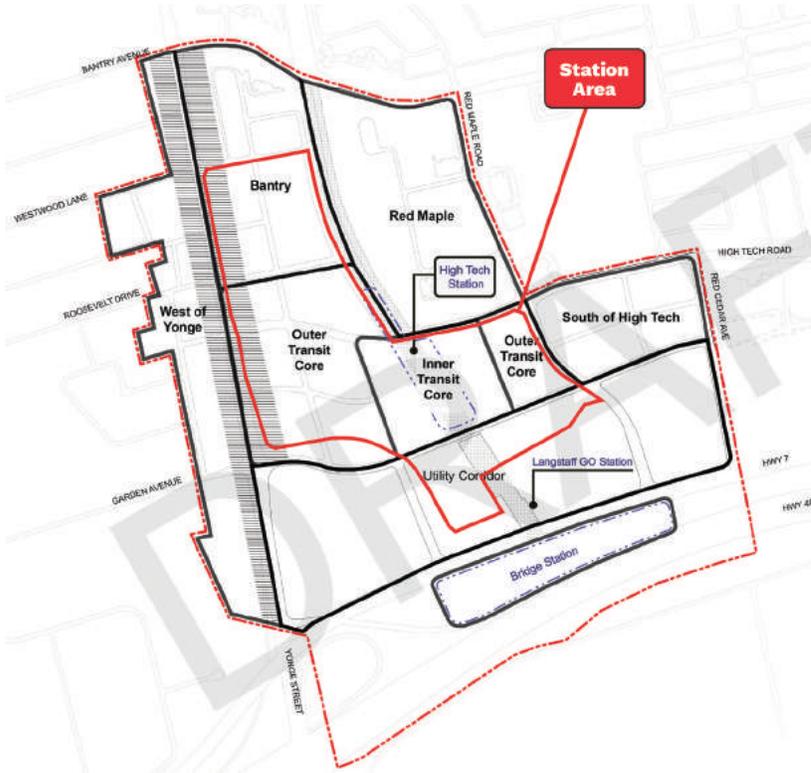
The above development principles have informed a draft policy framework of Character Area and Land Use Policies. The pertinent draft policies to the High Tech TOC include the Inner Transit Core, Outer Transit Core, the Bantry and Utility Corridor Character Areas, as shown on draft Schedule 1 (see **Figure 23** – Draft Schedule 1 – Character Areas).

Draft Policy 1.2.2 states that the Inner Transit Core, immediately adjacent to the future High Tech Station, will be a high density, transit integrated environment characterized by a complex layering of development, transit and civic open spaces that are activated throughout the day and evening by a diverse vertical and horizontal mix of uses.

Draft Policy 1.2.3 states that the Outer Transit Core, adjacent to the Inner Transit Core, is envisioned to form part of the heart of the new downtown characterized by buildings of significant height and densities with a diverse mix of uses. Development along Yonge Street is intended to reinforce the Regional Corridor, as a walkable, pedestrian-friendly area activated by at grade retail.



Figure 22 - Study Map Area – Richmond Hill Secondary Plan



Legend

Yonge Street Sub-character Area

Figure 23 - Schedule 1 – Character Areas – Draft Richmond Hill Secondary Plan

Draft Policy 1.2.4 states that the Bantry Character Area, north of the Outer Transit Core, is envisioned as a moderate and high-density residential quarter, adjacent to the heart of the downtown, to take advantage of its walkability to transit and retail, restaurants and services. Similar to the Outer Transit Core, Development along Yonge in the Bantry Character Area will reinforce the Regional Corridor as a walkable, pedestrian-friendly area activated by at grade retail. Development in the Bantry Character Area will transition to existing residential neighbourhoods north of Beresford Drive.

Draft Policy 1.2.8 states that the Utility Corridor Area, north of Highway 7, while retaining the Hydro One transmission corridor, Langstaff GO station and stormwater management pond, will be revitalized with public uses that benefit the environment and the public. These secondary uses may include recreational train systems, public spaces, and naturalized areas.

In terms of Built Form, Draft Policy 1.3.1(3) provides that development should be designed to:

- Be flexible with a range of building types that are capable of accommodating both residential and/or non-residential uses over time;
- Provide a minimum ground floor height of 4.5 metres in buildings in the Inner and Outer Transit Cores;
- Accommodate adaptable residential layouts and housing designs capable of catering to changing demographic needs.

Further, Draft Policy 1.3.2(2) provides for streetwall heights of 6-8 storeys in the Inner and Outer Transit Cores and 3-6 storeys in the Bantry Character Area.

With respect to building height, Draft Policy 1.3.4 states the Inner Transit Core will form the peak of heights within Richmond Hill Centre and developments will be consistent with the streetwall height range provided in Draft Policy 1.3.2(2).

Draft Policy 1.3.4(2) states that in the transition areas shown in Schedule 7 (see **Figure 24** – Draft Schedule 7 - Transition), building heights will step down and use setbacks, stepbacks and separation distances to transition to existing *low-rise neighbourhoods*.

Draft Policy 1.3.4(4), states the maximum building height within Richmond Hill Centre shall be 323 metres above sea level until such time as Toronto/ Buttonville Airport Zoning Regulations SOR /88-148 are no longer in force and effect or have been repealed.

Draft Policy 1.3.6, in accordance with Schedule 2, establishes the minimum and maximum densities in Richmond Hill Centre (see **Figure 25** – Draft Schedule 2 - Density).

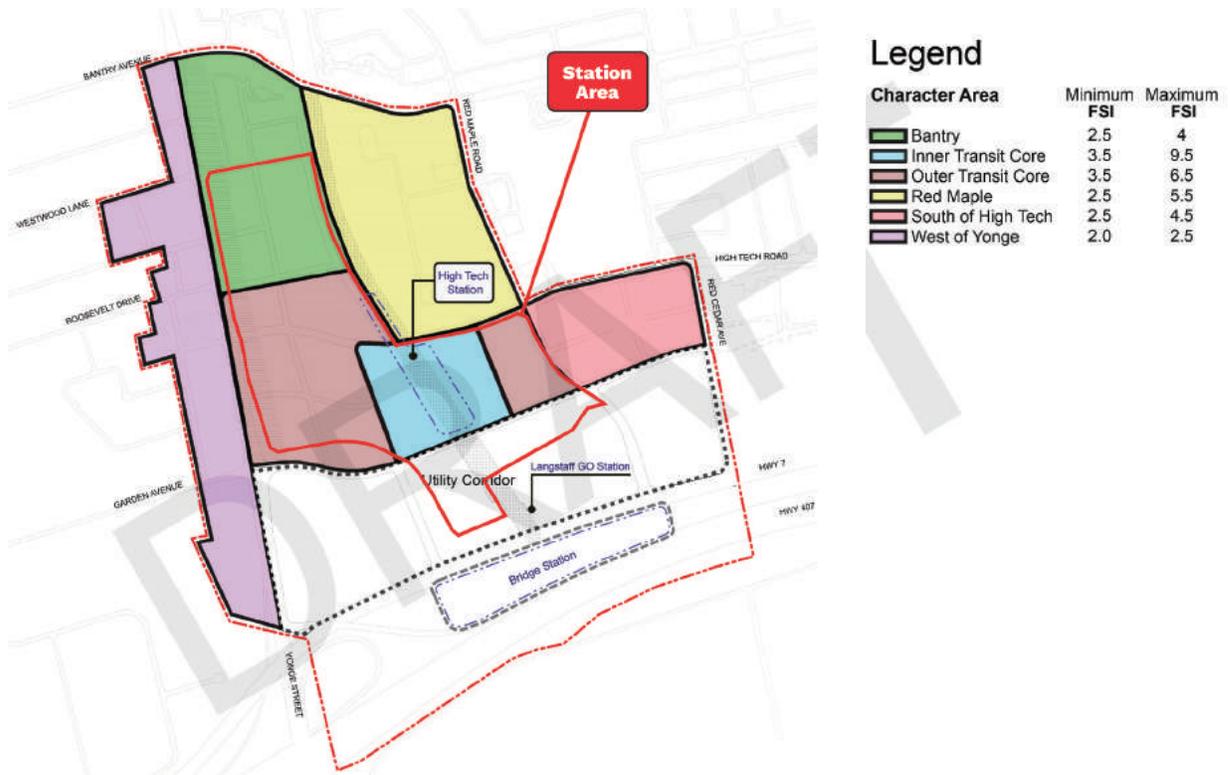


Figure 24 - Schedule 7 – Transition – Draft Richmond Hill Secondary Plan

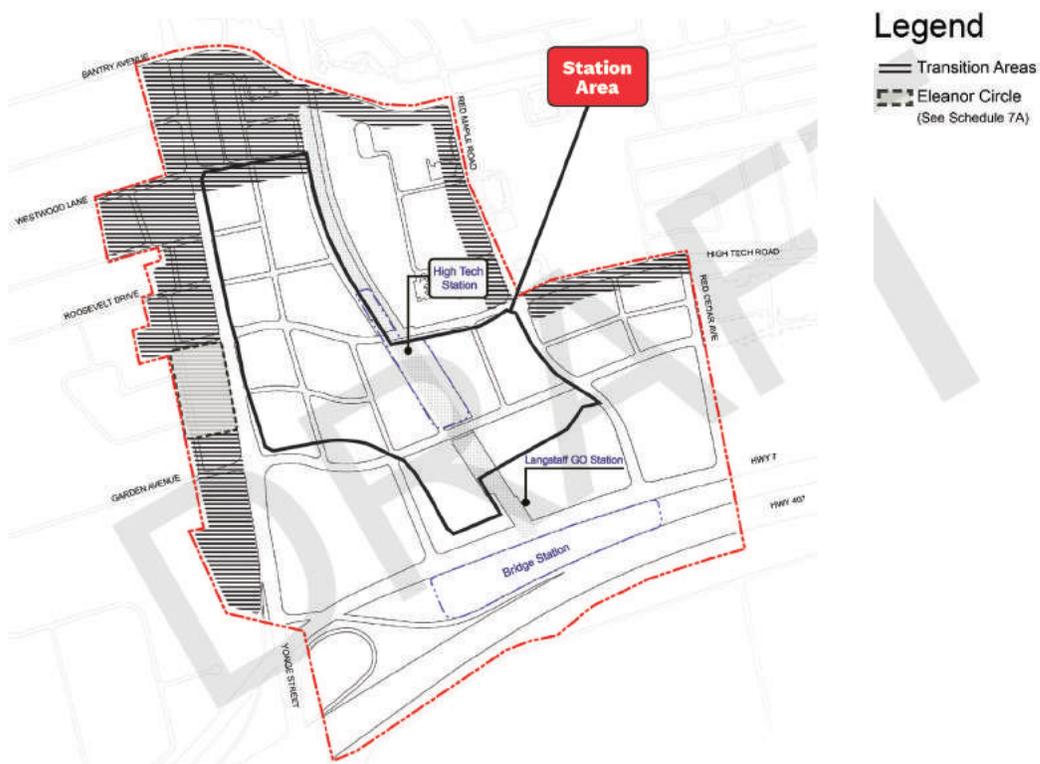


Figure 25 - Schedule 2 – Density – Draft Richmond Hill Secondary Plan

5.9 Zoning (Richmond Hill Zoning By-law 255-96, as amended by By-law 278-96)

The in-force Zoning By-law applying to the Station Area is Zoning By-law 255-96, as amended by By-law 278-96. The Zoning By-law 278-96 is referred to as the Bayview Glen Secondary Plan Zoning By-law and was enacted to regulate development within a portion of the Langstaff Planning District of the City of Richmond Hill. The by-law was enacted by Richmond Hill Council on September 12, 1996.

The zones found within the TOC are as follows (see Figure 26, Zone Map – Richmond Hill Zoning):

- Provincial Utility Corridor – PUC
- Open Space - O
- Utility Corridor - UC
- Special Commercial Four Zone - SC-4
- High Performance Industrial Commercial Three Zone - MC-3

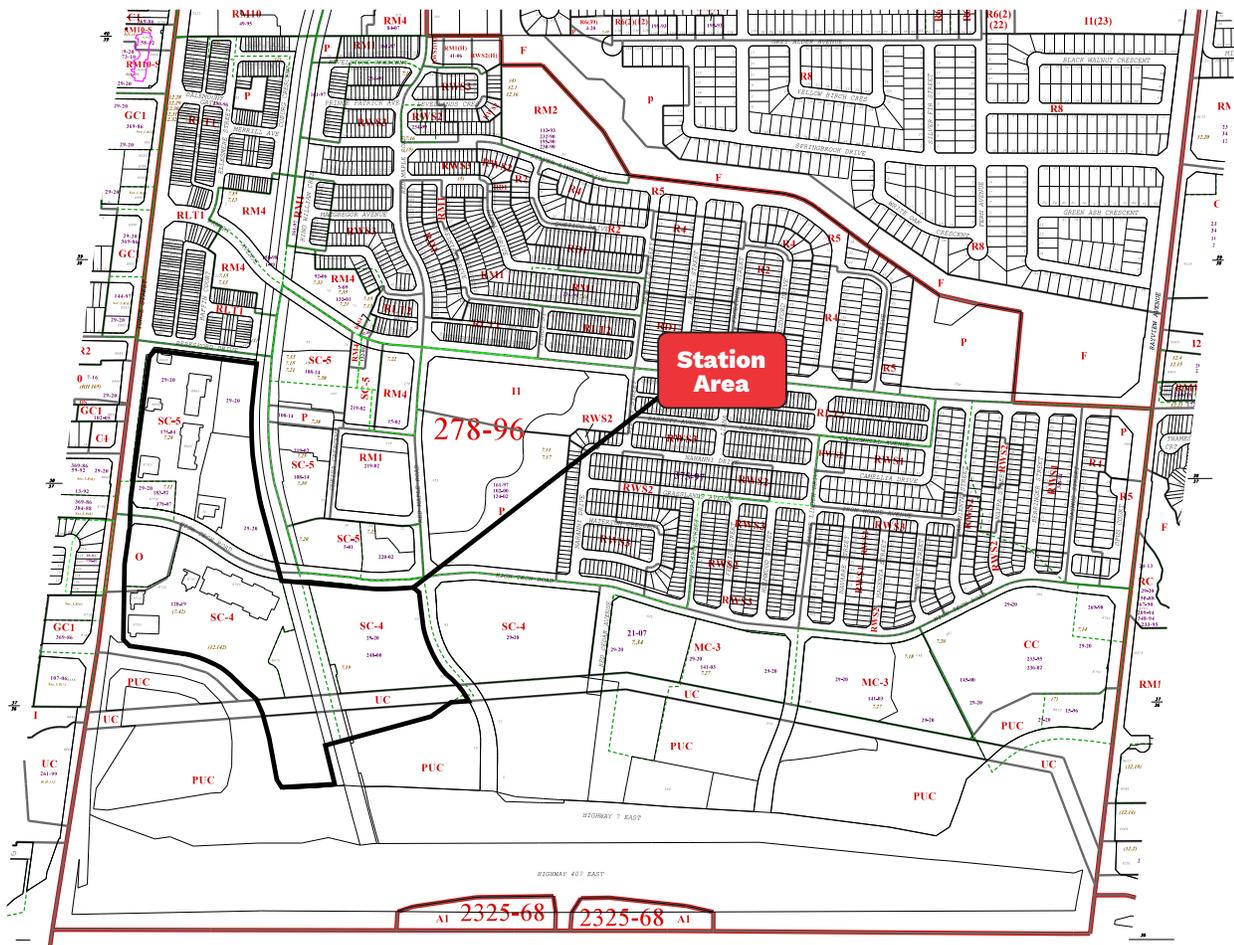


Figure 26 - Zone Map – Richmond Hill Zoning

In accordance with the 'SC4' zoning designation, the following permitted uses apply to portions of the Station Area:

- Business or Professional Offices
- Convention Centre
- Cultural Centre
- Data Processing Centre
- Day Nursery
- Dry cleaning depot
- Financial Institution
- Food Court
- Hotels
- Institutional Uses
- Personal Service Shop
- Place of Entertainment
- Place of Worship

Public or private transit and parking facilities including transportation utilities and public work uses:

- Recreational use
- Research Facilities
- Restaurant
- Retail Store
- Retail warehouse
- Service Shop
- Take-out Restaurant
- Video Establishment
- Warehousing of goods and materials.

In accordance with the 'O' zoning designation, the following permitted uses apply to portions of the Station Area:

- Conservation
- Forestry
- Public Park
- Stormwater Management Facilities.

In accordance with the 'MC3' zoning designation, the following permitted uses apply to portions of the Station Area:

- Assembly of Manufactured Goods and Materials
- Auto Campus for the sale, leasing, rental, service, storage and repair of automobiles and trucks
- Automobile service stations
- Business and Professional Offices
- Convention Centre
- Data Processing Centre
- Day Nurseries
- Business or Professional Offices
- Convention Centre
- Cultural Centre
- Data Processing Centre
- Day Nursery
- Dry cleaning depot
- Financial Institution
- Food Court
- Hotels
- Institutional Uses
- Office Furniture sales
- Office supply stores
- Parking Garages
- Place of Entertainment
- Place of Worship
- Private Clubs
- Printing Establishments

Public or private transit and parking facilities including transportation utilities and public work uses:

- Recreational use
- Research Facilities
- Restaurant
- Retail Store
- Retail warehouse
- Service Shop
- Take-out Restaurant
- Video Establishment
- Warehousing of goods and materials.

In accordance with the 'PUC' and 'UC' zoning designation, the following permitted uses apply to portions of the Station Area:

- Agriculture
- Conservation
- Forestry
- Horticultural Nursery
- Parking of Vehicles
- Private Park
- Public Park
- Public Utility Structures, Transmission Lines and related Facilities
- Recreational uses
- Stormwater Management Facility.

The 'PUC' zoning additionally permits the following:

- Auto Campus for the sale, leasing, rental, and repair of autos or trucks
- Garden Centre and Nursery Sales
- Gas Bar and Motor vehicle washing establishment
- Take-out restaurants.

The in-force Zoning By-law 278-96, as amended has not been updated to reflect new Provincial directions as directed in the PPS, Growth Plan and the Regional and Local Official Plan. Therefore, the in-force zoning was not enacted by Council in order to be consistent and conform with Provincial, Regional, and City-level policy directions.

Due to the nature and proposed scale of the proposed High TOC development, site-specific permitted uses and development standards will be proposed.

5.10 Richmond Hill Regional Centre Land Use and Urban Design Strategy, 2010

A recommendations report for Richmond Hill Regional Centre and Land Use Study was prepared on January 27, 2010. This report provided the guiding principles to inform the future growth of the Richmond Hill Regional Centre and presented Official Plan policy recommendations. The document was intended to shape the Centre into a transit-oriented community that is a desired location for new residential and commercial development.

Through the report, the density targets set out by previous policy directions are achieved while creating positive contributions to the identity of the City of Richmond Hill.

There are five guiding principles which helped shape the recommendations:

- 1. Efficient use of infrastructure:** create the mobility hub with development scaled to support public transportation investment;
- 2. Mobility Choices:** enhance the grid for all modes of transportation and improve access to transit;
- 3. Balanced public realm:** encourage placemaking at the Regional Centre at all scales, creating a public realm that is integrated and supportive of vibrant, balanced public life;
- 4. Land Management:** ensure that the Regional Centre uses land as efficiently as possible and recognize and enhance existing assets of the Centre;
- 5. Built form diversity:** define a built form that is appropriate for Richmond Hill and build a relationship between established neighbourhoods and the Regional Centre.

The following were the outcomes of the Recommendation Report:

- A transit-oriented community able to accommodate:
- 15, 800 people and 15,700 jobs within six distinct Character Areas;
- Active integration of the built environment with access to the five transit lines;
- 710,000 square metres of residential gross floor area and 7,900 residential units;
- 433,000 square metres of non-residential gross floor area; and
- A density of approximately 450 people and jobs per hectare.

The Richmond Hill Regional Centre Land Use and Urban Design Strategy pre-dated the current planning policy regime including the PPS, the Growth Plan and the 2041 Regional Transportation Plan as well as the conformity exercises of York Region and the City of Richmond Hill required to update the local planning regime. As a result, the Richmond Hill Regional Centre Land Use and Urban Design Strategy no longer provides relevant direction to the High Tech TOC development. It is anticipated that the Strategy will be replaced by the Richmond Hill Centre Secondary Plan, once completed by the City of Richmond Hill as described above.

5.11 Urban Design Guidelines, 2013

The Richmond Hill Urban Design Guidelines (UDG), approved November 25, 2013, provide descriptive, non-regulatory principles and guidance with respect to general urban design considerations for development and redevelopment across Richmond Hill. Principles and guidelines from the UDG that generally apply to the proposal are Chapter 3 (Design Towards Place-Making), Chapter 5 (Site Design) and Chapter 6 (Building Design).

Chapter 3 (Design Towards Place-Making) encourages and fosters good place-making principles at the City scale. This Chapter of the UDG addresses matters relating to:

- the City's "Urban Structure" as defined in the Richmond Hill Official Plan (Section 3.1);
- appropriate "Transition in Scale" in terms of compatibility with adjacent low-rise dwellings through the use of a 45-degree angular planes (Section 3.5);
- fostering a more human-scaled "Streetscape" and enhancing the public realm (Section 3.6);
- creating a focal point at corner lots or "Prominent Sites" (Section 3.8);
- promoting safety and security through appropriate building and site design (3.12); and
- promoting a barrier-free environmental through "Universal Design" (Section 3.13).

Chapter 5 (Site Design) provides general site design guidelines for all forms of development. This Chapter of the UDG addresses matters relating to:

- reflecting and enhancing local "Contextual Considerations" that contribute to the character of the Town (Section 5.1);
- defining and enhancing the pedestrian environment through "Building Placement and Orientation" (Section 5.2);

- prioritizing pedestrian connectivity and bicycle circulation through on-site "Site Circulation and Parking" designs (Section 5.4);
- enhancing the visual image and ecological function of a site through "Landscape Design" (Section 5.5);
- matching "Grading" of the adjacent properties and the street (Section 5.8); and
- minimizing the visual impact of "Loading, Servicing and Utilities" on public realm (Section 5.9).

Chapter 6 (Building Design) provides building design guidelines intended to direct the form and character of buildings that frame, contain and enrich the pedestrian environment. Section 6.2 sets forth guiding principles for the organization of buildings. In this regard, buildings shall:

- frame the public realm;
- provide a ground floor-to-street relationship;
- provide a sense of entry;
- minimize the impact of vehicular circulation on the pedestrian realm;
- integrate open space and exhibit a positive sense of place;
- provide built form that contributes to an interesting and varied skyline and maintains adequate access to light and sky view;
- emphasize corner sites and other prominent locations through the use of taller elements or architectural treatments
- minimize adverse impacts on low-rise developments through built form transitions; and,
- be designed with facades with durable materials and a well-considered architectural rhythm.

As indicated above, the Richmond Hill Urban Design Guidelines pre-date the current planning policy regime. As a result, a new approach to the urban design guidance for the High Tech TOC is described in Section 6.0 of this Report.



6

Planning & Urban Design Analysis

6.1 Intensification/TOC

Mixed-use intensification within the Station Area is supported by policy directions articulated in the Provincial Policy Statement, the Growth Plan, the 2041 Regional Transportation Plan, the York Region Official Plan and the Richmond Hill Official Plan, all of which promote intensification on sites that are well served by municipal infrastructure, with particular emphasis on those in proximity to higher order transit.

The High Tech TOC will redevelop the Station Area with an appropriately scaled transit-supportive development that conforms with the intensification policies of the 2019 Growth Plan, which support a mix of uses and increased residential and employment densities to support the viability of existing and planned transit service levels with a focus on "strategic growth areas", including "urban growth centres" and "major transit station areas".

The Station Area is located within Richmond Hill Centre, which is identified as an Urban Growth Centre. Given the planned location of the High Tech Station, the station entrances will be within approximately 800 metres of the edges of the Station Area, which equates to approximately a 10-minute walk. Therefore, the Station Area would fall within the definition of a Major Transit Station Area in the 2019 Growth Plan. Accordingly, it is our opinion that the Station Area is located within a "strategic growth area" as defined in the Growth Plan.

Strategic growth areas are a focus for accommodating intensification and higher-density mixed uses in a more compact built form. Major transit station areas are intended to include a mix of uses to support existing and planned transit service levels and to maximize the number of potential transit users that are within walking distance of the station.

The Metrolinx Regional Transportation Plan identifies Richmond Hill Centre as a Mobility Hub. As identified in the 2041 RTP, Mobility Hubs remain an important planning concept. They are "major transit station areas" at key intersection points on the frequent rapid transit network. The associated Mobility Hub Guidelines provide that the primary zone (the area within 250 metres radius from the rapid transit station) should have the highest intensity and greatest mix of uses, with the secondary zone (the area within 500 metres) providing relatively high densities, while the tertiary zone (within 800 metres) would provide density and height that gradually step down towards the periphery of the Mobility Hub. Given that the Station Area is located entirely within a distance of approximately 800 metres from the High Tech station, density on the Station Area should be optimized in order to give effect to the policy directions set out in the Growth Plan and the Regional Transportation Plan.

Beyond High Tech Station, the Station Area will have direct access to the Langstaff GO Station, the YRT Bus Terminal, the Bridge Station on the YNSE, the Yonge and Highway 7 Rapidways, the 407 Transitway and the local YRT bus routes completing an integrated transit network fully accessible to the new housing and jobs created by the High Tech TOC development.

From an Official Plan perspective, strong policy support is expressed for new housing and job growth in Richmond Hill Centre, with excellent transit accessibility in a dynamic mixed-use setting producing the highest levels of activity and intensity. The YROP *Regional Centres and Corridors* designations, which apply to the Station Area, are locations intended to accommodate the most intensive and greatest mix of uses within York Region. More specifically, Richmond Hill Centre is recognized and supported as a focal point for the highest densities and mix of uses within the hierarchy of the *Regional Centres and Corridors* system.

Further, the Station Area is located within the *Richmond Hill Centre* designation under the Richmond Hill Official Plan, which is the land use designation intended to accommodate the greatest level of intensification in the City and is intended to develop as a compact, mixed-use urban centre supported by a high quality public realm, walkable streets and transit-oriented development. Specifically, Policies 4.2.1.3 and 4.2.1.4 of the Official Plan provides for mixed-use, transit-oriented development with a broad range and mix of residential and employment uses in a well-integrated, compact urban form. As described in Section 4.0 of this report, the High Tech TOC will include a mix of uses that are well-integrated and will provide connections to public transit to ensure a high level of connectivity.

Intensification of the Station Area will provide residential, employment, recreational, retail and entertainment uses making walking and cycling viable alternative modes of transportation. Intensification would support transit ridership on the future YNSE and the Richmond Hill GO Line, the Yonge and Highway 7 Rapidways, the future 407 Transitway and the local YRT bus routes, allowing residents to take advantage of the wide array of shops, services, restaurants and other facilities in the surrounding area. Furthermore, intensification within the Station Area will assist in meeting population and employment forecasts for the Region and the City as set out in the 2019 Growth Plan, as amended by Growth Plan Amendment No. 1.

The High Tech TOC provides for the optimization of land and infrastructure in accordance with the policy direction set out in the PPS and the Growth Plan. While the YROP and Richmond Hill Official Plan have not yet been updated to conform with the 2019 Growth Plan, the municipal policy direction already permits and promotes intensification of the Station Area. In our opinion, further optimizing the use of land and infrastructure would be consistent with both good planning practice and overarching Provincial and municipal policy direction, subject to providing appropriate built form relationships.

6.2 Parks and Open Space Strategy

The High Tech TOC proposal will contain approximately 27% (4.64 hectares) of the net developable area (Station Area less public roads) as parks and open space. In our opinion, the parkland proposed for the High Tech TOC will achieve the parkland dedication requirements for the Station Area and will provide a robust system of parks and open spaces in a manner that aligns with the goals and objectives of the TOC program.

The parks and open space strategy establishes a framework for parks, open spaces and streetscapes necessary to contribute to the quality of life of the TOC. The parks and open space strategy has been organized into a series of public realm moves, which will create an attractive, safe, and comfortable network of public spaces contributing to the quality and character of the Station Area as a vibrant Mixed-Use TOC with an expansive, green edge.

The High Tech TOC includes four public realm moves that will give shape to the framework of parks, open spaces and streetscapes within the Station Area.

Transit Plaza

The proposed Transit Plaza will become the civic heart of the High Tech TOC and will be organized around the entrances to High Tech station as an inviting place for transit riders. The Transit Plaza includes Subway Plaza straddling over the CNR corridor, connected to the Northwest Plaza and Southwest Plaza. In total, the Transit Plazas will provide a 10,560 square metres (1.05 hectares) of public parkland adjacent to High Tech Station. The Transit Plazas will be designed to create a cohesive identity at the entrance to High Tech Station. The Transit Plazas will include several open space components designed to encourage residents and transit riders to gather together and celebrate with seasonal programming.

Neighbourhood Parks

Two Neighbourhood Parks are planned at the centre of Block A and O of the High Tech TOC, on either side of the CNR Corridor. These Neighbourhood Parks are planned to serve as the central open space of the TOC areas northwest and southeast of High Tech Station. The Neighbourhood Parks include a total of 8,466 square metres of unencumbered public parkland.

Public Greenways

Public Greenways are key public realm moves that provide open spaces and connections that complement the planned Neighbourhood Parks of the High Tech TOC. In particular, the Public Greenways are designed as midblock connections to connect pedestrians and cyclists to the public park network and provide direct connections to High Tech Station from Yonge Street and across the CNR corridor from Red Maple Drive via the pedestrian bridge south of High Tech Road. The three Public Greenways west of the CNR Corridor will provide direct access to the underground pedestrian entrances and bicycle parking facilities for High Tech Station. In total, the Public Greenways contribute 7,382 square metres of public parkland to the overall High Tech TOC.

High Tech Urban Park

The Hydro Corridor is currently occupied by surface parking lots at the southern edge of the Station Area, along Highway 7. These parking lots represent a significant underutilization of land within the High Tech TOC. The Hydro Corridor provides the opportunity for the most significant public realm move of the High Tech TOC. Beneath the Hydro lines lies an opportunity for an expansive open space that can address the High Tech TOC's recreational parkland needs in a bold and spacious park on either side of the CNR Corridor.

The proposed High Tech Urban Park will contribute 20,016 square metres of parkland, consisting of two recreational spaces on either side of the CNR Corridor. Except for the existing Langstaff GO

station commuter parking lot on the west side of Red Maple Road, which will remain, the Hydro Corridor provides sufficient open space for a range of recreational activities including playing fields and active transportation routes. The location of the High Tech Urban Park adjacent to the development blocks of the Station Area will offer future residents a direct connection to recreational activities through the proposed street network and Public Greenways.

From an urban structure perspective, the proposed High Tech Urban Park is a desirable use for an underutilized Hydro Corridor. The High Tech Urban Park provides significant open space opportunities that will serve as a recreational destination for the surrounding area.

Further, greening Hydro Corridors is not a new open space strategy. In particular, the City of Toronto has created significant urban parks on Hydro Corridors, including the Finch Hydro Corridor in North York, the Green Line in midtown Toronto and the Meadoway in Scarborough. Details of these facilities are provided below:

- **Finch Hydro Corridor Recreational Trail**

The Finch Hydro Corridor recreational trail is a 22.5 kilometre active transportation path that lies beneath the Finch Hydro Corridor between Northfinch Drive in the west to Middlefield Road in the east.

Of particular relevance to the proposed Highway 7 Green Line, is the section of the Finch Hydro Corridor between G. Ross Lord Reservoir and Bathurst Street. This section is designated Parks in the Toronto Official Plan, permitting primarily public parks and recreational opportunities while recognizing the primacy of Hydro uses. The Finch Hydro Corridor recreation trails travels around the reservoir and through the middle of the corridor easterly to beyond Bathurst Street. The majority of the corridor lands are occupied by the North York Civic Soccer Fields with a surface parking lot accessed from the west side of Bathurst Street.

The trail and playing fields are directly connected to a series of community facilities located on the north side of Finch Avenue West, including Centennial Arena, the Esther Shiner Civic Stadium, Northview Heights Secondary School and the Bathurst-Finch Community Hub.

- **Green Line**

The Green Line is planned 5 kilometre linear park system along the hydro corridor in Midtown Toronto. The linear park system will start at the corner of St. Clair Avenue West and Caledonia Park Road, northwest of the Downtown, heading southeast to Davenport Road, just east of Spadina Road. The Green Line is designated Parks in the Toronto Official Plan, permitting public parks and recreational opportunities secondary to Hydro uses.

The project will be delivered through a partnership between the City of Toronto and Park People, an advocacy group committed to improving the City's parks. This Green Line Master Plan was developed for the implementation of the linear park and will stitch together 45 different parcels of public land using 20 different projects. The Green Line will connect all of the parcels to provide continuous pedestrian movement, expand the City's open space system, and to minimize impacts on the other secondary use license holders in the corridor.

Existing and future parks in the Green Line will include a range of programmed uses and each new park and revitalized existing park will have a public consultation process to determine programming and facilities. A significant opportunity and critical part of the master plan is to consider the public streets and the hydro corridor parcels together as the Green Line. The newly designed street function will provide access to parks, improve safety and create a sense of place.

- **The Meadoway**

The Meadoway is a collaborative project between the Toronto Region Conservation Authority (TRCA) and the City of Toronto is transforming a hydro corridor in Scarborough into a vibrant 16-kilometre stretch of urban greenspace and meadowlands that will become one of Canada's largest linear urban parks. The Meadoway will connect 7 river and ravine systems, 15 parks, 16 kilometres of trail, 13 neighbourhoods, over 200 hectares of meadow, and more than 1,000 diverse species of flora and fauna. Ultimately, The Meadoway will feature a 16-kilometre multi-use trail for walking, cycling and other non-motorized uses, with potential for new and enhanced public spaces and gathering areas within and adjacent to the hydro corridor.

Based on the above examples of Hydro Corridor open spaces in the City of Toronto, it is our opinion that redesignating the proposed High Tech Urban Park to Parks in the Richmond Hill Official Plan is appropriate and desirable from a land use planning perspective as it will contribute significant parkland within the Station Area on an underutilized Hydro Corridor.

6.3 Land Use

The proposed mixed-use development of the High Tech TOC is in keeping with the land use permissions set out in the applicable *Regional Centres* and *Regional Corridors* designations in the York Region Official Plan, which permits a full range and mix of urban uses that create a vibrant and sustainable urban area. Similarly, the proposed High Tech TOC conforms with the land use policies for the *Richmond Hill Centre* designation in the Richmond Hill Official Plan, which promotes a compact, mixed-use urban centre supported by a high-quality public realm, walkable streets and transit-oriented development.

The York Region and Richmond Hill Official Plans state that *Richmond Hill Centre* (a Regional Centre) will be a regional focal point, major residential and employment destination, a meeting place, a primary location for cultural facilities, public institutions, and major services and planned to be a major transit node in Richmond Hill. The broad array of uses permitted in the Richmond Hill Centre designation will achieve a multitude of planning objectives, including reducing automobile dependency, animating streets and districts, and providing for round-the-clock activity. The High Tech TOC satisfies the criteria for development of the Richmond Hill Centre by creating a high quality mixed-use TOC that has access to community services and facilities and is able to take advantage of multiple higher order transit services within the Station Area. Furthermore, the High Tech TOC will provide new housing and employment opportunities for the City's growing population and employment on lands that are currently underutilized given the emerging built form context and proximity to existing and planned higher order transit infrastructure.

Finally, as it relates to housing, the High Tech TOC conforms with the housing policies of the Richmond Hill Official Plan. In this respect, the TOC will contribute a full range of housing to meet the current and future needs of residents and will provide new housing supply in Richmond Hill Centre. Further, high density residential uses will provide a mix of dwelling units in terms of types, sizes and tenures to provide opportunities for all household types.

6.4 Urban Design

For the reasons set out below, it is our opinion that the High Tech TOC design is appropriate and desirable in urban design terms, is generally in keeping with the relevant policies of the Richmond Hill Official Plan, and the applicable urban design guidelines. In this respect, the High Tech TOC is an appropriate form of intensification in the Richmond Hill Centre context and will create an attractive and desirable public realm.

In our opinion, the proposed development conforms with the applicable urban design policies of the Official Plan, in particular Policies 4.2.2.1, 4.2.2.2, 4.2.2.3, 4.2.2.4, 4.2.2.5, 4.2.2.6, 4.2.2.7, 4.2.2.8, 4.2.2.9 and 4.2.2.10. The High Tech TOC will:

- provide architecture and public spaces that establish High Tech Station as a landmark public destination;
- be generally in keeping with the Richmond Hill Centre Design and Land Use Study guidelines;
- provide a linear park and urban open space system that connects the Richmond Hill Centre/Langstaff Gateway Urban Growth Centre;
- have ground floor levels in the buildings and Transit Plazas adjacent to High Tech Station that match High Tech Road as an overpass of the rail corridor;
- establish development blocks surrounding High Tech Station that integrate with transit infrastructure;
- provide a fine grain street network that facilitates the efficient movement of people, with a particular focus on transit riders accessing the higher order transit services in the Station Area;
- provide development blocks adjacent to the High Tech Urban Park with direct access to the park;
- provide primarily underground parking with limited structured parking integrated in the base of building below the High Tech bridge level;
- provide a Transit Core area adjacent to High Tech Station that maximizes transit connectivity, integration and access; and
- provides an integrated underground facility at track level for Passenger Pick-up and Drop-off (PPUDO) at High Tech Station.

In our opinion, the High Tech TOC is generally in keeping with the Richmond Hill Centre Design and Land Use Study guiding principles, as set out below.

- 1. Efficient use of infrastructure:** to create the mobility hub with development scaled to support public transportation investment.
 - The High Tech TOC is centred on the planned High Tech Station and creates an appropriately-scaled development that is transit-supportive.
- 2. Mobility Choices:** enhance the grid for all modes of transportation and improve access to transit;
 - The High Tech TOC integrates multiple higher order transit services, and will place more people in close proximity to promote transit ridership.
- 3. Balanced public realm:** encourage placemaking at the Regional Centre at all scales, creating a public realm that is integrated and supportive of vibrant, balanced public life;
 - The High Tech TOC has been designed around High Tech Station by creating a Transit Plaza with an activated public realm that will serve as a public destination for the area.
 - Each development block of the High Tech TOC will have a central neighbourhood park that encourages neighbourhood interactions.
 - The largest public realm move of the High Tech TOC is the linear park system (High Tech Urban Park) planned for the Utilities and Hydro Corridor that will be accessible to all residents of the Richmond Hill/Langstaff Gateway Urban Growth Centre.
- 4. Land Management:** ensure that the Regional Centre uses land as efficiently as possible and recognize and enhance existing assets of the Centre.
 - The High Tech TOC provides higher-density mixed uses in a more compact built form that initially planned for Richmond Hill Centre, which conforms with the Provincial policy direction for significant intensification in areas well served by municipal infrastructure, with particular emphasis on those in proximity to higher order transit.

- 5. Built form diversity:** Define a built form that is appropriate for Richmond Hill and build a relationship between established neighbourhoods and the Regional Centre.
 - The High Tech TOC is contextually appropriate and would fit harmoniously with the existing and planned built form context. The pattern of development will create a built form relationship with surrounding areas by establishing a height range that steps down from the peak of the Transit Core area.

6.5 Height, Massing and Density

In our opinion, as noted in Section 6.1 above, the Station Area is an appropriate location for significant mixed-use intensification in land use policy terms. From a built form perspective, it is our opinion that the Station Area is a contextually appropriate location for tall buildings given its location in the Richmond Hill Centre, its immediate proximity to higher order transit services, its prominent location within the Richmond Hill Centre/Langstaff Gateway Urban Growth Centre, and its relationship to existing tall buildings along Yonge Street and the CNR corridor. Based on the foregoing, it is our opinion that the High Tech TOC satisfies the criteria established in Policy 4.2.1.14 of the Richmond Hill Official Plan for the location of height and density in Richmond Hill Centre.

In our opinion, the proposed heights (40-80 storeys) would fit harmoniously with the existing and planned built form context. In this regard, the proposed height range is in keeping with the pattern of planned building heights in Richmond Hill Centre, which are planned to generally step down from the height peak in the Inner Transit Core surrounding the planned High Tech Station to the edges of the Richmond Hill Centre, as described in Policy 1.3.4 of the Draft Richmond Hill Secondary Plan. It is our opinion that the High Tech TOC is in keeping with the overall policy directions for Richmond Hill Centre for the

following reasons:

- The applicable municipal policies predate the current Provincial policy framework, which promotes significant intensification of an Urban Growth Centre that should not be limited by municipal policy that has not yet gone through a municipal conformity exercise;
- The proposed height range is in keeping with the pattern of planned building heights in Richmond Hill Centre, which are planned through the draft Richmond Hill Secondary Plan (Policy 1.3.4) to generally step down from the height peak in the Inner Transit Core surrounding the future High Tech Station to the edges of the Richmond Hill Centre, along Yonge Street and Beresford Drive; and
- the proposed height range has been designed to mitigate built form impacts.

From a massing perspective, the High Tech TOC provides for a desirable and appropriately scaled built form consisting of tower and base building typologies, which is in keeping with the TOC principles of the High Tech Station TOC. In particular, the ground floors of based buildings have been organized on the development blocks to be inviting to the public with active uses at grade. Appropriate setbacks from the street will contribute to an enhanced pedestrian environment with wide pedestrian clearways and landscaping that achieves a comfortable public realm.

The base buildings will exhibit well-articulated massing, with appropriately-scaled base building heights of 5-7 storeys that will protect the public realm from built form impacts. Above the base building, the tower portion of buildings set back on all sides which will reduce the pedestrian perception of building height and massing. The floorplate sizes for the towers range from 750-850 square metres, which is appropriately-scaled to the height of the towers.

In our opinion, the proposed density of 10.3 FSI is appropriate and desirable. Firstly, it is important and appropriate from a land use perspective to optimize the use of land and infrastructure on the Station Area given its location within the Richmond Hill Centre/Langstaff Gateway Urban Growth Centre, its Region Centre and Richmond Hill Centre designations in the York Region and Richmond Hill Official Plans and its immediate proximity to multiple higher order transit services. Second, it is noted that the York Region and Richmond Hill Official Plans include density limitations that predate the Provincial policy framework, which has yet to be implemented through municipal actions. Third, it is noted that while the proposed density is slightly greater than the draft density range identified on Schedule 2 of the Draft Richmond Hill Centre Secondary Plan, the proposed High Tech TOC is generally in keeping with the draft built form policies and it is our opinion that the approach to density should be design-based rather than density-based. With such an approach, density is the outcome of the design review process, and is not the determinant.

The High Tech TOC will contribute to mixed-use intensification in the Station Area in a manner that is in keeping with the urban design and built form policies of the York Region Official Plan and Richmond Hill Official Plan and Draft Richmond Hill Centre Secondary Plan. Within a policy context that promotes intensification, as is the case with the Station Area, the optimization of land and infrastructure is a desirable planning outcome, provided that there are no unacceptable impacts wither in terms of built form or the adequacy of hard and soft services, as detailed in the following sections, the High Tech TOC has no unacceptable built form impacts, represents good urban design, and is supported by hard and soft services, with no significant infrastructure capacity concerns.

6.6 Built Form Impacts

Consideration of potential built form impacts includes light, view and privacy impacts, and shadow impacts. The design of the High Tech TOC and the separation distance from surrounding neighbourhoods, parks and open spaces help to mitigate any built form impacts. In our opinion, the resulting built form impacts are minimal and acceptable within an urban context.

Light, View and Privacy

In our opinion, the High Tech TOC design appropriately addresses built form impacts related to light, view and privacy (LVP). LVP impacts are generally dealt with through a combination of spatial separation, orientation and mitigation measures between buildings. In this regard, the standard for addressing LVP impacts is reflected in establishing appropriate setbacks for principal residential windows to property lines, streets, and between facing windows of principal residential rooms on the same block.

For tower elements, minimum separation distance between towers on the same block and minimum tower setback from side and rear property lines or the centre line of an abutting lane, measured to the external walls of the building. (i.e. balconies are permitted within the setback zone) are appropriate built form measures to mitigate LVP impacts.

The High Tech TOC establishes appropriate built form relationships that are based on setbacks and tower separation distances that are generally accepted as the standard for addressing LVP impact, including:

- A minimum setback of 5.5 metres from principal residential windows to property lines that are not street lines;
- A minimum 11.0 metres setback between facing windows of principal residential rooms on the same block;

- A minimum tower separation distance of 25 metres between towers on the same block; and
- A minimum tower setback of 12.5 metres from side and rear property lines or the centre line of an abutting lane, measured to the external walls of the building (i.e. balconies are permitted within the setback zone).

In our opinion, the High Tech TOC base and tower elements will have no unacceptable light, view or privacy impacts on existing adjacent buildings or on the future redevelopment of sites within the same block.

Shadow Impacts

In order to assess the shadow impacts of the High Tech TOC, a shadow study (November 26, 2021) was prepared by BDP Quadrangle. The Shadow Study focuses on shadow impacts during the spring and fall equinoxes (March 21/September 21) the summer solstice (June 21) and winter solstice (December 21).

The shadow study indicates that there would be virtually no new incremental shadowing of the designated parks and neighbourhoods lands to the northeast on June 21. On March 21/September 21, there would be incremental shadow that would fall on designated parks and neighbourhoods lands to the northeast by 7:00 p.m. and thereafter, however these lands are already shadowed by existing Richmond Hill Centre towers that the new incremental shadowing will be minimized.

Based on the foregoing analysis, it is our opinion that the net new shadow impact from the High Tech TOC on parks and neighbourhoods designated lands would be adequately limited and that the incremental shadowing on existing parks would not adversely affect their utility as the shadows cast do not impact parks until 7:00 p.m.. We therefore conclude that the incremental shadow impacts from the High Tech TOC are minor and acceptable.

6.7 Transportation

LEA has prepared a Transportation Mobility Plan in support of the High Tech TOC. A summary of the key findings are as follows:

- **Pedestrian-Based Strategies**

Pedestrian-based strategies that will be implemented as part of each development block include: orienting building entrances close to the street with direct connections to pedestrian pathways, providing enhanced landscaping and an attractive public realm to encourage walking and pedestrian activity, and providing park space and outdoor amenities that are within convenient walking distance for both employees and residents.

- **Cyclist-Based Strategies**

Future development blocks within the proposed development will provide bicycle parking spaces on-site, both long-term and short-term spaces for residential and non-residential uses. All long-term spaces will be located in secure and weather-protected locations, such as storage rooms, bicycle lockers, and underground parking areas. Short-term bicycle spaces will be provided in highly visible and convenient locations along the frontage of the building and close to building entrances.

A significant barrier to considering cycling as a day-to-day mode of travel is repair and maintenance. Each development block will include bicycle repair stands, tools, and basic information on-site to alleviate the stress of technical issues and promote cycling as a convenient travel option for residents.

- **Transit-Based Strategies**

Transit-based strategies focus on promoting transit use through accessible information and by providing financial incentives. The proposed system will have excellent active transportation connections to the future High Tech and Bridge subway stations and existing Langstaff GO station, in addition to access to the YRT/VIVA bus system centred on Bridge

station. To support enhanced adoption of transit within the proposed development, pre-loaded Presto Cards will be provided to new tenants and employees to encourage transit-based trips and motivate potential first time riders.

In addition, information packages will be provided to new residents to increase awareness of transit and multi-modal transportation routes. These packages will include maps, pricing information, and helpful tips. Furthermore, route and scheduling information will be provided via real-time displays in the lobby or employee breakrooms of all new buildings, or through digital displays in the elevator or in central locations in the buildings. This will help promote transit awareness and simplify trip scheduling.

- **Smart Commute Workplaces**

Businesses and organizations within the proposed development can become designated as a Smart Commute Workplace by participating in the Smart Commute program. Participating workplaces provide options for employees to travel to work in sustainable ways, reducing their company's impact on congestion and the environment. Integrating Smart Commute programs into the workplace is a TDM strategy that provides benefits to the community through reduced environmental and economic impact (i.e. financial cost of work time lost to long commutes), as well as to the employer through employee satisfaction and productivity.

- **Travel and Parking Management Strategies**

Parking reductions for new developments will help to avoid an oversupply of parking and to align the site with the City's objectives of reducing auto-dependency and encouraging alternative travel modes. This is especially relevant given that a new transit hub will be located at the core of the study area. Reducing parking provisions for new developments is a key travel demand management tool that will support existing and future public transit investments, discourage automobile use, and support the envisioned urban structure.

Parking spaces are typically provided with the rental or purchase of a residential unit. As part of the proposed development, it is instead recommended to sell or lease parking spaces separately. This discourages vehicle ownership as the occupants recognize the actual cost of maintaining a parking space.

The proposed development will also include PUDO locations in each development block, ensuring that taxi/ridehailing or carpooling activities can be effectively accommodated on-site. The provision of these spaces will encourage the use of shared mobility as an alternative to single-occupant vehicle trips or private vehicle ownership. The designated PUDO turnaround circles / laybys will also help ensure that passenger pick-up or drop-off activities do not conflict with surrounding vehicle or pedestrian movements.

Furthermore, car-share spaces will be provided in each development block to provide a viable and affordable option for those that do not need to make daily car trips but require a vehicle for occasional errands or medium- and long-distance trips. The Parking Standard Review: Examination of Potential Options and Impacts of Car Share Programs on Parking Standards study conducted by IBI Group found that membership in a car-share service often has a large impact on vehicle ownership. Based on surveys conducted in Toronto and other North American cities, the study found that 15% of car share members have given up a vehicle, and 25% of members have foregone purchase of a new vehicle.

6.8 Servicing

Schaeffers Consulting Engineers has prepared a Functional Servicing Report in support of the High Tech TOC. A summary of the key findings are as follows:

- **Water Supply Servicing**

Water supply to the existing High Tech Station area, located within York Regional pressure district 6, is provided by the existing 350mmØ and 400mmØ watermains along High Tech Road and Yonge Street respectively. Future internal watermains within the study area are expected to require a minimum watermain sizing of 300mmØ to support the proposed re-developments. Hydraulic modeling for future conditions based on hydrant testing in the area suggest that with the future expected developments some local servicing upgrades will be required. These upgrades include the upsizing of local watermains on High Tech Road to 300mmØ, as well as the joining of watermains on the east and west side of High Tech Road, via a connection across the CNR corridor.

- **Sanitary Servicing**

The study area's existing sanitary services are primarily provided by connections to the Pomona collector trunk sewer, to the west of the site. With the addition of the proposed High Tech Station area developments, it is currently known that available capacity within the Pomona Collector trunk sewer is limited. In addition, it is known that the development of Langstaff Gateway, another group of developments just south of Highway 407, will also require servicing to the Pomona Collector. In response to future developments, York Region's near-term vision for servicing of the area includes a by-pass sewer to take some flows from the High Tech Station and Langstaff Gateway areas east to the Bayview trunk sewer. Based on the current study, it is anticipated that areas from High Tech Station

area west of the CNR corridor will need to be serviced to the Highway 7 by-pass sewer. If this by-pass sewer is sufficiently sized, it is anticipated that no servicing constraints will exist for the local High Tech Station sanitary system up to the Bayview Trunk sewer.

- **Stormwater Management Design**

The stormwater management design within the High Tech Station area is proposed to continue to make use of the existing Langstaff Center Community (LCC) Pond, located north east of Yonge Street and Highway 7. This pond will continue to provide both quantity, quality and erosion controls to the area. Further to the existing measures, all new site plan developments are proposed to capture storms up to and including the 100-year event and provide quantity controls based on the existing 5-year capacity of the minor storm sewers in the area. Enhanced level quality controls are also proposed within site plans, which can be provided via on-site filtration units. Lastly the retention of the first 5mm of water within site plans is proposed and can be provided through on-site infiltration or re-use measures. The provision of site plan level controls is expected to provide a net improvement to the function of the LCC pond, and therefore an improvement over the existing area's stormwater management scheme.

Relying on the Schaeffers Consulting Engineers report findings, the water supply, sanitary servicing and stormwater management design proposed are supported by the existing and planned respective systems.

6.9 Community Services and Facilities Study

A Community Services and Facilities Summary was compiled to provide an overall understanding of the facilities and amenities within the vicinity of the TOC community. For the purposes of this Report, the study area roughly includes the boundaries of the Richvale neighbourhood, Bayview Glen and Langstaff neighbourhood.

The purpose of this summary is to identify the range of existing resources and key services that are available within the Study Area. Key services include publicly funded schools, childcare facilities, libraries, human services hubs and community recreation centres. This summary aims to provide a general inventory of these services and provide an analysis on any opportunities, constraints and issues that may exist, or that may arise in conjunction with the proposed development.

Beyond the introduction of high-density residential uses and the corresponding redevelopment, revitalization, and reanimation of an underutilized landholding in close proximity to higher order transit, the proposal contemplates a number of specific elements that are desirable from both a community services and facilities perspective and a broader city building perspective, as described below. The smaller community and civic uses will be located within the base-buildings of high-density blocks where they will be accessible to future residential and office/employment users. The clustering of community hub civic uses along with the distribution of smaller and more locally focused facilities will reinforce and build on the vision for creating complete communities and co-locating urban community facilities.

The total parkland provided includes 27% (4.6 hectares) of the net Station Area. The parks would serve as a unifying element for the High Tech TOC.

We note that the proposal also provides for a mix and range of retail opportunities by providing varying sizes of retail units. The larger retail units which front onto Public Street B, and Yonge Street and are intended to be community retail stores that anchor the shopping experience within in the development.

Schools

With respect to the schools within this portion of the Yonge Corridor, the wider geographic neighbourhood is served by the five following schools:

- St. John Paul II Catholic School (155 Red Maple Road)
- TMI Toronto Montessori Institute (TMS School Bayview Campus) (8569 Bayview Avenue)
- Langstaff Secondary School (106 Garden Avenue)
- Charles Howitt Public School (30 Pearson Avenue)
- Red Maple Public School (155 Red Maple Public School)

Given the long term and phased nature of the proposed development, and the uncertainty regarding market trends and housing needs 10-25 years from now, the applicant has not yet determined the tenure split of the proposed development. It is important to note that it has not been determined if potential students from this development will attend the schools list above. This level of detail will occur later in the application review process, when the York Region District School Board and York Catholic District School Board determine where prospective students will attend school. Furthermore, considering that there is no enrolment analysis available, it is possible that by the time the proposed development is fully realized (which is anticipated to range between 10-25 years), capacity and available student spaces may change from what may be currently anticipated

Parks

The surrounding neighbourhoods provide ample open space opportunities that will connect to the TOC community to create a larger open space network within the Richmond Hill and Markham area. In this regard, the wider geographic neighbourhood has the following parks and parkettes.

- Dr James Langstaff community park
- Discovery parkette
- Philips Park
- Russel Farm Park (290 Bantry Avenue)
- Bayview reservoir park
- Morgan Boyle Park (5 B Pearson Avenue)
- Chapman Park (23 Misty Moor Dr)
- Hunters Point Wildlife Park (23 Misty Moor Dr)
- White Oak Parkette
- Springbrook Park

Community Amenities & Human Services

There are six human service organizations and community amenities within the vicinity of the TOC community, which provides a wide variety of services for different socio-economic classes and demographic groups. The neighbourhood is home to the following services:

- TMI Toronto Montessori Institute (TMS School Bayview Campus) (8569 Bayview Avenue)
- Holy Cross Catholic Cemetery & Funeral Home (8361 Yonge Street)
- Langstaff Square Care Community (170 Red Maple Road)
- Grand Genesis health (9080 Yonge Street)
- Langstaff Community Centre (155 Red Maple Road)
- Richvale Library (40 Pearson Avenue)

Religious

Finally, there are 7 religious institutions in the vicinity of the Station Area, with some providing additional human services for the community.

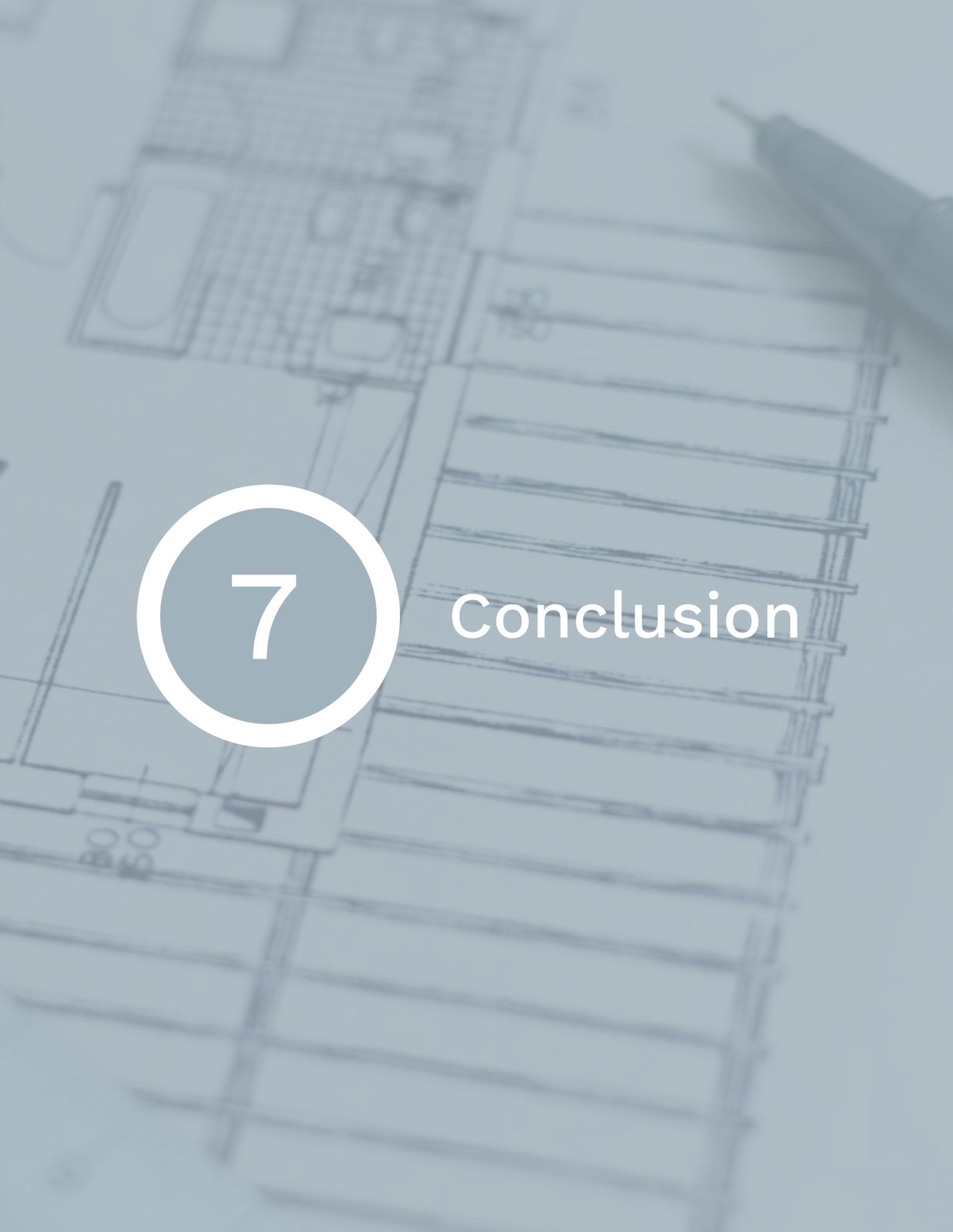
- Apostolic Christian church (255 16th Avenue)
- Kingdom Hall of Jehovah's witness (335 16th avenue)
- Ethiopian Orthodox Tewahedo Church (26 Langstaff Road)
- Holy Cross Catholic Funeral Home (211 Langstaff Road East)
- Chapel of St. Joseph (211 Langstaff Road East)
- St. George Antiochian Orthodox Church (9116 Bayview Avenue)
- Vishnu Mandir (8640 Yonge Street)

It is important to note that the Proposal will be completed in phases and construction will be completed over the course of several years. Accordingly, all Richmond Hill or other government departments and agencies that are responsible for the adequate provision of community services and facilities across the Region are anticipated to have sufficient time and opportunity to make the necessary adjustments to the services they offer along with capital investments, in order to accommodate the Proposal. These departments and agencies will also have sufficient time to comment on the Proposal and the appropriateness of the facilities provided, and work with the applicant to respond to and meet the demand associated with the Proposal.

While the Station Area's proximity to facilities and the diverse range of services, programming, and facilities available within the Study Area means that prospective residents will be well served, ongoing consultation with City Staff from various departments and other service providers in the Study Area will be required throughout the review process to work to accommodate aspects of the Proposal. Beyond the existing facilities and services offered in the Study Area, the proposed development contemplates the introduction of a significant park space, a subway station, retail and office uses. These facilities are all essential to creating complete, thriving, and liveable communities, and will supplement existing facilities and services in the Study Area.

In conclusion, the Community Services and Facilities summary demonstrates on a high level that the Study Area is well served by a number of community services and facilities that prospective residents of the proposed development will be able to enjoy, including, but not limited to: 5 schools, 7 religious institutions, 6 human service organizations and community amenity, 1 library, and 10 park and parkettes. Notwithstanding the convenient access to facilities and the wide variety of programming offered at these facilities, it is unclear how the facilities are currently coping with respect to capacity and vacancies and the strain these facilities are facing as they begin to reopen while following public health guidelines. We anticipate that the COVID-19 related restrictions will no longer be in place by the time prospective residents of the proposed development move in and begin to use Study Area community services and facilities.

As emphasized throughout this report, the proposed development will require a considerable amount of time to construct or expand the hard infrastructure required to accommodate the proposed development. The scale and nature of the proposed development is also such that it will require a protracted phasing process, and therefore, it is expected that the overall master plan will take between 10 and 25 years to be fully built out. All City or other government departments and agencies that are responsible for the adequate provision of community services and facilities across the City will have sufficient time and opportunity to make the necessary adjustments to the services they offer and capital investments, in order to accommodate the proposed development. These departments and agencies will also have sufficient time to comment on the proposed development and the appropriateness of the facilities provided, and work with the applicant to respond to and meet the demand associated with the proposed development.



7

Conclusion

For the reasons set out in this report, we are of the opinion that the High Tech TOC is appropriate and desirable. The High Tech TOC Master Plan for the Station Area, which will inform the potential development opportunities for the area as a whole through an urban structure and schematic development plan, which conceptually identifies the locations of buildings, streets, parks, and land uses. Importantly, the Master Plan identifies how a road network could be established and how buildings could be massed and located so as to not interfere with the development potential of sites located within the Master Plan and those adjacent to it.

From a land use perspective, the High Tech TOC will contribute to the achievement of numerous policy directions supporting intensification and infill on underutilized sites within the built-up urban area, particularly in locations which are well served by municipal infrastructure, including existing public transit infrastructure and significant future transit investment. In this regard, the Station Area would be considered a *strategic growth area* as defined by the Growth Plan, which are to be the focus for accommodating intensification and higher-density mixed uses in a more compact built form. Specifically, the Station Area is located within an *urban growth centre* and *major transit station area* with direct access to High Tech Station, Langstaff GO Station, YRT Bus Terminal, Bridge Station, Yonge and Highway 7 rapidways, future 407 Transitway and local YRT bus routes creating a significant transit-rich environment for the Station Area.

From a built form and urban design perspective, the High Tech TOC has been carefully organized, sited and massed in a manner that will improve a substantial area of underutilized properties and increase the permeability of the Station Area. The introduction of new public roads, an enhanced public realm and pedestrian experience will be established throughout the entire urban structure of the High Tech TOC. In our opinion, the High tech TOC is appropriate and desirable in that it is generally in keeping with the applicable urban design policies of the Official Plan and applicable urban design guidelines.

Accordingly, it is our opinion, the High Tech TOC represents good planning and urban design, and it reflects an exciting and unique opportunity to create a new, transit-oriented, complete community.

