



## **Staff Report for Council Public Meeting**

**Date of Meeting:** March 24, 2021

**Report Number:** SRPI.21.030

**Department:** Planning and Infrastructure

**Division:** Development Planning

**Subject:** **SRPI.21.030 – Request for Comments – Official Plan and Zoning By-law Amendment Applications – Gates of Bayview Townhomes Inc. – 0 Oneida Crescent – City Files: D01-19005 and D02-19023**

---

### **Owner:**

Gates of Bayview Townhomes Inc.  
50 Confederation Parkway  
Concord, Ontario  
L4K 4T8

### **Agent:**

Muzzo Group of Companies  
50 Confederation Parkway  
Concord, Ontario  
L4K 4T8

### **Location:**

**Legal Description:** Part of Lots 37 and 38, Concession 1, E.Y.S.

**Municipal Address:** 0 Oneida Crescent

### **Purpose:**

A request for comments concerning proposed Official Plan and Zoning By-law Amendment applications to permit a high density residential development on the subject lands.

### **Recommendation:**

- a) **That Staff Report SRPI.21.030 with respect to the Official Plan and Zoning By-law Amendment Applications submitted by Gates of Bayview Townhomes Inc. for the lands known as Part of Lots 37 and 38, Concession 1 (E.Y.S.) (Municipal Address: 0 Oneida Crescent), City Files D01-19005 and D02-19023, be received for information purposes only and that all comments be referred back to staff.**

## Page 2

### Contact Person:

Doris Cheng, Senior Planner – Site Plans, phone number 905-771-5563 and/or  
Deborah Giannetta, Manager of Development, Site Plans, phone number 905-771-5542

### Report Approval:

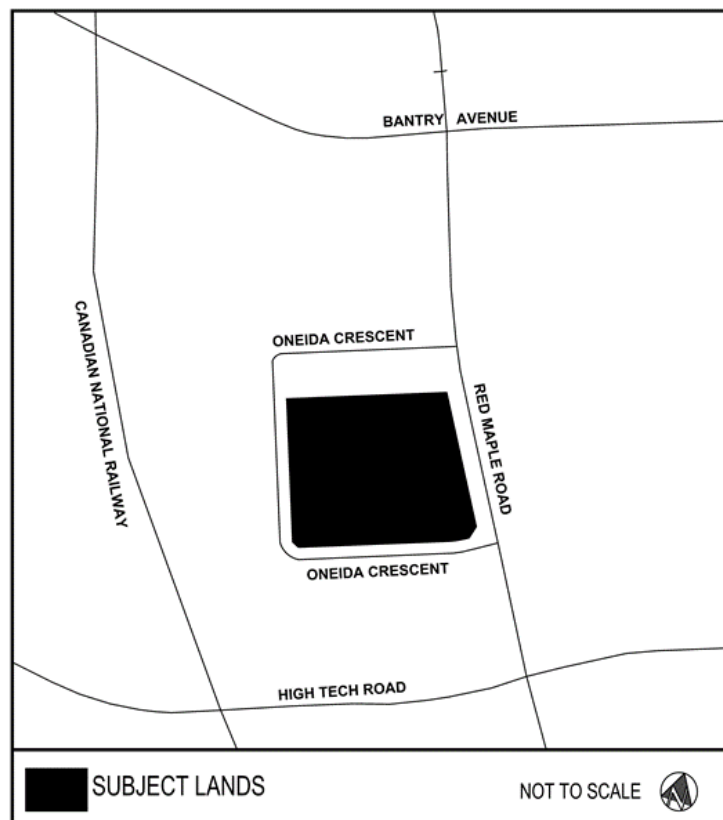
**Submitted by:** Kelvin Kwan, Commissioner of Planning and Infrastructure

**Approved by:** Mary-Anne Dempster, City Manager

All reports are electronically reviewed and/or approved by the Division Director, Treasurer (as required), City Solicitor (as required), Commissioner, and City Manager. Details of the reports approval are attached.

### Location Map:

Below is a map displaying the property location. Should you require an alternative format call person listed under the “Contact Person” above.



## Page 3

### Background Information:

The applicant submitted Official Plan and Zoning By-law Amendment applications to the City on December 24, 2019 which were deemed complete on February 5, 2020 (refer to Map 5). The applications sought approval for a proposed high density residential development comprised of four towers having heights of 18, 23, 25, and 30 storeys and a density of 6.47 FSI. In April 2020, the applicant requested that a statutory Council Public Meeting not be held regarding its initial proposal as it was the applicant's intent to submit a revised development proposal.

On November 17, 2020, the applicant submitted revised Official Plan and Zoning By-law Amendment applications to permit a high density residential development comprised of four residential towers having heights of 25 to 37 storeys with a density of 7.96 FSI. The revised applications were deemed complete and circulated to relevant City departments and external agencies for review and comment. The purpose of this report is to seek comments from Council and the public with respect to the revised applications, pursuant to the statutory Public Meeting and associated notice requirements of the *Planning Act*.

### Summary Analysis:

#### Site Location and Adjacent Uses

The subject lands are located on the west side of Red Maple Road, east of the CN Bala Main Line, north of High Tech Road, and south of Bantry Avenue. The site has a total lot area of 1.51 hectares (3.72 acres) and has frontages on Oneida Crescent and Red Maple Road. Directly abutting the northern property line are lands owned by the City which have been secured as a future linear park block.

The subject lands are presently vacant and are being used as a temporary parking area for construction purposes for the adjacent Phase 3 of the Gates of Bayview development. Uses surrounding the property include high density residential developments to the west, south, and north, with building heights ranging from 12 to 30 storeys and to the east is the Langstaff Community Centre, Red Maple Public School, Dr. James Langstaff Community Park and City of Richmond Hill Fire Station 85 (refer to Map 1 and 2).

#### Revised Development Proposal

The applicant is seeking Council's approval of its revised Official Plan and Zoning By-law Amendment applications to permit the construction of a high density residential development comprised of four towers having heights of 25, 30, 32 and 37 storeys. Each building is to have a three-storey podium and a separate two-storey indoor amenity building that will be shared by the residents of the four buildings. Two full-move vehicular accesses are proposed onto Oneida Crescent (refer to Map 6). The applicant is also proposing 1,799 parking spaces to be located both at grade and within four levels of a shared, interconnected underground parking structure. The following is a summary table outlining the relevant statistics of the proposed revised development based on the plans and drawings submitted to the City:

## Page 4

	<b>2019 Initial Proposal</b>	<b>Current Revised Proposal</b>
<b>Lot Area</b>	1.51 hectares (3.72 acres)	<b>1.51 hectares (3.72 acres)</b>
<b>Total Gross Floor Area</b>	97,554 sq. metres (1,050,062.5 sq. feet)	<b>119,646 sq. metres (1,287,858.8 sq. feet)</b>
<b>Floor Space Index</b>	6.47	<b>7.96</b>
<b>Total Dwelling Units</b>	1,217	<b>1,518</b>
<ul style="list-style-type: none"> <li>• <b>1 Bedroom Units</b></li> <li>• <b>2 Bedroom Units</b></li> <li>• <b>3 Bedroom Units</b></li> </ul>	669 548 0	<b>887</b> <b>471</b> <b>160</b>
<b>Total Number of Buildings</b>	4	<b>5</b>
<b>Building Heights:</b>		
<ul style="list-style-type: none"> <li>• <b>Tower ‘G’</b></li> <li>• <b>Tower ‘H’</b></li> <li>• <b>Tower ‘I’</b></li> <li>• <b>Tower ‘J’</b></li> </ul>	23 storeys 18 storeys 25 storeys 30 storeys	<b>30 storeys</b> <b>25 storeys</b> <b>32 storeys</b> <b>37 storeys</b>
<b>Tower Floor Plate Sizes:</b>		
<ul style="list-style-type: none"> <li>• <b>Tower ‘G’</b></li> <li>• <b>Tower ‘H’</b></li> <li>• <b>Tower ‘I’</b></li> <li>• <b>Tower ‘J’</b></li> </ul>	989 sq. metres (10,645.5 sq. feet) 942 sq. metres (10,139.6 sq. feet) 983 sq. metres (10,580.9 sq. feet) 942 sq. metres (10,139.6 sq. feet)	<b>951 sq. metres (10,236.5 sq. feet)</b> <b>951 sq. metres (10,236.5 sq. feet)</b> <b>900 sq. metres (9,687.5 sq. feet)</b> <b>900 sq. metres (9,687.5 sq. feet)</b>
<b>Community Amenity Space:</b>		
<ul style="list-style-type: none"> <li>○ <b>Indoor Amenity</b></li> <li>○ <b>Outdoor Amenity</b></li> </ul>	1956 sq. metres (21,054.2 sq. feet) 3007 sq. metres (32,367.1 sq. feet)	<b>+/- 3000 sq. metres (32,291.7 sq. feet)</b> <b>+/- 3500 sq. metres (37,673.69 sq. feet)</b>
<b>Total Parking:</b>	1509 spaces	<b>1799 spaces</b>
<ul style="list-style-type: none"> <li>○ <b>Residential Parking</b></li> <li>○ <b>Visitor Parking</b></li> </ul>	1487 spaces 22 spaces	<b>1572 spaces</b> <b>227 spaces</b>
<b>Bicycle Parking:</b>		
<ul style="list-style-type: none"> <li>○ <b>Resident</b></li> <li>○ <b>Visitor</b></li> </ul>	973 spaces N/A	<b>927 spaces</b> <b>46 spaces</b>

Key differences between the initial submission and the current revised proposal are as follows:

- an increase in the gross floor area from 97,554 sq. metres (1,050,062.5 sq. feet) to 119,646.0 sq. metres (1,287,858.8 sq. feet);
- an increase in density from 6.47 FSI to 7.96 FSI;
- an increase in the total number of dwelling units from 1,217 to 1,518;
- an increase in building heights from 18 to 30 storeys to 25 to 37 storeys ;
- an increase in the overall residential parking supply from 1509 spaces to 1799 spaces; and,
- the inclusion of a separate two-storey indoor amenity building.

At the time of preparation of this report, a related Site Plan application had not been submitted in conjunction with the revised Official Plan and Zoning By-law Amendment applications. Prior to the enactment of the final Zoning By-law, a Site Plan application will be required to inform the submitted applications.

## Page 5

### Supporting Documentation/Reports

The applicant has submitted the following documents/information to the City in support of the revised proposed development:

- Development Application Summary;
- Planning and Justification Report
- Addendum Planning Brief;
- Draft Official Plan Amendment;
- Draft Zoning By-law Amendment;
- Plan of Survey;
- Topographic Plan (with initial submission);
- Context Plan / Adjacent Property Plan;
- Site Plan and Site Statistics;
- Angular Plan Study;
- Levels P1-P4 Parking;
- Floor Plans (Ground Floor to 37th Floor);
- Mechanical Penthouse and Roof Plans;
- Elevations;
- Artist 3-D Renderings;
- Landscape Concept Plan;
- Urban Design Brief;
- Tree Declaration Letter (with initial submission);
- Noise Feasibility Study;
- Preliminary Pedestrian Level Wind Study;
- Traffic Impact Study Update;
- Functional Servicing and Stormwater Management Report;
- Grading Plan;
- Servicing Plan;
- Details;
- Geohydrology Study;
- Geotechnical Investigation Report;
- Shadow Study; and,
- Phase One Environmental Assessment (with initial submission).

### Revised Official Plan and Zoning By-law Amendment Applications

The applicant's revised Official Plan Amendment application proposes site specific exceptions to the **Richmond Hill Centre** designation in order to facilitate the proposed development. The proposed amendment includes site specific provisions to permit the following:

- an exception to **Sections 3.4.1.55, 4.2.1.25** and **4.2.2.11** to not apply with respect to the angular plane policies to transition of building heights to low and medium density residential uses;

## Page 6

- an exception to the density policies in accordance with **Sections 4.2.1.22 and 4.2.1.24** of the Plan to permit a density of 8.0 FSI; and,
- an increase in the maximum building height abutting a **Neighbourhood** designation within 35 metres of Red Maple Road right-of-way from 15 storeys to 30 storeys;

In terms of the revised Zoning By-law Amendment application, the applicant is seeking approval to rezone its land holdings from **Multiple Residential One (RM-1) Zone** under By-law 278-96, as amended, to a site specific **Special Commercial Five (SC-5) Zone** in order to facilitate the proposed development (refer to Map 4).

Outlined below is a comparison of the initial proposed development standards and the revised development standards being sought by the applicant as outlined in the initial and revised draft Zoning By-law submitted in support of the applications:

<b>Development Standards</b>	<b>Revised Applications Proposed Site Development Standards</b>
Minimum Lot Area	1.51 hectares (3.72 acres)
Minimum Lot Frontage	100.0 metres (328.1 feet)
Minimum Front Yard Setback from the East Property Line (Red Maple)	2.5 metres (8.20 feet)
Minimum Side Yard Setback from the South Property Line (Oneida Crescent)	2.0 metres (6.56 feet)
Minimum Rear Yard Setback from the West Property Line (Oneida Crescent)	4.0 metres (13.12 feet)
Minimum Setback to Park (P) Zone – North Property Line	3.0 metres (9.84 feet)
Maximum Floor Area Ratio	<b>800%</b>
Maximum Floor Space Index	<b>8.0</b>
Minimum Setback for all underground structures	0 metres (0 feet)
Maximum Building Height - Within 35m of Red Maple - Remainder of the site	<b>30 storeys</b> <b>37 Storeys</b>
Maximum Density	<b>7.96 FSI</b>
Minimum Required Loading Spaces	<b>4</b>
Parking Spaces • 1 bedroom unit rate • 2 bedroom unit rate • 3 bedroom unit rate	<b>1 space per unit</b> <b>1.2 spaces per unit</b> <b>1.5 spaces per unit</b>
Visitor Parking	0.15 spaces per dwelling

Additionally, the applicant is proposing to introduce site specific development standards to facilitate the proposed development. These include, but are not limited to, reductions in setbacks, an increase in height and density, refining the definitions for the calculation of maximum building height, and specific area exclusions with respect to the calculation of gross floor area of the buildings.

## Page 7

As part of the review of the revised applications, staff will review the appropriateness of the proposed zoning provisions as well as the need for additional development standards and policy conformity, neighbourhood compatibility, urban design and function

### Planning Analysis:

Staff has undertaken a preliminary review of the applicant's development proposal based on the policy framework contained within the *Provincial Policy Statement (2020)* (the "PPS"), the *Growth Plan for the Greater Golden Horseshoe (2019)* (the "Growth Plan"), the Regional Official Plan (2010) (the "ROP") and the City's Official Plan (the "Plan"). Staff notes that the City's in-force Plan is consistent with the PPS, and conforms to the Growth Plan and the ROP that were in-force at the time of approval. Since the Plan's approval, the PPS and the Growth Plan have been updated in 2020 and 2019 respectively. Below is an outline of the proposal relative to Provincial Policy, the ROP and the Plan.

### Provincial Policy Statement (2020) and Growth Plan (2019)

The *Provincial Policy Statement (2020)* sets the policy foundation for land use planning in the Province of Ontario. It is complemented by the *Growth Plan for the Greater Golden Horseshoe (2019)*, which focuses on development challenges and opportunities. Through these policies, the documents provide direction on growth management, transportation, infrastructure, urban form, housing, natural heritage and resource protection. Municipalities are responsible for implementing the Provincial Policy framework at the local level.

In this regard, the site is within an identified Urban Growth Centre in accordance with the *Growth Plan (2019)*. The Growth Plan policies direct upper-tier municipalities to work with local municipalities to establish Major Transit Station Areas (MTSA's) to encourage transit-supportive development along transit corridors, which is further addressed below. A detailed review and evaluation of the applicable Provincial policies will be brought forward (as appropriate) as part of a future recommendation report.

### York Region Official Plan

The subject lands are designated **Urban Area** and are located within a **Regional Centre** in accordance with Map 1 (Regional Structure) of the Regional Official Plan (ROP). Development growth and intensification within York Region is to be accommodated within the **Urban Area** to permit a full range and mix of urban uses which includes a mixed-use residential/commercial development. The **Regional Centre** is intended to support the highest concentration and greatest intensity of development to be comprised of a diverse mix of uses. This includes a range of employment and housing opportunities oriented to rapid transit hubs, and are to be designed as compact, mixed-use, street oriented, pedestrian and cyclist friendly, and transit supportive, with a minimum requirement of 35% of new housing units to be affordable. The **Regional Centre** is to create a vibrant and complete community which includes a mix of "living, working, shopping and entertainment opportunities," with "accessible human services and related facilities integrated with

## Page 8

development.” This application has been circulated to the Region of York for review and comment.

Further to the above, it should be noted that York Region is undertaking a Municipal Comprehensive Review (MCR) in collaboration with the City of Richmond Hill to assist in delineating the boundaries and setting density targets for lands located within 500 metres of an MTSA. The work to establish the MTSA at the local level has recently been initiated as part of the update to the City’s Official Plan Update (City Plan 2041). As this site is located within 300 metres (984 feet) of the Richmond Hill/Langstaff GO Transit and Viva Transit Station, it is anticipated that the lands shall be included in the future MTSA, as well as form part of the Region’s strategy to achieve intensification targets around existing or planned higher order transit stations in accordance with the *Growth Plan* policies established by the Province.

### City of Richmond Hill Official Plan

The subject lands are designated **Richmond Hill Centre** in accordance with Schedule A2 – Land Use of the City’s Official Plan (the “Plan”) (refer to Map 3). This area is intended to be a Regional focal point with emphasis on transit-oriented, mixed-use and high density residential development within a compact, mixed-use urban centre and employment destination. The **Richmond Hill Centre** is to be supported by a high quality public realm and walkable streets that supports the Provincial and Regional investment in public transit.

The **Richmond Hill Centre** is envisioned as a prominent, major transit node for the City and York Region by virtue of its location, scale, planned function, future density, and its distinct urban identity. Accordingly, permitted uses include a broad range of high and medium density residential uses and employment uses in a well-integrated, compact urban form and a high level of connectivity to public transit. As set out in **Policy 4.2.1(10)** of the Plan, development within the **Richmond Hill Centre** shall support the integration of public rapid transit including the planned extension of the Yonge Street subway, 407 Transitway, Viva rapid transit, York Region Transit and GO Rail service to the greatest extent possible.

With respect to height and density, **Section 4.2.1.14** of the Plan generally guides development to locate the most dense development forms at the integrated transit hub, with height and density progressively decreasing at the edges of **Richmond Hill Centre** and to provide appropriate transition from the abutting **Neighbourhood** designations. The subject lands are further identified as the **Edges of the Richmond Hill Centre** in the Plan. In accordance with **Section 4.2.1.24** of the Plan, the areas east of Yonge Street are to have an FSI ranging from 2.5 FSI to a maximum of 3.0 FSI. Furthermore, areas abutting **Neighbourhood** designations are subject to the angular plane policies of the Plan in accordance with **Section 4.2.2.11** and are not to exceed a maximum building height of 15 storeys.

Given the regional and local significance of the **Richmond Hill Centre**, the Plan directs that a Secondary Plan be prepared to guide development. In this regard, **Sections 4.2.1**



## Page 9

and 4.2.2 of the Plan state that ***“development in the interim shall be assessed on the basis of conformity with the policies of this section and the land use and design guidelines which have been endorsed by Council as set out in the Richmond Hill Regional Centre Design and Land Use Study Final Recommendations Report - February 2010 (RHRC&LUS)”*** (herein referred to as the “Study”) which is addressed discussed further in the report below.

The Secondary Plan is intended to address a number of key policy directions to inform development within the **Richmond Hill Centre** in a comprehensive manner. It is therefore anticipated that the policies as outlined in the Plan will be further refined through the development of the Secondary Plan that will establish more detailed direction for development within the **Richmond Hill Centre** in terms of character and transition, relative distributions of density and height for the area, urban design considerations, as well as transportation and infrastructure requirements, among other objectives.

In consideration of the fact that the proposed development deviates from the height and density parameters of the Plan, the completion of the Secondary Plan process is relevant to the evaluation of the appropriateness of the revised development proposal for the subject lands. In this regard it should be noted that the development of the Richmond Hill Centre Secondary Plan is currently under way and that Public Open Houses were held on June 26, 2019 and November 11, 2019. A third Public Open House is to be scheduled prior to a statutory Council Public Meeting for the consideration of a Final Study Report and a Draft Secondary Plan. Notwithstanding the above, in the absence of an approved Secondary Plan, **Sections 4.2.1 and 4.2.2** of the Plan state that in the interim, development shall be assessed on the basis of the Study as noted above.

### **Richmond Hill Regional Centre Design and Land Use Study**

The objective of the Study which has been endorsed by Council is to develop a development concept to inform the policies of the Plan and future Secondary Plan for the **Richmond Hill Centre**. The Study provides policy recommendations with respect to transportation, land use, density, urban design, sustainability, parks/open spaces, and servicing and identifies six “Character Areas” that are defined by various built form typologies and mix of uses.

With respect to height and density, the Study recommends that the highest and most dense forms of development be concentrated above the planned transit hub. In tandem with recommendations relating to built form and intensification with the study area, the Study emphasizes the objective of achieving transition to existing neighbourhoods, including the use of a 45 degree angular view plane between areas of higher and lower intensity development.

The Study identifies the area the subject lands are located in as the Red Maple Character Area. This area is intended to be comprised of a ***“mix of ground-related units facing the park and higher density development toward the rail corridor where shadow impacts of tall buildings will be minimized.”*** Further, the Red Maple Character Area is

## Page 10

to be characterized by maximum building heights of 30 storeys on the western portion of the subject block, and 15 storeys on the eastern portion of the block, with a maximum density of 5.0 FSI.

Based on a preliminary review of the proposed development relative to the policies of the Plan and the Study, the subject development proposal does not conform with the policies relating to height, density and transition. A more detailed review and evaluation of the revised applications following the receipt of comments from Council, the public, circulated City departments and external agencies will be completed and addressed as part of a recommendation report to be prepared for a future Council meeting.

### Department and External Agency Comments:

The revised Official Plan Amendment and Zoning By-law Amendment applications and the associated background studies and reports submitted in support of same, have been circulated to various City departments and external agencies for their review and comment. The following is a summary of the comments received as of the time of writing of this report.

#### Development Planning Division

Development Planning staff have undertaken a preliminary review of the applicant's revised development proposal, including plans and materials submitted in support of the proposed development. In consideration of the policies of the Plan which are relevant to the consideration of the proposed development, staff provides the following comments:

- **Section 3.1.5.2** of the Plan requires a minimum of 35% of new housing units within the Richmond Hill Centre and Key Development Areas to be affordable. The applicant will be required to demonstrate how these units are consistent with the Region of York's threshold of affordable housing prices;
- **Section 3.1.5.3** of the Plan requires a minimum of 25% of new housing units within the **Settlement Areas** of the City to be designed to be accessible for people with disabilities and to provide opportunities for all household types, ***“including larger families, seniors and residents with special needs.”*** The applicant is to demonstrate how the revised development proposal provides this accessibility;
- **Section 3.1.5.6** of the Plan encourages that high density residential development provides units suitable for households with children. The revised development proposal includes 160 three bedroom units which represents 10.5% of the overall development. Therefore, the revised proposal generally complies with this policy;
- the proposal includes a request to exempt the proposed applications from the angular plane policies of the Plan, namely **Sections 3.4.1.55, 4.2.1.25** and **4.2.2.11**. These sections require a 45 degree angular plane to be applied from the **Neighbourhood** designation for all high rise development. In this regard, notwithstanding the lands to the east in the **Neighbourhood** designation are currently parkland, the proposed development does not comply with the Plan policies. Staff shall continue to review the

## Page 11

implications of the request and will provide comments in a future recommendation report with respect to the angular plane and transition policies;

- the proposed tower floorplates all exceed 750 square metres and, as such, do not conform with **Section 3.4.1.59** of the Plan. The applicant has provided a justification for the increased floorplates which is under review by staff;
- the proposed building heights of 25 to 37 storeys exceeds the maximum building heights of 15 storeys permitted for the lands within the **Edges of Richmond Hill Centre** of the **Richmond Hill Centre** designation in accordance with **Section 4.2.1.25** of the Plan;
- the proposed density of 7.96 FSI greatly exceeds the maximum density of 3.0 FSI permitted for the lands within the **Edges of Richmond Hill Centre** of the **Richmond Hill Centre** designation in accordance with **Section 4.2.1.24** of the Plan. The density also greatly exceeds the maximum density of 5.0 FSI permitted within the Red Maple Character Area of the Study;
- the proposed height and density exceeds the maximum height of 30 storeys on the western portion and 15 storeys on the eastern portion of the Red Maple Character Area identified within the Study. In this regard, the revised proposal is not consistent with the approved Study;
- the Study recommends that the Red Maple Character Area be comprised of mixed use developments with a general target of 10% employment and 90% residential, whereas the revised development proposal is not proposing mixed use;
- the proposed development shall be assessed on the basis of the City-wide Urban Design Guidelines;
- the proposed vehicular access locations will be reviewed to determine volume capacity, potential vehicular conflicts with other existing accesses, pedestrian connections, and vehicular and pedestrian safety as part of the evaluation of the revised development proposal;
- the appropriateness of the proposed parking supply and rates as well as the submitted Transportation Management Plan continue to be reviewed from both a functional and operational perspective;
- the applicant must satisfactorily address all of the issues and requirements identified by City departments and external agencies that have been requested to review the subject development proposal.
- future Site Plan and draft Plan of Condominium applications will be required to facilitate the proposed development; and,
- City staff will continue to work with the applicant with respect to the form and content of the draft Official Plan and Zoning By-law Amendments and the appropriateness of the site-specific provisions proposed by the applicant to ensure consistent application of standards and definitions across the City, and specifically within **Richmond Hill Centre**.

### Heritage and Urban Design Section

Heritage and Urban Design staff have reviewed the revised applications and advise that the proposed increases in building heights and tower floor plates pose design challenges

## Page 12

in achieving a built form transition to the lands within the **Neighbourhood** designation. Staff also have concerns with proposal's ability to provide a comfortable pedestrian scale environment and a built form mass which can optimize the number of daylight and winter sun hours on public spaces such as sidewalks and parkland. In this regard, staff has recommended reducing the bulk of the proposed floorplates to approximately 750-800 square metres for all towers in accordance with **Section 3.4.1.59** of the Plan.

Urban Design staff have also identified areas to improve the interface of the proposed development with the existing Town owned linear public park lands to the north, as well as other opportunities to animate the public interface and engage pedestrians along the Red Maple frontage onto Dr. James Langstaff Community Park. The comments provided are high level considerations, and detailed comments on urban design matters will be provided once the issues related to the proposed density and height are resolved from a policy perspective.

### CN Rail

CN Rail has noted noise, vibration, and potential trespassing concerns with developing and intensifying residential uses abutting the railway right-of-way. CN Rail has provided the applicant with its guidelines for development of sensitive uses in proximity to railways and advises that they have an interest in reviewing detailed stormwater management and drainage plans as well as noise and vibration studies in support of a future Site Plan application. CN further advises that the applicant will be required to enter into an agreement with CN Rail to register an environmental easement on title, as well as to ensure the inclusion of warning clauses in future purchase and sales agreements.

### Regional Municipality of York

The Region of York has reviewed the revised applications and has advised that the proposed development appears to be generally consistent with a number of the Region's policy initiatives, including Section 5.4 - Regional Centres and Corridors by accommodating growth within planned intensification areas that is well served by transit without compromising the integrity of the existing infrastructure. While the applications are considered of local significance and will be exempt from Regional approval, the Region recommends that the site-specific Official Plan Amendment should be deferred pending the outcome of the comprehensive Richmond Hill Centre Secondary Plan to avoid cumulative impacts of site-specific intensification proposals being approved in advance of the approved Secondary Plan for the area.

The Region also recommends that the applicant explore opportunities to incorporate green building standards, promote energy efficiency, and provide a Transportation Demand Management Plan to explore opportunities to promote alternative modes of transportation. All other site specific technical considerations provided by the Region will be required to be addressed at the time a Site Plan application is submitted for consideration.

## **Page 13**

### **York Catholic District School Board (YCDSB)**

The York Catholic District School Board has reviewed the revised applications and have no objection to the proposed development. However, due to the close proximity to the St. John Paul II Catholic Elementary School, YCDSB requests that a Construction Management Plan be provided as part of a future Site Plan application to ensure student and staff safety as well as address traffic concerns during construction.

### **York Region District School Board (YRDSB)**

The YRDSB advises that the Red Maple Public School which serves the Richmond Hill Centre area is near capacity and is projected to exceed capacity upon completion of Phase 2 of the Sky City Development (City Site Plan Application D06-17085). The addition of the proposed development will pose additional accommodation challenges. Through the Richmond Hill Centre Secondary Plan process, YRDSB has identified the requirement for at least one additional elementary school site to serve the projected growth in the area. The location and configuration of the future school site will be secured through the Secondary Plan process.

In addition, YRDSB advises it does not anticipate the built form of the proposed development will have a negative impact on the operations of the Red Maple Public School. However, the YRDSB requests the opportunity to review the Construction Management Plan to ensure that students and staff safety is maintained during construction.

### **Other City Department and External Agency Comments**

Comments have also been received from Alectra Utilities, Canada Post, Enbridge Gas, Hydro One, Rogers, the Toronto and Region Conservation Authority (TRCA), the City's Corporate and Financial Services Division, Fire and Emergency Services Division, Building Services Division, Community Services Department, Development Engineering Division, and Park and Natural Heritage Planning. These external agencies and City departments have no objections to the proposed applications and/or have provided comments to be considered by the applicant during the more detailed implementation stage of the Site Plan Application review and approval process. All comments have been forwarded to the applicant for consideration but have not been appended to this report.

As of the writing of this report, the revised applications remain under review by Bell Canada, Metrolinx, and the City's Development Engineering – Transportation Planning Section.

### **Financial/Staffing/Other Implications:**

The recommendation of this report does not have any financial, staffing or other implications.

## **Page 14**

### **Relationship to Council’s Strategic Priorities 2020-2022:**

The recommendation of this report does not have any direct implications with respect to Council’s Strategic Priorities. An overview of how the subject applications are aligned with Council’s Strategic Priorities will be included in a future recommendation report to Council following a comprehensive review and evaluation of the applicant’s development proposal.

### **Climate Change Considerations:**

The recommendation of this report does not have any direct implications with respect to Council’s Climate Change considerations at this time. An overview of how the subject applications support Council’s climate change mitigation and/or adaptation measures to reduce carbon emissions will be included in a future recommendation report to Council following a comprehensive review and evaluation of the applicant’s revised development proposal.

### **Conclusion:**

The applicant is seeking Council’s approval of its Official Plan and Zoning By-law Amendment applications to permit a high density residential development on its land holdings. The purpose of this report is to provide Council and the public with an overview of the development proposal and to discuss the regulatory regime governing the evaluation of these planning applications. This report has been structured for information purposes only, with a recommendation that all comments be referred back to staff for consideration.

### **Appendix Contents and Maps:**

The following attached documents may include scanned images of appendixes, maps and photographs. If you require an alternative format, please call the contact person listed in this document.

- Map 1: Aerial Photograph
- Map 2: Neighbourhood Context
- Map 3: Official Plan Designation
- Map 4: Zoning By-law
- Map 5: Initial Conceptual Site Plan
- Map 6: Revised Conceptual Site Plan
- Map 7: Initial Conceptual Elevations
- Map 8: Revised Conceptual Elevations

## Page 15

### Report Approval Details

Document Title:	SRPI.21.030 Request for Comments – Official Plan and Zoning By-law Amendment - 0 Oneida Crescent.docx
Attachments:	<ul style="list-style-type: none"><li>- Map 1-Aerial Photograph.pdf</li><li>- Map 2-Neighbourhood Context.pdf</li><li>- Map 3-Official Plan Designation.pdf</li><li>- Map 4-Existing Zoning.pdf</li><li>- Map 5-Initial_Conceptual_SitePlan.pdf</li><li>- Map_6_Revised_Conceptual_SitePlan.pdf</li><li>- Map 7- Initial Conceptual Elevations.pdf</li><li>- MAP_8_Revised_Conceptual_Elevations.pdf</li></ul>
Final Approval Date:	Mar 4, 2021

This report and all of its attachments were approved and signed as outlined below:

**Gus Galanis - Mar 2, 2021 - 3:18 PM**

**Kelvin Kwan - Mar 2, 2021 - 5:00 PM**

**MaryAnne Dempster - Mar 4, 2021 - 6:55 AM**