

MICHAEL S. GOLDBERG MCIP, RPP
mgoldberg@goldberggroup.ca
EXT. 2100

March 25, 2011

Mr. Bryan Tuckey, MCIP, RPP
Commissioner
Planning and Development Services
Regional Municipality of York
17250 Yonge Street
Newmarket, ON, L3Y 6Z1

**RE: New Town of Richmond Hill Official Plan
Comments on behalf of Baif Developments Limited**

1.0 Introduction

We are the planners acting for Baif Developments Limited (Baif), the owner of two separate vacant blocks of land, located immediately west and south of the Town of Richmond Hill (Town) owned block located at the southwest corner of Yonge Street and Major Mackenzie Drive West, as shown on **Figure 1** of this letter. The Baif lands fronting onto Yonge Street are 3.56 ha (8.79 ac) and will be referred to as the "Yonge Street Block" and the Baif lands fronting onto Major Mackenzie are 1.71 ha (4.22 ac) and will be referred to as the "Major Mackenzie Drive Block".

The purpose of this letter is to provide our planning concerns in relation to the new Richmond Hill Official Plan adopted by Town Council on July 12, 2010.

We have been working with Baif and its other advisors for approximately one year to develop an overall plan for its above-described lands within the context of the surrounding area. This firm provided, on behalf of Baif, a letter to the Town on June 4, 2010 indicating that the proposed new Town OP would under-utilize the planning potential for Baif's prominent sites. No change was made by the Town in response to our comment. Also, Baif representatives and I met with the Town Planning Staff last summer to present its preliminary concepts for the two blocks. Since last summer, the concepts have been more fully developed and have advanced to the stage where the formal application material is being assembled.

In our opinion, the Downtown Local Centre designation is not appropriate for the southwest quadrant of Yonge Street and Major Mackenzie (including the Town – owned Civic Centre block) or for the northeast corner of Yonge Street and Harding Boulevard. Also, the Local Mixed-Use Corridor designation is not appropriate for the Major Mackenzie Block. **Figure 1** identifies the lands which we believe are more appropriately designated for higher order of development within the Region's and Town's Urban Structure as a Key Development Area (KDA). We base our opinion on our review of the Provincial and Regional policy framework and significant contextual planning and infrastructure reasons.

The lands we believe should be shown as a KDA (the "Major Mackenzie KDA") include the two Baif blocks, the Town-owned lands at the corner that include the existing public library, the future/planned/relocated Town Hall, and additional potential buildings, the Lois Hancey Aquatic Centre (The Wave Pool), the police station, and some redevelopment lands at the northeast corner of Yonge Street and Harding Boulevard.

The Major Mackenzie KDA would be distinct in form and in public policy opportunity from the historic Richmond Hill Downtown area to the north of Major Mackenzie Drive. The location is a very important one that has the potential to significantly contribute to Provincial, Regional and Town policy goals and objectives. A failure to apply the appropriate Urban Structure designation would result in a long-term loss and under-utilization of very important lands and significant public infrastructure that has been planned to take advantage of the Regional Rapid Transit Corridors on Yonge Street and Major Mackenzie Drive. Once these lands are developed, they will be committed for the foreseeable future. Due to the very limited supply of such important and strategic lands within this maturing municipality, it is vital that an appropriate planning decision be made now.

2.0 History of Baif's Ownership and Conveyances of Public Lands

Baif has maintained a long-term interest in the lands south of Major Mackenzie Drive between Bathurst Street and Yonge Street for the last 40 years. Baif was the original developer of the Don Head subdivision as well as the major builder. The Don Head subdivision lands comprised 109 ha (270 ac) and included an entire concession lot south of Major Mackenzie Drive West, between Yonge Street and Bathurst Street. Since the 1970s, a large community of dwellings have been constructed, comprised of a mix of single detached, semi-detached, townhouse and apartment/condominium dwellings. Additional blocks have developed for a senior's residence (Sunrise), public schools, parks, recreation uses such as The Wave Pool, a police station, a convenience retail centre, and a medical office building (Major Mackenzie Drive and Harding Boulevard, opposite York Central Hospital).

Over the years, Baif has significantly contributed to, and facilitated the Town's long-standing vision of a civic centre at this important and central crossroads, as follows:

1. Baif dedicated (without charge) to the Town, the Town-owned 3.86 ha (9.52 ac) block of land at the southwest corner of Major Mackenzie Drive West and Yonge Street, currently occupied by the public library and planned for the relocation of the Town Hall, together with some additional potential buildings, currently shown in Town documents as potential office buildings.
2. The police station lands located at the southeast corner of Major Mackenzie Drive and Arnold Crescent were sold to the Region at cost.
3. The Baif subdivision agreement facilitated the conveyance of The Wave Pool site to the Town.

As Baif's Yonge Street Block is to the immediate south of, and its Major Mackenzie Drive Block is immediately west of, the Town owned civic centre block, Baif's two sites frame two sides of the civic centre block. The nature and quality of the development of the two Baif blocks is

therefore very important and integral to the successful implementation of the Town's new Civic Centre development. Collectively, the new development that occurs in the southwest quadrant of Yonge Street and Major Mackenzie Drive will be an important contributor to the Civic District area and to the health and vitality of the historic Richmond Hill Downtown area to the north of Major Mackenzie Drive.

Therefore, from a long-term perspective, we view it as of significant importance from both Regional and Local long-term planning perspectives, that a Major Mackenzie KDA form part of the Town's urban Structure.

3.0 Area Context

Figure 1 of this letter is an existing land use context plan illustrating the lands that could comprise a Major Mackenzie KDA and their surrounding contextual elements, which are more fully described below.

3.1 Lands Subject to a Major Mackenzie KDA

A Major Mackenzie KDA could comprise the following lands:

- The police station lands at the southeast corner of Major Mackenzie Drive West and Arnold Crescent. The police station is a two storey building occupying the southern portion of this block with a considerable quantity of surface parking between the building and Major Mackenzie Drive West;
- The Town owned Lois Hancey Aquatic Centre (The Wave Pool) occupies less than one storey adjacent to Hopkins Street due to falling grade in the area and two storeys at the southern side of the building. The western portion of this block is surface parking;
- The vacant 1.71 ha (4.22 ac) Baif Major Mackenzie Drive block at the southwest corner of Major Mackenzie Drive West and Atkinson Street, which abuts the east side of the police station.
- The Town-owned civic centre block of 3.8 ha (9.52 ac) bounded by Major Mackenzie Drive West, Atkinson Street, Hopkins Street, and Yonge Street. Currently, only the public library and surface parking occupy this block. The remaining vacant portions of this block are being considered/planned for the relocated Town Hall and other development currently shown in Town documents as two office buildings.
- The 3.56 ha (8.79 ac) vacant Baif Yonge Street Block is immediately south of the Town owned civic centre block and is bounded by Yonge Street, Hopkins Street, Atkinson Street, and Harding Boulevard.
- The northeast quadrant of Yonge Street and Harding Boulevard includes two properties used for small, freestanding one storey restaurant buildings surrounded by considerable surface parking areas.

A Major Mackenzie KDA would be comprised of private and public blocks that are currently vacant or under-utilized with potential for additional development and better utilization with underground parking. Accordingly, a tremendous opportunity exists to design a very high quality urban environment and to bring significant additional population to benefit the overall civic centre block at the corner and to benefit the old Town Downtown shops, services, restaurants, offices and institutions such as the new Town Theatre.

3.2 Description of the Surrounding Area Context

Below is a description of the surrounding area context.

- To the north:
- Major Mackenzie Drive West, a Regional arterial road with a Regional OP requirement of up to 45 m wide.
 - Major Mackenzie Drive is designated as a Regional Rapid Transit Corridor in the new Regional Official Plan (new Regional OP). The Region's Transportation Plan Update, November 2009 identifies Major Mackenzie Drive as a Rapid Transit Corridor with a longer term horizon for construction of the Bus Rapid Transit (BRT) route along this corridor. This will include a transit station at the Yonge Street intersection.
 - North of Major Mackenzie Drive along Yonge Street is the historic Downtown portion of Richmond Hill, also referred to as the Village Core and/or the Central Business District (CBD). The low to mid-rise built form character of this area reflects the character of old historic part of the original Town of Richmond Hill, with its old churches and church spires, shops, services, restaurants, office and institutional uses such as the new Richmond Hill Theatre at Yonge Street and Wright Street. There is also some new development such as the recent Tridel building, which is a mixed-use residential building with at-grade shops and with stepped architecture rising away from Yonge Street to an overall maximum height of 8 storeys. To reflect the old village character, Yonge Street, through the CBD is only 20 m wide as compared to 45 m wide south of Major Mackenzie Drive.
 - North of Major Mackenzie Drive and generally west of the public library, extending to Arnold Crescent are reverse single detached lots fronting to the internal neighbourhood to the north.
 - Approximately 450 m to the west of Arnold Street is the York Central Hospital complex located at the northwest corner of Major Mackenzie Drive West and Trench Street.
- To the east
- Yonge Street is Regional Corridor and a Regional Arterial Road, planned to be up to 45 m wide. It is also designated Regional Rapid Transit Corridor in the new Regional OP. York Region has committed considerable funds to construct a Bus Rapid Transit corridor ("BRT") along Yonge Street by 2015. South of Major Mackenzie Drive, the BRT will be in dedicated bus lanes.

- At the northeast corner of Hopkins Street and Yonge Street, central to the proposed Major Mackenzie KDA is a planned Rapid Transit Station for the BRT.
- On the east side of Yonge Street, between Major Mackenzie Drive and Palmer Avenue are a number of properties that currently contain low rise medical, residential and commercial buildings. Immediately east of the lands that front onto the east side of Yonge Street, are low density dwellings fronting the west side of Church Street.
- The southeast corner of Yonge Street and Harding Boulevard contains the new 14 storey, Greenpark condominium building developed to a FSI of 3.5.

To the south - To the immediate south is Harding Boulevard, a Town Collector Road.

- The southwest corner of Yonge Street and Harding Boulevard is the 4 storey Sunrise Seniors Residence.

To the west - To the immediate west of the Baif Yonge Street Block, across Addison Street, is a 3 building, 12 storey condominium complex built in the early 1990s. To the west, extending to Arnold Crescent and bounded on the north by The Wave Pool lands, is a large public park.

The surrounding area context is very complementary to the lands suitable for a Major Mackenzie KDA. There are few, if any surrounding lands that are sensitive to height and density. The more sensitive areas adjoining the edges of these lands can be addressed through conventional urban design and transition policies.

It is also of considerable importance that Yonge Street is a Regional Corridor and that both Yonge Street and Major Mackenzie Drive are Regional Rapid Transit Corridors. The Yonge Street BRT will have a Rapid Transit Station at Hopkins Street in the short-term and there will be rapid transit along Major Mackenzie Drive in the longer-term. This is very significant new infrastructure that will serve the lands in the vicinity of the Yonge/Major Mackenzie intersection.

4.0 Provincial Policy Framework

The Provincial Policy Statement of March 2005 and the Growth Plan of June 2006 direct municipalities to implement the principles, goals and objectives expressed in these two important Provincial documents. For example, Section 4.5 of the PPS indicates that "the official plan is the most important vehicle for implementation of the PPS." As official plan documents are not static and evolve by way of amendment, each municipality must ensure that its official plan and its amendments are "consistent with" the PPS and "conform" to the Growth Plan.

4.1 Provincial Policy Statement (PPS)

The main policy thrust of the PPS relating to the promotion of intensification, optimization of transit and support for downtown areas is provided in the following policy directions to approval authorities:

- Make most efficient use of land, resources, infrastructure and public service facilities, including public transportation (1.1.3.2);
- Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form while maintaining appropriate levels of public health and safety (1.1.3.4);
- Permit and facilitate all forms of housing required to meet social, health and well-being requirements of current and future residents (1.4.3.(b)(1));
- Permit and facilitate all forms of residential intensification and redevelopment (1.4.3(b)(2));
- A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support the development of viable choices and plans for public transit and alternative transportation modes (1.6.5.4);
- Transportation and land use considerations shall be integrated at all stages of the planning process (1.6.5.5);
- Optimize the long-term availability and use of land, resources, infrastructure and public service facilities (1.7.1(a));
- Maintain and, where possible, enhance the vitality and viability of downtowns and mainstreets (1.7.1(b)).

4.2 The Growth Plan

Section 2 of the Growth Plan relates to “Where and How to Grow”. The following quote from that section captures the main policy thrust of the Growth Plan in respect to the promotion of intensification:

“There is a large supply of land already designated for future urban development in the GGH. In most communities, there is enough land to accommodate projected growth based on the growth forecasts and intensification target and density targets of this Plan. It is important to optimize the use of existing land supply to avoid the over-designating new land for future urban development. This Plan's emphasis on intensification and optimizing the use of the existing land supply represents a new approach to city-building in the GGH, one which concentrates more on making better use of our existing infrastructure, and less on continuously expanding the urban area. (emphasis added)

The Growth Plan also speaks to, among other things:

“Encouraging cities and towns to develop complete communities with a diverse mix of land uses, a range and mix of employment and housing types, high public open space and easy access to local stores and services.” (2.2.2.1.h))

4.3 Conclusions Concerning Provincial Policy

The Provincial policy framework stresses the importance of integrating transit planning and land use planning and optimizing the use of lands well-served by transit. In this context, the vacant

and underutilized lands along the Yonge Street corridor south of Major Mackenzie should be seen as high priority lands for intensification.

In addition, a Major Mackenzie KDA will bring additional population to within walking distance of the old Downtown Richmond Hill which will enhance the vitality and viability of the Downtown and will contribute to a more complete community in this part of Richmond Hill.

In view of the above, a Major Mackenzie KDA would advance many very important policy Provincial planning policy themes, would be consistent with the PPS and in conformity with the Growth Plan.

5.0 Region of York New Official Plan (new Regional OP)

In keeping with the Provincial policy framework which encourages intensification and the efficient use of public infrastructure, the Region's new OP includes extensive policies respecting intensification and the planning for priority areas to accommodate the new growth in locations where infrastructure and in particular public transit will be available. The policies identify a hierarchy of designations to meet the Region's intensification goals (shown in Section 5.3 as an "Intensification Matrix Framework").

The Regional Centres and Corridors designations are at the top of the hierarchy, as they will be the primary locations for the most intensive and greatest mix of development. Within the Regional Corridors, local municipalities are to identify specific intensification areas known as "key development areas", which are the segments of the Regional Corridor that meet three criteria—lands within walking distance of subway and rapid transit stations, major station areas, and large properties that are under-utilized and are appropriate locations for intensification. Local municipalities are to establish an appropriate floor space index for development blocks within key development areas that are adjacent to rapid transit stations. As well, key development areas are to support an overall long-term Regional Corridor density target of 2.5 FSI.

Within the Region's Intensification Matrix, the Local Centres and Corridors designations are given much less priority for intensification than the Regional Centres and Corridors and are seen as playing a supporting role. The lower priority for intensification given to the Local Centres appears to be a reflection, in part, of their heritage character and lower-scale built form. Unlike the Regional Corridors, there is no overall density target for developable areas within Local Centres.

Taken together, policies in Sections 5.3-5.5 of the Region's new OP would suggest that the lands at the southwest quadrant of Major Mackenzie Drive and Yonge Street and the northeast corner of Yonge Street and Harding Boulevard are ideally suited to a key development area designation. In reaching this conclusion, we pay particular attention to the following:

1. Yonge Street is one of only two Regional Corridors in the Region (Map 1, Regional Structure)
2. Yonge Street and Major Mackenzie Drive are both shown as Regional Rapid Transit Corridors (Map 11, Transit Network), which affords this location an exceptional level of

accessibility and connectivity to public transit that is matched by very few other locations elsewhere in the Region.

A Bus Rapid Transit (BRT) route is planned in the near term (2015) along this segment of Yonge Street, with a Rapid Transit Station to be located at the corner of Yonge Street and Hopkins Street. Accordingly, the lands in the vicinity of this transit station are considered a Major Transit Station Area pursuant to the Growth Plan.

The Region's Transportation Master Plan Update, November 2009 establishes that a BRT will be built along Major Mackenzie by 2031.

3. Yonge Street and Major Mackenzie Drive are regional arterials planned to have street widths of up to 45 metre wide (Map 12, Street Network). These widths will accommodate the planned higher order transit facilities and are capable of accommodating, along certain segments of these roads, taller buildings.
4. These lands include a number of vacant and under-utilized sites with a surrounding land use context that poses few constraints that would hinder the intensification goals for lands in key development areas.

5.1 Conclusions Concerning the New Regional OP

The policies in the Region's new OP establish intensification as an important priority and provide detailed criteria to guide local municipalities in the identification of key development areas which are the locations best suited to accommodate the highest levels of intensification. By every measure, the lands we have described on the Yonge Street Regional Corridor south of Major Mackenzie meet the Region's criteria for a key development area. A failure to recognize them as such would result in a missed opportunity and would represent a substantial failure in the attainment of an important provincial and regional planning goal.

6.0 The New Richmond Hill Official Plan (New Town OP)

The Town's new OP establishes an urban structure with the Richmond Hill Centre lands at Yonge Street and Highway 7 planned for the most intense development with densities ranging from a minimum of 2.5 FSI to a maximum of 6.5 FSI and heights ranging up to 40 storeys. The next highest level of density is planned for the Key Development Areas at Yonge Street and 16th and at Yonge Street and Bernard Avenue where the minimum density per development block is 2.5 FSI and the maximum is 3.0 FSI.

Although the intersection of Yonge Street and Major Mackenzie Drive is the only intersection in the Town where a Regional Corridor crosses a Local Corridor, the surrounding lands are not identified as a Key Development Area in the Urban Structure Plan (Schedule A1). Rather, lands along the portion of the Yonge Street Regional Corridor on the north and south sides of Major Mackenzie Drive are shown conceptually as "Downtown Local Centre". The Land Use Schedule (Schedule A2) applies a Downtown Local Centre designation to an area that roughly corresponds to the area shown on the Urban Structure Plan. The lands immediately to the west of the Downtown Local Centre designation on the south side of Major Mackenzie are given a Local Mixed Use Corridor designation. These land use designations contemplate much less intense development than the two Key Development Areas planned by the Town, as the

maximum density of a development block in the Downtown Local Centre designation is 2.0 FSI and the maximum density in the Local Mixed Use Corridor designation is 1.5 FSI.

It may be that the suitability of the lands along the Yonge Street Regional Corridor south of Major Mackenzie for a Key Development Area designation was overlooked due to their inclusion in the study area for the Town's 2009 Downtown Design and Land Use Strategy, possibly as a result of the plans for the new civic centre at the southwest corner of Yonge Street and Major Mackenzie. It should be noted that while the future use of this block for a civic centre has been planned for many years, the block was nonetheless included in the Yonge Weldrick Secondary Plan approved in 1994 (OPA 130) and given a Town Centre "designation". The distinction between the role and function of the lands within OPA 130 and the historical, low density Village Core was recognized in that amendment. It is not at all clear why the new OP does not maintain the same distinction by confirming the Downtown Local Centre designation to the Village core lands to the north of Major Mackenzie.

In discharging its responsibility to properly identify appropriate areas for intensification, it appears the Town may not have fully factored in the practical constraints affecting the lands identified as the prime locations for intensification. For example, the lands in the Richmond Hill Centre are redevelopment lands, which may not develop for the long term due to lease commitments and/or the ongoing success of retail and service commercial establishments on those lands. Also, the northeast and northwest quadrants of the Yonge Sixteenth Avenue KDA include the South Hill Shopping Centre and Hillcrest Mall. The extent of redevelopment of these active shopping centre sites remain very unclear since, to our knowledge, no redevelopment interest has been expressed by the owners of these large parcels. The ongoing viability and operation of these shopping centre sites may diminish or eliminate the growth planned for these two sites for the long term.

Moreover, it is difficult to see how the KDA lands at Yonge and Bernard can be seen as having higher priority for intensification than the lands at Yonge and Major Mackenzie when one considers the following:

- The Bernard Avenue KDA is located north of Elgin Mills Road and centred on the intersection of Bernard Avenue/Canyon Hill Avenue and Yonge Street. Elgin Mills Road does not form part of this KDA (**Figure 2**). Bernard Avenue is a Collector Road that extends a short distance to the east and does not cross the rail tracks traversing the residential neighbourhood to the immediate east. Canyon Hill Avenue is also a Collector Road that extends through the residential neighbourhood westerly from Yonge Street and terminates at a "T" with Bathurst Street, the next arterial road to the west of Yonge Street.
- Therefore while the Bernard KDA is well connected in the north/south direction it has little and certainly inferior east west transit and roadway connectivity.
- The land use context of the Bernard KDA is shown on **Figure 2** of this letter. The majority of this KDA are recent developments in the form of fully occupied retail shopping centres and a retirement residence that is currently under construction. Vacant land exists in the southwest quadrant of Yonge Street and Canyon Hill Avenue.

Intensification within the Bernard KDA is only likely to occur in the long term due to the recent nature of these commercial developments, the likely lease commitments on these properties, and the long life-expectancy of these relatively new developments. Therefore, neither the Region, nor the Town should expect significant growth within the Bernard KDA.

- By contrast, the lands we suggest for a Major Mackenzie KDA are ripe for development and redevelopment. There exists the large vacant Baif blocks, the Town owned lands are partially vacant and slated for additional civic and possibly employment development, and the lands at the northeast corner of Yonge Street and Harding Boulevard are old under-utilized sites immediately to the north of the Baldex/Greenpark condominium development of 14 storeys and 3.5 FSI. This area has superior transit access and connectivity in the short and long term. It is also extremely well positioned to showcase and enhance the importance of the new civic centre that the Town is planning on its own block. It will also bring a considerable amount of additional population to the door-step of the old historic part of the Downtown, north of Major Mackenzie Drive. This additional population can walk to the Downtown, work in the shops and offices already located there and shop at the retail and service shops, thereby supporting and enhancing the vitality and viability of the historic Downtown area.
- The purpose of the above discussion is to highlight the merit of designating a KDA on the lands the subject of this letter. In our opinion, the above highlights how the lands are worthy and fitting of this higher order land use designation and how a significant policy opportunity will be lost by maintaining the designations and policies of the new Town OP for these lands.

The outcome, in our opinion, is a disconnect between the new Town OP policy direction and the policy direction set out in the Provincial Policy Statement (PPS), the Growth Plan and the new Regional Official Plan (Regional OP). Our conclusion is that these lands warrant and fit the higher order designation, to reflect the level of public transit commitments to this location and its strategic location in the context of the Region and the Town and its significant development and redevelopment opportunities.

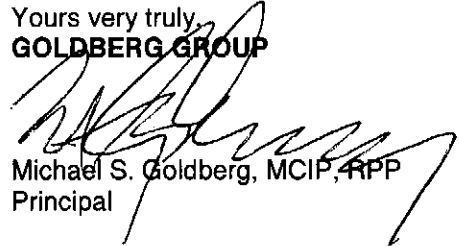
7.0 Overall Conclusions and Recommendations

For the reasons expressed above, the new Town OP, if approved in its current form would lead to a lower order of development in an area that is worthy and fitting of higher order development. By designating these lands as Downtown Local Centre and Local Mixed Use Corridor, the new Town OP would create lost opportunities, and result in the under-utilization of land, resources and infrastructure, including important public transit commitments.

If a mistake of this nature is made, the consequences are long term. The Region should ensure that the approval of the Town's OP does not compromise the key intensification principles embodied in the Region's new OP.

Should you wish to meet to discuss the content of this submission, we would be pleased to make ourselves available.

Yours very truly,
GOLDBERG GROUP

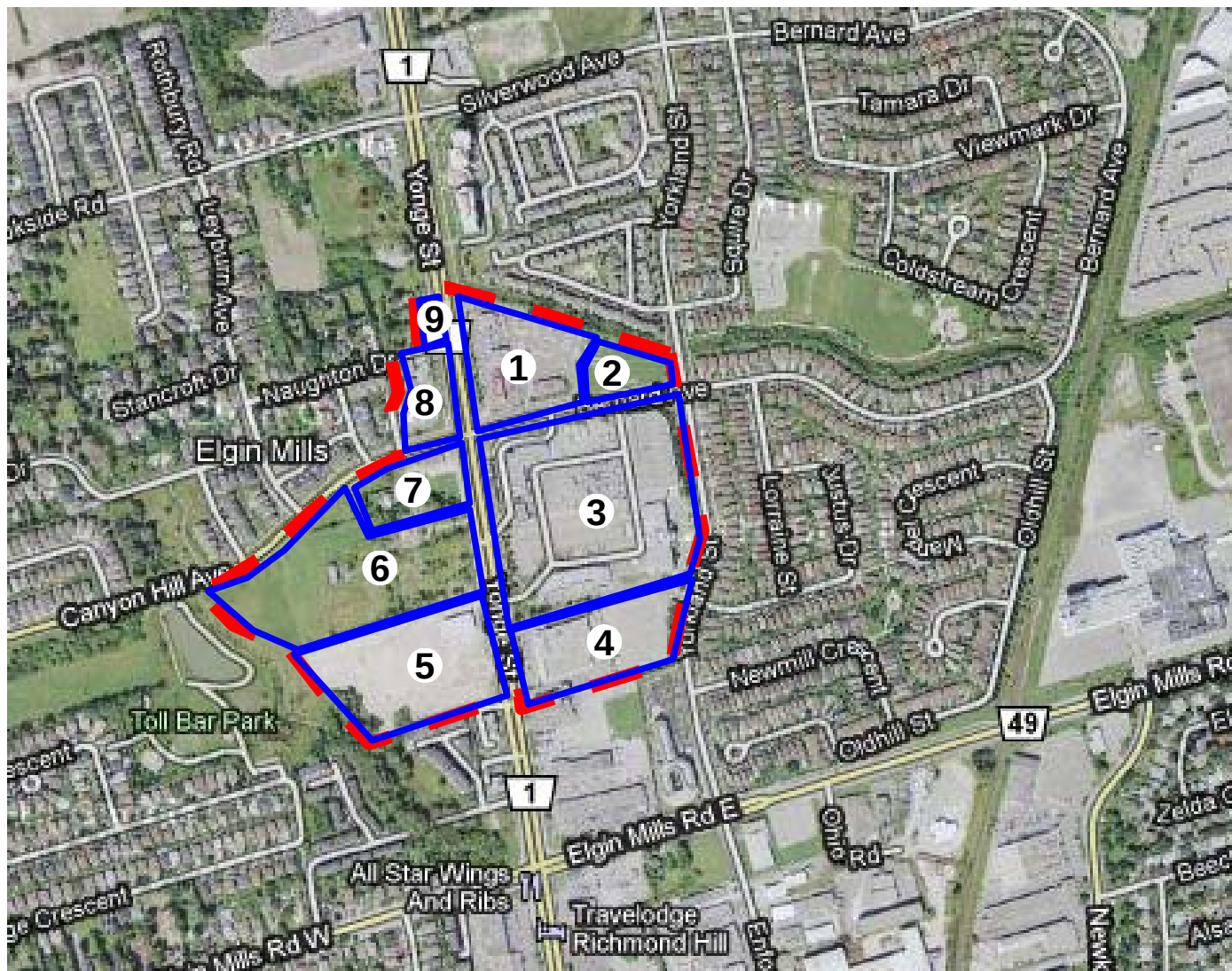


Michael S. Goldberg, MCIP, RPP
Principal

cc: Heather Konefat, Region of York
Augustine Ko, Region of York
Ana Bassios, Richmond Hill
Kelvin Kwan, Richmond Hill
Paul Freeman, Richmond Hill
Paul Minz, Baif Developments Limited
Lynn Barkey, Baif Developments Limited
Roslyn Houser, Goodmans LLP



Figure 1



ID	Description: Tenant(s)
1	Commercial Plaza: Telus, McDonalds w. DT, Blockbuster, Tim Horton's w. DT, Scholars, Mediterranean Food Restaurant, Home Medical Equipment, Zavic Realty, Dental Clinic, Rehab & Wellness Centre, Shoe Store, Nails & Spa, Purolator Shipping Centre, Bulldog Nutrition, Pet Valu
2	Vacant site currently under construction for 130 unit seniors retirement residence approved in 2006
3	Commercial Plaza: Loblaws, TD Canada Trust, Empire Theatres, Bargain Club, Clothing Outlet, Oakridge Outfitters, Dollar Depot, Service Ontario, Magicuts, Popeyes Chicken, York Region Learning Connection, Oreganos Pizza, Optometrists, Williams Fresh Café, York Region Family Services, Sun Shades Blinds & Drapes, Odyssey Jewelry, Future Gadgets, York Fish & Ships, Lotus Sushi, Tanning, Subway, Cleaners, Cora's Restaurant, Burger King w. DT, Pharmacy, Trinity Medical Centre, Kumon Learning Centre, Dental Office, Convenience Store, Co-operators Insurance, Vacant unit w. DT.
4	Leons Furniture
5	New Retail Plaza: Longos, Scotia Bank, Rexall, Cosmetic Dentistry, Eyes on Yonge Optical, Great Clips, Pet Valu
6	Vacant
7	Home Base Youth Drop-in Centre
8	Swiss Chalet, Second Cup w. DT, Sleep Country, Topcuts, Ho Ho Takeout, Canyon hill Animal Hospital, RBC w. DT.
9	Country Style w. DT, Variety Store, Popeyes Supplements

Source: Google Map, Richmond Hill Official Plan & Field Research on March 8, 2011

FIGURE 2 – Bernard KDA

 Parcel ID

**GOLDBERG
GROUP**