



Staff Report for Special Council Meeting

Date of Meeting: June 27, 2022

Report Number: SRPI.22.075

Department: Planning and Infrastructure

Division: Policy Planning Policy Planning

**Subject: SRPI.22.075 – Request for Approval – OPA 18.3
Vision and City Structure (City File No: D01-22003)**

Purpose:

A request for approval concerning a municipally-initiated Official Plan Amendment (OPA) that will update the Official Plan with the City's 2041 Planning Vision and City Structure, and provide supportive policies for place-making, mobility, affordable housing, climate change, and other matters.

Recommendation(s):

- a) That Staff Report SRPI.22.075 be received;
- b) That Council adopt Official Plan Amendment 18.3 (attached to SRPI.22.075 as Appendix 1), and that the City's Official Plan be amended in accordance with the policy changes and modifications set out in OPA 18.3; and
- c) That following adoption of Official Plan Amendment 18.3 by City Council, a copy of the amendment be forwarded to York Region as the approval authority for consideration and approval.

Contact Person:

Andrew Crawford, Policy Planner, phone number 905-771-5528

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.

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Executive Summary:

Official Plan Amendment (OPA) 18.3 is one of two amendments that comprise the Batch 1 amendments of the City's Official Plan Update (OP Update) project. OPA 18.3 focuses on updating the Vision and City Structure components of the OP. It implements many of the Key Directions from the [Key Directions Report](#), addresses current trends and best practices in planning, and responds to technological changes. An overview of the policy changes proposed in OPA 18.3 is available in [Staff Report SRPI.22.054](#).

Extensive public consultation has occurred, both for this OPA and for the overall OP Update project. Following release of the draft OPA on April 7, 2022, statutory public meetings were held on April 26 and May 18, 2022; beyond these, City staff also met with two residents associations, school boards, and extended meeting invitations to the development industry, Indigenous communities, and prescribed bodies. In total, the City received 14 written submissions that were in response to OPA 18.3 from the general public, government agencies, and landowners during the public comment period for OPA 18.3. In addition, 56 letters were received from local residents and an environmental interest group, in advance of the OPA release and in response to the Draft Regional Official Plan with respect to a matter that is related to OPA 18.3's proposed City Structure.

As a result of the feedback received, changes are proposed to OPA 18.3 from the previous version presented to Council at the public meeting on May 18, 2022. These changes are shown in Appendix 2 "Redline Revisions since the Public April 7 Draft OPA" to this report.

In summary, the changes consist of:

- Removing references to the 2041 planning horizon, to address a technical matter related to the timing of OPA and the new ROP adoption;
- reverting to the original OP language in some instances in Chapter 2 and the preamble of Chapter 3 when describing "character" and introducing the new City Vision;
- the addition of hazardous lands when describing the developable area in policy 3.1.4(3);
- including an additional requirement to the rental demolition or conversion policy 3.1.5(4);
- additional language describing the Sustainability Assessment Tool in a sidebar next to policy 3.2.3(2);
- minor rewording of policies 3.4.1(24), (37)(a)(vi), and the preamble of the "Walkable and Cyclable Streets, Built Form, and Social Connection" subsection in section 3.4.1, for additional clarity;
- modification of the angular view plane policy 3.4.1(55)(a)(ii) to measure angular view plane from the ground at the lot line in all instances, but allow structures up to 10 metres in height to puncture the angular view plane in a side-lot or rear-lot condition;

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- updating monitoring policy 5.22(3)(h) to reflect new and updated tree canopy and woodland cover targets; and
- a correction of the Parkway Belt West Plan area on Schedule A1.

The changes to the Official Plan that are proposed in OPA 18.3 conform with the policies in the Provincial Policy Statement, relevant provincial plans (including the Growth Plan, Greenbelt Plan, and Oak Ridges Moraine Conservation Plan) and York Region's Official Plan. It is the intent of the overall Official Plan Update process that the City's OP will achieve full conformity with these plans upon adoption of all 14 OPAs that will comprise the City's OP Update.

Location:

Official Plan Amendment (OPA) 18.3 applies to all areas of the City.

Background:

In accordance with the Official Plan Update Key Directions Report, Official Plan Amendment (OPA) 18.3 is one of 14 official plan amendments that will be undertaken as a part of the City's Phase 3 Official Plan Update (OP Update) process. OPA 18.3 on Vision and City Structure and OPA 18.4 on Neighbourhoods (see Staff Report SRPI.22.076), together comprise the first batch of OPAs. Batch 2 and 3 OPAs will occur in 2023.

OPA 18.3 was considered at a statutory Council Public Meeting held on May 18, 2022, where Council received [Staff Report SRPI.22.054](#) for information purposes and directed that all comments on the proposed amendment be referred back to staff for consideration. The extract of this meeting is attached to this report as Appendix 3.

Proposed Official Plan Amendment (OPA):

Reasons for the OPA

The changes being proposed in OPA 18.3 implement many of the Key Directions contained within the [Key Directions Report](#). Most importantly, this OPA sets out some of the major foundational pieces that will form the basis for upcoming amendments, including adding the new Vision Statement and updating the new City Structure.

The vision statement developed for the 2010 Official Plan (OP) started Richmond Hill's transition from a suburban to a more urban municipality. This proposed statement provides more clarity in terms of what the City would like to be in the next 20 years. Some policies are also being adjusted to aid in implementation, from lessons learned after more than 10 years of implementation. Other policies are being adjusted to address current trends and best practices in city planning, as well as to respond to technological improvements that have occurred since the OP was adopted. These changes help continue to position the City at the forefront of innovation.

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Many of the policy changes implement other important City plans and initiatives that have received Council endorsement. These include the Affordable Housing Strategy, Community Energy and Emissions Plan, Sustainability Assessment Tool, and Urban Forest Management Plan. As these plans are already adopted/endorsed, and in effect, it makes sense to update the OP now to reflect their conclusions and recommendations, and help begin implementing them.

Updates and Responses to Comments Received:

A draft version of OPA 18.3 was published on the City's website on April 7, 2022. This draft was also presented to Council at the Council Public Meeting on May 18, 2022. [Staff Report SRPI.22.054](#) contains a detailed explanation of the policies in OPA 18.3. Through the public comment period between early April and the Council Public Meeting, the City received 14 written submissions in response to OPA 18.3 from the public, stakeholders, and public agencies. Additionally, staff met with two resident associations to hear their concerns and respond to questions regarding OPA 18.3.

Staff have assessed the written and oral comments using the pillars for the OP Update as outlined in the [Key Directions Report](#). The assessment has led to changes and improvements to OPA 18.3. Appendix 2 to this Staff Report contains a red-line list of the policy changes that have been made since the release of the public version. Appendix 4 contains the Phase 3 What We Heard Report, which provides a fulsome overview of comments received in relation to OPA 18.3, as well as answers to many questions posed during the consultation process.

The following sections of this report identify key comments that have led to changes to the OPA, and also comments that warrant additional response for the benefit of Council and the public.

Proposed Changes to the OPA

As illustrated in Appendix 2, 18 changes are proposed to OPA 18.3. The following identifies the proposed change and provides the rationale for it. These proposed changes are listed in chronological order.

Vision and Planning Horizon

A foundational element of the OP Update is the Vision Statement proposed in OPA 18.3. As noted in the Key Directions report, this vision – to be the centrepiece of York Region and a prominent, complete community – has a target date of 2041. In terms of a planning horizon, given that this OPA is being adopted prior to the adoption of the Region of York Official Plan (ROP), which will have a planning horizon to 2051, staff have been advised by York Region that this OPA cannot change the planning horizon to a time period beyond 2031, which is the current planning horizon of the ROP, at this time (see Appendix 5 – Letter from York Region). To ensure that the OPA conforms with the 2031 ROP, changes have been made to either simply remove references to 2041 (thereby avoiding having to make similar incremental changes each time the horizon of

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the plan changes), or by removing the modification all together (and leaving the existing policy, which identifies the planning horizon as 2031, in place). Where the modification has been removed altogether, those policies will be addressed via Batch 2 OPAs, so that the planning horizon can be consistently updated across the OP, and those future OPAs will be in conformity with the new York Region Official Plan.

On a similar note, OPA 18.3 contains targets to achieve certain levels of tree canopy/woodland cover and greenhouse gas emission reductions; these targets have dates that are beyond the plan horizon of 2031. Although City staff note that these targets are tied to the specific plans they are implementing (the Urban Forest Management Plan and the Community Energy and Emissions Plans, respectively) and not the planning horizon, York Region in their letter expressed concerns with having targets beyond the current 2031 plan horizon. To satisfy these concerns, the policies related to these targets have been modified to remove the references to target dates. In their place are references to the original plans these targets were adopted from (a similar approach used elsewhere in the plan), or the use of non-operative sidebars with descriptive text that contains the target dates. This approach also minimizes the need for complementary OPAs in the future wherein changes to targets are proposed by these types of plans and adopted/approved by City Council.

There was limited public feedback on the City Planning Vision, although during the Open House, participants generally supported the concept of a “complete community”. A residents association commented that the preamble in Chapter 2 needed to better align with the ideas in the Key Directions Report. As such, City staff reviewed the preamble comprehensively to ensure that all of the proposed changes collectively express the updated vision of the Official Plan. Furthermore, staff made minor updates to the language of the preamble so that the key messages of the Key Directions Report in relation to the pillars of the Official Plan Update and the desire for the Plan to be to future forward, are indeed captured at the start of the chapter.

A number of submissions expressed the need to protect the character of Neighbourhoods, and while this is dealt with in detail in OPA 18.4 regarding Neighbourhoods (see Staff Report SRPI.22.076), some of the language in Chapter 3 (City Building) is also amended in response to these comments. In particular, some portions of the preamble of Chapter 3 has been reverted back to the 2010 Official Plan text, which speaks to maintaining and enhancing the character of a community as the community evolves through growth and development. This amendment is supported by the pillar of “protect and enhance” in the Key Directions Report, which ensure that as the City changes, it retains the important qualities that are cherished by our residents and businesses.

Developable Area

A comment was received from the Toronto and Region Conservation Authority (TRCA) with regards to policy 3.1.4(3), which provides direction regarding the determination of appropriate density of development within specific intensification areas. The TRCA

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requested that natural hazards (“hazardous lands”) be mentioned when considering the developable area of parcels. City staff agree that this would be a beneficial addition, and have modified policy 3.1.4(3) to reflect the inclusion of hazardous lands, in addition to natural heritage features and/or functions.

Demolition or Conversion of Rental Housing

There is public support in the protection of the existing stock of rental housing through policy 3.1.5(4). This policy prevents the demolition or conversion control of purpose-built rental housing unless certain criteria are met. However, a residents association commented that the criterion of a 3% vacancy rate may be too low as a threshold for determining when demolition or conversion of rental housing may be permitted. Staff has reviewed the vacancy rate through a jurisdictional scan, and found that the 3% vacancy rate is an industry standard for a healthy rental market, and this threshold is used by many municipalities across the Greater Toronto Area, including the Region of York. However, given how small our current purpose-built rental housing stock is, (less than 1,800 units in total), staff are recommending a further qualification to this threshold, in order to guard against a situation where an applicant proposes to convert or demolish a large number of units at one time. As such, staff recommend the inclusion of an additional requirement, which stipulates that the proposed demolition or conversion of purpose-built rental housing would not significantly reduce the supply of rental housing in the City.

Sustainable Design

A request was made to add additional language describing the Sustainability Assessment Tool. While noting that text in the sidebar is primarily informative, and not an operative part of the Plan (and does not need an OPA to be updated), additional text has been added to the sidebar to better describe the Tool.

Tree Canopy and Woodland Targets

While no comments were received relating specifically to the proposed changes to the tree canopy targets, Staff discovered that modifications to policy 5.22(3)(h), related to monitoring targets for tree canopy and woodland cover targets were inadvertently missed from the initial version of the draft OPA released to the public on April 7, 2022. This was corrected in the version attached to the Council Public Meeting staff report; however, it should still be acknowledged as a “change” from the original version.

Urban Design

Minor edits were made to policy 3.4.1 (24), the preamble to the Walkable and Cyclable Streets, Built Form and Social Connection of policy 3.4.1 and renumbered policy 3.4.1 (37), to improve language and add clarity.

Angular View Plane

The City received submissions on policy 3.4.1(55)(a)(ii) regarding the angular view plane for sites where there is no street separation between a Neighbourhood

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designation and a Centre or Corridor designation. There was concern that the policy would enable taller development to encroach closer to the shared lot line between the Neighbourhood designation and a Centre/Corridor designation.

To address this comment, it is important to recall the purpose of policy 3.4.1(55)(a)(ii), which is to transition built form from Centre or Corridor designation to a Neighbourhood designation. The angular view plane is a mechanism for controlling the height of the building to ensure proper skyview and minimize shadow impact of taller buildings on low density development. The angular view plane is not intended to control how close a building is located relative to the property lot line or to buildings on adjacent lots; rather, setbacks are typically controlled through development standards in Zoning By-laws and engineering standards. Pursuant to Official Plan policies, the zoning by-law typically prescribes minimum requirements for matters such as building setbacks, landscaping buffers, driveways and other pedestrian and vehicular access points. There are many policies in the Official Plan that provide direction for these matters. The zoning by-law would also include provisions for building height that would include the application of the angular view plane policy, and any policy of the Official Plan that identifies maximum and/or minimum heights.

Staff acknowledge that there is merit in amending the proposed policy related to when two designations share a property line in order to address the concern that the tall elements of a building would encroach upon the Neighbourhood designation. As such, policy 3.4.1(55)(a)(ii) is proposed to be amended by removing the 10 metre height above grade measure before applying the angular view plane. This means that the angular view plane would be applied at grade at the shared lot line between a Neighbourhood designation and a Centre/Corridor designation (see Figure 1 below). However, in order to facilitate the potential development of a 2 to 3 storey structure at the edge of the Centre/Corridor and adjacent to the Neighbourhood designation, the updated policy would permit a building structure up to 10 metres to protrude into the angular view plane. The rationale for allowing a 10 metre structure to breach the angular view plane is so that the 10 metre height restriction would be equally distributed across the edge of the Neighbourhood designation and the Centre/Corridor designation. In other words, a maximum height of 10 metres would be continuous from the Neighbourhood designation through to the edge of the Centre/Corridor designation until it meets the 45 degree angular view plane.

The effect of this policy change is twofold: one is that it could accommodate a shorter portion of the building of 2 to 3 storeys within the edge of the Centre/Corridor. Secondly, the application of the angular view plane at grade would force the building tower to be stepped back even farther than the scenario when a 10 metre base is applied above grade. Consequently, the updated policy will ensure the tower portion of a building within the Centre or Corridor designation respects the angular view plane, and the skyview and shadow impacts of a tower are properly mitigated.

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In addition to the updated policy on angular view plane, another important policy change is made regarding transition of built form from a Centre or Corridor designation to a Neighbourhood designation. More specifically, Policy 3.4.1(55)(d) requires development to minimize impacts related to privacy on adjacent residential uses in Neighbourhoods through appropriate buffering, setbacks, and other design elements.

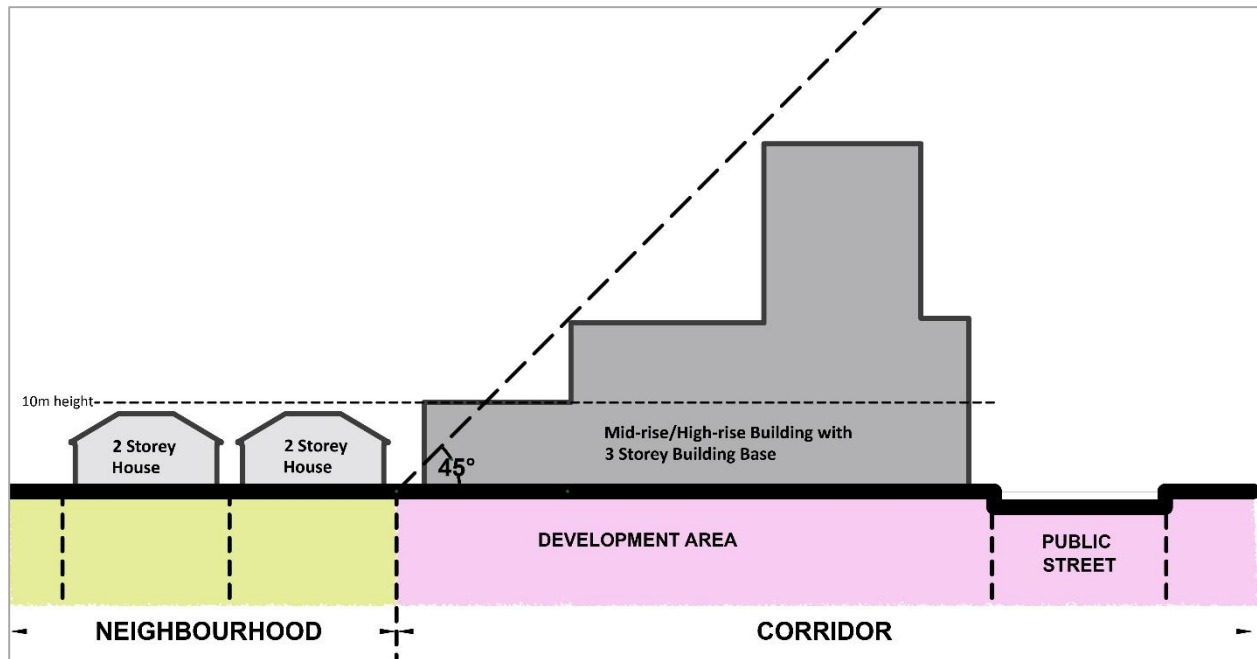


Figure 1: Proposed Angular View Plane Policy for Neighbourhoods that Abut a Centre/Corridor without a Street Separation; it allows for a building 10 metres or less in height to protrude the angular view plane in a shared side- or rear-lot condition.

Schedule A1

Finally, staff recognize that an error was made when identifying the current Provincial Parkway Belt West Plan (PBWP) boundary designation on Schedule A1. Staff have modified Schedule A1 to accurately represent decisions made by the Minister in 2020 and 2022 regarding amendments to the plan's boundary within Richmond Hill.

Response to Feedback Received with no changes to the OPA

The following sections provide responses to comments received, but for which no further policy change is proposed.

Urban Structure elements of the City Structure

With respect to the description of Neighbourhood designation provided in Figure 2 of the Official Plan, a residents association suggested that medium density residential development should be noted less prominently than low density residential development. However, the description in Figure 2 does not differentiate the scale or quantity of development, and as such, the proposed change is not warranted. The proposed description in OPA 18.3 is complimentary to changes to the Official Plan

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proposed in OPA 18.4, which recognizes that medium density housing can be located in the Neighbourhood designation, and can contribute to more housing choice and affordability in these areas. Therefore, no changes are proposed to Figure 2 in Section 3.1.3 of the Official Plan; and this figure will continue to explain that Neighbourhoods include both low-density residential and medium-density residential development.

Centres and Corridors

Similar to the above objection against increased density in Neighbourhoods, the City also received a comment about keeping high-rise development out of local centres, particularly in the Village Local Centre. However, as mentioned in Staff Report SRPI.22.054, the determination of height, density, and land use permissions are based on local context. The detailed planning for growth areas, including the Village Local Centre, will be conducted through the Batch 2 and Batch 3 OPAs.

The City received letters from residents and an environmental interest group about lands in the Oak Ridges Moraine. These letters generally support the proposed Regional Mixed Use Corridor along Yonge Street to Bloomington Road, however, they expressed concerns over a proposed development located at 13515-13715 Yonge Street. More specifically, the group wants height restrictions on the development and the preservation of greenspaces, wetlands and environmentally sensitive areas. Staff acknowledge the concerns raised in these letters, and note that the proposed development will be assessed as a part of the development application process, which is subject to public consultation. In addition, the proposed development may also be considered through the Batch 2 OPA process.

Re-designation of Lands

The City received a number of requests from landowners regarding OPA 18.3 to re-designate their lands to be a part of a Centre or Corridor. Staff have reviewed these requests, and at this time recommend no changes be made in this OPA with respect to the re-designation of lands. There may be opportunity to assess the boundaries of select Centres and Corridors through Batch 2 and 3 OPAs in the fall of 2022 and into 2023. The following provides more detailed review of the specific requests for re-designation.

- Leslie Elgin Developments Inc. has lands located east of Leslie Street, north of John Birchall Road, within the North Leslie Secondary Plan area. They have requested that the Leslie Street and John Birchall Road area be designated as an intensification node. Staff reviewed this request and concluded that this area does not warrant Centre or Corridor status in the City Structure Schedule. It is noted that the existing North Leslie Secondary Plan permits medium and high density residential uses on the landowner's site at a maximum height of 10 storeys and maximum density of 2.0 FSI. However, this permission is limited to a small area that does not "scale up" or form part of a contiguous network of intensification areas, and is not supported by existing or planned high-order transit, such as a Bus Rapid Transit service.

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- Metrolinx requested confirmation regarding the designation of the Richmond Hill GO Station lands, located near Major Mackenzie Drive East and Newkirk Road. The current designations on the subject lands are Employment Corridor and Employment Land; the designation in the general area has been recommended to be changed to Newkirk Local Centre. Further confirmation of the land use designations and boundary of the Newkirk Local Centre will be determined through the Batch 2 OPAs.
- Zexin Inc. requested that their property located at 189 Centre Street East be included within the Newkirk Local Centre. This site is presently designated Neighbourhood, and is located outside of the study area for the Newkirk Local Centre as identified in the Key Directions Report. This request for re-designation of land would be better addressed in the Batch 2 OPA, when the policy development for Newkirk Local Centre will take place. In the meantime, it should be noted that staff have proposed that these lands be considered a Priority Infill Area, in the proposed Appendix 9 provided along with OPA 18.4. As an infill area, a proponent would be required to provide a concept plan that would support infill development that could include the provision of medium density development in the form of stacked townhouses and low-rise apartment buildings.

Ministers Zoning Orders and Transit-Oriented Communities

As part of the feedback received in relation to OPA 18.3, a number of comments and concerns have been raised related to the Transit-Oriented Community (TOC) proposal at the Richmond Hill Centre.

It is noted that Schedule A1 currently identifies two Minister's Zoning Orders (MZOs) near Major Mackenzie Drive East and Highway 404. The MZOs in effect on these properties grant a wide mix of uses, including low-, medium- and high-density residential, institutional, and commercial uses, on what was previously designated as Employment Lands. As the City does not currently have a city structure element that appropriately corresponds to the permitted mix of uses in this area, and given that the ultimate use of these lands are subject to in-process or future development applications, it was determined the best approach for the current time is to identify the subject lands as being subject to MZOs, recognizing that the zoning for these areas has already been established.

This approach to MZOs is in contrast to the Enhanced Minister's Zoning Order (EMZO) at Richmond Hill Centre, which at a high level aligns with the intent of the existing City Structure and its position within the Intensification Hierarchy. As noted in the changes in Figure 1 in OPA 18.3, the Richmond Hill Centre is identified as an urban mixed-use centre that is transit-oriented and containing the greatest heights and densities in the City. It is necessary to reiterate here that OPA 18.3 is only setting out the broad, high-level vision of general areas where development and intensification may occur over the lifetime of the Official Plan. The appropriate amount of height, density, mix of uses, and other area-specific issues are not a part of any modifications proposed through OPA

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18.3; and neither this staff report nor OPA 18.3 comments on the appropriateness of what has been approved through the EMZO. The City continues to work on the Richmond Hill Centre Secondary Plan and will be preparing consequential amendments to the Official Plan through that process, as such, should it be determined that there is a need to recognize the EMZO, it can be done through that process.

Schedule A1

A number of comments and submissions have been received regarding various mapping elements on proposed Schedule A1. Some comments and requests that may generate mapping changes have been covered through other sections of this Staff Report; other comments strictly related to the Schedule are listed below.

One of the modifications to Schedule A1 was to remove the borders of the North Leslie and West Gormley Secondary Plan areas, in order to recognize that these areas also form part of the City's Neighbourhood element within the City Structure. A request was received to restore these boundaries on the schedule. It should be noted that the Secondary Plan boundaries are shown on other schedules in the OP (including Schedules A2 (Land Use) and A10 (Secondary Plan Areas)). Since the Secondary Plans contain land use designations specific to those areas, it is more appropriate to include the boundaries on those schedules, rather than on the higher-level conceptual Schedule A1 being modified through OPA 18.3. It is also important to note that the removal of the boundaries from Schedule A1 does not alter the relationship between the Official Plan and its Secondary Plans, nor does it change how the existing Secondary Plans are to be implemented.

Similarly, a comment was received regarding the Hamlet Area overlay for the Hamlet of Gormley. Staff note that this overlay is not present on the current version of Schedule A1. The hamlet designation is derived from the Oak Ridges Moraine Conservation Plan, which identifies the area as part of the broader Countryside designation. As such, it is correctly identified as part of the City's Greenway element within the City Structure.

Mobility Hierarchy

Two comments were received on the proposed Mobility Hierarchy.

One commenter was concerned about the impact of the hierarchy on disabled and/or elderly residents, who may be unable to use active transportation and must rely on automobiles to move around the City. The intention of the Mobility Hierarchy is not to discriminate or penalize those who cannot use alternate forms of travel; automobiles are still recognized in the hierarchy. However, the intention of the hierarchy is to shift as many trips that can use other modes of travel away from automobiles, and to plan for and construct infrastructure that allows such options to be more feasible and attractive. This will also leave more room in the transportation network to accommodate the trips that require certain modes of transport; i.e. transit, trucks, and car sharing modes.

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Another comment received was over a perception that public transit was being “under-represented” by the hierarchy, and a request for it to be elevated towards the top, on equal standing with walking, cycling, and micromobility. Similar to the above comment, the hierarchy seeks to promote active transportation methods (such as walking, cycling and micromobility) where such modes are feasible. Following such modes, public transit is the next level on the hierarchy, indicating it would be the preferred mode of travel for longer-distance trips that are outside of the range of travel for active transportation modes.

Large Units in High Density Residential Development

The City received comments on policy 3.1.5(6) regarding the requirement that 5% of total new units in high density residential development must contain three or more bedrooms. The commenters requested that this policy be more flexible so that it “encourages” rather than “requires” these larger sized units. In addition, at the May 10th, 2022 Implementation Committee meeting for the Affordable Housing Strategy, a representative from the Building Industry and Land Development Association also noted that 3-bedroom or larger units can be expensive and difficult to market to the consumer. They recommended that buildings provide flexible space so that occupants may choose to configure a 2-bedroom unit into a 3-bedroom unit or vice versa.

Policy 3.1.5(6) was drafted in response to the recommendations in the City’s Affordable Housing Strategy, which identified a need for diverse and more affordable housing types. This is a need in high-rise buildings, where the majority of unit types currently being proposed and delivered are 1-bedroom units. This requirement for larger sized units in high density development has already been introduced in various adopted and draft secondary plans, including the recently approved Yonge and Bernard Key Development Area Secondary Plan. The modifications to policy 3.1.5(6) would help to streamline implementation of the OP by putting this requirement into Part 1 of the OP, which applies to all areas in the City. City staff acknowledge the concerns raised by the development sector, but recognize that this change is crucial to resolving a housing gap identified in the Affordable Housing Strategy. It should also be noted that prior to first proposing this policy, staff undertook an analysis of in process applications and found that in many cases, applicants were already meeting this standard. Furthermore, when considering more recent development applications, applicants within these KDA areas and outside of them, have demonstrated that they can meet and, in some cases, exceed this requirement.

Definition of Affordable Housing

One submission suggests that the OP should recognize that new, purpose-built rental housing should naturally be considered affordable. While the City acknowledges that there is currently a shortage of purpose-built rental housing in Richmond Hill, new purpose-built rental housing does not necessarily translate to affordable rental housing. Presently, the City defaults to the Region of York for the formal definition of affordable rental housing, and it is set at 125% of the average market rent by bedroom type. The

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City will undertake a review of its own definition of affordable housing through the Batch 2 OPAs in the fall.

Alignment of Development and Infrastructure

Concerns were raised about three policies within section 3.1.9, on the theme of Alignment of Development and Infrastructure.

Support was given for new policy 3.1.9.1(2), which aims to withhold development approvals if it relies on infrastructure that is not yet in place or planned. Further to this position, the commenter requests this policy be strengthened to solely reject applications, and not allow for the use of a “hold” in accordance with section 36 of the *Planning Act*. Staff recognize that there may be instances where a holding provision may be warranted, such as where construction of the necessary infrastructure may be imminent or in progress; as such, providing flexibility in the policy for staff to implement it on an application-specific basis would be more beneficial.

Changes to remove lengthy lists of stormwater management facilities and low-impact development techniques from some policies were also raised as a concern. These lists are proposed to be removed by OPA 18.3 and replaced by references to the City’s Standards and Specifications Manual and the Sustainability Assessment Tool. Both of these documents contain updated lists of accepted and preferred techniques for stormwater management and low-impact development, and may be updated more frequently without requiring an Official Plan Amendment.

Concerns were also raised in relation to removing the requirement for proponents of development to prepare Master Environmental Servicing Plans (MESPs) for new development. Since adoption of the original policy, the City has adopted the Urban MESP, which covers all lands within the built boundary. As such, individual development sites within the urban boundary can rely upon the City’s comprehensive study, rather than needing to complete their own. The policy modifications proposed in OPA 18.3 updates the existing policy to recognize plans that are in place, and provides the City with the ability to require proponents to prepare a MESP in areas that are not already covered by one.

Climate Change and Sustainable Design

Overall, there was general support expressed for the proposed changes under the themes of climate change and sustainable design. Support was specifically expressed with regards to supporting the Environment Strategy, Community Energy and Emissions Plan, the Sustainability Assessment Tool, and for urban agriculture.

Parks

One comment was received on policy changes related to parks, related to the deletion of current OP policy 3.4.4(16) on providing public access to private urban squares. This policy was replaced by the new policy 3.4.4(14) on Urban Plazas, which includes

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language supporting public access to these spaces. No further changes are recommended by staff.

Sun/Shadow Analysis

Concern was raised by multiple parties with the replacement of the word “adequate” with the word “optimize” with respect to sunlight. While staff understand the reasoning, and that it may not be possible to always have sunlight on all areas, the word optimize implies the use of best efforts and maximization of sunlight where possible or feasible; these are appropriate goals to be striving for with the application of urban design policies.

In addition, one comment was received claiming policies related to sun/shadow analysis was problematic due to lack of “unclear criteria”. Staff note that a [Terms of Reference for sun/shadow analysis studies](#) is available on the City’s website, which defines the requirements for such studies, and that such detailed criteria are not appropriate as Official Plan policies.

Above Grade Parking Structures

Three comments were received on policy 3.4.1(49), regarding above grade parking structures, stated that the policy should be more flexible, and that these structures could be permitted under “appropriate circumstances”. Policy 3.4.1(49) permits the use of above grade parking structures where the site is constrained by high-water table or other extenuating circumstance. This policy language is clearer than stating “appropriate circumstance.” The proposed policy also provides design criteria to improve the form and functionality of such structures, where it is necessary to construct them. Staff have reviewed this policy, and concluded that there is sufficient flexibility for how such structures may be implemented, and do not recommend additional changes.

A comment was made about policy 3.4.1(51) regarding “minimizing surface parking”, stating that the policy may be overly prescriptive. Additionally, the commenter asserted that joint pedestrian and vehicular access between development sites may be difficult to achieve when there are different landowners. Staff note that the language in policy 3.4.1(51) is quite flexible, as it uses terms such as “may”, “where possible”, and “encourage”. Therefore, it is not necessary to change this policy.

Planning Analysis:

Under the Ontario land use planning framework, the City of Richmond Hill is subject to the *Planning Act*, the Provincial Policy Statement, and a number of provincial plans, including A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan), the Greenbelt Plan, the Oak Ridges Moraine Conservation Plan (ORMCP), and the Parkway Belt West Plan.

Richmond Hill is also a lower-tier municipality, and as such, the City is subject to the Regional Official Plan of its upper-tier municipality – in this case, the Region of York’s Official Plan. The City recognizes that York Region is undertaking a Municipal

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Comprehensive Review. City staff has reviewed the proposed draft Regional Official Plan, and in turn, has shared the Council endorsed comments with the Region in March 2022. Because the draft Regional OP has not yet been adopted at the time of writing of this staff report, the planning analysis for OPA 18.3 relies on the Region's in force 2010 Official Plan to confirm policy conformity. Nonetheless, City staff have extended their review of OPA 18.3 to include a review of the proposed policies in the draft Regional Official Plan, and have concluded that OPA 18.3 does not conflict with the proposed draft Regional Official Plan.

Finally, it is important to recognize that OPA 18.3 is one of multiple proposed amendments that together will form the City's Official Plan Update. While the policies of OPA will conform to provincial and regional plans, full conformity with these plans will not be achieved until completion of the OP Update through adoption of the subsequent Batch 2 and 3 OPAs.

The following planning analysis demonstrates how OPA 18.3 is consistent with the Provincial Policy Statement (PPS), and conforms to the relevant provincial plans as well as York Region's Official Plan.

Complete Communities

OPA 18.3 proposes a Vision and City Structure that supports complete communities. The City's structure with its components of: Employment Areas, Neighbourhoods, Centres and Corridors, and the Greenway System, provides the framework for creating diverse places where people can live, work, play, and access amenities and services nearby. These proposed amendments conform with policy 2.2.1(4) of the Growth Plan by supporting the creation of complete communities. Likewise, the proposed amendments are consistent with policy 1.1.3.2 of the PPS that requires land use patterns within settlement areas to be based on densities and a mix of land uses.

City Structure

OPA 18.3 continues to uphold the City Structure and implement the Regional Structure as depicted in Map 1 and in Chapter 5 of the Regional OP. The OPA, however, proposes amendments to the City Structure to add two new Local Centres and re-designate an existing Local Development Area to a Local Centre. Further, the OPA proposes to extend the Regional Mixed Use Corridor along Yonge Street to Bloomington Road. These proposed changes implement the Regional OP policy 5.3.6 that directs growth to the Urban Area, and directs intensification specifically to the Centres and Corridors along Yonge Street and Highway 7. The proposed Local Centre at Bathurst and Highway 7 also intersects with the Greenbelt Plan's Urban River Valley and with lands in the Parkway Belt West Plan. The boundaries of this Local Centre will be established through the Batch 3 OPA, at which time any lands within either of those Plan areas would be excluded from the developable area of the Centre, and through the Batch 2 housekeeping OPA, policy updates to conform with those plans would be addressed to ensure that future development adjacent to these areas implement the relevant policies of those Plans.

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OPA 18.3 proposes updates to Schedule A1 (City Structure) to reflect changes to Employment Areas in the City. Some of the City's existing Employment Areas will be converted to mixed use areas, but the majority of the Employment Areas remain intact. These proposed updates are consistent with policy 1.3.1(a) of the PPS, which requires municipalities to provide for an appropriate mix and range of employment, institutional and broader mix of uses. The proposed updates of Employment Area also supports the Region's MCR process as the City's mapping includes the Employment Areas identified in the Draft Regional OP. The PPS, Growth Plan and Region of York Official Plan, permit the conversion of employment areas at the time of a municipal comprehensive review (MCR) and subject to confirmation that the conversion would not undermine the City's ability to accommodate forecasted employment growth. This OP Update process constitutes the City's MCR and in consultation with the Region of York, it has been confirmed that the City can accommodate forecasted employment growth through the balance of employment lands as well as through mixed use development within the City's Centres and Corridors, and to a lesser degree within the Neighbourhood designation in the form of neighbourhood commercial and community uses.

Another update to Schedule A1 is the addition of the planned subway station in the Richmond Hill Centre, and two potential GO Stations near Yonge Street and 16th Avenue, and Newkirk Road and Elgin Mills Road East. OPA 18.3 advocates for these new higher order transit stations, and doing so, conforms with the Growth Plan policy 2.2.4(1), which requires priority transit corridors be identified in official plans.

Within the City Structure, OPA 18.3 also proposes a change to policy 3.1.3(16) to clarify that rural and agricultural areas are a part of the Greenway System. This is consistent with the PPS direction that supports rural and agricultural areas (1.1.4.1 and 2.3.1). The proposed change also implements the Regional OP policies 6.3.1 and 6.4.1 that recognize and protect agricultural areas and rural areas.

Finally, it is emphasized that OPA 18.3 proposes a City Structure which maintains the existing land use designations within the Oak Ridges Moraine Conservation Area, and does not propose to expand the settlement area into any protected areas.

Intensification Hierarchy

The proposed changes to the OP policies 3.1.3(4) and (5) updates the City's intensification hierarchy and continues to direct growth to centres and corridors, where transit infrastructure are invested. These proposed changes implement PPS policy 1.1.3.3 that requires municipalities to identify appropriate locations for intensification and transit-supportive development. These OP policies are also consistent with PPS policy 1.2.4(b) that require municipalities to identify areas where growth or development will be directed, including the identification of nodes and corridors. Likewise, the proposed amendments conform with the Growth Plan policy 2.2.1(2) that direct growth to existing settlement areas with existing or proposed higher order transit stations and along priority transit corridors. And in the same thread, the proposed amendments implement Regional OP policies 5.3.6 and 5.5 by continuing to plan for Key

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Development Areas, Regional Corridors, and Local Centres and Corridors in areas near existing or planned rapid transit stations as areas for intensification and a mix of uses.

OPA 18.3 continues to place the Richmond Hill Centre at the top of the intensification hierarchy. This complies with policies 2.2.3 and 2.2.5(2) of the Growth Plan by maintaining the Richmond Hill Centres as an urban growth centre. This also upholds Regional OP policy 5.4.20 that designates Richmond Hill Centre as a Regional Centre with the highest densities and greatest mix of uses.

Alignment of Development and Infrastructure

OPA 18.3 introduces a new policy 3.1.9.1 regarding phasing of development to align with infrastructure planning. The timing of development will be required to be phased according to the provision of City services. This implements policy 1.2.1(a) of the PPS that requires municipalities to manage and promote growth and development that is integrated with infrastructure planning. Another PPS direction that this amendment addresses is policy 1.1.3.7(b), which requires municipalities to establish and implement phasing to ensure orderly progression of development within designated growth areas. Similarly, this proposed amendment conforms to Growth Plan policies 3.2.1(1) and (3), which direct municipalities to align development approvals with infrastructure capital plans and investment, to ensure there is sufficient capacity for new development.

The proposed amendments regarding phasing implements several policies in the Regional OP. Firstly, the proposed change supports Regional OP policy 5.1.12(g), which requires phasing of development to achieve intensification targets. Secondly, the proposed amendments conform to the Regional OP policies 5.1.7, 5.1.9, and policies in Chapter 7, which reinforces the use of master plans and coordinating land use planning with the provision of infrastructure such as water and wastewater servicing.

Throughout development of the new City Structure, staff have been working with other departments and external stakeholders to ensure that the City's infrastructure is able to handle the growth anticipated through the proposed City Structure. A growth forecast was developed by Watson & Associates, which is informed by the Region's draft forecast. While from a land use planning perspective the Growth Plan limits consideration of land need to 2051, from an infrastructure planning perspective, the planning horizon can be longer. On that basis, the Watson forecast estimates growth based on 5 year increments to 2051, and even anticipates a "build-out" growth. This forecast analysis concluded that the proposed City Structure can support the Region's forecasted growth for this City to 2051, and as such there is no need for a settlement area expansion in Richmond Hill.

This forecast was shared with staff in our Development Engineering, Parks and Natural Heritage, and Transportation sections. The information from these forecasts have been incorporated into the updates of various City plans, which are being updated in parallel with the OP Update in order to ensure that the necessary infrastructure is being planned for and will be available in coordination with growth. Civica, the City's consultants for the

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Urban MESP, and WSP, the consultants for the Transportation Master Plan, have reviewed the growth forecasts. Their preliminary analysis have concluded that the level of growth in the proposed City Structure can generally be supported by the City's water/wastewater and transportation systems. However, some additional projects may be needed to provide extra capacity at specific points in the networks to support growth in particular areas. For more information on this analysis, refer to Appendices 6 (growth forecast methodology), 7 (Urban MESP), and 8 (Transportation Master Plan) attached to this staff report. The analysis with respect to parks and recreation needs is provided in the [Parks Plan/Recreation and Culture Plan Key Directions Report](#).

The draft forecast was also shared with external stakeholders, including York Region, the school boards, and Electra. Both York Region District School Board and York Catholic District School Board indicated their support for the proposed City Structure. The Catholic board indicated that additional school sites may be needed between Highway 7 and 16th Avenue, in order to support growth in Richmond Hill Centre and along the Highway 7 corridor.

This preliminary consideration of infrastructure needs to support forecasted growth implements policies 1.1.3.2, 1.1.5.5, and 1.6.1 of the PPS and policy 2.2.1(3) and Section 3.2 of the Growth Plan. These provincial policies direct for co-ordinated land use and infrastructure planning to ensure that infrastructure required to support growth is provided in a manner that efficiently uses planned or available infrastructure and public service facilities.

Affordable Housing

The proposed updates to policies 3.1.5(4), 3.1.5(6), and 3.1.7(5) seek to address housing affordability by increasing the number of family-sized units in multi-residential developments and by protecting existing stock of rental housing. The proposed amendments would also prioritize public surplus lands and buildings for affordable housing, should these properties no longer be needed by other public agencies. These amendments fulfill policy 1.4.3 of the PPS that requires municipalities to provide for an appropriate range and mix of housing options, including affordable housing. These proposed amendments also conform to policies 2.2.1(4)(c), 2.2.6(1), and 2.2.6(3) of the Growth Plan, which promotes a range and mix of housing options, including affordable and rental housing, as well as a mix of unit sizes in multi-residential developments.

Mobility Hierarchy

The proposed updates to policy 3.5.1(2)) formalizes a mobility hierarchy which offers different modes of travel for people and moving goods; it also prioritizes walking, active transportation and transit at the top. This prioritization is further supported through proposed updates to policy 3.4.1 that improves connectivity and enhances streetscape and the public realm. The proposed policies seek to maximize comfort and safety of pedestrians and cyclists. These changes implement PPS policy 1.6.7.1 that requires municipalities to plan for transportation systems that are safe, energy efficient, and that facilitates the movement of people and goods.

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The proposed mobility hierarchy conforms to two policies in the Growth Plan. Firstly, it implements Growth Plan policy 3.2.2(2), where the City provides connectivity among transportation modes for moving people and for moving goods, and at the same time, offer a balance of transportation choices that reduces reliance upon the automobile and promotes transit and active transportation. Secondly, the proposed mobility hierarchy implements policy 3.2.2(4)(c) of the Growth Plan, which directs municipalities to develop and implement transportation demand management policies to prioritize active transportation, transit, and goods movement over single-occupant automobiles.

From the perspective of the Regional OP, the proposed mobility hierarchy implements Chapters 5.2 and 7.2 that supports an interconnected and accessible mobility system, and prioritizes the use of active transportation and transit over other modes of transport.

Climate Change and Sustainable Design

OPA 18.3 addresses climate change through a new policy 2.1 that describes how multiple sections of the OP works together to tackle climate change mitigation and adaptation. The OPA proposes to make significant changes to policy 3.2.3 regarding sustainable design. These changes would formalize the use of the City's Sustainability Assessment Tool to ensure applicants meet minimal standards for sustainable design. The proposed changes in Policy 3.2.3 encourages urban agriculture, innovation in green infrastructure, reduction in greenhouse gas emissions, conservation of energy and water, and the development of district energy sources.

These proposed amendments align with PPS policy 1.6.6.7(c) which requires municipalities to prepare for the impacts of climate change through stormwater management, including the use of green infrastructure. Additionally, the proposed amendments are consistent with PPS policy 1.8.1(f) that promotes design and orientation which maximizes energy efficiency and conservation, and considers the mitigation effects of vegetation and green infrastructure. OPA 18.3 also fulfills PPS policy 1.6.6.1(c), which promotes water conservation and the efficient use of water. And lastly, the OPA implements PPS policy 1.6.11.1 that requires municipalities to provide opportunities for the development of energy supply, including district energy and renewable energy systems.

The proposed changes to climate change and sustainable design policies are consistent with numerous policies in the Growth Plan. First and foremost, these proposed changes support policies 4.2.10 and 4.2.10(2)(c) of the Growth Plan by setting greenhouse gas reduction targets, and by addressing climate change adaptation. Secondly, the proposed amendments are consistent with policy 2.2.1(4)(f) of the Growth Plan by supporting climate adaptation and mitigation measures to improve resilience and to contribute to environmental sustainability. Thirdly, the proposed amendments implement policies 2.2.1(4)(g) and 4.2.9 of the Growth Plan whereby green infrastructure and low impact development, along with water and energy conservation, as well as waste management, would be integrated with planning for complete communities. And lastly,

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the proposed amendments would implement policy 2.2.1(4)(d)(iv) of the Growth Plan by supporting urban agriculture.

From the perspective of the Regional OP, the proposed changes to climate change and sustainable design policies in OPA 18.3 implements Regional OP policies 5.2.13 and 5.2.20, which encourage local municipalities to achieve sustainable buildings and energy design.

Parks and Tree Canopy Targets

OPA 18.3 proposes to amend policy 3.4.4(8) to introduce ‘destination parks’ and ‘urban plazas’ as a part of the City’s urban open space system. These will diversify the types of parks and recreational opportunities available in the City. Such proposed changes implement the PPS policy 1.5.1(b), which requires municipalities to plan and provide for a range of publicly-accessible recreational space, including facilities, parkland, open space, and trails.

OPA 18.3 also proposes a technical update to amend the reference of the “Oak Ridges Corridor Park” to “Oak Ridges Corridor Conservation Reserve”. This minor edit complies with policy 1.5.1(d) of the PPS, which recognizes provincial parks, conservation reserves, and other protected areas.

Lastly, OPA 18.3 proposes to update policy 5.22(3) to increase the minimum target for tree canopy cover and introduce a target for woodland cover. These proposed changes implement PPS policy 1.8.1(g), which seeks to maximize vegetation within settlement areas, where feasible.

Urban Design

OPA 18.3 propose changes to policy 3.4.1 regarding urban design to improve placemaking, create gateways, and protect the views and vista of important landmarks. Further, the proposed amendments would improve streetscapes and the public realm, and at the same time, design for interconnectivity and active transportation. The proposed updates to policy 3.4.1 would also better guide transition of built form between low density areas and places with higher densities.

These proposed changes conform to Growth Plan policy 2.2.1(4)(e) that requires development to contribute to the creation of a vibrant public realm. The proposed amendments are also consistent with the PPS in several policy areas. Firstly, the proposed amendments implements PPS policy 1.7.1(e), which encourages a sense of place by promoting well-designed built form and cultural planning. Secondly, the proposed changes implement PPS policy 1.5.1(a), which requires municipalities to plan for public streets, spaces, and facilities to be safe, to foster social interaction, and to facilitate active transportation and community connectivity. Lastly, the proposed amendments implement PPS policies 1.1.3.2(e) and (f) that promote land use patterns within settlement areas to support active transportation and be transit-supportive.

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With respect to the Regional OP, the proposed amendments to urban design policies in OPA 18.3 implements the Regional Policy 5.2.8 that require local municipalities to create high-quality communities by employing the highest standard of urban design.

Technical Matters

The proposed definition of “secondary plans” complies with Section 22(2.1.2) of the *Planning Act*, and explains that secondary plans focuses on a portion of the lands in the municipality, and that they provide more detailed land use policy directions for those specific lands. With respect to the proposed amendments to live-work units and home occupations, these proposed changes implement Regional OP policy 5.2.6, which encourages development to incorporate live-work opportunities.

Official Plan Update Pillars

As noted in the Key Directions Report, policy and mapping updates to the City’s Official Plan are to be undertaken to address the four pillars of the update process. The four pillars include: Growing our Economy, Design Excellence, Green and Sustainable, Protect and Enhance. These pillars are explained in Section 1.3 of the Key Directions Report. OPA 18.3 addresses these pillars as follows:

The Growing our Economy pillar is supported through the new City Structure, which looks to create new mixed-use areas, requires a mix of uses within Centres, and encourages animation of street frontages in Centres and Corridors through the provision of non-residential uses (i.e. commercial, retail and community uses) at grade. The expansion of permissions for live-work units and home occupations also support this pillar.

The Design Excellence pillar is supported through the changes to the Urban Design section of the Official Plan, in supporting the public realm and ensuring new buildings, including above grade parking structures, contribute a high level of architectural design to the City. Furthermore, policies related to urban plazas, gateways, connectivity, and public art, all contribute to the realization of design excellence through development.

The Green and Sustainable pillar is supported through the proposed changes to the sustainable design policies, which will update, modernize and improve sustainable building design. The additions of the net-zero GHG target from the CEEP and the increased tree canopy cover and woodland cover targets from the UFMP also support this pillar, as well as the changes to the parks typologies to facilitate more open spaces, especially in the urban areas.

Finally, the Protect and Enhance pillar is supported by the City Structure continuing to maintain the City’s existing urban boundary and not expanding the settlement area. The changes to the affordable housing policies will support a greater mix of housing types, and the urban design policies will continue to protect and complement neighbouring areas with the angular view plane and view corridors policies. Furthermore, policies

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which seek to phase and align development with infrastructure ensure that communities are enhanced through the provision of new development.

Public Consultation:

A “What We Heard Report” was prepared by LURA consulting which highlights feedback received on OPA’s 18.3 and 18.4 through the consultation process that was undertaken for the Batch 1 OPA’s. The What We Heard report represents a fulsome summary of the feedback received on the proposed amendments during the consultation engagement events, and is attached to this staff report as Appendix 4. It provides a high level overview of the feedback and concerns which have been expanded on in the earlier sections of this Staff Report. Staff note that comments respecting OPA 18.4 are summarized in staff report SRPI.22.076, which is also being considered for adoption by Council at today’s meeting.

Below is a summary of the consultation engagements and notification associated with the development and formulation of OPA 18.3.

Engagement

Staff conducted extensive consultation on OPA 18.3 using a variety of methods:

- March 8 to 31, 2022 – the “Take a Walk and Win” Contest challenged residents to take a 15-minute walk from their homes to observe local features and amenities, prompting residents to think about elements that make up a “complete community”. Over 200 residents responded to the associated online survey for a chance to win one of six prizes (\$25 gift cards).
- April 7, 2022 – draft OPA 18.3 and its associated prescribed material were posted on the Official Plan Update website. Notification about this information and the related Open House were shared with the public through various means, including: print ads in the Liberal, digital advertisements, social media notices, email notifications, Curbex signs, LED postings at City buildings, and posters within City facilities.
- April 12, 2022 – a meeting was held with Metrolinx to discuss their landholdings surrounding the Richmond Hill GO Station.
- April 20, 2022 – two short videos on OPA 18.3 and 18.4 were posted on the Official Plan Update website. The videos provided a general overview of the proposed amendments in plain language.
- April 21, 2022 – a meeting was held with the Mayvern Area Residents Association to discuss their concerns and to answer questions raised by the group.
- April 26, 2022 – a Public Open House was held under the statutory requirements of the *Planning Act* to provide an overview of the proposed intent and policies under OPAs 18.3 and 18.4. About 93 participants joined this virtual event. A

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summary of the questions and answers, as well as comments received at the open house are documented in the “Phase 3 - What We Heard Report” (see Appendix 4).

- May 5 and May 11, 2022 – meetings were held with the York Region Public and Catholic school boards, respectively, to seek feedback regarding the proposed modifications under OPA 18.3 and 18.4.
- May 12, 2022 – a meeting was held with the Village Core Residents Association to discuss comments and concerns respecting OPA’s 18.3 and 18.4, and to provide clarification on the intent and application of the proposed policies.
- May 18, 2022 – a statutory Council Public Meeting was held pursuant to the statutory requirements of the *Planning Act*. It provided opportunity for Council and members of the public and stakeholders to give input on the proposed amendment, and for the public to make deputations to Council.
- June 1 and 6, 2022 – staff met with York Region staff to discuss the OPAs and their relationship to the in effect and draft York Region Official Plan.

While invitations were extended to Indigenous communities, other stakeholders (including BILD), and prescribed bodies, no other meetings were requested.

Notification

OPA 18.3 is initiated under Section 17 and 26 of the *Planning Act*. The *Planning Act* requires public consultation on the proposed amendment to be conducted through at least one public meeting with a minimum of 37-days notice issued beforehand. The statutory open house and council public meeting pursuant to the *Planning Act* took place on April 26, 2022 and on May 18, 2022 respectively. Notice for these events was issued on April 7, 2022 through the City’s website, social media, and the Liberal newspaper, and re-issued on April 14, 2022.

Notice for today’s meeting regarding the adoption of OPA 18.3 has been provided to all persons who formally requested to the City Clerk to be notified of a decision made by Council with respect to the proposed amendment, as well as to people on the OP Update notification list, and to people who have subscribed to the OP Update webpage.

Next Steps:

Following Council adoption of OPA 18.3, staff will provide Notice of Adoption to all prescribed bodies and those who have requested to be notified of Council’s adoption.

Additionally, the OPA and its associated record will be provided to the Region who is responsible for issuing approval of the Council adopted amendment. As the approval authority, the Region has the authority to approve, modify and approve, or refuse Council’s decision to adopt an official plan amendment. Notification of the Region’s decision will be issued to all prescribed bodies and to those who have requested notification. Following the 20-day appeal period, if there are no appeals, the amendment

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will come into force. In the meanwhile, staff will continue to work on the City's Official Plan Update, with public consultation on Batch 2 OPAs to be held later in Fall 2022.

Financial/Staffing/Other Implications:

The recommendations of this report do not have any financial, staffing or other implications. The approval of the updated OP policies will require changes to the City's Zoning By-Laws, which are presently under review and for which a separate workplan and budget is established.

Relationship to Council's Strategic Priorities 2020-2022:

Updating the Official Plan is identified as a Council Priority. The proposed OPA 18.3 supports all four of Council's Strategic Priority areas by directing the majority of growth to centres and corridors, and balancing growth with sustainable development. The proposed amendments help create a strong sense of belonging by increasing housing choice and affordability, and by promoting placemaking. With regards to getting around the City, the OPA promotes a mobility hierarchy that offers diverse modes of transportation while prioritizing walking and active transportation. And lastly, the OPA promotes fiscal responsibility by integrating planning for infrastructure with land use.

Climate Change Considerations:

OPA 18.3 will update the Official Plan to include a number of statements and policies on climate change, adaptation, and sustainable design. This amendment will also align the OP with the Community Energy and Emissions Plan, and introduce the CEEP's net-zero greenhouse gas emissions target.

Conclusion:

OPA 18.3 and 18.4 are the first batch of OPAs in the series of amendments in Phase 3 of the Official Plan Update. OPA 18.3 provides high level policy changes to the City's land use planning vision, city structure, and other overarching policy areas. These changes will form the foundation for more detailed policy amendments to build upon in upcoming Batch 2 and 3 OPAs. The changes in OPA 18.3 are consistent with the Provincial Policy Statement, and conforms with provincial plans and the Regional Official Plan. OPA 18.3 also executes many of the actions outlined in the Key Directions Report for the Official Plan Update, and it makes progress towards modernizing the City's 2010 Official Plan. For these reasons, City staff recommend that Council adopt OPA 18.3 as set out in Appendix 1 to this Staff Report.

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 1 – Official Plan Amendment (OPA) 18.3

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- Appendix 2 – Redline Revisions since the Public April 7th Draft OPA
- Appendix 3 – Extract from Council Public Meeting C#21-22
- Appendix 4 – Phase 3 What We Heard Report
- Appendix 5 – Letter from York Region
- Appendix 6 – 2021 Growth Analysis by Traffic Zone
- Appendix 7 – UMESP Preliminary Results
- Appendix 8 – TMP Preliminary Results

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Report Approval Details

Document Title:	SRPI.22.075 - Request for Approval - OPA 18.3 Vision and City Structure.docx
Attachments:	<ul style="list-style-type: none">- SRPI.22.075 - Appendix 3 - Extract from Council Public Meeting C21-22-AODA.pdf- SRPI.22.075 - Appendix 4 - Phase 3 What We Heard Report-AODA.pdf- SRPI.22.075 - Appendix 5 - Letter from York Region-AODA.pdf- SRPI.22.075 - Appendix 6 - 2021 Growth Analysis by Traffic Zone-AODA.pdf- SRPI.22.075 - Appendix 7 - UMESP Preliminary Results-AODA.pdf- SRPI.22.075 - Appendix 8 - TMP Preliminary Results-AODA.pdf- SRPI.22.075 - Appendix 2 - Redline revisions - AODA.pdf- SRPI.22.075 - Appendix 1 - Official Plan Amendment 18.3 - AODA.pdf
Final Approval Date:	Jun 20, 2022

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

Patrick Lee - Jun 17, 2022 - 4:12 PM

Kelvin Kwan - Jun 17, 2022 - 4:28 PM

Darlene Joslin - Jun 20, 2022 - 9:02 AM