



Staff Report for Council Meeting

Date of Meeting: March 23, 2022

Report Number: SRPI.22.036

Department: Planning and Infrastructure

Division: Policy Planning

Subject: SRPI.22.036 Region of York's Draft Official Plan

Purpose:

To provide a summary of the Region of York's Draft Official Plan, and to seek Council's endorsement of staff's comments on same, which will be forwarded to the Region for consideration through its Municipal Comprehensive Review process.

Recommendation(s):

- a) That Council receive staff report SRPI.22.036 regarding the Region of York's Draft Official Plan;
- b) That City Council endorse the comments on the Region of York's Draft Official Plan set out in SRPI.22.036, and in doing so, Council requests that prior to adoption, the Region:
 - i. Amend Map 10 Rapid Transit Network by removing the proposed GO Station at Bayview and 19th Avenue and adding a proposed GO Station at Elgin Mills and Newkirk, to service residents and business along the Yonge Corridor, the Yonge and Bernard Key Development Area, and the Newkirk Business Park; and
 - ii. Amend Draft ROP policy 2.3.2.3 to require a minimum of 35% of residential units in **each** new development application located within a Regional Centre or MTSA to be affordable, in response to the Region's declared affordable housing crisis and to ensure that the Region's target is achieved through the approval of applicable applications.
- c) That York Region be advised of City Council's support for the recommendations set out in Attachment A to staff report SRPI.22.036; and,
- d) That City Clerk forward a copy of this report and its attachment to York Region and to the Ministry of Municipal Affairs and Housing as input to the Region's Municipal Comprehensive Review.

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Report Approval:

Submitted by: Kelvin Kwan, Commissioner of Planning and Infrastructure

Approved by: Darlene Joslin, Interim 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.

Background:

The Region of York is undertaking a Municipal Comprehensive Review (MCR) to update its 2010 Regional Official Plan. In 2019, Regional staff prepared a series of background technical studies and proceeded with public consultation throughout 2020 and 2021. Over this period of time, staff have provided Council updates on the MCR process through three staff reports ([SRPRS.20.003](#), [SRPRS.20.004](#), and [SRPI.21.118](#)) and where necessary, Council has provided input into this process through Council resolutions which have been shared with the Region.

In November 2021, the Region released a [Draft Regional Official Plan](#) (Draft ROP) to the public and stakeholders for review and comment. The Region is seeking feedback from the public, including lower-tier municipalities on the Draft ROP by March 31, 2022 so that any proposed amendments may be considered prior to Regional Council adoption of the final ROP in the middle of 2022.

This staff report provides an overview of the Draft ROP. It highlights key proposed changes to the 2010 Regional Official Plan and describes their relevance to Richmond Hill. This report also recommends suggested changes to the Draft ROP to improve its implementation in Richmond Hill. The details of the highlighted policy areas as noted below and their associated comments can be found in Appendix A of this report. As a courtesy to Regional staff, these detailed comments have been shared with staff at the Region of York for their consideration.

Overview of the Draft Regional Official Plan

The Draft ROP modernizes the current Regional Official Plan that was adopted in 2010. It incorporates updates to Provincial plans and policies, as well as changes to relevant legislation and regulations since 2010. Two key drivers of change for this Draft ROP is the desire for the Region to align closely the provision of infrastructure with the phasing of development to support financial sustainability, and the desire to tackle the Region's affordable housing crisis. These drivers stem from the Region's responsibilities as the

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Housing Service Manager for its nine lower-tier municipalities, and as the provider of essential infrastructure such as water and wastewater, transportation, and transit.

The following is a synopsis of the seven chapters in the Draft ROP:

Chapter 1: Introduction and Purpose provides an overview of the purpose of the ROP, identifies its 2051 vision “to create strong, caring, safe communities”, explains the 7 goals of the Official Plan and identifies its three principle land use policy areas: urban areas, agricultural system and natural heritage system. Furthermore, this chapter explains that the Region continues to apply a “triple bottom line” approach to create/maintain sustainability from three perspectives: natural environment, economic vitality, and healthy communities.

Chapter 2: The Foundation for Complete Communities sets the Region’s Regional structure as a framework for growth management. It speaks to complete communities that support housing choices and economic development. In addition, this chapter addresses climate change, cultural heritage resources, as well as excess soil management resulting from development.

Chapter 3: A Sustainable Natural Environment encompass policies that protect and enhance the Region’s natural heritage system (NHS) and water resource system. The Region promotes environmental planning at a watershed scale and protects natural features and functions in the Regional Greenlands System, both inside and outside of settlement areas. Additionally, this chapter describes how natural hazards such as floodplains and wildland fire are managed.

Chapter 4: An Urbanizing Region focuses on growth management and it introduces the concepts of “New Community Area” (whitebelt lands to be phased into settlement areas over the next 30 years) and “Future Urban Area” (lands to be developed post 2051). The Regional urban system now also includes Employment Areas, and the policies on employment lands are more fulsome to reflect Provincial directions. This chapter also updates the Regional intensification hierarchy, which now includes Major Transit Station Areas. Lastly, the Region continues to support infill development in Towns and Villages.

Chapter 5: Supporting the Agricultural System provides policies to support the rural areas, agricultural lands, and the agri-food sector across the Region. It expands the permission of agricultural and agricultural-related uses. It also sets direction for protecting and managing mineral aggregate resources and their extraction operations. Additionally, this chapter reinforces the preservation of Hamlets while allowing for minor infilling.

Chapter 6: Servicing Our Communities describes how growth is supported by infrastructure such as: transportation, transit, water and wastewater servicing, stormwater management, waste management, and energy and utilities. The Region

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reiterates the importance of integrating infrastructure planning with land use planning by phasing development and optimizing existing infrastructure.

Chapter 7: Implementation of the Official Plan sets directions for measuring and monitoring the progress of the goals and targets identified in the ROP. To aid this endeavour, the Region promotes public engagement and partnerships. This chapter also outlines the process for considering changes to local and Regional official plan policies. Finally, the chapter concludes with guidance on how to interpret the ROP, along with rules for matters relating to transition.

Beyond the written text, the Draft ROP contains 18 maps and 1 figure - some of which identify land use designations and Provincially or Regionally delineated areas, while others are ‘overlays’ that are associated with geographic-specific policies. The natural heritage features and water resources maps are based on the latest modelling and best data available at the time when the ROP was being drafted. Notably, new mapping now includes Key Hydrologic Areas that were introduced in the 2017 Greenbelt Plan.

Other major changes to the Draft ROP schedules include the Rapid Transit Network map, the Urban System Overlays, mapping for Major Transit Station Areas, and delineated Employment Areas; these will be described in detail below.

Key Changes proposed in the Draft Regional Official Plan (Draft ROP)

This section highlights key proposed changes to the 2010 ROP that are proposed in the Draft ROP and how they may impact the City of Richmond Hill.

Regional Growth Forecast and Intensification Target

The Region has updated its growth forecast to project a total of 2.03 million people and 991,400 jobs by 2051. The Region’s forecast is slightly higher than the provincial forecast in the Growth Plan¹, which projected 2.02 million people and 990,000 jobs in York Region by 2051 (See Table 1, page 16 of the Draft ROP.)

In addition to the total number of people and jobs, the distribution and timing of growth is influenced by the Region’s phased-in intensification targets. In September 2021, [Regional Council endorsed](#) a phased 50-55% intensification target across the Region. This means that at a minimum 50% of new housing units will be directed to the Built-up Area² from now to 2041, and the minimum will increase to 55% after 2041.

Growth Forecast, Intensification Rates and Density Target for Richmond Hill

The Region’s growth forecast allocates 282,800 people and 109,100 jobs to Richmond Hill by 2041. By 2051, the City’s population is expected to reach 319,600 and the number of jobs will be 122,800. These numbers reflect the Provincial growth forecast

¹ A Place to Grow Growth Plan for the Greater Golden Horseshoe, 2020 permits higher forecasts than those projected in Schedule 3 of the Plan (Policy 2.2.1(1)).

² The “Built-up Area” was delineated by the Province in 2008, it generally refers to lands located in the settlement at that time that had some form of development on them.

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assumption that more growth is expected to occur in York Region than in other parts of the Greater Golden Horseshoe during this planning horizon.

In terms of intensification, the Draft ROP envisions that City of Richmond Hill will continue to direct a high percentage of new housing units in the Built-up Area (the City's Built-up Area is identified in Schedule A3 of our [City Official Plan](#)). In the period between 2010 and 2019, Richmond Hill has approved and/or seen construction of 64% of all new residential units within the Built-up Area. Richmond Hill will continue to plan for further intensification to create complete, transit oriented communities.

Outside of intensification areas are Designated Greenfield Areas (DGA) – these areas are within the settlement area, but are not identified as Built-up Area. Local municipalities are to meet or exceed the minimum density targets by 2051. The Region has set the minimum DGA density target for Richmond Hill to be 70 people and jobs per hectare. In Richmond Hill, there are a few remaining pockets of DGA, but the majority of the DGA lands are located in the North Leslie and West Gormley Secondary Plan areas, as well as lands located just south of Bloomington Road, near Yonge Street. The City will continue to monitor the development of these lands and their contribution towards the density of DGA. The locations of the DGA can be found in the Regional Draft ROP, in [Map 1B \(Urban System Overlays\)](#).

Regional Structure

Broadly speaking, the Region's lands are comprised of three systems: the Urban System, the Agricultural System, and the Regional Greenlands System. Within the Urban System are Community Areas and Employment Areas. Most of the Region's growth will be directed to these two areas. Outside of the Urban System is the Agricultural System. This is where the Holland Marsh Specialty Crop Area, Agricultural Area, Rural Area, and Hamlets lie. These rural and agricultural areas offer a unique 'town and country' lifestyle within the Region while supporting the larger agricultural system. Intertwined with the Urban and Agricultural Systems, is the Regional Greenlands System. This system is comprised of lands that represent the core natural areas and natural linkage areas of the Region that are intended to be protected and enhanced over the long term. Much of the Greenlands System is also designated as part of the Provincial Natural Heritage System within Provincial Plans.

Urban System and Rapid Transit

In the Draft ROP, the Regional urban system continues to be comprised of the urban area, which includes centres and corridors, as well as Towns and Villages. Newly added to the urban system is Major Transit Station Areas (MTSAs), which is one of the most intensified areas, second only to Regional Centres in the Regional intensification hierarchy. In discussions with Regional staff, they confirmed that the City's proposed intensification hierarchy wherein areas delineated as MTSA can be designated as any one of the City's urban structure elements (i.e., Regional Centre, Key Development Area, Regional Corridor, Local Centre, etc.) is appropriate and in keeping with the policies of the Draft ROP.

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A large factor in the delineation of the urban system's intensification areas is the Region's existing and planned transit system. MTSAs are located in areas served by subway, GO Stations and Bus Rapid Transit stations – which are core arteries of the Region's transit system. Map 10 of the Draft ROP identifies these existing and planned corridors. This map identifies two subway stations in Richmond Hill (the High Tech and Bridge stations), an extension of the subway beyond these stations to Major Mackenzie Drive, four existing GO Stations, and two "GO Stations subject to further study." Furthermore, this map identifies existing BRT corridors along Highway 7 and Yonge Street, as well as planned corridors on Yonge Street extending to Bloomington Road, and corridors across Major Mackenzie Drive and along Leslie Street extending to Major Mackenzie Drive.

Of note, however, is the proposed GO station at Bayview and 19th Avenue. When asked, Regional staff indicated that this station was identified by the Region in its 2002 Transportation Master Plan, which predates Oak Ridges Moraine conformity work by the Region and City. Upon further investigation, City staff note that the location of this future station is not advisable given that the majority of lands in this area are designated as Oak Ridges Moraine Countryside and Natural Core. On the other hand, City staff note that a new GO station at Elgin Mills and Newkirk, would be well served by residents and businesses in the Yonge and Bernard Key Development Area, the Yonge Street Corridor, and within the Newkirk Business Park. Identification of a "proposed GO Station" in the ROP and in the City's OP Can inform future Regional Transportation Plan updates undertaken by Metrolinx, who is ultimately responsible for the identification and timing for such stations.

RECOMMENDATION #1:

The Map 10 of the Draft ROP be amended to remove the proposed GO station at Bayview and 19th Avenue, and that a new proposed GO Station be identified at Elgin Mills and Newkirk Road.

Major Transit Station Areas (MTSAs)

The Growth Plan introduced MTSAs as intensification areas along priority transit corridors and subway lines. Upper-tier and single-tier municipalities are to delineate the boundaries of MTSAs and set minimum density targets for each area. As such, York Region has worked with local municipalities since 2019 to establish MTSAs. The proposed MTSAs, their boundaries and minimum density targets are provided in [Appendix 2](#) of the Draft ROP.

The Region originally identified 16 MTSAs in the City of Richmond Hill, but the City recommended that two emerging MTSAs be added as per Council's direction in response to the staff report SRPRS.20.004. Furthermore, the City recommended that a ratio of resident-to-job target also be set for each MTSA as per Council's direction in response to the staff report SRPI.21.055. The ratio is a mechanism to require an appropriate mix of land uses in MTSAs, which is necessary for building complete communities that offer nearby access to housing, local jobs, and essential services.

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York Region has accepted the City's recommendation and has in turn incorporated all 18 MTSAs in the Draft ROP. Minimum density targets for these areas range from as low as 50 residents and jobs per hectare (for the Gormley GO station) to as high as 400 residents & jobs per hectare at Richmond Hill Centre. The Region, however, did not proceed with setting of resident-to-job targets. Instead, the Region gives discretion to local municipalities to plan for the right mix of housing and employment opportunities according to the local context. Moreover, the Region delegates to local municipalities the designation of land uses within MTSAs and the determination of how minimum density targets will be achieved.

On top of delineating MTSAs, the Region has taken an extra step to designate most of the MTSAs as 'protected major transit station areas' (protected MTSAs). There are benefits for doing so, the chief being that the *Planning Act* shelters protected MTSAs from certain appeals, including matters relating to: land use permissions, minimum or maximum densities of buildings and structures, and if relevant, minimum or maximum heights of buildings and structures.

Housing Affordability

The provision of affordable housing is a major factor for the Region to achieve its forecasted population growth. The Region is tackling its declared affordable housing crisis by strengthening housing policies and providing greater direction to expand housing options.

Specifically, the Draft ROP affordable housing targets are updated to require a minimum 35% of new housing to be affordable in Regional Centres and Major Transit Station Areas (policy 2.3.2.3). This target builds on the 2010 ROP policy by extending the affordable housing target to Major Transit Stations, whereas the current ROP only applies it to Regional Centres and Key Development Areas. However, City staff note that this policy does not explicitly require that all residential development applications within these areas provide affording housing that meets or exceeds this target. This is a concern given that when a development is short of the 35% target, future development elsewhere in these areas will need to make up for this shortfall.

RECOMMENDATION #2:

The Draft ROP policy 2.3.2.3 requiring affordable housing in Regional Centres and MTSAs be amended to explicitly specify that the minimum affordable housing target applies to all new development applications proposing residential development within those areas. This amendment ensures that all development in these areas are providing their fair share of affordable housing each time a new application is approved.

Outside of Regional Centres and MTSAs, the affordable housing target is set at 25%. This proposed policy (2.3.2.2) clarifies that the 25% affordability target is intended to be separate from the 35% target. To support the achievement of this target, Draft ROP

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policies include direction to provide for “missing middle” housing and “gentle density.” These are concepts that will be explored in the City’s Official Plan Update process. It should be noted that the City’s adoption of Official Plan Amendment 23 now permits additional residential units (or secondary suites) in ground-related housing. These units will count towards the minimum 25% affordable housing target for development outside of Regional Centres and MTSAs.

In addition to affordable housing targets, the Region has also created targets for the number of new purpose-built rental housing (See Table 2, page 26 of the draft ROP). Richmond Hill is required to build a minimum of 1,500 purpose-built rental units from 2021 to 2031, and another 1,250 units from 2031 to 2041. Alongside these new targets are updates to the definition of affordable rental housing to reflect current practices in measuring affordability. This definition aligns with the proposed definition provided in the City’s Affordable Housing Strategy, and should the ROP definition be approved, the City can update its official plan accordingly.

Regional staff acknowledge that these targets put a larger onus on municipalities to facilitate the development of affordable market housing. As such, to assist local municipalities achieve the Draft ROP targets, the Region is in the process of developing an Affordable Housing Implementation Plan. Furthermore, the Draft ROP directs local municipalities to prepare an affordable housing strategy. To that end, Regional staff have confirmed that the City’s Council endorsed [Affordable Housing Strategy](#) satisfies this policy.

Also, to assist with achieving the affordable housing target in Regional Centre and MTSAs, the Regional designation of protected MTSAs will give local municipalities the authority to implement inclusionary zoning in these areas. In this regard, the City is in lock-step with the Region, whereby we have identified inclusionary zoning as a potential tool in our Affordable Housing Strategy.

Employment Areas

The Growth Plan requires upper-tier and single-tier municipalities to designate Employment Areas. As such, through the MCR process, the Region has worked with local municipalities to identify and map Employment Areas that are considered ‘regionally significant’. Local municipalities will have the discretion to add any other Employment Areas that are deemed ‘locally significant’ within their own official plans. The locations of Employment Areas can be found in [Appendix 1](#) of the Draft ROP.

Besides delineating Employment Areas, the Growth Plan also requires the Region to assign density targets for these areas. Accordingly, the Draft ROP has set density targets for specific “Employment Area Zones”. For Richmond Hill, the Region has assigned a density target of 55 jobs per hectare for the Newkirk Business Park, the Barker Business Park, and for lands designated Office in the North Leslie Secondary Plan. For lands in the Headford Business Park and Beaver Creek Business Park, which

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presently host several office buildings, the Region has assigned a density target of 70 jobs per hectare.

Based on 2019 employment data³, the average density across all four business parks in the City is nearly 48 jobs per hectare. If vacant lands are excluded from the analysis, the average density across the developed lands in the business parks rise to 56 jobs per hectare. Therefore, staff is confident that through intensification and the introduction of businesses that can operate more compact, multi-storey buildings, the City can meet the Region's density targets. Nevertheless, the City should be mindful of the growing demand for warehousing and distribution centres, as well as data centres. These facilities tend to locate in Employment Areas and often yield very low job densities. But at the same time, they provide the business infrastructure that enables many to work from home in the Region and they support businesses throughout the Greater Toronto Area.

The purpose of designating Employment Areas and prescribing their density targets is to protect these lands for manufacturing / warehousing, office, and associated retail or ancillary jobs.⁴ These lands are vital for economic and job growth. Yet, there is significant pressure to convert employment lands into residential or other land uses - and York Region is not immune to such pressure. Hence, as a part of the Regional MCR, York Region and its lower-tier municipalities worked together since 2019 to assess requests for employment land conversions. In February 2020, City Council approved five out of eight site-specific conversion requests initiated by private landowners and three area-specific conversion requests initiated by the City. This decision was made in response to the staff report SRPRS.20.003. These sites have since been accepted by the Region and they are incorporated in the Draft ROP.

Agricultural System

As noted above, the Draft ROP now speaks to an Agricultural System, which includes prime agricultural areas (refined from the Provincial Prime Agricultural area mapping), rural lands, as well as lands where mineral aggregate extraction potential exists. The Draft ROP's goal for this system is to protect and support the viability of the agricultural system and the agri-food sector in York Region, which was not as pronounced in the 2010 ROP.

As directed by Provincial guidelines, the Region has delineated the most northeastern concession block in Richmond Hill as a Prime Agricultural Area (see Map 1A of the Draft ROP). City Council endorsed this delineation in February 2020.⁵ The draft Regional policies regarding Prime Agricultural Areas reflect Provincial directions for more flexible and expanded uses in agricultural areas. These policies will enable existing and new agricultural and agricultural-related businesses to thrive in the City.

³ 2019 Region of York Employment Survey (pre-pandemic)

⁴ As per the definition of Employment Areas in the Growth Plan.

⁵ See staff report SRPRS.20.004

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These changes are acknowledged in the Key Directions Report for the Official Plan Update, which also directs that the most northeastern concession block of Richmond Hill be identified as Prime Agricultural Area, while the balance of lands outside of the settlement area function as rural lands. These changes will not only support the agri-food business, but will also support tourism, green energy production, and other uses that are complementary to the adjacent agricultural areas as well as urban areas.

Mineral Aggregate Resources

The Draft ROP updated its Mineral Aggregate Resources map to show ‘secondary mineral aggregate resource areas’ in Richmond Hill.⁶ These resources lie almost entirely within the Oak Ridges Moraine, as shown on Map 8 of the Draft ROP. The [current enforce ROP](#) does not show this information, thus, City staff are analyzing Map 8 and its associated policies to determine what implications, if any, this new information would have for our Official Plan Update.

Greenlands System and Water Resource System

In collaboration with local conservation authorities, the Region has updated its ROP maps to reflect changes in the natural heritage system and water resource system. In particular, Key Hydrologic Areas have been added to show significant groundwater recharge areas (including ecologically significant groundwater recharge areas), highly vulnerable aquifers, and water contribution areas.

The Draft ROP policies regarding the Natural Heritage System (NHS) and Water Resource System continues to protect the systems as a whole as well as features that occur outside of the NHS. They allow for further refinement to natural feature mapping within settlement areas through local official plan updates and supporting natural heritage evaluation or environmental impact studies. However, refinements to the Natural Linkage Areas and Natural Core Areas in the Oak Ridges Moraine Conservation Plan or the NHS in the Greenbelt Plan are prohibited, as per the Provincial plans.

Wildland Fire and Excess Soil Reuse

Two new land use planning matters that are introduced in the Draft ROP are the management of excess soil and wildland fire. The Draft ROP requires local municipalities to develop excess soil reuse strategies and create official plan policies that incorporate best practices for the management of excess soil generated and fill received during development or site alteration, including infrastructure development. Furthermore, municipalities are required to regulate the removal of topsoil.

With respect to wildland fire, the Region requires local municipalities to develop policies to address wildland fire hazard, but it offers no direction on how to achieve this. Further,

⁶ The secondary mineral aggregate resource areas align with mapping in the Provincial Aggregate Resources Inventory Paper.

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the Draft ROP does not contain Regional mapping to show areas of potential wildland fire hazard or potential areas for the storage or prohibition of excess soil.

Due to limited directions from the Region, Richmond Hill will need to rely on available Provincial guidance materials to develop the policies and potential mapping related to excess soil reuse and wildland fire. One of the first steps will be the review of woodland data to better gauge where heightened risks of wildland fire can occur in the City. The management of excess soil, however, will need a cross-jurisdictional approach because the movement of soil is not confined to any municipal boundary. For instance, construction sites within the City can send excess soil outside of Richmond Hill, and conversely, excess soil generated by construction activities outside of Richmond Hill can be received within the City.

In discussions with Regional staff about these two matters, staff have noted that they will assist lower-tier municipalities through ongoing coordination of meetings to assist with the implementation of these and other policies that require cross-jurisdictional consideration.

Financial/Staffing/Other Implications:

This report has no financial or staffing implications. The review of the Draft ROP is a part of the ongoing engagement with York Region's MCR process, and this work is included in the City's regular operations.

Relationship to Council's Strategic Priorities 2020-2022:

The comments and recommendation contained in this staff report supports Council's Strategic Priorities by:

- Ensuring Council and the Richmond Hill public are aware of the Draft ROP and its implications on planning in Richmond Hill.
- Providing the Region with constructive feedback about the Draft ROP, which ensures that Regional policies supports City priorities regarding matters such as: fostering a sense of belonging across the Region, including the City of Richmond Hill, and ensures that planning for the Region balances growth while protecting the natural and rural environment.
- Confirming that the Council endorsed [key directions](#) of our Official Plan Update are aligned with the Draft ROP, which improves the efficiency and cost-effectiveness of our Official Plan Update process.

Climate Change Considerations:

Although climate change is not considered in this staff report, the report generally supports the Draft ROP, which includes Regional policies that address climate change mitigation and adaptation.

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Next Steps:

City staff in the Core Team of the Official Plan Update have reviewed the Draft ROP. The detailed and technical comments arising from the review have been shared with the Region through the Local Municipal Working Group. A copy of these comments is attached in Appendix A of this staff report.

In order to meet the Region's timeline, the City should send this staff report, along with the high level comments and recommendations to the Region before March 31, 2022. As the Region awaits feedback from local municipalities, Regional staff are meeting with various landowners and stakeholders to solicit feedback. Following this, Regional staff will consider all comments comprehensively and revise the Draft ROP accordingly prior to bringing it forward for Regional Council adoption. As noted in the Places to Grow Act, the Region has until July 1, 2022 to update its ROP. Once adopted, and subject to Provincial approval, the new ROP cannot be appealed as per the *Planning Act*.

Conclusion:

This staff report contains high level comments and recommendations on the Draft ROP. The comments and recommendations in this report have a direct impact on the City's Official Plan Update whereby the City's official plan policies and mapping must conform to the Regional Official Plan. Therefore, it is imperative that the City provide its feedback on matters that will ultimately shape Richmond Hill over the long-term. Based on staff's review, the Draft ROP forms an excellent basis for updates to the Official Plan as there is much alignment between the Draft ROP and the Key Directions for the Official Plan Update. Nevertheless, staff have shared technical comments for Regional staff's consideration and have identified two key matters: one related to a proposed GO station on Map 10 Regional Transit Network and, and second, an implementation concern related to the Region's affordable housing target for development in Regional Centres and MTSAs – both of these require special reconsideration by Regional staff and Council.

Attachments:

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

- Appendix A – Detailed Comments on the Draft ROP

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Report Approval Details

Document Title:	SRPI.22.036 Region of York's Draft Official Plan.docx
Attachments:	- SRPI.22.036-Appendix A-Detailed Comments on the Regional Official Plan.pdf
Final Approval Date:	Mar 8, 2022

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

Patrick Lee - Mar 8, 2022 - 11:04 AM

Kelvin Kwan - Mar 8, 2022 - 11:22 AM

Darlene Joslin - Mar 8, 2022 - 12:35 PM