Richmond Green Revitalization

Master Plan

June 2026





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Acronyms and Abbreviations

EA	Environmental Assessment
EV	Electric Vehicle
Ha	Hectare
LID	Low Impact Development
m^2	square metre
QR	Quick Response
SPA	Site Plan Approval



1.0 Introduction

1.0 Introduction

This section presents the master plan process and objectives, while also providing a high-level overview of the Richmond Green study area and context.

Richmond Green is a destination park with a rich history of public use due to its park design. As one of five (5) existing destination parks in Richmond Hill, Richmond Green is well-known to the community and visitors for its collection of active sports facilities, fields and diamonds, as well as picturesque open spaces and water features, natural areas, revitalized cultural heritage buildings, diverse cultural events and skate trail. The success of parks, such as Richmond Green, are key components of making Richmond Hill a healthy and liveable city, each of which are basic tenants of the City of Richmond Hill's (herein after referred to as "City") Park Plan Recreation and Cultural Plan and Strategic Plan.



Richmond Green's first master plan was approved in 1978 (i.e., A Legacy of Yesterday, Today and Tomorrow). Illustrated in **Figure 1,** the park was designed around the agricultural heritage context of the site, featuring the Agricultural Fair up until 1996. A new master plan was prepared in 2000 to respond to the shift in recreational trends and needs of the community, as well as naturalization and improved connectivity desires. As illustrated in **Figure 2**, key additions to Richmond Green included: a water play facility, additional creative play opportunities, an outdoor ice skating/roller blading trail to transition Richmond Green to a four-season park, and the heritage legacy walk with formal gardens and orchards.



Over the decades the City has dedicated significant resources to bringing the most recent approved master plan to life, transforming the park into a vibrant destination that is cherished and frequently visited today. It is the city's largest sporting and events park, and equally a walkable green oasis for adjacent residential communities. At the same time, the aging park assets and emerging park and recreation planning challenges and trends lead to an important junction in envisioning Richmond Green as a dynamic, inclusive, and sustainable space for all for the next twenty years.

Key opportunities and areas of improvement documented in the Background Memo (see **Appendix A**) highlighted the need for natural park features and edge conditions, interconnectedness, accessibility, green park infrastructure, traffic safety, cultural and natural heritage interpretation, active transportation network, and wayfinding. Further, as many of the park's facilities are approaching their end of life this revitalization master plan process provided an opportune time to pause, reflect and collaboratively reimagine the enhancements with the community, ensuring the park continues to thrive and meet the evolving needs of future generations.

The **purpose** of the Richmond Green Revitalization Master Plan (Master Plan) is to revitalize Richmond Green as a prominent destination park within its evolving urban context that is informed by parks and recreation trends, needs of the community and more sustainable park programs and operations.





Figure 1: Richmond Green Master Plan, 1978 – A Legacy of Yesterday, Today and Tomorrow

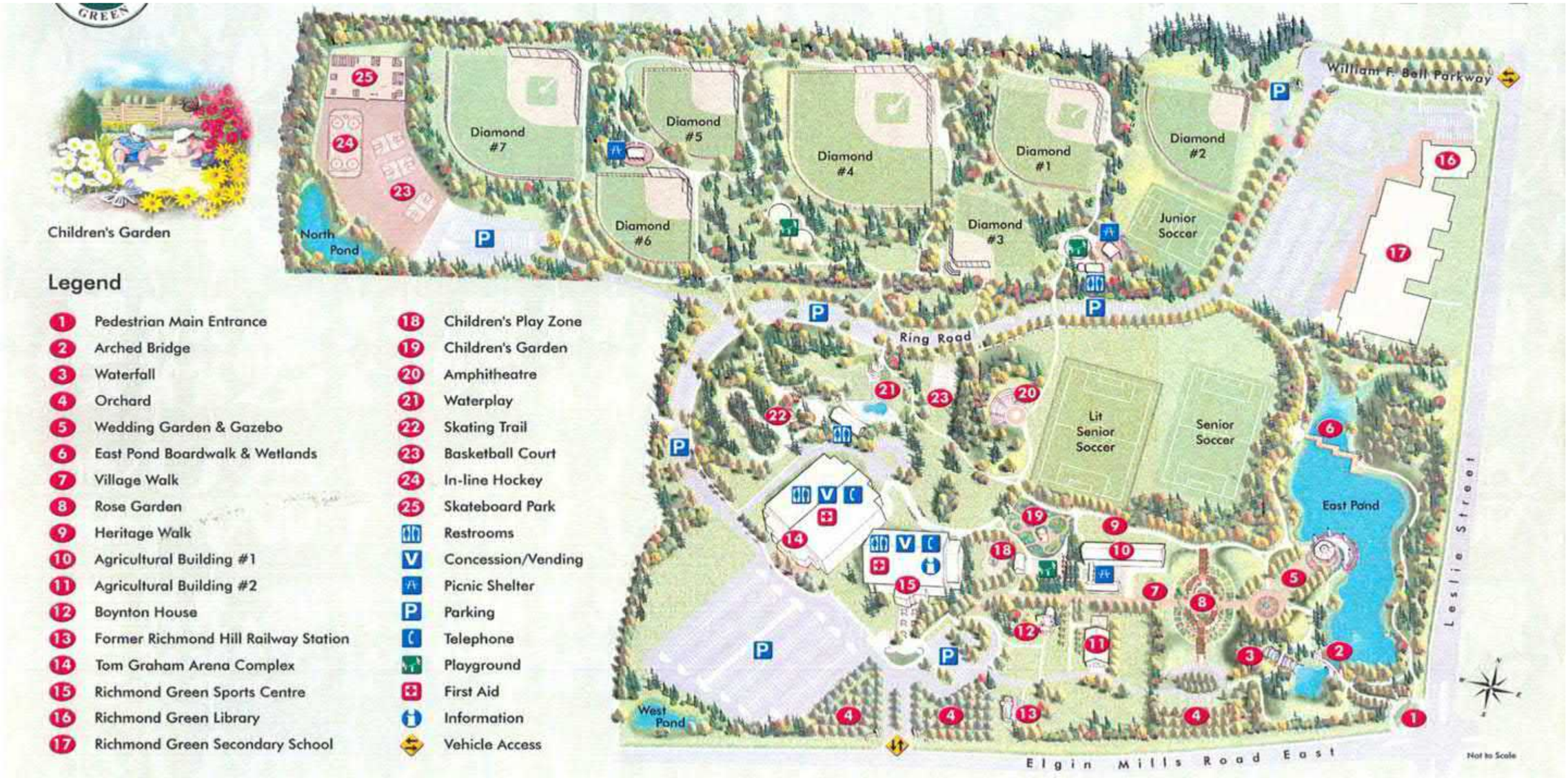
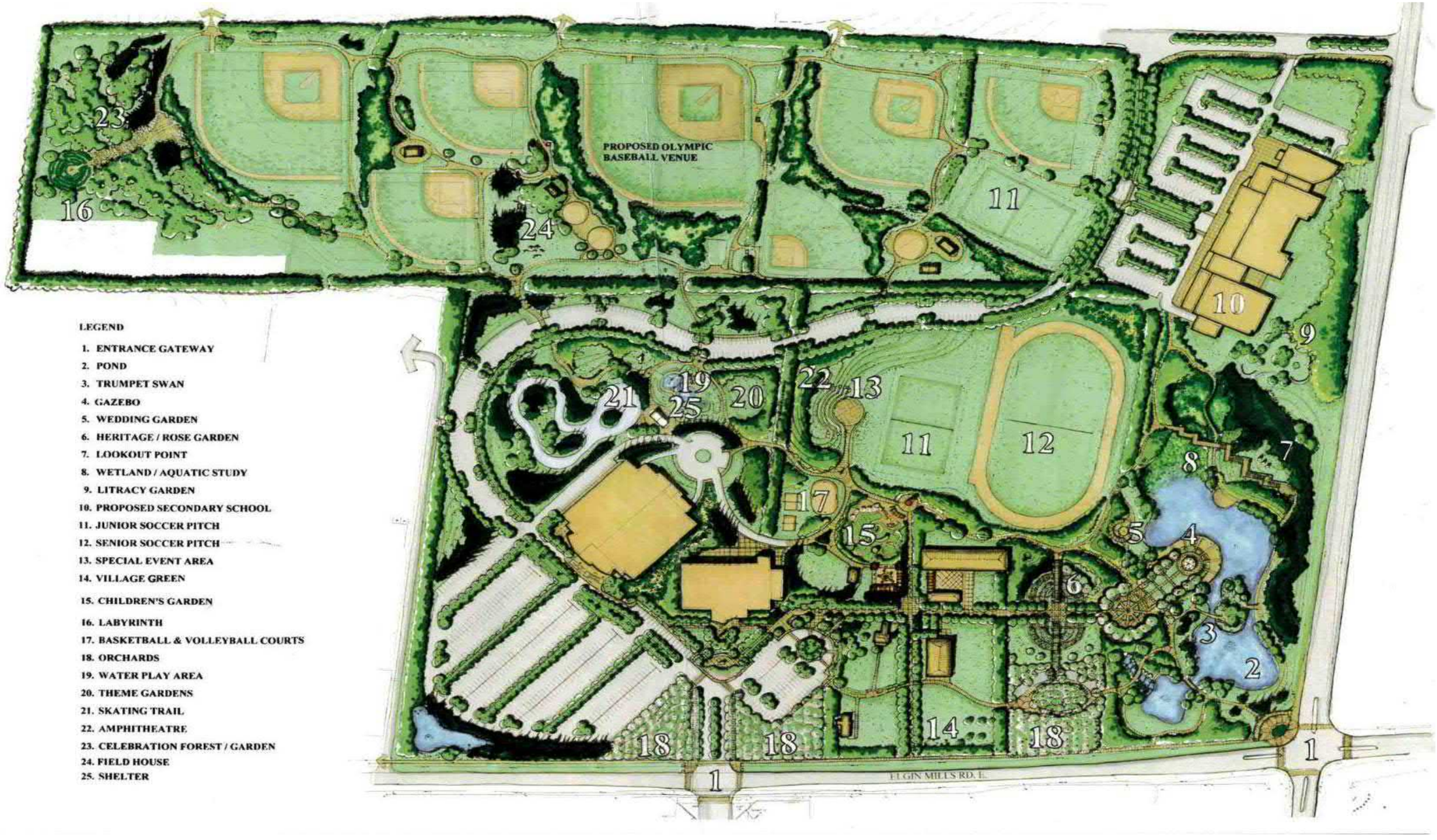


Figure 2: Updated Richmond Green Master Plan, 2000



1.1 Master Plan Process

A four-stage process was undertaken to complete the Master Plan, as outlined in **Figure 3**, with guidance from the City's Technical Advisory Team comprised of members of City Departments involved in park planning, design and operations, infrastructure planning, natural environment and horticultural, recreation facility operations, policy planning, public works, water resources, recreation and cultural services, and transportation.

Stage 1 included key stakeholder interviews and the development of the Background Memo, (see **Appendix A**), that provides an analysis and mapping of available information, review of destination park precedents, and site-specific opportunities and constraints.

In Stage 2A, the focus was on obtaining community input on the park's features, programs and needs through a virtual tour and survey, as well as the development of two (2) draft park revitalization options that integrate key directions from Stage 1 (see **Appendix B**) and meet the objectives outlined in **Section 1.2** of the Master Plan.

In Stage 2B, the refined park concept renderings and visualizations were presented to the public for feedback through a virtual community workshop and online survey.

Stage 3 included the development of the Draft Master Plan, integrating feedback from Stage 2B, to create the preferred revitalization option, as well as costing and phasing recommendations to guide the implementation process over time. A parking study was completed during the summer of 2025 (see **Appendix D**), as well as a Subsurface Utility Engineering Services Report (see **Appendix E**), informing the development of the final concept and recommendations. The Draft Master Plan was brought to the Committee of the Whole for comment, followed by an online survey which gathered public comments.

The final Stage 4 included incorporation of feedback received in Stage 3 to prepare the final Master Plan (see **Appendix C** for the full summary of the stakeholder and community engagement).

Figure 3: Richmond Green Revitalization Master Plan Project Timeline



1.2 Master Plan Objectives

The revitalization master plan objectives are foundational pillars guiding the master plan process for Richmond Green. Clearly defined objectives provide a strategic framework that informs decision-making and prioritization throughout the planning process, aligning every aspect of the plan with the community's needs and sustainable practices. This fosters a cohesive vision that balances recreational, environmental, and social considerations.

The objectives for the Richmond Green Revitalization Master Plan are:



To enhance Richmond Green's identity as a destination outdoor sporting and events space with renewed horticultural focus, community connectivity and enhanced user experience.



To relocate, reconfigure or repurpose existing facilities that are not well-used.



To update park programs reflecting changing demographics, trends, sustainable practices and community input.



To update existing park and events infrastructure to current standards, including accessibility, safety, age-friendly and sustainability.



To improve park access, circulation and parking, as well as active transportation.



To integrate future active and passive park uses for the new parklands along the northern boundary of Richmond Green, and Bill Bell Park.



To utilize best practices for natural park environment (terrestrial and aquatic) management.

1.3 Study Area and Context

Richmond Green, approximately 42 hectares in size, is located at the north-west corner of Leslie Street and Elgin Mills Road East intersection and on the southerly edge of the growing North Leslie Secondary Plan area. The Master Plan includes the new expanded boundary for Richmond Green, including lands along the north boundary of the park along William F. Bell Parkway that provide a new park frontage, and Bill Bell Park, (see **Figure 4**). Richmond Green's open space areas features include open greenspace, gardens, woodlands, and constructed stormwater ponds. The park is in the Rouge River Sub watershed with a section of the Rouge River Headwater Wetland Complex Provincially Significant Wetland and a tributary of the Rouge River located immediately north of Richmond Green.

Richmond Green is served by a single access road that passes through the middle of the park between the northeast corner at William F. Bell Parkway and Elgin Mills Road East to the south. This road is also a shared access road to the adjacent Richmond Green Secondary School. Smaller service lanes provide access to interior park facilities (see **Appendix A** for greater details on site circulation).

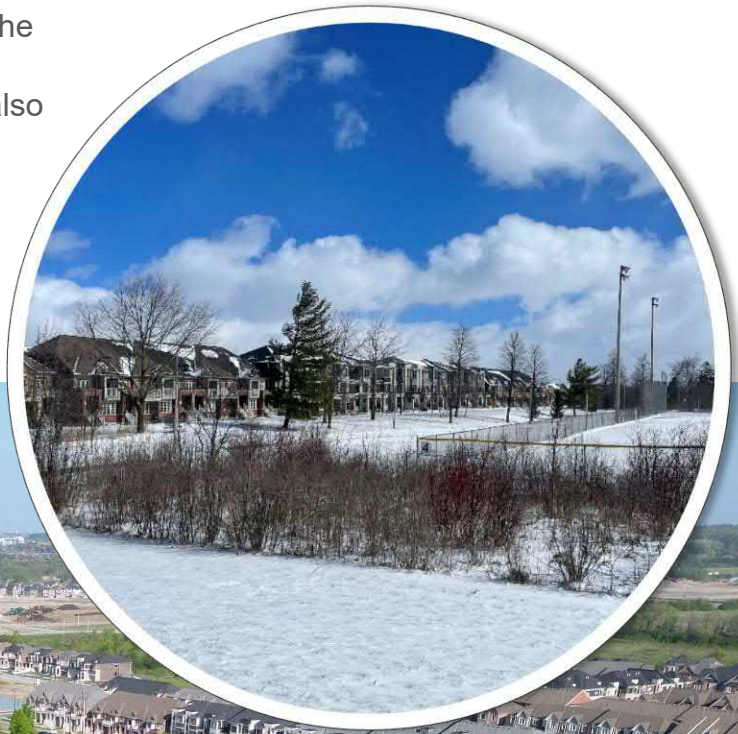




Figure 4: Richmond Green Context and Cultural Heritage

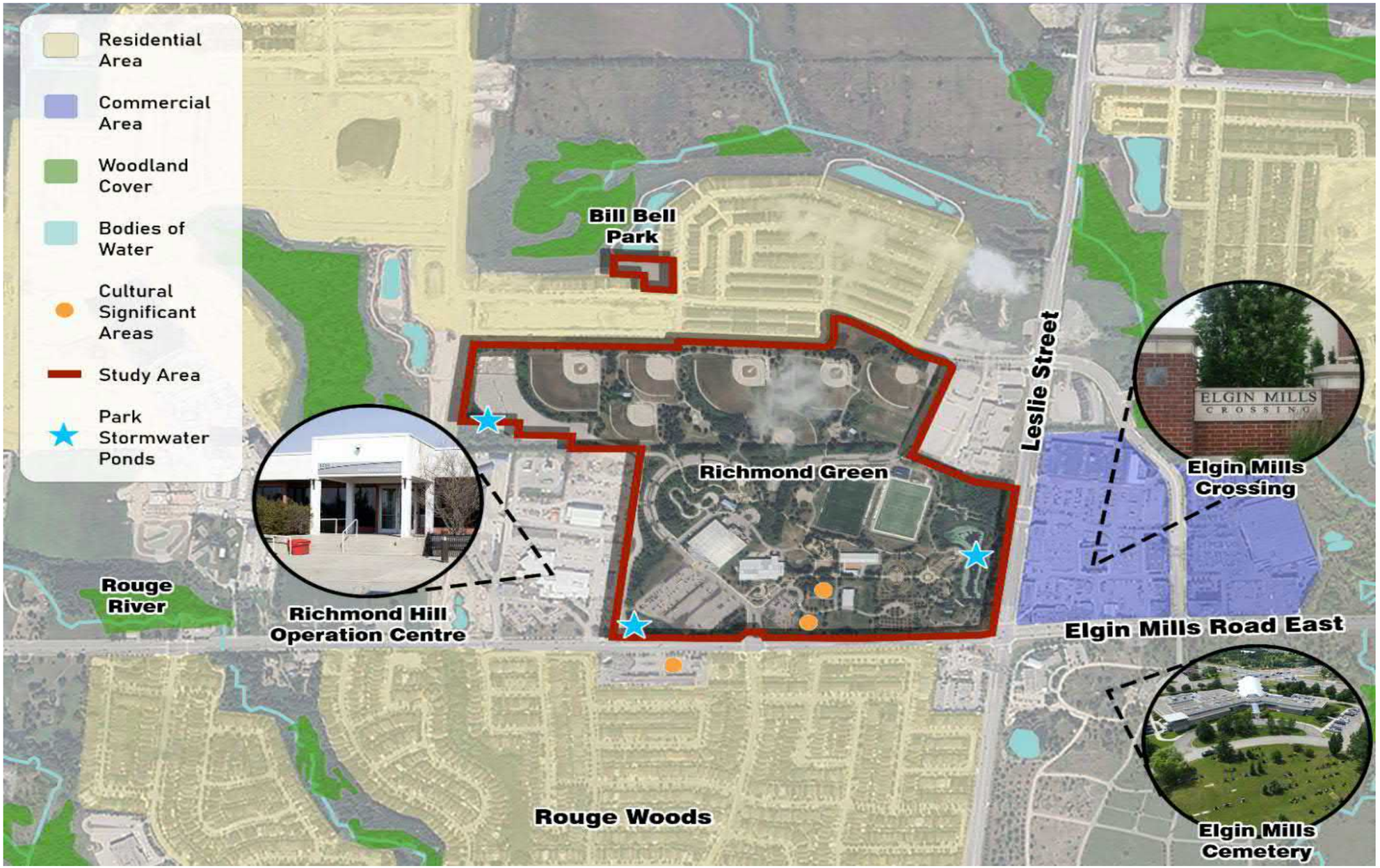
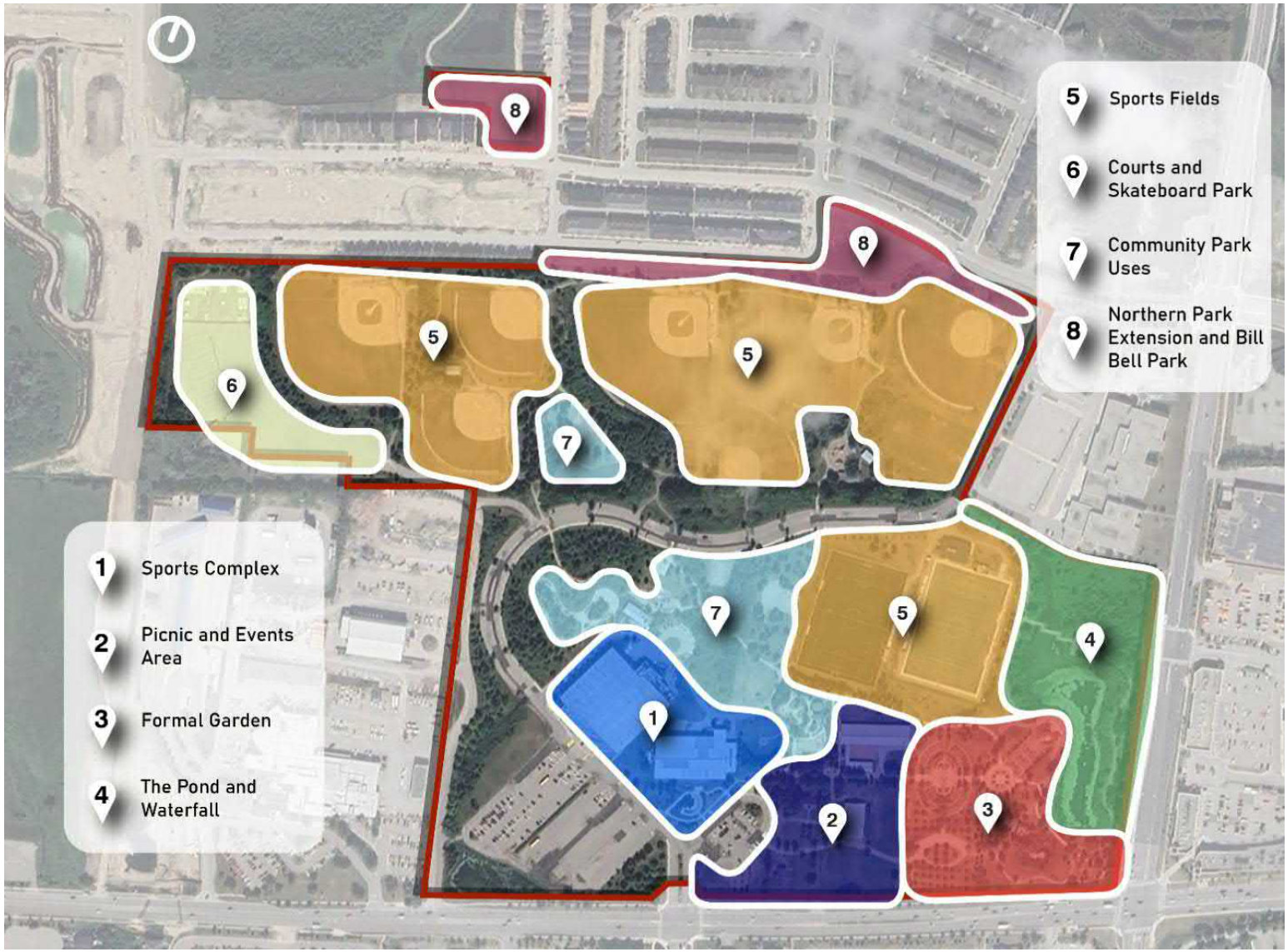


Figure 5: Richmond Green Existing Park Zones



Richmond Green has eight park zones (see **Figure 5**): sports complex; picnic and events area; formal garden; the pond and waterfall; sports fields; courts, skateboard park, and snow storage area; community park uses; and, northern park extension and Bill Bell Park.

A detailed outline of indoor and outdoor facilities as well as seasonal and year-round activities are included in the Background Memo (see **Appendix A**). Richmond Green is most utilized in the summer, as well as the shoulder seasons. In winter, Richmond Green Sports Centre, Tom Graham Arena, the soccer dome, Boynton House, picnic shelters, ice skating, playground, and trails are well-used.

Richmond Green also serves as a community gathering spot with seasonal and large events. Some of the large events hosted at Richmond Green include the City's Healthy Yards event, Canada Day celebrations, Rib Fest, and the recently introduced Merry Marketplace and Holiday Lights, along with baseball and soccer tournaments, summer camps, the Mayor's Maple Syrup Festival, and third party permitted events.

Figure 6: Richmond Green Community Events, Including Canada Day Celebrations, Rib Fest, and the Merry Marketplace (from top to bottom)





2.0 Richmond Green Vision

2.0 Richmond Green Revitalization Vision

This section outlines the overarching vision and concept for the Richmond Green Revitalization Master Plan, while also highlighting the key improvements in park access, circulation and parking. Detailed enhancements for each park zone – north, central and south – are outlined in Sections 2.3 to 2.5.

The Master Plan will maintain a vision for Richmond Green as the City's largest outdoor sporting and events park with a renewed more self-sustaining horticultural focus. The Master Plan vision is centred on enhancing connectivity to and within the park, namely improving the interface and connectivity of the park with the existing and planned residential lands to the north and west and establishing better wayfinding through the creation of a trail hierarchy within the park. It will aim to improve canopy cover and shade within the park, along with renewing the horticultural focus of the park to pilot species uncommon in the City – such as Tulip Tree (*Liriodendron tulipifera*), Blue Beech (*Carpinus caroliniana)*, Shagbark Hickory (*Carya ovata*), and River Birch (*Betula nigra*) – or flora that enhance the park's biodiversity, and propose arboricultural or other planting techniques that could result in shade being established more quickly, along with the creation of interesting experiences for park users. The Master Plan envisions the outdoor recreational facilities and passive park elements in Richmond Green and Bill Bell Park complementing each other and in appropriate locations to best meet the needs of the events and programs held in the park. Both parks collectively serve the growing community while being mindful of the City's on-going fiscal constraints. Lastly, Richmond Green will continue to generate pride and promote a sense of belonging for Richmond Hill's residents.



Key themes from the background research/analysis and community and stakeholder engagement, as described in **Section 1.1** and provided in greater detail in **Appendix C,** contributed to the development of the vision and master plan concept for Richmond Green as outlined below.



Love for the park!



Improve general condition and maintenance



Enhance multi-use and year-round usage of the park



Balancing the needs of all users and consideration for emerging trends



Promote sustainability and expand green features

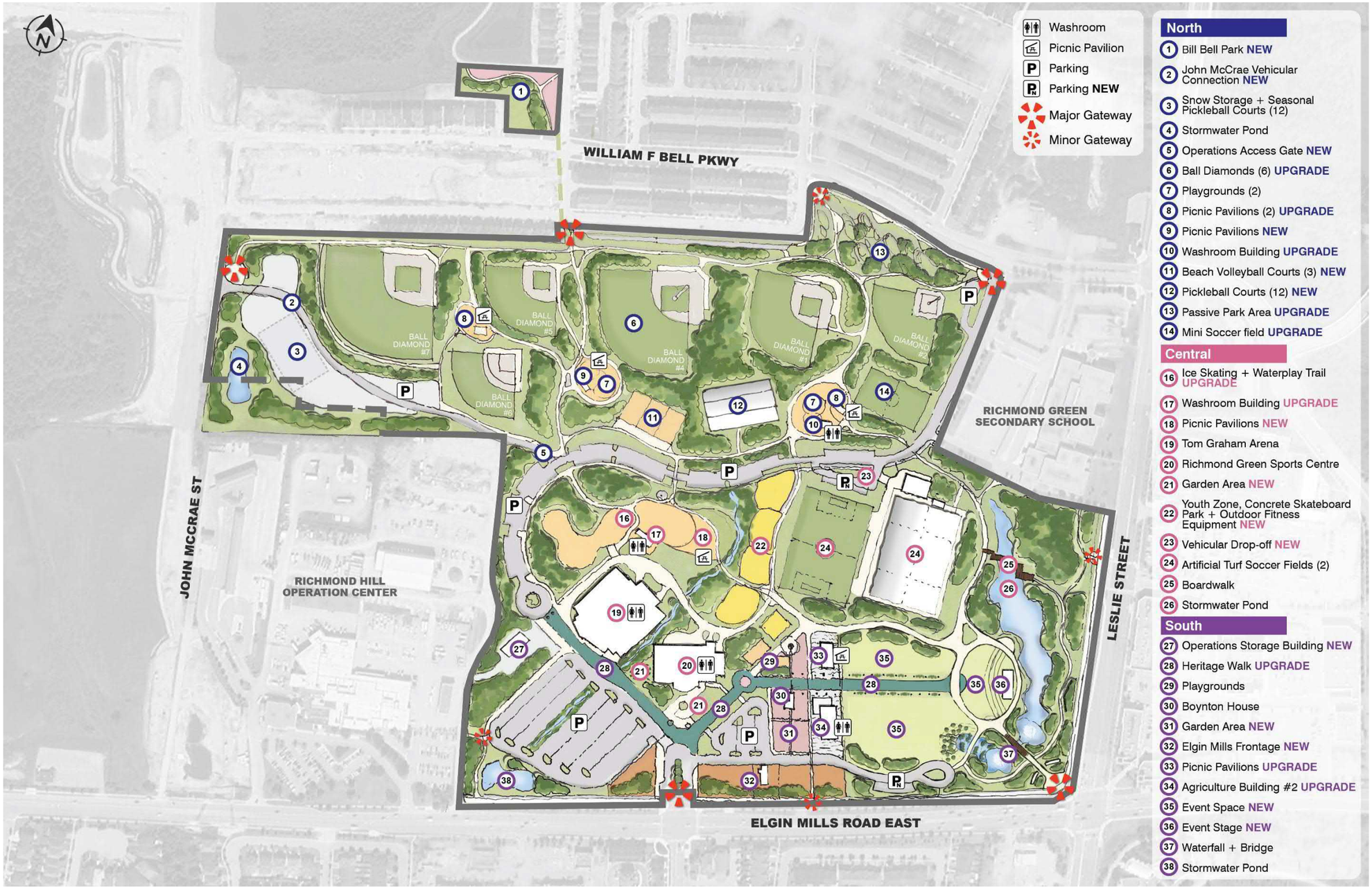


Improve placemaking and signage



Parking and congestion

Figure 7: Richmond Green Revitalized Master Plan Concept



2.1 Vision and Revitalization Master Plan Concept

The vision for a revitalized Richmond Green is to remain a premier destination for outdoor sports and events, with expansions to the year-round community and youth park amenities, inclusivity and renewed sustainable horticultural practices.

The revitalized master plan concept, (hereafter "the concept plan", see **Figure 7**), was developed using the integrated master planning process outlined in **Section 1.1**. The concept plan is intended to guide the detailed design, implementation phasing, and construction of the revitalized Richmond Green. It provides conceptual design solutions to physical spaces in the park, while meeting the key objectives described in **Section 1.2.**

The concept plan builds upon the foundational elements of previous master plans for Richmond Green, integrating enhancements around foundational existing park features. The concept plan is organized into three distinct zones, a North zone, a Central zone, and a South zone, each contributing to the contemporary evolution of Richmond Green's unique identity embedded in agricultural roots. Richmond Green's access, circulation, and parking is proposed to be enhanced as noted in **Section 2.2**. A more detailed description of each zone and the features of that zone are provided in **Sections 2.3** to **2.5**.



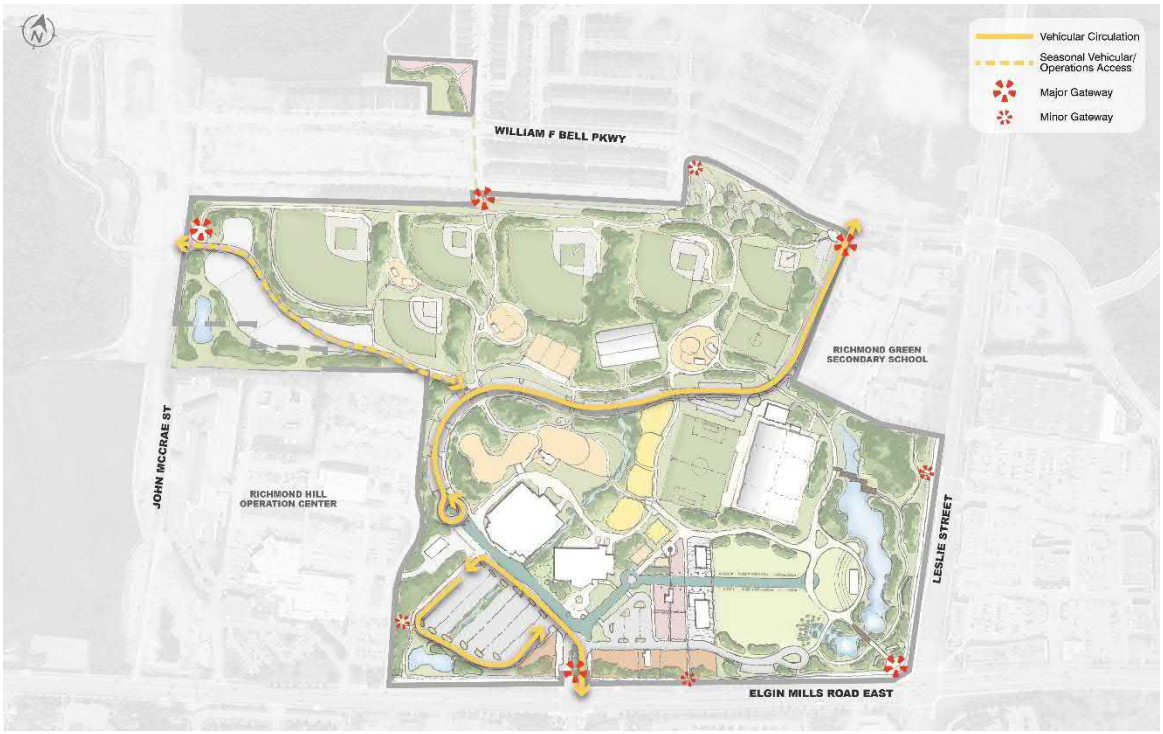
2.2 Park Access, Circulation and Parking

The access and circulation plan for Richmond Green was designed and developed through the implementation of the two preceding master plans, establishing a clear and organized network for both vehicles and pedestrians that optimizes accessibility and security for both visitors and staff. To ensure that all visitors can easily and safely access the park's facilities, the circulation system includes a road network with strategic access points for private vehicles, a dense network of pedestrian and cycling paths, convenient parking locations and comprehensive access for park operations and emergency vehicles. The park can also be accessed through York Region Transit's bus routes traveling across three (3) of the park's major gateways and one (1) minor gateway, with five (5) bus stops along Elgin Mills Road, Leslie Street and adjacent to Richmond Green Secondary School.

2.2.1 Vehicular Circulation

To improve safety and comfort for park users, the concept plan will remove the ability for private traffic to cut through the park between Elgin Mills Road and William F. Bell Parkway by adding a turning circle adjacent to the arena. This change will enable a safer and more pleasant environment on park roadways for walking, cycling and micromobility, which can reduce parking and traffic demands at park entrances. The Master Plan proposes three (3) park entrances (an increase from the two (2) that exist today) for private motor traffic as illustrated in **Figure 8** and outlined below.

Figure 8: Richmond Green Revitalized Master Plan, Vehicular Circulation and Gateways



2.2.1.1 Park Entrance 1: The existing south entrance from Elgin Mills Road East

The main entrance at Elgin Mills Road will be used primarily to access to the events area to the east, the main parking lot to the west, and the Richmond Green Sports Centre and arena.

2.2.1.2 Park Entrance 2: The existing north entrance from William F. Bell Parkway

A continuous driving route is proposed between the John McCrae Street park entrance and the existing William F. Bell Parkway entrance, connecting both entrances to destinations such as the primary sports fields, various community park uses, and the pickleball courts. Following the driving route towards the Tom Graham Arena terminates to a turning circle. The turning circle and barrier (i.e., removable / folding bollards) block private vehicle access while maintaining access for emergency vehicles, park operations vehicles, bicycles and micromobility. Vehicle access will be maintained to all areas of the park, but drivers will need to enter the park from an entrance near their destination rather than driving across the park. As well as reducing the distance park users drive within the park, disconnecting the north and south park entrances will also remove motor vehicle traffic that is not destined for the park itself.

During peak snow removal season and large seasonal events, the east-west vehicular circulation can be temporarily closed off to the public to facilitate safe and efficient operations.

2.2.1.3 Park Entrance 3: A new entrance at the northwest corner of the park from John McCrae Street

The new entrance at John McCrae Street will facilitate vehicular access to the northwestern quadrant of the park without needing to travel through the park. During peak snow removal season and large seasonal events, the east-west vehicular circulation can be temporarily closed off to the public to facilitate safe and efficient operations.

2.2.2 Motor Vehicular Security

The revitalized Master Plan presents an important updated motor vehicular circulation that is designed to enhance security against motor vehicle incursions, especially during major events. Large events are typically located in the southeastern quadrant of the park, in the area bounded by Elgin Mills Road East, Leslie Street, Richmond Green Secondary School, the northern park driveway, the wooded area north of the Richmond Green Sports Centre, the southern parking lot and the south park entrance road. This area is proposed to be enclosed by a continuous perimeter of motor vehicle-proof elements such as bollards, stone walls, boulders, and raised planters.

Several reinforced gates will be provided to control access into the area for authorized motor vehicles such as emergency services and park operations.

Pedestrian and cycling access across the motor vehicle perimeter will be maintained as seamlessly as possible, with access points along all pedestrian routes. Narrow walkways can cross the barrier via 1.5 metre gaps in the landscaping elements – providing sufficient width for mobility devices but not enough width for a car or truck. Wider walkways or multi-use paths can cross the perimeter using a line of reinforced bollards with 1.5 metre spacing.

2.2.3 Parking

A Parking Study was completed to determine the existing utilization of the parking facilities on-site, as well as those off-site in front of the Richmond Green Secondary School and Richmond Green Library and on-street parking on McAlister Avenue (see **Appendix D**).

The current parking capacity around the Richmond Green grounds is adequate for peak summer use, with parking utilization generally between 20 to 50 percent. The parking through the main corridor and in the southern parking lots (i.e., lots A to C) were typically utilized the highest.

The future parking demand estimates were based on the peaks observed in the existing parking utilization for each facility. For new facilities, parking demand was estimated using industry information and/or first principles approaches.

A reduction of approximately 145 spaces is expected to result from the changes proposed in the Plan concept. The parking lot in the northwest corner of the park will be removed and several corridor spaces are expected to be removed as well. Based on the analysis of existing demand, there should be sufficient parking capacity for the projected future peak parking demand. At peak demand, the corridor parking and the northeast parking lot are expected to be fully utilized; however, there is expected to be enough parking capacity throughout the rest of the parking system. No additional parking is recommended. This aligns with the Transportation Demand Management measure of reduction of parking to encourage visitors to use other modes of transportation to access the park.

2.2.4 Gateways

Major and minor gateways into Richmond Green are located along the exterior perimeter of the park. These gateways will be designed to signal arrival, creating a unique sense of place, and a cohesive identity for the park. These gateways also play an important role in wayfinding.

Figure 9: Example of Major (left) and Minor (right) Pedestrian Gateways at Lake Wilcox Park



2.2.4.1 Major Gateways

Five (5) major gateways are proposed within primary and significant entry points into Richmond Green (see **Figure 9**), building on the two existing gateways located along Elgin Mill Road East. They provide high visibility and prominence in the landscape and streetscape through creative signage or sculptural and landscape forms, while also highlighting the hierarchy of motor vehicular and active transportation routes into Richmond Green. In addition to the three motor vehicular entrances, two pedestrian entrances are considered major gateways due to their importance in connecting the park to pedestrian corridors in the surrounding community.

1. **Primary South Gateway**: The south entrance is the existing motor vehicular access point to the southern portion of the park from Elgin Mills Road East and one of the primary pedestrian and cycling access routes into the park from the south. East of this entrance also features a York Region Transit bus stop. There is an opportunity to enhance this gateway with prominent features and forms, larger-scale forms (e.g., structural features, arc, stonework, public art, etc.) and pedestrian oriented design that is integrated with the design of the Elgin Mills frontage.
2. **Primary East Gateway**: The William F. Bell entrance, situated at the northeastern corner of the park and adjacent to the Richmond Green Secondary School, serves as the primary east gateway and access to the destination park. This entry point provides pedestrian, cycling, and motor vehicular access to the park's active recreation and sports fields that characterize the north area of Richmond Green. There is also a York Region Transit bus stop located just south of the gateway. There is an opportunity to integrate the gateway's design with the Master Plan's passive park design, creating a cohesive and distinct entrance. The design of this gateway is critical for establishing a strong sense of arrival and effectively directing visitors into the park.
3. **Primary West Gateway:** The John McCrae entrance is the primary gateway located at the northwest end of the park at John McCrae Street. It serves as both a pedestrian, cycling, and motor vehicular gateway, while offering an important visual and physical connection to Richmond Green from the future subdivision to the west. The design of this gateway is critical for establishing a strong sense of arrival and effectively directing visitors into the park. while seamlessly integrating into the vegetation and topographical screening of the operations area, eliminating the experience as a back-of-house entrance.
4. **Elgin Mills Crossing Gateway:** This gateway is an existing pedestrian entrance at the northwest corner of Elgin Mills Road East and Leslie Street intersection with a pathway connection to the interior of the park leading to Richmond Green's iconic arched bridge, waterfall feature, pond, boardwalk, and future event space. There are two (2) York Region Transit bus stops on either side of the gateway along both Elgin Mills Road East and Leslie Street. There is an opportunity to enhance this gateway with an open plaza space, more prominent planting, and path and vista alignment with the bridge.
5. **McAlister Avenue Gateway:** The McAlister Avenue gateway provides pedestrian-only access on the northern boundary of the park, acting as a gateway to the residential community interface and Bill Bell Park. This gateway bridges the connection between Bill Bell Park, a passive park with views into the ravine, the northern park extension, and Richmond Green's active recreation, sport fields, community amenities and enhanced trail network.

2.2.4.2 Minor Gateways

Minor gateways are located at four (4) secondary or less prominent entry points into Richmond Green (see **Figure 9**), supporting the park's overall identity with enhanced public realm along a streetscape and visual and physical connections to the park's trail network. As a destination park, Richmond Green's minor gateways create a strong sense of place through public art or structural elements, signage, landscape areas, and paving.

1. **Passive Park Gateway**: This gateway offers a new pedestrian-only entry point along the northern edge of Richmond Green, at the intersection of McAlister Avenue and William F. Bell Parkway. It provides park users with a visually enhanced transition through the mound landscape trail system. Strategically positioned between the McAlister Ave. and primary east gateways, this gateway is a mid-point connection for the northern residential community.
2. **Leslie Gateway**: This gateway is an existing pedestrian-only entry point located on Leslie Street, providing a more naturalized access into Richmond Green. It serves as a mid-point east connection to the park, situated between the Elgin Mill crossing gateway and Richmond Green Secondary School. A York Region Transit bus stop is also located adjacent to this gateway. There is an opportunity to create a gateway feature that's prominent and complementary to the natural edge and character of Richmond Green along Leslie Street. The trail system leads visitors to the scenic views and experiences along the stormwater pond and the boardwalk.
3. **Boynton Gateway:** The Boynton gateway offers a new formal pedestrian-only south entry into Richmond Green, located between two major gateways (i.e., primary south and Elgin Mills crossing). There is an opportunity to integrate the design of the gateway with the Elgin Mills frontage that offers a porous public realm along the Elgin Mills Road East streetscape, while acting as a formal welcoming transition towards Richmond Green's key cultural and event destination points.
4. **Southwest Gateway:** This gateway is a minor pedestrian entry point that offers a direct route into the park adjacent to the City's Operations Centre along Elgin Mills Road. Leading visitors to the existing Tom Graham Arena and the Richmond Green Sports Centre, making it a key connection for local residents accessing the park and its amenities. Any changes at this location will need to consider the existing stormwater pond, as the function of the pond shall be maintained.

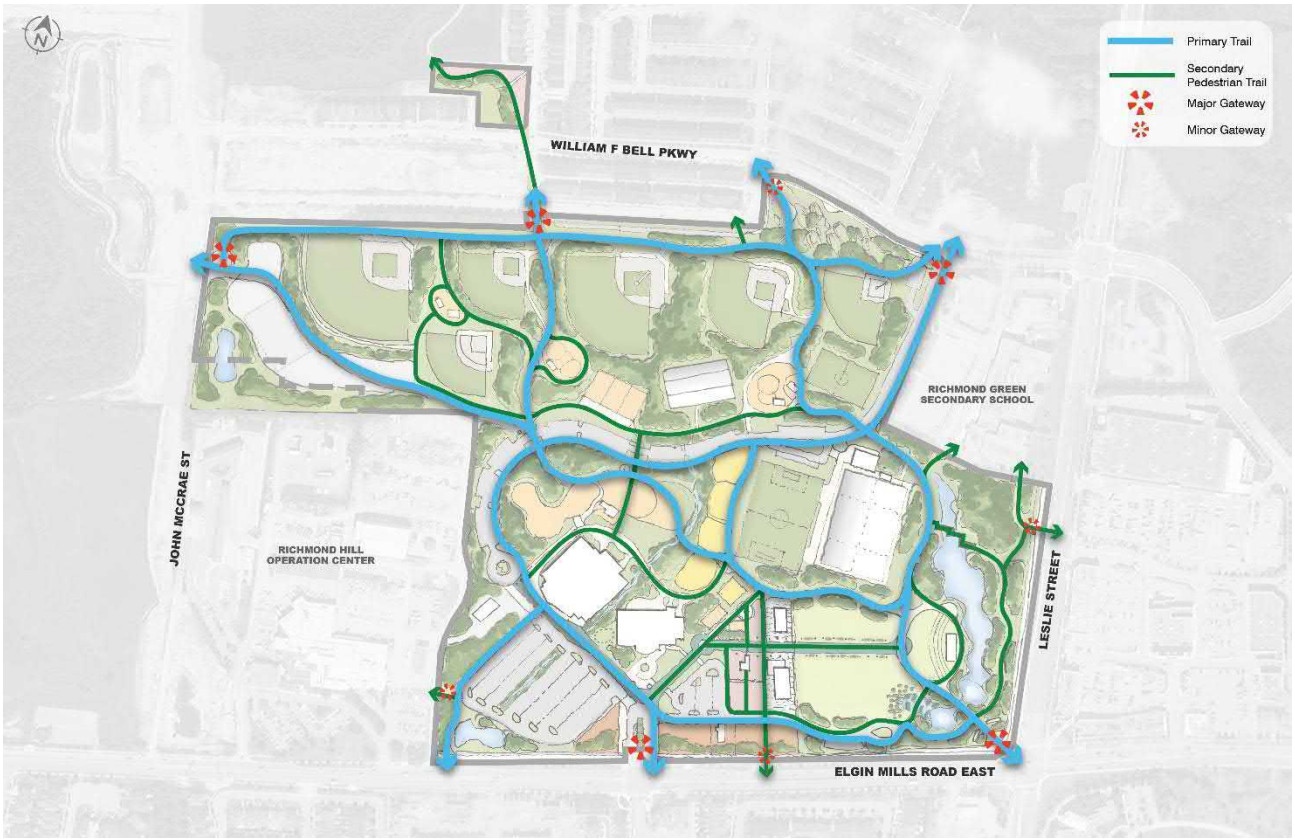
2.2.5 Park Pathways

The internal park pathway network is designed with a hierarchy reflecting their importance for through movement by pedestrians and cyclists. Primary pedestrian trails are wide pathways that provide direct routes across the park, while secondary pedestrian trails provide connections to park amenities and additional scenic walking routes.

2.2.5.1 Access Point and Crossing

Pedestrian and cycling access across the motor vehicle perimeter will be maintained as seamlessly as possible, with access points along all pedestrian and cycling routes. Enhanced and controlled access points and drive lane crossings will be provided to improve public safety and site circulation, accommodate accessibility needs and prevent unauthorized motor vehicular access. Aim to provide a consist design language throughout the park, to improve the overall experience. Narrow walkways can cross the barrier via 1.5 metre gaps in the landscaping elements – providing sufficient width for mobility devices but not enough width for a car or truck. Wider walkways or multi-use paths can cross the perimeter using a line of reinforced bollards with 1.5 metre spacing.

Figure 10: Richmond Green Revitalized Master Plan, Pedestrian Circulation and Gateways



2.2.5.2 Primary Trail

Primary trails are the main corridors linking areas of the park. They are wide, paved pathways that are typically shared with cyclists. In addition to providing access within the park, primary trails are also used by people walking or cycling across the park to access other areas of the community. For example, some primary trails connect Richmond Green Secondary School to nearby neighbourhoods. Certain primary trails also double as routes for authorized motor vehicles such as park operations vehicles. Other primary trails provide direct routes within and across the park, including a corridor connecting to the new McAlister Ave. gateway which links Richmond Green to the nearby Bill Bell Park.



The design of the primary trails shall remain consistent with the design guidance for multi-use paths in the Ontario Traffic Manual Book 18: Cycling Facilities, including a preferred width of 3.5 metres and a minimum width of 3.0 metres. Segments shared with park maintenance vehicles and emergency vehicles may need to be wider to meet fire service requirements.

Primary trails are typically paved in asphalt to indicate that cycling is permitted, though other materials such as concrete or brick pavers may be used for short segments where pedestrian paths intersect. In areas with high volumes of pedestrians, conflict between pedestrians and cyclists can be reduced by installing a separate 3.0-metre asphalt multi-use path parallel to a pedestrian walkway with a contrasting material.

2.2.5.3 Secondary Pedestrian Trails

A network of secondary pedestrian trails supplements the primary trails, providing alternative pedestrian routes connecting users to specific park amenities. These secondary pedestrian trails will provide pedestrian connections to park amenities such as the ball diamonds and event space. These supporting trails are essential for improving access and enhancing the overall pedestrian experience throughout the site.

The Heritage Walk provides a main pedestrian promenade throughout the site. There are opportunities to enhance this portion of the primary trail system as a unifying and consistent pedestrian route, by connecting key buildings and features. This will help

characterize this portion of the primary trail system as the central artery of the park, supporting the secondary pedestrian trails.

Secondary trails are designed as paved walkways for pedestrians. They may be paved in a variety of materials depending on the park context, including asphalt, concrete or bricks. The recommended typical width for secondary trails is 2.5 metres, but wider pathways are recommended in areas where park users are more likely to congregate, such as near the entrances to buildings and other facilities. All pathways must be at least 1.5 metres wide to meet Accessibility for Ontarians with Disabilities Act requirements.

2.2.5.4 Signage

Drawing upon the City of Richmond Hill's Park Signage Strategy (2020), which provides direction for consistent branding and high-quality park signage, a new wayfinding system for the park will aim to foster community cohesion and effective communication, identifies key points for signage placement, including arrival, overview, decision, and destination points. The proposed wayfinding system will integrate these principles to assist residents in navigating the park, ensuring a cohesive and intuitive experience for all visitors.

To assist residents in navigating the park, new wayfinding signage will be installed along the trail network. These signs will include quick response (QR) codes that link directly to a digital map of the park, providing an easy and interactive way for visitors to find their way.

Wayfinding signage will be installed or updated at all arrival points – for motor vehicles, cyclists, and pedestrians – and at key junctions on the pathway network. These navigation points will direct park visitors to nearby destinations and park gateways, and may include routes, charge station locations, and parking locations.

This is particularly important for active users to ensure they do not get lost on the curvilinear pathways. Wayfinding in the park should follow a consistent theme for design and branding to enhance the sense of the park being a single cohesive unit. Branding should be simple, clear, effective, and accessible so all users can understand.

2.2.5.5 Driveway and Parking Lot Sidewalks

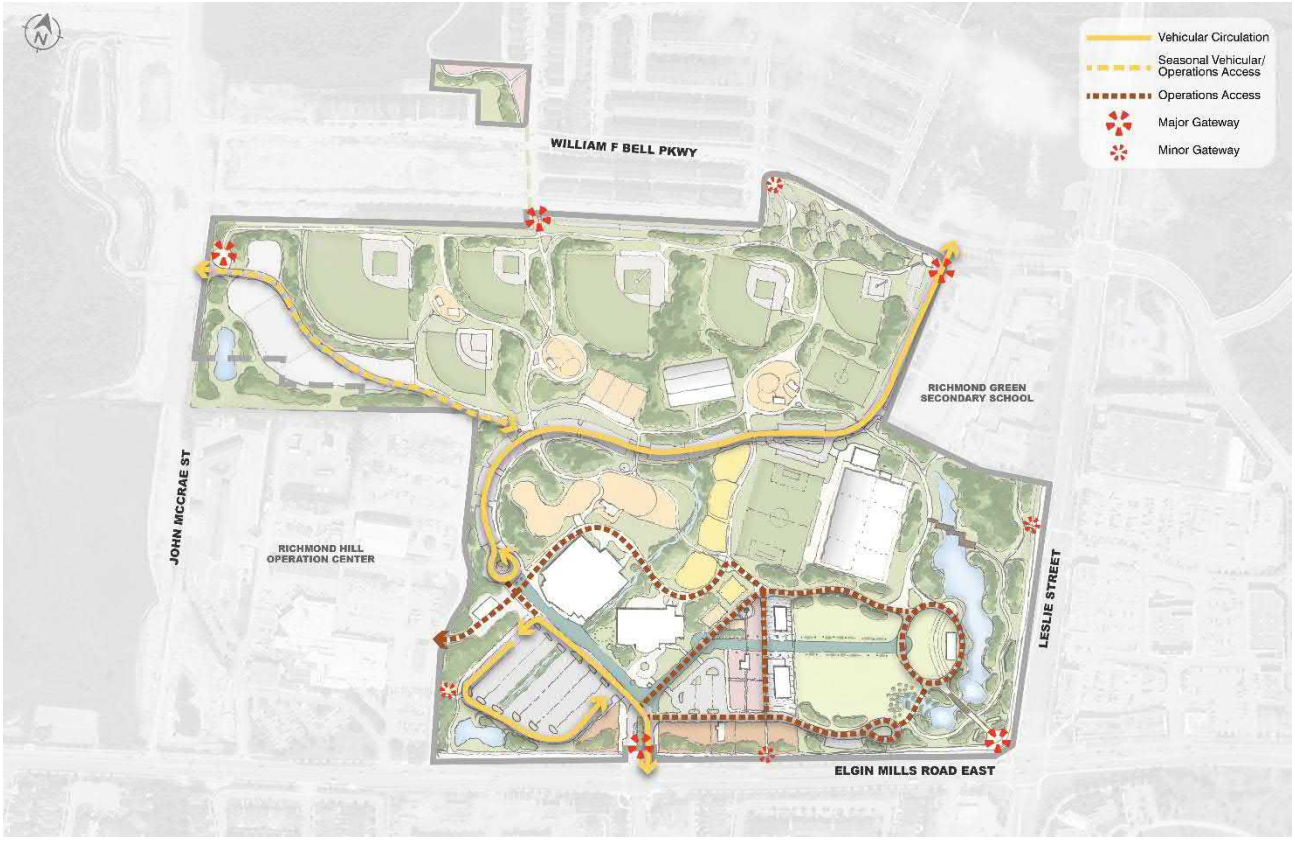
All parking and drive aisles should have a parallel pedestrian route to provide safe, comfortable, and accessible pedestrian access along those corridors. The parallel pedestrian route may consist of a primary trail, secondary pedestrian trail, or a standard sidewalk adjacent to the park roadway.

2.2.6 Operations Access

Operations access throughout the park is enhanced through a continuous circulation system to appropriately support the growing needs of the park. This system is also available to emergency vehicles to provide greater coverage across the park and create shortcuts not available to private motor vehicles.

Park operations vehicles can traverse the park using the network of internal park roadways and a network of pedestrian and cycling pathways designated as operations routes. Pathways designated as operations routes are shared between operations vehicles, pedestrians and cyclists, and are designed to enable use by operations vehicles. They typically consist of a wide asphalt pathway that is designed for the width and weight of operations vehicles.

Figure 11: Richmond Green Revitalization Master Plan, Operations Access, Motor Vehicular Circulation and Gateways



Interface points between the designated pathways and the public park roadways are delineated with gates that can be closed to prevent private motor vehicles from operating on pedestrian paths.

2.3 North

The North Zone of the revitalized Richmond Green will remain a prominent year-round sport zone enhanced by new sporting opportunities to serve the growing population and a series of new connections to the adjacent communities to the north and west of the park, along with a passive park area that may include a mini-forest planting area. The North Zone will continue to include baseball and soft-ball diamonds, an upgraded mini-soccer field, and play nodes with shade shelters or picnic pavilions. The south play node's existing washroom will be upgraded to a year-round washroom. New sport facilities will be added including a year-round 12-court pickleball hub, in addition to the 12 seasonal pickleball courts in the snow storage area of the park. The existing batting cages will be replaced by new volleyball courts.

Figure 12: North Zone of the Revitalized Richmond Green Master Plan



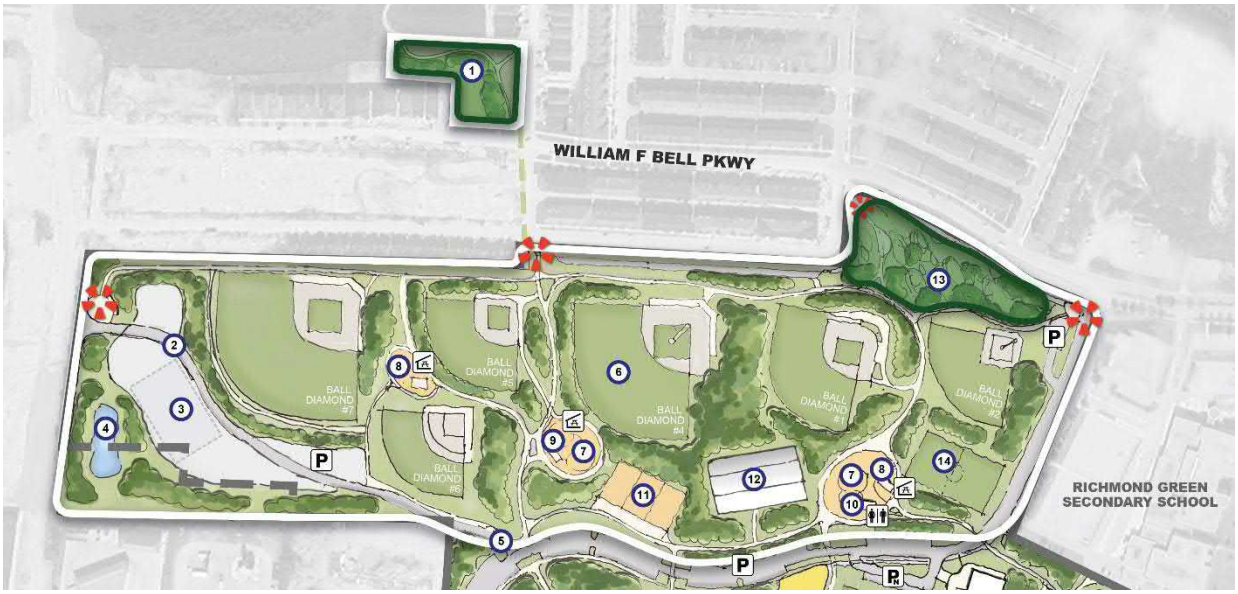
The existing snow storage area remains on the northwest end of the park with a new motor vehicular access point and trail linkages, along with restoration plantings adjacent the existing houses. The North Zone also features three major gateways and one minor gateway, and enhanced trail network. A summary of the revitalization features is provided in **Table 1**.

2.3.1 Mini Forest

The revitalization master plan presents an opportunity to strengthen Richmond Green's natural ecosystem through the introduction of mini forests using the Miyawaki Forest method. Specifically, sections within the passive park area and Bill Bell Park have been identified as ideal locations for this initiative (**Figure 13**). These areas meet key site selection criteria, including a minimum area of 100 square meters, accessibility for maintenance, adequate sun exposure, access to water, and proper drainage.



Figure 13 Richmond Green Revitalized Master Plan, Mini Forests



Mini forests, also known as Tiny Forests or Miyawaki Forests, are compact, densely planted urban woodlands made up of native trees and shrubs. This method focuses on biodiversity, soil regeneration and a multilayered forest structure that includes canopy, sub-canopy, arborescent, and shrub layers. By planting a diverse mix of locally-adapted species at a high density, these forests can mimic the richness and complexity of a natural forest. Mini forests also offer valuable ecological benefits such as improved stormwater retention and enhanced habitat for pollinators and wildlife.

Currently, the existing vegetation communities within the passive park area and Bill Bell Park include:

- Common Buckthorn (*Rhamnus cathartica*), which is an invasive species that can pose a risk or hazard to the community by blocking sight lines;
- Goldenrod (*Solidago spp*.);
- Sumac (*Rhus spp.);* and,
- Poplar (*Populus spp*.).

The removal of the invasive species will be important to ensuring a successful mini forest planting. For this reason, the following actions should be considered at the detailed design and implementation stages of the Master Plan:

- Assess the abundance and distribution of invasive species within the proposed planting areas;
- Remove invasive species, particularly Common Buckthorn, using appropriate and effective control methods (control method selected may have implications for the timing of the mini forest planting;
- Conduct soil testing to identify the soil conditions of the proposed planting areas; and,
- Prepare the soil to support healthy plant growth and maximize biodiversity.



Figure 14 Examples of Interpretive Signage and Post and Paddle Fencing, Guildwood Village Pollinator Habitat



Table 1 Richmond Green Revitalized Master Plan Features and Recommendations – North

Note: Recommendations with a double Asterix (**) are not included in the revitalization cost estimate.

Revitalized Park Features	Recommendations
1 New Bill Bell Park	• Provide wayfinding signage and crosswalks between Richmond Green and Bill Bell Park for improved accessibility and safety • Design Bill Bell Park as a passive park transition between a destination park and naturalized trail system • Design a passive green space with paths, seating and shade trees, including a mini forest area (see **Section 2.3.1**)
2 John McCrae Vehicular Connection	• Provide a well-designed entry into the park • Provide a major gateway to frame the access as an inviting arrival point to Richmond Green • Provide wayfinding signage and crosswalk on John McCrae Street for improved accessibility and safety • Use buffer planting and topographical features to block views of snow storage area
3 Snow Storage and Seasonal Pickleball Courts (12)	• Provide vehicular access into the park at John McCrae Street • Design the roadway segment with controlled access points for safety and crowd management during large events, and snow removal operations • Provide a multi-use trail running towards the northern boundary and around ball diamond #7 • Use buffer planting, perimeter berms and topographical features to block views of snow storage area • Secure perimeter of the functional snow storage area from public access in winter • Opportunity to enhance the existing topography using excess soils generated from other areas of the park • Opportunity for off season programming and recreational use, including 12 seasonal pickleball courts • Improve and enhance gated access to operations yard • Soil Characterization process may result in the disposal of poor-quality soil at a certified disposal site

Revitalized Park Features	Recommendations
4 Stormwater Pond	• No change
5 New Operations Access Gate	• Include operations access gate to the park at the northeast corner of the yard
6 Softball Diamonds (3)	• Upgrade fields to meet closest current design standards, including but not limited to lighting, fencing, seating, irrigation, subdrain system and rootzone topsoil mix ** • Opportunity for off season programming and recreational use
6 Baseball Diamonds (3) Upgrade	• Upgrade fields to meet closest current design standards, including but not limited to lighting, fencing, seating, irrigation, subdrain system and rootzone topsoil mix ** • Consider upgrading one of the diamonds to a Class 'A' field provided it fits in the existing space available • Opportunity for off season programming and recreational use
7 Playgrounds (west and east)	• No change
8 Picnic Pavilions Upgrade	• Remove and upgrade existing picnic pavilions • Adhere to all codes, standards and regulations • Provide additional servicing, connections and infrastructure
9 New Picnic Pavilion	• Provide new pavilion at playground node, providing shade and seating • Structure to align with Richmond Green's contemporary evolution with agricultural roots • Adhere to all codes, standards and regulations • Provide additional servicing, connections and infrastructure

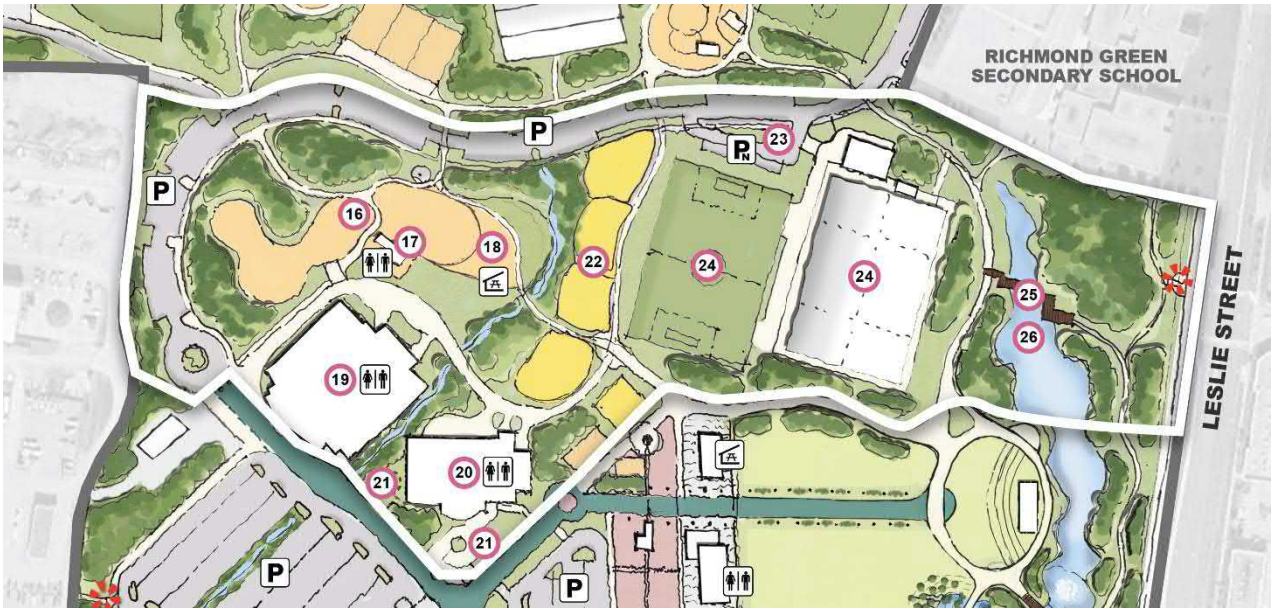
Revitalized Park Features	Recommendations
10 Washroom Building Upgrade	• Provide all-season, accessible, universal and unisex washrooms that are low maintenance, durable and secured • Provide additional servicing, connections and infrastructure • Re-purpose existing snack bar building in a secured storage building for maintenance and recreational needs • Structure to align with Richmond Green's contemporary evolution with agricultural roots
11 New Beach Volleyball Courts (3)	• Provide lit courts with beach volleyball sand and perimeter seating • Provide court access for maintenance equipment • Provide additional servicing, connections and infrastructure
12 New Pickleball Courts (12)	• Locate pickleball hub in the location of Diamond #3, and undertake fireworks programming investigation by City staff; new softball diamond to be concentrated in new community located northwest of Richmond Green to maintain service level • Courts to be colour coated with perimeter fencing and lighting • Enclose for year-round use with consideration of sprung structure technology (pending operating model direction in forthcoming Tennis and Pickleball Strategy) • Provide additional servicing, connections and infrastructure • Provide outdoor seating and gathering area for players and spectators
13 Passive Park Area Upgrade	• Promote a sustainable and low-maintenance design, including a mini forest to allow the new canopy to establish quickly (see **Section 2.3.1**) • Create a visual natural gateway and streetscape edge • Opportunity to enhance the existing topography using excess soils generated from other areas of the park • Include trail connections with rest and shade opportunities connected to the new primary trail and secondary pedestrian trail network
14 Upgrade Mini Soccer Field	• Raise field using excess soil generated by park construction • For diamond #2, consider screening (e.g., natural or physical) to reduce fly balls onto mini soccer field

Revitalized Park Features	Recommendations
Parking Lots	• Consider Low Impact Development (LID) features as an option to effectively manage stormwater and soften the hardscape • Provide additional servicing connections and infrastructure as needed • Include Electric Vehicle (EV) charging stations in accordance with approved design standards and policies, should funding permit

2.4 Central

The Central Zone of the revitalized Richmond Green is envisioned to become a vibrant core for diverse recreational and community amenities amidst unique natural features. The Central Zone will preserve the existing soccer fields, adding a new drop off area and removing the underused amphitheater to the west to create a new youth zone with a new concrete skatepark, outdoor fitness equipment and updated basketball court. An enhanced (longer) combined skating trail / water play element will be created to ensure these features continue to serve the growing population (see **Figure 15** and **Figure 16**).

Figure 15: Central Zone of the Revitilized Richmond Green Master Plan





The Central Zone also features one minor gateway, and enhanced trail network. A summary of the revitalization features is provided in **Table 2**.

Table 2 Richmond Green Revitalized Master Plan Features and Recommendations – Central

Note: Recommendations with a double Asterix (**) are not included in the revitalization cost estimate.

Revitalized Park Features	Recommendations
16 Upgrade Ice Skating and Waterplay Trail	• Combine the splash pad and ice-skating trail for year-round use • Maintain and enhance the natural experience of the trail through additional woodland planting and varying topography • Skate trail to remain lit with sound system capabilities, should funding permit • Provide seating and gathering area with a new picnic pavilion • Considering incorporating unique site features and public art, should funding permit
17 Upgrade Washroom Building	• Upgrade and expand to include washrooms, change area and mechanical room • Adhere to all codes, standards and regulations • Design building for year around use • Provide all-season, accessible, universal and unisex washrooms that are low maintenance, durable and secured
18 New Picnic Pavilion	• Remove and upgrade existing picnic pavilion • Include lighting and electrical connections • Provide additional servicing, connections and infrastructure
19 Tom Graham Arena	• No change
20 Richmond Green Sports Centre	• No change

Revitalized Park Features	Recommendations
21 New Garden Area	• Opportunity for sustainable, ecological, agricultural and green energy gardens • Incorporate signage for educational and interpretive storytelling • Consider public art and structural elements • Provide additional servicing, connections and infrastructure
22 New Youth Zone, Concrete Skateboard Park and Outdoor Fitness Equipment	• Cluster youth-oriented community amenities, such as permanent skate park, basketball-courts, outdoor fitness equipment and open space • Consider incorporating public art, shaded seating areas, passive open spaces • Provide additional servicing connections • The existing skateboard park will remain operational until the new facility is completed
23 New Vehicular Drop-Off	• Improve park user safety, accessibility, and circulation with a drop-off zone branching from the internal park road
24 Artificial Turf Fields (2)	• No change
25 Boardwalk	• No change
26 Stormwater Pond	• No change
Parking Lot	• Consider LID features as an option to effectively manage stormwater and soften the hardscape • Provide additional servicing connections and infrastructure as needed • Include EV charging stations in accordance with approved design standards and policies, should funding permit

Figure 16: New Integrated Splash Play and Renewed Skate Trail Depicted in Summer and Winter Seasons



2.5 South

The South Zone of the revitalized Richmond Green is envisioned to become the primary cultural and event space hub of the park and the city (see **Figure 17** and **Figure 18**). The existing arena (with year-round and accessible washrooms) and sports centre will remain in their current location/form, along with the existing cultural heritage buildings. Enhanced ecological gardens and green urban plaza spaces that integrate the evolution of this agricultural landscape into today's urban park destination will be created along the Elgin Mills Road East frontage. A renovated or new building (currently agricultural building #2) will serve as an internal gateway element to the events lawn, integrating its current uses (e.g., bocce), while also providing space for food services, year-round washroom facilities and seasonal event storage. The existing location of the playground will remain with additional trail connections to the new youth zone in the Central Zone.

Figure 17: South Zone of the Revitilized Richmond Green Master Plan



The South Zone features upgrades to the iconic waterfall with a separate water supply and pump system from the stormwater facility to improve operations, along with a Heritage Walk trail extension, and urban green space. Traffic safety will be improved through the addition of a turning circle adjacent to the arena and new operations and maintenance routes added to better serve the events area. A new operations storage building will be added to the west of the arena with green energy and ecological gardens moved from the north side of the arena to the area in between the arena and the sports centre.

The South Zone also features various gateways, urban green space and enhanced trail networks and connections. A summary of the revitalization features is provided in **Table 3**.

Table 3 Richmond Green Revitalized Master Plan Features and Recommendations – South

Note: Recommendations with a double Asterix (**) are not included in the revitalization cost estimate.

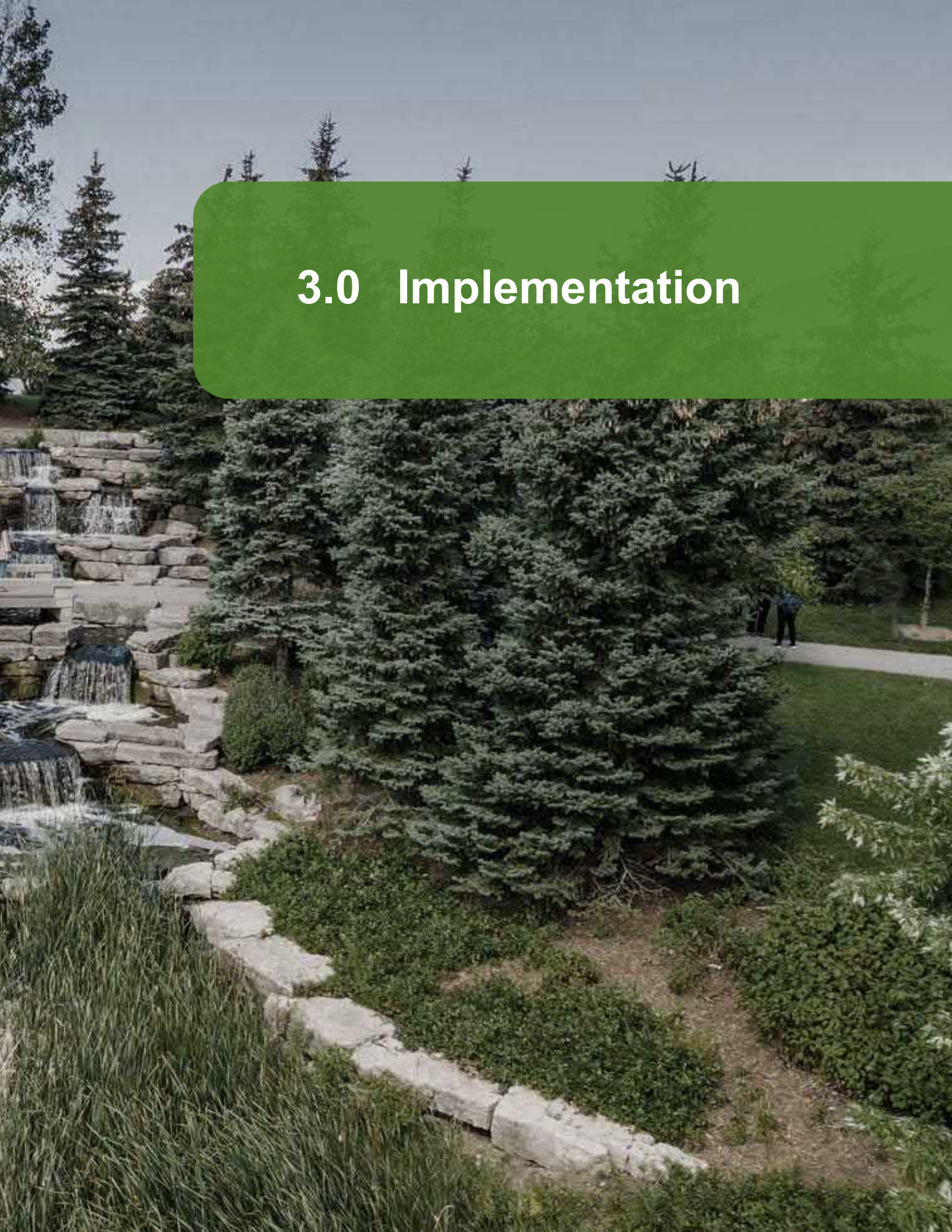
Revitalized Park Feature	Description of Feature
27 New Operations Storage Building	• Accommodate 5,600 square feet. of heated, indoor storage space for event equipment and materials, with roll-up doors for ease of access, concrete floor with a height to accommodate a loader, and electrical outlets • New building will replace Agricultural building #1 that is currently used for storage • Account for direct access to and from adjacent operations yard • Reuse excess soils generated by building throughout Richmond Green • Building architecture to align with Richmond Green's unique identity with agricultural roots
28 Heritage Walk Upgrade	• Provide a 5-meter wide, lit and accessible pathway designated for pedestrian use only • Opportunity to include public art and structural elements at key locations • Incorporate additional servicing and infrastructure to accommodate events
29 Playgrounds	• No change
30 Boynton House	• Retain existing trees along Heritage Walk near Boynton House and plan for succession planting to reflect and reinforce the site's historic character, with sensitive pruning, protection zones, and understory improvements
31 New Garden Area	• Integrate the park's rural and agricultural heritage and identity into the planting materials that bring focus to the Boynton House

Revitalized Park Feature	Description of Feature
32 New Elgin Mills Frontage	• Provide a new public realm, functioning as a formal welcoming transition towards Richmond Green's key cultural and event destination points • Evaluate removing the existing fencing along Elgin Mills Road East • The old train station building will remain
33 Picnic Pavilion Upgrade	• Remove agricultural building #1 • Upgrade existing picnic pavilion • Align with architecture design of upgraded agricultural building #2 • Pavilion to also function as a secondary stage and event space • Provide additional servicing, connections and infrastructure
34 Agriculture Building #2 - Upgrade	• Upgrade agriculture building #2 into a new events building with bocce, events storage, new washrooms and food service area, with a possibility for a smaller stage set-up • Conduct feasibility study on the building's capacity for re-use and adaptation to accommodate new programs • Provide plaza space with paving that architecturally links with new picnic pavilion • Consider agricultural theme for the building architecture • Provide all-season, accessible, universal and unisex washrooms that are low maintenance, durable and secured • Provide additional servicing, connections and infrastructure
35 New Event Space	• Consisting of open sodded green space lined with vegetated berms and rolling hills along the north and south edges to create the feeling of enclosure, shade and acoustic benefits • Sodded green space to adopt the same design profile as a senior sports field that includes irrigation, subdrains and specialized topsoil root zone mix to improve turf management and maintenance • Provide multiple electrical connections that can accommodate varying power requirements • Provide additional servicing, connections and infrastructure • Account for vendor access in and around event space • Consider selective removal and relocation of existing trees to clear sightlines while avoiding unnecessary canopy loss; compensation planting will target shade, biodiversity, and microclimate benefits around the stage and spectator areas

Revitalized Park Feature	Description of Feature
36 New Event Stage	• Permanent structure with electrical connections and lighting located at the end of the Heritage Walk, overlooking the stormwater pond • Consider an amphitheatre design of the topography of the stage area • Provide additional servicing, connections and infrastructure
37 Waterfall and Bridge	• Upgrade waterfall basin and pumping system to eliminate the maintenance issues created by algae bloom and underwater plant growth • No change to arching bridge
38 Stormwater Pond	• As part of the future realization of the pond, consider enhance pond system around the bridge to improve the health of the pond, while also elevating the arrival visual and physical experience towards the waterfall
Parking Lots	• Consider LID features as an option to effectively manage stormwater and soften the hardscape • Provide additional servicing connections and infrastructure • Include EV charging stations in accordance with approved design standards and policies, should funding permit

Figure 18: Aerial View of the Enhanced Event Comments in the South Area of the Revitilized Master Plan





3.0 Implementation

3.0 Implementation

The implementation of the Richmond Green Revitalization Master Plan will take place through phased design and construction to ensure efficient allocation of resources, minimize disruption to the site, allow for continuous community access where possible, and align with the City's capital and operational budgets, as well as asset management priorities.

The City requires development proposals for park facilities to go through the Site Plan Approval (SPA) process, as all Richmond Hill is designated as a Site Plan Control Area. This process, governed by By-law 76-23, ensures the development complies with the City's Official Plan, zoning bylaws, and other regulations, and helps to protect environmental features and heritage. More specifically, park facilities (i.e., all structures, new and reconfigured parking, new road access, etc.) should be submitted during early detailed design through SPA so technical studies and investigations can inform design decisions. Required studies and investigations to support SPA and detailed design may include:

- Functional servicing report (i.e., water, sanitary, storm capacity and upgrades);
- Transportation mobility plan (i.e., multi-modal access, parking strategy, event operations);
- Transportation demand management plan (i.e., active transportation, transit, shuttles, wayfinding);
- Noise and acoustic report (i.e., event stage modelling, mitigation to adjacent receptors);
- On-site circulation study (i.e., universal accessibility, emergency access, service routes);
- Arborist report and preservation plan, including compensation;
- Natural heritage evaluation report (i.e., features, buffers, mitigation, species at risk screening);
- Stormwater management and water balance report;
- Erosion and sediment control plan and construction management plan;
- Geotechnical and hydrogeological assessments;
- Archaeological assessment and cultural heritage impact assessment (Boynton House area);
- Lighting and electrical plan (i.e., dark-sky compliance, safety);

- Accessibility review and Crime Prevention Through Environmental Design/safety audit;
- Sun, shadow and wind considerations;
- Utility coordination and capacity confirmation; and,
- Permitting matrix (i.e., Conservation Authority, tree permits, building permits, road occupancy).

While no Environmental Assessment (EA) has been triggered for the changes outlined in this Master Plan, future work such as new roads, significant changes to stormwater facilities, or major servicing relocations may trigger future EA requirements. Any Species at Risk identified at the park may also trigger an EA if the specific project were likely to harm a listed species or its habitat.

Applicable to all phases of implementation is the excess soil management requirements. Excavated soils should be reused onsite to the greatest extent feasible to reduce trucking, cost, and environmental impact. To achieve this, staging areas, interim stockpiles, and flexible sequencing will be needed so that cut and fill can be balanced across sub-areas. Phasing cross-over may be required—meaning certain elements of a subsequent phase may start earlier, or portions of prior phases may remain open—to accommodate soil reuse opportunities and minimize export.

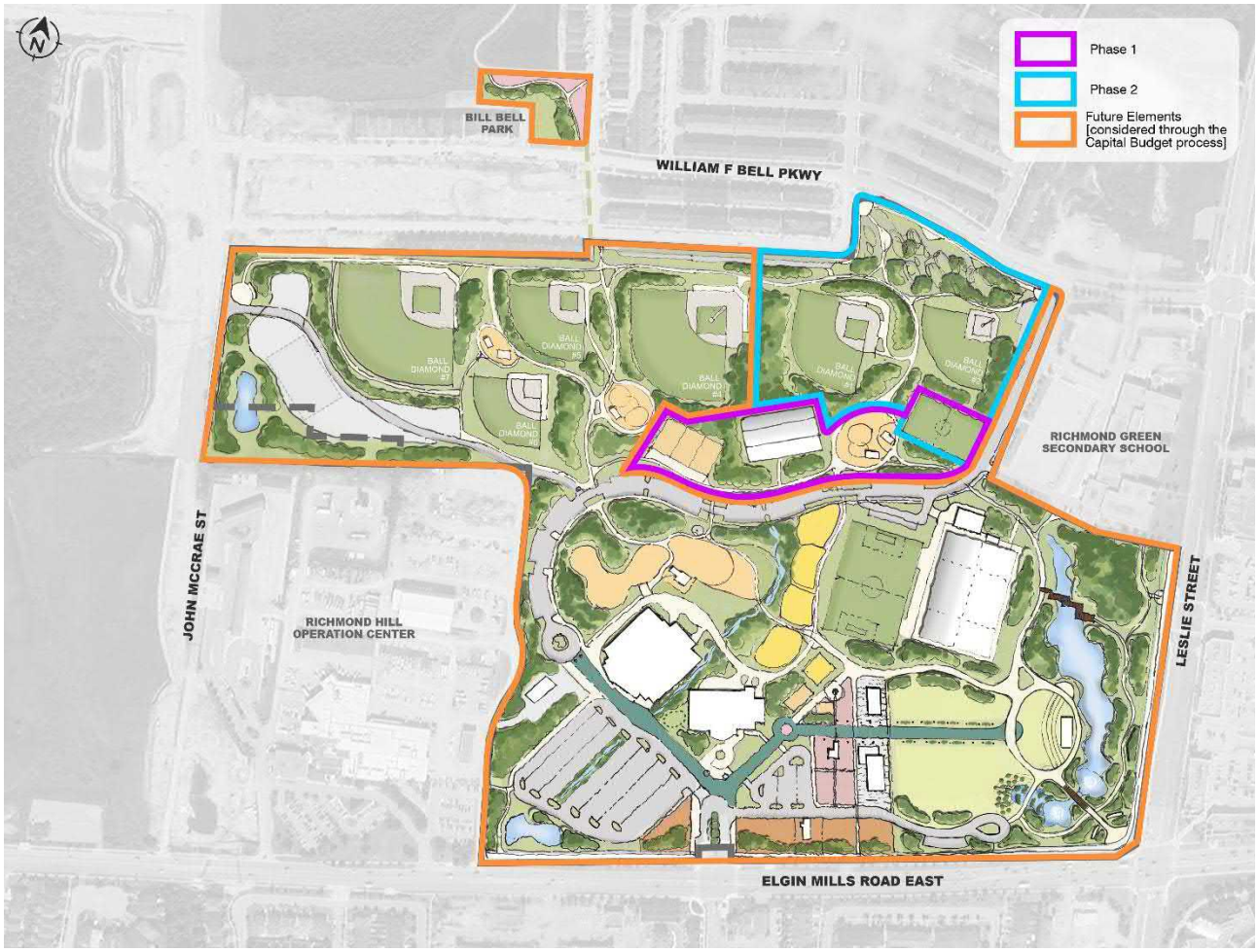
The implementation for all phases of the Master Plan will require tree protection, management and compensation. The approach begins with a comprehensive arborist report, and tree inventory and preservation plan, to classify trees by condition, species value and transplant potential. Removals and relocations will be guided by the circulation, safety, and program needs, with an emphasis on transplanting viable specimens, protecting high-value trees during construction, and delivering no net loss of canopy through phased compensation.

Throughout the life cycle of this Master Plan additional background studies may be needed to confirm feasibility, demand and community needs, including: traffic counts, parking utilization, event demands, geotechnical and community engagement.

3.1 Phasing

This Master Plan includes two phases that address the City's most pressing needs in this area – Phase 1, Phase 2 and Future Elements as illustrated in **Figure 19**. Remaining park elements will be considered through the Capital Budget forecast. The following sections and figures outline the phasing strategy for future park upgrades and new features.

Figure 19: Phasing of Richmond Green Revitalization Master Plan



3.1.1 Phase 1

The initial phase of the Richmond Green Revitalization Master Plan introduces new recreational amenities to meet growing community demands. It focuses on exciting improvements to the north-eastern section of the park, evolving the recreation amenities adjacent to one of the park's major gateways and the Richmond Green Secondary School.

Figure 20 Phase 1 of Implementation

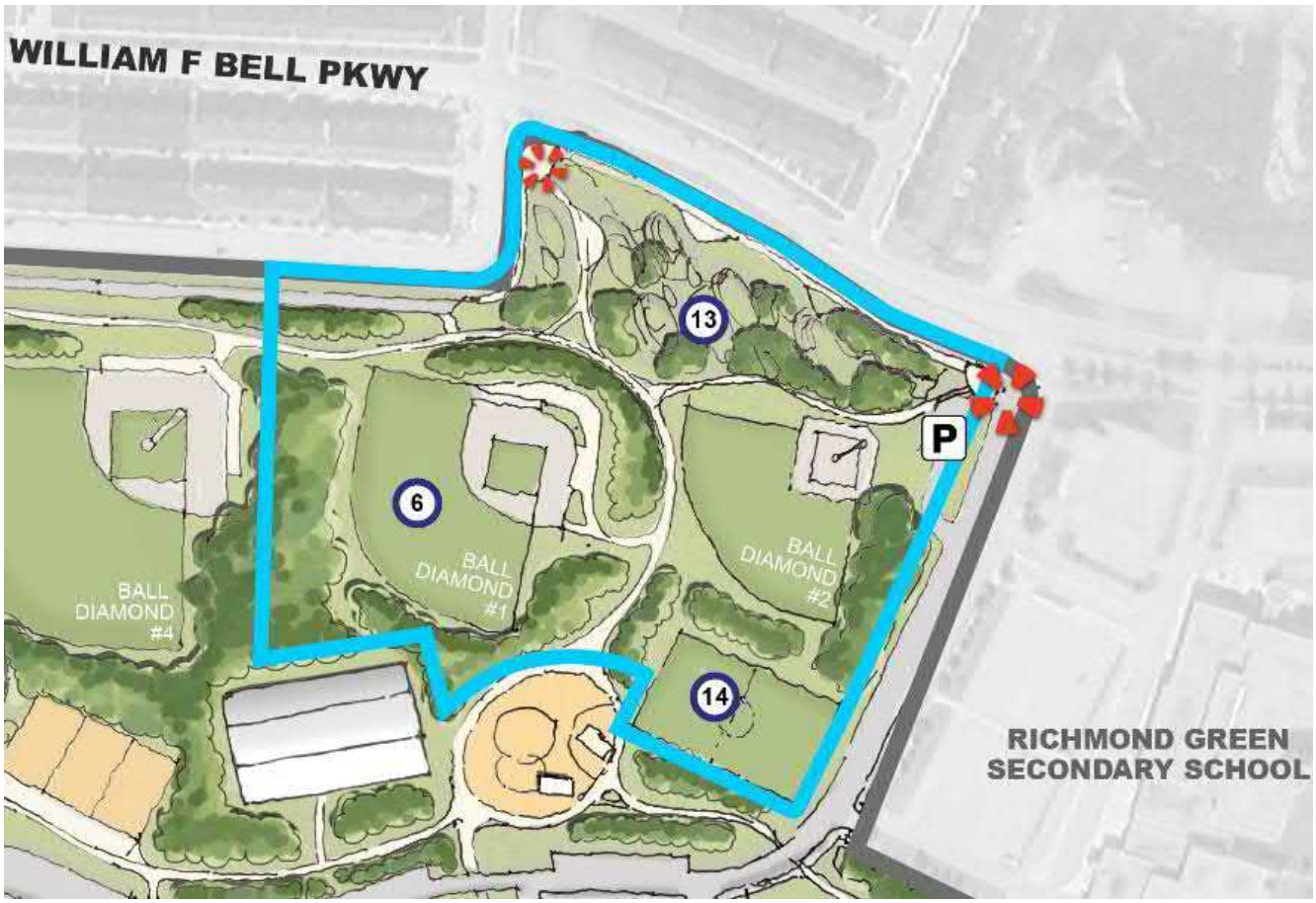


Upgrades		New	
8	Picnic Pavilion	11	Beach Volleyball Courts (3)
10	Washroom Building	12	Pickleball Courts (12)
14	Mini Soccer Field		

3.1.2 Phase 2

Phase 2 focuses on essential upgrades to existing facilities located to the north of the new recreational amenities completed in Phase 1. These improvements will help to better connect the park to the new community to the north.

Figure 21 Phase 2 of Implementation

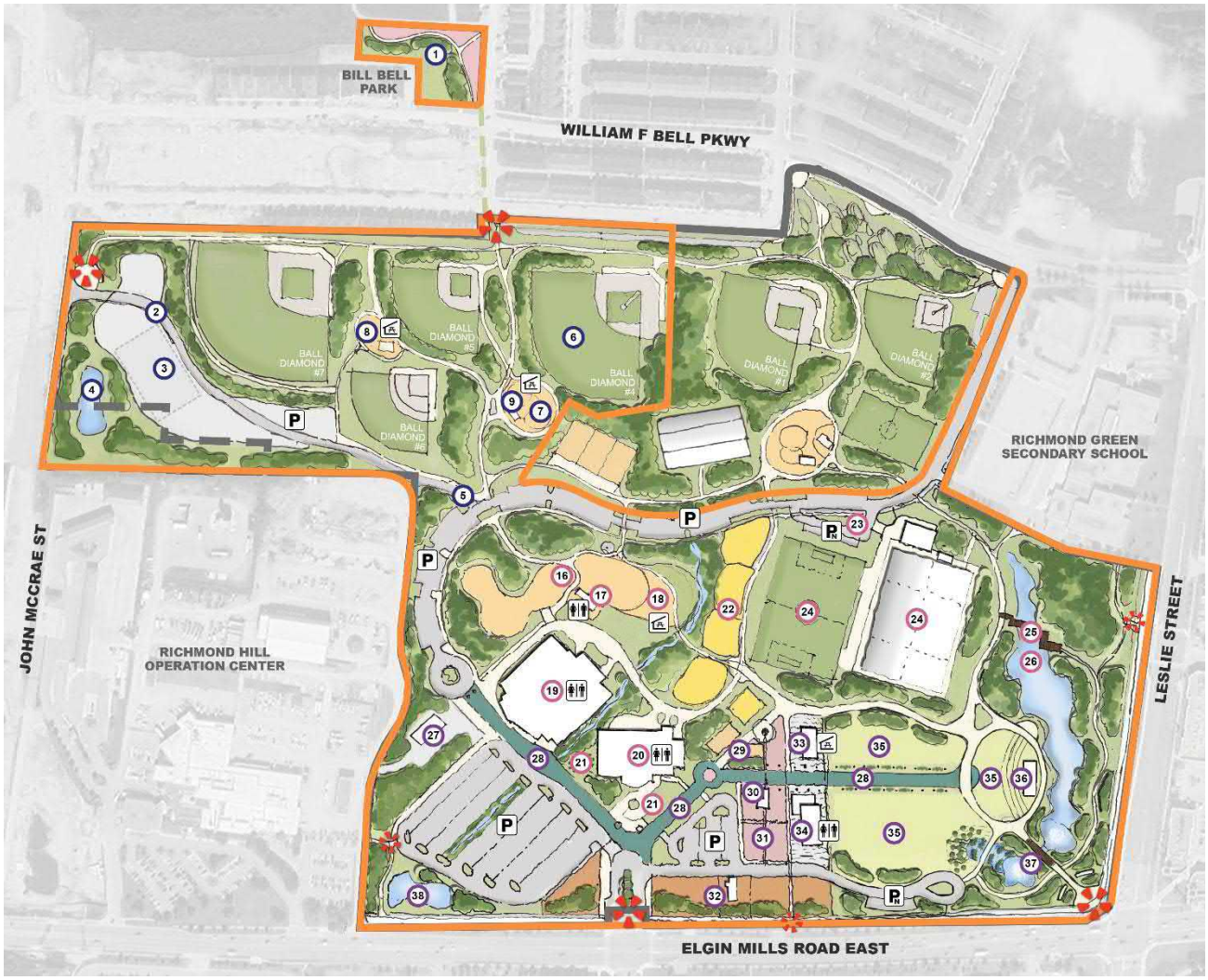


Upgrades		New	
6	Ball Diamonds (2)		Gateways (2)
13	Passive Park Area		
14	Mini Soccer Field		

3.1.3 Future Elements

The remaining park elements will be considered through the Capital Budget process.

Figure 22 Future Elements of Implementation



Upgrades		New	
6	Ball Diamonds (4)	1	Bill Bell Park
8	Picnic Pavilion	2	John McCrae Vehicular Connection
16	Ice Skating and Waterplay Trail	5	Operations Access Gate
17	Washroom Building	9	Picnic Pavilion

28 Heritage Walk

33 Picnic Pavilion

34 Agriculture Building #2

18 Picnic Pavilions

21 Garden Area

22 Youth Zone, Concrete Skateboard Park and Outdoor Fitness Equipment

23 Vehicular Drop-off

27 Operations Storage Building

31 Garden Area

32 Elgin Mills Frontage

35 Event Space

36 Event Stage

Gateways (7)

3.2 Costing Strategy

A Class “D” cost estimate was developed in accordance with the City’s standards, reflecting information derived from both market research and City metrics. This costing strategy reflects the park master plan with the understanding that the City manages their capital budgets to be fiscally responsible while addressing diverse demands for resources throughout Richmond Hill. The Master Plan provides accurate, current, and escalated cost estimates tied to the proposed phases to best allow a clear and affordable path forward in managing and implementing the plan.

To maximize efficiencies and minimize costs related to the revitalization of Richmond Green, certain facilities/elements have been excluded from the scope of this project. The facilities/elements excluded from this scope include the two turf soccer fields and three playgrounds, which were recently repaired, along with a number of the existing buildings (i.e., the Tom Graham Arena, Sports Centre, and Boynton House). The stormwater management ponds, and certain existing naturalized areas are also excluded from this scope.

The most critical elements requiring repair and replacement per the City's Asset Management Plan data have been placed in Phase 1 and 2 (i.e., baseball and softball diamonds). The planned pickleball hub has also been placed in Phase 1 per the direction in the July 2, 2025, Council Motion. The future elements (see **Section 3.1.3**) should be advanced through the Capital Budget process to ensure the assets within Richmond Green are updated as per data in the City’s Asset Management Plan.

The Cost Estimate is estimated in 2025 Canadian Dollars. Cost of living adjustments and inflation will be incorporated in the relevant Capital Budget and Capital Plan forecast over the lifespan of the project.

General Notes:

1. Each phase includes demolition, earthworks, grading, drainage, site servicing and utilities, pedestrian and vehicular connections, site furniture, and plant material.
2. Above description is intended to be a general overview. Refer to **Section 2.0** of the Master Plan for a detailed summary and description of each aspect of the park.

Table 4: Richmond Green Revitalized Master Plan Costing Estimate Summary

Phase	New	Upgrades	Subtotal	Phase Description *
Phase 1	$1,421,645	$3,443,231	$4,864,876	• **Area**: 1.80 hectares • **New**: pickleball courts (12) with enclosure (pending operating model direction in forthcoming Tennis and Pickleball Strategy), beach volleyball courts (3) • **Upgrades**: picnic pavilion (1), washroom building (all-season and storage), mini soccer field (1)
Phase 2	$245,309	$6,992,282	$7,237,591	• **Area**: 4.22 hectares • **New**: gateways (2) • **Upgrades**: senior baseball diamond (1), senior softball diamond (1), mini soccer field (1), passive park area
Future Elements	$7,911,101	$51,090,213	$ 59,001,314	• **Area**: 23.26 hectares • **New**: Bill Bell Park, vehicular access and connection to John McRae Street, operations gate access, picnic pavilions (2), garden areas (2), 1500 m^2 concrete skateboard park, outdoor fitness equipment, soccer field drop off loop, storage building (Public Works and Operations), basketball court (1), Elgin Mills frontage, permanent stage (1), event lawn enhancements, vehicular driveway and parking, gateways (7) • **Upgrades**: senior softball diamonds (2), senior baseball diamonds (2), picnic pavilions (2), washroom building (all season, change area and mechanical room), ice skating trail (upgrade and expand), waterplay trail, heritage walk (upgrade and expand), agriculture building # 2 building renovation (washroom, storage, bocce), waterfall system upgrades, parking lot upgrades, ring road upgrades, snow storage enhancements
Totals	**$9,578,055**	**$61,525,726**	**$71,103,781**	

3.3 Asset Management

It is important to repair and replace the many existing parks assets within Richmond Green. The future elements (see **Section 3.1.3**) should be advanced through the Capital Budget process to ensure the assets within Richmond Green are updated as per data in the City's Asset Management Plan.

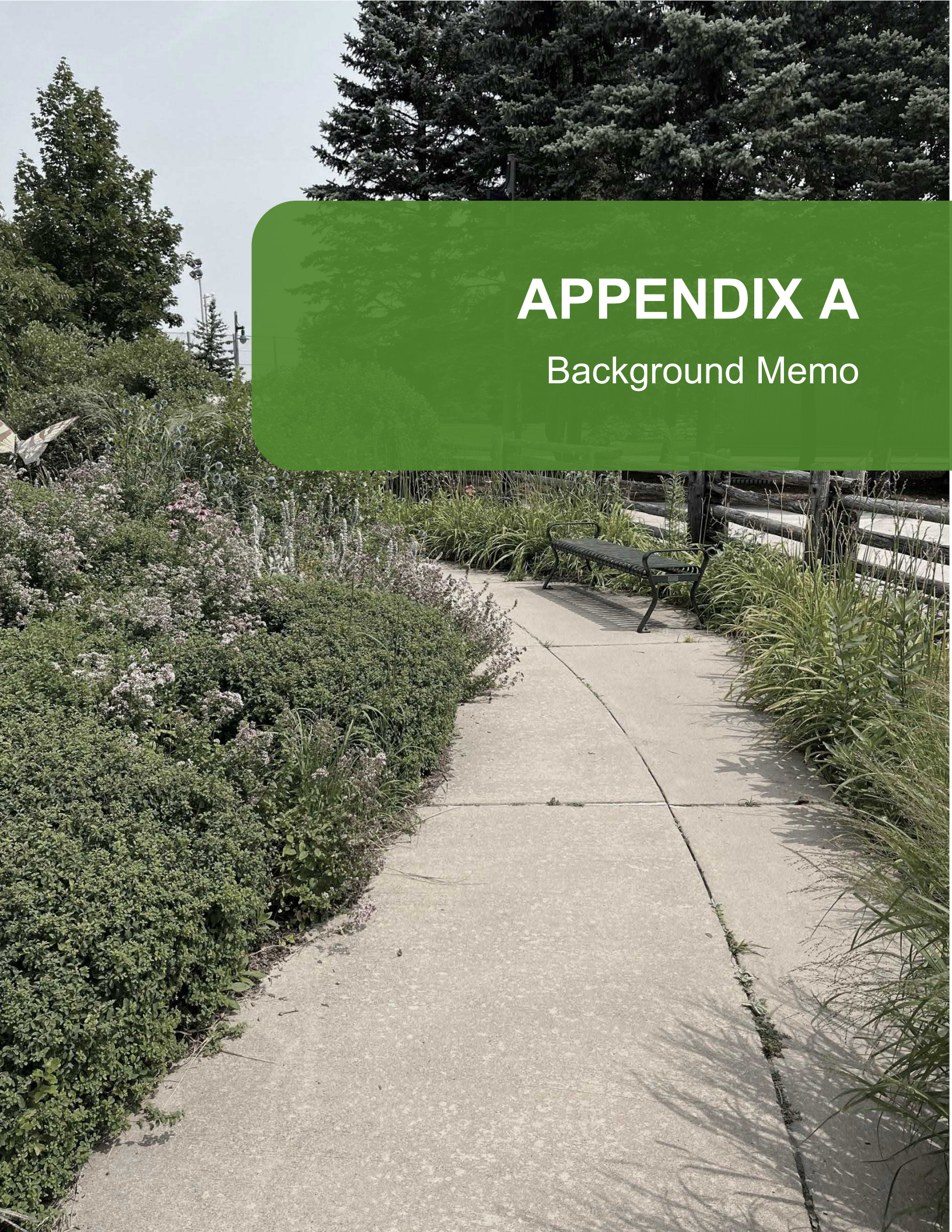
This data is updated based on routine City inspections of park assets that ensure safety, cleanliness, and overall facility upkeep. Park assets are replaced when their condition, functionality, reliability, or end-of-life status necessitates it. Tree replacements occur as needed, typically due to natural health decline, damage from weather events, or the impact of urban conditions. Restoration of natural areas is carried out through the City's restoration projects.

Significant deficiencies found during routine maintenance and inspections are addressed by reprioritizing projects as part of the Annual Capital Budget process.

3.4 Community Involvement

The Master Plan is intended to set a framework for the revitalization of Richmond Green that responds to the needs of the community. Throughout the revitalization process, community involvement and partnerships will be key in achieving the type of public space that the community will continue to cherish. Community involvement and partnerships may involve:

- Seeking stakeholder input as the detailed design for the phased implementation of the park are developed;
- Involvement in the Mini Forest planned in the passive park area to the northeast and Bill Bell Park;
- Seeking input on educational and themed signage; and,
- Working with the City's community groups and educational partners to organize events and exhibitions in Richmond Green.



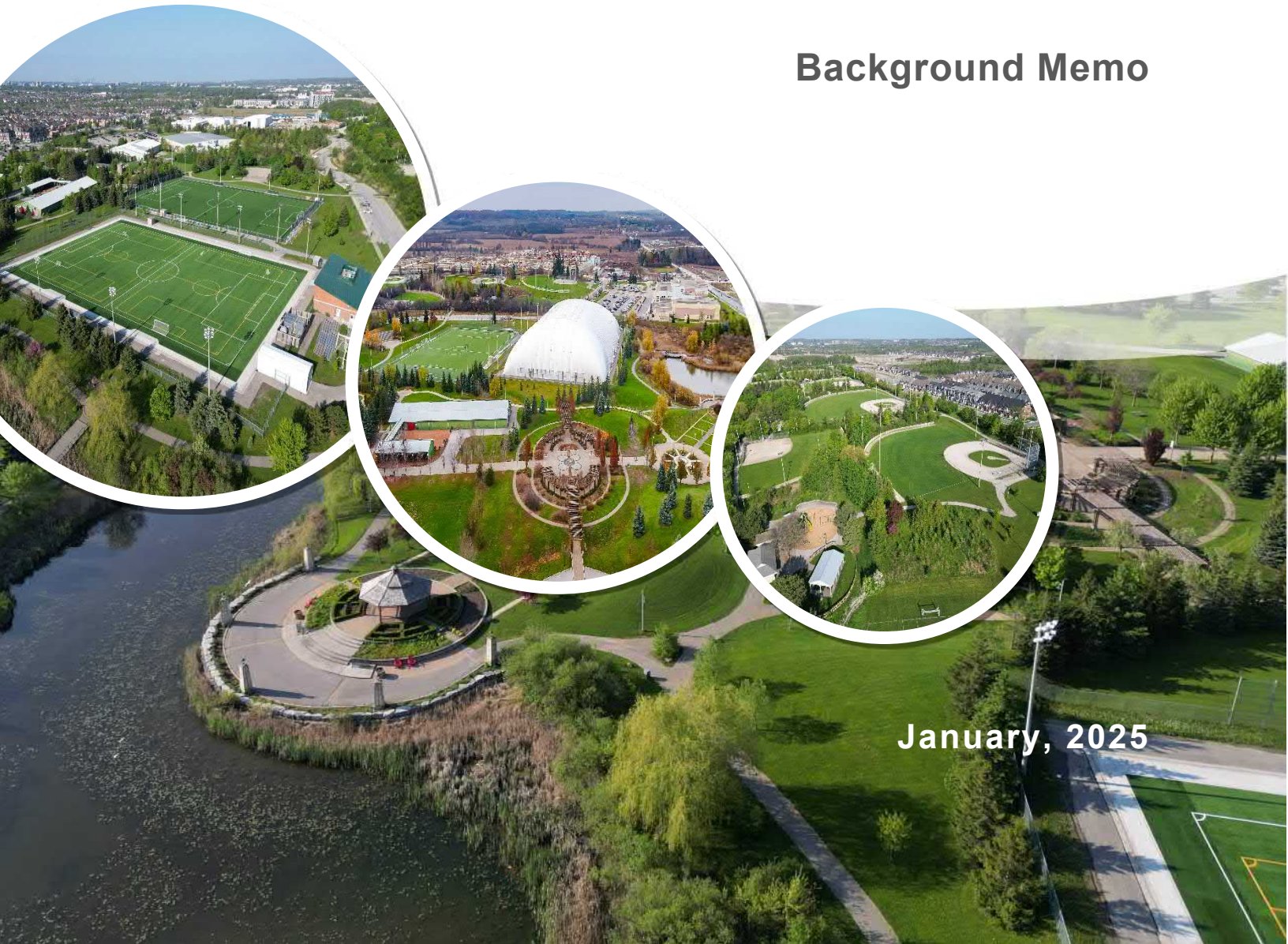
APPENDIX A

Background Memo

Richmond Green Park Revitalization

Master Plan

Background Memo



January, 2025



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1.0 Introduction



1.0 Introduction

As one of five (5) destination parks in Richmond Hill, Richmond Green Park (Richmond Green) offers a remarkable and unique collection of active sports facilities, diverse spaces for cultural events, and various passive open space lands that attract many residents and other visitors to the park. The success of parks, such as Richmond Green, are key components of making the City of Richmond Hill (City) a healthy and liveable city, that supports wellness and health, each of which are basic tenants of the City's park, recreation and strategic plans.

This background memo provides an overview of the background documents, existing conditions in Richmond Green, and review of best practice park precedents from Canada and around the world. It also provides highlights of stakeholder and community feedback on the park use and areas of improvement. Through the identification of key opportunities and constraints to revitalize Richmond Green, the background memo outlines concept option directions for the next phase of the project process.

The lands were originally acquired by the City in the mid-1970s, and Richmond Green's first master plan was produced in 1978, entitled "A Legacy of Yesterday, Today and Tomorrow", as illustrated in **Figure 1**. This theme led to an organization of the park landscape to reflect the agricultural heritage of the site and the surrounding area, and the park generally still exists in this form today. The last Agricultural Fair occurred in 1996, after which there was no longer a need to accommodate this event in the park.

In 2000, an update to the original 1978 master plan was completed shifting the focus of the park towards accommodating more active park uses, a wider range of recreational opportunities for users of all ages and expanding the passive horticultural program, as illustrated in **Figure 2**. A number of new outdoor recreational facilities to respond to changes the City was experiencing at the time were added, including a water play facility, additional creative play opportunities (e.g., children's garden, to support summer camp and other children's programs) and an outdoor ice skating/roller blading trail, which helped transition Richmond Green to a four-season park. Additionally, the 2000 master plan introduced the spine trail, "heritage legacy walk", as a dividing point between the park's active recreational uses (north side) and the more passive spaces to the south that create a village-type atmosphere and orchards creating interest and historical references to the agricultural heritage of the site and municipality. The 2000 master plan also shows naturalization on the northwest end of the park, reallocation and greening of parking lots and a bridge crossing and extended walking at the southeast pond.

Richmond Green provided highly programmed athletic complex and park programs through the City's significant population growth in the 1990s and early 2000's. It has become a focal point of new urban developments that surround the parkland, as well as the primary destination park for the growing community. And, although the recent population growth has slowed, it is projected to increase by nearly 40,000 residents (18%), reaching 253,000 by 2031 with the Yonge subway extension to Richmond Hill Centre. The park's north boundary extension, increased visitation due to population growth, future park demands, evolving programming needs and infrastructure updates pose new opportunities and challenges to consider in the planning and site enhancements for Richmond Green.

Figure 1 Richmond Green Master Plan, 1978 – A Legacy of Yesterday, Today & Tomorrow

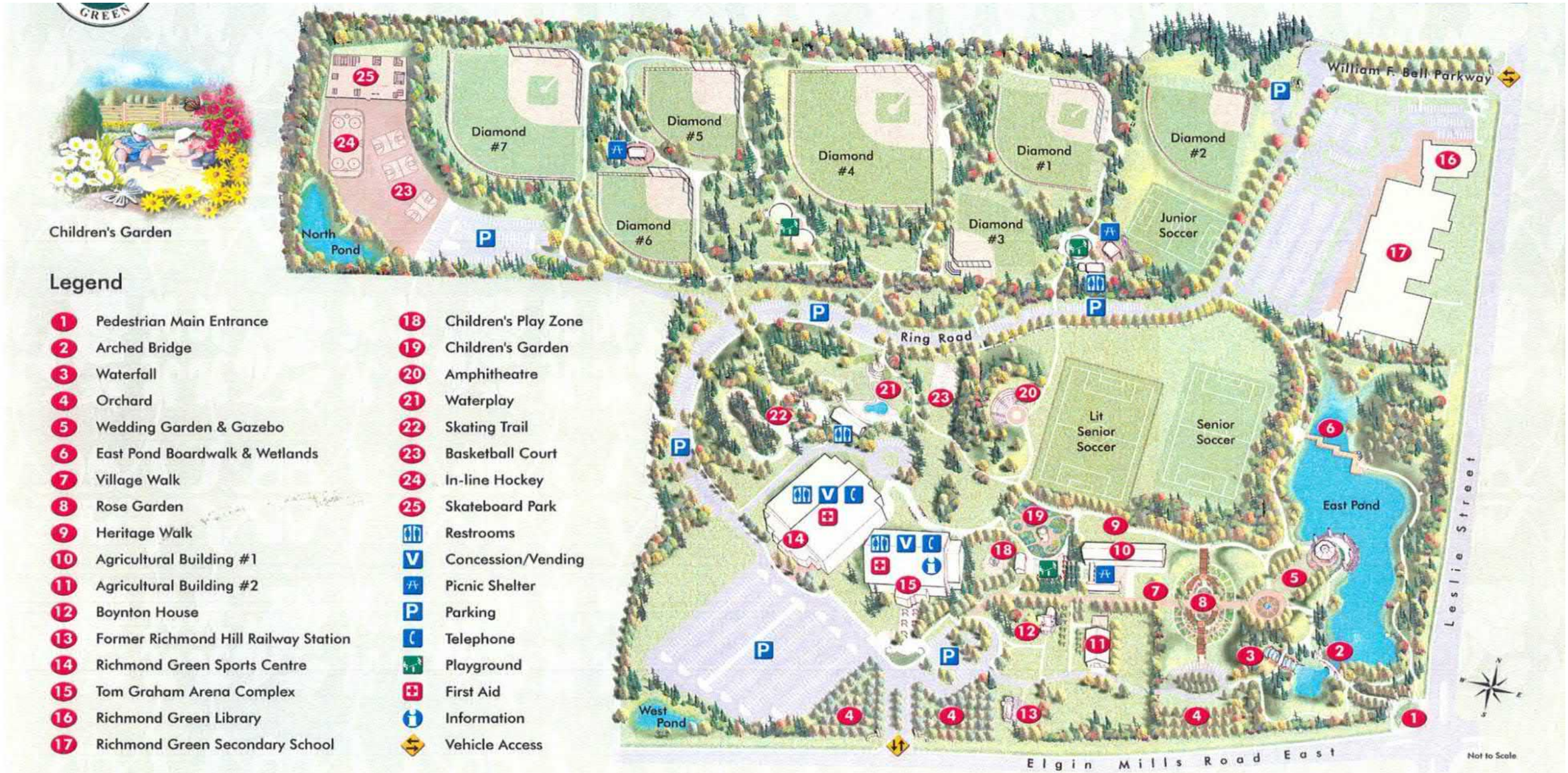
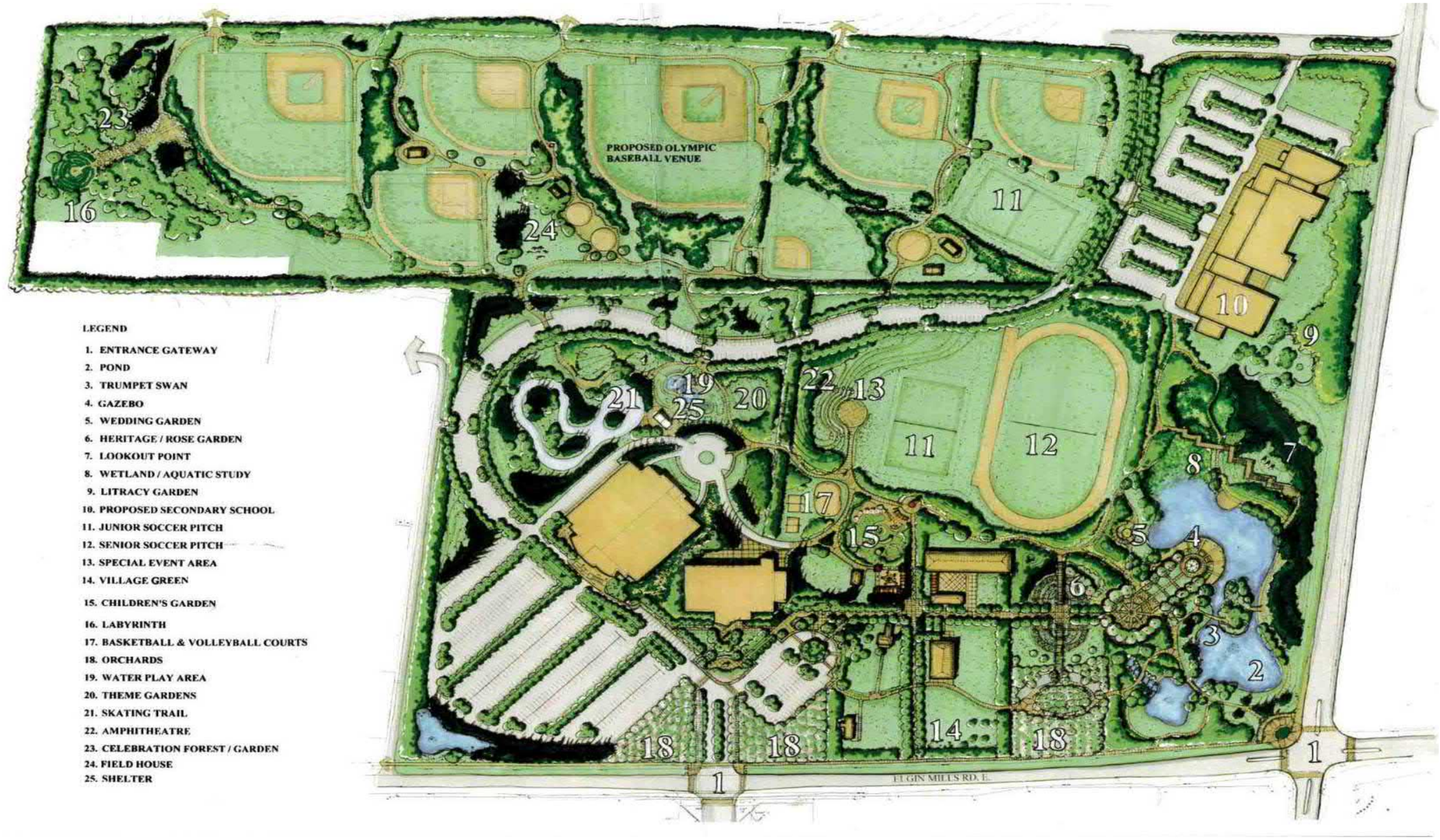


Figure 2 Updated Richmond Green Master Plan, 2000



1.1 Project Purpose and Objectives

The purpose of the Richmond Green Revitalization Master Plan Update (Richmond Green Master Plan) is to revitalize Richmond Green as a prominent destination park within its new urban context, informed by future parks and recreation trends, needs of the community and more sustainable park programs and operations.

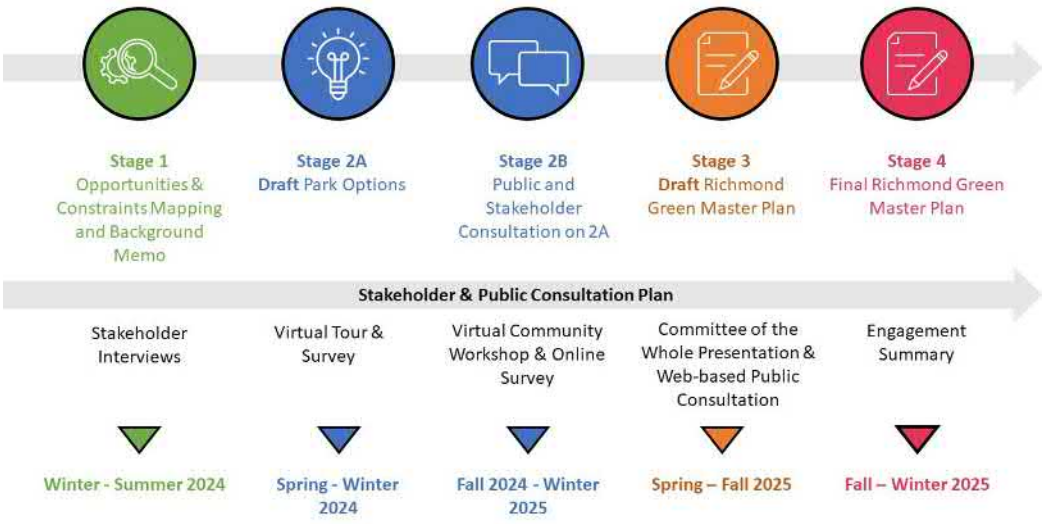
The Richmond Green Master Plan has the following key objectives:

1. To enhance Richmond Green's identity as a destination outdoor sporting and events centre park with renewed horticultural focus, community connectivity and enhanced user experience.
2. To relocate, reconfigure or repurpose existing facilities that are not well-used.
3. To update park programs reflecting changing demographics, trends, sustainable practices and community input.
4. To update existing park infrastructure to current standards, including accessibility, safety, age-friendly and sustainability, as well as events infrastructure.
5. To improve park access, circulation and parking, as well as active transportation.
6. To integrate future active and passive park uses for the new parklands along the northern boundary of Richmond Green, and Bill Bell Park.
7. To provide best practices for natural park environment (terrestrial and aquatic) management.

1.2 Project Process

The development of the Richmond Green Master Plan is broken down into four (4) stages, as per colour distinctions in **Figure 3**, and led by the City's Park and Natural Heritage Planning staff and project Technical Advisory Team (TAT).

Figure 3 Richmond Green Project Timeline



The project commences, in Stage 1, with conducting key stakeholder interviews and the development of the Opportunities and Constraints Mapping and Background Memo. This memo provides an analysis and mapping of all available information, review of destination park precedents, and establishment of the site-specific opportunities and constraints.

In Stage 2A, the focus is on obtaining community input on the parks' features, programs and needs through the virtual tour and survey, as well as the development of two (2) draft park revitalization options that meet objectives outlined in the section above and integrate key directions from Stage 1. The refined park options will also be rendered, with visualizations and preliminary costing. In Stage 2B, the refined park concept renderings and visualizations will be presented to the public for feedback through a virtual community workshop and online survey.

Stage 3 will include the development of the Draft Richmond Green Master Plan, integrating feedback from Stage 2B, that outlines the preferred revitalization option, as well as costing and phasing recommendations to guide the implementation process over time. The Richmond Green Master Plan will be presented to the Committee of the Whole, as well the available for community input through a web-based platform.

The final stage, Stage 4, will see the finalization of the Richmond Green Master Plan, taking into consideration the feedback received from Stage 3 consultations.



2.0 Background Document Review

2.0 Background Document Review

A background document review was undertaken as a foundation step to understanding the historical context, current conditions, and future directions through the City's policies, plans and strategic documents. This review not only highlights key trends and considerations but also ensures that the revitalization efforts align with the community's evolving needs and the City's broader planning objectives.

2.1 Richmond Hill Official Plan, 2023

The Richmond Hill Official Plan (Official Plan) sets the long-term land use policies for the City's physical, social and economic growth, with a vision for "building a new kind of urban" community. Key policies relevant to the Richmond Green Master Plan are highlighted below:

- Expand urban open spaces within the settlement area, connecting with the Greenway System;
- Use parks, ponds, walkways, and streets to create vibrant, connected communities;
- Enhance, preserve, and promote the urban open space system;
- Expansion of the urban open space system will involve securing or acquiring lands for public ownership and obtaining easements over privately developed lands where possible;
- As Richmond Green is classified as a Destination park, the area should:
  - Consist of features and facilities not found elsewhere in the city;
  - Be designed as sites to accommodate large events and celebrations; and,
  - May contain active and/or passive parkland components, as well as additional lands such as stormwater management facilities or portions of the Greenway System.

2.2 Richmond Hill Parks Plan, 2022

The Richmond Hill Parks Plan recognizes the critical balance between economic development and environmental stewardship. It also sets the guiding principles, vision, future parkland needs and implementation tools. Key directions relevant to the Richmond Green Master Plan are highlighted below:

- Richmond Green classified as a destination park, offering diverse recreational opportunities, unique year-round attractions and frequent hosting of major events;
- Trends in Richmond Hill;
- Aging population influencing recreational preferences;
- Shift towards remote work potentially impacting commuting patterns;
- Cultural diversity influencing demand for park programs and services;
- Limited free time leading to preference for self-scheduled activities;

- Inclusivity and accessibility emerging as trends in park services;
- Recommendation specific for Richmond Green revitalization:
  - Replace aging modular skateboard components and relocate facility to a more prominent area within the park.

2.3 Richmond Hill Strategic Plan, 2024-2027

The Richmond Hill Strategic Plan serves as a foundational document, outlining the City Council's long-term vision as a vibrant and inclusive city of neighbours, and goals, and objectives for the community founded on three pillars: growing a livable, sustainable community; focusing on people, and stretching the foundation. Key directions relevant to the Richmond Green Master Plan are highlighted below:

- Support for parks, trails and green spaces to support quality of life, community connection and resiliency;
- Improve mobility and accessibility to support safety of community members, promote active and sustainable modes of travel;
- Update and build new municipal infrastructure to adapt to or mitigate climate change impacts;
- Investigate and implement new ways to engage the community; and,
- Enable programming and events that foster connections between the City and residents, as well as community members.

2.4 Richmond Hill Recreation and Culture Plan, 2022

The update to the 2013 Recreation Plan and 2011 Cultural Plan sets out comprehensive guidelines for the planning and delivery of recreation and cultural facilities, programs, and services in Richmond Hill until 2031, with the identification of the current and future residents' needs. Key directions relevant to the Richmond Green Master Plan are highlighted below:

- Population increases in Richmond Hill by 2031 will impact recreation demand;
- Demand for high-quality, multi-use facilities fostering physical and social engagement;
- Importance of designing spaces compliant with AODA standards;
- Scarcity of free time cited as primary obstacle to physical activity;
- Municipalities addressing time constraints with unstructured and drop-in programs;
- Emphasis on maintaining semi-permanent facility at Richmond Green despite declining participation; and,
- Advised against constructing new bocce facility due to high capital investment versus limited local participation.

2.5 Corporate Energy Plan, 2019-2023

As Richmond Hill's population continues to grow, so do City services and infrastructure which will increase energy consumption. The City is committed to managing and reducing energy consumption, costs and greenhouse gas emissions from its buildings and operations. The primary objective of the City's Corporate Energy Plan is to manage and reduce municipal energy consumption, related costs and GHG emissions, through energy conservation initiatives and renewable energy systems. The corporate energy reduction target for the 2019-2023 Corporate Energy Plan is to maintain the average energy use intensity (EUI) below 41 ekWh/ft² by 2023 (i.e., five (5) percent below past five years' average EUI of 43 ekWh/ft²). Key directions relevant to the Richmond Green Master Plan are highlighted below:

- The scope of the Corporate Energy Plan has been expanded to include the energy consumption of municipal street, parks and parking lot luminaires, in addition to energy consumption of City facilities;
- Extensive conversion of City streetlights and park lights to LED lighting as well as implementing dimmers for lights;
- The City is continually looking for ways to reduce energy consumption, particularly from fossil fuel (e.g., natural gas) use; and,
- Any new design/construction must consider energy efficiency, electrification (e.g., of vehicles, of heating sources etc.).

2.6 Richmond Hill's Path to a Low-Carbon Future: Community Energy and Emissions Plan

The City's Community Energy and Emissions Plan (CEEP) strategy was developed to improve resiliency by identifying actions to reduce the community's greenhouse gas (GHG) emissions, conserve energy, and explore related economic opportunities. This document lays out a Low-Carbon Strategy that details how Richmond Hill can accomplish the goal of reducing its GHG emissions to net-zero by 2050. The City developed seven program areas which are broken down into 29 program area-specific sub-targets that detail how Richmond Hill will be transformed into a resilient, low-carbon city. Key directions relevant to the Richmond Green Master Plan are highlighted below:

- Despite population increase, the City intends to reduce its GHG emissions to Net Zero by 2050;
- The plan gives guidance and targets for transportation, renewable energy, natural heritage, waste management that will be important for Richmond Green;
- Impacts street and park lighting, EV charging, potentially generating power on-site, preserving natural habitats and the urban forest;
- The park can act as a carbon sink for the City; and,

- Planning for climate change mitigation / adaptation early saves money in the long run as it avoids costly retrofits.

2.7 Phase 2 Master Environmental Servicing Plan – North Leslie West, 2016

The Phase 2 Master Environmental Servicing Plan (MESP) was completed to guide development for North Leslie West, which includes Richmond Green Park. The MESP consolidates various studies including environmental, groundwater resources, stormwater management, master servicing plan, impact assessment, transportation management, noise analysis, urban design guidelines, and guiding principles. It also focuses on the creation of an interconnected network of the natural features, neighbourhood parks, schools, stormwater management features and Richmond Green Park.

2.7.1 Public Open Space/Parks Master Plan and Urban Design Guidelines (UD Guidelines)

The document outlines design guidelines for natural green spaces, stormwater management ponds, trails, gateways, parks and linkages. Relevant guiding principles from Public Open Space/Parks Master Plan include:



- Emphasize proximity and connectivity to natural and semi-natural landscapes, forming community branding and character;
- Park as functional and visual focal points for individual neighbourhoods;
- Inter-connected providing linkages between neighbourhoods and key destinations; and,
- Support ecological integrity of the site and be consistent with the Environment First Policies.

Relevant guiding principles from UD Guidelines include:

- Support ecological integrity of the site;
- Emphasize proximity and connectivity to natural and semi-natural landscapes, forming community branding and character;
- Integrate Richmond Green into fabric of the community with physical and visual transitions to adjacent residential areas;
- Schools and parks as functional and visual focal points for individual neighbourhoods;
- Ensure built form addresses community focal points, priority locations, edges and streetscapes; and,

- Provide street network configures to protect natural topographical features and encourage active transportation.

2.8 Richmond Green Subsurface Utility Engineering Report, TBD

The City is completing this work through a separate roster.

2.9 Asset Management Plan, 2024

Dillon reviewed the asset management framework laid out in the 2024 Asset Management Plan (AMP) including State of the Infrastructure (SOTI), Level of Service (LOS), Lifecycle Activities, Risk, Asset Management Strategy, and Growth Capital and Operating Forecast in Appendix F: Parks and Outdoor Recreation. The AMP aims to apply Asset Management concepts as per O. Reg. 588/17 and provides condition and replacement value of the Parks and Outdoor Recreation assets in Richmond Hill. The City identified Richmond Green Revitalization for $10.2M as a growth-related project and included it in the 2024 Capital Budget and Forecast. Key directions relevant to the Richmond Green Master Plan are highlighted below:

- New or renewed assets in Richmond Green will be added to the existing asset management framework;
- Richmond Green revitalization should be planned, designed, and constructed to meet the current community and technical LOS metrics;
- Existing Standard Operation Procedures should form the basis of operations and maintenance planning; and,
- The existing risk framework should be used to determine the priority of projects and interventions for the Richmond Green Master Plan.

2.10 Richmond Green Asset Condition Assessment, 2024

The City also completed an asset conditions assessment specifically for Richmond Green, and the key findings are:

- According to the Richmond Hill 2024 Asset Management Plan, the asset's condition ratings were primarily determined through technical condition assessments. However, in the absence of such assessments, the City resorts to using asset age and remaining service life to determine their condition. The condition grades were then represented by letters as outlined in **Figure 4** Asset Management Plan Condition Grades.
- As of 2022, there were a total of 430 assets for the following asset types:
  - Trails
  - Outdoor Crossings
  - Entrance Features & Landscape Buffers

- Fencing
- Open Space Shelters & Structures
- Site Furnishing
- Water Features
- Hard Surface Sports Facilities
- Other Sport Facilities
- Playgrounds
- Water Plays
- Parking Lots
- Illumination

- The 430 assets combine for a total asset valuation in 2022 for $23.13 Million.

Figure 4 Asset Management Plan Condition Grades

Condition Category	Letter Grade	Asset Condition Characteristics
Very Good	A	"Fit for the Future": New or recently rehabilitated. Very low risk of failure.
Good	B	"Good for Now": Minimal signs of deterioration. Low risk of failure.
Fair	C	"Adequate for Now but May Require Attention": Additional signs of deterioration. Some failures could potentially occur.
Poor	D	"Declining Condition": Probability of asset failures increasing. Reduced ability to provide the service.
Very Poor	F	"At Risk": Assets have exceeded their service life and require attention and appropriate life cycle treatment.

2.11 Richmond Hill Parks Signage Strategy, 2020

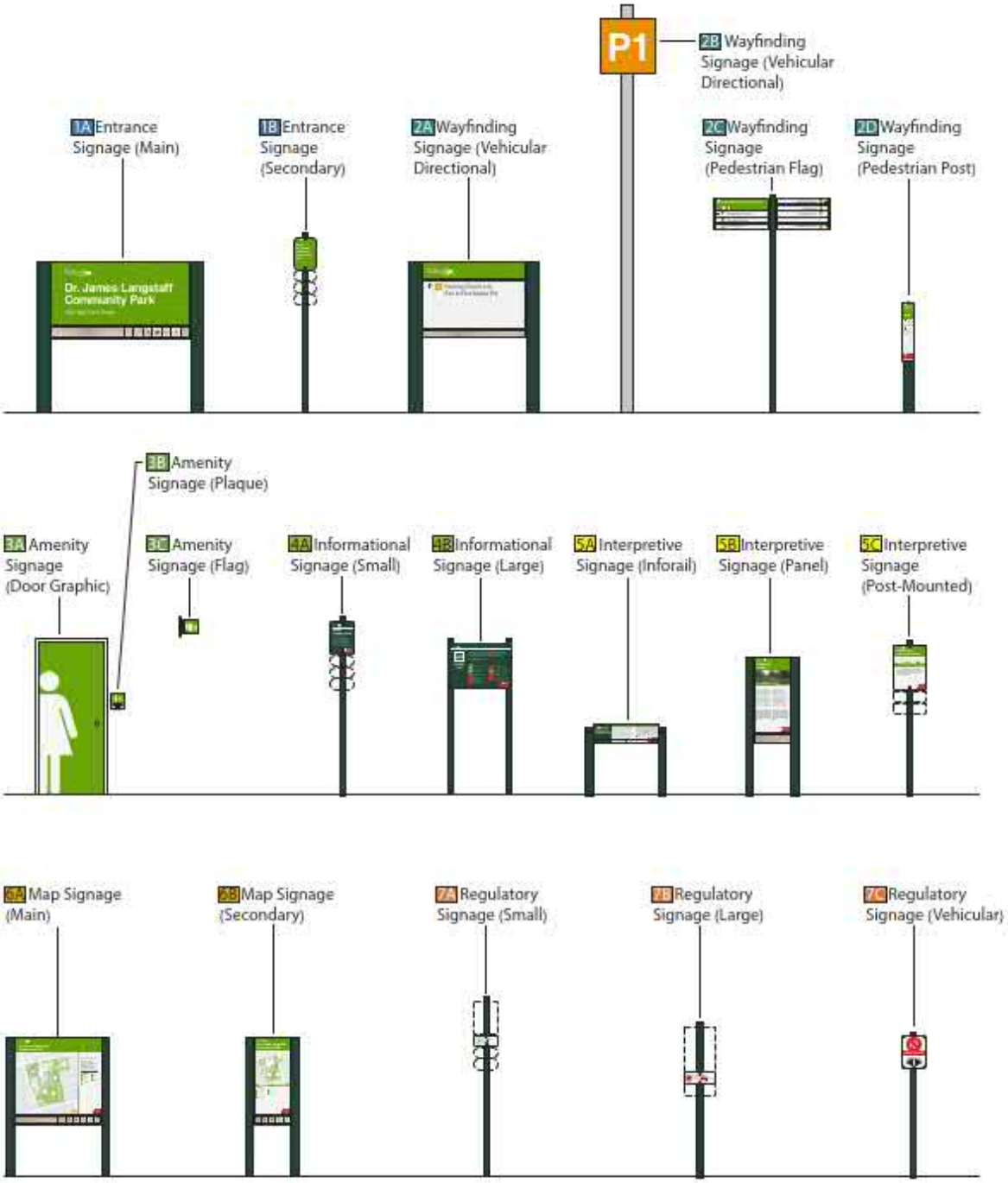
This document provides direction and guidance on effective, consistent brand image, and high standard of quality for Richmond Hill's park signage. It aims to promote the city's brand image and foster community cohesion, establishes high design quality and facilitates effective communication. The adherence to these specifications is mandatory for all new Richmond Hill Parks signs. Key directions relevant to the Richmond Green Master Plan are highlighted below:

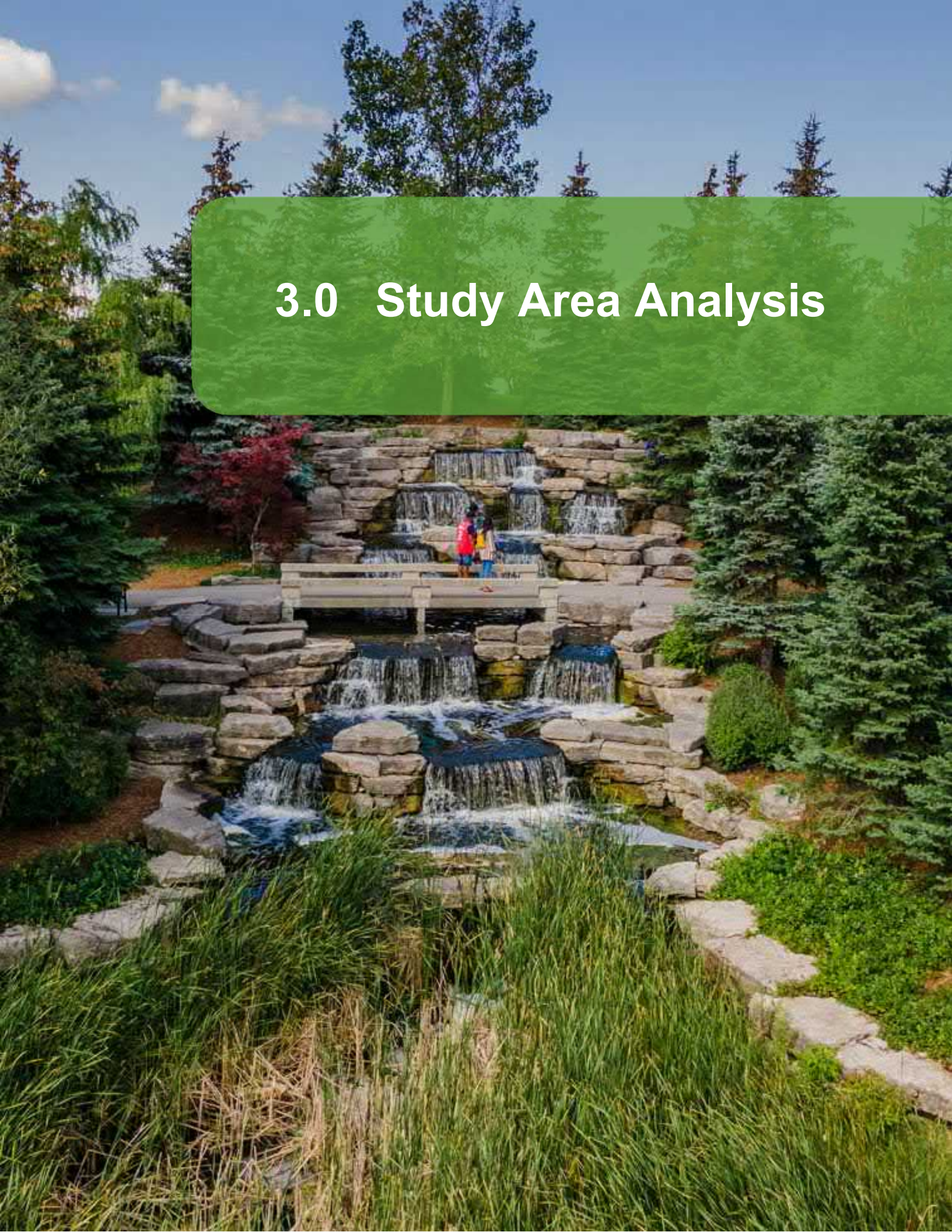
- Destination parks have their own unique sign design, however, sign placement should follow similar placement, types, and messaging principles to those identified in this document (see **Figure 5** and **Figure 6**);
- Arrival points - locations where visitors first arrive on a RH parks property.
- Overview points - locations where visitors can identify where they are, where they want to go, and the best route to get there. This is typically done by providing an overview of the park property through the use of a map;
- Decision points - locations where visitors have options or choices and a sign is required in order for visitors to make an informed decision; and,
- Destination points - locations where visitors are intending to go as the purpose for their journey such as a playground, soccer field, or baseball diamond.

Figure 5 Richmond Green Sign Locations Strategy from Richmond Hill Parks Signage Strategy, 2020



Figure 6 Sign Types in Richmond Hill Parks Signage Strategy, 2020





3.0 Study Area Analysis



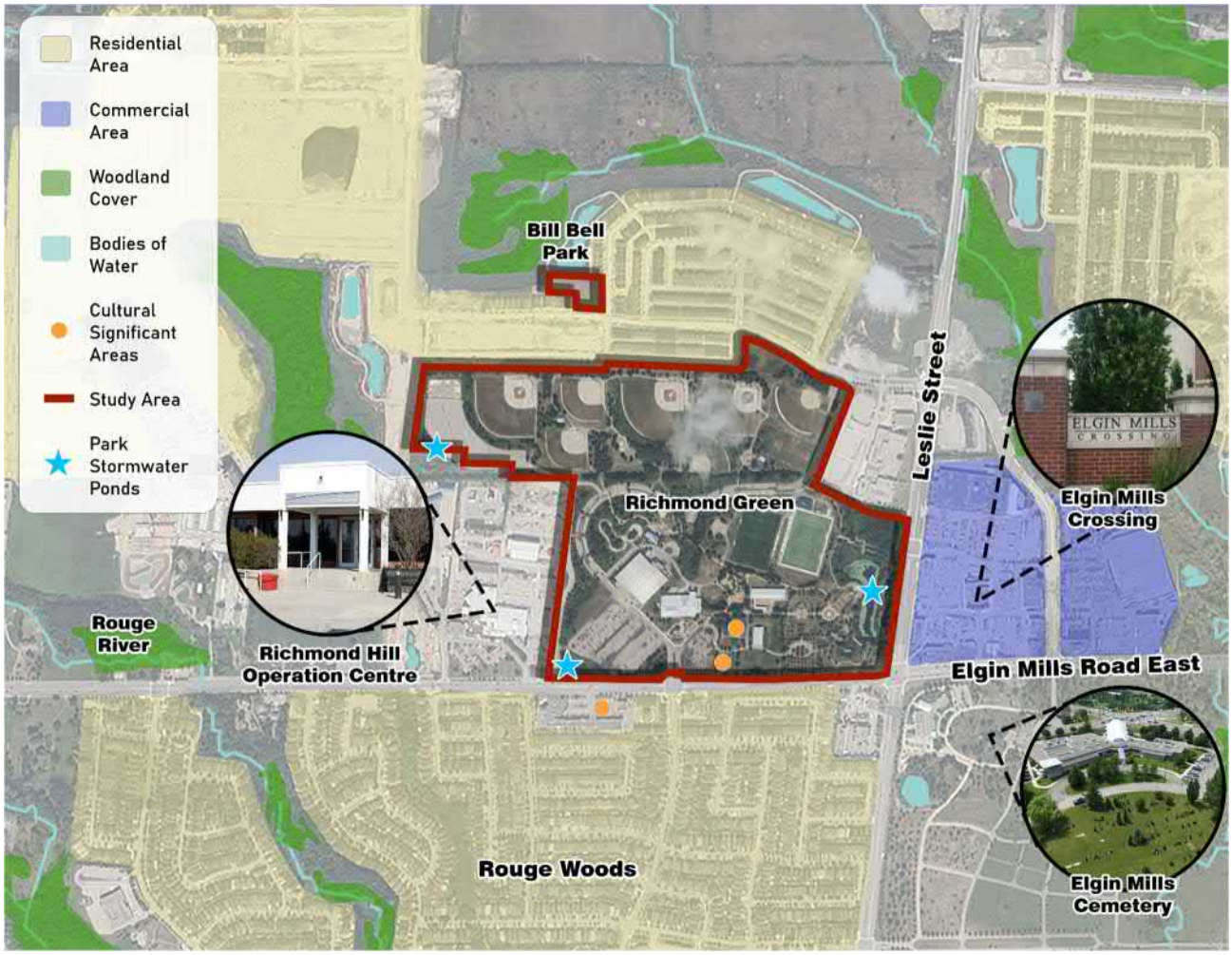
3.0 Study Area Analysis

Richmond Green, approximately 42 hectares in size, is located at the north-west corner of Leslie Street and Elgin Mills Road intersection and on the southerly edge of the growing North Leslie Secondary Plan area, as per **Figure 7**. Richmond Green serves as both an outdoor and indoor sporting complex hosting numerous tournaments, and a host of major City events and programs. Some of the large events hosted at Richmond Green include the City's Healthy Yards event, Canada Day celebrations, Rib Fest, and the recently introduced Merry Marketplace and Holiday Lights, along with baseball and soccer tournaments, summer camps, the Mayor's Maple Syrup Festival, and third party permitted events.

Additional land is added to the north side of the park, as well as Bill Bell Park (a 0.5 hectare with a stormwater pond located to the north). The new lands added to the north side of the park provide a new inviting frontage and important community connection to Richmond Green. The western part of the park must interface with the planned extension of John McCrae Street and the residential units to the west of this new street, and future outdoor recreational facilities in the un-programmed new Bill Bell Park, which should complement those available in the destination park.

Public skating remains a popular activity at Richmond Green's skate trail over the winter season, and the seasonal pop-up pickleball courts added south of the skateboard park in 2022 continue to be popular in the summer months.

Figure 7 Richmond Green Context and Cultural Heritage



3.1 Park Facilities, Activities and Zones

Richmond Green offers facilities for a wide variety of active and passive recreation activities as well as event space and meeting rooms. There is a mix of indoor and outdoor facilities as well as seasonal and year-round activities. Activities are summarized in **Table 3-1** and eight park zones by program-type are shown in **Figure 8**. Richmond Green is most utilized in the summer, as well as the shoulder seasons. In winter, sporting facilities (i.e., Richmond Green Sports Centre and Tom Graham Arena), soccer dome, Boynton House, picnic shelters, ice skating, playground and trails are well-used. Outside the study area, there is also a secondary school and a public library at the northeast corner of the park.

Figure 8 Richmond Green Existing Park Zones



Figure 9 Bill Bell Park and Northern Park Extension





Figure 10 Richmond Green Park Activities and Facilities by Park Zone



1 Tom Graham Arena
2 Richmond Green Sports Centre
3 Boynton House
4 Agriculture Building #1
5 Agriculture Building #2
6 Heritage Walk and Trellis
7 Water Fountain
Study Area Boundary
8 Waterfall
9 Bridge
10 Pavillion
11 East Pond
12 Soccer Fields
13 Baseball Diamonds
14 Skateboard
Washroom
15 Temporary/Seasonal Pickleball Courts
16 Ampitheatre
17 Splash Pad & Change Rooms
18 Skating Trail
19 Playground
20 Playground
21 Bill Bell Park
Picnic Shelters
















TOM GRAHAM ARENA COMPLEX

Table 3-1 Richmond Green Activities, Facilities and Features in Park Zones

Park Zone	Facility / Activity	Outdoor	Seasonal	Quantity
Sports Complex	Tom Graham Arena (ice rinks)	Yes	Year-Round	2
	Tom Graham Arena (meeting rooms)	Yes	Year-Round	2
	Richmond Green Sports Centre (lawn bowling)	Yes	Year-Round	1
Picnic and Events Area	Boynton House Art Exhibition Space	No	Year-Round	1
	Agricultural Building #1	No	N/A	1
	Agricultural Building # 2	No	Year-Round	1
	Picnic Shelter	Yes	Year-Round	1
Formal Garden	Pavilion	Yes	Yes	1
	Fountain	Yes	Yes	1
	Waterfall	Yes	No	1
	Rose Garden	Yes	No	1
	Orchard	Yes	Yes	N/A
	Heritage Walk	Yes	Year-Round	1
The Pond and Waterfall	Arched Bridge	Yes	Yes	1
	East Pond Boardwalk	Yes	Year-Round	1
Sports Fields	Softball Diamonds	Yes	Yes	4
	Baseball Diamonds	Yes	Yes	3
	Batting Cage (not in use)	Yes	Yes	1
	Turf Soccer Field (senior size)	Yes	Yes	1
	Turf Soccer Field (senior size, with dome)	Yes	Year-Round	1

Park Zone	Facility / Activity	Outdoor	Seasonal	Quantity
	Grass Soccer Field (junior size)	Yes	Yes	1
Courts and Skateboard Park	Skateboard Park	Yes	Yes	1
	Pickleball Courts	Yes	Yes	10
	Winter Snow Storage Area	Yes	Yes	1
Community Park Uses	Playgrounds	Yes	Year-Round	3
	Basketball Court	Yes	Yes	1
	Splash Pad	Yes	Yes	1
	Ice Skating and Inline Skating Trails	Yes	Year-Round	1
	Amphitheatre	Yes	Yes	1
Northern Park Extension and Bill Bell Park	To Be Determined	Yes	N/A	N/A

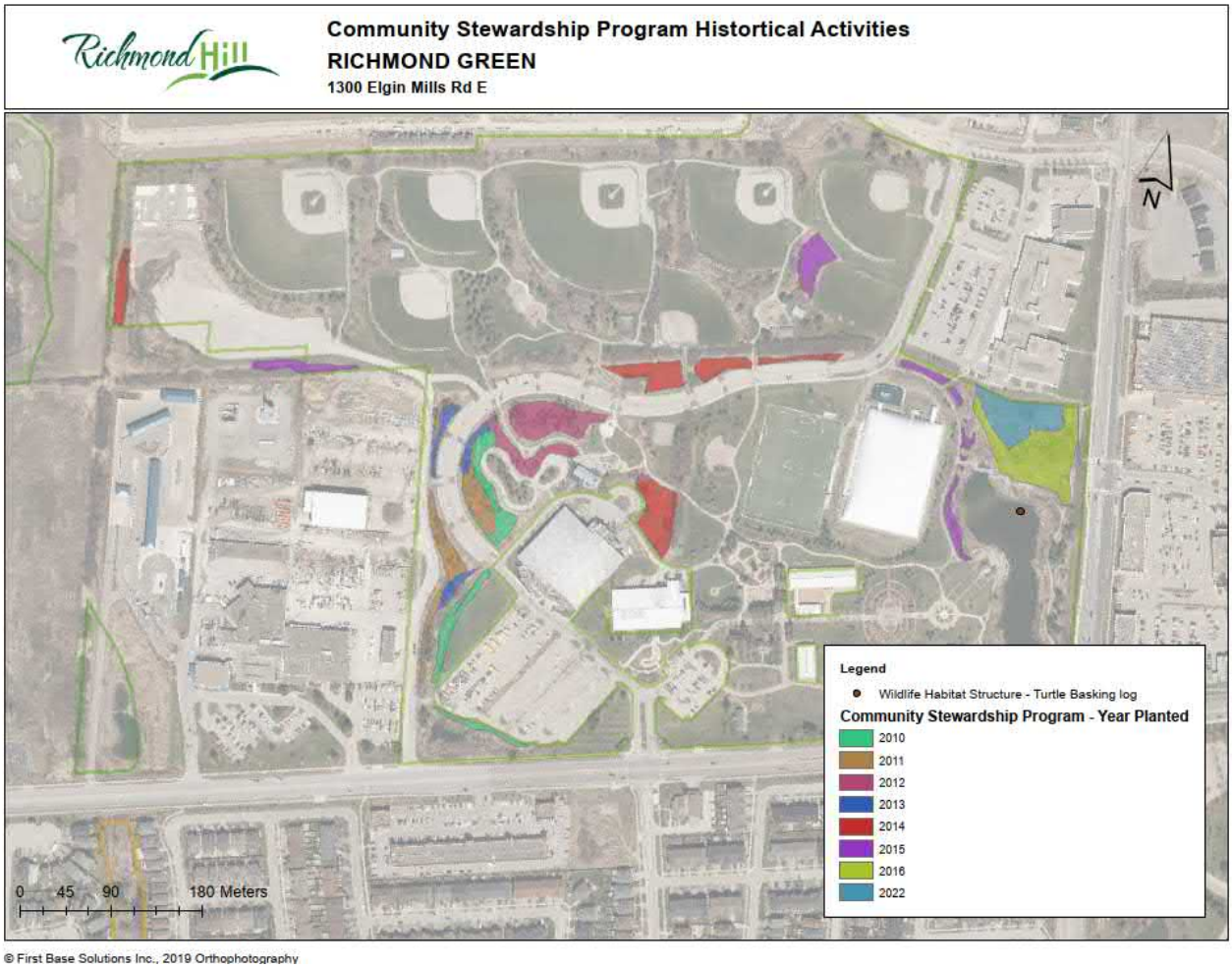
3.2 Natural Environment

Natural environment features in Richmond Green include open greenspace, gardens, woodlands, unevaluated wetlands and a constructed stormwater pond. Richmond Green is located in the Rouge River Sub watershed with a section of the Rouge River Headwater Wetland Complex Provincially Significant Wetland (PSW) and a tributary of the Rouge River located immediately north of Richmond Green.

The Rouge River Headwater Wetland Complex PSW, is located immediately northwest of Bill Bell Park. A tributary of the Rouge River flows from this wetland to another tributary located immediately east of Leslie Street. This Rouge River tributary east of Leslie Street is known to provide habitat for fish species such as the Endangered Redside Dace.

Historical naturalization activities within Richmond Green included eight (8) planting programs between 2010 and 2022 by the City, Toronto and Region Conservation Authority, Evergreen, Ministry of Natural Resources and Forestry and Ontario Streams, as per **Figure 11**. Naturalization efforts included tree planting, tree identification, invasive species removal, weed removal and mulching. In addition, a wildlife habitat structure (turtle basking log) was installed in the East Pond.

Figure 11 Naturalization Efforts at Richmond Green







3.3 Cultural Heritage

Richmond Green's 1978 master plan reflected the agricultural heritage of the site and the surrounding area, hosting the Spring Fair tradition since 1849 until 1996. The park features barn buildings, orchards, a rose garden and the Heritage Walk that is anchored by the Boynton House (and property), which was purchased by the City in 1974. The Boynton House is a historic site in Richmond Hill and is designated under the Ontario Heritage Act. It is a good example of a classic Ontario farmhouse. Richmond Green still has a concrete silo on the property as a remnant of the park's history as a working farm. The old Richmond Hill Railway Station, built in 1906, was moved to the location near the Boynton House area in 1979, and is also a designated heritage building under the Ontario Heritage Act. All cultural heritage resources are illustrated in **Figure 7**.

Figure 12





Named the Rose Capital in the early 1900s, Richmond Hill burgeoned with the establishment of numerous expansive greenhouse operations, earning it the moniker "rose capital" of Canada due to its flourishing rose industry. In the 1920s, the village council adopted the motto of the Duke of Richmond, potentially the city's namesake, which local artist William Ashford Wright incorporated into a city crest alongside symbolic roses.

3.4 Facilities and Servicing

Table 3-2 and **Table 3-3** summarize a high-level review of Richmond Green's diverse set of active and passive park programs, features and facilities, as well as servicing infrastructure and asset condition, as per the City's available data and reports. The park's south half, divided by the park road, has water and sanitary lines to service the buildings, washrooms, splash pad and skate trail, as per **Figure 13**. Refer to **Figure 4** for the explanation of all condition types.

Figure 13 Municipal Servicing in Richmond Green

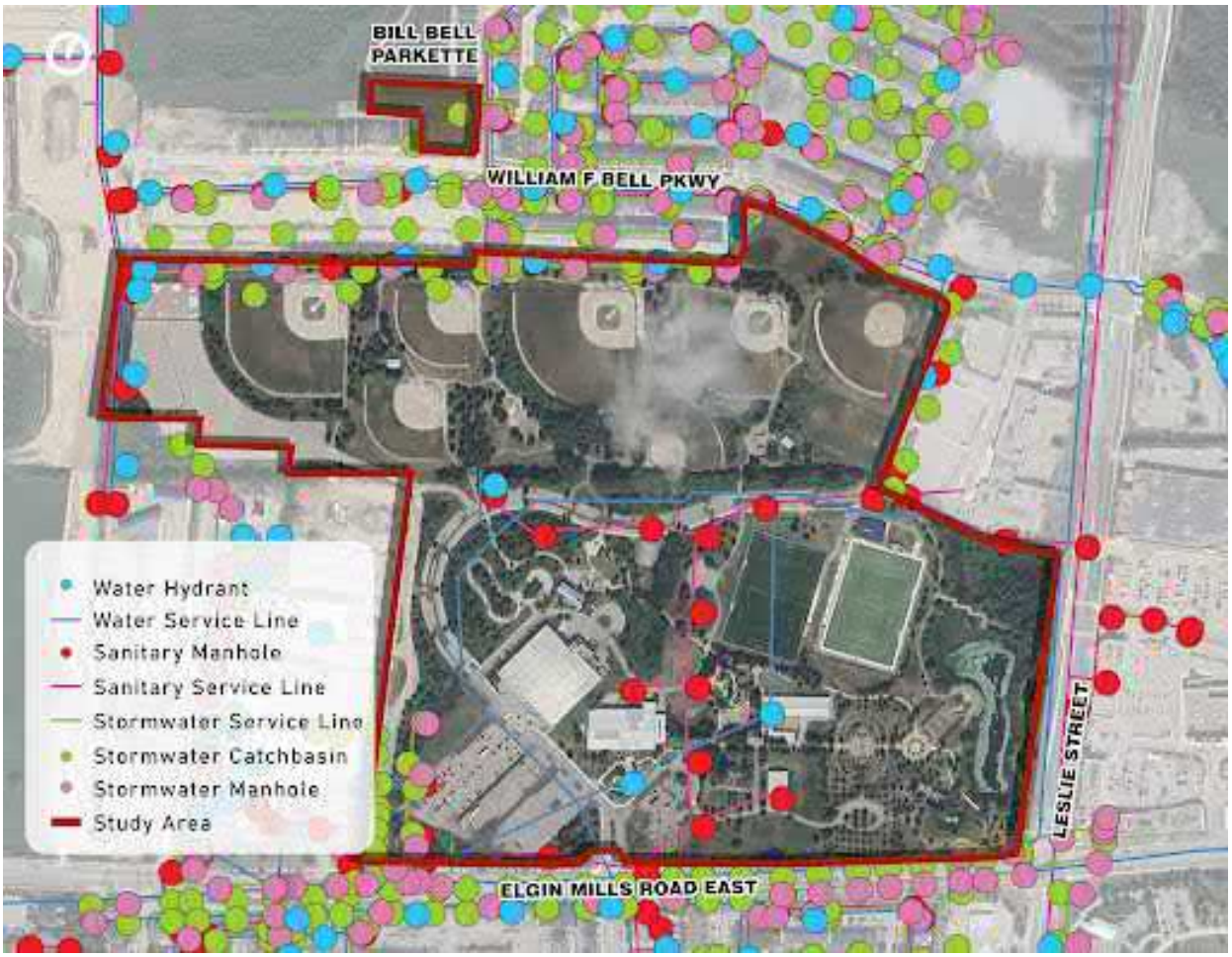


Table 3-2 Existing Park Program in Richmond Green

Park program & Features	Current Servicing Infrastructure	Existing Condition
Soccer Fields	Water and wastewater adjacent	Good
7 Ball Diamonds (5 assessed for condition)	Water, wastewater, and stormwater adjacent	Poor
Basketball Court	Water and wastewater adjacent	Poor
10 Pickleball Courts	Adjacent water, wastewater, and storm on John McCrae Street	Unknown
Skateboard Park	Adjacent water, sanitary, and storm on John McCrae Street and McCalister Ave	Very Poor
Ice Skating and Inline Skating Trails	Water and wastewater, refrigeration system and piping	Poor
Amphitheatre	Water and wastewater	Poor
Playgrounds	Water adjacent	Very Good (recently replaced)
Water Play / Splash Pads	Water	Very Poor
Richmond Green Heritage Walk	Water adjacent	Unknown
Trellis at Rose Garden	Water adjacent	Poor







Table 3-3 Existing Park Facilities in Richmond Green

Park Facilities	Current Servicing Infrastructure	Existing Condition
Richmond Green Sport Centre	Water and wastewater	Unknown
Tom Graham Arena Complex	Water and wastewater	Unknown
Boynton House Art Exhibition Space	Water and wastewater	Unknown
Agricultural Building #1	Water and wastewater	Unknown
Agricultural Building # 2	Water and wastewater	Unknown
Picnic Shelters	Hydro	Unknown
SWM Facilities	Pond, major system (ditches, etc.)	Unknown
Road	3 metre to 7 metre paved surface width	Unknown
Road Parking Stalls	N/A, natural drainage	Unknown
Parking Lots	N/A, natural drainage except parking at Tom Graham Arena has stormwater catch basins	Fair
Potable Water Pipe and Fire Hydrants	Over 20 hydrants	Unknown
Wastewater Collection	Buried sanitary main, service pipes, and maintenance holes	Unknown
Stormwater Minor System	Buried stormwater pipe and connected surface catch basins; 600 mm diameter concrete pipe	Unknown
Trails, path, sidewalks	N/A	Fair
Arched Bridge	N/A	Good
East Pond Boardwalk	N/A	Unknown
Gazebo	N/A	Poor
Waterfall	SWM pond as water source	Poor

3.5 Park Navigation

Richmond Green is served by a single access road that passes through the middle of the park from the northeast corner to the southern edge in addition to several smaller service lanes to access facilities. In addition to servicing outdoor and indoor sporting facilities and public amenities, the park also serves as a community gathering spot with seasonal and large events. Sections below explore Richmond Green's access and circulation, destinations and parking.

3.5.1 Park Access and Circulation

Richmond Green is characterized by the curving access road linking two main vehicle access points to the park, extending from William F. Bell Parkway at the northeast corner to the intersection of Elgin Mills Road East and Redstone Road at the southern boundary of the park. This access road also provides direct vehicular access to Richmond Hill Public Library and Richmond Green Secondary School, as well as Tom Graham Arena and Richmond Green Sports Centre and Park. The road has a posted speed limit of 20 kilometres per hour, however, it has been noted by the study team and the City that traffic commonly exceeds the posted speed limit. Due to the largely unimpeded thoroughfare of the access road, private motor vehicle traffic uses the park as an additional north-south route and bypass for the designated road network (namely Elgin Mills Road and Leslie Street).

Service roads connecting to the main road are mainly used by authorized municipal service vehicles (municipal public works, parks and recreation, emergency services, waste management, etc.) and link the main road to the turf soccer fields as well as the rear of the hockey arena and sports centre. Small service roads also connect to the municipal storage shed, rose garden, and greenspace along the southern edge of the park.

Active users are currently provided with a network of curvilinear pathways linking the various amenities in the park, particularly in the southeast quadrant. These shared pathways offer opportunity for recreation (e.g., walking, running, cycling) and link the various elements of the park, providing safe and comfortable connections for active users. While the pathways on either side of the main roadway align, there are no formal marked crosswalks or crossrides. There is one sidewalk along the main road, located on the south/east side.

There is a formal park gateway for active users at the southeast corner of the park where Leslie Street meets Elgin Mills Road East. Along the eastern edge of the park, active users have one formal access point, located at the intersection of Leslie Street and the Elgin Mills Crossing shopping mall's main roadway. There is currently one formal access point on the northern edge of the park which is the sidewalk alongside the main park road. Along the southern edge of the park, active users can only access the park via the main roadway where there is a single sidewalk on the west side of the road. Aside from the formal

pathways, active users without visible disabilities can enter the park via greenspace anywhere along the northern and eastern edges, however, along the southern edge, adjacent to Elgin Mills Road East, the park is fenced.

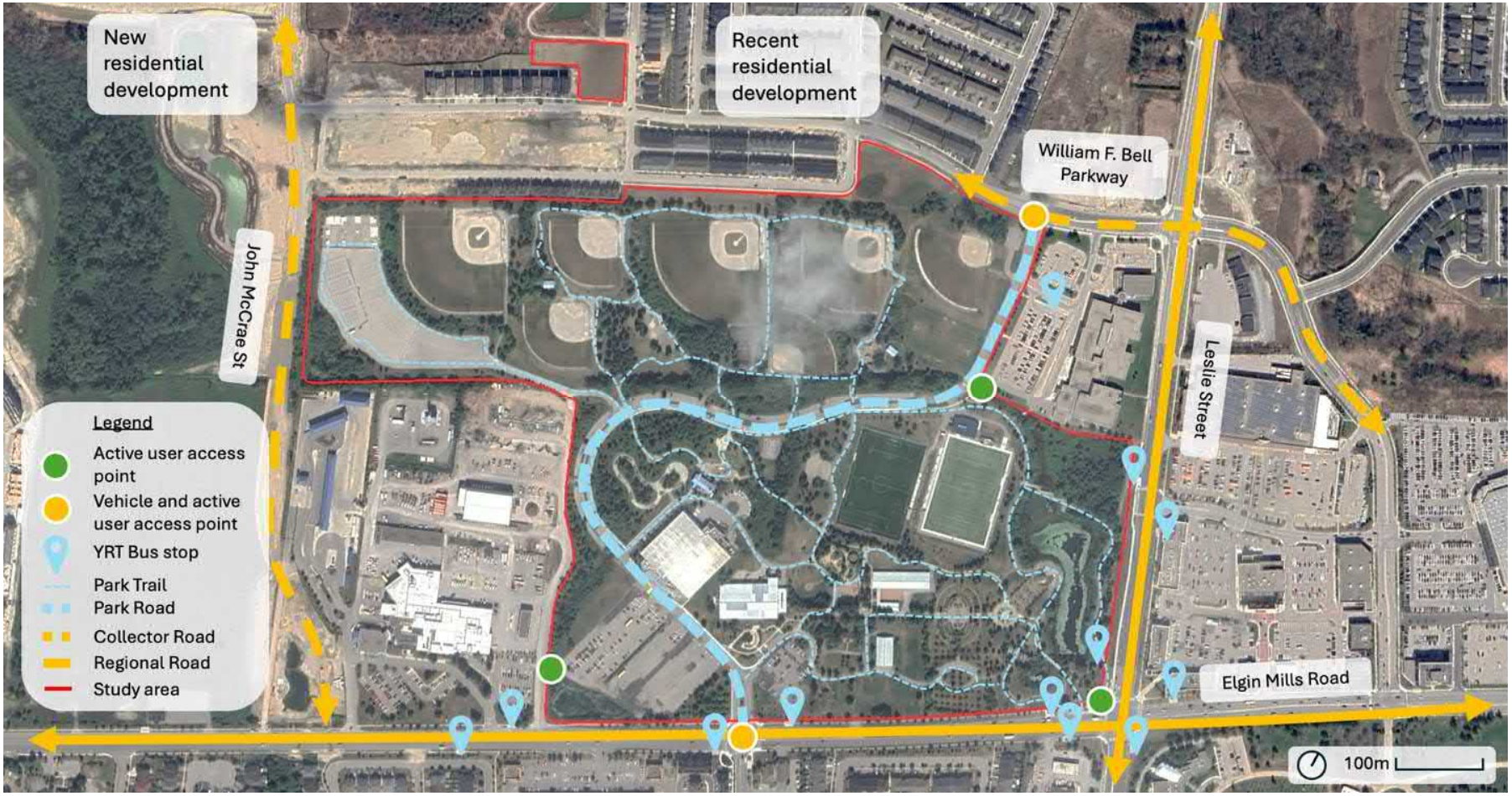
Figure 14 Richmond Green Access Points
(Left: The main vehicle access point off Elgin Mills Road East. Right: The main access road cutting through the middle of the park. Also note the network of curvilinear paths for active users (images source: Google Maps)).



Figure 15 Richmond Green Access Roads
(Bottom left: The main access road, travelling south/west from the access point off William F. Bell Parkway. Bottom right: The main access road through the central portion of Richmond Green, travelling north/east (images source: Google Maps)).



Figure 16 Richmond Green Access and Circulation



3.5.2 Origins and Destinations

Within Richmond Green there are several destinations, each of which appeals to a different user type. The park zones and activities identified in **Section 3.1** and **Figure 8** represent the breadth of destinations, including courts, fields, arenas, playgrounds, a splash pad, gardens, and passive greenspaces.

Surrounding Richmond Green are several origins, namely residential developments on all sides. Extending further from the park, Richmond Hill has a significant number of existing residential areas, particularly to the south and west. Residential growth will continue as a significant portion of undeveloped land surrounding the park is designated as low or medium density residential in the North Leslie Secondary Plan. As the area continues to grow, there will be an increasing number of origins surrounding Richmond Green. If new connections are created across the park, such as to the neighbourhood to the north, the amount of through traffic for walking and cycling will also increase.

Destinations outside of Richmond Green include a commercial plaza (Elgin Mills Crossing) immediately east of the park. In the wider surrounding area, there are numerous elementary and secondary schools within a roughly three (3) kilometre radius to the west, south, and east including Our Lady Help of Christians Catholic Elementary School, Redstone Public School, and York Montessori school within a kilometre to the south. Headwaters Community Park is also located near these schools with sports fields, courts, and a playground. As development continues in the area, small pockets of neighbourhood commercial and office land are expected to the west, north, and east, in accordance with the North Leslie Secondary Plan.

Figure 17 Origins and Destinations in and Around Richmond Green (base image source: Google Earth)

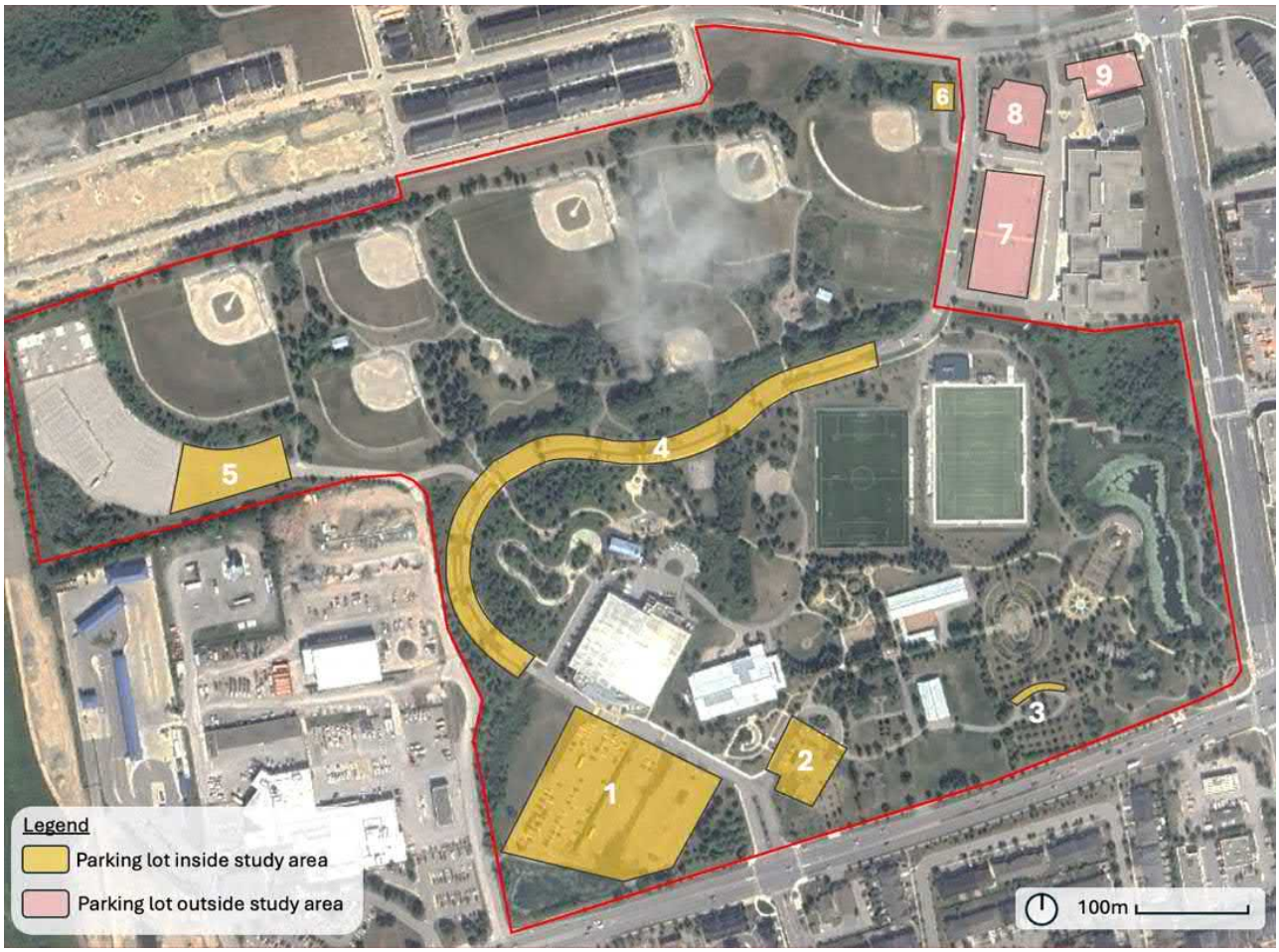


3.5.3 Parking

Parking in Richmond Green is organized into four distinct areas:

- An expansive parking lot near the southern access from Elgin Mills Road opposite the Tom Graham Arena, as well as a secondary parking lot is located immediately to the east (labelled 1 and 2 on **Figure 18**).
- Perpendicular parking located on either side of the access road through the centre of Richmond Green for a 550-metre-long stretch (labelled 4 on **Figure 18**).
- A small parking lot south of baseball diamond 7 which serves visitors and users of the north-west quadrant of Richmond Green (labelled 5 on **Figure 18**).
- A very small parking lot adjacent to baseball diamond, across from Richmond Green Secondary School (labelled 6 on **Figure 18**)

Figure 18 Vehicular Parking Areas in Richmond Green



Parking types and quantities are summarized in **Table 3-4**. There is no parking within Bill Bell Park. As it is a neighbourhood parkette, it is not expected to have any significant parking demand via car, since it primarily serves residents within walking distance.

Table 3-4 Richmond Green Parking Types and Approximate Quantities

Figure 12 Legend	Parking Type	Nearest Zone(s) Served	Approximate Quantity
1	Surface lot	Sports Complex	402
2	Surface lot	Community Park Uses; Picnic; Events Area	75
3	Surface lot	Formal Garden	16
4	Perpendicular on-street parking	Sports Complex; Sports Fields; Community Park Uses	290
5	Surface lot	Sports Fields; Courts; Skateboard Park	96
6	Surface lot	Sports Fields; Norther Park Extension	16
		Total	**895**

In addition to the parking provided within Richmond Green, the secondary school and library have significant parking facilities of their own, which are summarized in **Table 3-5**.

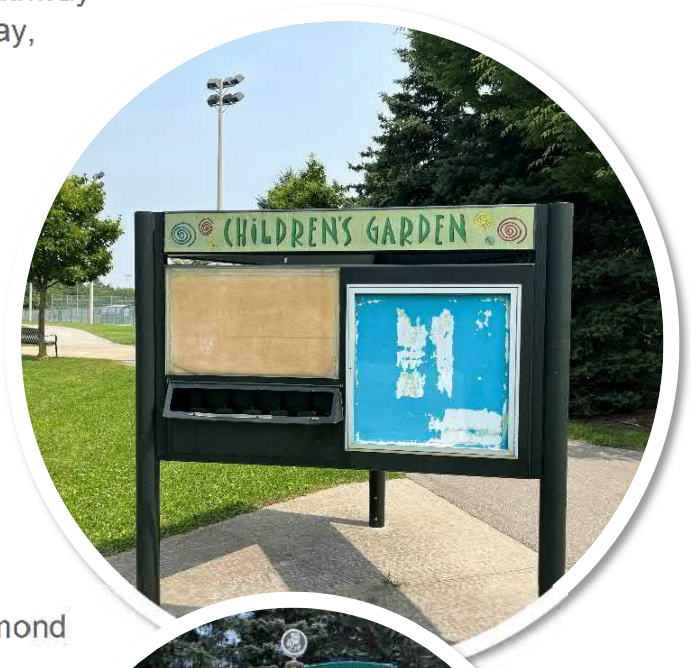
Table 3-5 Parking Types and Approximate Quantities Outside Richmond Green

Figure 12 Legend	Parking Type	Nearest Zone(s) Served	Approximate Quantity
7	Surface lot	The Pond and Waterfall; Sports Fields	154
8	Surface lot	Sports Fields; Norther Park Extension and Bill Bell Park	60
9	Surface lot	Educational Facilities outside Study Area	40
		Total	**254**

A parking study will be undertaken in the next phase of the project once revitalization park options are prepared.

3.6 Signage and Wayfinding

There is basic wayfinding signage located at the pathway access points that connect to the main park roadway, however, not all paths have signage. On the north side of the roadway, this signage simply indicates where the path leads (e.g., “Walkway access to Ball Diamonds #1, 2, 3”) with minimal directional arrows or distance markers and no City or park branding. On the south side of the roadway, wayfinding signage indicates individual destinations with directional arrows but no distance markers. This signage is branded with Richmond Green branding. There does not appear to be wayfinding signage at the main gateway for active users in the southeast corner of the park. Within the park pathways there is no evidence of signage and wayfinding. There is no wayfinding in Bill Bell Park, nor wayfinding in Richmond Green Park directing users to Bill Bell Park.





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4.0 Initial Engagement Summary



4.0 Stages 1 and 2A Engagement Summary

The initial engagement summary consists of Stage 1 and Stage 2A engagement activities, including stakeholder interviews, community virtual walking tour and survey, and the Technical Advisory Committee (TAT) team charrette. Key findings are highlighted below.

4.1 Stakeholder Interviews

In Stage 1 of the engagement process, stakeholder interviews were conducted with key informants identified by City staff. This list of stakeholders represented a mix of park users, permit holders and organized groups who use the park for different activities, and at different times, days and seasons throughout the year. The purpose of these interviews was to get an understanding of the opportunities and constraints in Richmond Green, and the needs, desires and priorities for the master plan update from the perspective of the stakeholders. As a first step in the engagement process, the results of these interviews helped to identify early priorities for the Richmond Green Master Plan and shape the direction moving forward.

Between April and May 2024, eight (8) interviews have been conducted, 30 to 45 minutes, with the following stakeholders:

1) International Football School of Excellence
2) York Region Slo-Pitch
3) Richmond Hill Men's Rec Baseball
4) Richmond Hill Pickleball Club
5) Richmond Hill Lawn Bowling Club
6) Richmond Hill Soccer Club
7) Richmond Green High School
8) Richmond Hill Phoenix Baseball

Each stakeholder was asked a series of standard questions which included:

1) How do you use Richmond Green Park?
2) What is important to you as we go forward with this Master Plan? What are your main priorities?
3) Do you have any concerns related to the Richmond Green Master Plan?
4) As this project is underway, how do you want to be communicated with and engaged?
5) Who else should we be speaking with at this point in the process?
6) Do you have any final thoughts you want to provide?

In general, the following key themes emerged from the interviews:

1) **People love the park!** All stakeholders expressed their love and appreciation for the park as a great resource not just for their organization, but for the City at large.

Despite noted improvements or changes they would like to see, the park is still a well-liked place.

2) **Multi-use and year-round usage of the sports fields and buildings.** The stakeholders noted that these spaces could be better utilized. While there are peak seasons and times where multiple permit holders/clubs are trying to use the fields, they sit dormant and unused outside of this for long periods. Many suggestions were made on how to convert single-use fields to be multi-functional (adding low turf, removable netting, etc.), and making them all-seasonal (adding a dome, etc.). The underused buildings (e.g., agricultural buildings, for example) were also noted as an opportunity to create multi-functional and seasonal spaces.

3) **Balancing the needs of all users.** Most of the stakeholders understood the need to prioritize and balance the needs of all user groups. Although they do not necessarily want to lose their own sport spaces, they recognize that there are many competing interests and that the City needs to maximize the benefits and spaces for all, the best and most equitable way they can.

4) **It's easy to get lost in the park.** Many of the stakeholder noted that wayfinding needs to be improved. When first timers or new visitors come to the park, it can be a challenge to find the exact destination, court, or location they are looking for – especially considering how big the park is, how many features it offers, and how many entrances and ways there are to enter the park.

5) **The baseball diamonds do not suit all needs.** The baseball groups expressed that although there appears to be many diamonds in the park (seven), they cannot all be used because not all of them suit the needs. For example, some are too small and not to regulation size. Other improvements were noted such as poor lighting, lack of spectator areas, and suggestions to change the surface from gravel to clay to keep the diamonds up to date.

6) **Consideration for emerging trends in sports.** It was noted that lawn bowling is in decline (with small membership numbers) and that the park should meet the demands of growing sports (like pickleball) that has much greater (and growing) players and memberships. There were suggestions to make the pickleball courts permanent and to perhaps convert some of the underused bocce spaces for other sports that have more demand.

7) **Connectivity through trails and path networks.** Some stakeholders expressed a desire to better link Richmond Green (through internal paths and trail networks) but to also expand this beyond the park to connect to the City's paths and green spaces.

8) **Parking and congestion.** Not all stakeholders noted that parking was an issue, however, some did express that on busy tournament days or event days that parking can sometimes be a challenge. In particular, there are some areas of congestion (such as in the north access) where safety can be a concern with people

entering/leaving the park and the parks circulating the parking lot. There was also a potentially safety concern noted by the soccer dome and school, where there is no official drop-off area.

9) **The desire for:** more seating for larger groups; educational opportunities (e.g., signage, outdoor classroom spaces); heritage/history and City's diversity reflected; addressing drainage issues on fields and diamonds, and upgrades to picnic area**.**

The stakeholder interviews also enabled greater access to the stakeholders' networks by the City to spread awareness about the Richmond Green Master Plan and future engagement opportunities.

4.2 Virtual Walking Tour and Survey

In Stage 2 of the engagement process, a walking tour and survey was developed to provide the public with an opportunity to provide early input on the Richmond Green Master Plan. The survey was designed to be completed as a walking tour, which encouraged the community to visit Richmond Green and follow the survey tour route that leads to key stops throughout the park. At each of these stops, the survey prompted participants to answer questions related to these specific locations. Participants were also encouraged to snap photos of notable features or sites on their walk and upload them with their survey responses and comments. For those who were unable to complete the survey as a walking tour, the online survey could also be completed remotely. The survey was hosted on Survey123 via the City's website from June 18 to July 12, 2024.

The purpose of this survey in Stage 2 was to provide the public with an opportunity to identify how they interact and use the park, their experiences, and what they see as opportunities, challenges, and priorities for Richmond Green. It also provided a better understanding of who uses the park, how it's used, and by strategically focusing questions on specific/important sites, it provided an opportunity get feedback on potential park ideas and options, and confirmation on areas/issues where public input is needed most.

To promote the survey, advertisements were placed on the City's website, on posters placed throughout Richmond Green Park, and distributed through the networks of stakeholders. In total, the survey received over 500 responses. Below is a summary of the key location-specific themes.

Stop: Sports Complex

- Support for improved traffic signage, pedestrian safety and parking layout, as well as improved park interface with Elgin Mills Road.

Stop: Picnic and Events Area

- Support for adding more spaces to sit and relax, as well as additional trees and greenery, making it more modern, add more hardscaping. Less than half of the respondents to this question also wanted to see Agriculture Building 1 building as part of events space and more space for picnics.

Stop: Formal Garden

- Support for a distinguished main park trail using different material and/or signage to help users navigate, a well as the creation of native perennial and pollinator gardens.

Stop: Pond and waterfall

- Support for park features and/or educational signs that highlight the natural or stormwater management features.

Stop: Sports Fields

- Support for washroom facilities, seating, shade and improved seasonal use. Less than half of the respondents to this question also wanted to see improved infrastructure, wayfinding, parking access and facility use.

Stop: Court and Skateboard Park

- Support for improved seasonal use, seating, shade and washroom facilities, permanent pickleball court, as well as placemaking as wayfinding.

Stop: Community Park Uses

- Support for removal of the amphitheatre to create more desired community space, repurpose or improvement to the children's garden area. Some support for designated off-leash dog area.

Stop: Northern Park Extension and Bill Bell Park

- Support for trail connections to the park, and tree/shrub planting, seating areas, outdoor fitness equipment, and landscape features. Less than half of the respondents to this question also wanted to see open green space and signage and public art at the new park entrance.

Other themes from the survey results include:

- **General condition and maintenance** – Improved facilities and upkeep of pickleball and basketball courts, ball diamonds, trails and sidewalks, snow removal, waste management, pond, green spaces and washrooms.
- **Parking –** Upgraded existing parking lots and need for more parking.
- **Green infrastructure –** Promoting sustainability through use of green infrastructure, including renewable energy.
- **Accessibility –** Making the park more accessible through more accessible amenities (e.g., washrooms, ramps, seating, building entrances).
- **Lighting** – Improved lighting in park to improve safety, as well as lighting in the baseball and pickleball areas.
- **Landscape**– Expanded green spaces and gardens, as well as more trees, planting, water features and interpretive signage.

4.3 Technical Advisory Team Charrette

Initial park opportunity and challenge considerations have been explored by the Technical Advisory Committee in November 2023, as summarized in figures below, focused on park functionality, connectivity, and horticultural and environmental resilience. Detailed insights are integrated into the opportunities and constraints bullet in **Section 5.0**.

Figure 19 TAT Charrette Summary for Richmond Green – Enhancing Park Functionality

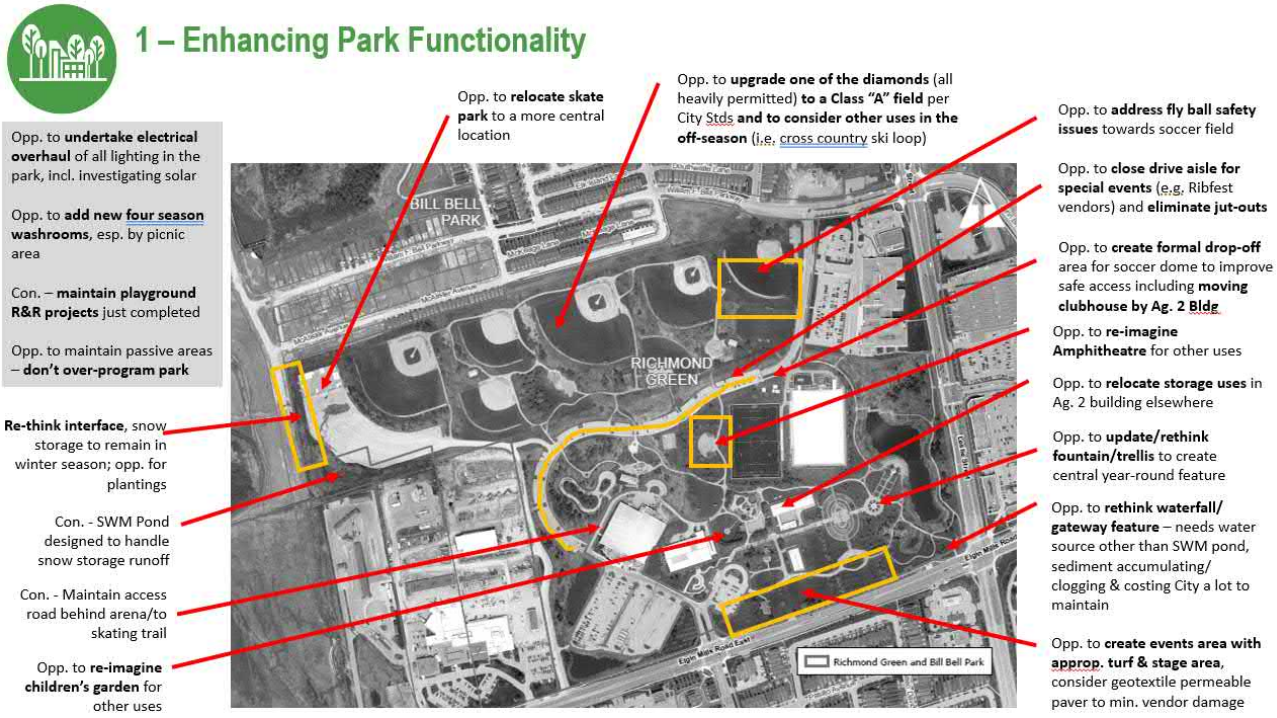


Figure 20 TAT Charrette Summary for Richmond Green – Enhancing Park Connectivity

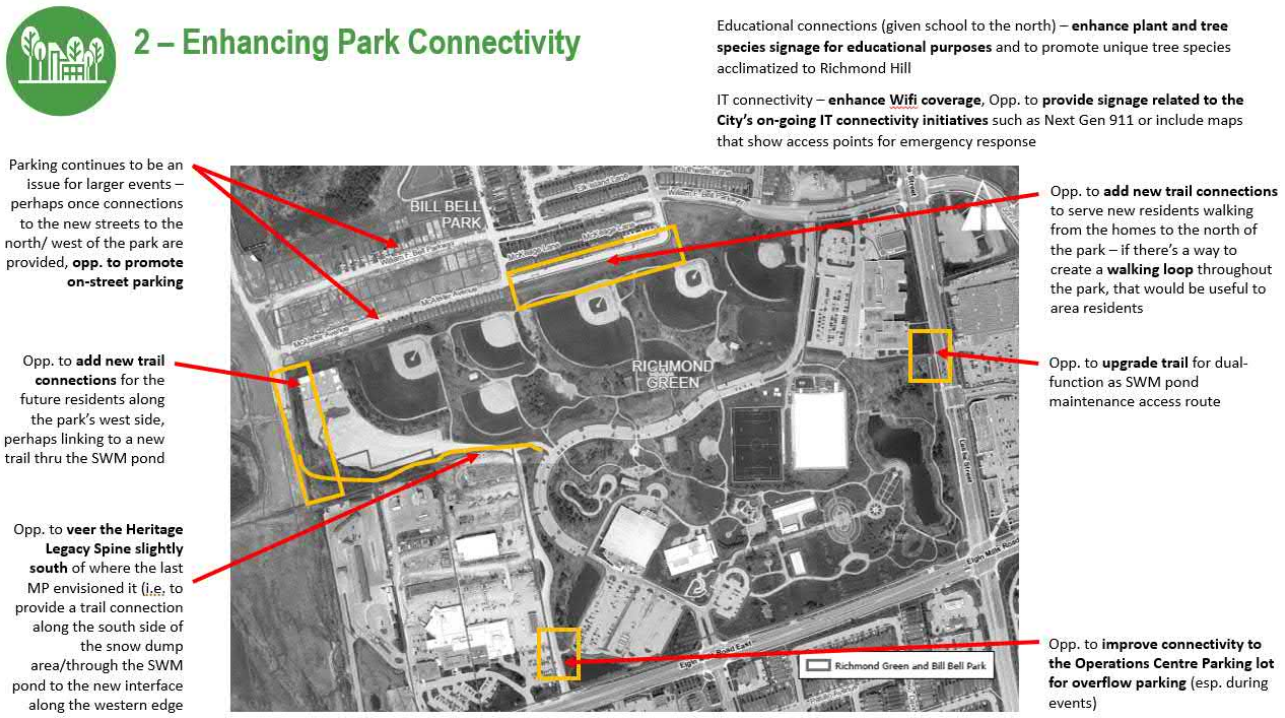
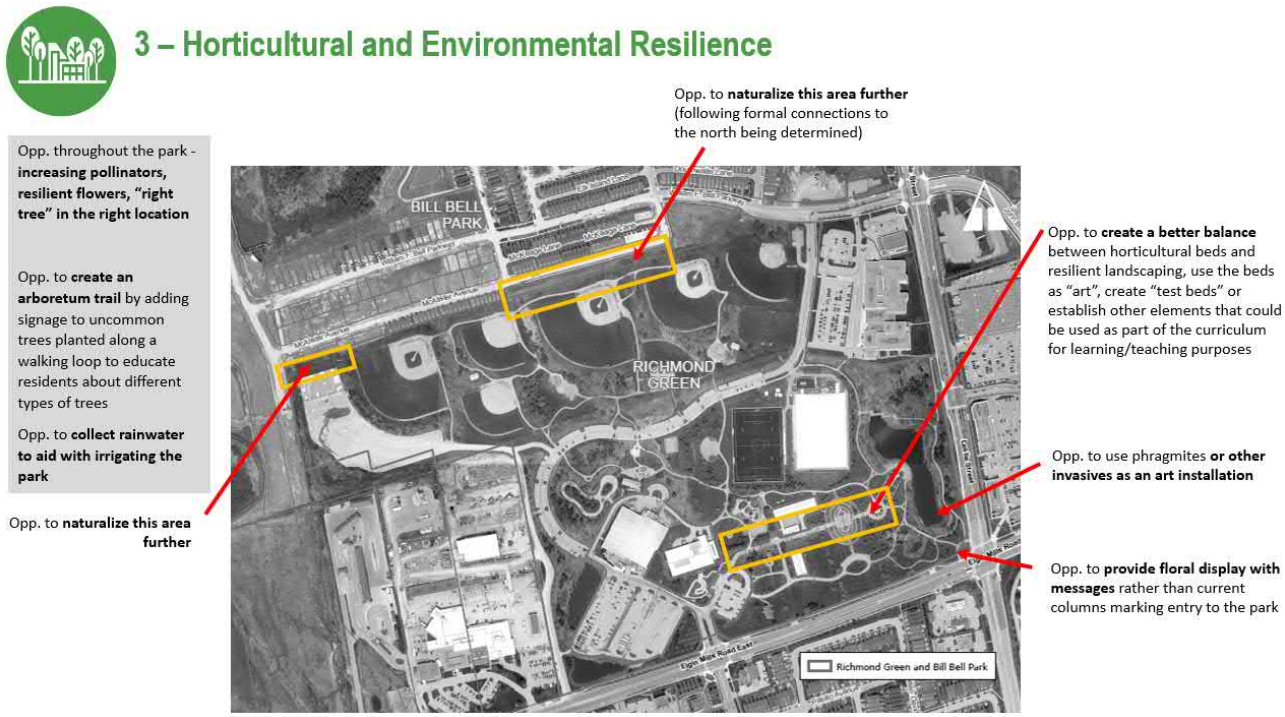


Figure 21 TAT Charrette Summary for Richmond Green – Horticultural and Environmental Resilience



5.0 Opportunities & Challenges



5.0 Opportunities & Constraints

By conducting a review of background documents, study area analysis, precedent park review, and stakeholder and community feedback, a comprehensive list of opportunities and constraints in the revitalization of Richmond Green have been identified. Sections below summarize the overall park findings, and **Table 5-1** specifies park zone and facility / activity opportunities and challenges.

- **Improved natural park experience and park edges**: Richmond Green is situated now within a growing urban context within the city making the park a key contributor to the green lungs of the city for both active and passive experiences – additional naturalization and beautification of the park's landscape features, trees and water features. The park's role has evolved to open its edges to the adjacent streetscapes and communities – a strong green and porous edge will establish the identity as a large urban park.
- **Improved natural heritage**: Biodiversity and connectivity to the Rouge River watershed can be increased, while also increasing vegetation buffers to manage stormwater quality flowing to on and offsite aquatic features. Preserve larger diameter trees for wildlife habitat enhancement (e.g., for bats, woodpeckers) and installing additional wildlife habitat features (e.g., bird boxes). Vegetation species can be better managed with additional planting program and invasive species removal programs, especially for Phragmites and Buckthorn.
- **Interconnectedness between passive and active areas of the park**: Two distinguished areas of the park serve the community with indoor and outdoor sports facilities, as well as more traditional park-like landscape and passive park programs. A series of walking loops, shared facilities or amenities, and seasonal adaptation of current park programs would elevate all user's experience and navigation through the park.
- **Green park infrastructure and facilities**: Protect the high-water table of the Rouge River watershed by introducing green and blue infrastructure best practices, including tree planting, rain gardens, permeable surfaces, water re-cycling and re-use, low maintenance gardens, green energy and lighting, and winter-city park materials and products.
- **Accessible park programs and facilities**: Enabling barrier-free, equitable and equal access to the park is critical for a large destination park.
- **Integrated cultural and natural heritage within the landscape and education**: Richmond Green's agricultural roots and heritage resources make it a very unique large urban park, as well it's location within the Rouge River watershed. These aspects should be integrated into the landscape and signage of the park and align with the City's Bird Friendly Guidelines and Monarch Pledge.

- **Improved traffic safety**: The roadway that currently bisects the park reduces the cohesiveness of the park by creating a perceived obstacle between different areas of the park. The speeds of motor traffic travelling through the park should be kept to a minimum using features such as chicanes, narrow pinch points and raised pedestrian crossings. The volume of motor traffic travelling through the park can be minimized by restricting motor traffic on select roadways in the centre of the park. Additional vehicle access points can be created to provide convenient access to different parking areas without crossing the park. Limiting the use of park roadways as through routes by private vehicles also reduces traffic volumes by encouraging nearby residents to walk or cycle to the park rather than driving, by giving active modes a more direct route to reach different areas of the park than the driving route.
- **Additional active user access points**: As the surrounding areas continue to be developed, there is an opportunity for additional formal access points for active users. New residential development to the north and west of the park provides an opportunity to seamlessly integrate park pathways to neighbourhood sidewalks and crosswalks, providing residents safe and easy access to the park. There is also an opportunity to directly link Richmond Green and Bill Bell Park with a crosswalk and pathway to strengthen the connection between parks. Additionally, there is the possibility of directly connecting the existing path located northwest of Bill Bell Park to the William Bell Parkway/Log Cabin Street intersection. There are some challenges to strengthening access and local integration to Richmond Green. The land immediately to the southwest of the park – home to the Richmond Hill Operations Centre and Fire and Emergency Services – limits possible connections between the park and new development to the west. This can be mitigated by implementing an active user access point (with safe crossing) off John McCrae Street near the pickleball courts to provide at least one access from the west side of the park. Elgin Mills Road and Leslie Street are also busy roads that should only be crossed at marked pedestrian crossings, which in practice will restrict the park access points to existing or planned traffic signals. The crossings at the existing access points should also be maintained, safe, and not result in excessive delay for users trying to access the park from nearby neighbourhoods to the south and east.
- **Encourage use of active transportation to and from special events**: Richmond Green Park is the site of large events which can put extraordinary strain on parking and traffic capacity both within and around the park. Motor vehicles are a very space-intensive method of transporting large numbers of visitors, so encouraging users to use other transport modes such as transit, walking and cycling can greatly reduce the traffic and parking congestion associated with large events. A potential method of facilitating cycling for large events is to set up temporary fenced bicycle parking areas.
- **Special Events Bus Service**: Richmond Green Park is currently served by local YRT bus service along Leslie Street and along Elgin Mills, but that regular service does not provide sufficient capacity to handle a large proportion of travel demand associated with

a large event. To accommodate more people using public transit, additional special events bus service is required. Ideally a bus loop or on-street layover space would be provided near the main park entrance on Elgin Mills to allow buses to await the end of events with an uncertain end time, and to remain on standby in case of higher-than-expected ridership demand.

- **Provide temporary secure bicycle parking**: Inadequate bicycle parking can discourage people from cycling to large events, so providing a temporary secure bicycle parking facility near the main entrance of the event area can encourage people to attend the event by bicycle. Such a facility would consist of a grass or paved area with temporary fencing where a large number of bicycles can be parked.

Figure 22 Primary Active Transportation Desire Lines Through Richmond Green



Figure 23 Potential Network of Active Transportation Through Routes (based on existing landscape)



- **Minimize active transportation route conflicts**: Once new active transportation connections are created to the north and west, there will be a greater number of people walking or cycling through the park from one side to the other without necessarily stopping within the park. To avoid causing discomfort for people strolling or playing within the park and to avoid inconveniences for people passing through, the primary through movement (flow) corridors for faster active transportation users such as cyclists or rollerbladers should be separated from destination and activity (place) functions. On primary routes, it would be beneficial to provide separate paths for faster and slower users. In a park environment, active transportation users will take the shortest path to their destination regardless of the design of that path so failing to account for the primary desire lines could result in a larger than intended number of fast users coming into conflict with slower users (pedestrians including wheelchair users) in certain areas. Since the park is surrounded on two sides by major arterial roads and on a third side by a single property line, there are relatively few potential access points to the park. The straight-line connections between the potential park access points are illustrated in **Figure 22.**
- **Improve active transportation network**: The network of pathways designed for through active transportation use should be designed such that the desire lines are bundled together while keeping the routes as direct as practical, with the highest priority given to the directness of the primary routes. A potential network of through routes is illustrated in **Figure 23**. The illustrated network is based on the existing layout of the

park, so it will need to be adjusted in accordance with the new layout proposed as part of this master plan.

- **Do not expand amount of parking**: Richmond Green currently has an abundance of parking throughout the park. With such large quantities of parking, vehicular travel is encouraged as visitors know they will be able to find a parking spot if they travel by automobile. Although large events are held at Richmond Green Park, special event conditions should not dictate the amount of parking provided year-round. Although the need to manage these events presents a challenge, there is an opportunity to manage visitors through other means, including providing street parking in nearby residential neighbourhoods to disperse motor traffic and providing shuttle bus services. It should be noted that there is no need for off-street parking at Bill Bell Park, as it is a neighbourhood park and people are more likely to access it by foot. There is sufficient on-street parking in the area for the small number of people who might drive to the park.
- **Improved wayfinding signage**: Implement wayfinding signage at all arrival points, both for motor vehicles and active users, as well as at key junctions. This is particularly important for active users to ensure they do not get lost on the curvilinear pathways. Wayfinding in the park should follow a consistent theme for design and branding to enhance the sense of the park being a single cohesive unit. Branding should be simple, clear, effective, and accessible so all users can understand.
- **Improved asset condition inspection and reporting:** Multiple asset elements/features do not have asset condition information or up-to-date information. Identify the latest State of the Infrastructure information including inventory and condition and integrate it into the existing Asset Management Framework as per the latest Asset Management Plan.
- **Other improvement identified opportunities outside of Richmond Green Master Plan update**:
    - Undertake the life cycle activities as identified in the latest Asset Management Plan;
    - Conduct additional condition assessments to determine the current condition of all assets;
    - Integration of cultural heritage synergies with Indigenous communities;
    - Wi-Fi connection beyond the Sport Centre;
    - Emergency response and preparedness; and,
    - Overflow parking to Operation Centre Parking lot during tournaments/ events.

Table 5-1 Richmond Green Opportunities and Constraints

Park Zone	Facility / Activity	Opportunity	Constraint	Revitalization
Sports Complex	Tom Graham Arena	• Improve access and user safety to/from parking lot • Rainwater capture and reuse for irrigation in park	• Parking separated from building by park road	No Change (building) Enhancement to drop-off area, parking access and circulation
	Richmond Green Sports Centre	• Improve access and safety to parking lot • Create outdoor access to washrooms • Provide iconic public art as vista entering park • Rainwater capture and reuse for irrigation in park	• Parking separated from building by park road	No Change (building) Enhancement to parking access and circulation
Picnic and Events Area	Boynton House Art Exhibition Space	• Improve visibility/ education on agricultural heritage and history of the building and lands • Improved year-round programming of facility • Rainwater capture and reuse for irrigation in park	• Protected heritage resource • Art Exhibition Space current use of the site	No Change (building) Enhancement to adjacent grounds
	Agricultural Building #1	• Relocate existing equipment storage to	• Investment to repurpose building	Enhancement / New (building)

Park Zone	Facility / Activity	Opportunity	Constraint	Revitalization
		another area (e.g., snow storage area) • Repurpose to year-round and multi-functional programming of facility (e.g., soccer club house, outdoor accessible washrooms, multi-purpose event space) • Rainwater capture and reuse for irrigation in park	• City's current equipment storage needs	
	Agricultural Building # 2	• Additional year-round and multi-functional programming of facility (e.g., soccer club house, outdoor accessible washrooms, multi-purpose event space) • Rainwater capture and reuse for irrigation in park	• Investment to repurpose building • Bocce groups current use of the site	Enhancement / New (building)
	Old Railway Station	• Improve visibility/ education on agricultural heritage and history of the building and lands • Improved year-round	• Protected heritage resource • Soccer club's current use of the site	No Change (building) Enhancement to adjacent grounds

Park Zone	Facility / Activity	Opportunity	Constraint	Revitalization
		programming of facility • Rainwater capture and reuse for irrigation in park		
	Picnic Shelters	• Provide more picnic shelters • Provide more centralized and accessible washrooms • Provide water/ electrical connections • Open year round	• Overuse of space	Enhancement / New (additional)
	Lawn / Picnic Areas	• Provide temporary / permanent event stage • Provide servicing infrastructure for events and food trucks • Improved seating and shade • Increase access points for active transportation modes during events • Separated access for pedestrians, maintenance and operation during large events	• Constrained large truck access for event / stage preparation • Damage to turf by truck maneuvering during events set up/tear down • No water / electrical hook ups for venders during events • Inadequate site drainage	New

Park Zone	Facility / Activity	Opportunity	Constraint	Revitalization
		• Provide washroom access nearby • Improved year-round programming		
Formal Garden	Heritage Walk	• Provide accessible paving surfaces • Distinguish main park trail using different materials/ signage • Create a better balance between horticultural beds and resilient landscaping • Improve lighting, tree health and connection to water (e.g., fountain, pond, waterfall)	• Physical constraint of mature trees along the path edges • Unknown safety of electrical connections	Enhancement / New (extended)
	Pavilion	• Improve seating and shade	• Well-used photo opportunity location, minimal tolerance for change	New (relocated)
	Fountain	• Update fountain / trellis to create year-round feature	• Well-used photo opportunity location, minimal tolerance for change	New (repurpose area)
	Rose Garden	• Improve shade canopy • Improve site drainage and resilient four-season gardens	• Well-used photo opportunity location, minimal tolerance for change	New (relocated)

Park Zone	Facility / Activity	Opportunity	Constraint	Revitalization
		(including pollinator species) • Arboretum display		
	Apple Orchard	• Arboretum display • Apple-picking programming • Winter lights path	• Apples on ground deter passive recreation	New (relocated)
The Pond and Waterfall	Arched Bridge	•	• Very well-liked photo opportunity location and change may be resisted	No change
	East Pond Boardwalk	• Use of phragmites or other invasive as art installation • Provide maintenance access from Leslie Street • Upgrade existing trail to formalize maintenance access • Park features/ educational signs highlighting natural heritage and/ or stormwater management features	• Stormwater management function has priority • Integrate maintenance access for dredging, etc. • Invasive Phragmites may block views into the pond	No change
	Waterfall	• Improvements to waterfall / gateway feature	• Very well-liked photo opportunity	Enhancement

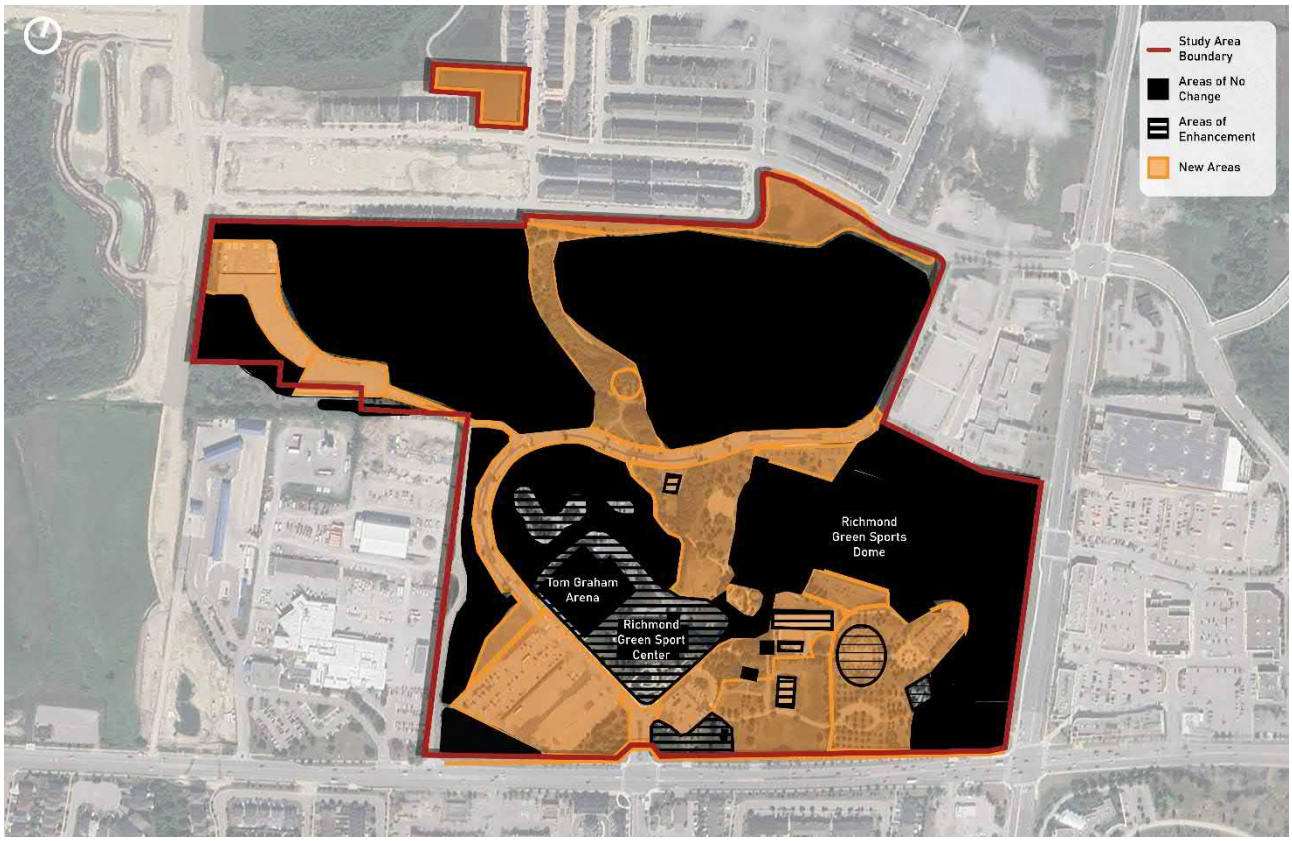
Park Zone	Facility / Activity	Opportunity	Constraint	Revitalization
		• Provide clean source of water for waterfall • Integration of waterfall into wellness garden	location and change may be resisted • Draws water from pond, which requires river rock cleaning	
Sports Fields	Softball Diamonds	• Group all softball diamonds together • Additional uses to activate the area in the winter • Improve lighting, spectator areas, shade, clay surface • Provide washroom access nearby	• Fly balls onto adjacent junior soccer field • Some diamonds unsuitable for all user group needs	No change
	Baseball Diamonds	• Group all hardball diamonds together • upgrade on of the diamonds to Class “A” fields and consider uses in the off-season • Additional uses to activate the area in the winter • Improve lighting, spectator areas, shade, clay surface	• Multi-functional use of diamonds in the summer (e.g. off-leash area for dogs) • Safety concern with fly balls to junior soccer field • Some diamonds unsuitable for all user group needs	No change

Park Zone	Facility / Activity	Opportunity	Constraint	Revitalization
		• Provide washroom access nearby		
	Batting Cage (not in use)	Repurpose with all-year program	N/A	New (repurpose)
	Turf Soccer Field (senior size)	Use agriculture building as soccer clubhouse to expand parking/drop off Create a formal drop-off area Additional uses to activate the area in the winter	Unsafe drop-off/pick-up (no designated area) Turf recently upgraded	No change
	Turf Soccer Field (senior size, with dome)	Use agriculture building as soccer clubhouse to expand parking/drop off Create a formal drop-off area Additional uses to activate the area in the winter	Unsafe drop-off/pick-up (no designated area) Turf recently upgraded	No change
	Grass Soccer Field (junior size)	Additional uses to activate the area in the winter	Fly balls from adjacent ball diamond # 2 No irrigation on soccer field	No change

Park Zone	Facility / Activity	Opportunity	Constraint	Revitalization
Courts and Skateboard Park	Skateboard Park	Relocate skateboard park to more central location Permanent skateboard park Provide washroom access nearby Improve lighting, naturalization	Isolated location Modular design has limitations on features/skills	New
	Pickleball Courts	Permanent pickleball courts Provide washroom access nearby Improve lighting	Isolated location Temporary location	New
	Winter Snow Storage Area	Design snow storage area to complement summer uses Improve naturalization	Functional footprint for snow storage area limits creation of permanent park programs	No change
Community Park Uses	Playgrounds	Improve seating and shading Improving wayfinding and signage	Playground equipment recently upgraded	No change
	Children's Garden	Repurpose space for a different park program	N/A	New
	Basketball Court	Relocate to youth-	N/A	Enhancement / New

Park Zone	Facility / Activity	Opportunity	Constraint	Revitalization
		centred park uses		
	Splash Pad	Grey water catch basin	N/A	Enhancement
	Ice and Inline Skating Trails	Refrigeration infrastructure	Length of ice skating trail season due to warmer climate	Enhancement
	Amphitheatre	Repurpose space for a different park program (e.g. skatepark)	Sloped terrain	New (repurpose)
Northern Park Extension and Bill Bell Park	To Be Determined	Add new trail connections and expand the trail network Create an inviting entrance feature and landscape Provide vegetation buffer (e.g., tree/shrub) Provide community gardens, and seating	Smaller park spaces and use that support Richmond Green	New

Figure 24 Richmond Green Revitalization - Areas of Change



6.0 Precedent Parks



6.0 Precedent Parks

Centennial Park and High Park in Toronto, Assiniboine Park in Winnipeg and RIM Park in Waterloo were reviewed to gain insights on alternatives for park access, parking, circulation, trails, programming, ecology, amenities and large event spaces that are applicable precedents for Richmond Green.

6.1 Centennial Park, Toronto

Centennial is a large destination park on the western edge of Toronto. It features many sports facilities including a stadium and an arena, and it has a decentralized layout. It is also positioned in the lower reaches of the Etobicoke Creek watershed that includes a diversity of habitat types that contribute to a surprisingly high number of species within this urban context. Notably, small wetland patches in the park's northern area provide habitat for more sensitive wetland species.

Figure 25: Centennial Park outlined in red



6.1.1 Access and Parking

Motor vehicle access is decentralized, with many different vehicle access points to access specific areas/facilities of the park. A major road, Centennial Park Boulevard, separates the main portion of the park from the Centennial Park Golf Centre to the west. There are no sidewalks nor cycle paths along Centennial Park Blvd, and there are no marked pedestrian crossings across it within the park area. In general, motorists must exit

the same access point from which they entered. All vehicle parking consists of surface lots adjacent to a destination or facility. There is no on-street parking.

There are few formal pedestrian access points. The most seamless access to the park is via the northeast pathway that connects to the intersection of Renforth Drive and Eglinton Avenue where it connects with the Eglinton Avenue multi-use path. There is also a connection from the park to the neighbourhood to the east via local streets. The Etobicoke Creek Pathway runs along the west edge of the park area but there is no crossing facility across Centennial Park Blvd to access it.



6.1.2 Internal Circulation

Motor Vehicle Circulation

The park has one major road (Centennial Park Boulevard) **cutting through the park,** providing a north-south route with access to some parking lots. **Many major destinations** (i.e., Rob Ford stadium, Centennial Park Arena and Centennial Park Conservatory) **are accessible through direct and secondary access roads**.

Active Transportation

North-south connections are generally continuous but they can be circuitous depending on origin and destination. East-west connections exist but some connections between facilities are overly long and circuitous, such as to the BMX park and conservatory. Many sports fields lack a direct connection to the path network, requiring people to walk across grass areas to access them.

There is a 2.3 kilometre **internal loop trail** within the park that takes 31 minutes to complete and is an easy route to take. This trail is open year-round. In addition, there is a western linkage that connect to a larger trail system called the Etobicoke Creek Trail that borders Centennial Park. There is also a northern linkage running within the hydro corridor, north-west of the Centennial Park Cricket Fields which connects to Eglington Avenue West and Renforth Drive. The Park's eastern limits abut residential housing as well as several institutions such as Hollycrest Middleschool, Seneca School and Etobicoke Olympium. The Park's eastern limits, along Eglinton Avenue West abut commercial-industrial areas.

Figure 26 Centennial Park Loop





6.1.3 Amenities

Centennial Park is equipped with a variety of amenities to enhance visitor experience. In addition to supporting multiple sports fields, the park features a conservatory, five picnic shelters, and eight designated picnic sites. Additionally, it offers four washroom facilities, a BMX area, 25 bike trails, and a disc golf course, all designed to support diverse recreational activities and meet the needs of park users. Centennial Park Boulevard bisects the park, separating the Centennial Park Golf Centre from the rest of the park. The picnic areas and playground are located more centrally while the various recreational facilities are located along the outer edges of the park. Several of the facilities are found along the park's eastern limits adjacent the residential area including Centennial Park Area, Rob Ford Stadium and Etobicoke Olympium.



6.1.4 Sports Programming

Centennial Park is a large facility with numerous baseball and soccer fields. Some fields are grouped together (soccer, baseball) while others are scattered throughout park. Other sports facilities include cricket fields, a golf course, disc golf, BMX track, and a recreation centre (pools, courts, running track). There are multiple access points all into the park along Eglington Avenue West Centennial Park Boulevard, Rathburn Avenue and Centennial Park Road. There are also multiple parking areas adjacent some of the larger sports facilities as well as adjacent the passive recreational trails and picnic areas.

6.1.5 Youth Programming

The park offers a diverse range of recreational activities tailored to children and teenagers. Key amenities include multiple sports fields, four playgrounds strategically located near residential zones, splash pad and a wading pool. Additionally, the park provides winter programming designed specifically for younger visitors, featuring tobogganing hills and beginner-friendly ski slopes. The park is within walking distance from a primary, middle and high school along Renforth Drive. There is also multiple vehicular access points and parking for visitors and groups coming from farther distances. Many of the larger sports facilities can also be found in close proximity on the south-east limits of the park. The trails, shelters and passive areas are found more centrally but connect all the various amenities and sports fields together.

6.1.6 Event Space

Centennial Park does not have any permanent bandshells or stages, but the park has history of hosting events. It opened in 1967 to celebrate Canada's centennial, hosted BMX events at 2015 Pan Am games, hosts JerkFest, Ribfest, and other events. There are many large parking areas with multiple access points for visitors coming from all corners of the park.

6.2 High Park, Toronto

High Park is the largest park in the centre of Toronto and serves as a destination park for urban residents. It includes sports fields, and such facilities make up a relatively minor component of the park’s features. The naturalised areas attract visitors for activities such as hiking, jogging, fishing, gardening and biking, and the park hosts cultural events such as plays. High Park is also an important site for several significant natural and cultural features, as it contains 23 hectares of Black Oak savannah, a globally rare ecosystem that represents the largest area of tallgrass savannah, prairie, and woodland in the city. It also has many gardens and the Grenadier Pond which is a designated Provincially Significant Wetland Complex, home to diverse species of flora and fauna.

Figure 27: High Park outlined in red



6.2.1 Access and Parking

Motor Vehicles

Private motor vehicle **access into the park is exclusively from a single entrance** on the east side of the park, at Parkside Drive and High Park Boulevard and private vehicles are intended to exit from the north exit, at Bloor Street and High Park Avenue. High Park has parking dispersed among several parking lots throughout the park. The largest parking lot is in the centre of the park, near the Grenadier Café.

On **weekends and holidays private motor vehicles are not permitted to enter the park**, and the parking lots are not usable. A limited amount of on-street parking exists along Bloor Street and along Parkside Drive adjacent to the park.

Active Transportation

There are six paved access points for active transportation, located along the north, east, and south sides of the park. Each of the paved access points connects to a signalized intersection allowing users to comfortably cross the major roads surrounding the park. Two additional minor paths connect the park to Bloor Street along its northern edge, but they are not paved and include stairs.

High Park is also served by several rail transit stations.

6.2.2 Local Integration

The north edge of the park is well integrated into the neighbourhood with park entrances aligning with all crosswalks along Bloor Street. Bloor Street is a major residential-commercial corridor which runs east-west across the City of Toronto. Although a very urban condition, the park edge remains highly natural with mature trees and naturalization abutting the public sidewalk. The east edge of the park has less frequent access, with the longest gap being a 700-metre gap between the Bloor Street and Howard Park Avenue. The east edge of the park is also highly naturalized which compliments the mature and natural landscape of the residential houses adjacent. The exception is along Parkside Drive between Ridout Street and Indian Valley Crescent where there are tennis courts surrounded by lawn.

To the south the park borders a transportation corridor containing The Queensway, the GO Transit Lakeshore West railway corridor, the Gardiner Expressway, and Lake Shore Boulevard. There is no adjacent neighbourhood with which to connect but there are two access points from the park under the transportation routes to the waterfront that include sidewalks and cycling lanes. The natural park edge of mature vegetation along the south edge contrasts the very urban condition of The Queensway.

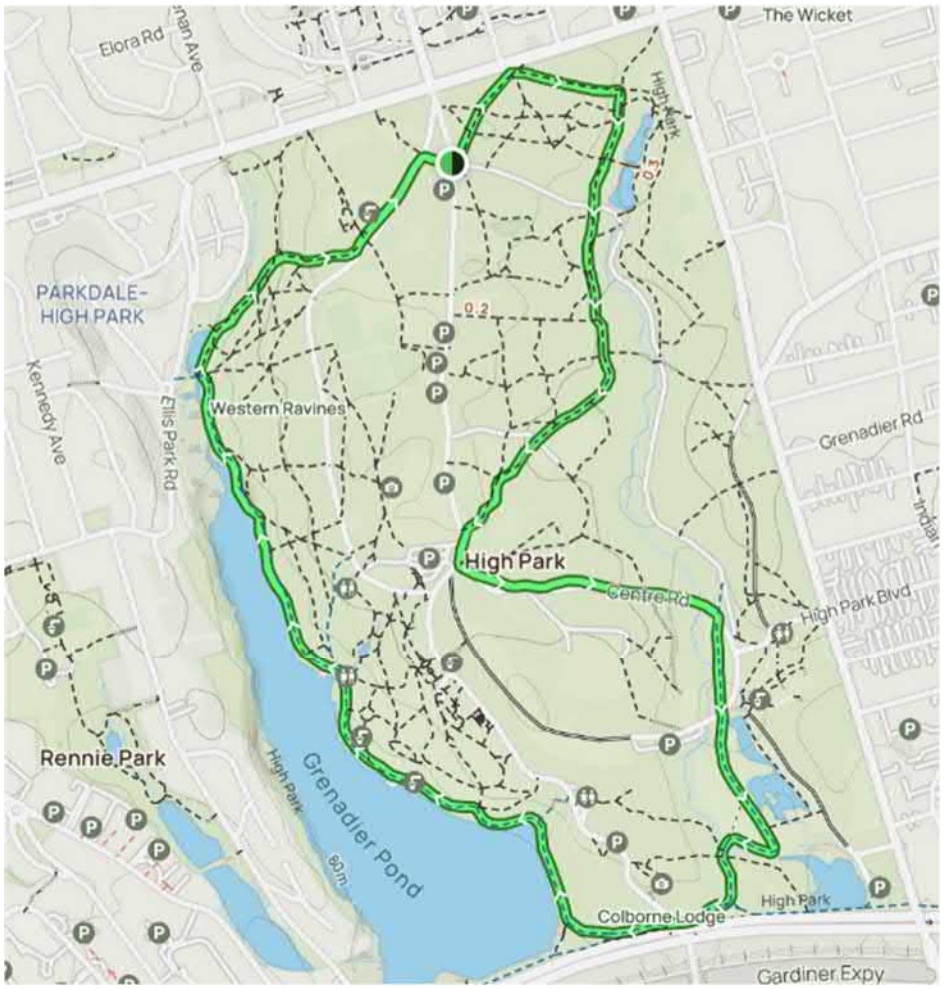
Grenadier Pond forms the western edge of the park, forming a barrier to the adjacent neighbourhoods. There is no direct connection to the park from the west, but a path along the southern edge of the park allows residents west of the park to circumvent the pond to access the park.

6.2.3 Internal Circulation

Access by motor vehicle was historically relatively unrestricted, but as part of the 2023 High Park Movement Strategy, many of the internal park streets have become reserved exclusively for active transportation, Wheel Trans (accessible transit shuttles) and the road train (a recreational park shuttle). The **primary motor traffic circulation route is a one-way loop entering** from the east side of the park at High Park Boulevard and Parkside Drive and exiting at the north side at Bloor Street and High Park Avenue. Colborne Lodge Drive originally formed a north-south driving route through the centre of the park, but private motor vehicles can no longer access the central segment of the street. The southern segment serves as a dead-end access to the parking lot for the Children's Garden and the northern segment is part of the one-way loop for motor vehicles.

Within the park there is an extensive network of paved paths connecting all areas of the park, some of which were previously roadways for motor vehicles. There is also a network of narrow unpaved paths that are intended for recreational purposes rather than as access routes to different areas of the park.

Figure 28 High Park Loop









High Park contains many trails that span throughout the park, some of which are internal loop trail. The most popular loop trail is the High Park Loop, an easy 5 km trail that take 1 hour 4 min to complete and takes visitors throughout the site. Other loop trails include the Exploration Trail, 4.3 km loop and Grenadier Pond and Humber loop, a 12.3km loop. South of High Park is in proximity to the Toronto Waterfront Trail.

There is a signed pedestrian route called the Discovery Walk, but it is intended as a self-guided walking tour of the park rather than a navigation aid to access destinations within the park.

6.2.4 Sports Programming

High Park contains 3 tennis courts, 3 baseball diamonds, 2 soccer fields, an outdoor pool and an artificial ice rink. The sports facilities are all grouped together in the centre of the park with the exception of the Howard Park Tennis Club found adjacent Parkside Drive. Parking for these facilities is also centralized and can be found along the main north-south park corridor, Colbourne Lodge Drive. Access can be found on all four side of the park along Bloor Street West, Parkside Drive, The Queensway and Ellis Avenue.

6.2.5 Youth Programming

There are many activities for children and teenagers to partake in High Park. Some of which includes all the various sports fields and outdoor pool. High Park is also unique for urban parks in which it contains a zoo and a Children's Garden & Teaching Centre and Greenhouses located near the access off The Queensway as well as a Nature Centre for groups and classes located near the Bloor Street Access. There are 4 playgrounds that fairly well distributed throughout the park with easy access from the surround residential areas. Most the of the programming is centralized and can be found along the parks main roads, Colbourne Lodge Drive, West Road, Centre Road and Spring Road. Passive recreation including walking trails surround the more programmed and active areas. During the spring, summer and fall, there is a trackless train that runs daily and allows users to have one stop over, hop off to enjoy their favourite location and then hop back on. In the winter months, tobogganing and skating can be accessed.

6.2.6 Event Space

High Park hosts many arts and cultural events such as plays festivals. An amphitheatre is operated by the Canadian Stage production company with several shows per week. The amphitheatre is approximately 200 metres from the centre parking lot. Many of the spaces for events including the Amphitheatre, High Park Cherry Blossoms, Hillside Gardens and Historic Park Picnic Site #23 can be found centrally along the main roads.



In springtime, the park is a major attraction in the city as thousands of people visit the park to see the cherry blossoms. During this period, the park is entirely closed to motor vehicles. Although the park received many visitors and parking is limited, the park is well serviced by public transportation. The TTC Line 2 (Bloor-Danforth) runs along Bloor Street with 2 nearby Subway Stations. High Park Station is approximately 200m from the Bloor Street entrance with the Keele Street Station is approximately 530m from the Bloor Street entrance. Transportation by bus is also located along Bloor Street. Parkside Drive and The Queensway is services by streetcar. The Park is also cyclist friendly with Bike Lanes along Bloor Street, and a multi-use path along The Queensway.

6.2.7 Amenities

High Park offers a wide range of amenities for visitors. It features extensive walking trails, multiple playgrounds—including the popular Jamie Bell Adventure Playground—and various sports facilities such as 14 outdoor tennis courts, 2 baseball diamonds, 2 sports fields, outdoor fitness area, dry pad and an outdoor pool. Grenadier Pond provides opportunities for fishing and wildlife observation. High park also contains a large off-leash dog park and a zoo with various animals.

The High Park Nature Centre offers educational programs, 6 Greenhouses and visitors can visit the 13 picnic areas, the 5 picnic shelters, 7 public washrooms, and café. Seasonal attractions include cherry blossoms in the spring and tobogganing hills in winter. The park also boasts historical landmarks, such as Colborne Lodge, along with beautifully maintained ornamental gardens and the Hillside Gardens.

Many of the amenities and programming that High Park offers can be found centrally off it's interior along the main north-south access road, Colbourne Lodge Drive. Many of the parks more passive recreation including trails and picnic sites can be found radiating out from the

centre. Generally, the park is more natural along its outer edges with more passive recreation like trails and picnic sites away from the more active programming.

6.3 RIM Park, Waterloo

RIM Park is a large park on the northeast edge of the City of Waterloo, featuring numerous sports fields and an indoor athletic centre.

Figure 29 RIM Park outlined in red



Access and Parking

RIM Park does not act as a single cohesive park, but rather a collection of adjacent facilities connected by road. University Avenue, a major road, runs north-south through the centre of the park and there is one marked crosswalk across it along the Walter Bean Grand River Trail, which acts as the main east-west active transportation route within the park.

Each group of facilities has its own motor vehicle access from University Avenue with a parking lot. There is no on-street parking. Two large lots at the Athletic Centre have capacity to serve large volumes of users. Other roads like Country Squire Ln, Millennium Blvd, and Park Rd provide north-south and east-west connections for motorists. Several access points for motorists, who are not limited to entering and existing from the same point.

Active modes can access the park at all vehicle access points via sidewalks or pathways. Additional access points exist where park pathways seamlessly interface with the pathway networks in surrounding neighbourhoods to the west, south and northeast.

Signage and Wayfinding

The park has good signage and directional wayfinding for motorists. A notable feature is a large gateway sign along University Avenue at Park Rd with a digital information board. Within the park there is also clear wayfinding for drivers.

Wayfinding for active users is good, with maps placed around the park and sports fields identified by numbers. Maps also clearly show the connectivity between the park and the surrounding trail network.

6.4 Assiniboine park, Winnipeg

Assiniboine Park is a destination park in the City of Winnipeg for its many active and passive uses. It is a large green space situated in between very important natural features of the City, the Assiniboine River to the north and the Assiniboine Forest to the South.

Local Integration

Main access into the park is from Roblin Boulevard and Corydon Avenue, which runs along the parks southern edge. There are four main access points along this edge as well as an additional vehicular access point off of Wellington Crescent and Park Boulevard as the Park's north-east corner. Alternatively there are pedestrian access points from the residential communities to the east and west of the park. The Park is situation well into the mature character of the residential community and has an open interface along Park Boulevard. On it's western edge there is pedestrian access from Swann Drive but residents back onto the park. The Assiniboine River runs along the parks northern edge which is maintained natural with mature riparian forest and vegetation. There is also an access to the bridge which crosses the river with access to the busy commercial corridor of Portage Avenue. The park is serviced by public transportation along Corydon Avenue as well as Portage Avenue.

Figure 30 Assiniboine Park outlined in red



Trails



The Park is designed in the English landscape style. It is very organic and picturesque with open areas situated within the mature natural area. The parks internal roadways and trails also generally follow this pattern. Trails wrap around the active and passive program areas including open lawned and forested areas. The park has two significant entry points. Conservatory Drive off of Roblin Boulevard is the parks main vehicular and pedestrian entry which leads to the Pavillion, a central landmark in the Park. Another significant entry point is East Garden Drive which can be found off of Roblin Boulevard and Park Boulevard North. This access leads to The Leaf and the Gardens at the Leaf. The park has a riverwalk trail which extends east-west from Pavillion Crescent to the residential area at Swann and Vialoux Drive.

Another major component of the park is the Assiniboine Park Zoo. The design of the zoo compliments the park in its organic layout of programming and trails.

Event Space

The Park has many areas for events through the park for sporting events, shows and concerts. Lyric Theatre is a well used stage for multi-purpose stage. It is located centrally in the park near The Pavillion. The Lyric Theatre is surrounded by a large open green space for viewers to watch concerts or shows.The Lyric Theatre is adjacent to a public washroom as well as another washroom around 250-300m away at the Assiniboine Park Duck Pond and Shelter. There is ample parking in Assiniboine Park. Two large parking lots are nearby as well as parking all along the Park's internal roadways.

The Park also has three large sports fields/open green spaces for sporting events and additional large gathering areas. All fields are within a comfortable walking distance as well as parking all throughout the park. In addition to the Park's event spaces, The Leaf an Assiniboine Park Zoo also have their own events throughout the year such as Garden Tours at The Leaf, Brew at the Zoo and Boo at the Zoo.





Amenities

The Park offers many amenities to visitors who want to do more planned activities as well as leisurely activities. The largest attraction of Assiniboine Park is the Assiniboine Zoo which encompasses a large portion of the Park's western half. The Zoo has its own vehicular entry and parking area off of Roblin Boulevard. There is also the original Zoo parking area which is now used for overflow parking and general park parking found more centrally in the Park.

The Park's centre is programmed with an Historic Park Pavillion, Lyric Theatre, Nature Playground, Qualico Centre/Park Cafe and Large Picnic Shelter. There is a washroom facility near the Lyric Theatre, attached to the Picnic Shelter and Park Cafe. More passiv e amenities include the Leo Mol Sculpture Garden, English Garden and large open lawn.





South of the Pavillion across Pavillion Crescent are three large sports fields, including the Cricket Field, Soccer Field and Ultimate Field. These areas have nearby parking a well as serveral shelter and rest areas nearby. There is also additional picnic sites, shelters west of the Zoo which is more isolated and situated near the residential area.

6.5 Other

Ben Garen Park (Fort Smith, Arizona), **Arthur Genshaft Fields** (Massillon, Ohio), and **Doggett Ford Park** (Beaumont, Texas) were referenced for central gathering areas, pavilions, shade, trees and circulation supporting multiple ball diamonds. Similarly, **Waterloo's RIM Park** (Waterloo, Canada) was also referenced for central amenity and play area between soccer fields and integration of historic and operating agricultural cultural heritage. **Box Hill Gardens** (Melbourne, Australia) was referenced for youth-oriented park programming, repurposing of building and colourful paved surfaces to delineate areas of activity. **Town Centre Park** (Coquitlam, Canada) and **Hawrelak Park** (Edmonton, Canada) were also referenced for outdoor events space overlooking a water body.

7.0 Key Concept Option Directions



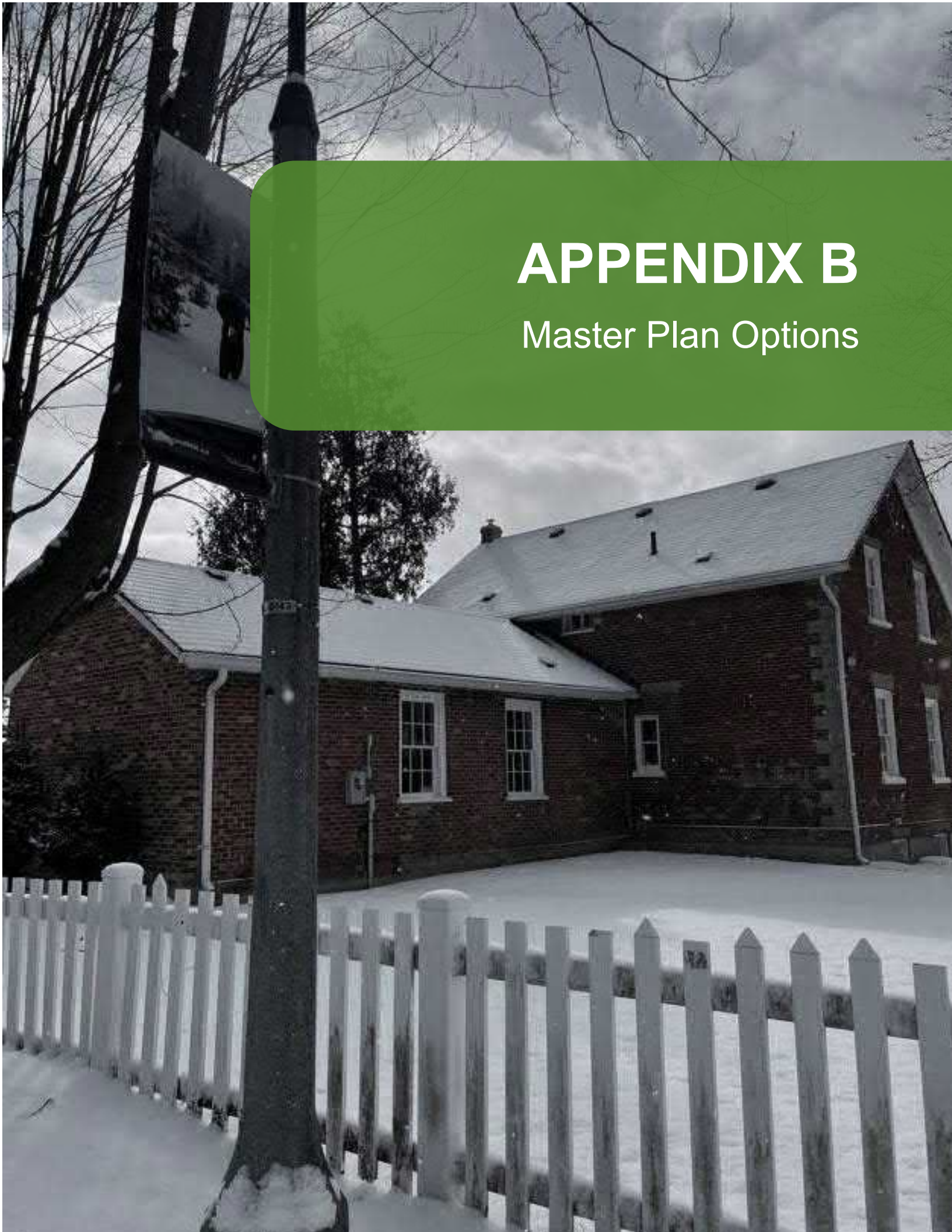
7.0 Key Concept Option Directions

Based on the key learnings through the development of this memo, two key concept option directions emerged as outlined in **Table 7-1**. These options will be further explored through the next phases of the master planning process.

Table 7-1 Key Concept Directions

Richmond Green Option	Key Directions	Common Elements
Concept Option 1 – Modernized Destination	• T-intersection internal circulation with three vehicular access points and road behind arena parking • Event space lawn fronting Agriculture Building # 2 and smaller event space at Boynton House • Renovated Agriculture Building # 2 to support event stage – dual functions (small / large events space) • New Agriculture Building # 1 with washrooms, food service and bocci (?), seasonal park storage • Relocated / new picnic pavilion • Relocated gazebo at the water's edge • Ecologically themed gardens around pond and gazebo • Improved water play area • New operations building and yard at the north-west corner of the park	• Improved green interface along Elgin Mills Road • Expanded heritage walk spine connecting key buildings in park • Additional pedestrian access points and AODA compliance • Primary trail loop and secondary supporting trails • Mound active/passive area • Designated youth sports area • Designated pickleball area • Designated drop-off for soccer fields • Improved water supply solution and revitalized waterfall feature • Controlled access for events and looped
Concept Option 2 – Featured Destination	• Three vehicular access points without continuous circulation (except for maintenance/ emergency access)	

Richmond Green Option	Key Directions	Common Elements
	• Event space overlooking pond and new pavilion / larger stage • New Agriculture Building # 1 with washrooms, storage and adjacent picnic pavilion • Renovated Agriculture Building # 2 for food service and bocci • Ecologically themed gardens around cultural heritage buildings • Enhanced water play/ skate area • New operations building and yard connected to City's operations centre	vehicular operations route • Snow storage maintained, as well as all ball fields, soccer fields, playgrounds, Richmond Green Sport Centre, Tom Graham Arena Complex, Boynton House Art Exhibition Space and Railway Station



APPENDIX B

Master Plan Options

BILL BELL PARKETTE

WILLIAM F BELL PKWY

JOHN MCCRAE ST

RICHMOND HILL OPERATION CENTER

RICHMOND GREEN SECONDARY SCHOOL

LESLIE STREET

ELGIN MILLS ROAD EAST

OPTION 1

- Event Space
- Heritage Walk
- Heritage Gardens
- Urban Green Space
- Youth Zone
- Washroom
- Picnic Pavilion
- Parking
- Major Gateway
- Minor Gateway

Sports Complex

1. Existing Tom Graham Arena
2. Existing Richmond Green Sports Centre

Agricultural Lands

3. Existing Boynton House
4. Proposed Picnic Pavilion
5. Concession/ Washroom
6. Renovated Agricultural Building #2 (Stage)
7. Reorganized Event Commons
8. Existing Soccer Club

Landscape

9. Proposed Ecological Themed Gardens
10. Existing Waterfall
11. Existing Bridge
12. Proposed Gazebo
13. Existing Stormwater Pond
14. Proposed Mounded Landscape
15. Existing Boardwalk
16. Proposed Rain Garden Demonstration Gardens
17. Proposed Green Energy Garden

Community Park Uses

18. Existing Soccer Fields
19. Revitalized Ball Diamonds
20. Revitalized Splash Zone & Change Rooms
21. Existing Skating Trail
22. Existing Playground
23. Proposed Youth Sports Zone
24. Proposed Pickleball/ Multi-Use Courts
25. Proposed Volleyball Courts
26. Proposed Soccer Dropoff

Northern Park Extension

27. Bill Bell Park

Maintenance

28. New Operations Building and Yard
29. Snow Storage Area

BILL BELL PARKETTE

WILLIAM F BELL PKWY

JOHN MCCRAE ST

RICHMOND HILL OPERATION CENTER

RICHMOND GREEN SECONDARY SCHOOL

LESLIE STREET

ELGIN MILLS ROAD EAST

OPTION 2

- Event Space
- Heritage Walk
- Heritage Gardens
- Urban Green Space
- Youth Zone
- Washroom
- Picnic Pavilion
- Parking
- Major Gateway
- Minor Gateway

Sports Complex

1. Existing Tom Graham Arena
2. Existing Richmond Green Sports Centre

Agricultural Lands

3. Existing Boynton House
4. Proposed Picnic Pavilion
5. Proposed Gazebo/ Stage
6. Renovated Agricultural Building #2 (Concession/ Washroom)
7. Expanded Events Commons
8. Existing Soccer Club

Landscape

9. Existing Bridge and Enhanced Waterwall Features
10. Existing Stormwater Pond
11. Proposed Mounded Landscape
12. Proposed Heritage Agricultural Landscape
13. Existing Boardwalk
14. Proposed Green Energy Garden

Community Park Uses

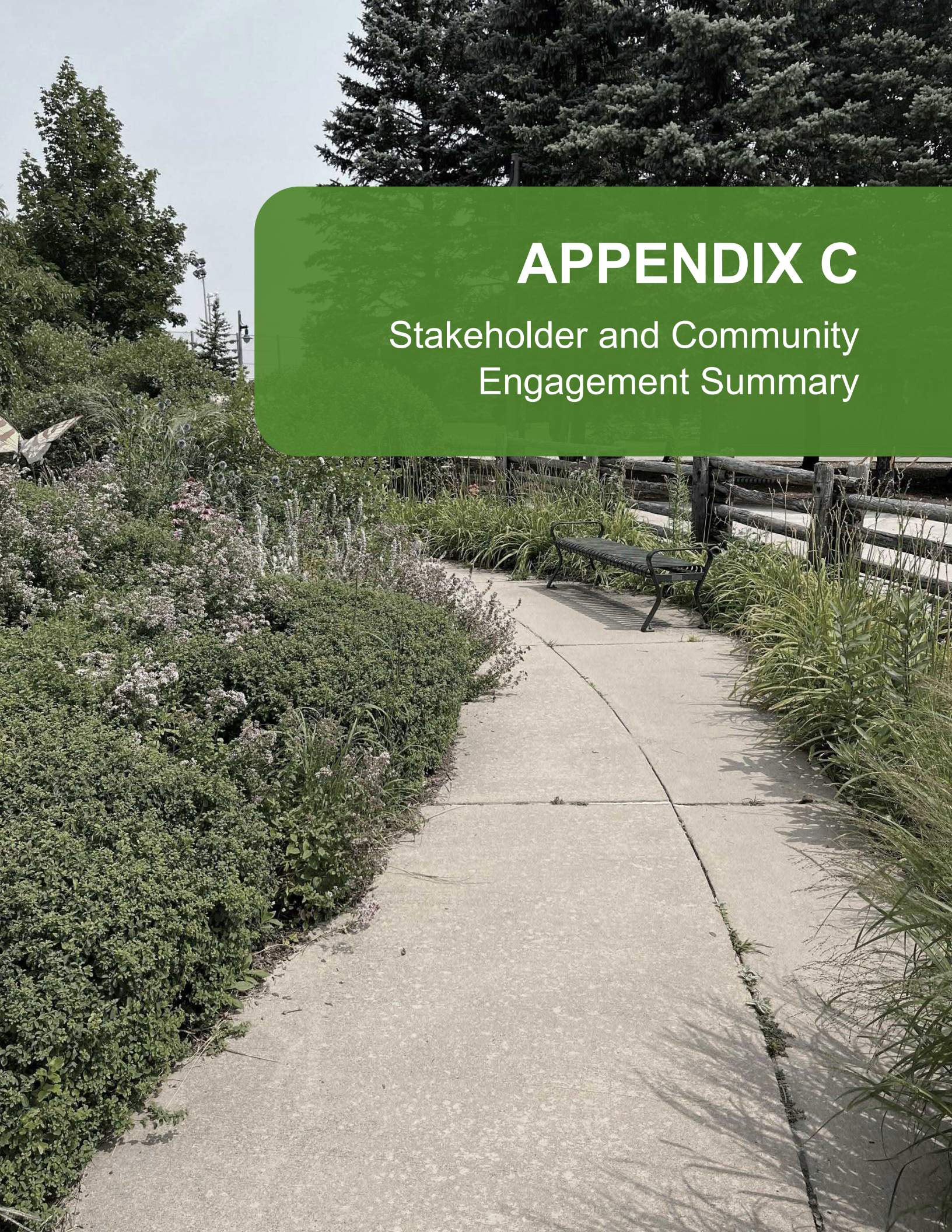
15. Existing Soccer Fields
16. Revitalized Ball Diamonds
17. Revitalized Splash Zone & Change Rooms
18. Existing Skating Trail
19. Existing Playground
20. Proposed Youth Sports Zone
21. Proposed Pickleball/ Multi-Use Courts
22. Proposed Volleyball Courts
23. Proposed Soccer Dropoff

Northern Park Extension

24. Bill Bell Park

Maintenance

25. New Operations Building and Yard
26. Snow Storage Area



APPENDIX C

Stakeholder and Community Engagement Summary

Richmond Green Park

Revitalization Master Plan

Engagement Summary

June 2026



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Acronyms, Definitions

AM	Morning
IAP2	International Association for Public Participation
IFSOE	International Football School of Excellence
N/A	Not Applicable
PM	Afternoon
RG	Richmond Green

1.0 Introduction

As one of five (5) destination parks in Richmond Hill (the City), Richmond Green Park offers a remarkable and unique collection of active sports facilities, diverse spaces for cultural events, and various passive open space lands that attract many residents and other visitors to the recreational facilities this site offers. The success of parks, such as Richmond Green, is key to making the City of Richmond Hill a healthy and livable city that supports wellness and health, each of which is a basic tenant of the City's Parks and Strategic plans.

Richmond Green Park is a beloved space that is well used and cherished by the community. However, due to shifting social and demographic trends, population growth and fiscal pressure, the City undertook a Revitalization Master Plan (the Plan) of the park in 2024 to assess how the existing space is currently used and experienced, how it may be used better, how it can address some of the park's challenges and opportunities, and to determine the priorities for the park so it can continue to best serve the community.

As part of this Master Plan process, an engagement strategy was developed to guide public and stakeholder engagement for this project. Various engagement techniques were used throughout the different stages of the project to gather input at key milestones, and to gather the community's feedback on the development of the Plan. Engagement played a key role in shaping the Plan, and the feedback received from the community and stakeholders helped drive the direction of the plan, confirm options and priorities, and was integrated in the final Master Plan.

To help guide engagement, an Engagement Plan was created and implemented by Dillon Consulting (the consultant) in collaboration with the City. The following is a summary of the engagement plan approach, our engagement activities and what we heard throughout the process.

1.1 Public Engagement Principles

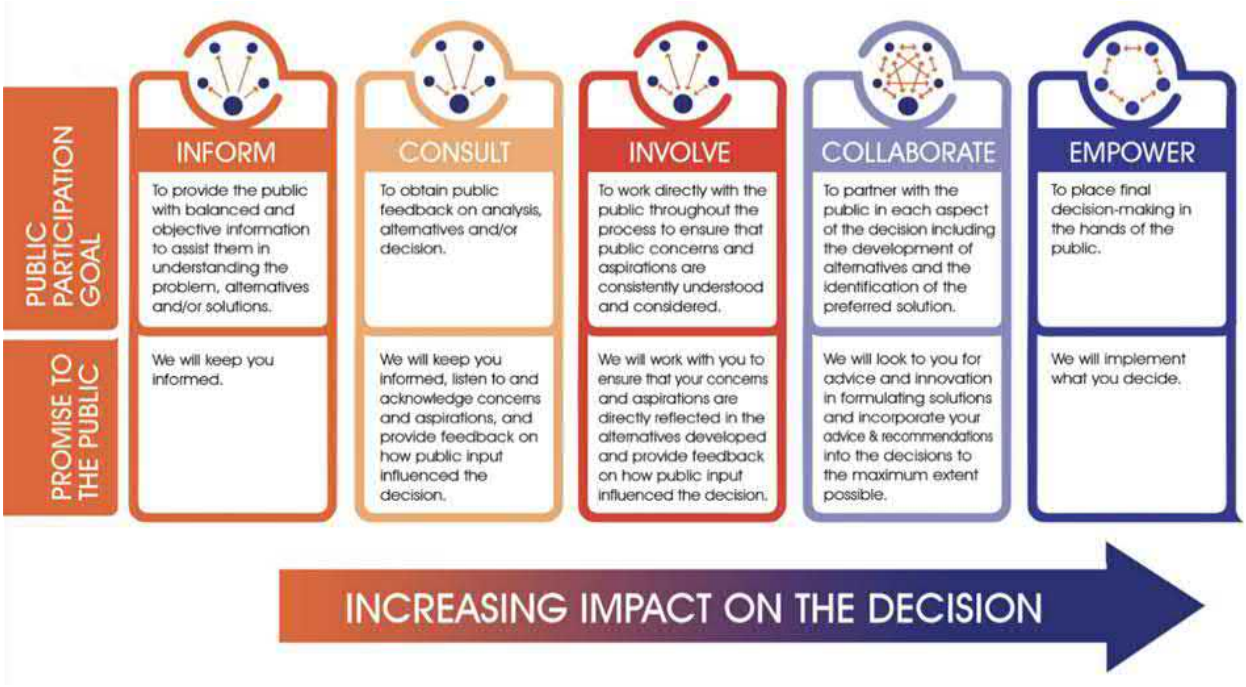
The following principles guided our process and informed the public engagement objectives and techniques at each decision step.

- **Equity and Diversity:** We will aim to reach a broad range of the community and provide a variety of ways for the community to participate and provide their feedback, to reflect the diversity of park users and population of Richmond Hill.
- **Meaningful Involvement:** We aim to co-create solutions with community members that are relevant and beneficial for the community they intend to serve by providing opportunities for the community to provide meaningful input on important decisions and aspects of the Master Plan.
- **Accessible Communications, Visual Engagement:** People need to understand the process, why it matters, how their feedback will be used, and what the opportunities are to provide input. We will use accessible communications to present complex project information in a format that supports understanding and ignites interest.

2.0 The Engagement Process

The Master Plan process was divided into 4 stages, with each stage having different and specific objectives and project milestones. Engagement techniques and opportunities for the public and stakeholders to participate were specifically selected to help support and achieve the objectives of each stage. This approach was guided by the International Association for Public Participation (IAP2) Planning for Public Participation Spectrum, which helps define levels of participation and involvement in the project.

Figure 1: IAP2's Public Participation Spectrum



The project stages and their decision-making focus and engagement objectives are shown in the table below, along with the engagement methods that were selected to help achieve the goals of each stage.

Decision Step and Timeline	Decision-making focus and engagement objective	Engagement Technique
Stage 1: Opportunities and Constraints Mapping and Background Memo February 2024 to June 2024	**Goal:** Involve stakeholders early in the process and get an understanding of their experiences, challenges and opportunities. Build interest, awareness and excitement for the project. Development of communications and engagement plan, researching stakeholder issues, and learning. Identify issues, local needs, and what people hope for the park.	Stakeholder key informant interviews, engagement plan, background memo

Decision Step and Timeline	Decision-making focus and engagement objective	Engagement Technique
	Inform – Make stakeholders aware of the project and provide the necessary background information for them to participate meaningfully in the process. **Consult** – Seek input from stakeholders on engagement opportunities and issues.	
Stage 2a: Creation of Draft Park Revitalization Options for Richmond Green Park April 2024 to October 2024	**Goal:** Provide general awareness of the project to the broad public, and target park users to get an understanding of how they use the park and their input on challenges, opportunities and priorities. **Inform** – Make a broad audience aware of the project, the direction for the plan, and how they can contribute to the process. **Consult** – Seek input from the public on various decisions and options for the revitalization of the park.	Self-guided virtual tour and survey
Stage 2b: Coordination and facilitation of public and stakeholder consultation October 2024 to December 2024	**Goal:** Allow the public to see the draft plan and provide multiple ways to provide feedback on its direction and development. **Consult** – Seek input from the public on draft concepts. Collect feedback and other ideas for the park design from stakeholders and the public at a public meeting event. Launch a survey that allows the public to view the plan and	Virtual community workshop on draft concept plan options, online public survey

Decision Step and Timeline	Decision-making focus and engagement objective	Engagement Technique
	comment directly on different options and decision-making points. Document public input and share it with the technical team and participants/public via email, website updates, and/or social media.	
Stage 3: Draft Richmond Green Park Revitalization Master Plan January 2025 to July 2025	**Goal:** Summarize what we have heard to date from the community and stakeholders, and use these results to shape the plan, guide decisions and determine the priorities. Technical team to consider public feedback and reflect aspects of public feedback in park design. Also, present final concepts to the public and gather public comments on the Draft Richmond Green Revitalization Master Plan. Information will clearly delineate how input received was used to shape the final product. **Inform** – Document public input and share it with the technical team and participants/public with an engagement summary. Use the results from public engagement to inform decisions and guide the Plan's development. Technical team to consider public feedback and reflect aspects of public feedback in park design.	Web-based public consultation period, online survey, engagement summary

Decision Step and Timeline	Decision-making focus and engagement objective	Engagement Technique
	Consult – Seek input from the public on the Draft Richmond Green Revitalization Master Plan through an online survey.	
Stage 4: Final Richmond Green Park Master Plan June 2025	**Goal:** Understand the general public's thoughts on the Draft Richmond Green Revitalization Master Plan and prepare the final master plan report to present to Council. **Consult:** Determine support of the Draft Richmond Green Revitalization Master Plan and gather general comments from the public through an online survey. **Inform** – Master Plan report will be available on City's website, once presented to Council for approval.	Final Reporting

3.0 Stakeholders

The following is the list of stakeholders engaged in Stage 1 through the key informant interviews.

Schools	Richmond Green High School
Baseball Clubs	• Richmond Hill Phoenix Baseball • Richmond Hill Men's Rec Baseball • York Region Men's Slo-Pitch
Soccer Clubs	• Richmond Hill Soccer Club • Oak Ridge's Soccer Club

Schools	Richmond Green High School
	• IFSOE (International Football School of Excellence)
Lawn Bowling Clubs	• Richmond Green Lawn Bowls Club
Pickleball Clubs	• Richmond Hill Pickleball Club

4.0 What We Did

4.1 Stage 1: Opportunities and Constraints Mapping and Background Memo

Stakeholder Interviews

In this first phase, early stakeholder interviews were conducted with 9 key informants (individuals representing community groups, organizations and park user groups) from April to May 2024. The interviews were conducted to gather insight on the how the park was being used and experienced by these groups, to understand their specific needs and concerns, identification of issues and opportunities, and their early recommendations and important points of consideration for the project team moving forward as they began to undertake this Master Plan project.

The results from the stakeholder interviews were integrated into the background memo, which helped established the main priorities for the park, and set the direction for the plan.

4.2 Stage 2a: Creation of Draft Park Revitalization Options for Richmond Green Park

Self-guided Virtual Tour and Survey

The main objective of this second stage of the project was to inform the public of the project, generate excitement and interest for the Master Plan, and to gather the public's opinions and input on the development of the Plan as park users and residents of Richmond Hill. To achieve this, a self-guided walking tour and

accompanying survey was used in summer of 2024. Posters and advertisements with QR codes were displayed throughout the park to encourage park users to complete the walking tour and survey. Participants were able to complete the survey while visiting the park and following the prescribed walking tour route, or at home.

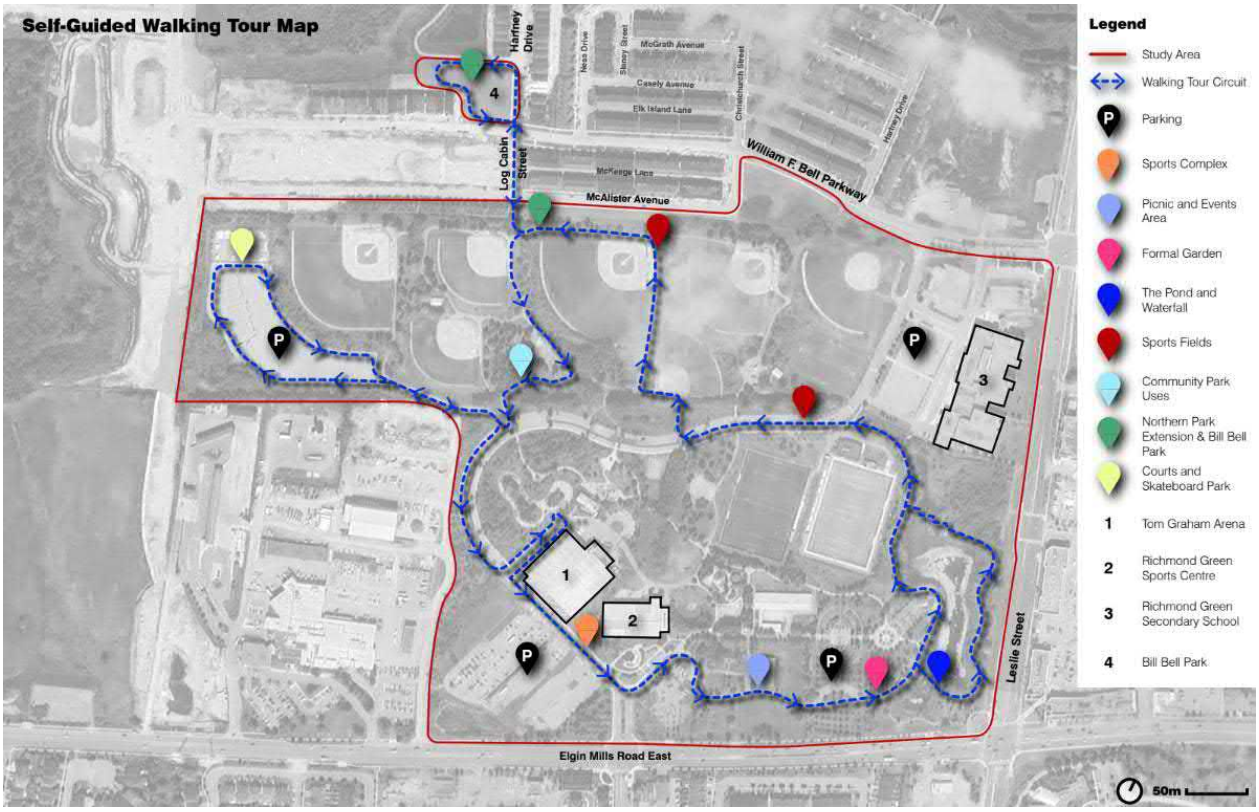
The walking tour survey allowed the project team to get the public's input on draft conceptual ideas and potential options for the park at key stops and features, including entrance/access points, sports fields, playgrounds, gardens, picnic areas, washrooms, pickleball courts, the pond, skateboard park, and northern park extension. In total, over 500 people completed the walking tour survey. The results identified what challenges and opportunities the public faced as everyday users of the park, and which proposed draft concept options they preferred. This helped to select the appropriate options for the park and refine the direction and priorities for the Master Plan.

4.3 Stage 2b: Creation of Draft Park Revitalization Options for Richmond Green Park

Virtual Community Workshop

On January 22, 2025, a virtual open house was held for Stage 2b of the Richmond Green Master Plan project. The objective of this stage of the project was to present the two draft Concept Plan options for Richmond Green and gather input from the public on the options. The virtual meeting was structured as a presentation, with polling questions and discussion activities throughout.

Figure 2: A map and stops of the walking tour



The polling questions allowed the team to gather live and immediate feedback from participants on key topics and preferences. For example, participants were about the elements that excited them the most from the options, if they agreed that the options improve access and make efficient use of available space in the park, and ultimately, if they preferred Concept Plan #1 or #2. In the discussion activities, participants were asked to identify their priorities for the north, south, and central area of Richmond Green, helping the team to understand what priorities were most important in each area.

4.4 Stage 3: Draft Richmond Green Park Revitalization Master Plan

Online Survey

In February 2025, an online survey was made available for the public to complete. The survey integrated video clips from the recording of the virtual community workshop, allowing respondents to get the background information and presentation of the Concept Options in full detail, before answering the survey

questions. The survey was a mix of open-ended and close-ended questions, that allowed users to choose their preferences, identify their own recommendations and identify the aspects and features of each plan/option that they liked or disliked the most. The survey was completed by 521 respondents. These results helped refine and finalize the Master Plan.

Online Survey

A second online survey was conducted between April 8 and May 20, 2026, with 207 responses. Focused on gathering an understanding of general support and thoughts on the Draft Richmond Green Revitalization Master Plan, this survey asked: “Do you support the Draft Richmond Green Revitalization Master Plan?” (yes or no); “Please tell us what you like about the Draft Richmond Green Revitalization Master Plan” (freeform box); and “Do you have any other comments?” (freeform box). The survey results helped refine and finalize the Master Plan.

Final Report

Throughout each stage of the Master Plan process, engagement with stakeholders and the community was used to help guide the direction of the plan and solicit feedback on options and park preferences as the Plan evolved, using various methods of engagement.

5.0 What We Heard

Key Themes and Findings

Below is a list of key themes from what we heard from the engagement events described above, which contributed to the development of the vision and the master plan concept.

5.1 Stakeholder Interviews

From the stakeholder interviews conducted, the following are the key themes we heard.

Love for the park! – Stakeholders and the community expressed their love and appreciation for the park, as valuable resource for Richmond Hill that is overall beloved and cherished.

Improve general condition and maintenance – the engagement results helped identify areas for improvement including ball diamonds, courts, trails, green spaces, washrooms, picnic areas, and snow removal.

Upgrades/new infrastructure/multi-use and year-round usage – the results helped identify specific areas and park features that needed upgrades or better utilization. For example, there were suggestions to convert single-use fields to be multi-functional, making them all-seasonal and to use underutilized buildings such as Agricultural buildings) to serve different functions and purposes. Other areas in need of upgrades include lighting, seating, washroom facilities, and trails. There were also suggestions to remove underutilized facilities such as the batting cages, the amphitheater and moving storage facilities.

Balancing the needs of all users and consideration for emerging trends – there is an overall understanding from the public and stakeholders that the park is a limited resource and space, with competing interests. The community would like the city to maximize the space the best they can to provide benefits for all, in an equitable and fair manner. As part of this, the City should consider trends and growing demand (such as the need for pickleball courts) to determine how the park space can be best be used to accommodate these growing needs.

Promote sustainability and expand green features – the community appreciates the oasis and natural landscapes that the park provides, and encourage the Plan to expand green spaces, including adding more gardens, trees, plantings and water features. The park is also a great opportunity to promote sustainability through native perennial and pollinator plantings, green infrastructure, and educational opportunities through signs and plaques, and partnerships with the school and community groups.

Improve placemaking and signage – the results identified wayfinding and navigation in the park as an area for improvement, especially considering how big the park is and how many areas, entrances, features and amenities are offered within the space. Improved signage, wayfinding, educational signs and elements that reflect and represent the culture and diversity of Richmond Hill and its residents were recommended.

Parking and congestion – parking and congestion was a concern for some residents, particularly on busy park days where there are events or tournaments. In particular, certain access points can be bottlenecks and pose safety issues due to the convergence of cars, pedestrians, students, park users where circulation is less formal and there are no official drop-off areas.

5.2 Walking Tour and Survey

From the more than 500 responses* received on the walking tour survey, the following are the key themes that we heard.

Table 1: Walking Tour Survey Responses

Note: Not all users who completed the survey answered all questions, and participants were able to select only the questions they wanted to answer, skipping the others.

Walking tour Stop	Results
Sports Complex	• Respondents felt that the experience entering the park from Elgin Mills Road would be most improved by traffic signage, wayfinding and improving the parking layout.

Walking tour Stop	Results
Picnic and Events Area	• 75% of those who responded selected that this area can be better designed to better facilitate events and gatherings by adding more seating and places to relax. • More than half believe making the area more modern, adding more hardscaping and adding additional trees and greenery would better facilitate events and gatherings
Formal Gardens	• When asked if they would be supportive of the City distinguishing a main trail in Richmond Green using different material and/or signage, 57% agreed or strongly disagreed. • Majority of respondents would be supportive of shifting the horticultural focus of the park to include more native perennial and pollinator species.
The Pond and Waterfall	• 69% would be interested in seeing park features and/or educational signs that highlight the natural or stormwater management features of the park
Sports Fields	• Some of the top key challenges faced at this area are lack of washroom facilities, seating and shade and limited season use.
Community Park Uses	• 58% would be supportive of the City considering removing the amphitheater to create space for facilities that are more desired. • Less than 50% of people either agreed and strongly agreed or disagreed and strongly disagreed to being supportive of using the children's garden area for other facilities that are more desired.
Northern Park Extension and Bill Bell Park	• The top elements that the respondents would like to see in the area are trails that connect to the rest of the park, trees and shrubs, and seating areas.

Walking tour Stop	Results
	• The top suggestions to improve park entrances at this location and other entrances throughout the park are landscape features (such as flower beds and planters), signage and seating.
Courts and Skateboard Park	• The key challenges experienced in this zone are limited seasonal use, lack of seating and shade and washroom facilities. • The top key opportunities envisioned in this space are permanent pickle ball courts, washroom facilities and improved shade and seating.

5.3 Virtual Meeting

Throughout the virtual meeting, polling was used to get live and immediate feedback from participants as project information and draft design options were presented. The following is a summary of the results collected from the virtual meeting polling.

Option 1 Concept

What elements of the Option 1 concept excite you most?

Top choices (based on 124 responses) in order:

- New pickleball courts near splashpad
- New concessions, washrooms, picnic pavilion and storage
- Modified circulation system in front of Tom Graham Arena to enhance pedestrian crossings

Do you agree with the following statements?

- 59% of respondents either agreed or strongly agreed with the statement that Option 1 improves access and circulation in the park.
- 43% of respondents either agree or strongly agree that Option 1 makes efficient use of the space.

- 43% of respondents believe that Option 1 achieves a balance between active and passive areas of the park, while 40% are neutral, and 17% either agree or strongly disagree.
- 32% of respondents either agree or strongly disagree that Option 1 achieves a balance between cultural, natural and recreational areas of the park.
- 68% of respondents agree or strongly agree that Option 1 revitalizes Richmond Green to continue to serve as a destination park for the City as a whole while providing day to day facilities for the adjacent growing residential community.

Option 2 Concept

What elements of the Option 2 concept excite you most?

Top choices (based on 117 responses) in order:

- New pickleball courts west of Tom Graham Arena
- New washrooms, storage and adjacent picnic pavilion, and renovated concession and bocce facilities
- Event space overlooking stormwater pond and new pavilion/stage

Do you agree with the following statements?

- 38% of respondents either agreed or strongly agreed with the statement that Option 1 improves access and circulation in the park.
- 52% of respondents either agree or strongly agree that Option 1 makes efficient use of space.
- 53% of respondents believe that Option 1 achieves a balance between active and passive areas of the park, while 40% are neutral, and 17% either agree or strongly disagree.
- 47% of respondents either agree or strongly disagree that Option 1 achieves a balance between cultural, natural and recreational areas of the park.
- 66% of respondents agree or strongly agree that Option 1 revitalizes Richmond Green to continue to serve as a destination park for the City while providing day to day facilities for the adjacent growing residential community.

After learning about the two options, participants were asked to choose which option they preferred. **A strong majority of respondents (74%) preferred Option 2** over Option 1.

Prioritization Areas

Most respondents on the virtual public meeting felt as though the south area should be prioritized first, followed by the central area, and then the north area.

In the **South area**, the top three revitalization priorities were: new pickleball courts, event space, and trail loops connecting park features and surrounding neighbourhoods.

In the **Central area**, the top three priorities were: designated youth sports area with skatepark, volleyball courts and basketball courts; trail loop.

In the **North area**, the top three priorities were: Trail loops connecting park features and surrounding neighbourhoods; seating, landscaping and a trail connection at Bill Bell Park; and traffic calming and park signage.

5.4 Online Surveys

The following is a summary of the key findings from the two surveys conducted in Stage 3, as outlined in Section 2.

5.4.1 Survey 1: February 2025

521 respondents

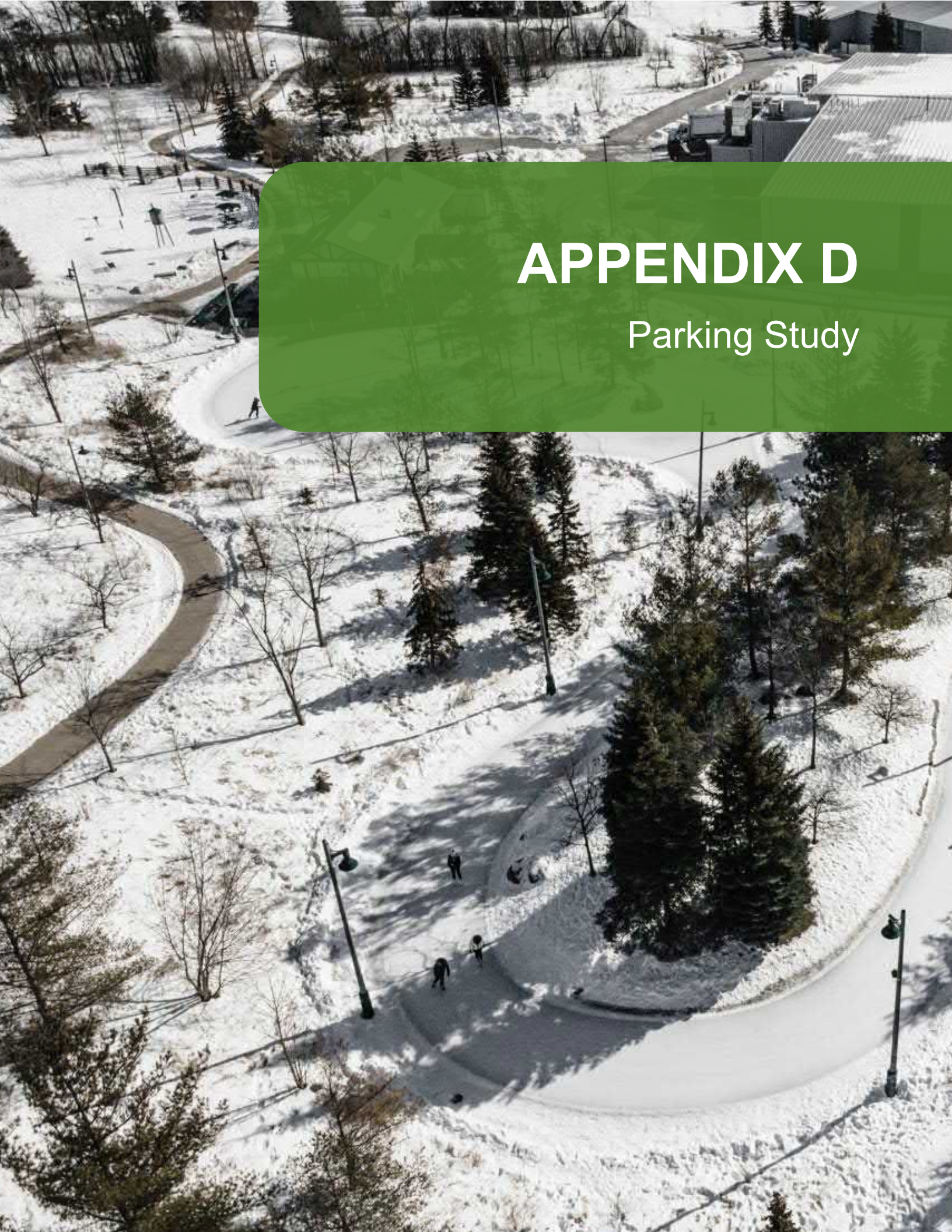
Overall, **respondents strongly preferred the Option 2 concept** (55.05%) over Option 1 (26.61%). The key elements that resonated with the community in Option 2 were the new pickleball courts, upgraded baseball diamonds, and a designated youth sports area with a skatepark and courts. Additionally, many respondents supported the expansion of walking loops, improved signage and enhanced water play areas. Option 2 also scored highly in agreeing that it balances active and passive areas in the park, revitalizing the park, making efficient use of the available space and balancing cultural, natural and recreational areas.

5.4.2 Survey 2: April/May 2026

207 respondents

When asked if respondents supported Draft Richmond Green Revitalization Master Plan, **63% of respondents responded "yes"** and 37% responded "no". Most comments within this survey were centred around the improvement or addition of sports amenities. The proposed pickleball facilities received general support, with responses containing suggestions on programming, access and capacity. Some respondents suggested improvements to site-specific infrastructure such as adding covered player benches, electrical outlets, court dividers, wind barriers, seating, net stability, court lines, etc. Physical expansions/additions were also suggested for the skating trail, basketball courts and pickleball. Park access and parking were mentioned by some respondents concerned about parking availability, traffic circulation, road access, and options for access through alternative and active transportation methods.

In addition, considerations for safety and accessibility were mentioned throughout the plan, often related to suggested structural improvements. Multiple respondents mentioned adding or improving lighting for evening access to sports and park amenities, as well as infrastructure to support safe interactions between different active transit users (e.g. bikes and pedestrians). Respondents also requested improved or expanded signage, new, expanded or upgraded permanent bathrooms (including all-ages, accessible bathrooms with change tables), and the addition of passive recreation amenities such as shaded seating and accessible walking loops. Responses also included suggestions for improvements to natural landscape features, inclusion of green energy and sustainability initiatives, redefined pet access, and seasonal amenities.



APPENDIX D

Parking Study

City of Richmond Hill

Richmond Green Master Plan

Parking Study

October 2025 – 24-7490

October 24, 2025

City of Richmond Hill
225 East Beaver Creek Road
Richmond Hill, ON
L4B 3P4

Attention: Michelle Dobbie, MLA, MCIP, RPP
Manager, Park and Natural Heritage Planning

Richmond Green Master Plan
Parking Study

Dear Michelle Dobbie:

Please find enclosed a copy of the parking study prepared for the revitalization master planning project for Richmond Green.

Should you have any questions or wish to discuss our findings, please contact me at (416) 229 4647, extension 2376, or at mwalters@dillon.ca.

Sincerely,

DILLON CONSULTING LIMITED



Mike Walters, P. Eng.
Transportation Engineer

Our file: 24-7490

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Dillon Consulting
Limited

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1.0 Introduction

Dillon Consulting Limited (Dillon) has been retained by the City of Richmond Hill to prepare a parking study as part of the Richmond Green Revitalization Master Plan. Richmond Green is located at the northwest corner of Leslie Street and Elgin Mills Road East and is under the jurisdiction of the City of Richmond Hill. The park offers several active sports facilities (indoor and outdoor), playgrounds, spaces for cultural events, and other attractions that make it a popular destination.

An internal roadway runs from William F. Bell Parkway to Elgin Mills Road, bisecting the park. There are seven on-site parking lots provided inside the park, and four additional off-site parking areas adjacent to Richmond Green Secondary School and the Richmond Green Library that, at times, are also used by park visitors. On-street parking along McAlister Avenue is also frequented by visitors to the baseball/softball diamonds at the north end of the park as it provides parking within a closer proximity to these areas. There are several trails throughout the park providing connectivity from the parking areas to the different internal destinations.

The scope of this study included:

- Collecting parking occupancy data within the park and on McAlister Avenue;
- Quantifying the existing peak parking demand;
- Determining the future peak parking demand (based on the proposed changes envisioned as part of the master plan);
- Recommending transportation demand management (TDM) measures;
- Assessing the sufficiency of the on-site parking proposed as part of the master plan;
- Identifying locations for electric vehicle (EV) charging stations; and
- Reviewing on-site circulation from the perspective of larger vehicle access requirements.

2.0 Parking Capacity

The current parking supply within Richmond Green can be organized into four distinct areas:

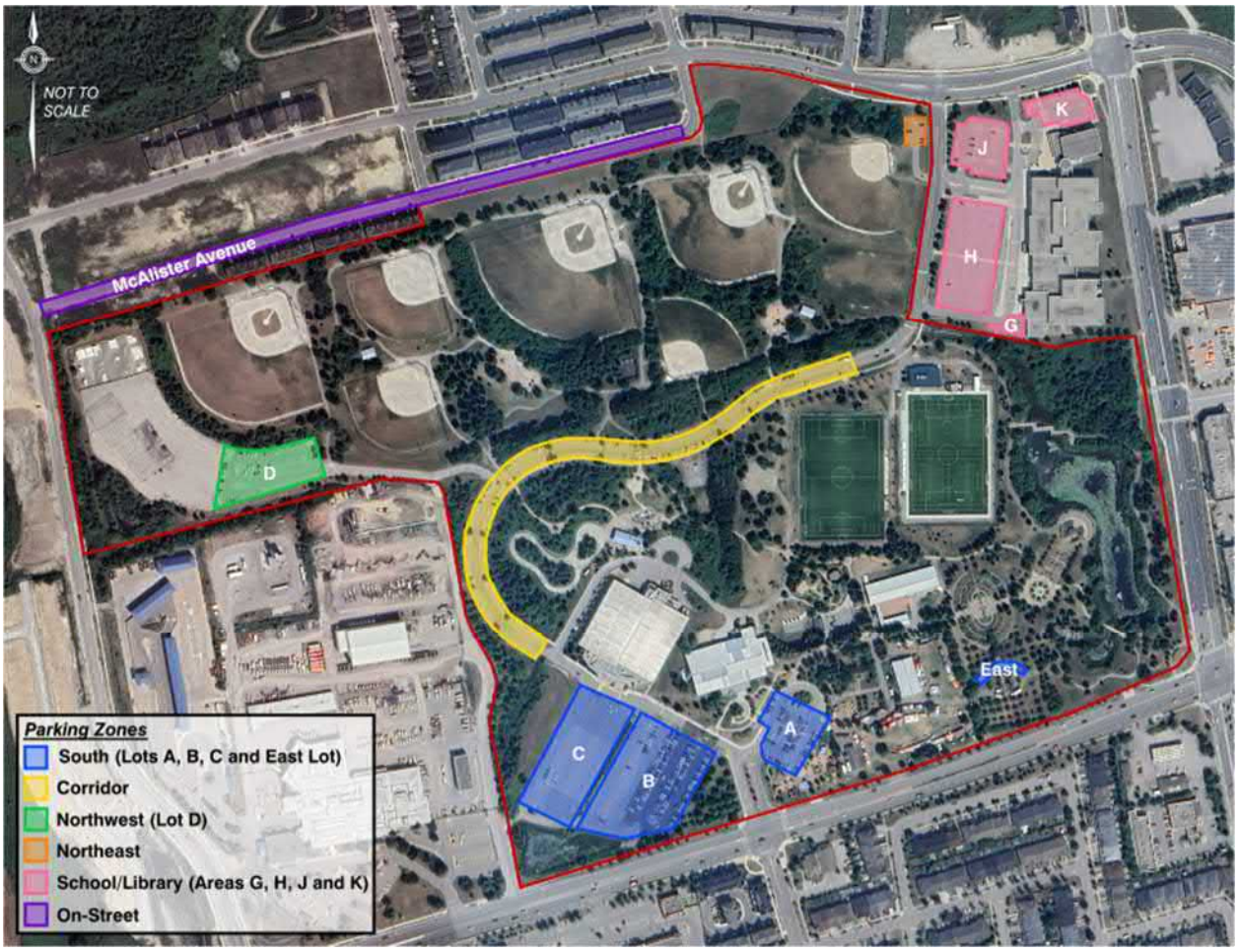
- South: Parking lots A, B, and C are located near the southern access from Elgin Mills Road, in front of the Tom Graham Arena and the Richmond Green Sports Centre. An additional small parking lot is located approximately 150 metres east of Lot A.
- Corridor: Perpendicular parking is located on either side of the internal access road through the centre of Richmond Green for a 550-metre stretch.
- Northwest: Lot D, located south of Baseball Diamond 7.
- Northeast: A small parking lot near the northern access from William F. Bell Parkway, adjacent to Baseball Diamond 2.

In addition to the parking provided within Richmond Green, the following parking areas are available:

- School/Library: the Richmond Green Secondary School and the Richmond Hill Public Library are located at the southwest corner of the Leslie Street and William F. Bell Parkway intersection.
- On-Street: McAlister Avenue is a local road located north of the park, extending east-west for approximately 600 metres. There is on-street parking available on both sides of the road. On-street parking is subject to by-law regulations enforced by the City of Richmond Hill, including no parking on any street between 1:00 AM and 7:00 AM from December 1st to March 31st, and no parking on any street between 3:00 AM and 6:00 AM from April 1st to November 30th.

Figure 1 illustrates the parking zones on- and off-site.

Figure 1: Parking Zones



The current parking inventory across the Richmond Green grounds is presented in Table 1.

Table 1: Existing Parking Inventory

Table 1 Notes:

*On-street parking inventory was calculated by Ontario Traffic Inc. (OTI) during the parking surveys based on the available spacing on the east-west section of McAlister Avenue between driveways.

Parking Facility		Nearest Zones Served	Capacity
On-Site Parking			
South	Lot A	Sports Centre Community Park Uses Picnic Events Area	69 regular spaces 3 accessible spaces 3 soccer club spaces
	Lot B	Tom Graham Arena Sports Centre	230 regular spaces 9 accessible spaces
	Lot C	Tom Graham Arena Sports Centre	180 regular spaces 2 accessible spaces
	East lot	Community Park Uses Picnic Events Area	16 regular spaces
Corridor		Tom Graham Arena Pickleball Courts Baseball/Softball Diamonds Soccer Fields Community Park Uses	282 regular spaces 7 accessible spaces
Northwest (Lot D)		Baseball/Softball Diamonds Pickleball Courts Skateboard Park	118 regular spaces 1 accessible space
Northeast		Baseball Diamonds Soccer Fields	16 regular spaces
		On-Site Total	936 spaces

Parking Facility		Nearest Zones Served	Capacity
Off-Site Parking			
School/Library	Area G	Baseball/Softball Diamonds Soccer Fields	10 regular spaces
	Area H	Baseball/Softball Diamonds Soccer Fields	146 regular spaces 5 accessible spaces
	Area J	Baseball/Softball Diamonds Soccer Fields	50 regular spaces
	Area K	Baseball/Softball Diamonds Soccer Fields	37 regular spaces 3 accessible spaces
On-Street (McAlister Avenue)		Baseball/Softball Diamonds Soccer Fields Skateboard Park Pickleball Courts	64 on the north side of the street* 51 on the south side of the street*
		Off-Site Total	366 spaces
		Total Parking	1,302 spaces

3.0 Data Collection

Parking surveys were conducted by Ontario Traffic Inc. (OTI) on select summer dates where parking demand would be at its peak, based on scheduled events at the park. A list of facility reservations and event permits was provided by the City to determine these dates. These included two summer weekday evenings, one weekend day, and Canada Day. Table 2 outlines the survey dates, times, and key events happening during each period.

Table 2: Data Collection Dates

Date	Time	Key Events
Friday, June 20th, 2025	4:00 PM to 9:00 PM	Richmond Hill Phoenix Baseball Tournament
Tuesday, July 1st, 2025	4:00 PM to 10:00 PM	Canada Day Activities
Tuesday, July 8th, 2025	4:00 PM to 9:00 PM	Summer Camps; Richmond Hill Soccer Club Training Camp
Saturday, July 12th, 2025	10:00 AM to 4:00 PM	Wedding Ceremony; Soccer Party

The surveys were collected during clear weather to ensure that peak conditions were being observed. The parking data collection was mainly focused on the on-site parking lots within Richmond Green. The surface parking lots to the west of the Richmond Green Secondary School and the Richmond Green Library were also observed as they can be used by users/spectators of the baseball diamonds and soccer field at the north end of the park.

Bicycle parking data was also collected. To collect the bicycle data, a surveyor “roamed” through the park to identify bicycles parked both at designated bicycle parking spaces as well as undesignated spaces. Designated bicycle racks are limited – there are currently only 16 spaces available at the northwest corner of the Richmond Green Library branch.

Parking surveys were also conducted along McAlister Avenue as it is understood that some people park on this road to access the baseball/softball diamonds at the north end of the park. The surveys were conducted along the east-west portion of McAlister Avenue.

Parking data was collected at 30-minute intervals. The detailed parking data are provided in Appendix A.

4.0 Existing Parking Demand

4.1 Existing Parking Utilization

The parking data was grouped into zones based on their relative proximity. As the data collection took place at various times, the data is presented on a per-day basis. The parking utilization during the data collection on Friday, June 20, 2025, Tuesday, July 1, 2025, Tuesday, July 8, 2025, and Saturday, July 12, 2025, are presented by zone in Figure 2, Figure 3,

Figure 4, and Figure 5, respectively. Figure 6 and Figure 7 present the overall parking utilization of onsite and offsite parking on the weekday collection dates and the weekend collection date, respectively.

Figure 2: Parking Utilization, Friday, June 20, 2025

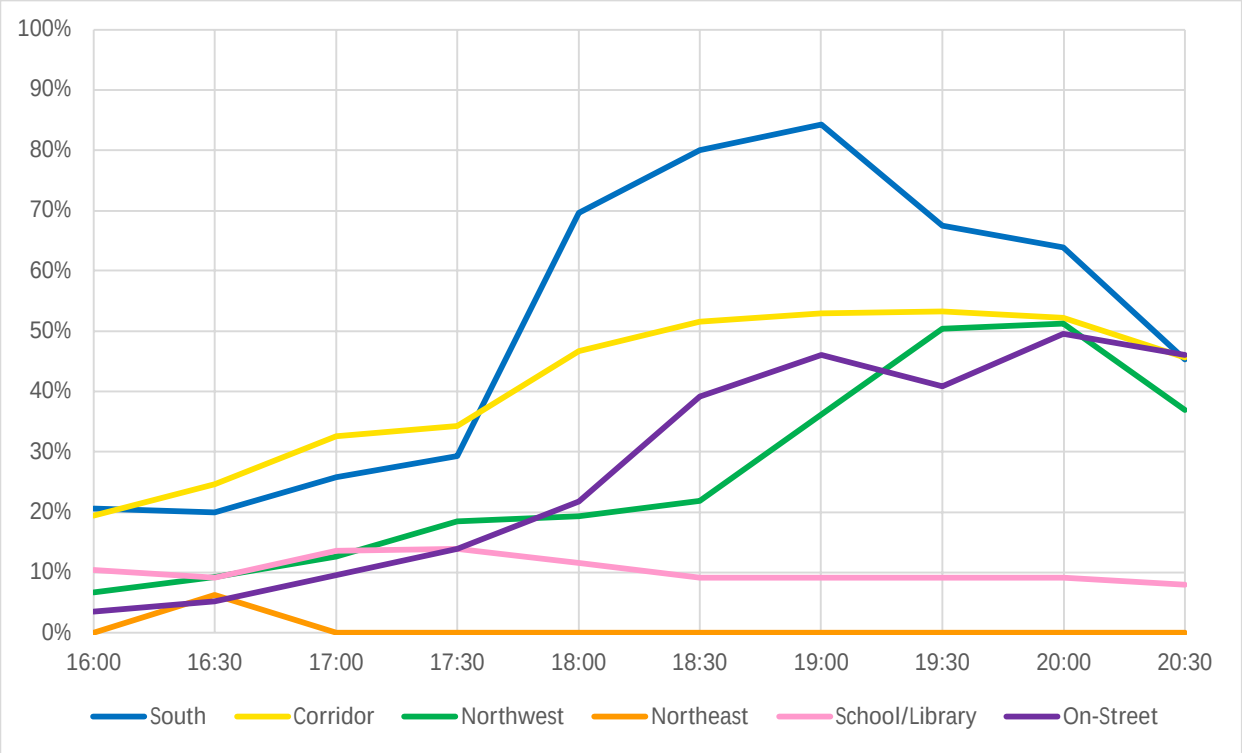


Figure 3: Parking Utilization, Tuesday, July 1, 2025

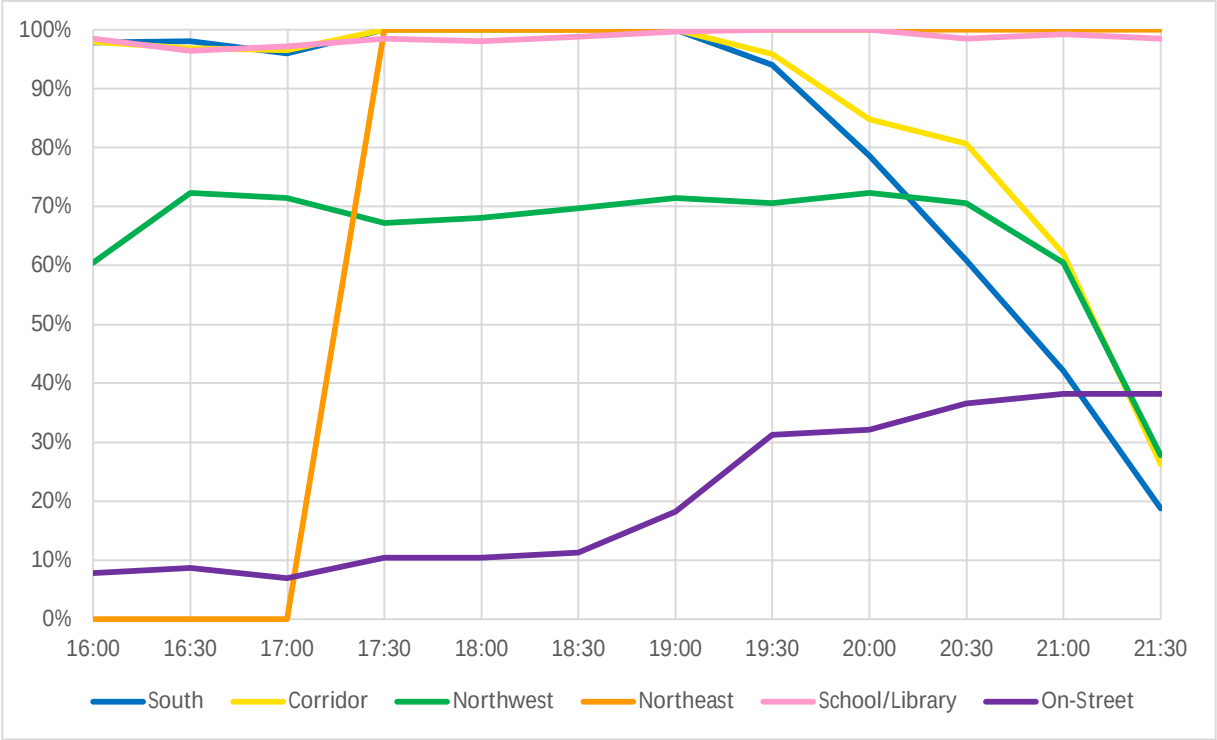


Figure 4: Parking Utilization, Tuesday, July 8, 2025

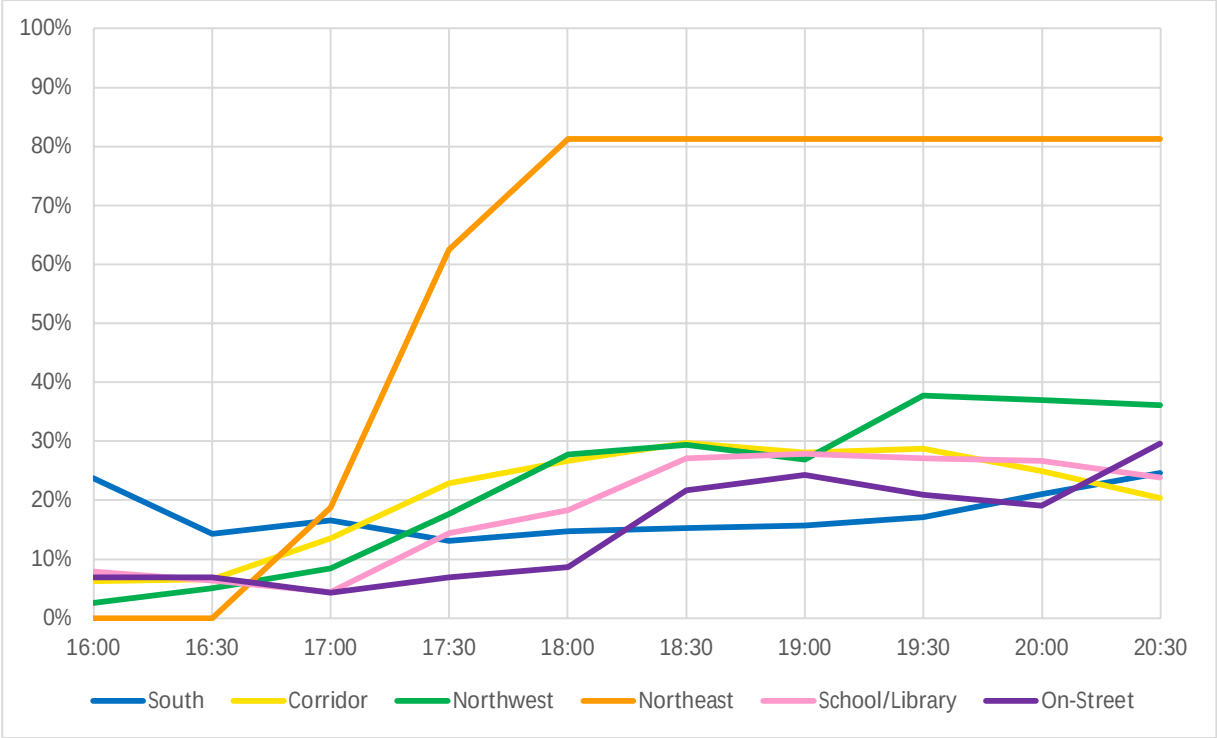


Figure 5: Parking Utilization, Saturday, July 12, 2025

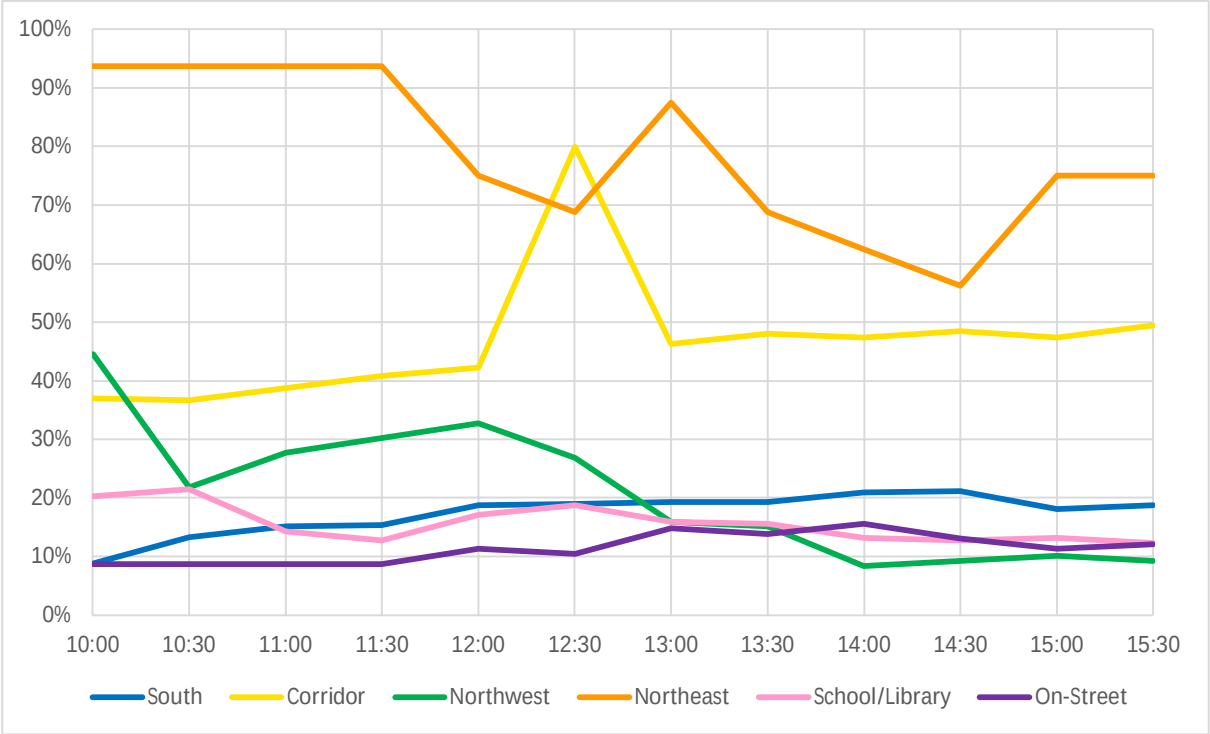


Figure 6: Overall Parking Utilization, Weekday Dates

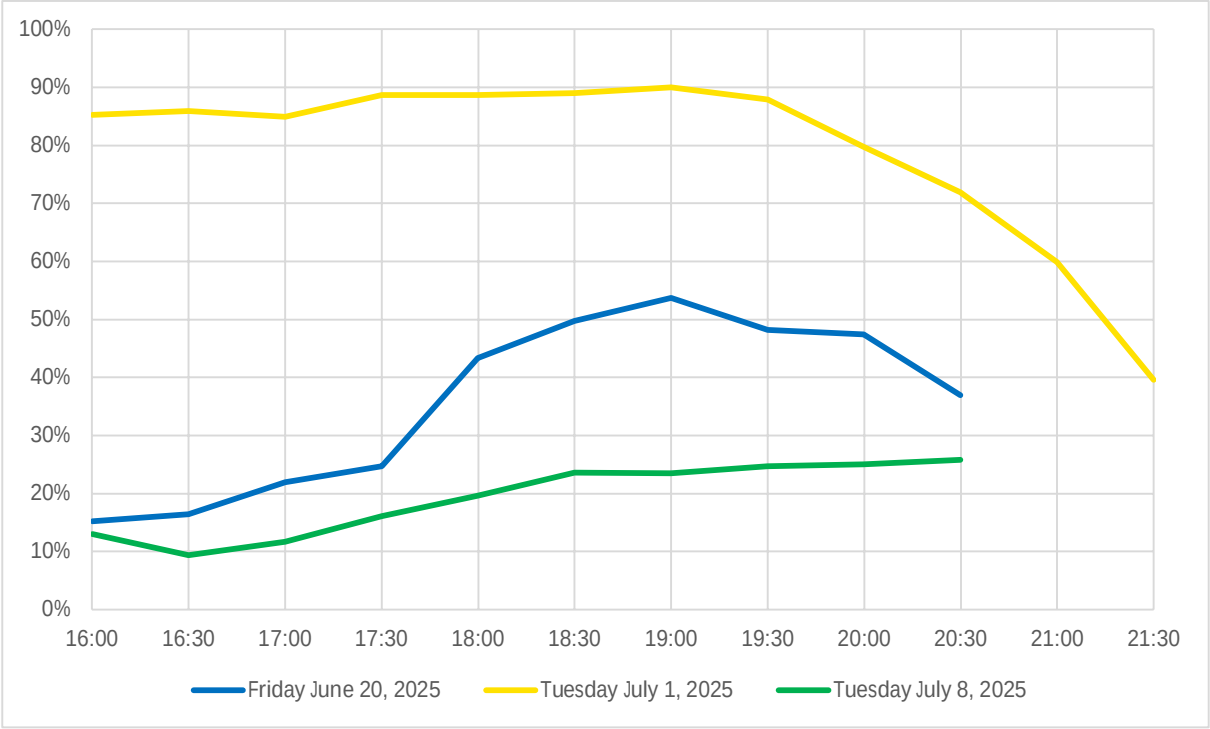
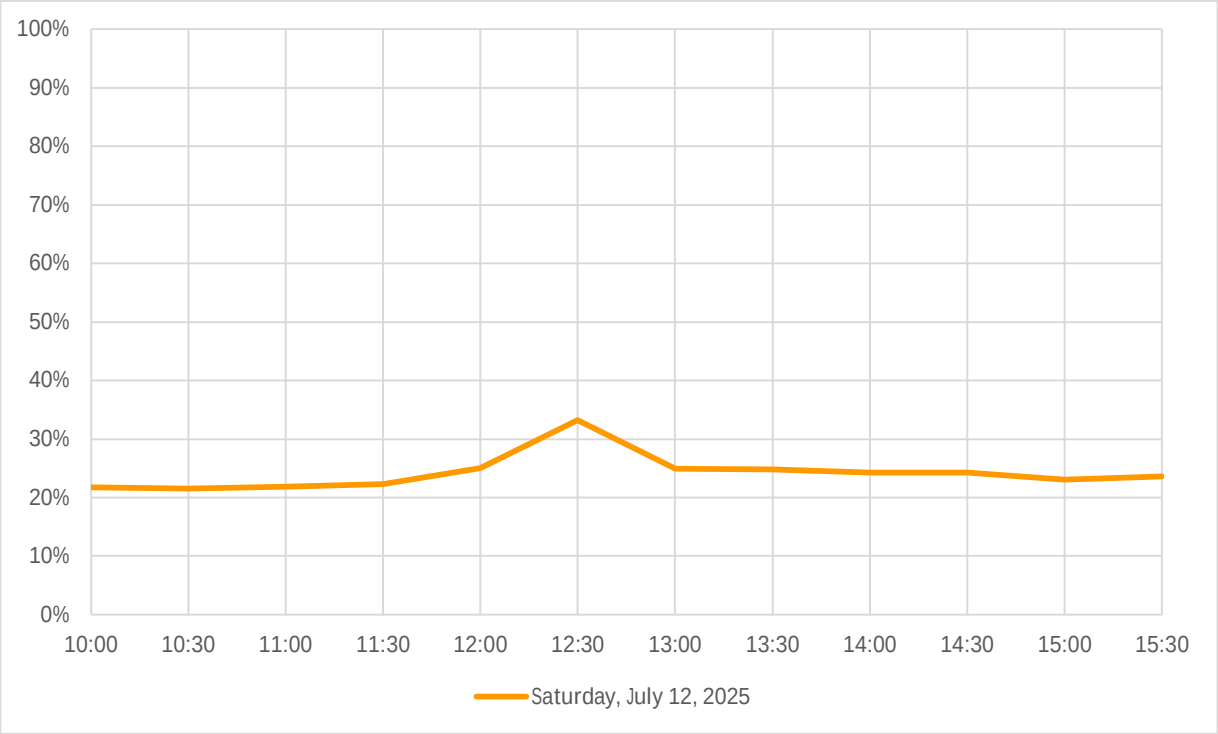


Figure 7: Overall Parking Utilization, Weekend Date



A breakdown of each of the parking zones into their individual parking areas is presented in tabular form in Appendix B.

The observed data shows that the current parking capacity around the Richmond Green grounds is adequate for regular summer use, with parking utilization generally between 20% to 50%. System-wide peak parking demand occurs on weekday evenings (7:00 PM to 8:30 PM) and midday on weekends (12:30 PM). At these system-wide peaks, approximately 50% of parking spaces remain available. Individual lots and zones fluctuate depending on nearby facility use. For example, the northeast lot typically experienced a higher utilization (up to 94%) when the adjacent baseball/softball diamonds were in use. Notable peaks in utilization occurred in the South zone on Friday, June 20th and the Corridor zone on Saturday, July 12th. Both peaks coincided with the start of reserved events at the park (a BBQ and a birthday party).

Parking zone preference differed in each data collection period, with the Friday afternoon showing preference to the South zone, the Tuesday non-holiday evening showing relatively uniform zone use, and the Saturday afternoon showing preference to the Corridor zone.

Within the South zone, Lot A was utilized at a higher rate than Lot B and Lot C. The observed data indicates that Lot A typically fills first, followed by Lot B, then Lot C. On the non-holiday Friday and Saturday, Lot A maintained an effectively full parking lot through most of the data collection period.

Within the School/Library zone, all areas typically experienced similar utilization, except for the northernmost Area K, likely due to its distance from park facilities.

On-street parking utilization was roughly in line with overall parking lot use during the non-holiday collection times, increasing in use later in the day. The overall utilization for on-street parking never exceeded 50%. Typically, the east end of McAlister Avenue was utilized more, likely due to its proximity and direct access to the baseball/softball diamonds. The west end of the street was observed to have a higher utilization when the pickleball courts were reserved: between 5:30 PM and 8:30 PM on weekday survey dates, and from 10:00 AM to 1:00 PM on the weekend survey date.

On Canada Day, the system-wide peak reached 90% utilization. On-street parking was observed to have 10% utilization from 4:00 PM until 7:00 PM and then increased to a peak of 38% at 9:00 PM. This is in contrast to the utilization of the off-street parking lots, which experienced nearly 100% utilization for most of the afternoon and began to dip as the street parking use increased. This increase is likely related to the fireworks display that the City of Richmond Hill hosted, which began at 10:00 PM, and were launched over the baseball/softball diamonds.

During all data collection periods, the recorded bicycle use was low. The peak bicycle use was observed at 4:00 PM on Tuesday, July 8th, when six bicycles were parked on the grounds (three at designated bicycle parking spaces, and three at undesignated spaces).

4.2 Existing Parking Rates

The information regarding facility reservations and event permits provided by the City was reviewed and cross-referenced against the survey data to assess whether any reservations/permits caused a noticeable impact in parking lot use around the start/end time of the event. In some instances, multiple events that would be expected to use the same parking lots were scheduled to start or end at the same time, resulting in a minor net change in the parking utilization as the spots that were just emptied were likely filled again by people attending the next event. Therefore, first principles and industry

standards, such as the ITE Parking Generation Manual, 6th Edition, were also referenced to inform the estimated parking rates.

Figure 8 to Figure 13 highlight the facilities that were assumed to be the major generators for each parking zone. These assumptions were used when determining the parking rates for each facility.

Figure 8: Major Generators for South Zone



Figure 9: Major Generators for Corridor Zone



Figure 10: Major Generators for Northwest Zone



Figure 11: Major Generators for Northeast Zone



Figure 12: Major Generators for School/Library Zone



Figure 13: Major Generators for On-Street Zone



Table 3 presents the estimated existing parking rates for the major generator facilities currently at the park, based on the methodology described above.

Table 3: Existing Parking Rates

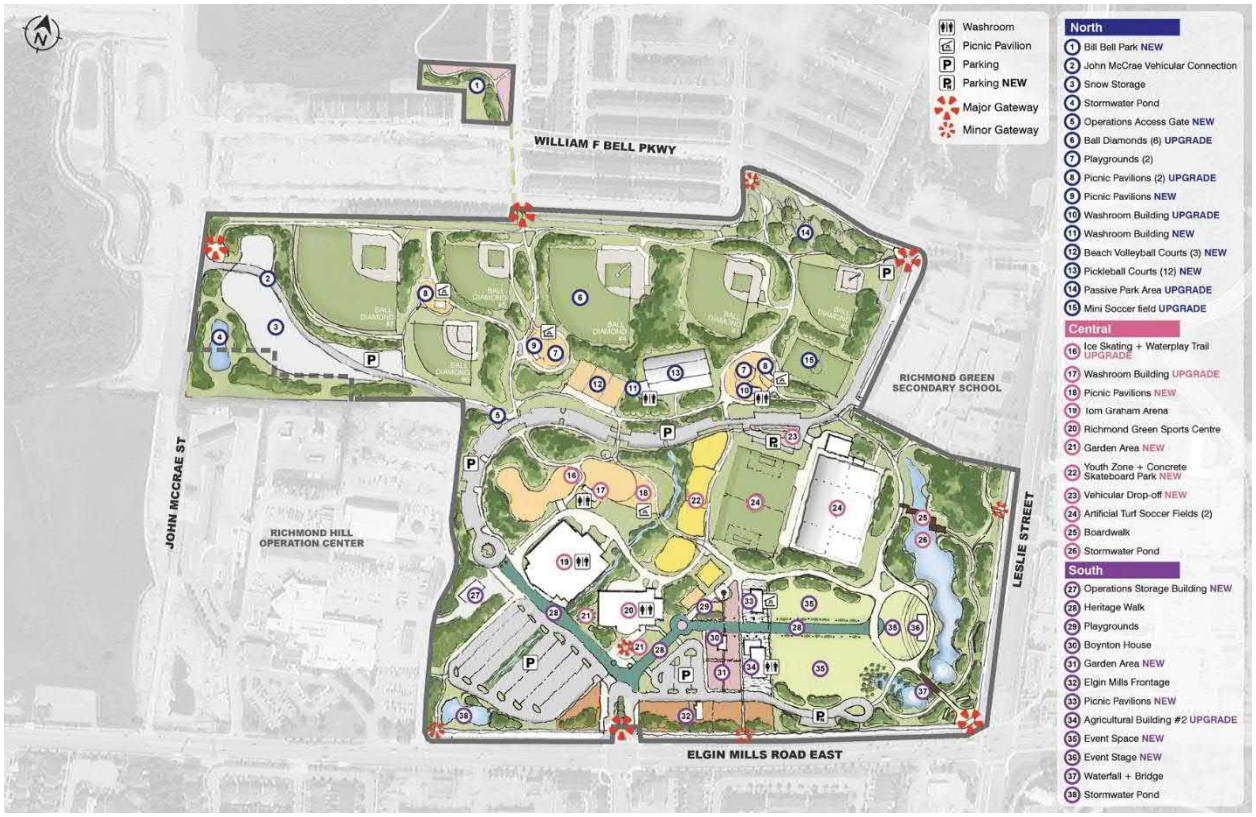
Facility	Parking Zones	Number of Facilities	Peak Parking Rate
Baseball/Softball Diamonds	Corridor, Northeast, School/Library, On-Street	7	41.2 spaces per diamond
Pickleball Courts	Corridor, Northwest	6	6.4 spaces per court
Picnic Pavilion	South, Corridor	3	106.0 spaces (during events)
Sports Centre Building	South, Corridor	1	39.4 spaces per centre
Soccer Fields	Corridor, School/Library	3	39.2 spaces per field
Gazebo	South, Corridor	1	80.7 spaces during gazebo (during weddings)

A general public park parking rate of 2.2 spaces per acre was also determined to estimate the demand related to the rest of the park facilities and general uses that were not captured above. This rate was determined based on the parking survey data and the parking rates provided in the ITE Parking Generation Manual, 6th Edition for Land Use Code 411 ('Public Park').

5.0 Future Parking Demand

As part of the preferred master plan concept for the revitalization of Richmond Green, several changes and additions to the facilities on site are being proposed. These changes will affect the future parking demand on site. The current concept is illustrated in Figure 14.

Figure 14: Preferred Master Plan Concept



The existing parking rates, outlined in Section 4.2, were used to determine the future parking demand estimates. These estimates are based on the peak demand periods observed for each individual facility while they were in use, rather than a single overall site-wide peak hour. As a result, the projections that follow in this study assume a worst-case scenario in which all facilities are in use and are experiencing their peak utilization simultaneously.

The parking demand rates were developed using available permit data for facility rentals and cross-referenced with observed parking utilization data collected on busy summer days. Each facility was assessed alongside nearby parking lots to identify changes in utilization at the start and end times of rentals. Usable data points were identified where only a single facility rental was occurring and clearly influencing adjacent parking lots. Data from three busy summer days were analyzed; however, Canada Day results were excluded due to atypical usage patterns that did not reflect regular operations. This process enabled the generation of future parking demand estimates grounded in observed utilization patterns and existing permit activity.

The proposed changes in the preferred master plan concept include relocating the pickleball courts from the northwest to the south end of the park, removing one of the softball diamonds, upgrading several existing facilities, and adding three volleyball courts and several other facilities (Youth Sports Zone, Green Energy Garden, etc.). A specific parking rate of 15 spaces per court was determined for the proposed volleyball courts based on the existing parking rates and the ITE Parking Generation Manual, 6th Edition rates for similar uses. The other proposed facilities were grouped with the general park rate, as they are not anticipated to generate independent parking demand (considering the uses and facility sizes).

The projected future peak parking demand for the site was based on the specific parking rates that were determined for major generators and the estimated general park use rate of 2.2 spaces per acre for the other areas.

Once the future parking rate estimates were determined, the generated parking demand from each facility was assigned to the nearest parking lots. A cul-de-sac at the south end of the Corridor zone is identified in the preferred concept plan, removing direct vehicle access from the Corridor zone to the South parking zone, and eliminating approximately 27 existing parking spaces. The preferred master plan concept also indicates that the northwest parking lot will be removed and will be used for snow storage in the winter. Parking demand that was previously attributed to this lot has been reassigned to the Corridor zone and to street parking, based on facility proximity.

For existing, unchanged facilities, the same parking lot assignments assumed from the existing parking survey data were used. For relocated or new facilities, assignments were made based on their proximity to parking lots as well as the sizes of these nearby lots.

As these parking assignments were made independently of other facilities, assuming all facilities will be in use during the peak demand leads to an over assignment of certain parking lots. It was assumed that once a parking lot reached capacity, the next nearest lot would be used instead. Based on the projected peak parking demand, lots E, I, and J were anticipated to exceed their available capacities by 68%, 21%, and 21%, respectively. These overflow vehicles were then reassigned to the parking lots in their own parking zone (i.e., J was reassigned to G, H, and K), or to the nearest parking zone (i.e., E to the South zone and I to the School/Library zone).

Figure 15 and Figure 16 illustrate the projected future peak parking demand per zone.

Figure 15: Future Peak Parking Demand Map

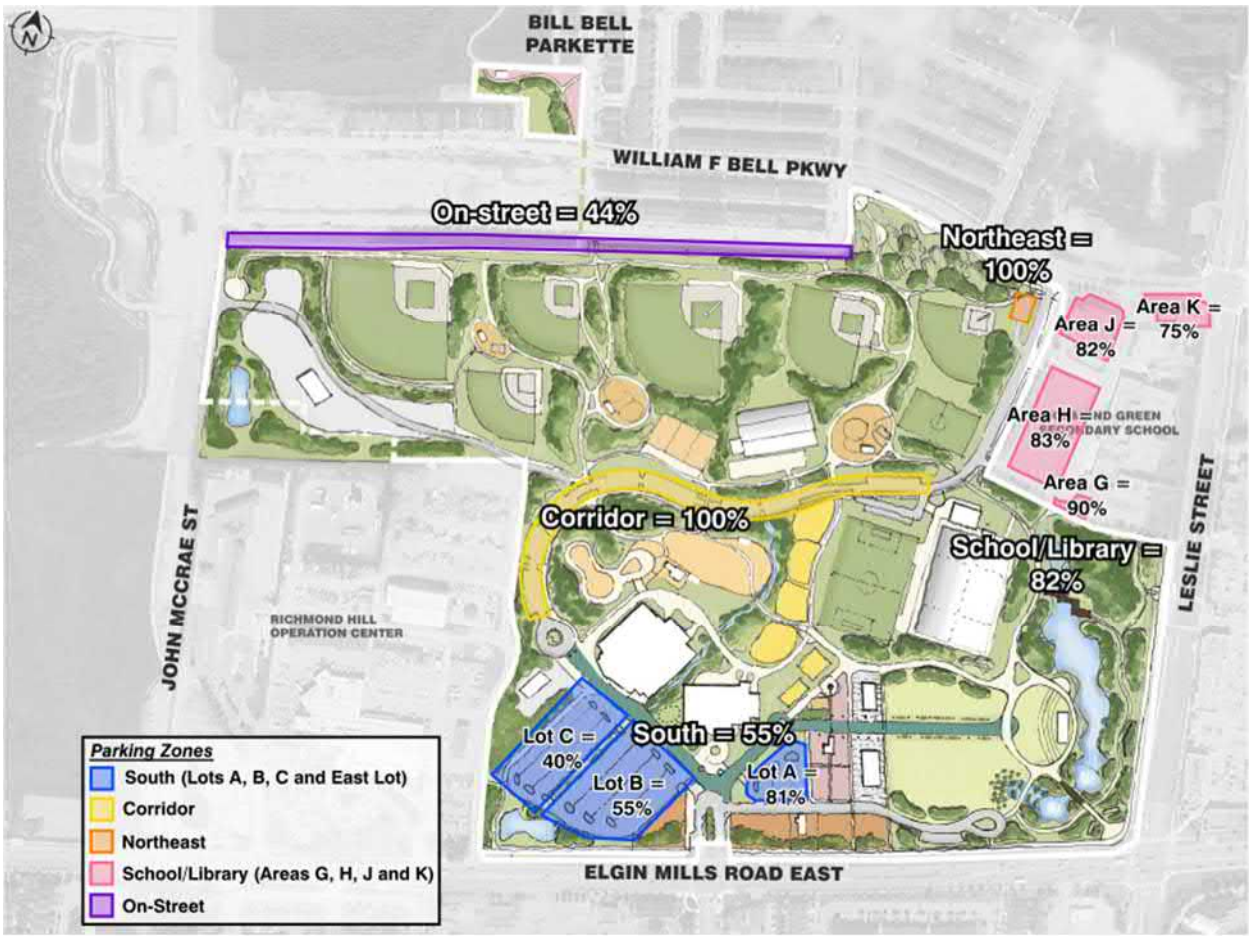
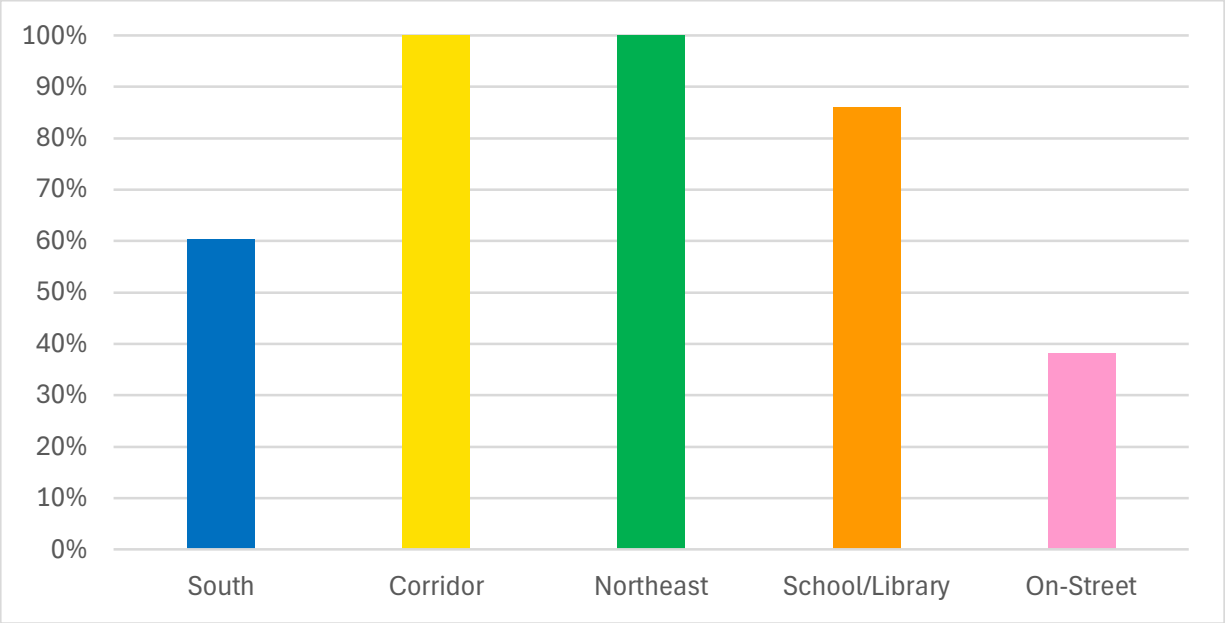


Figure 16: Future Peak Parking Demand – All Zones



The future peak parking demand is expected to exceed 50% in all zones except for on-street parking. This totals 76% of on-site parking utilization, or a 72% future system wide utilization (including on-street spaces). The Corridor and Northeast zones are projected to reach capacity; however, there would still be adequate space available in the other zones to accommodate extra vehicles.

Figure 17 and Figure 18 break down the demand per lot in the South and School/Library zones, respectively.

Figure 17: Future Peak Parking Demand – South Zone

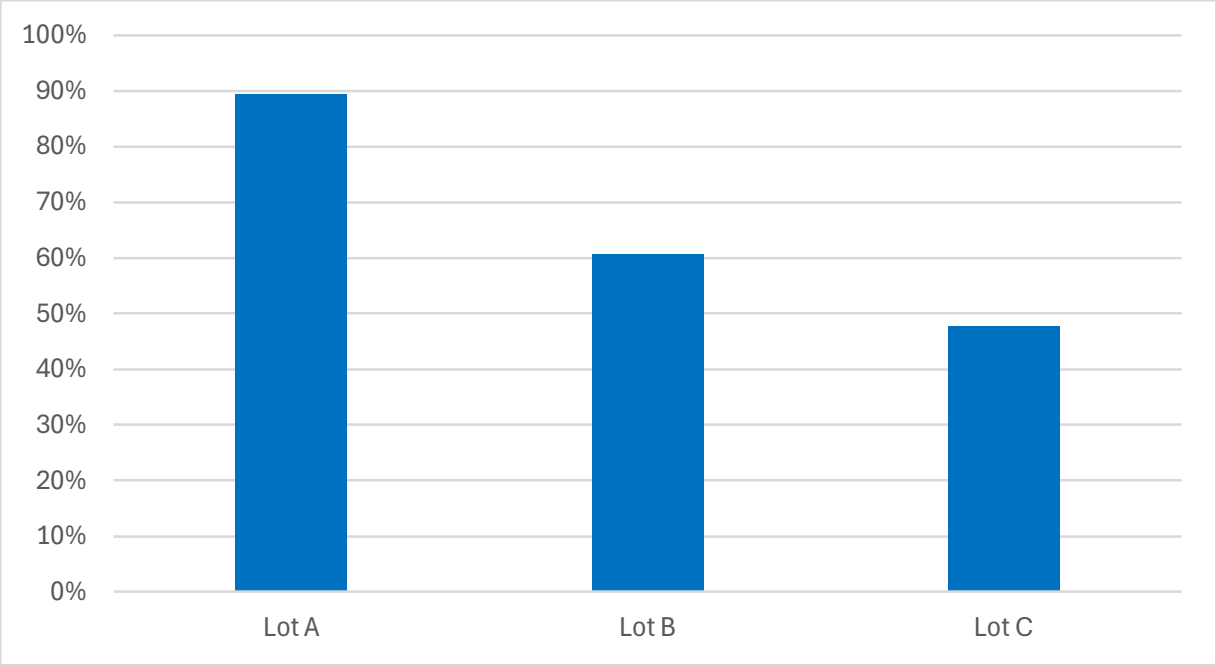
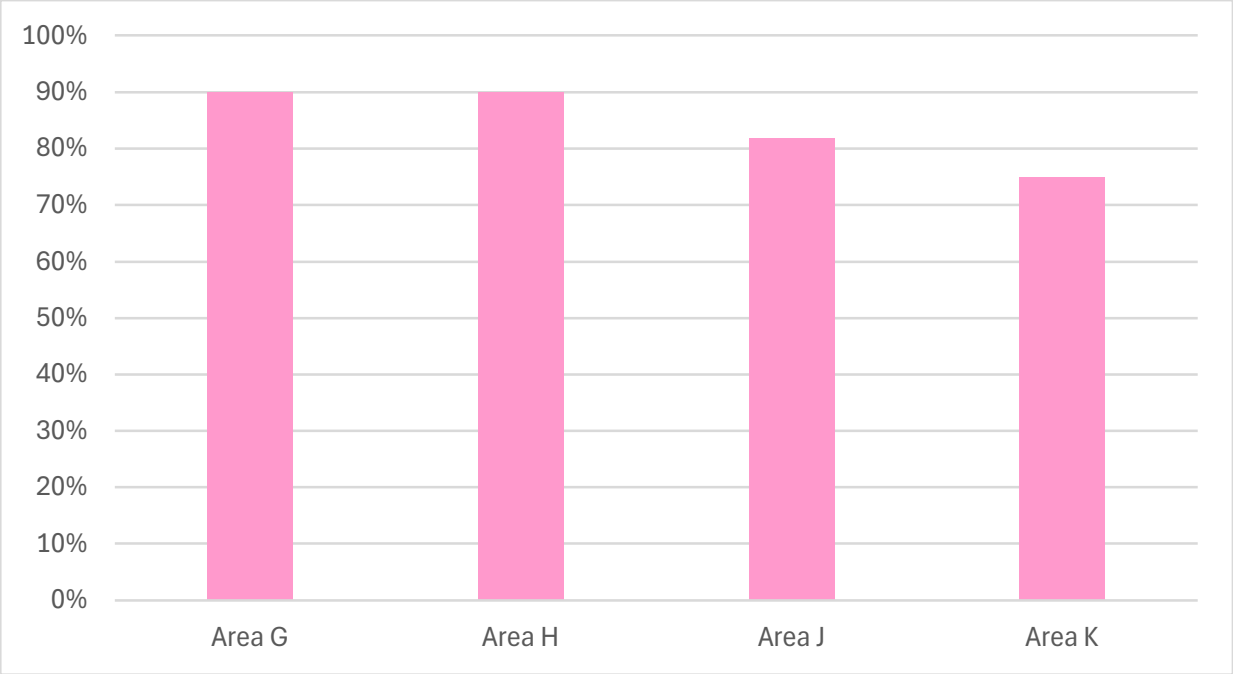


Figure 18: Future Peak Parking Demand – School/Library Zone



Within the South zone, Lot A is expected to be approximately 90% utilized, while lots B and C are expected to be approximately 60% and 50% utilized, respectively. The preferred master plan concept shows Lot A as being reconfigured from its current layout – it was assumed in this analysis that the number of parking spaces would remain the same after this reconfiguration. However, the number of spaces could be reduced, if necessary, since nearby lots B and C are expected to be able to accommodate the projected peak demand of the entire South zone.

Within the School/Library zones, all areas are expected to have high utilization (over 70%) with a maximum of 90% for Area G.

Based on the future peak parking demand estimates, the preferred parking lots (Corridor zone, Northeast zone, Lot A, Area H, and Area J) closest to the main facilities of interest will reach full utilization; however, the adjacent lots will still have sufficient space to accommodate any overflow.

6.0 Transportation Demand Management

Transportation demand management (TDM) refers to the implementation of policies and operational and design measures that collectively reduce the demand for single-occupant vehicle travel within an area. This could be achieved by shifting the demand to alternate modes (transit; walking / cycling; carpooling); by reducing the need to make certain trips; by reducing travel distances needed for certain trips; or by shifting travel to lower-demand times of the day when the transportation network is more likely to have surplus capacity available.

Some measures are under the control or influence of the City and/or Region; they include measures that are applicable at a high level (such as the structure of the transportation network for various travel modes, or the frequency and span of transit service) and others that are more detailed (such as design specifics of features within the public realm). These measures and features set the broader context within which individuals make travel choices.

In the context of the Richmond Green, the proposed TDM measures would focus on shifting the demand to alternate modes, as the other goals would not be applicable to a public park.

The following TDM measures are recommended:

1. Improving pedestrian and cycling connections to external networks:
   The concept plan includes several new pathways throughout the park and nine new connections to the external active transportation network (shown as “gateways” in Figure 14). This allows for convenient, direct and prominent pedestrian and cycling access to/from the external network.
2. Expand the Richmond Green internal cycling network:
   Consider the addition of dedicated bicycle pathways throughout the site following the main road, connecting to the major facilities of interest. Any recommended bicycle facilities (e.g., bicycle repair station) on site should also be connected to these pathways.

3. Increasing the bicycle parking available:
   There are currently only 16 bicycle parking spaces available, located off-site at the Richmond Green Public Library. Providing bicycle parking near key facilities on-site would promote cycling to/from the park, as cyclists would not have to worry about where to securely leave their bicycles while using the park facilities. Bicycle parking should be provided at various locations throughout the park, close to the major areas of interest such as the Richmond Green Sports Dome, Tom Graham Arena, the Picnic Pavillion, the proposed volleyball courts, and the baseball/softball diamonds (illustrated in Figure 19). In these locations, bicycle parking that accommodate 10 to 15 bicycles are recommended. The observed bicycle parking throughout the park is currently low; however, the addition of conveniently located bicycle parking facilities could increase usage. The utilization of these bicycle parking spaces should be monitored to determine if more bicycle parking should be provided in the future. Recommendations for e-bike and e-scooter charging stations are discussed in Section 7.1.

4. Provide bicycle repair facilities on site:
   A self-service bicycle repair stand with tools such as wrenches, Allen keys, pumps, etc., for minor repairs and maintenance would encourage cyclists to continue opting to use their bicycles to get to/from the park even when they are experiencing minor issues. For convenience, it would be suitable to place these facilities near designated bicycle parking spaces at a central location in the park (i.e., near the Tom Graham Arena and Sports Centre building or near the proposed pickleball courts). These locations are shown in Figure 19.

5. Reduction of overall parking spaces:
   The preferred master concept plan shows the removal of the northwest lot and of several Corridor spaces. The total number of system-wide parking spaces is planned to be 1,212 spaces, resulting in an overall reduction of 90 parking spaces. As discussed in Section 5.0, the number of spaces in Lot A could be reduced further if needed based on its planned reconfiguration. Reducing the number of vehicle parking spaces could help to influence mode choice (i.e., users of the park are not positive that a vehicle parking space will be available, they may opt to travel to the park via another mode).

6. Consider the implementation of paid parking at Richmond Green:
   The introduction of paid parking at Richmond Green would influence some travel behaviour, depending on the price imposed. However, this could also result in motorists choosing to park more so on side streets (e.g., McAlister Avenue) to avoid paying for parking on the site. Nearby, paid parking has been implemented at Lake Wilcox Park during peak season (April 1 to September 30), though the City offers a free parking permit for the season (per household) to Richmond Hill residents. Parking on neighbouring streets is restricted to residents or guests with a permit. A similar system could be implemented for Richmond Green to prevent parking from spilling out into surrounding side streets.

7. Consider special event TDM measures:
   Additional measures should be considered when planning special events to reduce congestion and parking demand. Potential measures include providing bicycle valet services to encourage cycling, and operating shuttle buses connecting Richmond Green with major transit hubs to facilitate transit use (such as the Richmond Hill GO Station and Richmond Hill Centre Terminal). Clear travel information should be offered about these services. This would enhance event accessibility while reducing the demand for parking.

Figure 19: Potential Bicycle Parking and Repair Facility Locations



7.0 Proposed On-Site Parking

The preferred master plan concept (illustrated in Figure 14) shows that Lot A in the South zone is planned to be reconfigured. As seen in Section 5.0, Lot A is projected to be approximately 80% utilized at future peak demand. The South zone currently has a total of 512 spaces. The future peak demand, determined from the rates discussed in Section 5.0, was estimated to reach up to 271 vehicles within the South zone. This demand would be able to be accommodated by just the combination of spaces available in Lot B and Lot C. Therefore, the number of spaces in the reconfigured Lot A is not critical for capacity reasons and should be determined based on the space available and the desire for preferential parking closer to the proposed youth sports zone, picnic pavilion, and other community park uses in the southern area of the park.

The proposed roundabout at the south end of the Corridor zone would likely reduce the number of parking spaces available due to limitations in the area between the proposed pickleball/multi-use courts and the Tom Graham Arena. The Corridor zone is also expected to reach capacity at the future peak demand; however, it is anticipated that the other zones throughout the park will have sufficient space to accommodate the overflow.

Although the preferred lots may be fully utilized, the other lots within each zone (South, Northwest, School/Library) would each have space available and are situated at different areas throughout the park so that there would still be relatively close parking available for the different areas of interest.

7.1 Electric Vehicle Charging Stations

The City's Electric Vehicle Charging Strategy is currently in progress, with completion estimated to be by Fall 2025. The Comprehensive Zoning By-law was updated in March 2025, with new by-laws relating to electric vehicle charging stations. For non-residential uses, the minimum rates for electric vehicle parking spaces were only provided for "major office" and "commercial uses other than major office use." For the latter category, the by-law specifies 2.5% of the total provided parking spaces is required to be electric vehicle parking spaces, while 5% (or 1 space) are required to be electric vehicle "ready" parking spaces, depending on which is greater. In this context, an electric

vehicle parking space refers to a parking space with "level 2 charging electric vehicle supply equipment," conforming to Section 86 of the Ontario Electrical Safety Code; these spaces must have a minimum charging ability of 240 volts (V) / 30 amps (A) and are also subject to future City performance standards. An electric vehicle "ready" parking space must have an energized outlet that allows for future installation of a minimum "level 2 charging electric vehicle supply equipment (EVSE)."

To meet the minimum requirement, Richmond Green must have 22 electric vehicle parking spaces and 43 electric vehicle "ready" parking spaces based on the estimated total of 846 on-site parking spaces (excluding the School/Library zone and on-street parking). Additionally, pending Council approval and funding, Richmond Green has been identified in the City's EV Strategy as a critical site for implementing direct current (DC) fast charging stations, which surpass "level 2" alternating current (AC) charging speeds.

The electric vehicle parking spaces should be located at prime locations near the major points of interest in the park. Preferable locations include spots in lots A, B and C, closest to the Tom Graham Arena and Sports Centre buildings, and spots in the Corridor zone close to the Sports Dome. A further review of the capacity of the buildings would be required to ensure they have the electrical capacity to meet the new demand. Additional spots in the middle of the corridor zone should be considered as they would be conveniently located close to pedestrian connection points in the centre of the park. The addition of these spots would require a separate power supply external to existing or planned buildings in the park and would involve coordination with the local utility. The potential locations for electric vehicle parking spaces and electric vehicle "ready" parking spaces are shown in Figure 20. The distribution of these parking spaces should be based on the electric capacity and space available at the locations, with a prioritization of the areas in the South zone.

Figure 20: Potential Electric Vehicle Charging Station Locations



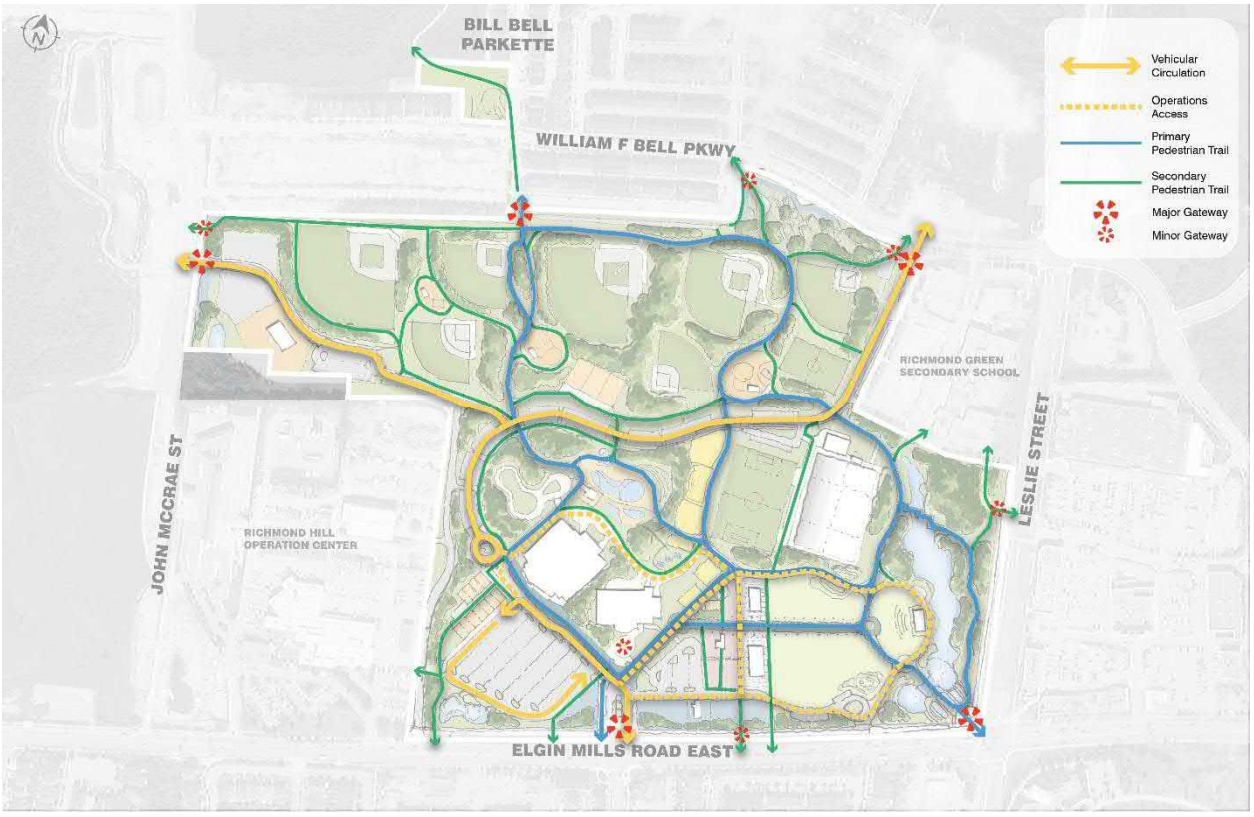
As part of the EV Strategy (pending Council approval), Richmond Green can be considered a potential pilot location for micromobility charging and implementation. Locations and timings for micromobility charging stations should be coordinated with other EV charging infrastructure.

8.0 On-Site Circulation

Vehicle turning paths were evaluated using the AutoTURN software package to ensure adequate maneuverability for the larger design vehicles expected to travel through the site for maintenance reasons and equipment delivery.

Based on the largest vehicles typically used on site, the vehicles were modeled using a pick-up truck with a trailer (total length of 14 metres) and a transport truck with a trailer (total length of 18 metres). Turning paths were assessed by simulating trucks circulating through the pathways that are planned to be used for operations access, illustrated in Figure 21.

Figure 21: On-Site Circulation



The current preferred concept does not specify the widths of the new pathways proposed through the site. The truck turning movements, shown in Appendix C, were run using existing aerial photography from Google Earth, following the general path shown above. The existing pathways were sufficient in accommodating the trucks. This drawing should be referred to when completing the detailed design of the new pathways to ensure that the design vehicles have sufficient space to circulate the necessary maintenance areas of the site.

9.0 Summary

Dillon Consulting Limited (Dillon) has been retained by the City of Richmond Hill to prepare a parking study as part of the Richmond Green Revitalization Master Plan. Richmond Green is located at the northwest corner of Leslie Street and Elgin Mills Road East and is under the jurisdiction of the City of Richmond Hill. The park offers several active sports facilities (indoor and outdoor), playgrounds, spaces for cultural events, and other attractions that make it a popular destination.

A park road runs from William F. Bell Parkway to Elgin Mills Road, bisecting the park. There are seven on-site parking lots provided inside the park, categorized into the following zones for the purpose of this study: South, Corridor, Northwest and Northeast. Additional off-site parking areas adjacent to Richmond Green Secondary School and the Richmond Green Library are also used by park visitors. On-street parking along McAlister Avenue is also frequented by visitors to the baseball/softball diamonds at the north end of the park as it provides more direct access to these areas. A total of 1,302 parking spaces are available for park visitors.

Parking surveys were conducted by OTI on the following dates: Friday, June 20th, Tuesday, July 8th, Saturday, July 12th and Tuesday, July 1st (Canada Day).

The observed data shows that the current parking capacity around the Richmond Green grounds is adequate for regular summer use, with parking utilization generally between 20% to 50%. The northeast lot, South zone (specifically Lot A), and Corridor zone typically had the highest utilizations due to their proximity to areas of interest. Parking utilization peaked on Canada Day, with all zones (other than on-street parking) experiencing over 85% utilization from 4:00 PM to 7:30 PM. The overall utilization for on-street parking never exceeded 50%. During all data collection periods, the recorded bicycle use was low.

The future peak parking demand estimates that the preferred parking lots (the Corridor zone and Northeast zone) closest to the main facilities of interest will reach full utilization; however, the adjacent lots will still have sufficient space to accommodate any overflow.

The recommended TDM measures should focus on improving active transportation connectivity to the external network and increasing on-site bicycle facilities (secure bicycle parking and repair facilities) to promote the use of active transportation over auto-modes. The implementation of paid parking on-site should be considered as a TDM measure. To avoid spillover parking on surrounding side streets, the City could introduce street parking restrictions with free residential permits to allow local access.

Based on the preferred master plan concept, that the northwest parking lot will be removed, and Lot A and the Corridor zone will have a reduction in the number of parking spaces. The system-wide parking supply is expected to decrease by at least 146 spaces, resulting in a total of 1,156 spaces. This should not be an issue as the other lots within each zone (South, Northwest, School/Library) would each have space available and are situated throughout the park so that there would still be parking available in proximity to the different areas of interest. According to the City's by-law, 2.5% of the total provided parking spaces are required to be electric vehicle parking spaces, while 5% are required to be electric vehicle "ready" parking spaces, corresponding to 22 and 43 spaces, respectively. These parking spaces should be located in preferential areas (i.e., near Tom Graham Arena, the Sports Centre building, and throughout the Corridor zone). Richmond Green has also been identified as a critical site for implementing DC fast charging stations and a pilot location for micromobility charging.

Vehicle turning paths should be tested during the detailed design stage to ensure that there is sufficient space for the expected maintenance vehicles to maneuver through the park.

Appendix A

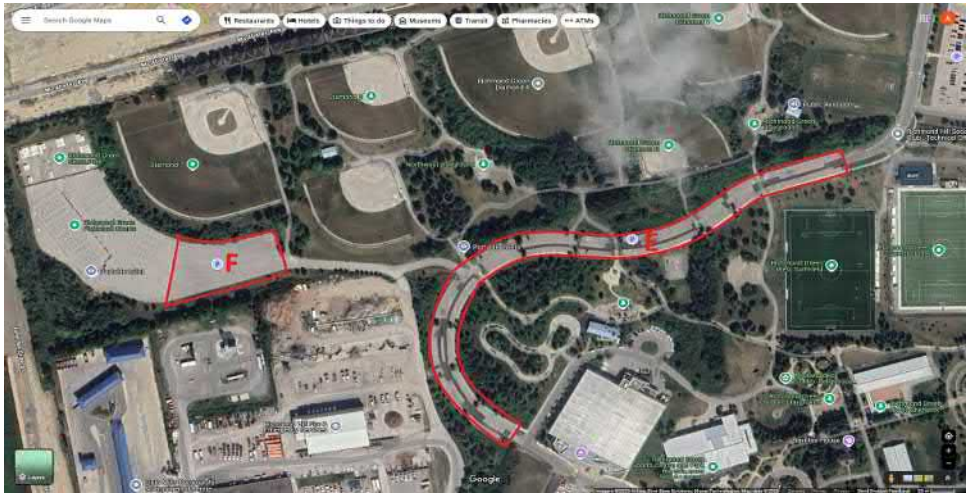
Detailed Parking Data

Ontario Traffic Inc - Parking Counts (25-224)

Date: Friday, June 20, 2025

Area:	Parked Vehicles												Parked Bicycles	
	A			B		C		D	E		F			
Parking Type:	Regular	Accessible	Soccer Club	Regular	Accessible	Regular	Accessible	Regular	Regular	Accessible	Regular	Accessible	designated	non-designated
16:00 to 16:30	45	0	3	4	0	49	1	0	55	1	8	0	0	0
16:30 to 17:00	48	3	3	2	0	43	0	0	70	1	11	0	0	0
17:00 to 17:30	69	3	3	3	0	50	0	0	94	0	15	0	0	0
17:30 to 18:00	69	3	3	22	0	48	0	0	98	1	22	0	0	0
18:00 to 18:30	69	3	3	210	3	56	1	0	135	0	23	0	0	0
18:30 to 19:00	69	3	3	230	5	85	2	0	148	1	26	0	0	0
19:00 to 19:30	69	3	3	230	7	104	2	0	152	1	43	0	0	0
19:30 to 20:00	68	1	3	191	5	66	1	0	153	1	60	0	0	0
20:00 to 20:30	67	1	3	178	4	63	1	0	150	1	61	0	0	0
20:30 to 21:00	56	1	1	112	2	53	0	0	132	0	44	0	0	0
Total Available Spaces	**69**	**3**	**3**	**230**	**9**	**180**	**2**	**16**	**282**	**7**	**118**	**1**	**n/a**	**n/a**





Ontario Traffic Inc - Parking Counts (25-224)

Date: Friday, June 20, 2025

	Parked Vehicles											Parked Bicycles	
Area:	**G**	**H**		**I**	**J**	**K**		**L**		**M**			
Parking Type:	**Regular**	**Regular**	**Accessible**	**Regular**	**Regular**	**Regular**	**Accessible**	**North**	**South**	**North**	**South**	**designated**	**non-designated**
16:00 to 16:30	3	14	0	0	6	3	0	0	0	3	1	1	0
16:30 to 17:00	3	9	0	1	6	5	0	0	1	3	2	2	1
17:00 to 17:30	4	15	0	0	9	6	0	0	0	1	10	3	0
17:30 to 18:00	6	17	0	0	10	2	0	0	1	2	13	2	0
18:00 to 18:30	6	15	0	0	6	2	0	0	1	12	12	1	0
18:30 to 19:00	5	14	0	0	3	1	0	1	2	12	30	1	0
19:00 to 19:30	3	17	0	0	3	0	0	2	6	11	34	1	0
19:30 to 20:00	3	17	0	0	3	0	0	1	4	9	33	1	0
20:00 to 20:30	4	19	0	0	0	0	0	3	7	12	35	0	0
20:30 to 21:00	3	17	0	0	0	0	0	3	6	11	33	0	0
Total Available Spaces	**10**	**146**	**5**	**16**	**50**	**37**	**3**	**28**	**15**	**36**	**36**	**16**	**n/a**



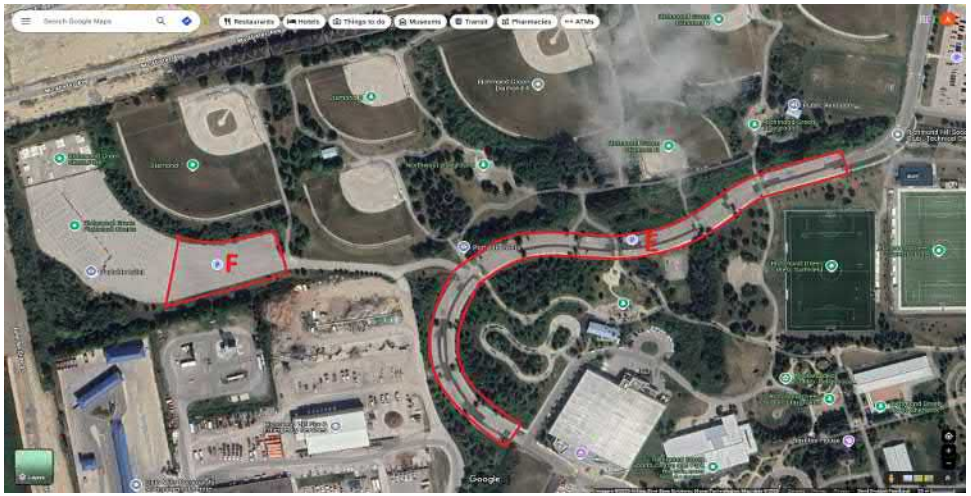


Ontario Traffic Inc - Parking Counts (25-224)

Date: Tuesday, July 01, 2025

Area:	Parked Vehicles												Parked Bicycles	
	A			B		C		D	E		F			
Parking Type:	Regular	Accessible	Soccer Club	Regular	Accessible	Regular	Accessible	Regular	Regular	Accessible	Regular	Accessible	designated	non-designated
16:00 to 16:30	69	3	3	230	9	170	1	0	279	4	72	0	0	0
16:30 to 17:00	69	3	3	230	9	170	2	0	275	5	86	0	0	0
17:00 to 17:30	69	3	3	228	7	165	1	0	273	6	85	0	0	0
17:30 to 18:00	69	3	3	230	9	180	2	0	282	7	80	0	0	0
18:00 to 18:30	69	3	3	230	9	180	2	0	282	7	81	0	0	0
18:30 to 19:00	69	3	3	230	9	180	2	0	282	7	83	0	0	0
19:00 to 19:30	69	3	3	230	9	180	2	0	282	7	85	0	0	0
19:30 to 20:00	69	3	3	212	9	168	2	0	270	7	84	0	0	0
20:00 to 20:30	61	3	3	175	7	140	1	0	240	5	86	0	0	0
20:30 to 21:00	57	3	3	127	6	104	2	0	229	4	84	0	0	0
21:00 to 21:30	53	3	1	85	2	64	1	0	176	3	72	0	0	0
21:30 to 22:00	35	0	0	31	0	27	0	0	76	0	33	0	0	0
Total Available Spaces	**69**	**3**	**3**	**230**	**9**	**180**	**2**	**16**	**282**	**7**	**118**	**1**	**n/a**	**n/a**





Ontario Traffic Inc - Parking Counts (25-224)

Date: Tuesday, July 01, 2025

Area:			G	H		I	J	K		L		M		Parked Bicycles	
Parking Type:			Regular	Regular	Accessible	Regular	Regular	Regular	Accessible	North	South	North	South	designated	non-designated
16:00	to	16:30	10	146	2	0	50	37	2	3	0	3	3	0	0
16:30	to	17:00	10	144	0	0	50	36	2	2	1	3	4	0	0
17:00	to	17:30	10	146	0	0	50	37	1	3	0	5	0	0	0
17:30	to	18:00	10	146	3	16	50	37	1	4	1	7	0	0	0
18:00	to	18:30	10	146	2	16	50	37	1	2	1	8	1	0	0
18:30	to	19:00	10	146	4	16	50	37	1	3	2	8	0	0	0
19:00	to	19:30	10	146	4	16	50	37	3	6	4	11	0	0	0
19:30	to	20:00	10	146	5	16	50	37	3	6	6	24	0	0	0
20:00	to	20:30	10	146	5	16	50	37	3	4	6	27	0	0	0
20:30	to	21:00	9	146	3	16	50	37	2	6	6	29	1	0	0
21:00	to	21:30	10	146	3	16	50	37	3	6	4	33	1	0	0
21:30	to	22:00	10	143	4	16	50	37	3	6	4	33	1	0	0
Total Available Spaces			**10**	**146**	**5**	**16**	**50**	**37**	**3**	**28**	**15**	**36**	**36**	**16**	**n/a**



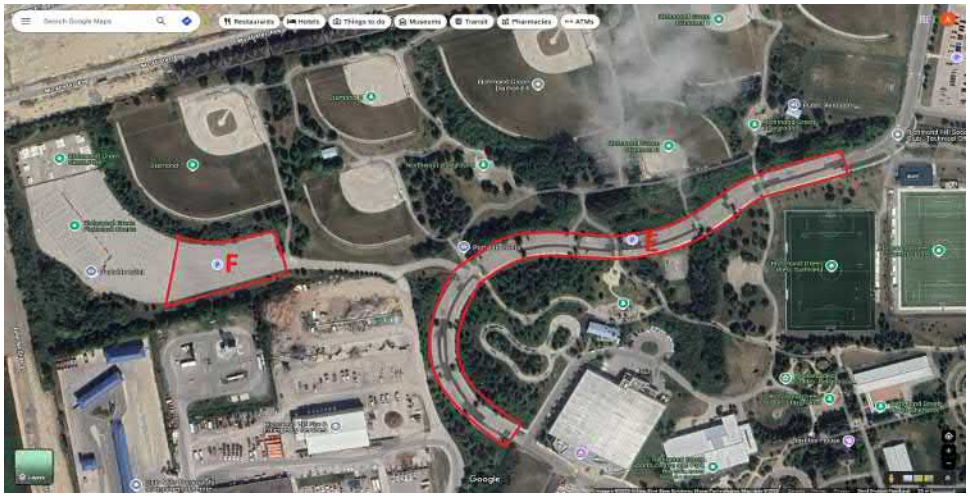


Ontario Traffic Inc - Parking Counts (25-224)

Date: Tuesday, July 08, 2025

	Parked Vehicles												Parked Bicycles	
Area:	A			B		C		D	E		F			
Parking Type:	Regular	Accessible	Soccer Club	Regular	Accessible	Regular	Accessible	Regular	Regular	Accessible	Regular	Accessible	designated	non-designated
16:00 to 16:30	41	0	2	18	0	57	0	0	17	1	3	0	0	0
16:30 to 17:00	22	0	1	10	0	38	0	0	18	1	6	0	0	0
17:00 to 17:30	19	1	1	4	0	57	0	0	38	1	10	0	0	0
17:30 to 18:00	16	0	0	2	0	47	0	0	66	0	21	0	0	0
18:00 to 18:30	26	0	0	3	0	44	0	0	77	0	33	0	0	0
18:30 to 19:00	24	0	0	4	0	48	0	0	86	0	35	0	0	0
19:00 to 19:30	33	0	0	2	0	43	0	0	81	0	32	0	0	0
19:30 to 20:00	44	0	0	6	0	35	0	0	83	0	45	0	0	0
20:00 to 20:30	47	0	0	8	0	49	0	0	72	0	44	0	0	0
20:30 to 21:00	59	1	0	11	0	51	0	0	59	0	43	0	0	0
Total Available Spaces	**69**	**3**	**3**	**230**	**9**	**180**	**2**	**16**	**282**	**7**	**118**	**1**	**n/a**	**n/a**





Ontario Traffic Inc - Parking Counts (25-224)

Date: Tuesday, July 08, 2025

	Parked Vehicles											Parked Bicycles	
Area:	**G**	**H**		**I**	**J**	**K**		**L**		**M**			
Parking Type:	**Regular**	**Regular**	**Accessible**	**Regular**	**Regular**	**Regular**	**Accessible**	**North**	**South**	**North**	**South**	**designated**	**non-designated**
16:00 to 16:30	2	9	0	0	5	4	0	3	0	4	1	3	3
16:30 to 17:00	2	3	0	0	8	3	0	3	0	4	1	0	0
17:00 to 17:30	2	3	0	3	4	2	0	1	0	4	0	0	0
17:30 to 18:00	4	9	0	10	19	4	0	3	0	5	0	0	0
18:00 to 18:30	3	13	0	13	26	4	0	3	1	5	1	0	0
18:30 to 19:00	5	30	0	13	27	6	0	5	1	9	10	0	0
19:00 to 19:30	6	32	0	13	26	6	0	6	2	10	10	0	0
19:30 to 20:00	4	37	0	13	22	5	0	7	7	4	6	0	0
20:00 to 20:30	3	41	0	13	19	4	0	9	4	5	4	0	0
20:30 to 21:00	3	39	0	13	14	4	0	14	14	4	2	0	0
Total Available Spaces	**10**	**146**	**5**	**16**	**50**	**37**	**3**	**28**	**15**	**36**	**36**	**16**	**n/a**



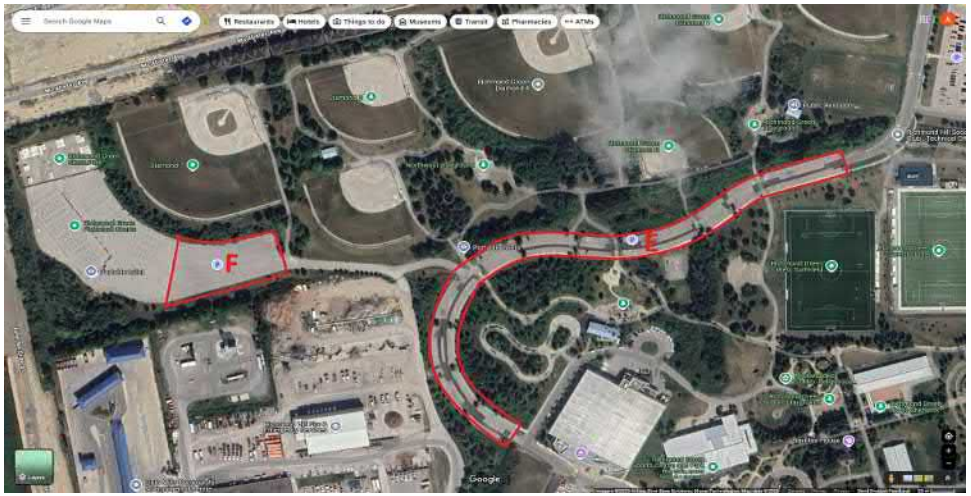


Ontario Traffic Inc - Parking Counts (25-224)

Date: Saturday, July 12, 2025

	Parked Vehicles												Parked Bicycles	
Area:	A			B		C		D	E		F			
Parking Type:	Regular	Accessible	Soccer Club	Regular	Accessible	Regular	Accessible	Regular	Regular	Accessible	Regular	Accessible	designated	non-designated
10:00 to 10:30	24	1	0	9	0	10	0	0	106	1	53	0	0	0
10:30 to 11:00	44	3	0	8	0	11	0	0	105	1	26	0	0	0
11:00 to 11:30	54	3	0	9	0	9	0	0	111	1	33	0	0	0
11:30 to 12:00	56	3	0	8	0	9	0	0	117	1	36	0	0	0
12:00 to 12:30	67	3	2	11	0	10	0	0	119	3	39	0	0	0
12:30 to 13:00	68	3	2	11	1	9	0	0	228	3	32	0	0	0
13:00 to 13:30	66	3	2	15	1	9	0	0	131	3	19	0	0	0
13:30 to 14:00	67	3	2	14	1	9	0	0	135	4	18	0	0	0
14:00 to 14:30	69	3	3	19	1	9	0	0	134	3	10	0	0	0
14:30 to 15:00	68	3	3	21	1	9	0	0	137	3	11	0	0	0
15:00 to 15:30	62	3	0	15	1	9	0	0	133	4	12	0	0	0
15:30 to 16:00	63	3	0	17	1	9	0	0	139	4	11	0	0	0
Total Available Spaces	**69**	**3**	**3**	**230**	**9**	**180**	**2**	**16**	**282**	**7**	**118**	**1**	**n/a**	**n/a**





Ontario Traffic Inc - Parking Counts (25-224)

Date: Saturday, July 12, 2025

	Parked Vehicles											Parked Bicycles	
Area:	**G**	**H**		**I**	**J**	**K**		**L**		**M**			
Parking Type:	**Regular**	**Regular**	**Accessible**	**Regular**	**Regular**	**Regular**	**Accessible**	**North**	**South**	**North**	**South**	**designated**	**non-designated**
10:00 to 10:30	1	14	0	15	33	3	0	3	1	3	3	0	0
10:30 to 11:00	1	14	0	15	35	4	0	3	2	3	2	0	0
11:00 to 11:30	1	4	0	15	27	4	0	3	2	3	2	0	0
11:30 to 12:00	1	5	0	15	23	3	0	1	3	3	3	1	0
12:00 to 12:30	1	13	0	12	25	4	0	1	1	3	8	1	0
12:30 to 13:00	1	15	0	11	27	4	0	1	1	3	7	1	0
13:00 to 13:30	2	11	0	14	22	5	0	1	1	6	9	2	0
13:30 to 14:00	2	9	0	11	23	5	0	1	1	5	9	2	0
14:00 to 14:30	2	2	0	10	25	4	0	1	1	6	10	2	0
14:30 to 15:00	2	0	0	9	26	4	0	1	0	5	9	2	0
15:00 to 15:30	3	3	0	12	22	5	0	2	1	5	5	2	0
15:30 to 16:00	2	3	0	12	21	5	0	2	2	5	5	2	0
Total Available Spaces	**10**	**146**	**5**	**16**	**50**	**37**	**3**	**28**	**15**	**36**	**36**	**16**	**n/a**





Appendix B

Existing Utilization Tables

Table 1: South Zone Breakdown

Date	Time	Area A	Area B	Area C	Zone Total
Friday June 20, 2025	16:00	64%	2%	27%	21%
	16:30	72%	1%	24%	20%
	17:00	100%	1%	27%	26%
	17:30	100%	9%	26%	29%
	18:00	100%	89%	31%	70%
	18:30	100%	98%	48%	80%
	19:00	100%	99%	58%	84%
	19:30	96%	82%	37%	68%
	20:00	95%	76%	35%	64%
	20:30	77%	48%	29%	45%
Tuesday, July 1, 2025	16:00	100%	100%	94%	98%
	16:30	100%	100%	95%	98%
	17:00	100%	98%	91%	96%
	17:30	100%	100%	100%	100%
	18:00	100%	100%	100%	100%
	18:30	100%	100%	100%	100%
	19:00	100%	100%	100%	100%
	19:30	100%	92%	93%	94%
	20:00	89%	76%	77%	79%
	20:30	84%	56%	58%	61%
	21:00	76%	36%	36%	42%
	21:30	47%	13%	15%	19%
Tuesday, July 8, 2025	16:00	57%	8%	31%	24%
	16:30	31%	4%	21%	14%
	17:00	28%	2%	31%	17%
	17:30	21%	1%	26%	13%
	18:00	35%	1%	24%	15%
	18:30	32%	2%	26%	15%
	19:00	44%	1%	24%	16%
	19:30	59%	3%	19%	17%
	20:00	63%	3%	27%	21%
	20:30	80%	5%	28%	25%
Saturday, July 12, 2025	10:00	33%	4%	5%	9%
	10:30	63%	3%	6%	13%
	11:00	76%	4%	5%	15%
	11:30	79%	3%	5%	15%
	12:00	96%	5%	5%	19%
	12:30	97%	5%	5%	19%
	13:00	95%	7%	5%	19%
	13:30	96%	6%	5%	19%
	14:00	100%	8%	5%	21%

Date	Time	Area A	Area B	Area C	Zone Total
	14:30	99%	9%	5%	21%
	15:00	87%	7%	5%	18%
	15:30	88%	8%	5%	19%

Table 2: Corridor Zone Parking Breakdown

Date	Time	Area E	Zone Total
Friday June 20, 2025	16:00	19%	19%
	16:30	25%	25%
	17:00	33%	33%
	17:30	34%	34%
	18:00	47%	47%
	18:30	52%	52%
	19:00	53%	53%
	19:30	53%	53%
	20:00	52%	52%
	20:30	46%	46%
Tuesday, July 1, 2025	16:00	98%	98%
	16:30	97%	97%
	17:00	97%	97%
	17:30	100%	100%
	18:00	100%	100%
	18:30	100%	100%
	19:00	100%	100%
	19:30	96%	96%
	20:00	85%	85%
	20:30	81%	81%
	21:00	62%	62%
	21:30	26%	26%
Tuesday, July 8, 2025	16:00	6%	6%
	16:30	7%	7%
	17:00	13%	13%
	17:30	23%	23%
	18:00	27%	27%
	18:30	30%	30%
	19:00	28%	28%
	19:30	29%	29%
	20:00	25%	25%
	20:30	20%	20%
Saturday, July 12, 2025	10:00	37%	37%
	10:30	37%	37%
	11:00	39%	39%
	11:30	41%	41%

Date	Time	Area E	Zone Total
	12:00	42%	42%
	12:30	80%	80%
	13:00	46%	46%
	13:30	48%	48%
	14:00	47%	47%
	14:30	48%	48%
	15:00	47%	47%
	15:30	49%	49%

Table 3: Northwest Zone Parking Breakdown

Date	Time	Area F	Zone Total
Friday June 20, 2025	16:00	7%	7%
	16:30	9%	9%
	17:00	13%	13%
	17:30	18%	18%
	18:00	19%	19%
	18:30	22%	22%
	19:00	36%	36%
	19:30	50%	50%
	20:00	51%	51%
	20:30	37%	37%
Tuesday, July 1, 2025	16:00	61%	61%
	16:30	72%	72%
	17:00	71%	71%
	17:30	67%	67%
	18:00	68%	68%
	18:30	70%	70%
	19:00	71%	71%
	19:30	71%	71%
	20:00	72%	72%
	20:30	71%	71%
	21:00	61%	61%
	21:30	28%	28%
Tuesday, July 8, 2025	16:00	3%	3%
	16:30	5%	5%
	17:00	8%	8%
	17:30	18%	18%
	18:00	28%	28%
	18:30	29%	29%
	19:00	27%	27%
	19:30	38%	38%
	20:00	37%	37%

Date	Time	Area F	Zone Total
	20:30	36%	36%
Saturday, July 12, 2025	10:00	45%	45%
	10:30	22%	22%
	11:00	28%	28%
	11:30	30%	30%
	12:00	33%	33%
	12:30	27%	27%
	13:00	16%	16%
	13:30	15%	15%
	14:00	8%	8%
	14:30	9%	9%
	15:00	10%	10%
	15:30	9%	9%

Table 4: Northeast Zone Parking Breakdown

Date	Time	Area I	Zone Total
Friday June 20, 2025	16:00	0%	0%
	16:30	6%	6%
	17:00	0%	0%
	17:30	0%	0%
	18:00	0%	0%
	18:30	0%	0%
	19:00	0%	0%
	19:30	0%	0%
	20:00	0%	0%
	20:30	0%	0%
Tuesday, July 1, 2025	16:00	0%	0%
	16:30	0%	0%
	17:00	0%	0%
	17:30	100%	100%
	18:00	100%	100%
	18:30	100%	100%
	19:00	100%	100%
	19:30	100%	100%
	20:00	100%	100%
	20:30	100%	100%
	21:00	100%	100%
	21:30	100%	100%
Tuesday, July 8, 2025	16:00	0%	0%
	16:30	0%	0%
	17:00	19%	19%
	17:30	63%	63%

Date	Time	Area I	Zone Total
	18:00	81%	81%
	18:30	81%	81%
	19:00	81%	81%
	19:30	81%	81%
	20:00	81%	81%
	20:30	81%	81%
Saturday, July 12, 2025	10:00	94%	94%
	10:30	94%	94%
	11:00	94%	94%
	11:30	94%	94%
	12:00	75%	75%
	12:30	69%	69%
	13:00	88%	88%
	13:30	69%	69%
	14:00	63%	63%
	14:30	56%	56%
	15:00	75%	75%
	15:30	75%	75%

Table 5: Northeast Zone Parking Breakdown

Date	Time	Area G	Area H	Area J	Area K	Zone Total
Friday June 20, 2025	16:00	30%	9%	12%	8%	10%
	16:30	30%	6%	12%	13%	9%
	17:00	40%	10%	18%	15%	14%
	17:30	60%	11%	20%	5%	14%
	18:00	60%	10%	12%	5%	12%
	18:30	50%	9%	6%	3%	9%
	19:00	30%	11%	6%	0%	9%
	19:30	30%	11%	6%	0%	9%
	20:00	40%	13%	0%	0%	9%
	20:30	30%	11%	0%	0%	8%
Tuesday, July 1, 2025	16:00	100%	100%	100%	100%	98%
	16:30	100%	98%	100%	98%	96%
	17:00	100%	95%	100%	95%	97%
	17:30	100%	97%	100%	95%	98%
	18:00	100%	99%	100%	95%	98%
	18:30	100%	98%	100%	95%	99%
	19:00	100%	99%	100%	95%	100%
	19:30	100%	99%	100%	100%	100%
	20:00	100%	100%	100%	100%	100%
	20:30	100%	100%	100%	100%	98%
	21:00	90%	99%	100%	98%	99%

Date	Time	Area G	Area H	Area J	Area K	Zone Total
	21:30	100%	99%	100%	100%	98%
Tuesday, July 8, 2025	16:00	100%	97%	100%	100%	8%
	16:30	100%	100%	100%	100%	6%
	17:00	20%	6%	10%	10%	4%
	17:30	20%	2%	16%	8%	14%
	18:00	20%	2%	8%	5%	18%
	18:30	40%	6%	38%	10%	27%
	19:00	30%	9%	52%	10%	28%
	19:30	50%	20%	54%	15%	27%
	20:00	60%	21%	52%	15%	27%
	20:30	40%	25%	44%	13%	24%
Saturday, July 12, 2025	10:00	30%	27%	38%	10%	20%
	10:30	30%	26%	28%	10%	22%
	11:00	100%	100%	100%	100%	14%
	11:30	10%	9%	66%	8%	13%
	12:00	10%	9%	70%	10%	17%
	12:30	10%	3%	54%	10%	19%
	13:00	10%	3%	46%	8%	16%
	13:30	10%	9%	50%	10%	16%
	14:00	10%	10%	54%	10%	13%
	14:30	20%	7%	44%	13%	13%
	15:00	20%	6%	46%	13%	13%
	15:30	20%	1%	50%	10%	12%

Table 6: On-Street Parking Breakdown

Date	Time	Area L	Area M	Zone Total
Friday June 20, 2025	16:00	0%	6%	3%
	16:30	2%	7%	5%
	17:00	0%	15%	10%
	17:30	2%	21%	14%
	18:00	2%	33%	22%
	18:30	7%	58%	39%
	19:00	19%	63%	46%
	19:30	12%	58%	41%
	20:00	23%	65%	50%
	20:30	21%	61%	46%
Tuesday, July 1, 2025	16:00	100%	100%	8%
	16:30	7%	8%	9%
	17:00	7%	10%	7%
	17:30	7%	7%	10%
	18:00	12%	10%	10%
	18:30	7%	13%	11%

Date	Time	Area L	Area M	Zone Total
	19:00	12%	11%	18%
	19:30	23%	15%	31%
	20:00	28%	33%	32%
	20:30	23%	38%	37%
	21:00	28%	42%	38%
	21:30	23%	47%	38%
Tuesday, July 8, 2025	16:00	23%	47%	7%
	16:30	100%	100%	7%
	17:00	7%	7%	4%
	17:30	7%	7%	7%
	18:00	2%	6%	9%
	18:30	7%	7%	22%
	19:00	9%	8%	24%
	19:30	14%	26%	21%
	20:00	19%	28%	19%
	20:30	33%	14%	30%
Saturday, July 12, 2025	10:00	30%	13%	9%
	10:30	65%	8%	9%
	11:00	100%	100%	9%
	11:30	9%	8%	9%
	12:00	12%	7%	11%
	12:30	12%	7%	10%
	13:00	9%	8%	15%
	13:30	5%	15%	14%
	14:00	5%	14%	16%
	14:30	5%	21%	13%
	15:00	5%	19%	11%
	15:30	5%	22%	12%

Table 7: Bicycle Parking Breakdown

Date	Time	Designated Spaces (%)	Designated Spaces (Count)	Non-Designated Spaces (Count)	Total (Count)
Friday June 20, 2025	16:00	6%	1	0	1
	16:30	13%	2	1	2
	17:00	19%	3	0	3
	17:30	13%	2	0	2
	18:00	6%	1	0	1
	18:30	6%	1	0	1
	19:00	6%	1	0	1
	19:30	6%	1	0	1

Date	Time	Designated Spaces (%)	Designated Spaces (Count)	Non-Designated Spaces (Count)	Total (Count)
	20:00	0%	0	0	0
	20:30	0%	0	0	0
Tuesday, July 1, 2025	16:00	0%	0	0	0
	16:30	0%	0	0	0
	17:00	0%	0	0	0
	17:30	0%	0	0	0
	18:00	0%	0	0	0
	18:30	0%	0	0	0
	19:00	0%	0	0	0
	19:30	0%	0	0	0
	20:00	0%	0	0	0
	20:30	0%	0	0	0
	21:00	0%	0	0	0
	21:30	0%	0	0	0
Tuesday, July 8, 2025	16:00	19%	3	3	6
	16:30	0%	0	0	0
	17:00	0%	0	0	0
	17:30	0%	0	0	0
	18:00	0%	0	0	0
	18:30	0%	0	0	0
	19:00	0%	0	0	0
	19:30	0%	0	0	0
	20:00	0%	0	0	0
	20:30	0%	0	0	0
Saturday, July 12, 2025	10:00	0%	0	0	0
	10:30	0%	0	0	0
	11:00	0%	0	0	0
	11:30	6%	1	0	1
	12:00	6%	1	0	1
	12:30	6%	1	0	1
	13:00	13%	2	0	2
	13:30	13%	2	0	2
	14:00	13%	2	0	2
	14:30	13%	2	0	2
	15:00	13%	2	0	2
	15:30	13%	2	0	2

Appendix C

Site Circulation

235 YORKLAND BLVD., SUITE 800, TORONTO, ON M2J 4Y8

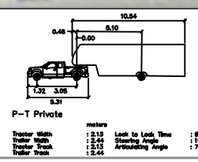
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Do not modify drawing, re-use it, or use it for purposes other than those intended at the time of its preparation without prior written permission from Dillon Consulting Limited.



P–T Private

meters

Tractor Width	: 2.13	Lock to Lock Time	: 6.0
Trailer Width	: 2.44	Steering Angle	: 18.8
Tractor Track	: 2.13	Articulating Angle	: 70.0
Trailer Track	: 2.44		

No.	ISSUED FOR	DATE	BY
1	PARKING STUDY	2025-10-23	AS

DESIGN: AS | REVIEWED BY: MDW
DRAWN: AS | CHECKED BY: MDW
DATE: 2025-10-23
SCALE: 1:2500

RICHMOND GREEN PARK MASTER PLAN PARKING STUDY
1300 Elgin Mills Road East

PROJECT NO. 247490

TRUCK TURNING PATH ASSESSMENT

SHEET NO. 1

235 YORKLAND BLVD., SUITE 800, TORONTO, ON M2J 4Y8

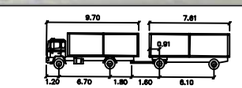


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SU+T

metars

First Unit Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.60	Steering Angle	: 42.4
First Unit Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		

No.	ISSUED FOR	DATE	BY
1	PARKING STUDY	2025-10-23	AS

DESIGN: AS | REVIEWED BY: MDW
DRAWN: AS | CHECKED BY: MDW
DATE: 2025-10-23
SCALE: 1:2500

RICHMOND GREEN PARK MASTER PLAN PARKING STUDY
1300 Elgin Mills Road East

PROJECT NO.: 247490

TRUCK TURNING PATH ASSESSMENT

SHEET NO.: 2



APPENDIX E

Subsurface Utility Engineering Services Report

Richmond Green Revitalization

Report
Subsurface Utility Engineering Services

Project #61002741-04



Report Date: May 27, 2025

T2 utility engineers
a kiwa company

Statement of Qualifications and Limitations

The attached Report (the "Report") has been prepared by T2 Utility Engineers Inc. ("Consultant") for the benefit of City of Richmond Hill ("Client). The report was prepared in accordance with the agreement between Consultant and Client (the "Agreement"), including the scope of work detailed therein.

The information, data, recommendations and conclusions contained in the Report (collectively, the "Information"):

> is subject to the scope, schedule, and other constraints and limitations in the Agreement and the qualifications contained in the Report (the "Limitations"), represents Consultant's professional judgement in light of the Limitations and industry standards for the preparation of similar reports, may be based on information provided to Consultant which has not been independently verified, has not been updated since the date of issuance of the Report and its accuracy is limited to the time period and circumstances in which it was collected, processed, made or issued, must be read as a whole and sections thereof should not be read out of such context, was prepared for the specific purposes described in the Report and the Agreement, in the case of subsurface conditions, may be based on limited inspections and on the assumption that such conditions are uniform and not variable either geographically or over time.

Consultant shall be entitled to rely upon the accuracy and completeness of information that was provided to it and has no obligation to update such information. Consultant accepts no responsibility for any events or circumstances that may have occurred since the date on which the Report was prepared and, in the case of subsurface conditions, is not responsible for any variability in such conditions, geographically or over time.

Consultant agrees that the Report represents its professional judgement as described above and that the Information has been prepared for the specific purpose and use described in the Report and the Agreement, but Consultant makes no other representations, or any guarantees or warranties whatsoever, whether express or implied, with respect to the Report, the Information or any part thereof.

The Report is to be treated as confidential and may not be used or relied upon by third parties, except:
as agreed in writing by Consultant and Client,
as required by law,
for use by governmental reviewing agencies.

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This Statement of Qualifications and Limitations is attached to and forms part of the Report and any use of the Report is subject to the terms hereof.

Report Revision Log

Revision #	Revised By	Date	Issue / Revision Description
0	P. Lysyk	05/27/2025	Final

Signatures

Report Prepared By:

Peter Lysyk, B. Eng
Assistant Project Manager

Report Reviewed By:

Daniel Jarvie, P. Eng
Branch Manager - Whitby



61002741-04

Acronyms and Abbreviations

ABND	Abandoned
AC	Asbestos Cement
APPROX	Approximate
ASCE	American Society of Civil Engineers
BE	Buried Electrical
BFD	Bitumous Fibre Duct
BOC	Bottom of Chamber
BT	Buried Telecommunication
CB	Catch Basin
CC	Cast Iron Cement Mortar Lined
CCTV	Closed Circuit Television
CD	Concrete Duct
CDP	Corrugated Drainage Pipe
CI	Cast Iron
COMB	Combined
CONC	Concrete
CPP	Concrete Pressure Pipe
CS	Curb Stop (Water Service)
CSA	Canadian Standards Association
CSE	Confined Space Entry
CSP	Corrugated Steel Pipe
CU	Copper
DBC	Direct Buried Cable
DC	Ductile Iron Cement Mortar
DI	Ductile Iron
DI	Ditch Inlet
EOP	Edge of Pavement
EOS	End of Signal
EXP	Exploratory
FDC	Foundation Drain Collector
FDI	Fiber Distribution Interface
FH	Fire Hydrant
FM	Flush Mount
FOC	Fiber Optic Cable
FOTS	Fiber Optic Transmission System
FRE	Fiberglass Reinforced Epoxy
FTG	Flush to Grade
G / GAS	Gas (Natural Gas)
GLB	Grade Level Box
GPR	Ground Penetrating Radar
GPS	Global Positioning System
GRP	Glass Fiber Reinforced Plastic
GS	Gas Service
GV	Gas Valve
HDPE	High Density Poly Ethylene
HP	High Pressure (Gas)
HW	Hand Well
HYD	Hydrant
INV	Invert (Inside Bottom of Pipe)
IP	Intermediate Pressure (Gas)
JUT	Joint Utility Trench
LAT	Lateral Connection (Sewer)
LS	Light Standard (Pole)
MCGPR	Multi Channel Ground Penetrating Radar
MET	Metallic
MH	Maintenance Hole
MP	Medium Pressure (Gas)
OBV	Obvert (Inside Top of Pipe)
OPI	Outside Plant Interface
PE	Polyethylene
PED	Pedestal (Telecommunication)
PH	Primary Hydro (Electrical)
PL	Plastic
P/L	Property Line
PVC	Polyvinyl Chloride
QL	Quality Level
RC	Reinforced Concrete
REF	Reference
SAN	Sanitary
S C&W	Steel Coated & Wrapped
SC	Steel Coated
S CT	Steel Coated
SH	Secondary Hydro (Electrical)
SL	Street Light
SSA	Support Structures Agreement
ST	Steel
STM	Storm
SUE	Subsurface Utility Engineering
S YJ	Steel Yellow Jacketed
TCB	Traffic Control Box
TEL	Telecommunication (Copper/Telephone)
TH	Test Hole (Quality Level A)
TL	Traffic Light
TOP	Top of Pipe
TR	Transite
TS	Traffic Signal
TV	Telecommunication (Coax/Television)
TX	Transformer
UESI	Utility Engineering and Surveying Institute
UP / UTP	Utility Pole
UNK	Unknown
VC	Vitrified Clay
WC	Water Chamber
WK	Water Service Key
WM	Water Main
WS	Water Service
WV	Water Valve
XHP	Extra High Pressure

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Appendices

Appendix A – SUE Mapping Drawing

Appendix B – Utility Circulation Contact List

1. Project Summary

T2 Utility Engineers (T2ue) completed a Subsurface Utility Engineering (SUE) investigation in accordance with the ***Standard Guideline for Investigating and Documenting Existing Utilities***, American Society of Civil Engineers/Utility Engineering and Survey Institute/Construction Institute, ASCE/UESI/CI 38-22, 2022. (ASCE-38), for City of Richmond Hill (RH). RH's project was a revitalization of the Richmond Green Sports Centre & Park. The objective of the SUE investigation was to identify alignment of existing mainline utilities, identify utility crossings that may impact the project, identify size and materials of key infrastructure for replacement and reduce the uncertainty that existing utilities create on the project. T2ue's investigation involved Record Request Circulation, Utility Designating, and Invert Investigations.

1.1 Project Area

The property was a rectangular shaped parcel of land located on the north side of Elgin Mills Road E and on the west side of Leslie Street in the City of Richmond Hill (see Property Information below). It was municipally known as 1300 Elgin Mills Road E. The property was a developed site, with paved access in a park area. Boulevards within the project areas were grass with concrete sidewalks.

According to the record documents obtained and field investigations the project area contained aerial and subsurface utilities.

Underground utilities within the project area included:

- Alectra electric power,
- Bell Canada, Rogers telecommunications,
- Enbridge natural gas mains,
- City of Richmond Hill watermains,
- City of Richmond Hill sanitary and storm sewers,
- Region of York sanitary sewer.

1.2 Limits of Investigation

The limits of field investigation were as described below:

- Within the property limits of Richmond Green Sports Centre & Park
  - Investigation limits outlined in Figure 1 in red.



Figure 1: Limits of Investigation – Richmond Green Sports Centre & Park

2. Equipment and Techniques

The following paragraphs provide a description of the equipment and techniques used by T2ue to complete the investigation. T2ue used the latest equipment and techniques available to designate varieties of subsurface utilities and underground structures. The merits of each technology were assessed as outlined in the standard ASCE-38 for use in utility designating. Field Technicians utilized each technology according to the manufacturer's instructions and the project conditions. Based on the project scope and discussions with RH, T2ue selected the appropriate equipment to gather the required information to assist with the designation of underground utilities.

2.1 Electromagnetic Designating Equipment

T2ue used single frequency and multi-frequency electromagnetic designating equipment. Electromagnetic designating equipment did not locate the actual pipes or cables, but instead located the magnetic fields. Electromagnetic fields were either naturally present on conductors or were induced onto a target line using a transmitter. Signals may have been distorted by any of the following:

- ground conductivity,
- construction layout (i.e. bends, connections),
- utility congestion causing bleed off of magnetic fields,
- materials and/or age (i.e. PVC without tracer wire, corrosion in metallic pipes),

- construction debris, overhead wires, conductive structures (i.e. reinforcing bars, guard rails).

2.2 Magnetic Detector

Magnetic detectors were used to detect the presence of nearby conductive metal objects buried underground. Magnetic Detectors were swept over the ground, inducing a signal into the ground and measured changes in the magnetic fields that may have occurred as a result of conductive metals. Metal detectors were used to locate known conductive objects (i.e. chamber lids, structures).

2.3 Measuring Rod (Invert and Chamber Investigations)

Measurements were collected within the chambers from the surface using measuring rods with adjustable offset gauge and measuring tapes. Inspections measured the pipe depth (top and bottom) and pipe offsets from surface. Each pipe was measured to the closest edge of the metal frame on surface. Reference elevation for the chamber lid (provided by the surveyor) was used to calculate the pipe elevations. Chamber type (i.e. sewer, water), pipe material and pipe diameter were confirmed from surface, where possible. Inspections and accuracy may be affected by; variations in frame (i.e. slanted), debris in pipes, line of sight, maintenance platforms, large offsets or excessively deep chambers. Information gathered within the chamber inspections was specific to the project requirements.

Measurements that are obtained using a measuring rod (from surface) are within +/- 2.5mm, in ideal conditions.

2.4 Survey Technologies

T2ue utilized Global Positioning System (GPS) based survey equipment to collect the field information using recognized industry best practices. T2ue survey crews collected the field data (i.e. designating marks, reference pins) from the SUE investigation using the established project control provided by the client.

3. SUE Investigation Methodology

T2 Utility Engineers Inc. performed SUE investigations in accordance with the ***Standard Guideline for Investigating and Documenting Existing Utilities***, ASCE/UESI/CI 38-22, 2022. (ASCE-38).

3.1 Standard ASCE 38 Summary:

All utility information was assigned a quality level in accordance with the standard ASCE-38:

Quality Level D (QL-D)	Utility segment based on professional judgement correlating utility records, observations or verbal recollections.
Quality Level C (QL-C)	Utility segment with an estimated alignment based on professional judgement correlating visible above-ground utility features, anchor points and utility records or appropriate evidence. Conventional accuracy of the utility feature or anchor point shall be 60mm horizontal.
Quality Level B (QL-B)	Utility segment with a horizontal position based on professional judgement obtained using appropriate geophysical methods, observations and utility records or appropriate evidence. Conventional accuracy of the surveyed observation shall be 60mm horizontal.
Quality Level A (QL-A)	Precise horizontal and vertical location of utility based on professional judgement obtained by the exposing buried utility segment at a specific point and correlating utility records or appropriate evidence. Conventional accuracies shall be 60mm horizontal and 30mm vertical.

3.2 SUE Investigation Scope of Work

The following is a breakdown of the methodology used for the SUE investigation:

- Records research completed by T2ue included the review of record documents obtained through the Utility Circulation Request (see Appendix B), information received from RH and gathered records information for the entire project area.
- Utilized geophysical utility designating techniques to determine the horizontal position of conductive utilities identified within the project limits. Utilities investigated included water, gas, electric power and telecommunications. The investigation also included induction scanning in key areas to help identify utilities that were not identified on the record drawings. Equipment used included single frequency and multi-frequency electromagnetic designating equipment.
- Conductive signals that were not identified by the records research were termed “unknown”. T2ue used reasonable means in an attempt to determine the existence of unknowns however cannot certify that all utilities within the project limits were identified and depicted.
- Inspected sewer chambers from the surface to confirm the actual pipe sizes, materials, offsets, elevations and drainage direction. Mapping of the system, alignments and interconnections were shown on the SUE Mapping Drawings based on a combination of record information received, results of the inspections, surveyed MH’s/CB’s and professional judgment.

- Inspected water chambers from the surface to confirm actual pipe sizes, materials, offsets and top of pipe elevation, and verified information obtained from record documents.
- All designating marks were collected with survey equipment using UTM83-17.
- T2ue produced the SUE Mapping Drawing (Quality Level D, C and B as per standard ASCE-38) showing the horizontal alignment of the underground utilities at the described quality level over the project area.
- All field data and reference markers for the test hole locations were collected with survey equipment using UTM83-17.
- T2ue reviewed the results, updated the SUE Mapping Drawings and prepared the final report.

4. Utility Circulation Request

T2ue completed the utility circulation request on January 3, 2025. Record documents have been provided by the utility companies for the project area. Additional records for municipal infrastructure / private utility were provided by RH. A summary of the Utility Circulation Request completed by T2ue is attached in Appendix B.

5. Field Investigation and Analysis

The field investigation was completed in April 2025 within the limits described above. The details are provided in the following sections. Refer to the SUE Mapping Drawings (Appendix A) for details.

A topographic survey was not provided for this investigation. Project control cannot be established without a topographic survey tied to a proper coordinate system. T2ue's utility survey was completed in the UTM NAD83 Zone 17 coordinate system and overlaid to Google imagery. Features shown on the drawing are approximate and based on field observations.

Winter conditions, during the time of the field investigation within the project resulted in heavy ice and snow build up. T2ue have made every attempt to complete a thorough inspection, however the results of the investigation may be affected by hidden or buried utility features (i.e. valves, pedestals, chamber lids).

In areas where a "LOSS OF SIGNAL" symbol was shown the information collected in the field was unable to designate the alignment beyond a specific point. In cases where records were available the alignment was shown according to the available information. Where no further information exists the alignment should be investigated further to determine if the buried conductive ends at this location or continued beyond where no signal could be detected from the surface.

In the south west parking lot (fronting the Tom Graham Area), field staff were not able to designate the horizontal alignment of the watermain. Field staff noted that no tracer wire was visible in any of the water vales within the parking lot. Watermain alignment shown as per record information. Field staff were also unable to designate the watermain in the area north of the Richmond Green

Skate Trail. Field staff indicated no tracer wire visible in the water valves in this area. Watermain alignment shown as per records.

Service connections along the project area were included within the investigation. In areas were the connections could not be field verified notes have been indicated on the drawings. The possible alignment was shown according to field observations.

Alignments of the sewers were shown on the drawings based on visual verification and the surveyed features (i.e. maintenance holes). Pipe offsets have been visually verified in the field (from the surface) and the alignment was adjusted accordingly on the drawings.

Field investigation confirmed multiple unknown conductive signal within the project area. Unknown conductive was designated within the driveway accessing the north-west parking lot (currently occupied with pickleball courts). T2ue was unable to verify the ownership, material or size of the unknown. Further investigation would be required to determine the material and size and assist in gathering additional information or possibly identifying the unknown conductive signal.

Due to budgetary constraints, and discussion between the City of Richmond Hill and T2ue, the designation of the buried electric within the project limits was not completed within the south-east corner of the project limits. This area encompassed (Figure 2) the south-east corner of the property to the main sports center building (south of the Tom Graham building). Buried electric alignment within this section of property shown as per record information received, further investigation necessary to determine the alignment of any tonable buried electric plant.



Figure 2: Project area within Richmond Green that buried electric plant was shown as per record information.

6. Conclusion

The SUE investigation for this project provided key information regarding the location of the existing underground utilities to be used during the design and construction of Richmond Green Revitalization. A combination of data from the field investigations and utility record information was used to create the SUE Mapping Drawings (as per standard ASCE-38). The SUE Mapping Drawings show the horizontal alignment of the underground utilities at the described quality level over the project area.

The data currently shown on the SUE Mapping Drawing will provide the designers adequate information to move forward with the design. During detailed design additional test holes or additional investigations may be required to further define any new areas that may be considered if revisions are made.

The Utility Record Circulation provided information on the known plant within the project area. T2ue's SUE investigation was able to designate the majority amount of the utilities as QL-B. Sewer alignments shown as the result of invert investigations have been confirmed as QL-C for main lines of sewers. The remaining alignment that has been shown according to the record information (QL-D) was mostly residential services or possible abandoned plant.

T2ue recommends additional investigations for consideration by RH to further reduce uncertainty including:

- Topographic survey with project control of the property limits of Richmond Green Sports Centre & Park
- Additional scope to complete designating the buried electric within the south-east corner of the project limits (see Figure 2).
- Test holes to confirm size, material and precise horizontal and vertical alignment, final locations to be confirmed by RH. Locations may include conflict locations, utility crossings, connection points or to confirm record information and alignment shown on the SUE Mapping Drawings.
- CCTV inspections of the sewers may assist in identifying the location of service lateral connections within the main that were not included in the record information, or shown in the wrong location.

APPENDIX A
SUE MAPPING DRAWING

APPENDIX B
UTILITY CIRCULATION CONTACT LIST