



Housing Accelerator Fund Project City of Richmond Hill

Draft Recommendations Report

October 3, 2024

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1. Introduction

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Overview

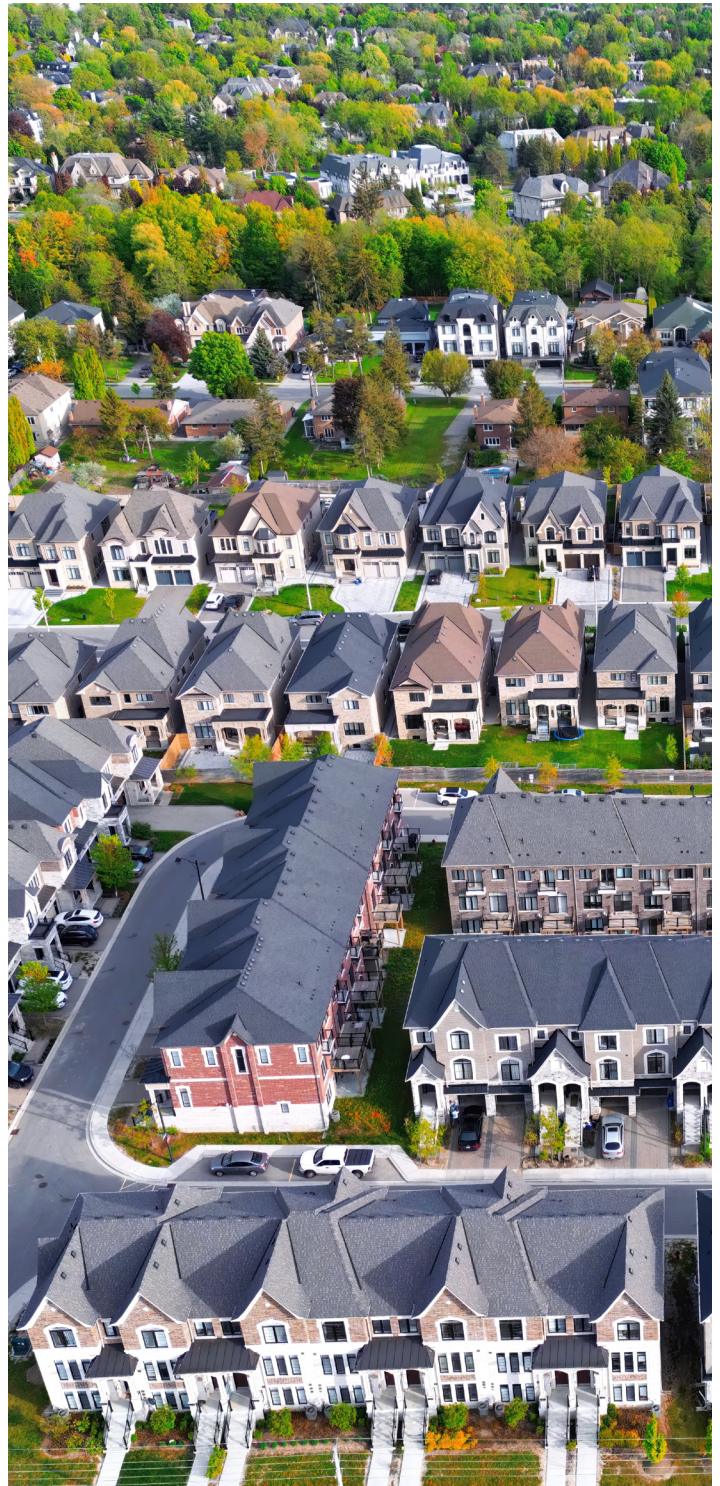
The City of Richmond Hill has retained Gladki Planning Associates Inc. (GPA), in association with LGA Architectural Partners (LGA), TYLin, and Aird & Berlis LLP, to undertake the Richmond Hill Housing Accelerator Fund Project.

In November 2023, the City of Richmond Hill announced that they had signed a \$31 million agreement with the Federal Government through the Housing Accelerator Fund (HAF). This funding will support ongoing and new initiatives to remove barriers to housing development, improve City processes, and accelerate infrastructure projects to support growth.

This project, under the HAF agreement, will expand opportunities for gentle intensification and missing middle housing typologies in Richmond Hill by:

- Proposing amendments to the Official Plan (OP) and zoning by-law (ZBL) to permit up to 4 residential units where zoning permits single detached, semi-detached or townhouse dwelling units.
- Proposing amendments to the OP and ZBL to permit up to 4 storeys as-of-right within the Newkirk Major Transit Station Area (MTSA) and MTSA's along the Yonge Street and Highway 7 priority transit corridors where there is a mixed-use centre or corridor designation in the OP with permissions for building heights of 3 storeys or greater.

This project considers updates to the City of Richmond Hill's planning policy framework to allowing for these forms of gentle intensification. This new framework will adapt the scale of intensification in some areas of the City, permitting an expansion of available housing typologies and missing middle housing. The impacts of this on surrounding uses, servicing, and transportation have been assessed and inform our recommendations.



Aerial image of a neighbourhood in Richmond Hill. Image Source: Adobe Images

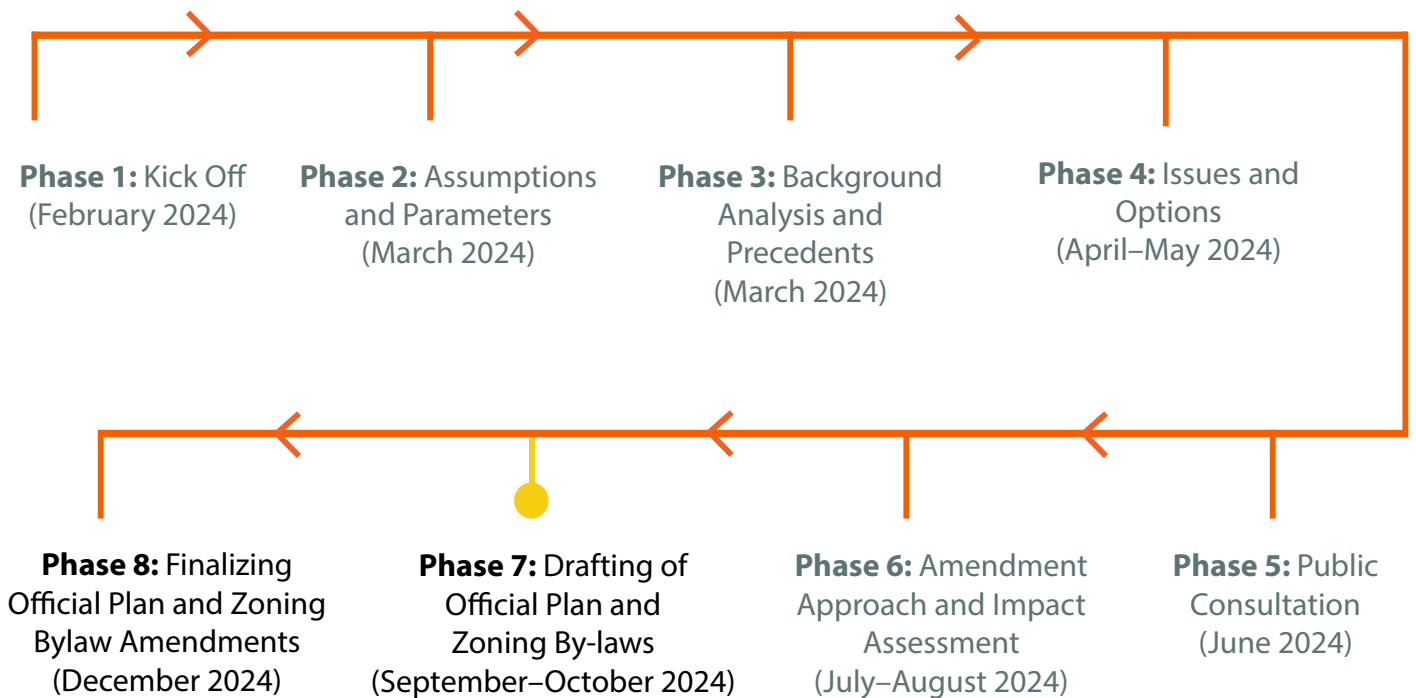
Project Methodology

This project has involved detailed study and analysis related to planning policy, built form, transportation, and municipal servicing.

Our multi-disciplinary consulting team assessed Richmond Hill’s existing conditions, precedent municipalities’ approaches to gentle intensification, built form options for the range of properties in Richmond Hill, parking and transportation impacts, and the capacity of municipal water and wastewater services to accommodate additional housing.

We hosted public open houses and online engagements to hear perspectives from residents on housing needs and the planning policy framework for gentle intensification (see, “Public Engagement Summary Report”).

We worked collaboratively with an Internal Technical Advisory Team (ITAT) of City staff from various departments throughout the project to interpret results, discuss options, and refine the recommendations.



Related City Studies and Projects

Official Plan Review

The City of Richmond Hill is currently revising its Official Plan to guide future land use and development through 2041.

This update aims to continue transforming suburban neighbourhoods into a more vibrant, inclusive community that meets the needs of residents, businesses, and visitors. The Planning Act requires municipalities to update their Official Plans every 5 years, ensuring alignment with provincial policies and current urban challenges.

To date, four OPAs have received final approval and are currently in effect:

- OPA 18.2 – Leslie Street Institutional Area (approved December 25, 2020)
- OPA 18.3 – Vision and City Structure (approved September 9, 2022)
- OPA 18.4 – Neighbourhoods (approved September 9, 2022)
- OPA 18.7 – Newkirk Local Centre (approved March 26, 2024)

The following OPAs have been appealed to the Ontario Land Tribunal:

- OPA 18.5 – Yonge and Carrville/16th Avenue KDA
- OPA 18.6 – Village Local Centre
- OPA 18.8 – Oak Ridges Local Centre

The City's planning team is working on the final amendment, which will focus on provincial policy conformity, employment, housekeeping, and MTSA/corridor planning.

Comprehensive Zoning By-law Project

The City of Richmond Hill is currently conducting a thorough review of its multiple existing Zoning By-laws to align with the policies and vision outlined in its Official Plan, which is also undergoing an update. The goal of the City's review is to create a single, Comprehensive Zoning By-law that is user-friendly, easy to administer, enforce, and understand; reflective of current and emerging planning and development trends; and fully accessible online in an interactive format.

The project is currently in Phase 2, known as Strategic Directions. This phase aims to provide key recommendations for drafting the Comprehensive Zoning By-law, which will be completed in stages. These recommendations are presented in a series of Strategic Directions Reports (SDRs) which, to date, have covered:

- Format, Structure, and Layout of the New Comprehensive Zoning By-law;
- Neighbourhoods;
- Yonge & Carrville/16th Key Development Area and three Local Centres (Village, Oak Ridges, and Newkirk); and,
- Parking and Loading.

Alignment with the HAF Project

Based on Council direction, the HAF project is highly focused, addressing specific goals and challenges. The Official Plan Update and Zone Richmond Hill projects may result in further revisions or harmonization of the proposed amendments from the HAF project.

2. Summary of City's Current Regulatory Approach

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The City of Richmond Hill's planning policy framework forms the basis for our understanding of this project and how the objectives relate to broader city-building goals. An updated policy analysis has been prepared and appended to this Report, which considers forthcoming changes to the Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe.

Most of the City's future development will happen through intensification. New growth, particularly residential intensification, will be prioritized for the centres and corridors and then, to a lesser extent, Neighbourhoods. Housing is an important priority for the City. A mix and range of housing types and affordability are encouraged to meet the needs of the whole community.

The gentle density envisioned through the HAF project aligns with the City's intensification and housing policy directions.

4 Units

The City has incrementally developed its current planning framework for ARUs, in step with evolving Provincial framework. In the OP, ARUs are defined as:

Additional Residential Unit means a single accessory dwelling unit within a ground-related dwelling and/ or a single accessory dwelling unit within a structure accessory to a ground-related dwelling that consists of one or more rooms that are designed, occupied or intended for use, including occupancy, by one or more persons as an independent and separate residence in which cooking facilities, sleeping facilities, and sanitary facilities are provided for the exclusive use of such person or persons.

The OP provides for ARUs, without specifying a number of permitted ARUs per lot, in accordance with Policy 3.1.5(5).

Policy 3.1.5(5)

Additional residential units may be permitted within the City in accordance with the following policies:

- a. *Additional residential units are permitted in areas zoned for residential development.*
- b. *Notwithstanding (a), an additional residential unit is not permitted:*
 - i. *on hazard lands or hazardous sites;*
 - ii. *on lands within the "Oak Ridges Moraine Natural Core" and "Oak Ridges Moraine Natural Linkage" designations;*
 - or,
 - iii. *on lands within the Greenbelt Plan Protected Countryside – Natural Core designation.*
- c. *Notwithstanding the definition of additional residential unit, where lands are designated "Oak Ridges Moraine Countryside", only one additional residential unit is permitted within a single detached dwelling.*
- d. *The dwelling and additional residential unit(s) meet all Provincial building code and fire code regulations and requirements.*
- e. *Exterior changes to the existing ground-related dwelling are compatible with the character of the area.*

ARUs are considered to be an accessory use to a residential use. Multi-unit housing forms arising from the development of ARUs are treated as if they are single dwellings, although this is not explicit in any policy or definition. There is a lack of clarity and consistency in OP policies applicable to low-rise multi-unit housing forms, mostly resulting from the Province-led incremental adjustments to the planning framework for ARUs.

There are several parent zoning by-laws that permit duplexes, triplexes, quadraplexes, and functionally equivalent variations of these typologies ("legacy multiplexes"). Although these dwelling types are permitted, they are uncommon in Richmond Hill, with developers of the day favouring single detached dwellings.

By-law 13-21 was adopted in 2021 and permits up to two ARUs (plus the primary dwelling unit) in zones city-wide that permit single detached houses, semi-detached houses, and specific types of townhouses with certain restrictions.

By-law 13-21 defines an ARU as "a self-contained dwelling unit accessory to the primary dwelling unit". By-law 13-21 provides development standards for ARUs, summarized in Table 1.

Table 1. Summary of ARU development standards from By-law 13-21.

Development Standard	ARU in Existing House	ARU in Detached Accessory Structure	ARU Attached to Detached Garage	ARU Above Detached Garage
Maximum # of ARU permitted	1 (total 2 per lot)	1 (total 2 per lot)		
Minimum Side and Rear Yard Setback	1.2 metres			
Maximum Height	<i>See applicable Zoning By-law</i>	4.2 metres	4.2 metres	8.5 metres (2 storeys)
Maximum Floor Area	<i>See applicable Zoning By-law</i>	40 square metres	40 square metres for ARU and 40 square metres for detached garage	55 square metres if enclosed stair access or 40 square metres with unenclosed stair access
Maximum Lot Coverage	<i>See applicable Zoning By-law</i>	See site specific Zoning By-law	See site specific Zoning By-law	See site specific Zoning By-law
Parking Spaces	1 parking space per ARU with some exceptions			

4 Storeys

The OP recognizes Centres and Corridors as areas appropriate for intensification, accommodating the highest densities and the widest range of uses within the city. From this perspective, Centres and Corridors are highly suitable locations for 4-storey (and taller) buildings.

- Richmond Hill Centre
- Yonge & Bernard KDA
- Yonge & 16th/Carville KDA
- Yonge Street Regional Corridor
- Highway 7 Regional Corridor
- Newkirk Local Centre
- Village Local Centre
- Major Mackenzie Local Corridor

The density of development within Centres and Corridors shall be informed by various factors, including transition to adjacent low-rise Neighbourhoods. The concept of transition is that building heights and densities will gradually decrease from their maximums within the Centres and Corridors designation to a lower-scale at the periphery of the Centres and Corridors designation that abuts a low-rise Neighbourhoods designation. The OP uses a 45-degree angular plane as the tool to provide transition.

Policy 3.4.1(55)

To ensure built form compatibility and transition of building heights with adjacent low-density residential and medium density residential areas in Neighbourhoods, development within the centres and corridors shall:

- a. Provide suitable massing and design, in order to achieve skyview, light and building separation. Unless otherwise specified in Chapter 4 (Land Use) of this Plan, the City shall apply a 45 degree angular view plane, as a means to measure suitability.

 - i. Where there is a street separating the Neighbourhood designation from the centres and corridors designation, the angular view plane shall be measured from the adjacent low density residential property line located in the Neighbourhood designation.*
 - ii. In the event that the Neighbourhood designation immediately abuts the lot line of lands within the centres and corridors, such as a side-lot or back-lot condition, a building structure up to 10 metres in height may protrude into the angular view plane.**

Angular planes become problematic on properties closest to where the angular plane is measured from, especially when it is measured from grade. Angular planes can produce exaggeratedly low maximum building heights on properties designated for higher densities. This effect is most acute on constrained properties. To combat this, Policy 3.4.1(55) provides for buildings up to 10.0 metres in height to penetrate the angular plane. This facilitates the creation of 3 storey buildings on mixed-use properties abutting Neighbourhoods. Policies for Richmond Hill Centre (10.3.4(3)) and the Yonge Street & Bernard Avenue KDA (12.2.4.2(2)) address this issue in a slightly different way: by measuring the 45-degree angular plane from 10.0 metres above grade.

Policy 10.3.4(3)

In the event that the Neighbourhood designation immediately abuts the lot line of lands within the RHC, such as a side-lot or back-lot condition, the angular plane as described in Policy 3.4.1(55) of the Part 1 Plan may be measured from 10 metres above grade at the lot line.

There are only a few specific locations within MTSAs with a centres or corridors designation where there are OP-designated maximum building heights (or base building heights) of less than 4 storeys:

- “Neighbourhood Edge” properties in the Yonge & Bernard Key Development Area (KDA);
- Base building heights in Newkirk Local Centre; and
- Base building heights in the Village Local Centre.

The in-force zoning for the centres and corridors is generally not up-to-date and not aligned with the OP policy. These areas are covered by an assortment of residential, commercial, and mixed-use zones with varying use permissions and maximum heights.

3. Recommendations

3. Recommendations

4 Units

Overall Approach

The directive from Council for this project is to bring forward amendments to the Official Plan and Zoning By-law that will permit up to three additional residential units on properties with a single detached, semi-detached or rowhouse dwelling unit (for a total of four units per lot).

Under this directive from Council, we have been targeted in the amendments proposed, updating the City's existing regulatory framework only insofar as to permit the four units per lot and comply with applicable provincial planning legislation, regulation and policy.

Through our work on this project, we have discovered inconsistencies, overlap, and lack of clarity in some of the City's policies and zoning by-law regulations that have broader impacts beyond additional residential units. It is beyond the scope of this project to address these, and a task better suited to the Official Plan Review and Comprehensive Zoning By-law projects.

Recommendation #1: We recommend the Official Plan Review and Comprehensive Zoning By-law projects holistically assess the regulatory framework for low-rise, multi-unit housing forms and refine the framework.

Specifically, we recommend moving towards a framework that does not distinguish low-rise multi-unit housing forms based on the number of units they contain or the arrangement of these units within the building. The term "multiplex" may be used to refer, collectively, to dwellings with ARUs, duplexes, triplexes, quadruplexes, and other low-rise, multi-unit housing forms. Additionally, the definitions and city-wide permissions for low-density and medium-density residential uses should be reconsidered and aligned with the expanded permissions for ARUs.

Official Plan Amendment

Terms and definitions

We reviewed all relevant terms and definitions. Our recommended updates to terms and definitions are outlined in Table 2.

Table 2. Recommended amendments to defined terms in the Official Plan.

Term	Current Definition	Commentary	Recommended Definition
Additional Residential Unit	ADDITIONAL RESIDENTIAL UNIT means a single accessory dwelling unit within a ground-related dwelling and/or a single accessory dwelling unit within a structure accessory to a ground-related dwelling that consists of one or more rooms that are designed, occupied or intended for use, including occupancy, by one or more persons as an independent and separate residence in which cooking facilities, sleeping facilities, and sanitary facilities are provided for the exclusive use of such person or persons.	The use of the word “single” is likely a remnant of the definition of the term “secondary suite”, which was amended by OPA-23. Ground-related dwellings are no longer limited to one accessory dwelling unit. Recommendation #2: Remove the word “single” from the OP definition of additional residential unit	ADDITIONAL RESIDENTIAL UNIT means an accessory dwelling unit within a ground-related dwelling and/or an accessory dwelling unit within a structure accessory to a ground-related dwelling that consists of one or more rooms that are designed, occupied, or intended for use, including occupancy, by one or more persons as an independent and separate residence in which cooking facilities, sleeping facilities, and sanitary facilities are provided for the exclusive use of such person or persons.
Development	DEVELOPMENT means any land use proposal or application for which an approval is required under the Planning Act, including but not limited to the creation of a new lot, a change in land use, or the erection of a building or structure, but does not include: a. Activities that create or maintain infrastructure authorized under an Environmental Assessment, Planning Act, or Condominium Act process; or b. Works subject to the Drainage Act.	Applications for minor variances under Section 45 of the Planning Act would cause ARUs to be considered development. OP policies related to development are generally inappropriate for small-scale development, such as creating ARUs. Recommendation #3: Consider the broader impacts of an OP definition of development that excludes activities related to the creation of one or more ARUs. Implement recommended definition, if appropriate.	DEVELOPMENT means any land use proposal or application for which approval is required under the Planning Act, including but not limited to the creation of a new lot, a change in land use, or the erection of a building or structure, but does not include: a. Activities that create or maintain infrastructure authorized under an Environmental Assessment, Planning Act, or Condominium Act process; or b. Works subject to the Drainage Act; or c. Activities related to the creation of one or more additional residential units.

Outdoor amenity space

Access to outdoor amenity space is important for quality of life for residents of additional residential units. During public consultations, the idea of shared outdoor amenity space was further suggested as a way to build a sense of community between residents. The OP can encourage the provision of outdoor amenity space.

Recommendation #4: Create a new policy encouraging the provision of outdoor amenity space, which may include shared spaces, on lots containing ARUs.

Guidance for minor variance

Given the diversity of properties in Richmond Hill, it is inevitable that minor variances to the zoning by-law standards related to ARUs will be sought. There are certain worthwhile objectives that should be given additional weight when the Committee of Adjustment is considering approving variances. These include:

- The ability to convert a legally existing accessory structure for ARUs;
- The ability to create a third ARU on a small property that cannot accommodate multiple parking spaces;
- Creating accessible or barrier-free ARUs; and
- Preserving mature trees.

Recommendation #5: Encourage the Committee of Adjustment to consider minor variances under Section 45 of the Planning Act to achieve specified objectives.

Locational criteria for medium density residential

Policy 4.9.1.2(2) limits medium density residential development to lands with frontage on:

- an arterial street;
- a collector street within walking distance to a public transit stop;
- a local street in proximity to an existing medium- or high-density residential development; or
- a street adjacent to a designated centre or corridor.

Until such a time that Recommendation #1 can be completed, there will remain some ambiguity in the definitions of low-rise housing forms arising through the creation of ARUs and certain medium density residential typologies such as triplexes and fourplexes. For clarity in the short term, the OP should specify that the locational criteria of Policy 4.9.1.2(2) are not intended to apply to ARUs.

Recommendation #6: Create a new policy that states low-rise housing forms arising through the creation of ARUs are not considered medium density residential and will not be subject to policy 4.9.1.2(2).

Zoning By-law Amendment

Repeal of By-law 13-21

Many aspects of By-law 13-21 require updating. Considering scale of changes required, we recommend repealing By-law 13-21 and adopting a new by-law in a similar structure. In the absence of a single comprehensive zoning by-law, this approach makes zoning regulations for ARUs more accessible to the public and simpler for City staff to implement since they will not need to cross-reference multiple by-laws.

Recommendation #7: Repeal By-law 13-21 and adopt a new by-law to implement the omnibus zoning by-law amendment.

Terms and definitions

To facilitate effective regulation, “additional residential unit” and “accessory residential building” must be defined within the Zoning By-laws. We propose the following definitions:

Additional Residential Unit means a self-contained dwelling unit permitted in addition to a primary dwelling unit. The addition of an additional residential unit does not change a primary dwelling into any other type of residential building.

This proposed definition maintains the definition established under By-law 13-21, with clarification that the addition of an ARU does not change the primary dwelling into any other type of residential building, such as a duplex or triplex. The purpose is to prevent instances where the development of ARUs leads a dwelling to be reclassified (for example, as a triplex) as a dwelling type that is not permitted in the zone.

Accessory Residential Building means a detached building containing one or more Additional Residential Units located on the same lot as and accessory to a primary dwelling.

Previously under By-law 13-21, Additional Residential Units were permitted to locate within a Detached Accessory Structure. Detached Accessory Structures include detached garages, sheds, and gazebos. The definition for Detached Accessory Structure was incongruent with the type of building necessary for human habitation. We also wanted to apply different development standards for accessory buildings containing ARUs. The new term, Accessory Residential Building, more accurately describes the use and allows for independent regulation.

Recommendation #8: Add ZBL definitions for Additional Residential Unit and Accessory Residential Building.

Terms and definitions

Several additional terms must be defined within the by-law for the purpose of calculating certain metrics related to development standards for ARUs. These include:

- “Building coverage” to calculate building coverage for an Accessory Residential Building;
- “Soft landscaping” and “rear yard”, to calculate rear yard soft landscaping; and
- “Main wall” to calculate main wall height for an Accessory Residential Building.

Recommendation #9: Provide definitions for Building Coverage, Soft Landscaping, Rear Yard, and Main Wall when referenced within the amending by-law.

Uses permissions

To conform with the Planning Act the Zoning By-laws must permit Additional Residential Units in conjunction with a single detached house, semi-detached house, or rowhouse. Richmond Hill’s Zoning By-laws use assorted terminology to refer to these building types. Duplexes and triplexes are also eligible for Additional Residential Units because they meet the requirements under the Planning Act. Stacked townhouses are not eligible for Additional Residential Units because, legally, they are stratified condominium units, which do not meet the requirements under the Planning Act.

Recommendation #10: Permit Additional Residential Units in all dwelling types in the Zoning By-laws that are functionally-equivalent to single detached houses, semi-detached houses, and rowhouses and meet the requirements under the Planning Act.

Permitting up to three (3) ARUs per lot (for a total of four units) will facilitate the construction of new homes to meet demand in Richmond Hill. It will increase housing choice and diversity, as well as facilitate aging-in-place. This change will also use existing municipal infrastructure more efficiently.

We suggest flexibility in how ARUs are distributed between the primary dwelling unit and any Accessory Residential Building on the lot. Permitting up to two (2) ARUs in a Residential Accessory Structure would facilitate the creation of four units on a property (with two units in the primary dwelling unit and two units in the Accessory Residential Building) without triggering the more complicated and costly Ontario Building Code (OBC) requirements when three or more dwelling units are located in a single building. Without triggering the 3-unit-threshold for the OBC, small-scale development is more feasible from both a design and financial perspective.

Recommendation #11: Permit up to three (3) ARUs per lot, including a maximum of two (2) ARUs located in an Accessory Residential Building.

To conform with provincial and municipal planning policy, the Zoning By-laws must restrict development of ARUs on hazard lands and sites (such as flood plains) and in specified areas under the Greenbelt Plan (2017) and the Oak Ridges Moraine Conservation Plan (2017). These restrictions may be a complete prohibition on ARUs or a limit of one ARU in conjunction with a single detached house.

Recommendation #12: Prohibit the development of ARUs in all flood plain zones, Oak Ridges Moraine Natural Linkage Zone, and Oak Ridges Moraine Natural Core Zone. Place a limit of one (1) ARU per lot in the Oak Ridges Moraine Countryside Zone, Oak Ridges Moraine Hamlet Zone, and the Agricultural One Zone.

Primary dwelling unit

This zoning by-law amendment does not impact the development standards (including height, density, setbacks, lot coverage, etc.) established in the Zoning By-laws for the primary dwelling unit, with the exception of permitting an entrance in a side wall provided a minimum 1.0 metre side yard setback is provided.

Accessory Residential Building

The standards for ARUs in an accessory building under By-law 13-21 facilitate small, studio or 1-bedroom units. In pursuit of housing diversity and choice, including accommodations appropriate for larger households, we recommend modifications to the standards to permit larger Accessory Residential Buildings. Larger structures can accommodate 2-bedroom and 3-bedroom units. Larger structures also create opportunity for two (2) dwelling units to be contained within a single Accessory Residential Building.

Not all properties in Richmond Hill are suitable for larger Accessory Residential Buildings. We propose building envelope standards that control the Accessory Residential Building on all sides:

- Minimum side/flankage yard setback;
- Minimum rear yard setback;
- Minimum separation distance from a primary unit on the same lot; and
- Maximum main wall and building heights.

Setbacks and separation distance work together to control the footprint of the Accessory Residential Building based on the lot dimensions. As lot frontage or depth changes, the maximum footprint of the structure adjusts proportionally. Larger properties are permitted larger structures; smaller properties are permitted smaller structures. Some areas in Richmond Hill have very large properties, therefore a maximum lot coverage for Accessory Residential Building is proposed to ensure the scale of these structures remains appropriate in these contexts.

Recommendation #13: Apply the following development standards for Accessory Residential Buildings:

Permitted location on a lot	Rear yard
Minimum side yard setback	1.2 metres
Minimum rear yard setback	1.2 metres
Minimum separation distance	6.0 metres
Maximum building coverage	80.0 square metres
Maximum main wall height	6.0 metres
Maximum height	7.5 metres and 2 storeys

A detailed description of the rationale for each recommended development standard can be found in the “Built Form Memorandum”. Development standards are demonstrated in Figure 2 (Page 18).

To reduce overlook on neighbouring residential properties, rooftop amenity areas will not be permitted. Balconies will also be prohibited on side or rear building elevations facing a lot line that abuts a lot in a residential zone.

Recommendation #14: Restrict balconies and rooftop amenity areas on Accessory Residential Buildings.

Recognizing the existing permissions for an ARU to locate above a detached garage under By-law 13-21, we propose continuing this permission and removing the requirement for the detached garage to abut a lane.

Recommendation #15: Permit Accessory Residential Buildings to have an integral garage, provided development standards related to detached garages and Accessory Residential Buildings are met.

Soft landscaping allows stormwater to be absorbed into the ground, minimizing runoff. Stormwater retention is critical to prevent localized flooding (and associated risks to lives and property), recharge groundwater, and preserve the capacity of storm sewers during rainfall

events.

Soft landscaping has other environmental benefits such as supporting biodiversity and reducing the urban heat island effect.

Recommendation #16: For lots with an Accessory Residential Building, require that a minimum 50% of the rear yard be soft landscaping.

Unit entrances

City staff advised that current zoning standards requiring a minimum side yard setback of 1.2 metres where a dwelling unit entrance is located in the side yard or rear yard are difficult to interpret and are a common reason for minor variance applications related to ARUs. The intent is to provide clear access to unit entrances but the setback applies to the full extent of the side yard, regardless of where the unit entrance is located, which is not appropriate and created an unintended burden. Instead of a setback, we propose standards related to providing a clear access path to each unit entrance.

Recommendation #17: Require a 1.0-metre-wide, hard landscaped clear access path to each unit entrance. No encroachments are permitted. A vertical clearance of at least 2.1 metres must be provided for the length of the clear access path.

In addition to these clear access path standards, minimum side yard setbacks apply. For the primary dwelling unit on a lot, the parent ZBL dictates the setbacks. Generally, parent ZBLs require a setback of 1.2 metres or greater, with select encroachments permitted. For Accessory Residential Buildings, new standards for setbacks are proposed, as previously described.

These requirements have been coordinated with the City’s emergency services. They will be implemented through zoning but may not be reduced by the Committee of Adjustment (via applications under Section 45 of the Planning Act) because they also form requirements under the Ontario Building Code. We further recommend that Building Services develop a stamp with the access requirements, to be included on site plans for ARU developments.

Regulations around unit entrances can impact unit layouts and arrangement on a low-rise multi-unit property. To provide flexibility, we recommend not to limit the number of unit entrances on the front elevation of the building. However, we propose that a maximum of two (2) unit entrances are permitted to be visible on the front building elevation. Additional entrances may be located below grade or perpendicular to the street. This is demonstrated in Figure 1 (Page 17). This protects against a façade that is dominated by doors, thus maintaining neighbourhood character.

Recommendation #18: Permit up to two (2) entrances to dwelling units to be permitted above grade on the front building elevation of the primary dwelling and oriented parallel to the street. Additional entrances may be located below grade and/or oriented perpendicular to the street.

Parking

A “Transportation & Parking Memorandum” was prepared by TYLin to assess the parking needs of ARUs and recommend appropriate parking standards. The proposed parking standards also respond to requirements under the Planning Act and O.Reg. 299/19. Table 3 depicts our recommended minimum parking spaces per lot, which is based upon the number of ARUs on the lot and which Parking Strategy Area the lot is located within. There is also an adjustment for lots containing 3 ARUs that have a frontage of less than 9.0 metres, since these properties cannot physically accommodate more than two parking spaces.

Recommendation #19: Require minimum parking spaces for lots containing ARUs as depicted in Table 3 (Page 17).

Provision of bicycle parking spaces supports modal shift and strengthens the rationale for reduced parking minimums for multiplexes. This direction is aligned with City policies regarding transportation and environment. The characteristics of the bicycle parking spaces should not be so strictly controlled that it creates an unreasonable burden on the property owner.

Recommendation #20: Require a minimum of one (1) long-term, weather-protected bicycle parking space per ARU in PSA 1, PSA 2, and PSA 3.

Home occupations

A home occupation is an occupation or profession conducted from a dwelling unit but is accessory to the principal residential use. The OP policies of 3.3.3.3 support the establishment of home occupations and live-work units within Neighbourhoods to support a “work from neighbourhood” approach and help create complete communities. Policy 3.3.2(10) provides the requirements for home occupations, including limits on the number of employees, no outdoor storage or display, and that the built form of the dwelling keeps with the residential character of the area.

The Zoning By-laws define and regulate home occupations. For example, in By-law 91-13 home occupation is defined broadly:

HOME OCCUPATION means an economic enterprise operated within a dwelling unit. Incidental and secondary to the residential use.

The Zoning By-laws provide standards for the home occupation use and mitigate potential land use conflicts with the residential uses in the zone. Zoning restricts home occupations that are too large, create nuisance, generate noise or emissions, create too much vehicular or pedestrian traffic, or impact the aesthetic or residential character of the dwelling.

Considering the policy objectives for encouraging home occupation uses in Neighbourhoods, the broad definition of home occupation (which would include remote work), and the existing robust regulatory framework to mitigate potential land use conflicts, we find the current prohibition on home occupation uses in ARUs to be unsupportable. It may also have significant equity impacts, limiting the employment opportunities for renters compared to home owners.

Recommendation #21: Home occupations should be permitted in ARUs, subject to the appropriate zoning standards to mitigate land use conflicts.

Figure 1. Three entrances on the front elevation of a multiplex.

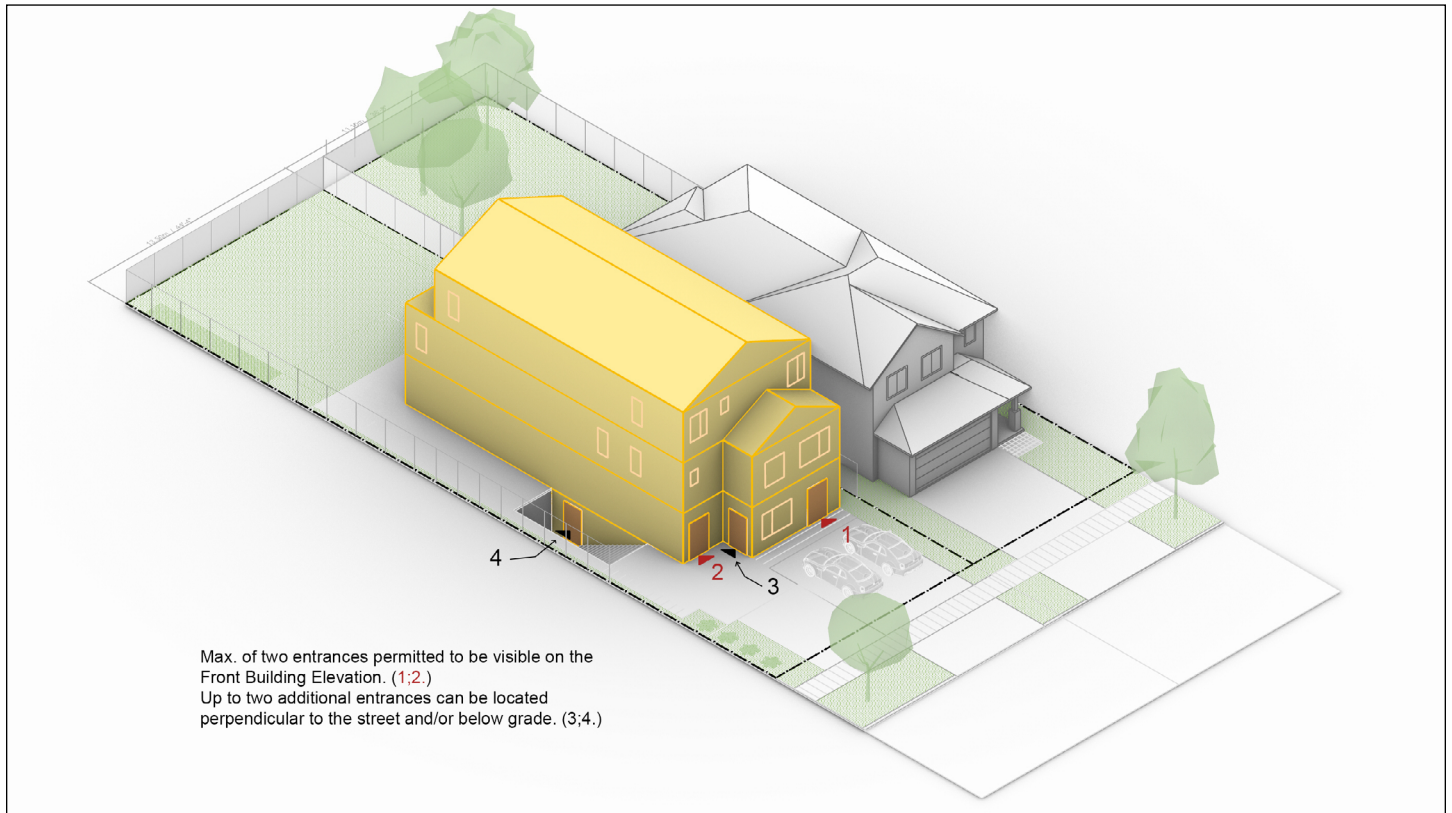
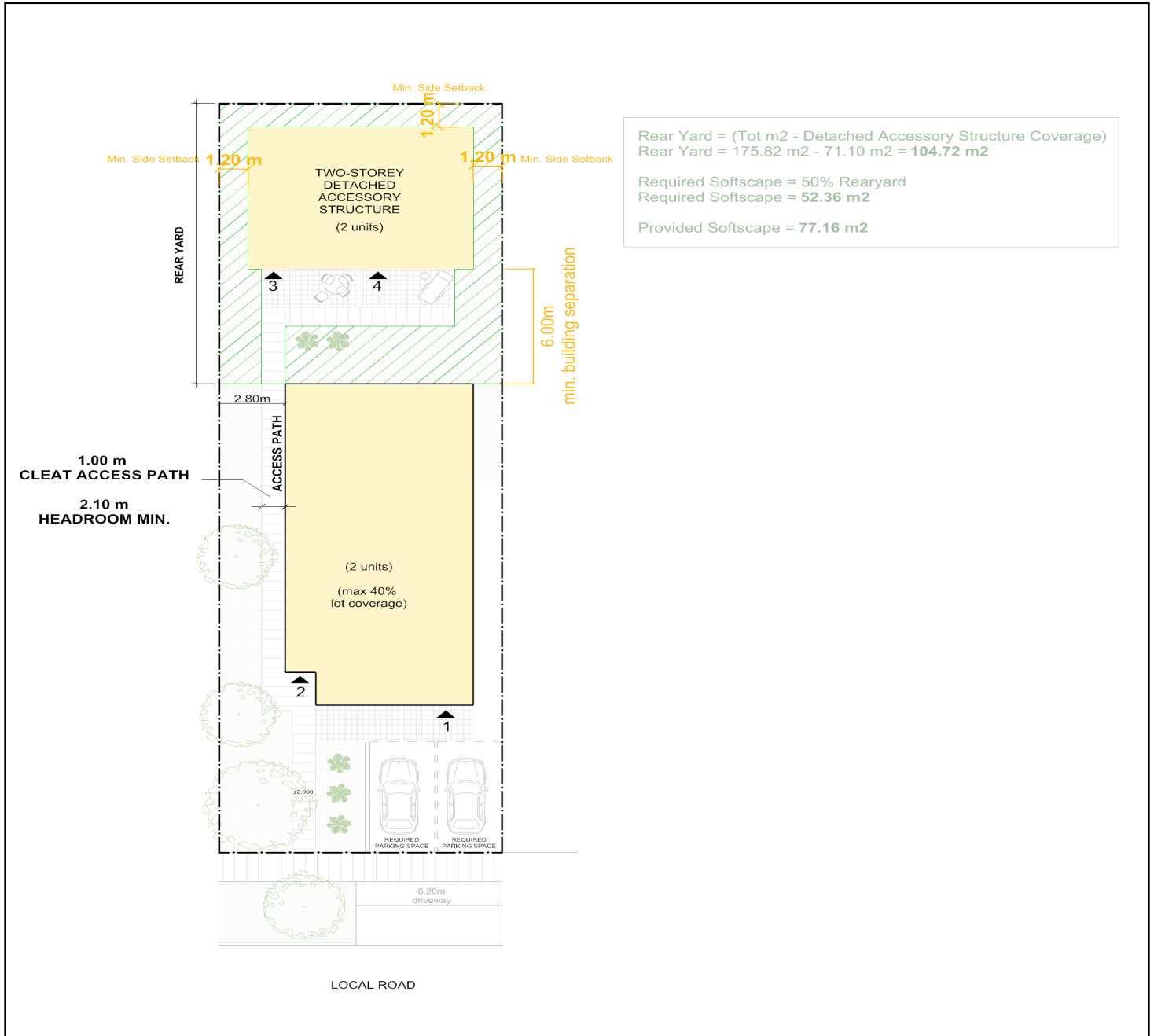


Table 3. Minimum number of parking spaces per lot, based on number of ARUs and the location of the lot

	PSA 1	PSA 2	PSA 3	PSA 4	<9 metre Frontage
Lot containing 1 ARU	0	0	1	2	As applicable based on PSA
Lot containing 2 ARUs	0	0	1	2	As applicable based on PSA
Lot containing 3 ARUs	0	0	2	3	2 for PSA 4; otherwise as applicable based on PSA

Figure 2. Recommended development standards for Accessory Residential Building (Recommendation #13)



Other Considerations

Municipal Servicing

TYLin conducted modelling of the City's water and wastewater to assess the ability of existing and planned infrastructure to accommodate ARUs now and through to the planning horizon of 2051. The modelling revealed there are areas of the city where the infrastructure can accommodate the development of ARUs. However, there are also areas of the city where there are existing constraints in the water and wastewater networks.

Where existing constraints exist, there is theoretically no remaining service capacity. In that context, no development of any kind should be considered in that area. In a more practical sense, these "constrained areas" really present a risk that allowing any number of new units could result in servicing conditions which fail to meet the intended level of service. As the total number of additional units in an area increases, so does the risk of a potential adverse impact.

While the City has identified infrastructure projects aimed at removing existing constraints from the water and wastewater networks, this will not permit ARUs to be constructed in all areas without introducing a degree of risk, which may or may not be acceptable to decision makers. Additional system upgrades may need to be considered, potentially on an accelerated basis, in order to "unlock" all areas of the city for ARU development.

If the City wishes to restrict the development of ARUs in areas with servicing constraints, the mechanisms (namely, servicing allocation) exist to do so. No amendments to the OP or Zoning By-laws are anticipated arising from these results.

Tree Preservation

Mature trees are a key part of the natural environment and are safeguarded under the Richmond Hill OP, the City's Tree Preservation By-law 41-07, and the Municipal Act. The development of Additional Residential Units (ARUs) can be significantly influenced by the presence of mature trees, as their root systems and protection measures may limit where ARUs can be built.

If constructed too close to a mature tree, the ARU's foundation may be at risk from the tree's roots, while the tree itself could suffer from restricted access to water and oxygen. To avoid these risks, construction protection measures are implemented to protect mature trees.

Residents raised concerns during public consultations about the potential impact of ARU development on mature trees, emphasizing the effect on neighbourhood quality of life. Recognizing the importance of preserving the urban forest, the OP and By-law 41-07 set clear guidelines for the protection of trees, particularly those over 20 centimeters in diameter at breast height (DBH). The OP mandates that trees be preserved during development and replaced if removal is necessary, as outlined in Policies 3.2.3.22, 3.2.3.23, and 3.2.3.24. Additionally, development must respect the character and features of neighbourhoods, ensuring that mature trees, which contribute to the area's identity, are preserved (Policy 4.9.2.4.h).

The City's Tree Preservation By-law 41-07 plays an integral role in protecting trees on private property, requiring permits for the removal of any tree with a DBH of 20 cm or more. This By-law is part of the City's broader strategy to maintain the urban forest with special protection for trees listed under the Endangered Species Act, 2007, and those located on public road allowances, regulated by By-law 40-07. Under the Municipal Act, Tree Preservation By-law Officers are authorized to conduct inspections and monitor impacts to trees (Subsection 436(1)).

We find that Richmond Hill's current policies and by-laws effectively mitigate concerns about the potential loss of mature trees due to ARU development. To reinforce the importance of preserving mature trees, we propose the inclusion of new OP policies encouraging the Committee of Adjustment to consider minor variances for ARU designs that preserve mature trees.

Enforcement Concerns

At public consultations, some residents had concerns related to ARUs that are beyond the scope of zoning. These concerns are discussed below. It is our opinion that these concerns are best handled through by-law enforcement.

Property Standards

Property standards play a critical role in regulating ARUs to ensure they meet safety, health, and quality of life for all residents. During public consultations, some concerns were raised about rental tenure, with a perception that rental properties could degrade property standards, create nuisances, or compromise safety. However, many residents also emphasized the need to change this negative stigma, recognizing rental units as a legitimate and necessary part of the housing supply. Richmond Hill's Property Standards By-law No. 62-24 regulates aspects of property maintenance, including structural integrity, utilities, exterior lighting, fences, retaining walls, signage, vacant properties, accessory buildings, and rental units. This by-law ensures that all residential properties, including ARUs, uphold a high standard of living. Additionally, ARUs must comply with public health and safety regulations, including the Ontario Building Code and Ontario Fire Code, to protect residents from potential hazards. Residents with a specific property standards concern should be advised to contact the City's by-law enforcement officers.

Noise

During public consultations, some residents expressed concerns about increased noise levels in neighbourhoods with higher population densities due to the development of ARUs. Additional residents may result in more noise from everyday activities, including increased vehicle traffic. Furthermore, noise transmission through shared walls or outdoor spaces can cause disturbances. Richmond Hill's Noise By-law No. 43-20 outlines certain times and limits that certain noises are allowed. The noise generated by small increases in density in neighbourhoods is not anticipated to be materially different than existing conditions. Residents with a specific noise concern should be advised to contact the City's by-law enforcement officers.

Illegal parking

Residents expressed concerns around increased demand for limited parking in neighbourhoods and how this may lead to illegal parking, where vehicles may be parked in unauthorized locations, such as on lawns, overnight on streets, in front of fire lanes, or blocking access to

driveways and entrances. Parking Control By-law No. 402-89 regulates parking city-wide and ensures that vehicles do not obstruct critical access points. The Zoning By-law also limits driveway widths and prohibits parking on landscaped areas, providing an enforcement mechanism for illegal parking on private property. Residents with a specific parking concern should be advised to contact the City's by-law enforcement officers.

Construction Nuisance

The construction of new Accessory Residential Structures or renovation of existing primary dwellings to create ARUs can lead to temporary nuisances for neighbours, including noise, dust, and heavy vehicle traffic. Richmond Hill's Noise By-law No. 43-20 specifies the hours during which construction-related noise is permitted within a residential neighbourhood.

Monitoring and Evaluation

Monitoring the development of ARUs following an update to the regulatory framework will be essential to understanding the effectiveness of the proposed OPA and ZBLA. A robust monitoring program will ensure that the goals of these amendments are achieved, identify challenges or unintended outcomes early, and allow for necessary adjustments to the Zoning By-law or Official Plan to improve implementation. Additionally, a monitoring program will provide valuable data for determining whether policy or zoning changes require adjustments and foster transparency by showing the public how these amendments are influencing development across the city.

An example monitoring program is the City of Toronto Garden Suite Monitoring Program. The City of Toronto permitted garden suites city-wide on February 2, 2022, in tandem with amendments to the Official Plan and Zoning By-law. The monitoring program was designed to begin two years after the amendments were approved or after the issuance of 200 garden suites, providing flexibility and a practical timeline to evaluate implementation while ensuring enough data is available in order to recommend any necessary policy and zoning changes. Toronto's program focuses on assessing the effectiveness of the Garden Suites Initiative through public and stakeholder consultations and by monitoring impacts on the tree

canopy, building permit, and minor variance applications. The monitoring program is examining aspects such as the application and permit issuance process, public inquiries, location of garden suites, lot characteristics, tree protection measures, approved and refused minor variances, and design aspects such as angular planes and setbacks, height and massing. City Staff's findings will be compiled in a report to Council, recommending any necessary policy, zoning, or other changes to improve implementation of garden suites.

We propose a similar monitoring and evaluation program for ARUs in Richmond Hill. We recommend the City could track the implementation of ARUs through building permit and minor variance applications, including data on location, number of units per lot, type of ARUs (detached or attached), and unit sizes (floor area or number of bedrooms). Monitoring tree cutting permit applications will also help assess the impact on Richmond Hill's tree canopy. The collected data on ARUs should be comprehensively assessed upon issuance of the 200th ARU-related building permit or two years after the adoption of the proposed OPA and ZBLA. Tracking the development of ARUs will also allow the City to monitor water and wastewater servicing capacity in neighbourhoods with known constraints and place restrictions on development, if required, before functional issues arise.

Recommendation #22: Develop a monitoring and evaluation program for ARUs in Richmond Hill.

Public Communications

Richmond Hill's regulatory framework for ARUs will remain fairly complex and out-of-reach for average residents until the OP Review and Comprehensive Zoning By-law Projects are complete. It is important for property owners to easily understand the ARU permissions, including any servicing constraints that may limit their ability to develop, if they are to decide to create new housing on their properties.

A communications campaign should follow the adoption of the proposed amendments to the OP and Zoning By-Laws. The City may develop a "Guide to Additional Residential Units in Richmond Hill" to educate property owners about the process of creating additional

residential units, expected costs, available financing and incentives from various levels of government, and other considerations. This Guide should be made widely available and may be advertised through social media, the City website, flyers, and existing email distribution lists.

Recommendation #23: Following the adoption of the proposed amendments, the City should undertake a public communications campaign to educate property owners on the regulatory framework for ARUs.

City-produced Designs for Residential Accessory Buildings

The time and expense of designing and constructing custom Residential Accessory Buildings will dissuade some property owners from creating Additional Residential Units on their properties. The City may opt to use its buying power to commission several designs for Residential Accessory Buildings from qualified professionals. These designs would conform with the standards of the zoning by-law and be appropriate for typical residential properties in Richmond Hill. The City-produced designs would be high-quality and aesthetically consistent with the character of the City's residential neighbourhoods.

Recommendation #24: The City should consider commissioning designs for Residential Accessory Buildings from qualified professionals which could be made available to the public.

This recommendation would incentivize ARUs and encourage the rapid development of new housing in Neighbourhoods.

4 Storeys

Overall Approach

Generally, the OP policies are supportive of 4-storey buildings in MTSAs with a centres or corridors designation. The angular plane policies (and some maximum height policies that implement the angular plane) may preclude the development of 4-storey buildings on constrained properties that directly abut the Neighbourhoods designation. Our approach is to amend these policies, building in exemptions to permit 4-storey buildings. From a zoning perspective, an omnibus amendment will provide permissions for 4-storey buildings in these areas as-of-right.

Official Plan Amendment

Recommendation #25: Amend Policy 3.4.1(55) to allow protrusions of up to 15.0 metres into the angular plane.

15.0 metres is a height that will comfortably accommodate a 4-storey building, including additional ground floor height to accommodate retail, commercial or community uses. Retail, commercial or community uses are required by the OP in some areas of centres and corridors to activate street frontages. A new, non-policy illustration will replace the existing illustration.

The effect of this amendment is that Policy 4.3.1(55) will no longer preclude 4-storey buildings on properties that immediately abut low-rise neighbourhoods. This amendment will not alter how the angular plane is measured and therefore will not have an impact on maximum heights in more central areas within the centres and corridors. Since several other area-specific policies reference and rely upon Policy 3.4.1(55), this

amendment will also have the effect of modifying those area specific policies to provide the exemption for buildings up to 15.0 metres in height, without altering how the angular plane is measured (i.e. from 10.0 metres above grade).

Recommendation #26: Update the maximum base building height, maximum building height, and building height in Policies 4.3.3.1(11)(b), 4.4.3(2) and 12.2.2(1), respectively, to 4 storeys.

In the case of Policy 12.2.2(1), the allowable height of buildings will be 3 storeys or 4 storeys, providing flexibility for different medium-density residential typologies without precluding 4-storey buildings.

The effect of this amendment will be to enable 4-storey buildings in certain areas where current OP-designated maximum heights are 3 storeys.

Recommendation #27: Minor housekeeping amendments, including deleting a reference to an obsolete policy in Policy 12.2.2(1) and deleting redundant Policy 12.2.2(3).

The effect of the housekeeping amendments will be policies that are clearer and allow for consistent application.

Zoning By-law Amendment

Recommendation #28: Adopt an omnibus zoning by-law amendment specifying the maximum height for buildings shall be up to 4 storeys and 15.0 metres, or the maximum height permitted by current zoning, if in excess of 4 storeys or 15.0 metres.

The amendment will apply to a specified area consisting of lands within a Major Transit Station Area with a centres or corridors designation under the OP and maximum building heights of 3 storeys. Certain lands that are undesirable to redevelop have been excluded.

The effect of this amendment is that 4-storey buildings will be permitted as-of-right in the specified areas.

Other Considerations

Municipal Servicing

As previously described, TYLin's modelling of Richmond Hill's water and wastewater systems revealed existing constraints. In these areas, any development introduces a risk of servicing conditions which fail to meet the intended level of service. Some of the constraints affect the areas where we are proposing to allow as-of-right 4-storey development.

4. Conclusion

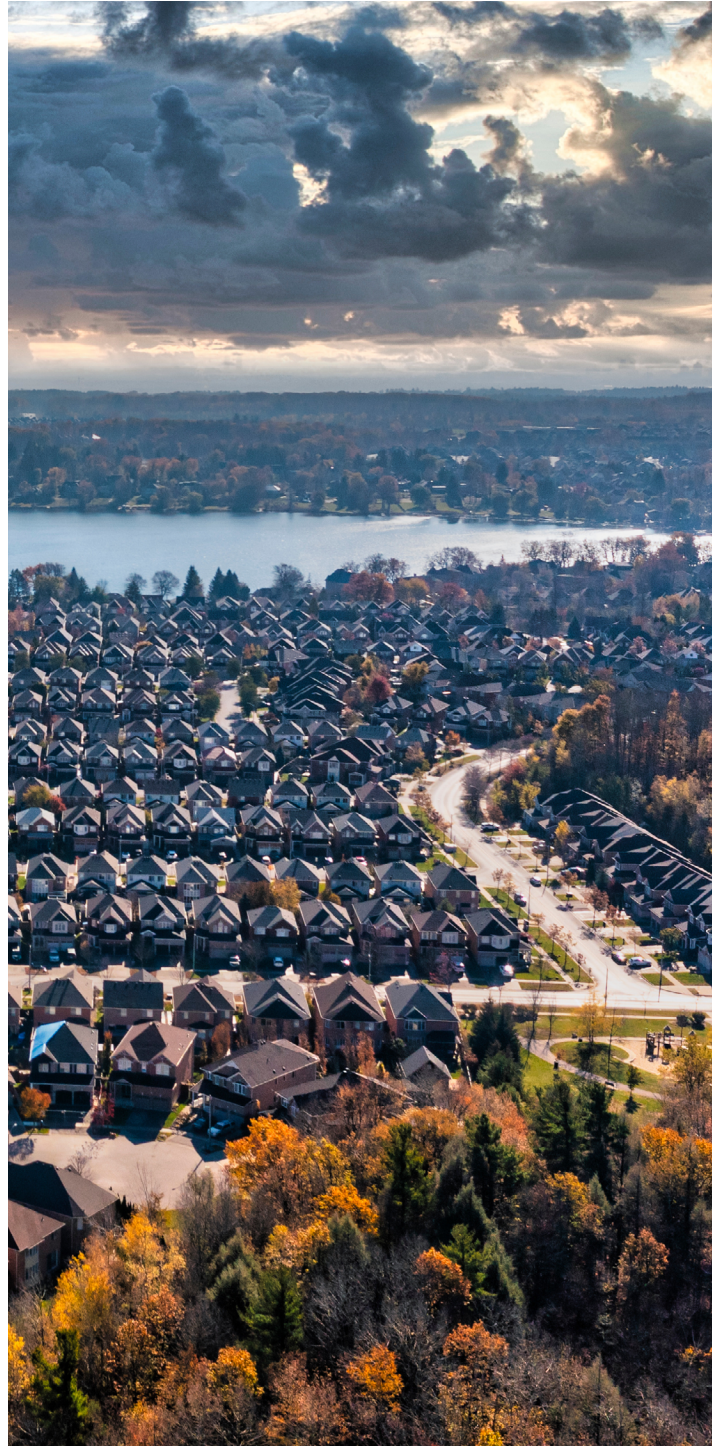
4. Conclusion

The Housing Accelerator Fund Project comes at a critical time, where housing needs are high across the province.

The project proposes amendments to the City of Richmond Hill's Official Plan and Zoning By-laws to introduce new opportunities for gentle density. The recommendations presented in this Recommendations Report will help the City remove barriers to housing development and streamline processes essential for accommodating growth.

The multi-disciplinary analysis conducted throughout this project has provided valuable insights into the existing conditions, challenges, and future opportunities in Richmond Hill and informed our recommendations. The comprehensive public engagement efforts underscored community perspectives and needs, ensuring that our planning policies are not only responsive but also inclusive.

By embracing this new planning framework, Richmond Hill can foster a more diverse housing landscape, ultimately creating a vibrant, livable community that meets the needs of all residents.



*Aerial image of a neighbourhood in Richmond Hill.
Image Source: Adobe Images*

Appendix 1

- Appendix 1A: Draft OPA XX (4 Units)
- Appendix 1B: Draft By-law XX-24 (4 Units)
- Appendix 1C: Draft OPA XX (4 Storeys)
- Appendix 1D: Draft By-law XX-24 (4 Storeys)
- Appendix 1E: Public Engagement Summary Report
- Appendix 1F: Planning Policy Analysis - updated October 2024
- Appendix 1G: Built Form Memorandum
- Appendix 1H: Transportation & Parking Memorandum
- Appendix 1I: Servicing Memorandum



Image Source: Rehousing.ca

Amendment **XX**
to the Richmond Hill
Official Plan

[DATE]

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Richmond Hill Official Plan

Official Plan Amendment XX

The attached and explanatory text constitute Amendment No. XX to the Richmond Hill Official Plan.

This amendment was prepared and recommended by the Richmond Hill Council and was adopted by the Council of the Corporation of the City of Richmond Hill by By-law No. XX-24 in accordance with Sections 17 of the Planning Act on the ___ day of _____, 20__.

David West
Mayor

Stephen M.A. Huycke
City Clerk

The Corporation of the City of Richmond Hill

By-Law No. XX

A By-law to Adopt Amendment XX to
The Richmond Hill Official Plan

The Council of the Corporation of the City of Richmond Hill, in accordance with provisions of the Planning Act, R.S.O. 1990, hereby enacts as follows:

1. That Amendment XX to the Richmond Hill Official Plan, consisting of the attached Part Two is hereby adopted.
2. This by-law shall come into force and take effect on the day of the final passing thereof.

Passed this ____ day of _____, 20__.

David West
Mayor

Stephen M.A. Huycke
City Clerk

File: MOPA-24-0001

Part One - The Preamble is not a part of the Amendment.

Part Two - The Amendment, consisting of text, constitutes Amendment **XX** to the Richmond Hill Official Plan.

Part One – The Preamble

1.1 Purpose

The purpose of this Amendment to the Richmond Hill Official Plan is to allow for up to four (4) self-contained residential dwelling units on properties zoned for detached houses, semi-detached houses or rowhouse (including street townhouses and back-to-back townhouses, but not stacked townhouses), where currently only three (3) residential dwelling units are permitted. This amendment will permit additional residential units to be constructed to meet housing demand in Richmond Hill. It will increase housing choice and diversity, as well as facilitate aging-in-place. This change will use existing municipal infrastructure more efficiently.

1.2 Location

The Amendment applies to all lands within the City of Richmond Hill.

1.3 Basis

The proposed modifications to the Official Plan are intended to implement the following Provincial, Regional and City policies and direction:

- Policies of the Provincial Policy Statement, 2020 (PPS)
 - Directs municipalities to accommodate appropriate affordable and market-based range and mix of housing types, including “Additional Residential Units” (ARUs) and facilitate all types of residential intensification. The amendment aligns with the PPS by restricting development away from areas of natural hazard,
- Policies of the *Provincial Planning Statement, 2024* (PPS), which encourage the efficient use of land, resources and infrastructure.
 - OPA [redacted] updates key terms and policies with the goal of facilitating modest increases in densities in low-rise residential neighbourhoods. This gentle intensification is informed by PPS objectives to encourage the permitting and facilitation of all types of residential intensification in order to meet the housing needs of current and future residents (2.2). The permissions granted by OPA [redacted] give property owners more flexibility to create housing that suits their needs,

meeting the PPS objective to address the full range of housing options.

- Policies of the Oak Ridges Moraine Conservation Plan (ORMCP) (2017), which encourage the containment of urban growth within designated Settlement Areas in order to minimize impacts to ecological functions and hydrological features of the area;
 - OPA [redacted] minimizes the encroachment of development towards environmentally-sensitive lands by updating definitions to encourage gentle intensification within areas designated as Settlement Areas. OPA [redacted] does not affect Official Plan policy 3.1.5(b) which prohibits ARUs in areas designated by the ORMCP as a Natural Core Area or Natural Linkage Area, nor does it increase the number of ARUs allowed in lands designated by the ORMCP as a Countryside Area (Official Plan policy 3.1.5(c)). Leaving these policies intact ensures that the objectives of the ORMCP are met and Richmond Hill's natural heritage remains protected.
- Policies of the Greenbelt Plan, which restrict residential uses within the Plan's Protected Countryside to existing single dwellings, which may only contain second units if situated outside of the Natural Heritage System.
 - OPA [redacted] maintains the prohibition on additional residential units within the Greenbelt Plan Protected Countryside – Natural Core designation.
- Policies of the York Region Official Plan (2022), which encourage the provision of an appropriate mix and range of housing options that meet the needs of residents and workers of all income levels, ages, abilities and stages of their lives (2.3.39);
 - OPA [redacted] will provide for increased housing diversity in low-rise residential neighborhoods by removing barriers in the OP that keep property owners from pursuing multi-unit housing configurations. Furthermore, the amendment implements direction from the Regional Official Plan that requires local municipalities to incorporate ARU policies into their official plans.
- The proposed amendment is also informed by consultation the City has undertaken to date in relation to the Housing Accelerator Fund (HAF) project. This consultation is documented in an Engagement Summary Report;

- OPA XX responds to community concerns regarding Richmond Hill's need for more housing supply and the impacts of ARUs on neighbourhood landscapes. This OPA additionally provides the policy foundation to address resident concerns through the zoning by-law and other municipal processes.

1.4 Implementation

The amendment will be implemented through Zoning By-law Amendment No. XX-24.

Part Two - The Amendment

2.1 Introduction

All of this part of the document entitled **Part Two – The Amendment**, consisting of the following text in Section 2.2 constitutes Amendment **XX** to the Richmond Hill Official Plan.

2.2 Details of the Amendment

The Richmond Hill Official Plan is amended as follows:

2.2.1. That Section 3.1.5 **Housing** of the Richmond Hill Official Plan be amended as follows:

i. By adding a new policy 3.1.5(5)(f) with the following text:

“f. The provision of outdoor amenity space, which may include shared spaces, on lots containing additional residential units is encouraged.”

ii. By adding a new policy 3.1.5(5)(g) with the following text:

“g. Where an application is made under Section 45 of the *Planning Act*, as amended, in relation to an *additional residential unit*, the Committee of Adjustment is encouraged to consider minor variances to achieve the following objectives, as appropriate:

- i. minor variances related to setbacks, separation distance, height, and location in a flankage yard, to facilitate the conversion of legally existing accessory structures for *additional residential units*;
- ii. to create accessible or barrier-free *additional residential units*; and,
- iii. to preserve mature trees.”

iii. By adding a new policy 3.1.5(5)(h) with the following text:

“h. *Low-rise* housing forms arising through the creation of *additional residential units* are not considered medium density residential and will not be subject to the locational criteria of policy 4.9.1.2(2).

2.2.1. That Section 7.2 **Definitions** of the Richmond Hill Official Plan be amended by amending the definition of “ADDITIONAL RESIDENTIAL UNIT” to delete the words “a single” between the words “mean” and “accessory” to be replaced with the word “an”, and to delete the words “a single” between the words “and/or” and “accessory” to be replaced by the word “an,” so that it appears as follows:

“ADDITIONAL RESIDENTIAL UNIT means an *accessory* dwelling unit within a *ground-related dwelling* and/or an *accessory* dwelling unit within a structure *accessory* to a *ground-related dwelling* that consists of one or more rooms that are designed, occupied, or intended for use, including occupancy, by one or more persons as an independent and separate residence in which cooking facilities, sleeping facilities, and sanitary facilities are provided for the exclusive use of such person or persons.”

The Corporation of the City of Richmond Hill

By-law XX-24

A By-law to Repeal By-law 13-21 and to Amend By-laws 986, 1275, 1703, 2325-68, 2523, 39-71, 66-71, 3-74, 109-81, 181-81, 183-82, 251-82, 273-82, 108-85, 232-85, 88-86, 107-86, 184-87, 190-87, 256-88, 329-89, 76-91, 38-95, 255-96, 278-96, 312-96, 313-96, 235-97, and 42-02, 85-02, 128-04, 91-13, 54-15, 55-15 and 111-17, all as amended, of The Corporation of the City of Richmond Hill.

Whereas the Council of The Corporation of the City of Richmond Hill at its Meeting of **October 22, 2024**, directed that this by-law be brought forward to Council for its consideration;

And Whereas the lands affected by this amending by-law are situated in the City of Richmond Hill and are as shown in Schedule "A" to this amending by-law; Now therefore the Council of The Corporation of the City of Richmond Hill enacts as follows:

1. This by-law XX-24 shall apply to the lands as shown in Schedule "A" (the "Lands").
2. The provisions of By-law 13-21 of the Corporation of the City of Richmond Hill are hereby repealed insofar as they affect the lands covered by this By-law.
3. With respect to the Lands, notwithstanding any inconsistent or conflicting provisions of Zoning By-laws 986, 1275, 1703, 2325-68, 2523, 39-71, 66-71, 3-74, 109-81, 181-81, 273-82, 108-85, 183-82, 251-82, 232-85, 88-86, 107-86, 150-86, 184-87, 190-87, 256-88, 329-89, 76-91, 38-95, 255-96, 278-96, 312-96, 313-96, 235-97, and 42-02, 85-02, 128-04, 91-13, 54-15, 55-15 and 111-17, of The Corporation of the City of Richmond Hill, all as amended (the "Zoning By-laws"), the following provisions shall apply:
 - a. The Definitions within the Zoning By-laws are hereby further amended by adding the definition of "Additional Residential Unit", as follows:

"Additional Residential Unit means a self-contained dwelling unit permitted in addition to a primary dwelling unit. The addition of an additional residential unit does not change a primary dwelling into any other type of residential building."
 - b. The Definitions within the Zoning By-laws are further amended by adding the following definition of "Accessory Residential Building", as follows:

“Accessory Residential Building means a detached building containing one or more Additional Residential Units located on the same lot as and accessory to a primary dwelling. For greater clarity, an Accessory Residential Building is not a detached accessory structure.”

- c. For greater clarity, the defined terms “Additional Residential Unit” and “Accessory Residential Building” provided in subsections 3(a) and 3(b) of this amending by-law shall replace the existing definitions for the defined term, or any similar term whether or not such similar term is defined, within the Zoning By-laws.

- d. The following definition shall apply to “Building Coverage” when referenced within this amending by-law:

“Building Coverage means the amount of land, expressed in square metres, permitted to be covered by a building or structure, as measured to the outside surface of the exterior walls of the building.”

- e. For the purpose of calculating the building coverage pertaining to an Accessory Residential Building, the defined term “Building Coverage” provided in subsection 3(d) of this amending by-law shall be applied in place of the existing definitions for the defined term, or any similar term whether or not such similar term is defined, within the Zoning By-laws.

- f. The following definition shall apply to “Soft Landscaping” when referenced within this amending by-law:

“Soft Landscaping means an outdoor area on a lot that is suitable for the growth and maintenance of vegetation and permits the infiltration of water into the ground, but shall not include hard surfaced areas such as driveways, parking spaces, patios, and walkways. For greater clarity, interlocking stone and permeable pavement is not Soft Landscape.”

- g. The following definition shall apply to “Rear Yard” when referenced within this amending by-law:

“Rear Yard means the area between the rear main wall of the primary dwelling unit and the rear lot line, excluding any area covered by an Accessory Residential Building.”

- h. For the purpose of calculating the rear yard soft landscaping pertaining to a lot containing an Accessory Residential Building, the defined terms “Soft Landscaping” and “Rear Yard” provided in subsections 3(f) and 3(g) of this amending by-law shall be applied in place of the existing definitions for the defined terms, or any similar terms whether or not such similar terms are defined, within the Zoning By-laws.

- i. The following definition shall apply to “Main Wall” when referenced within this amending by-law:

“Main Wall means any exterior wall of a building or structure, including all structural members essential to the support of a roof over a fully or partly enclosed area.”

- j. For the purpose of calculating the main wall height pertaining to an Accessory Residential Building, the defined term “Main Wall” provided in subsection 3(i) of this amending by-law shall be applied in place of the existing definitions for the defined term, or any similar term whether or not such similar term is defined, within the Zoning By-laws.
- k. Subject to subsections 3(l) to 3(aa) of this amending by-law, Additional Residential Units shall be permitted within any zone where the following types of primary dwelling units are permitted in the Zoning By-laws:
- i. single detached dwellings;
 - ii. single family dwellings;
 - iii. single family detached dwellings;
 - iv. semi-detached dwellings;
 - v. back to back dwellings;
 - vi. block townhouse dwellings;
 - vii. group dwellings, but only with respect to group dwellings that are comprised of the primary dwelling units listed within this sub-section 2(e) of this amending by-law;
 - viii. link villa dwellings;
 - ix. rear lane townhouse dwellings;
 - x. row-house dwellings;
 - xi. street townhouse dwellings;
 - xii. townhouse dwellings;
 - xiii. duplex dwellings;
 - xiv. triplex dwellings;

- xv. maisonette dwellings; and
 - xvi. multiple dwellings.
- I. Notwithstanding the Definitions within the Zoning By-laws for duplex, triplex, quadraplex and any similar terms, where a new building is constructed that contains two (2), three (3), or four (4) dwelling units on a lot in a zone that permits the types of primary dwelling units listed in 3(k) of this amending by-law, that building may be considered to be one of the permitted primary dwellings containing additional residential units, subject to the applicable regulations for the primary dwelling type in the zone.
- m. The following shall apply to Additional Residential Units:
- i. Additional Residential Units shall not be permitted unless the primary dwelling unit is located:
 - 1. on a lot that has lot frontage on a street and has direct vehicular access to a street;
 - 2. on a parcel of tied land; or,
 - 3. within a common element condominium.
 - ii. Up to three (3) Additional Residential Units may be permitted per lot, provided:
 - 1. the total number of dwelling units per lot does not exceed four (4); and,
 - 2. the number of Additional Residential Units in an Accessory Residential Building does not exceed two (2).
 - iii. No Additional Residential Units shall be located in the following zones:
 - 1. Low Land Zone (LL)
 - 2. Floodplain Zone (F)
 - 3. Flood (F) Zone
 - 4. Open Space Zone (O)
 - 5. Open Space Zone (O1)

6. Flood Plain Zone (F)
 7. Flood F Zone
 8. Flood (F)
 9. Environmental Protection Area One (EPA1)
 10. Environmental Protection Area Two (EPA2)
 11. Oak Ridges Moraine Natural Linkage (ORMNL)
 12. Oak Ridges Moraine Natural Core (ORMNC)
 13. Major Urban Open Space (MUOS)
 14. Natural Core (NC)
 15. Open Space (O)
- iv. With respect to the lands affected by By-law 128-04, of the Corporation of the City of Richmond Hill, as amended, no more than one (1) Additional Residential Unit shall be permitted on a lot, which may be located in a single detached dwelling in the “Oak Ridges Moraine Countryside (ORMCO) Zone” and the “Oak Ridges Moraine Hamlet Zone (ORMH) Zone”; and,
- v. With respect to the lands affected by By-law 55-15 of the Corporation of the City of Richmond Hill, as amended, no more than one (1) Additional Residential Unit shall be permitted in an existing single detached dwelling, or in an existing Accessory Residential Building located on the same lot as the single detached dwelling, in the “Agricultural One (A1) Zone”.
- vi. With respect to lands located within the Natural Core designation under the Greenbelt Plan 2017, shown on Schedules “A - Area 1”, “A - Area 2”, “A - Area 3”, “A - Area 4” to this amending by-law, no Additional Residential Units shall be permitted.
- n. No Additional Residential Unit shall be permitted unless it adheres to the following development standards:
- i. For a lot where access to an Additional Residential Unit is from a side yard, flankage yard, or rear yard, the following shall apply:

1. a minimum 1.0-metre-wide (3.28 feet) clear access path must be provided from a street or lane to the Additional Residential Unit entrance;
 2. the clear access path must have hard landscaping;
 3. a minimum vertical clearance of 2.1 metres (6.89 feet) must be provided for the entire length of the clear access path;
 4. no encroachments are permitted into the clear access path; and,
 5. where an Additional Residential Unit has more than one access, at least one access must not contravene subsections 3.n.i(1) through 3.n.i(4) of this amending by-law.
- ii. For an Additional Residential Unit located in the primary dwelling unit, the following shall apply:
1. a maximum of two (2) entrances to dwelling units, including the primary dwelling unit, are permitted to be located above grade on the front building elevation of the primary dwelling unit and oriented parallel to the street.
 2. Notwithstanding subsection 3.n.ii(1), entrances to dwelling units in excess of two (2) are permitted to be located on the front building elevation of the primary dwelling unit if they are located below grade and/or oriented perpendicular to the street.
 3. entrances to dwelling units shall be permitted on the side building elevation of the primary dwelling unit if the setback from that side lot line is no less than 1.0 metres.
- o. No Accessory Residential Building shall be permitted unless it adheres to the following development standards:
- i. only one (1) Accessory Residential Building is permitted per property;
 - ii. an Accessory Residential Building shall only be located in the rear yard of a primary dwelling unit type listed in subsection 3(k) of this amending by-law;
 - iii. an Accessory Residential Building shall not be permitted to be located in a side yard, flankage yard or front yard;

- iv. an Accessory Residential Building may contain an integral garage provided it adheres to the development standards for the zone for both Accessory Residential Buildings and detached garages;
- v. the minimum side yard setback of an Accessory Residential Building shall be 1.2 metres (3.94 feet);
- vi. the minimum rear yard setback of an Accessory Residential Building shall be 1.2 metres (3.94 feet);
- vii. the minimum flankage yard setback of an Accessory Residential Building shall be the setback of the primary dwelling unit;
- viii. a main wall of an Accessory Residential Building shall be no less than 6.0 metres (19.68 feet) from a main wall of the primary residential unit on the same lot;
- ix. an Accessory Residential Building may not exceed two (2) storeys;
- x. the maximum main wall height of an Accessory Residential Building shall not exceed 6.0 metres (19.68 feet) measured from the adjacent grade to the top of the main wall;
- xi. the maximum height of an Accessory Residential Building shall not exceed 7.5 metres (24.61 feet) measured from the adjacent grade to the highest point of the roof;
- xii. the maximum building coverage of an Accessory Residential Building shall not exceed 80.0 square metres (430.57 square feet);
- xiii. no rooftop outdoor amenity areas shall be permitted on an Accessory Residential Building;
- xiv. no balconies or platforms higher than 1.0 metre above grade shall be permitted on the side building elevation or rear building elevation of an Accessory Residential Building if that side lot line or rear lot line, respectively, directly abuts a lot in a residential zone.
- xv. a minimum of 50% of the rear yard area shall be soft landscaping;
- p. For a lot containing, on the day of the adoption of this amending by-law, an existing detached garage or an existing detached accessory structure with setbacks and/or separation less than required by subsections 3.o(v), 3.o(vi), 3.o(vii), and 3.o(viii) of this amending by-law, the minimum setbacks and/or separation for an Accessory Residential Building shall be:

- i. the minimum side yard setback for that legally existing detached garage or legally existing detached accessory structure; and,
 - ii. the minimum rear yard setback for that legally existing detached garage or legally existing detached accessory structure; and
 - iii. the minimum separation from the primary dwelling unit for that legally existing detached garage or legally existing detached accessory structure.
- q. For a lot containing, on the day of the adoption of this amending by-law, an existing Additional Residential Unit located above a detached garage with heights in excess of the maximums permitted by subsections 3.o(x) and 3.o(xi) of this amending by-law, the maximum heights for an Accessory Residential Building shall be:
- i. the maximum main wall height measured from adjacent grade to the top of the main wall for that existing Additional Residential Unit located above a detached garage; and,
 - ii. the maximum height measured from adjacent grade to the highest point of the roof for that existing Additional Residential Unit located above a detached garage.
- r. An Additional Residential Unit shall not be solely accessed from within a garage, whether attached to or detached from a primary dwelling unit.
- s. Accessory Residential Buildings shall not be included in the calculation of lot coverage for detached accessory structures, nor the calculation of lot coverage for the primary dwelling unit, as may be required by the Zoning By-laws;
- t. On a lot containing an Accessory Residential Building, no other detached accessory structures shall be permitted except bicycle parking.
- u. Provisions related to rear yard amenity space, or any similar provisions, of the Zoning By-laws shall not apply to a lot containing an Accessory Residential Building;
- v. Home occupations uses shall not be permitted within Additional Residential Units.
- w. Notwithstanding any minimum parking provisions for the primary dwelling unit within the Zoning By-laws, for a lot containing one (1) or more Additional Residential Units, the following parking standards apply:

- i. The minimum total number of parking spaces required for a lot containing one (1) or more Additional Residential Units is shown in Table 1 with respect to lands shown on Schedules “B – Area 1”, “B – Area 2”, and “B – Area 3” to this amending by-law. For greater clarity, the number of parking spaces required for a lot shown in Table 1 includes any parking spaces required for the primary dwelling.

Table 1 – Minimum total number of required parking spaces			
	Area 1	Area 2	Area 3
Lot containing one (1) or two (2) Additional Residential Unit(s)	0	1 ⁽¹⁾	2 ⁽¹⁾
Lot containing three (3) Additional Residential Units	0	2 ⁽¹⁾	3 ⁽¹⁾

⁽¹⁾ See subsections 3.w(ii) through 3.w(iv) for exceptions.

- ii. Notwithstanding subsection 3.w(i) of this amending by-law, where a lot has a frontage of less than 9.0 metres, the minimum total number of parking spaces required shall be two (2).
- iii. Notwithstanding subsections 3.w(i) and 3.w(ii) of this amending by-law, where the Zoning By-laws do not require parking spaces for the primary dwelling unit, then no parking spaces shall be required for a lot containing one (1) or more Additional Residential Units.
- iv. Notwithstanding subsections 3.w(i) and 3.w(ii) of this amending by-law, where the Zoning By-laws require one (1) parking space for the primary dwelling, then one (1) parking space shall be required for a lot containing one (1) or more Additional Residential Units.
- v. On a lot or a parcel of tied land, all parking spaces required for the primary dwelling unit and each Additional Residential Unit shall be located on a dedicated driveway and/or within a garage, whether attached or detached, on the same lot or parcel of tied land on which the primary dwelling unit is located.

The Corporation of the City of Richmond Hill

By-law XX-24

Page 10

- vi. Within a common element condominium, the required parking spaces shall serve exclusively the primary dwelling unit.
- vii. Parking spaces provided by way of a shared parking area within a common element condominium, other than as described in subsections 3.w(v) and 3.w(vi) of this amending by-law, shall not count towards the minimum parking spaces required for lots containing Additional Residential Units.
- viii. Parking spaces may be arranged in tandem.
- ix. With respect to lands shown on Schedules “B – Area 1” and “B – Area 2” to this amending by-law, a minimum of one (1) long-term, weather-protected bicycle parking space shall be provided for each Additional Residential Unit on a lot.
- x. By-law 91-13 of the City of Richmond Hill, as amended, shall be further amended by deleting subsections 5.19 (a) to (i) inclusive.
- y. By-law 54-15 of the City of Richmond Hill, as amended, shall be further amended by deleting subsections 5.22 (a) to (h), inclusive.
- z. By-law 55-15 of the City of Richmond Hill, as amended, shall be further amended by deleting subsections 5.25 (a) to (h), inclusive.
- aa. By-law 111-17 of the City of Richmond Hill shall be further amended by deleting subsections 5.21 (a) to (h), inclusive.
- bb. All other provisions of the Zoning By-laws not inconsistent with the provisions set out in this amending By-law XX-24 shall continue to apply to the “Lands.” Where a conflict or inconsistency exists, the provisions set out in this By-law XX-24 shall prevail.
- cc. The imperial measurements found in this by-law in brackets are provided for information purposes only and are intended to be an approximate conversion of the metric measurements. The metric or SI measurements shall be deemed to be the standards established by this by-law and, wherever there is a variance between the metric or SI measurements and the imperial measurements, the metric or SI measurement shall apply.
- dd. Schedules “A”, “A - Area 1”, “A - Area 2”, “A - Area 3”, “A - Area 4”, “B – Area 1”, “B – Area 2”, and “B – Area 3” attached to this amending By-law XX-24 are all declared to form a part of this by-law.

Passed this XX day of December, 2024

The Corporation of the City of Richmond Hill
By-law XX-24

Page 11

David West
Mayor

Stephen M.A. Huycke
City Clerk

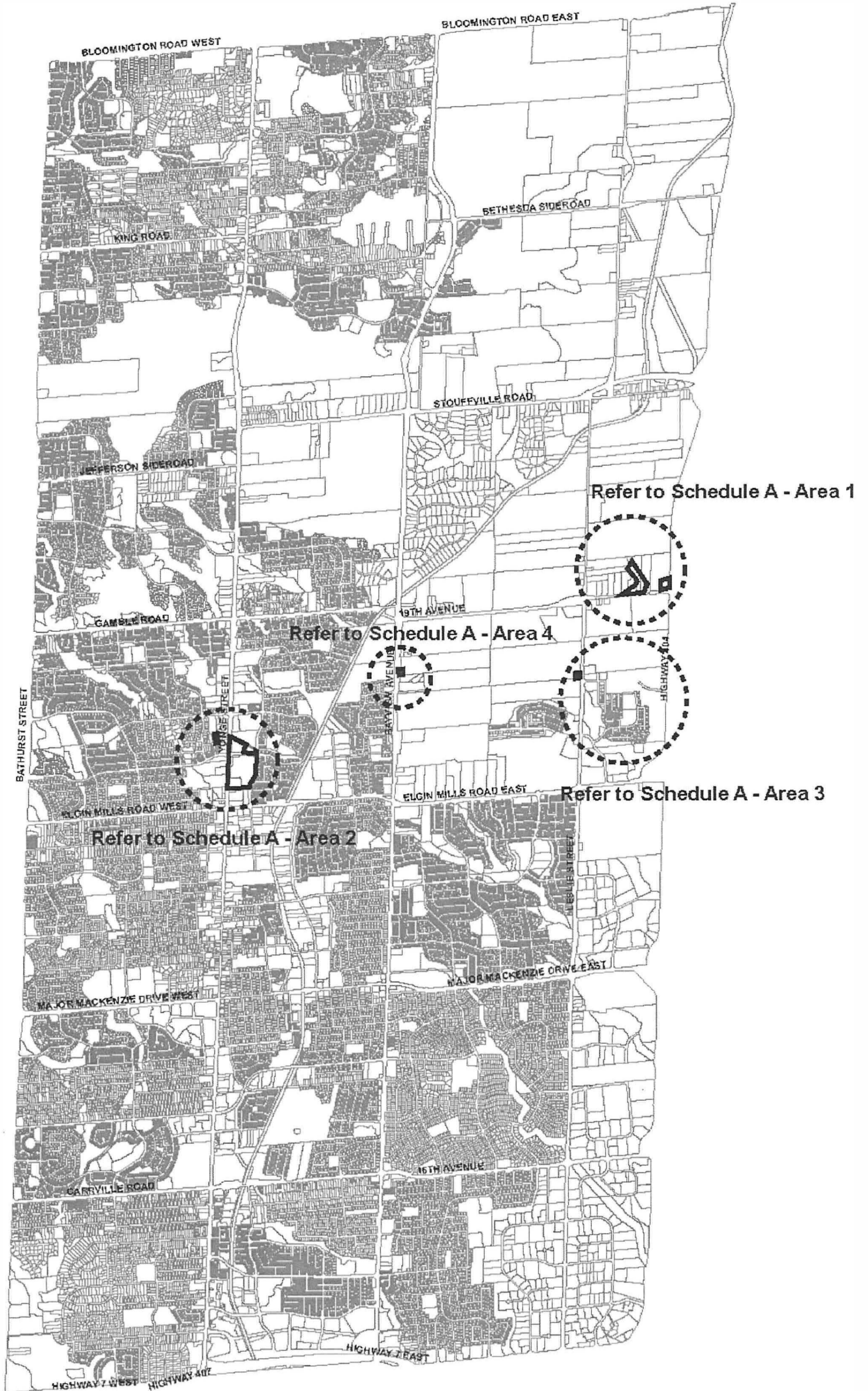
File: MZBA-24-0001

The Corporation of The City Of Richmond Hill

Explanatory Note to By-Law XX-24

By-law XX-24 affects the Lands as shown on Schedule "A".

The purpose and effect of this amending Zoning By-law XX-24 is to permit Additional Residential Units within any zone that permits single detached dwellings, semi-detached dwellings and certain forms of townhouse dwellings with certain restrictions. A maximum of three (3) Additional Residential Units shall be permitted on a lot in addition to the primary dwelling unit, with a maximum of two (2) Additional Residential Units in a detached Accessory Residential Building with appropriate development standards.



This is Schedule "A" to
 By-Law _____ passed by the Council
 of The Corporation of the
 City of Richmond Hill on the
 _____ Day of _____

SCHEDULE "A"
TO BY-LAW _____



Area Subject To This By-law



SCHEDULE "A - Area 1"

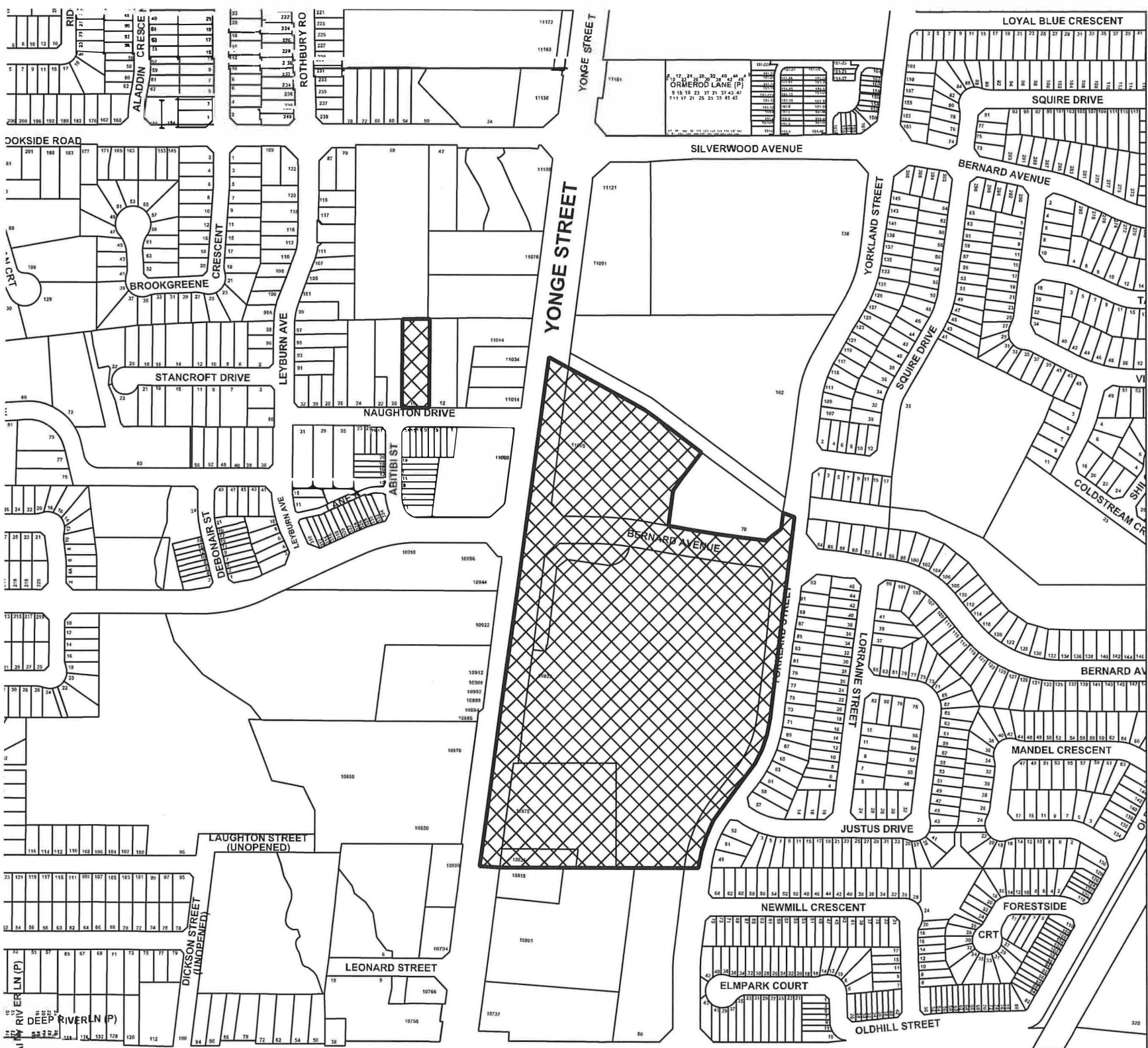
TO BY-LAW

This is Schedule "A" to By-Law
 passed by the Council
 of the Corporation of the
 City of Richmond Hill on the
 Day of



Area Subject To This By-law





SCHEDULE "A - AREA 2 "

TO BY-LAW

This is Schedule "A" to By-Law
 passed by the Council
 of the Corporation of the
 City of Richmond Hill on the
 Day of



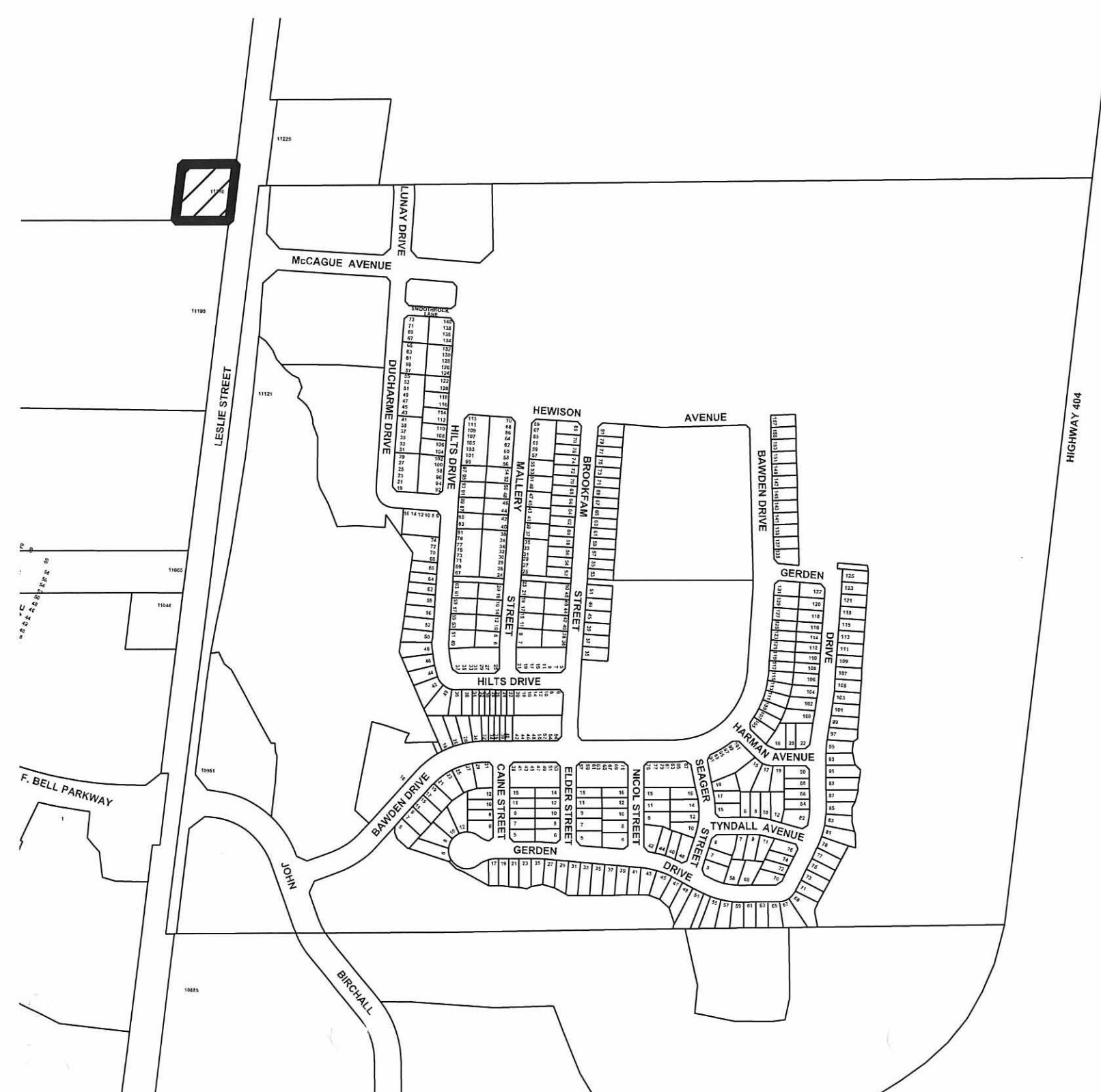
Area Subject To This By-law



SCHEDULE "A - Area 3"

TO BY-LAW

This is Schedule "A" to By-Law
passed by the Council
of the Corporation of the
City of Richmond Hill on the
Day of



Area Subject To This By-law





BAYVIEW AVENUE

SCHEDULE "A - Area 4"

TO BY-LAW

This is Schedule "A" to By-Law
 passed by the Council
 of the Corporation of the
 City of Richmond Hill on the
 Day of

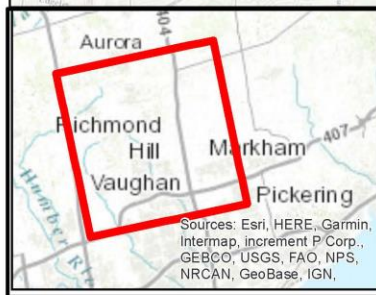


Area Subject To This By-law







Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN,

Legend

-  City_Boundary
-  Area_1

Schedule B1 - Area 1
TO BY-LAW

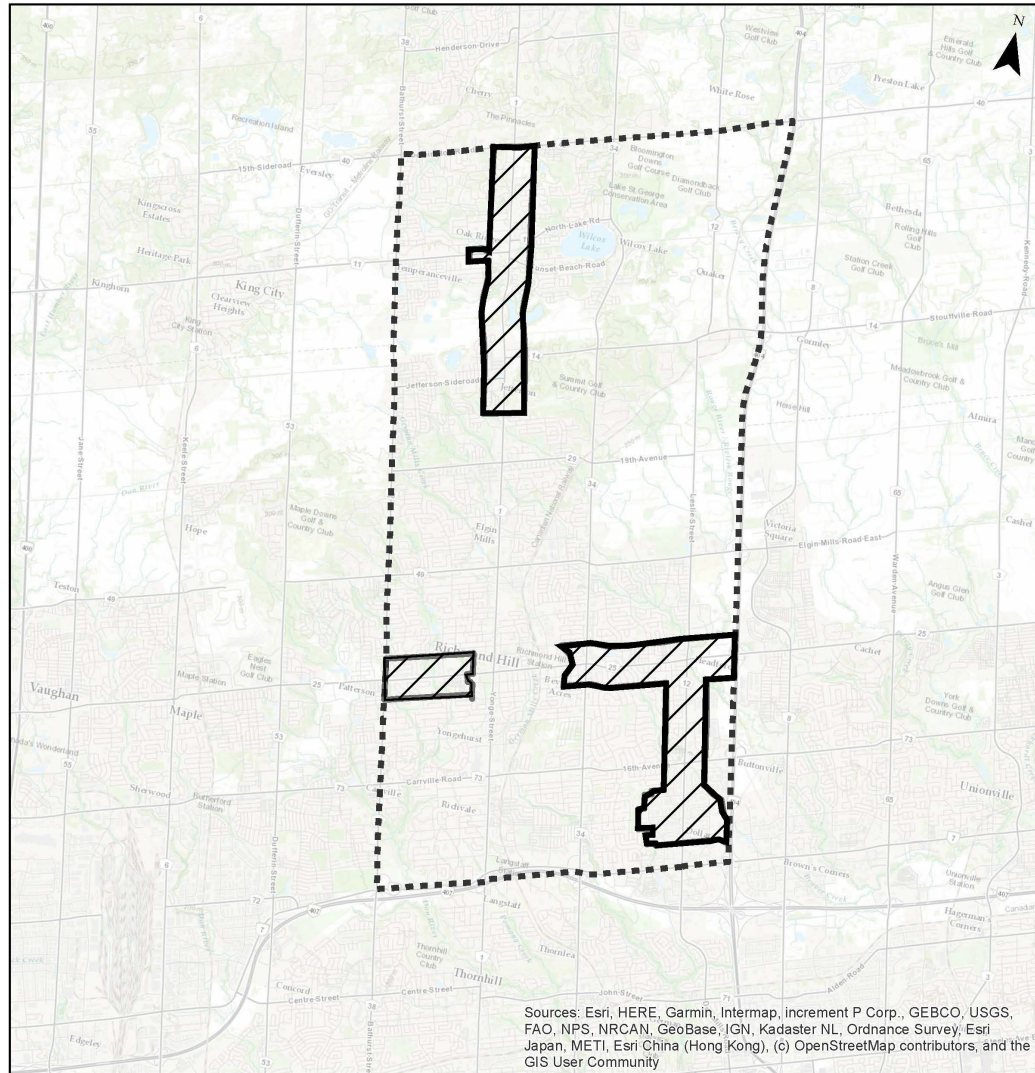
SCHEDULE “B – Area 1”

TO BY-LAW NO. ____

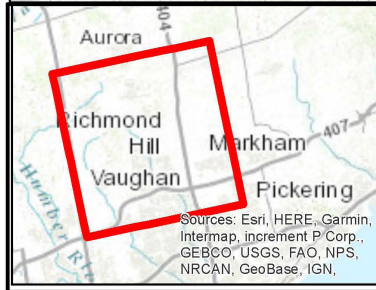
This is Schedule "B – Area 1" to By-Law
____ passed by the Council
of the Corporation of the
City of Richmond Hill on the

David West
Mayor


Stephen M.A. Huycke
City Clerk



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community



Legend

-  City_Boundary
-  Area 2

Schedule B2 - Area 2
TO BY-LAW

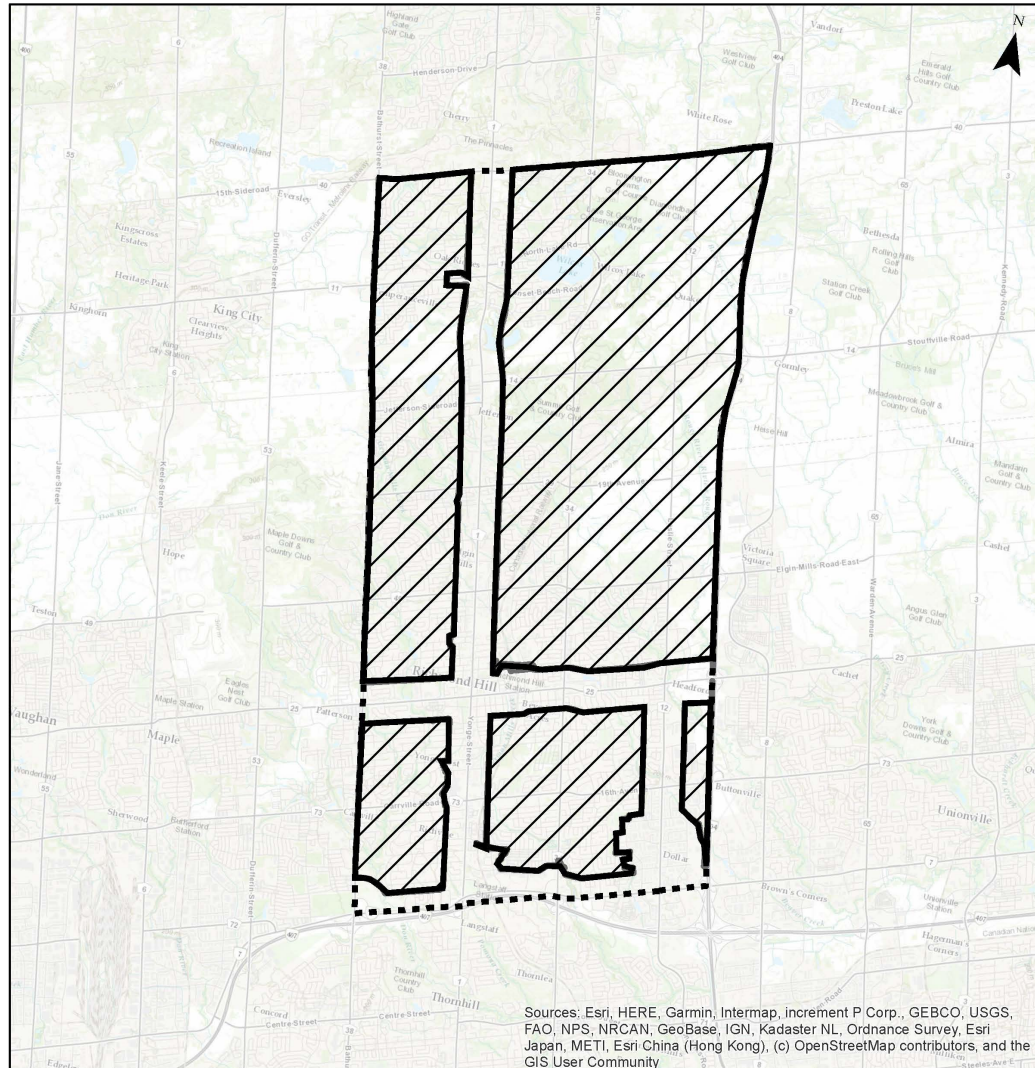
SCHEDULE “B – Area 2”

TO BY-LAW NO. ____

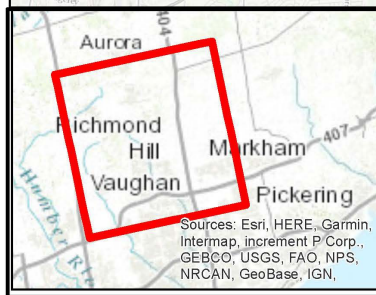
This is Schedule "B – Area 2" to By-Law
____ passed by the Council
of the Corporation of the
City of Richmond Hill on the

David West
Mayor

Stephen M.A. Huycke
City Clerk



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN,

Legend
 City_Boundary
 Area_3

Schedule B3 - Area 3
 TO BY-LAW

SCHEDULE "B – Area 3"

TO BY-LAW NO. ____

This is Schedule "B – Area 3" to By-Law
 ____ passed by the Council
 of the Corporation of the
 City of Richmond Hill on the

 David West
 Mayor

 Stephen M.A. Huycke
 City Clerk

Amendment **XX**
to the Richmond Hill
Official Plan

[DATE]

Table of Contents

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Richmond Hill Official Plan

Official Plan Amendment **XX**

The attached and explanatory text constitute Amendment No. **XX** to the Richmond Hill Official Plan.

This amendment was prepared and recommended by the Richmond Hill Council and was adopted by the Council of the Corporation of the City of Richmond Hill by By-law No. **XX-24** in accordance with Sections 17 of the Planning Act on the day of , 20.

David West
Mayor

Stephen M.A. Huycke
City Clerk

The Corporation of the City of Richmond Hill

By-Law No. XX

A By-law to Adopt Amendment XX to
The Richmond Hill Official Plan

The Council of the Corporation of the City of Richmond Hill, in accordance with provisions of the Planning Act, R.S.O. 1990, hereby enacts as follows:

1. That Amendment XX to the Richmond Hill Official Plan, consisting of the attached Part Two is hereby adopted.
2. This by-law shall come into force and take effect on the day of the final passing thereof.

Passed this ____ day of _____, 20__.

David West
Mayor

Stephen M.A. Huycke
City Clerk

Part One - The Preamble is not a part of the Amendment.

Part Two - The Amendment, consisting of text, constitutes Amendment **XX** to the Richmond Hill Official Plan.

Part One – The Preamble

1.1 Purpose

The purpose of this Amendment to the Richmond Hill Official Plan is to facilitate buildings of up to four (4) storeys within Major Transit Station Areas (MTSAs) having mixed-use centres and corridors designations. The intent of this amendment is to support the development of complete, transit-oriented communities through gentle intensification and the creation of missing middle housing.

1.2 Location

The Amendment applies to the Richmond Hill GO Station Major Transit Station Area (MTSA) and MTSAs along the Yonge Street and Highway 7 priority transit corridors where there is a mixed-use centre or corridor designation in the Official Plan.

1.3 Basis

The proposed modifications to the Official Plan are intended to implement the following Provincial, Regional and City policies and direction:

- Provisions of the *Planning Act* (1990), which authorize municipalities to identify and delineate the boundary of protected major transit station areas (PMTSAs), and to identify land uses, as well as the minimum and/or maximum density and/or heights of buildings or structures on lands within PMTSAs (s.16(16) and (21)).
- The PPS indicates that settlement areas shall be the focus of growth and development (1.1.3.1) and that planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment (1.1.3.3). Further key policy direction includes:
 - Identifying areas where growth and development will be directed, including a structure of nodes and corridors (1.2.1, 1.2.2, 1.8.1).
 - Identifying appropriate locations and promoting opportunities for transit-supportive development; focusing major employment, commercial, and a significant supply and range of housing options in areas well-served by transit (1.1.3.3, 1.4.3, 1.8.1).
 - Making efficient use of and optimize existing municipal sewage and water services (1.6.6.1).

- Policies of the *Provincial Planning Statement, 2024* (PPS), which encourage the permitting and facilitation of all types of residential intensification in order to meet the housing needs of current and future residents; (2.2)
 - OPA XX promotes increased densities in identified intensification areas in order to encourage the efficient use of land, resources and infrastructure as delineated within the PPS. By prioritizing intensification in areas which are in proximity to higher-order transit like bus rapid transit, the amendment also satisfies PPS requirements for the facilitation of transit-supportive development.
- Policies of the Oak Ridges Moraine Conservation Plan (ORMCP) (2017), which encourage the containment of urban growth within designated Settlement Areas in order to minimize impacts to ecological functions and hydrological features of the area;
 - The purpose of Settlement Areas in the ORMCP is to focus urban growth by promoting the efficient use of land with transit-supportive densities. This is done through intensification and redevelopment within existing urban areas. In allowing greater densities within Settlement Areas, OPA XX minimizes the encroachment of development towards environmentally-sensitive lands.
- Policies of the York Region Official Plan (2022), which directs that the highest level of this intensification occur within Regional Centres and MTSAs along Regional Corridors;
 - OPA XX will allow for the development of more housing in intensification areas with excellent access to public transit. The Regional Official Plan calls for a minimum of 50% of residential development between 2021 and 2041 to occur through intensification. Furthermore, the Regional Official Plan directs that the Official Plan provide direction regarding built form and scale of development to support and implement the Regional intensification hierarchy, which this amendment provides.
- The proposed amendment is also informed by consultation the City has undertaken to date in relation to the Housing Accelerator Fund (HAF) project. This consultation is documented in an Engagement Summary Report;
 - OPA XX will help meet the housing needs of residents, while providing appropriate built form transition from higher-density areas to lower-density areas.

1.4 Implementation

The amendment will be implemented through Zoning By-law Amendment No. XX-24.

Part Two - The Amendment

2.1 Introduction

All of this part of the document entitled **Part Two – The Amendment**, consisting of the following text in Section 2.2 constitutes Amendment **XX** to the Richmond Hill Official Plan.

2.2 Details of the Amendment

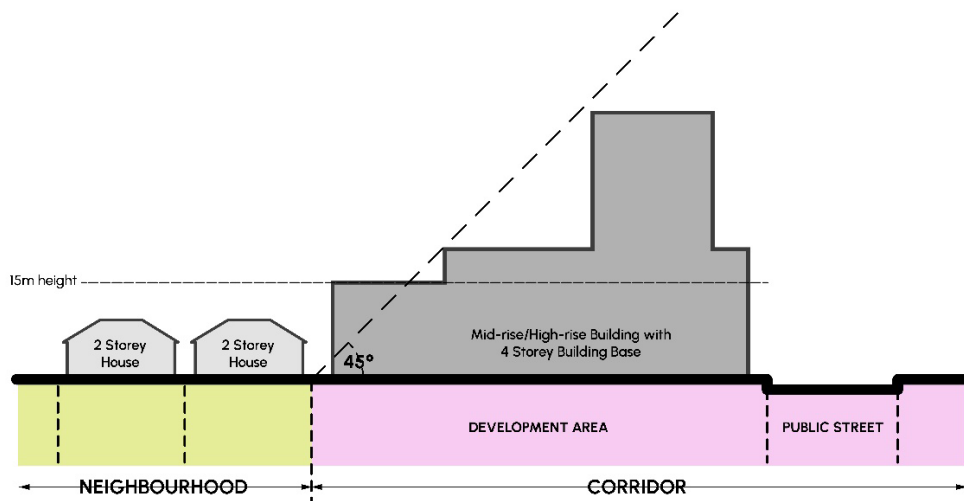
The Richmond Hill Official Plan is amended as follows:

2.2.1. That Section 3.4.1 **Urban Design** of the Richmond Hill Official Plan be amended as follows:

- i. That Policy 3.4.1.55(a)(ii) be amended to delete the words “10 metres” and replaced by the words “15 metres” so that it appears as follows:

“ii. In the event that the Neighbourhood designation immediately abuts the lot line of lands within the centres and corridors, such as a side-lot or back-lot condition, a building structure up to 15 metres in height may protrude into the angular view plane.”

NOTE TO READER: While not a part of this OPA, the graphic with the caption “Angular Plane when a street does not separate Neighbourhood designation from Centre or Corridor” that is adjacent to policy 3.4.1(55) will be deleted and replaced with the following updated graphic:



2.2.2 That Section 4.3.3.1 **Land Use** of the Richmond Hill Official Plan be amended as follows:

- i. That Policy 4.3.3.1(11)(b) be deleted and replaced with the following text so it appears as follows:

“A maximum base building height of 4 storeys;”

2.2.3 That Section 4.4.3 **Yonge Street and Bernard Avenue Key Development Area** of the Richmond Hill Official Plan be amended as follows:

- i. That Policy 4.4.3(2) be amended to delete the words “3 storeys” to be replaced by the words “4 storeys” so that it appears as follows:

“2. *Development* abutting the Neighbourhood designation shall have a maximum height of 4 storeys except where it abuts existing *mid-rise* or *high-rise* residential buildings in the Neighbourhood designation, subject to the angular plane policies of Section 3.4.1.55 of this plan. Building heights may progressively increase away from lands within the Neighbourhood designation.”

2.2.4 That Section 12.2.2 **Height** of the Richmond Hill Official Plan be amended as follows:

- i. That Policy 12.2.2(1) be amended to insert the words “or 4 storeys” after the words “3 storeys” so that it appears as follows:

“1. The height of buildings within the Neighbourhood Edge Character Area shall be 3 storeys or 4 storeys. The height of new buildings within the Interior Character and Corridor Character Area shall be a minimum of 4 storeys.”

- ii. By deleting policy 12.2.2(3) in its entirety.

2.2.5 That Section 12.2.4.2 **Angular Plane and Shadowing** of the Richmond Hill Official Plan be amended as follows:

- i. That Policy 12.2.4.2(1) be amended by deleting the words “and 4.4.1(10)” so that it appears as follows:

“1. Development shall be subject to the angular plane requirements of Policy 3.4.1(55) of the Part 1 Plan.”

The Corporation of the City of Richmond Hill

By-law XX-24

A By-law to Amend By-laws 2523, 2325-68, 232-85, 107-86, 184-87, 190-87, 39-71, 66-71, 181-81, 76-91, 255-96, 278-96, 235-97 and 111-17, all as amended, of The Corporation of the City of Richmond Hill.

Whereas the Council of The Corporation of the City of Richmond Hill at its Meeting of **October 22, 2024**, directed that this by-law be brought forward to Council for its consideration;

And Whereas the lands affected by this amending by-law are situated in the City of Richmond Hill and are as shown in Schedules "A1 through A12" to this amending by-law;

Now therefore the Council of The Corporation of the City of Richmond Hill enacts as follows:

1. This by-law XX-24 shall apply to the lands as shown in Schedules "A1" through "A12" of this amending by-law (altogether, the "Lands").
2. With respect to the Lands, notwithstanding any inconsistent or conflicting provisions of Zoning By-laws 2523, 2325-68, 232-85, 107-86, 184-87, 190-87, 39-71, 66-71, 181-81, 76-91, 255-96, 278-96, 235-97 and 111-17, of The Corporation of the City of Richmond Hill, all as amended (the "Zoning By-laws"), the maximum height for buildings shall be:
 - a. up to 4 storeys and 15.0 metres (49 feet); or,
 - b. the maximum height permitted in the Zoning By-laws, if in excess of 4 storeys and 15.0 metres (49 feet).
3. All other provisions of the Zoning By-laws not inconsistent with the provisions set out in this amending by-law XX-24 shall continue to apply to the "Lands." Where a conflict or inconsistency exists, the provisions set out in this By-law XX-24 shall prevail.
4. The imperial measurements found in this by-law in brackets are provided for information purposes only and are intended to be an approximate conversion of the metric measurements. The metric or SI measurements shall be deemed to be the standards established by this by-law and, wherever there is a variance between the metric or SI measurements and the imperial measurements, the metric or SI measurement shall apply.
5. Schedules "A1" through "A12" attached to this amending By-law XX-24 is declared to form a part of this by-law.

Passed this XX day of December, 2024

David West
Mayor

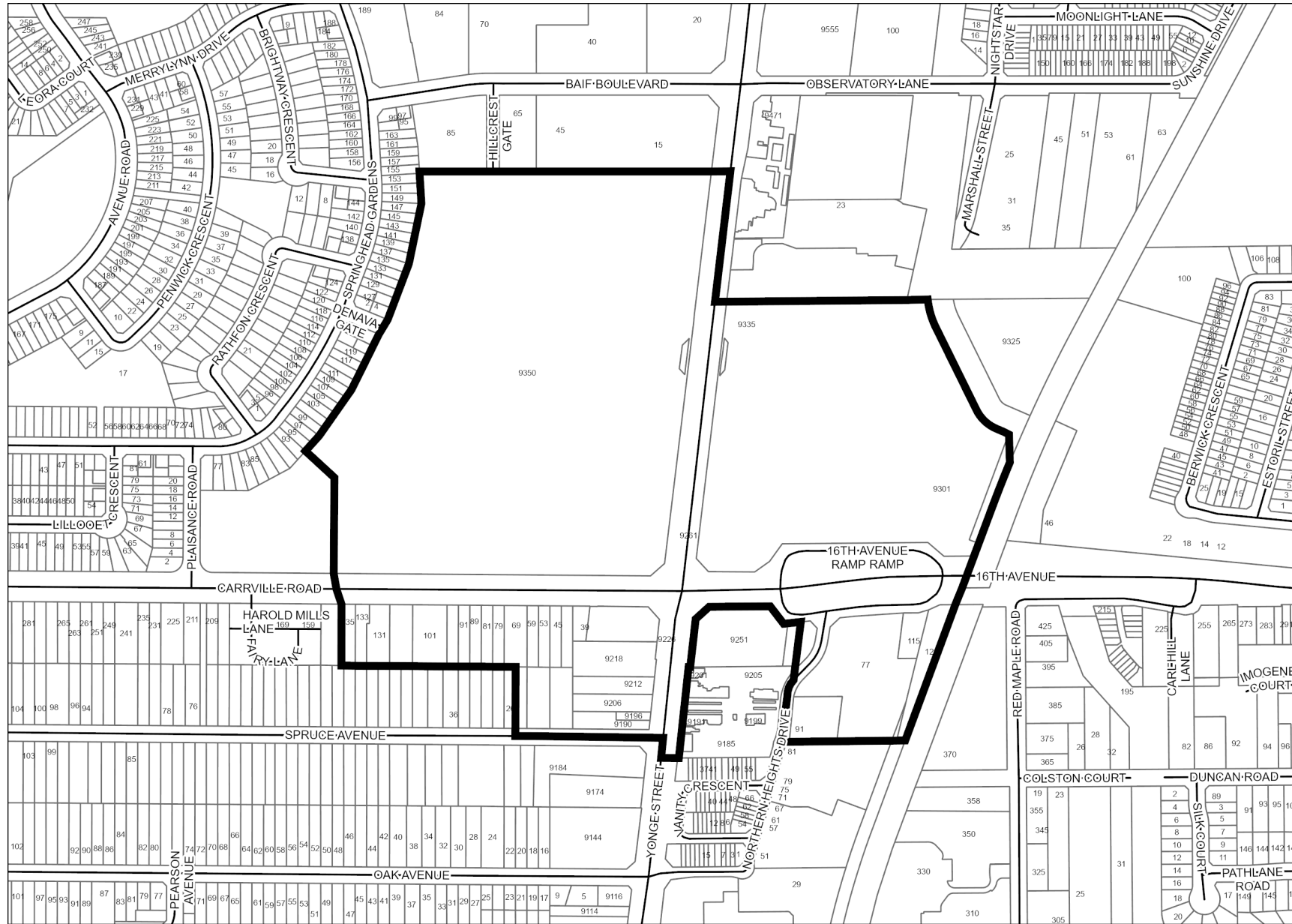
Stephen M.A. Huycke
City Clerk

The Corporation of The City Of Richmond Hill

Explanatory Note to By-Law XX-24

By-law XX-24 affects the Lands as shown on Schedules “A1” through “A12”

The purpose and effect of this amending Zoning By-law XX-24 is to permit four-storey buildings as-of-right in Major Transit Station Areas with a centres or corridors designation in the City of Richmond Hill’s Official Plan. This zoning will enable a modest increase in density and housing in the City’s identified intensification areas that are located in proximity to rapid transit. It is intended that this By-law implement the policies contained within Official Plan Amendment Number XX.



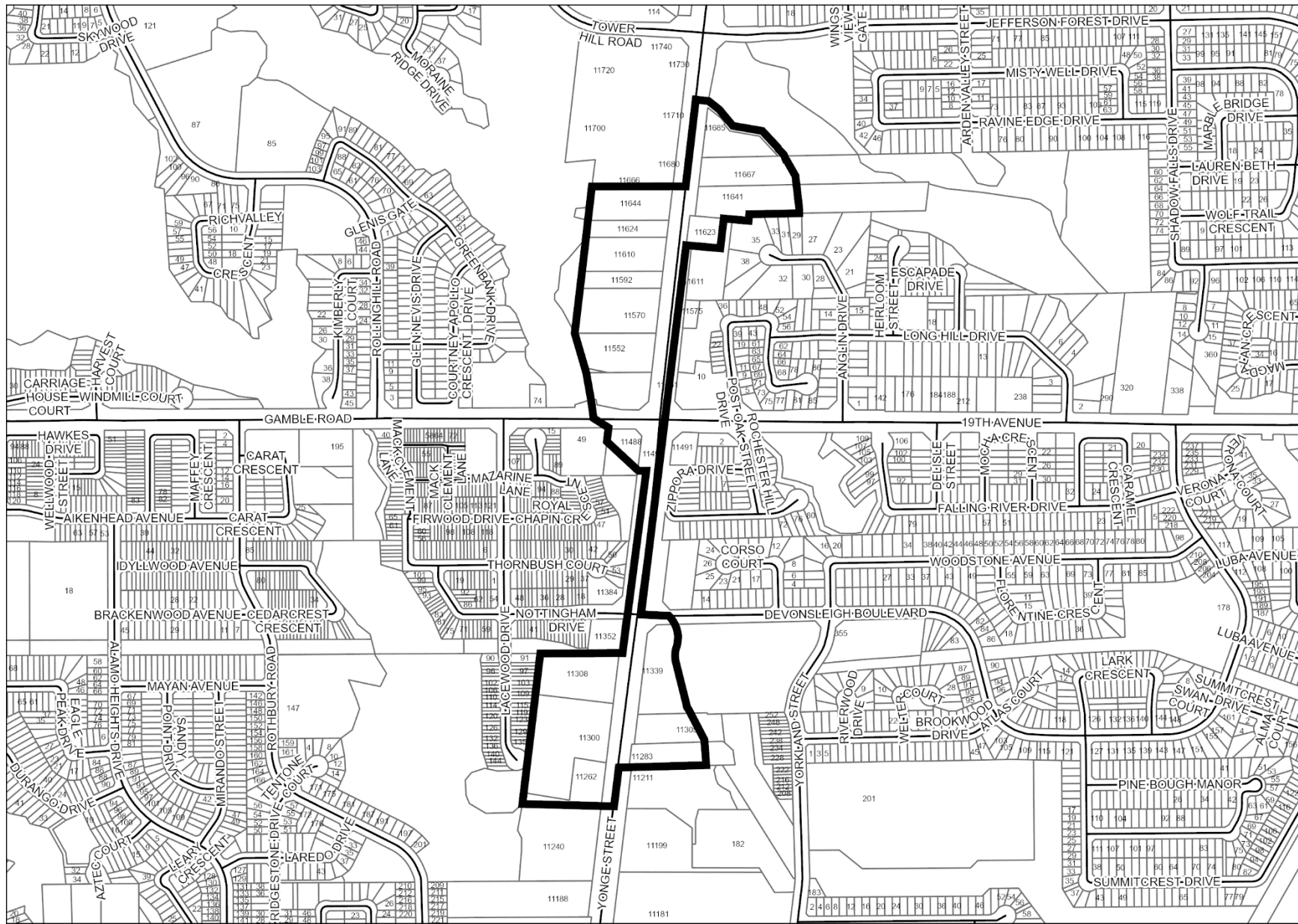
▭ AREA SUBJECT TO THIS BYLAW

SCHEDULE "A1" TO BY-LAW NO. _____

This is Schedule "A1" to By-Law
_____ passed by the Council
of the Corporation of the
City of Richmond Hill on the

David West
Mayor

Stephen M.A. Huycke
City Clerk



SCHEDULE "A2" TO BY-LAW NO. _____

This is Schedule "A2" to By-Law
_____ passed by the Council
of the Corporation of the
City of Richmond Hill on the

David West
Mayor

Stephen M.A. Huycke
City Clerk

 AREA SUBJECT TO THIS BYLAW





▭ AREA SUBJECT TO THIS BYLAW



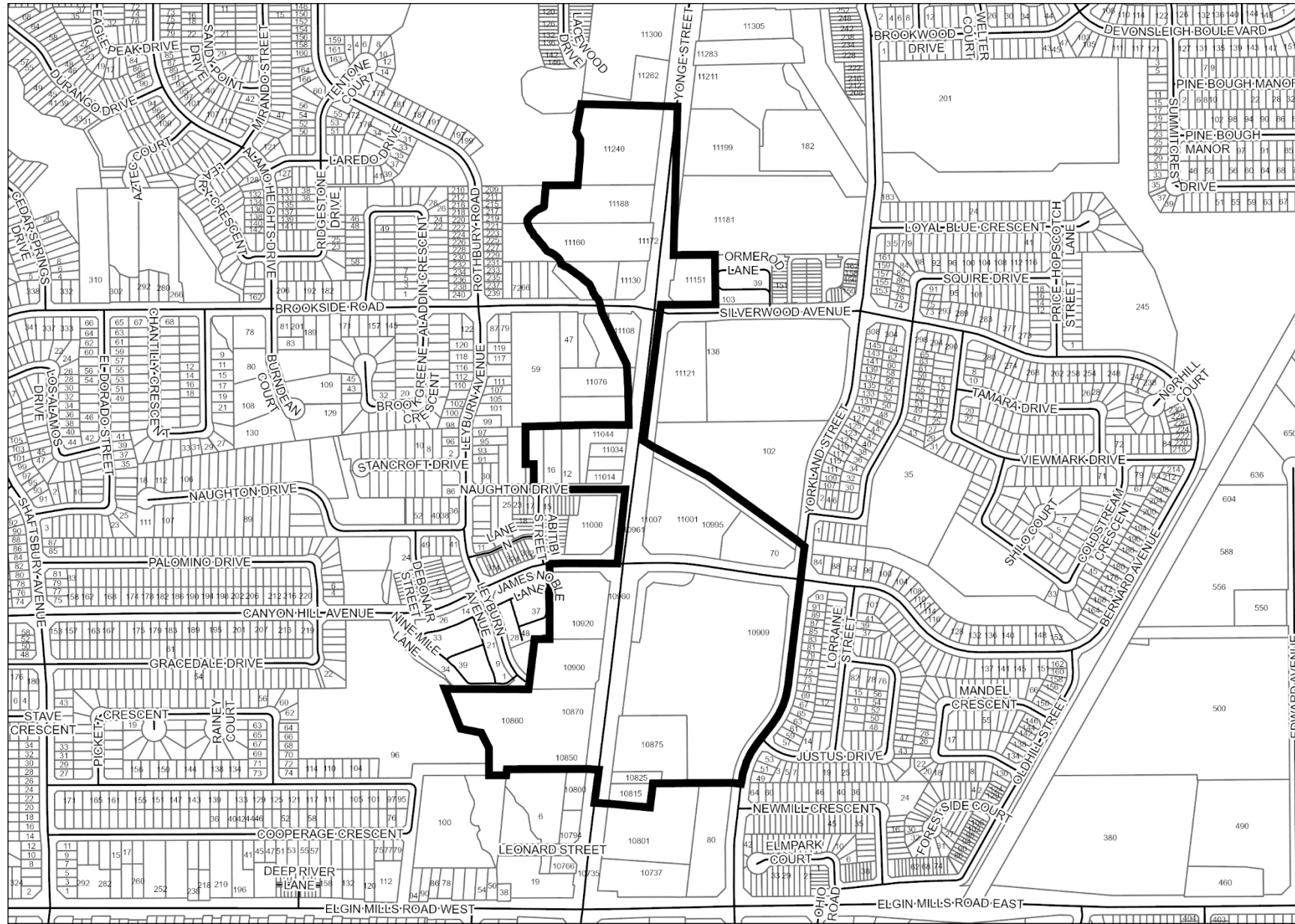
SCHEDULE "A3"

TO BY-LAW NO. _____

This is Schedule "A3" to By-Law
 _____ passed by the Council
 of the Corporation of the
 City of Richmond Hill on the

David West
 Mayor

Stephen M.A. Huycke
 City Clerk



 AREA SUBJECT TO THIS BYLAW



SCHEDULE "A4" TO BY-LAW NO. _____

This is Schedule "A4" to By-Law
_____ passed by the Council
of the Corporation of the
City of Richmond Hill on the

David West
Mayor

Stephen M.A. Huycke
City Clerk



 AREA SUBJECT TO THIS BYLAW



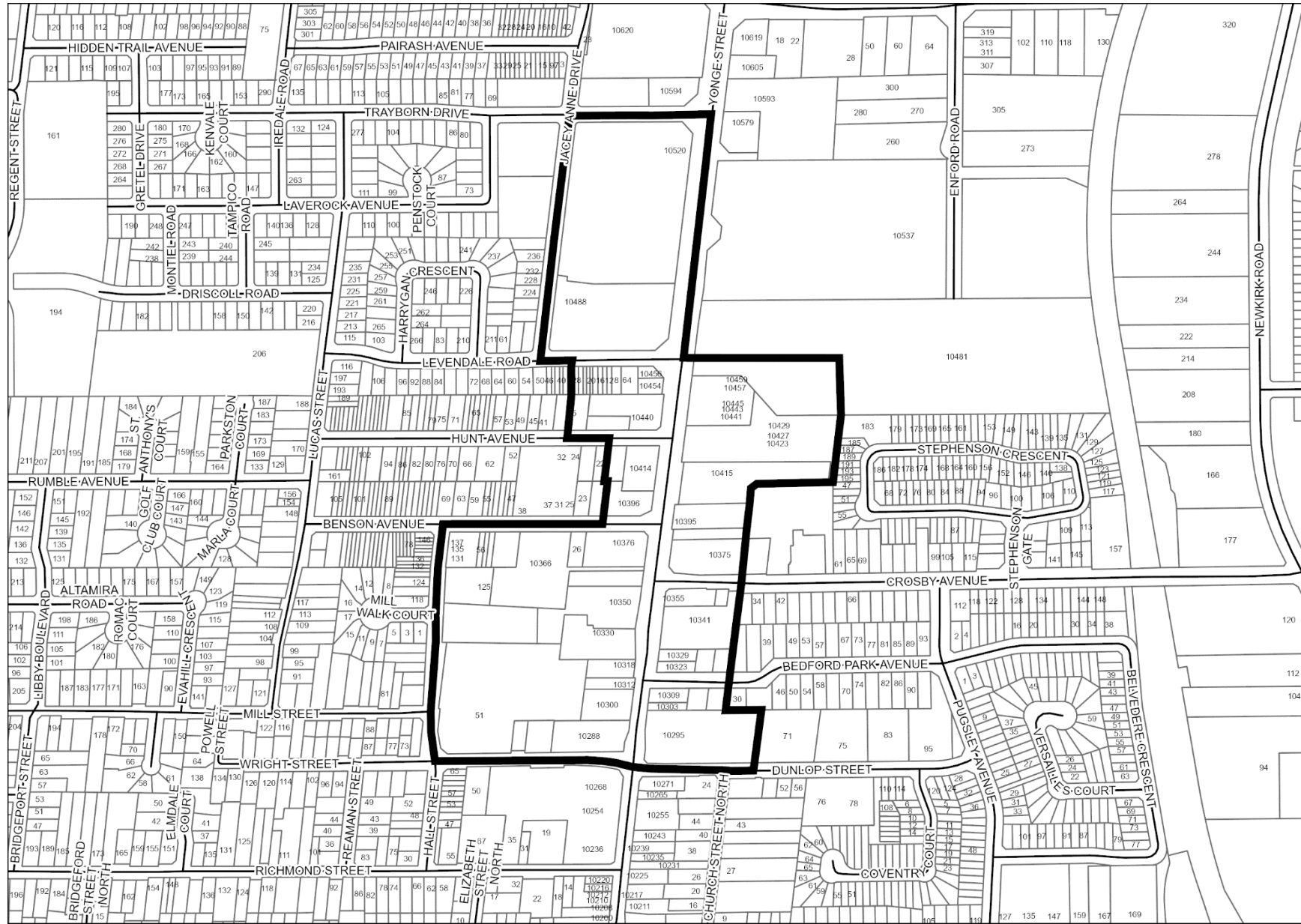
SCHEDULE "A5"

TO BY-LAW NO. ____

This is Schedule "A5" to By-Law
 ____ passed by the Council
 of the Corporation of the
 City of Richmond Hill on the

 David West
 Mayor

 Stephen M.A. Huycke
 City Clerk



SCHEDULE "A6" TO BY-LAW NO. _____

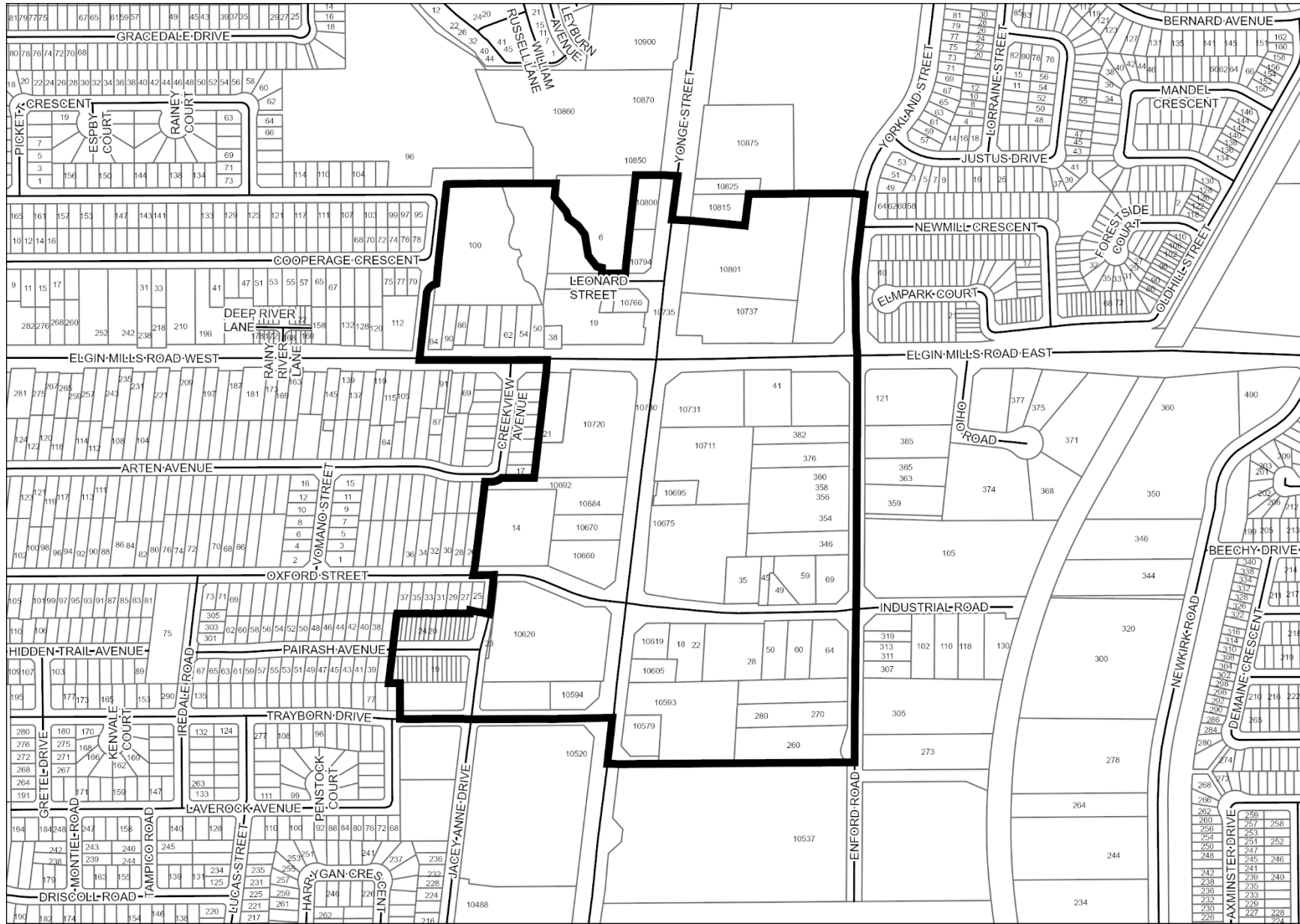
This is Schedule "A6" to By-Law
_____ passed by the Council
of the Corporation of the
City of Richmond Hill on the

David West
Mayor

Stephen M.A. Huycke
City Clerk

 AREA SUBJECT TO THIS BYLAW





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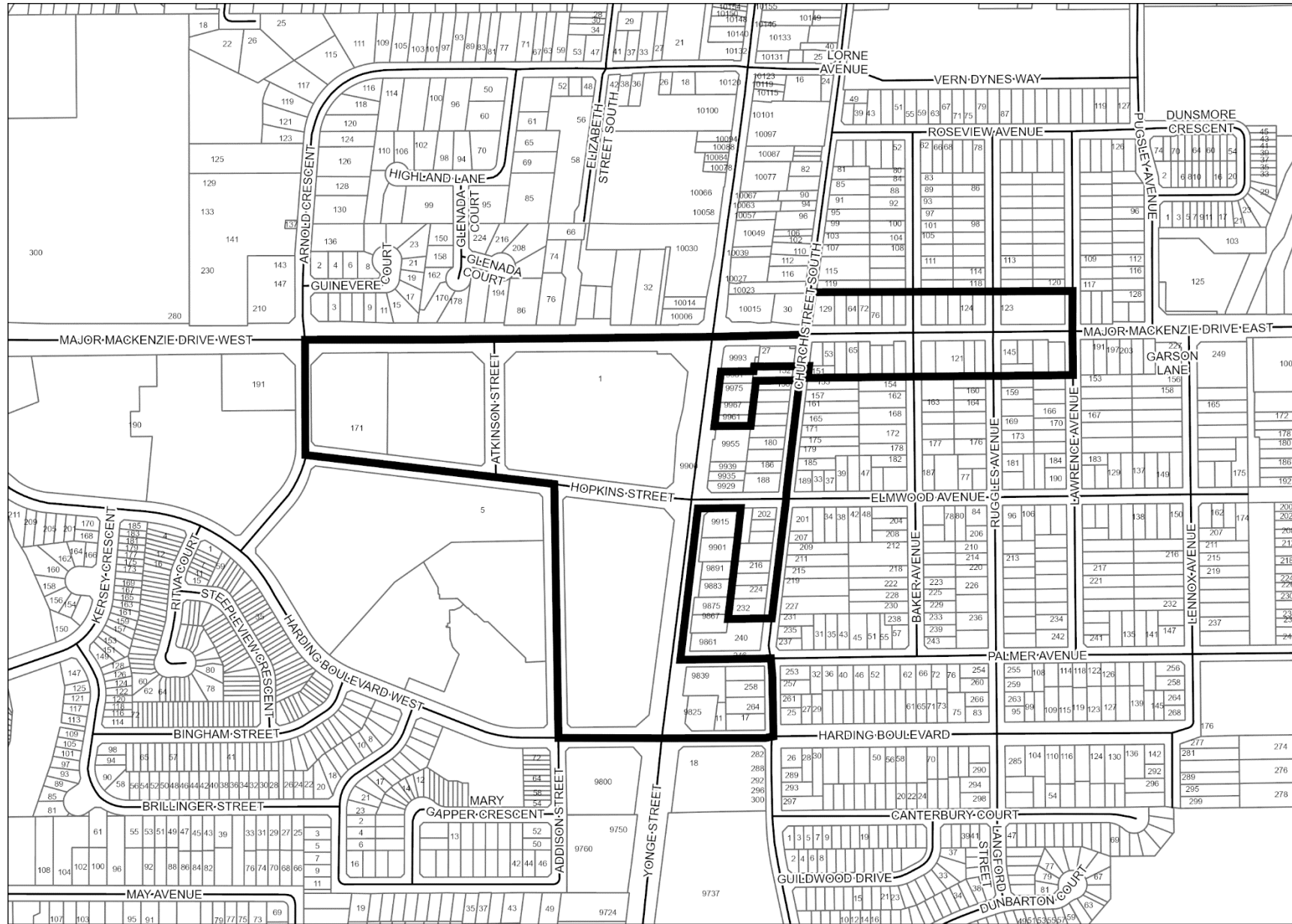


SCHEDULE "A7" TO BY-LAW NO. _____

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SCHEDULE "A8" TO BY-LAW NO. _____

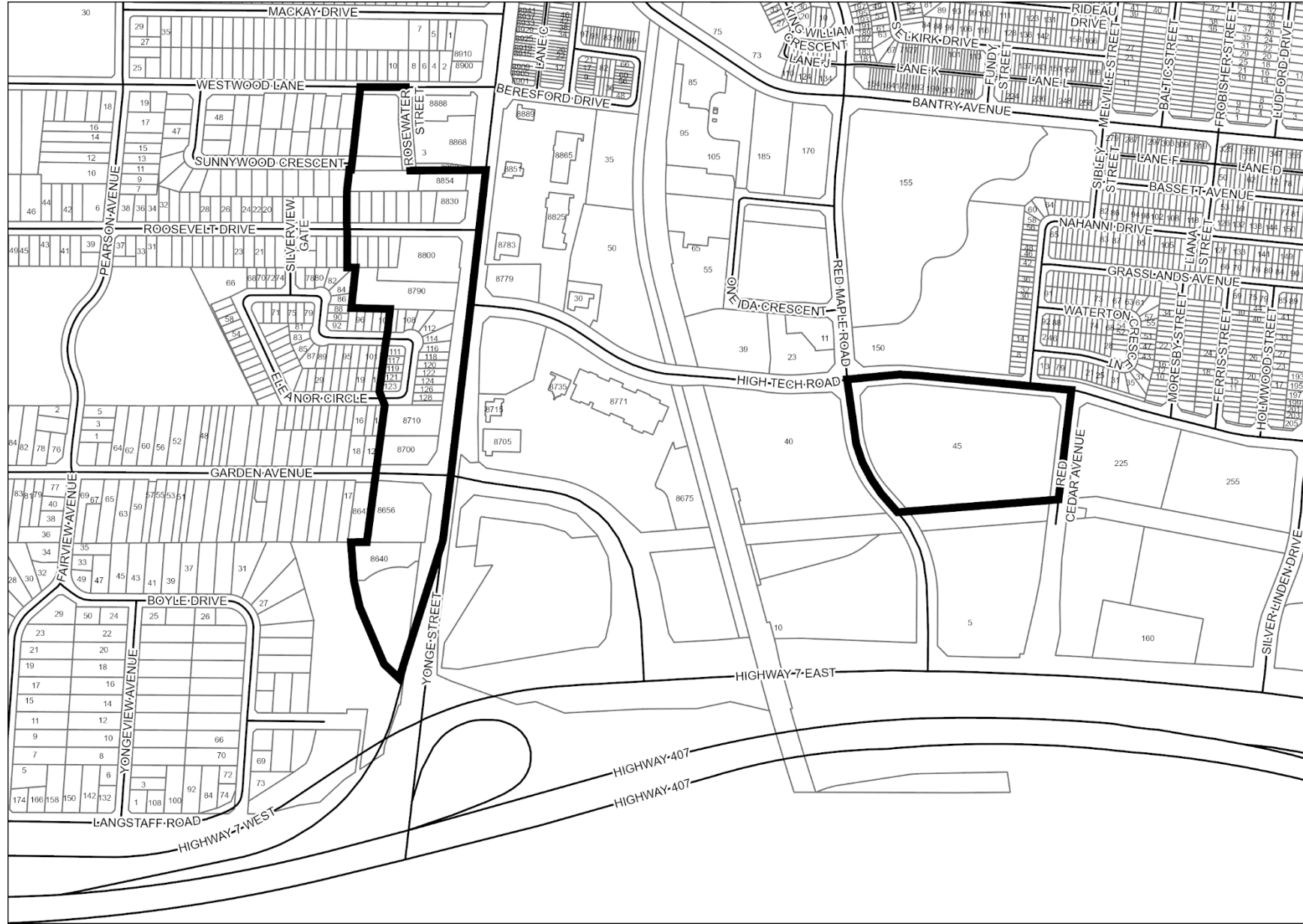
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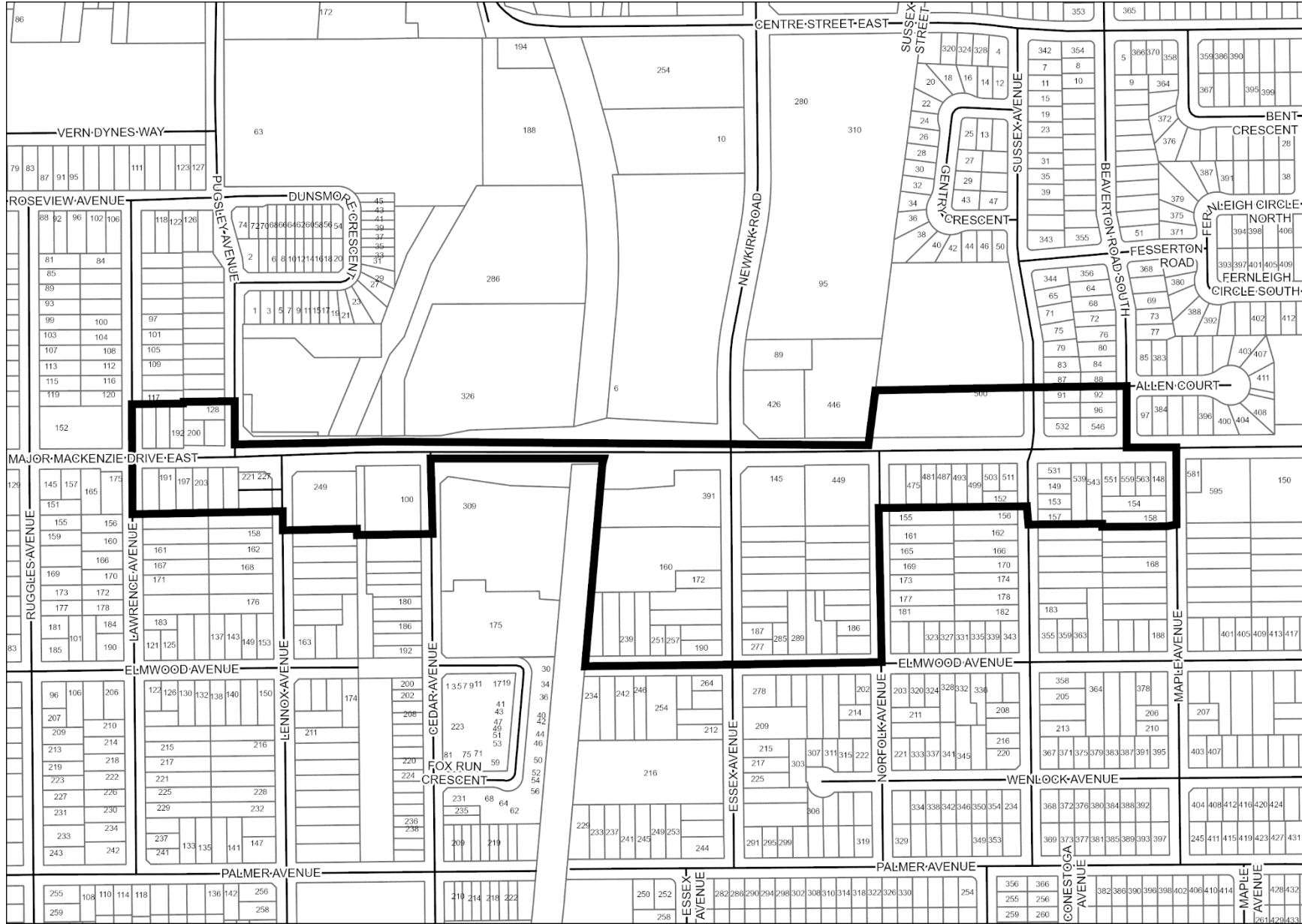


SCHEDULE "A9" TO BY-LAW NO. _____

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SCHEDULE "A10"

TO BY-LAW NO. _____

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Stephen M.A. Huycke
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SCHEDULE "A11"

TO BY-LAW NO. _____

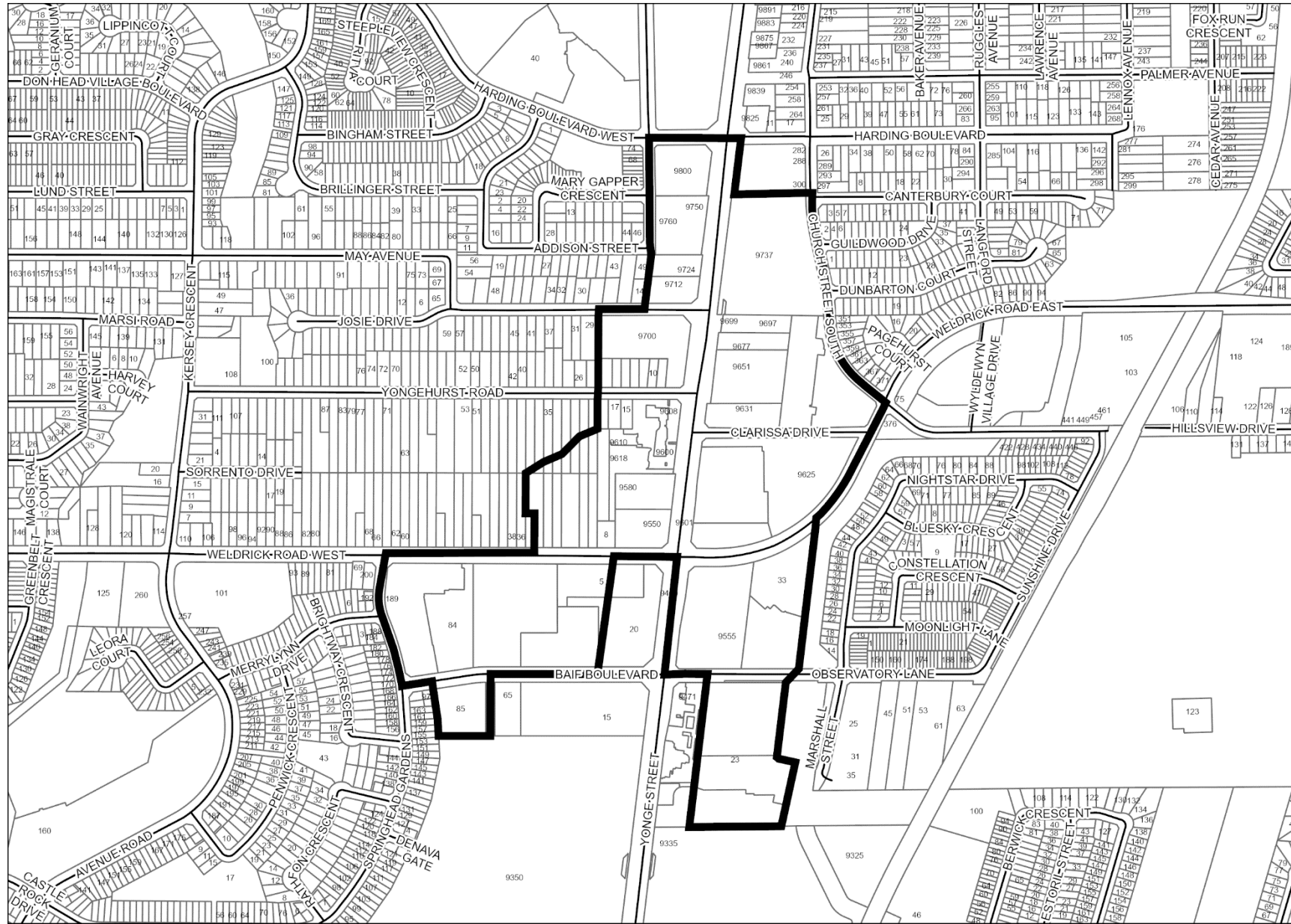
This is Schedule "A11" to By-Law
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 Mayor

 Stephen M.A. Huycke
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SCHEDULE "A12" TO BY-LAW NO. _____

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Engagement Summary Report

Housing Accelerator Fund Project

September 5, 2024

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Background

Project Overview

The City of Richmond Hill has retained Gladki Planning Associates Inc. (GPA), in association with LGA Architectural Partners (LGA), TYLin, and Aird & Berlis LLP, to undertake the Richmond Hill Housing Accelerator Fund Project.

The Federal Government has made funds available through the Housing Accelerator Fund (HAF) to local governments for initiatives aimed at increasing affordable housing supply and supporting the development of complete, low-carbon and climate resilient communities that are affordable, inclusive, equitable and diverse. In response to the City of Richmond Hill's application to the HAF, the Federal Minister of Housing, Infrastructure and Communities issued two specific requests to enhance the City's application and create new housing. This project provides a response to the Minister's requests that best meets the needs and objectives of the City of Richmond Hill.

This project focuses on two related but distinct tasks to expand opportunities for gentle intensification and missing middle housing typologies in Richmond Hill:

- To propose amendments to the Official Plan (OP) and Zoning By-law (ZBL) to permit up to 4 residential units in the existing Additional Residential Unit (ARU) policies and definitions in the Official Plan and zoning by-law, where zoning permits single detached, semi-detached or townhouse dwelling units.

- To propose amendments to the Official Plan and Zoning By-law to permit up to 4 storeys “as-of-right” within the Richmond Hill GO Station Major Transit Station Area (MTSA) and MTSA’s along the Yonge Street and Highway 7 priority transit corridors where there is a mixed-use centre or corridor designation in the Official Plan with permissions for building heights of 3 storeys or greater.

Our work will contribute new draft policy and by-law regulation contemplating amendments to the City of Richmond Hill’s planning policy framework allowing for these new forms of gentle intensification. We will provide new planning instruments as appropriate for consideration allowing for the implementation of this new framework. This new framework will adapt the scale of intensification in some areas of the City, permitting an expansion of available housing typologies that support gentle forms of intensification and missing middle housing. The impacts of this on surrounding uses, servicing, and transportation will be assessed and will inform our recommendations.

Purpose of this Document

Public and stakeholder engagement was completed to inform the Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBLA) arising from this project. This memorandum describes the engagement programme, reports on outcomes, summarizes key themes for feedback, and suggests how public feedback may inform the OPA and ZBLA. A complete record of feedback received through engagement activities is included in *Appendices A and B*.

Overview of Engagement Activities

In June 2024, a series of public and stakeholder engagement activities sought to capture the opinions and feedback of Richmond Hill residents and other interested and impacted parties. Background on the project and education about gentle density and the planning process was shared. Several topics for public feedback were presented, including a description of the issues and options.

The engagement objectives for this project included:

- Educate the public on gentle density and the rationale for permitting additional residential units in low-rise residential neighbourhoods;
- Explain the chronology of the issue of additional residential units in Richmond Hill, including the Housing Accelerator Fund agreement entered with the Federal government;
- Build capacity for understanding the planning framework, including the Official Plan and Zoning By-laws; and
- Collect informed feedback on key issues related to the OPA and ZBLA through the use of built form demonstrations.

Built form demonstrations (*Appendix C*) were a key tool in the education and engagement programme. The demonstrations helped public audiences visualize additional residential units and understand the impact of certain proposed changes to the Official Plan and Zoning By-law. The demonstration sites represented the range of Richmond Hill’s residential properties (“4 unit” demonstrations) and mixed-use properties (“4 storey” demonstrations).

The demonstration sites included:

Six Typical Residential Sites	Two Typical Mixed-Use Sites
Single-detached house, standard lot	Small lot
Single-detached house, large lot	Large lot
Single-detached house, wide lot	
Single-detached house, deep lot	
Semi-detached house	
Townhouse	

Targeted and open-ended feedback was solicited through various means, depending on the engagement activity.

Public Engagement

Online Survey

An online survey consisting of 11 questions was open from June 4 through June 25 (3 weeks). The survey was hosted on Survey Monkey and linked from the City's project webpage. A total of **159** responses were received. 66% of respondents indicated they own a property that allows for single or semi-detached houses, or townhouses. The remaining 34% of respondents do not own such a property. Of the respondents who own a property that would be eligible for a multiplex, 60% said they are not interested in building additional residential units, 22% are interested in building additional residential units for family members, caregivers or friends, and 18% are interested in building additional residential units to earn rental income.

Summary statistics and all comments from the online survey are available in *Appendix B*.

In-person Public Meeting #1

On Tuesday, June 4, 2024, the City of Richmond Hill's Planning and Building Services department hosted an in-person public meeting at the Oak Ridges Community Centre from 6:00pm-8:00pm. The purpose was to receive feedback on the options for permitting up to four residential units on a property that is zoned to permit ground-related dwellings, as well as permitting 4 storey buildings within MTSAs with a mixed use centres or corridors designation. Approximately **6** people attended the event, primarily property owners interested in constructing additional residential units. The Ward 1 Councillor, Carol Davidson, was also in attendance.

City staff convened the meeting with opening remarks. Gladki Planning Associates (GPA) and LGA Architectural Partners (LGA) delivered a presentation that included:

- an introduction to the project, the in-force planning framework, the City's Housing Accelerator Fund agreement with the Federal government, and the concept of gentle density;
- a detailed description of the key topics for public consultation;
- an overview of the built form demonstrations; and
- how to provide feedback.

Following the presentation, an open discussion period was offered since the number of attendees was small. Attendees were able to ask questions of City staff and consultants, and share their feedback with the group. Attendees were then invited to engage with the boards around the room that displayed the built form demonstrations. Attendees reviewed the

demonstrations, wrote feedback on sticky notes, and had one-on-one conversations with members the project team.

Both the verbal and written feedback has been organized in a thematic summary in the following section. A complete record of *all* of the feedback received has been included in *Appendix A*.

Virtual Public Meeting

On Monday, June 10, 2024, the City of Richmond Hill's Planning and Building Services department hosted a virtual public meeting on Zoom from 7:00pm-9:00pm. The purpose was to receive feedback on the options for permitting up to four residential units on a property that is zoned to permit ground-related dwellings, as well as permitting 4 storey buildings within MTSA's with a mixed use centres or corridors designation. Approximately **45** people logged on to the event. Mayor David West, Deputy Mayor Godwin Chan, and Councillor Karen Cilevitz were in attendance.

City staff convened the meeting with opening remarks. GPA and LGA delivered a presentation that included:

- an introduction to the project, the in-force planning framework, the City's Housing Accelerator Fund agreement with the Federal government, and the concept of gentle density;
- a detailed description of the key topics for public consultation;
- an overview of the built form demonstrations; and
- how to provide feedback.

After the presentation, virtual participants were invited to ask questions of the project team and/or share their feedback by typing into the Q&A box or raising their (virtual) hand to speak. Participants preferred to type their comments. There were approximately **31** questions and comments submitted through the Q&A box. There were no verbal questions or comments received.

Feedback has been organized in a thematic summary in the following section. A complete record of *all* of the feedback received has been included in *Appendix A*.

In-person Public Meeting #2

On Thursday, June 13, 2024, the City of Richmond Hill's Planning and Building Services department hosted an in-person public meeting at Elgin Barrow Arena from 6:00pm-8:00pm. The purpose was to receive feedback on the options for permitting up to four residential units on a property that is zoned to permit ground-related dwellings, as well as permitting 4 storey buildings within MTSA's with a mixed use centres or corridors designation. Approximately **29** people attended the event with a variety of interests, such as tenants seeking housing within Richmond Hill, property owners interested in constructing additional residential units for various purposes, realtors, and concerned neighbours.

City staff convened the meeting with opening remarks. GPA and LGA delivered a presentation that included:

- an introduction to the project, the in-force planning framework, the City's Housing Accelerator Fund agreement with the Federal government, and the concept of gentle density;
- a detailed description of the key topics for public consultation;
- an overview of the built form demonstrations; and
- how to provide feedback.

Following the presentation, a few attendees requested the opportunity to share their feedback in town hall format instead of through the boards and one-on-one conversation with the project team. GPA facilitators were able to accommodate this request and facilitated a town hall-style conversation for approximately 30 minutes. Attendees were able to ask questions of City staff and consultants, and share their feedback with the group. Afterwards, attendees were encouraged to review the boards with the built form demonstrations, share feedback on sticky notes, and continue the conversation with members the project team. Attendees were assured that comments provided via sticky notes and directly to project team members would also form part of the public record and would be considered through the project.

Both the verbal and written feedback has been organized in a thematic summary in the following section. A complete record of *all* of the feedback received has been included in *Appendix A*.

Stakeholder Engagement

School Boards

The York Region District School Board (YRDSB) noted that they will need to examine the impacts of additional residential units on student generation but at the time they did not have any comments. Regarding permitting 4 storeys as-of-right in mixed-use MTSAs, YRDSB explained that they identify new school sites and monitor development areas through the secondary planning process. If there is additional growth anticipated beyond what they have been circulated, they will need to reassess.

The York Catholic District School Board (YCDSB) stated that they are aware and monitoring various initiatives throughout the Region to meet Provincial housing and growth targets. They had no specific questions or comments at the time.

Other Stakeholders

York Region Transit was contacted for comments, but none have been received as of the date of this report.

Councillor Engagement


One-on-one sessions (one hour in duration) were offered to City elected officials with the objective of providing education and an opportunity to ask questions and share ideas with the project team. A brief presentation was made by Lindsay Toth from Gladki Planning Associates and Salvatore Aiello from the City, and an open discussion period followed. Eight elected officials participated in one-on-one sessions.



The elected officials who attended asked questions of clarification regarding the following topics:

- details of the Housing Accelerator Fund agreement with the Federal Government (i.e. how the funding will be spent, timing of transfers, requirement to repay if conditions not met, etc.);
- whether multiplexes may contain dwelling rooms (i.e. rooming houses);
- where multiplex permissions would apply geographically;
- what feedback has been received from the public;
- servicing requirements;
- how to prevent tree loss;
- tax/municipal finance implications; and
- how angular planes apply in MTSAs.

Promotion

Promotion of the consultation programme was handled by the City of Richmond Hill’s Communication Department. The following table contains a summary of how consultation activities were promoted to the public:

<p>Dedicated Webpage with the most up-to-date information on the consultation and overall initiative</p>	<ul style="list-style-type: none"> • Created an easy-to-remember web address that residents can access: RichmondHill.ca/MoreHomes • Available at all times: <ul style="list-style-type: none"> ○ Consultations details and registration information ○ Access the online survey
<p>Social Media</p>	<ul style="list-style-type: none"> • Facebook posts leading up to each open house and reminder posts to complete online survey leading up to its closing • X posts leading up to each open house and reminder posts to complete online survey leading up to its closing • Paid ads to increase the exposure of the consultation and online survey  <p>The image is a promotional banner for an 'Open House' event. It features a close-up of a door handle on the left. To the right, the text reads 'OPEN HOUSE' in large letters, followed by 'More Homes for More People' in smaller text. At the bottom left of the banner, the URL 'RichmondHill.ca/MoreHomes' is visible, and at the bottom right, there is a signature for 'Richmond Hill'.</p>
<p>Public Service Announcement</p>	<ul style="list-style-type: none"> • Notifying different media outlets
<p>Richmond Hill Homepage</p>	<ul style="list-style-type: none"> • Prominent banners about the consultation
<p>Richmond Hill Public Notice</p>	<ul style="list-style-type: none"> • The official Notice of Consultation was posted
<p>Richmond Hill Event Calendar <i>calendar.richmondhill.ca</i></p>	<ul style="list-style-type: none"> • Consultation dates added to the calendar, linking to RichmondHill.ca/MoreHomes for more information

<p>Promotional Posters</p>	<ul style="list-style-type: none"> • Posted in all Richmond Hill community centres  <p>The poster features the title 'More Homes for More People' and the subtitle 'Increasing housing supply in Richmond Hill'. It lists three open house events: an in-person event on Tuesday, June 4 (6-8 p.m. at Oak Ridges Community Centre), a virtual event on Thursday, June 13 (6-8 p.m. at Elgin Barrow Arena), and another virtual event on Monday, June 10 (7-9 p.m.). A QR code is provided for a survey to help increase housing supply (June 4-17). The bottom of the poster shows a door handle with a house-shaped keychain and the website 'RichmondHill.ca/MoreHomes'.</p>
<p>Outdoor Signs</p>	<ul style="list-style-type: none"> • Roadside signs were installed across the City in the weeks leading up to the open houses.  <p>The sign is a rectangular panel on a metal stand. It displays the text 'OPEN HOUSE' in large letters, followed by 'Increasing Housing Supply'. Below this, it lists three events: 'June 4, 6 p.m. Oak Ridges Community Centre', 'June 10, 7 p.m. Virtual Meeting', and 'June 13, 6 p.m. Elgin Barrow Arena'. At the bottom, it includes the website 'RichmondHill.ca/MoreHomes'. A small caption below the sign reads 'Mini B* Proof (Ad Panel - 58" h x 96" w)'.</p>
<p>LCD Displays Signs</p>	<ul style="list-style-type: none"> • In all Richmond Hill's community centres and other City facilities
<p>LED Digital Signs</p>	<ul style="list-style-type: none"> • In front of Richmond Hill's Beaver Creek building and other City facilities
<p>Mayor and Council</p>	<ul style="list-style-type: none"> • Mayor and Council helped to spread the word by sharing promotional initiatives with their constituents.
<p>Media Exposure</p>	<ul style="list-style-type: none"> • June 3 article on YorkRegion.com

Frequently Asked Questions

Members of the public, elected officials, and stakeholders had several common questions. Answers to these questions have been provided, below.

Why is the City considering allowing up to four residential units on a property?

Ontario is experiencing a housing crisis. Gentle density will add rental homes to the market, offer housing choice, add vibrancy to neighbourhoods with declining population, and allow for aging-in-place. Since 2021, property owners are allowed to create up to three units on each property. The proposed amendments will help to build even more homes in the city.

In November 2023, the City announced a \$31 million-dollar HAF agreement with the Federal government. This investment will back a variety of initiatives to remove barriers and speed up the process of building more housing, create new affordable housing, and improve infrastructure needed to support residential development. Part of the HAF agreement with the Federal government includes a commitment from City Council to allow four residential units on properties where zoning permits single detached, semi-detached or townhouse dwelling units.

How would building a multiplex affect my property taxes?

The [Municipal Property Assessment Corporation](#) (MPAC) is responsible for determining the assessed value of your property. The taxes you pay for owning your property are based on the property assessment value and the tax rate given to your property class. When you make improvements to your property, such as renovations or new construction, your assessed value may increase. The City does not have control over MPAC assessments. If you dispute the assessed value of your property, you can file an appeal directly with MPAC.

Will this project impact housing affordability?

Multiplex housing will not be “affordable housing” by definition, though it may impact affordability for individuals in various ways. New supply of rental units will help meet the demand the city is experiencing. Multiplex housing will introduce more choice in the types of rental units available city-wide. It will offer an alternative to condominium-living and offer a less expensive (since the units are smaller) alternative to renting an entire house in a neighbourhood. Rental income from additional residential units could help property owners offset home ownership costs. Additional residential units used for housing elderly relatives or caregivers may reduce overall care costs and enable aging-in-place. For younger individuals, additional residential units may provide an opportunity to stay within the community as they reach adulthood.

The HAF agreement, of which this project is a part, contains additional Federal investment to increase the supply of housing, particularly affordable housing, in the City of Richmond Hill.

How will the City ensure its infrastructure can support these additional units in neighbourhoods?

This project includes an assessment of City infrastructure, including water (drinking water and fire flows), stormwater, wastewater (sewage), and transportation. This assessment will identify existing “pinch points” that may be exacerbated by additional residential units in neighbourhoods and recommend the necessary monitoring and/or upgrades to infrastructure. This will ensure all residents, new and existing, will have well-functioning infrastructure in neighbourhoods.

Will the presentation and/or the boards be made available to the public?

Copies of the presentation deck and display boards may be requested by emailing Salvatore.Aiello@richmondhill.ca.

Thematic Summary of Feedback

This section organizes and summarizes all of the feedback received according to 5 main themes:

- Housing Needs
- Detached Accessory Structures
- Urban Design
- Parking and Transportation
- 4 Storey Buildings in Mixed-Use MTSA's
- Miscellaneous

In total **95** pieces of feedback were received at public meetings, plus **159** online survey responses. All feedback is considered part of the public record and has been organized, analysed, and summarized herein.

The thematic summary is not intended to be a verbatim account of what was said during meetings. The summary provides an overview of the main themes and key pieces of feedback received by attendees during the meeting. *Appendix A* includes a complete record of comments and questions from the three public meetings. *Appendix B* contains the summary statistics for the online survey questions.

Overall, there was mixed opinion with comments generally corresponding to one of two ideologies:

1. **Against the idea of gentle density and multiplexes (including as currently permitted) in principle.** Belief that Richmond Hill's low-rise residential neighbourhoods should be single dwellings with large yards. There are some people who disagree with the idea that Richmond Hill should build more housing of any kind and are against population growth in the city.

Folks with this view typically did not provide specific feedback on the built form demonstrations and the potential Official Plan and Zoning By-law amendments.
2. **Supportive of the idea of gentle density and multiplexes, including permitting four units per property.** Some threw broad support behind the goal of building more homes, while others were more measured in their support and included specific conditions about how they would like to see multiplexes deployed in neighbourhoods.

Housing Needs

Investors and rental units

Some people expressed concerns that allowing four units per property will primarily benefit investors and will drive property values further out of reach for "average people".

There were numerous comments that demonstrated stigma around rental tenure. The perception that rental tenure would degrade property standards, create nuisance, and impact safety seemed to be driving much of the opposition to multiplexes. At public meetings, this was often followed by calls from other attendees to change the negative perception of renting and recognize it as a legitimate and necessary part of the housing solution, particularly for younger generations, new immigrants, and those unable to afford homeownership.

Housing affordability

Nearly everyone who participated in the engagement understands housing affordability to be a critical and pressing issue. Opinions differed as to whether gentle density is part of the solution. Many shared personal stories about the impact of high housing costs. There were ideas about how multiplexes in neighbourhoods could help reduce costs for both homeowners and renters alike. Others thought that the City's attention should be focused on different solutions to the housing crisis.

Supporting communities and families

Comments express a desire for a mix of housing types to foster diverse and vibrant communities. Some community members described how multiplex housing has benefitted their families over the years and express support for more housing options that can accommodate different family structures and needs, such as housing for adult children, caregivers, or seniors. For example, multigenerational homes already exist in Richmond Hill and multiplex permissions may allow properties to better meet the needs of extended families living together.

Neighbourhood change

A significant number (but not a majority) of residents stated that they chose to live in Richmond Hill's neighbourhoods because of the low population density, calm, and space. Additional density will change the neighbourhood in a way that is undesirable to them.

City Infrastructure**Infrastructure readiness**

Concerns about infrastructure readiness are common. There is an impression that City services are currently at-capacity and unable to support additional population. People are concerned that the additional load arising from permitting four units per property may overwhelm City infrastructure and cause issues for existing residents.

Upgrades aligned with growth

There is broad support for upgrading community infrastructure of all sorts as the city grows. Public transit was commonly cited as a top priority, along with water, sewage, electricity, hospitals, recreation facilities, and social services.

Parking and Transportation**Integrated planning**

There were requests for better integrated land use and transportation planning for Richmond Hill's neighbourhoods. Participants in the engagement recommended a multi-prong approach of improving transit and active transportation infrastructure, providing commercial uses within walking distance of residential areas, and studying other innovative solutions to decrease the need for personal vehicles.

Transit service levels

There were numerous complaints about poor transit service levels in the city and how this necessitates vehicle ownership. Online survey respondents generally indicated a willingness to use public transit and, to a lesser extent, active transportation if service levels and infrastructure were improved. There is an understanding amongst those advocating for reduced parking requirements that transit service levels will need to increase over the long-term to serve residents without vehicles.

Minimum parking rates for multiplexes

There were mixed opinions on appropriate minimum parking rates with recommendations from the public ranging from 0 to 2 spaces per unit (Note: municipalities may not require more than 1 space per unit under the *Planning Act*). Some participants promoted a market-based approach for the provision of parking, with no minimums. There was moderate support for decreasing parking minimums for properties near transit.

Street parking

There were calls for and against street parking. Some suggested that allowing on-street parking will alleviate parking issues for both multiplexes and single dwellings, while generating revenue for the City and acting as a traffic calming measure. Others raised issue with on-street parking as being unsightly and exacerbating traffic congestion.

Traffic in the Village Core District

A couple individuals raised specific concerns about parking and traffic in the Village Core District.

Link to urban design

There was some understanding and discussion of the impact of parking on urban design. A few people commented that providing parking spaces decreases buildable area on a property. Some people remarked that too many vehicles parked in front of a home is distasteful. Other people called for parking maximums to ensure enough space for soft landscaping in front yards.

Detached Accessory Structures**Size of detached accessory structures**

There was split opinion on increasing the maximum lot coverage and allowing two storeys (with 53% favouring allowing larger structures on the online survey). We recorded concerns about privacy, access to sunlight, and setbacks from adjacent properties. Supporters of larger structures liked the idea that 2 and 3-bedroom units could be achieved, providing a new housing typology suitable for families.

Number of units

In general, there was support for two units in a detached accessory structure, as long as it is appropriately sized. One respondent questioned whether allowing two units will have the effect of producing small, condo-sized units rather than larger, family-sized units.

Separation distance

Although there were concerns about the related topics of shared amenity space, soft landscaping, trees, and side/rear yard setbacks, participants in the engagement did not have strong or consistent opinions about separation distance. Some thought it ought to be small, some thought it ought to be large, and some thought maximum flexibility would be best.

Privacy

Designing detached accessory structures to mitigate privacy concerns of neighbours was articulated as an important priority to many. Some suggestions included regulating the massing of the second storey, reducing the height of structures, and increasing setbacks. Although neighbours were concerned about the privacy impact of windows facing property lines, they were likewise unhappy with the idea of blank walls facing property lines.

Urban Design

Integration of multiplexes

There are mixed feelings about the design and integration of multiplexes into existing neighborhoods. Some appreciate the potential for well-designed multiplexes to “fit” in with existing houses. Some people shared examples of multiplexes at home and abroad that are well-integrated into neighbourhoods. Others fear that the size and scale of multiplexes will overpower neighbouring buildings. They also worry about the impact of poorly-planned or low-quality developments.

Heritage

Regarding heritage, the approach preferred by a majority is to require purpose-built or new multiplexes be of the same scale (height and massing) and heritage style as the existing buildings in neighbourhoods with unique cultural heritage values.

Quality of life

We received comments related to the quality of life for residents of multiplexes. Commenters urged the City to ensure future residents are provided with adequately-sized units, safe egress (for fire safety), high-quality design and construction, access to sunlight, outdoor amenity space with soft landscaping and trees, and sufficient privacy. A few people commented that they believed dense housing (compared to single dwellings) provides a poor quality of life for residents and opposed multiplexes on that foundation.

Unit entrances

There is very little concern with the idea of multiple “front” doors, regardless of whether or not the additional doors are visible from the street.

4 Storey Buildings in Mixed-Use MTSAs

Transition to Neighbourhoods

There was agreement that heights and densities should gradually transition from high-density areas along major streets to the low-density neighbourhoods. The majority of people we consulted did not have concerns about permitting four storey buildings as-of-right in mixed-use MTSAs that abut neighbourhoods, especially if it provides opportunities for housing. However, comments on the online survey indicated a lack of understanding the question, MTA map, or concept of transition. More public education on the issue may be required.

Miscellaneous

Financial incentives

Multiple participants in the engagement highlighted the challenging economic context of multiplex developments: high land values, high borrowing costs, high building costs, and lengthy planning and permitting processes. Others questioned if building a multiplex would increase assessed property value and the impact of higher taxes on project viability. One survey respondent cautioned that the City would see low-quality developments unless financial supports were available. Different financial incentives were proposed, including tax deductions, expedited planning approvals and permitting, fee refunds, and grants. Others suggested aligning the City’s requirements with available funding, particularly CMHC’s “MLI Select” program for project with five or more units.

City's decision making

Among some, there was a concern about the consultation process and a perceived bias in how the proposed amendments are being presented. Some community members felt that the City has already made up its mind and is not genuinely considering whether residents want increased density and multiplex housing. The need for more inclusive and transparent decision-making processes was emphasized, with some suggesting that consultation should have occurred prior to passing by-law 13-21 in 2021.

Enforcement

Several comments focus on the need for enforcement to ensure that the implementation of multiplexes follows the rules. This includes enforcement related to zoning by-laws and building permits, construction nuisance, tree removal/injury, illegal parking, the management of short-term rentals, noise, property standards, and landlord-tenant relations.

How Feedback Will Be Integrated

The feedback outlined above will be carefully considered and integrated to the greatest extent possible, while achieving overall project objectives and other principles of good planning. We should note that some comments are in conflict with Provincial planning legislation or policy. For example, the *Planning Act* requires municipalities to permit three units per property. It is not legal nor, in our professional planning opinion, desirable to restrict Richmond Hill's neighbourhoods to single dwellings. The rationale for permitting four units per property will be articulated in detail within other documents.

Below, we note some ways that we will respond to the most common concerns regarding the development of multiplexes.

Concern: Multiplexes will be built too big or too tall and will not match the scale of other houses in the neighbourhood.

- Multiplexes will be limited to the permitted building envelope for single dwellings in the zone, with the exception of detached accessory structures.
- We will develop appropriate zoning standards for detached accessory structures that reduce the perception of building mass and mitigate privacy concerns, particularly as they relate to the second storey.
- A separation distance will be introduced to ensure a good relationship between buildings on a lot is maintained, with space for outdoor amenity, trees, and soft landscaping.
- Existing setback requirements will be maintained.

Concern: Multiplexes will create parking issues and exacerbate traffic congestion.

- TYLin will undertake a Parking and Transportation Analysis in the next phase of the project.
- TYLin will recommend minimum parking requirements for multiplexes, and other measures to minimize transportation impacts.

Concern: Infrastructure (water, wastewater, stormwater, etc.) cannot accommodate the increased number of residents multiplexes will bring.

- TYLin will create servicing models to identify areas with existing "pinch points" for water infrastructure that may be exacerbated by additional residential units in neighbourhoods

and recommend the necessary monitoring and/or upgrades to infrastructure to mitigate any issues associated with growth.

Next Steps

Public feedback is vital to the OPA and ZBLA process. The consultant team is working closely with City staff to refine the recommended directions for the amendments, incorporating public feedback among other inputs. The staff report and Draft OPA and ZBLA are expected to go to City Council by the end of 2024. At this time, a statutory public meeting will be held. For more information and updates on this review process please contact the City's Project Manager, Salvatore Aiello (Salvatore.Aiello@richmondhill.ca).

Appendix A – Record of Public Meeting Feedback

All of the questions and comments that were said by participants during the three (3) public meetings or submitted on sticky notes and comment sheets have been included below. The questions and comments included have been edited for brevity and clarity and have been organized by the same themes used in the thematic summary for consistency. They are documented here as part of the public record.

The feedback captured below is a record of what was shared during the meetings. The feedback does not represent the opinions of GPA.

Housing Needs

1. I noticed the City is not asking many questions about if we even want this gentle density idea. What if we don't want increased density and multiplex housing and only want an increase in single family homes? This feels like you are biasing the results before even coming to a conclusion.
2. I notice some points being made about making multiplexes to increase property value, and also allowing more tenants to offset property ownership. Don't you think that one of the ways of lowering house prices is to disincentivize treating a property as an investment and to incentivize treating it as a home instead? It seems to me that ideally more people own their home and live in it than own the house and rent it out for maximum profit.
3. I feel like saying that you leave the option of whether or not to rent out to the property owner is ignoring the reality of the situation. If you make the property potentially more profitable for investors, then investors are more likely to buy the property for the purpose of renting it out. This increases the demand for the property, thus increasing the prices of the property. Realistically, I think it's unlikely that people will be making fourplexes for adult children, and far more likely that it will be for rent. Therefore, doing this will help landlords more than the regular people.
4. What regulations does the city have on properties that are short term rentals and could instead be used as long-term rentals in order to increase housing availability?
5. It almost seems to me that the fact that 3-plexes are allowed is used as support for 4-plexes to be allowed. This is not a very sound discussion point. I hate to bring up the slippery slope argument because the slippery slope argument is typically a fallacy. That's because each step on that slope is a separate decision. This doesn't work if we use previous steps as an argument for future steps. Therefore, I think that using the ability to have triplexes as an argument for fourplexes doesn't really work. Maybe I'm misunderstanding, but I'm essentially hearing "this won't be a big deal because we already allow triplexes and almost nobody uses them". Well that raises the question, if nobody uses that, why are we spending time allowing fourplexes? Is it just because of the federal government?
6. More options! Many types of gentle density! Mix of housing types in one neighbourhood so different types of people move in.
7. Our first home in Richmond Hill was a fourplex, very affordable and perfect starter home. So we're in favour of 3 and 4 units per lot.

8. Our adult son had to move out of Richmond Hill as he couldn't afford to live here. I'd love to have a basement apartment to house him in the future, or for a caregiver when we're even more elderly!
9. This presentation was a load of garbage and is some of the worst ideas I've seen in my life. You're talking about adding rental units to the community – that's the problem we're already facing. We need to remove the foreign investors and speculators who have bought all of our housing and don't respect what we have. This whole project is a disaster that is going to ruin Richmond Hill. The solution to affordable housing is to kick out speculators and foreign investors who are buying properties over asking and leaving them vacant. The grass doesn't get cut on these properties. It grows until it's several feet high. The neighbours go and ask what's going on there and they find out that no one is living there. We let investors buy these properties at \$200,000 above asking price and we wonder why we have a housing crisis.
10. There are problems being faced by people, especially new immigrants, when it comes to rentals. What is the solution? Build more homes. It makes more sense to strike a balance between building inside the existing infrastructure. We have new population. Richmond Hill has 500,000 people. There is a problem when it comes to housing that we need to fix.
11. How does this help housing affordability? This is the main problem.
12. The main focus should be on housing affordability. It is just adding rental units. If I build a unit in my backyard, does it help housing affordability?
13. We should all understand that the City cannot control the cost of housing with a single project. This stigma around renting needs to go. There are people in my generation who are never going to be able to afford to own a house. We need to rent. If your children want somewhere to live, they're going to have to rent. This is just one part of a larger framework that the City is working on. We need multiple solutions to the housing crisis. This is one solution that they're proposing. They put a lot of work into this. Let's not shoot it down.
14. Now we're in a situation where our adult son had to move to Newmarket because the rents here are too high. I want somewhere him to live so he can take care of us when we grow older. That's why I came out to this meeting, to see how we can make this work for us.
15. The federal government is allowing too many people coming in, yes, but we have to look at the reality of the situation. Other big cities around the world don't have the stigma around renting that we have here. We need to allow young people to move into our community. If we have more supply, then the rent will come down. It's supply and demand. That's part of their plan here. As more things get built, then the affordability will come down.
16. Affordability is the problem for my grandchildren. We need to insist that affordable homes are built on these new tracts. The City has the power to do this. They should put the money into building affordable post-war bungalows for young families, for my grandchildren to be able to buy a home and afford it. Homes need to be half a million dollars so that young people can afford them.
17. I am against the idea of adding more rental units on account of already having enough in the city. The main priority of the City is wrong. It has to be focused on affordability. We

have to get land out of the Greenbelt and lobby with the province. You should have consulted to get this plan in motion at the very beginning [i.e. before the first additional residential units by-law was passed in 2021] – it doesn't make sense to consult once you've already got a concrete plan that you're going to force on us.

18. Had an apartment for years. Best thing ever!
19. The City needs more projects like 360 Degree Kids (on Yonge) and Richmond Green (near Newkirk).
20. Why can't multiplex units be ownership? They would care for it better and it helps people build equity.
21. I am in favour of additional units because it provides housing options for younger generations in areas where they have roots, where they grew up and want to raise their own families.

Detached Accessory Structures

22. Will tents or semi-permanent structures be permitted as detached accessory structures? How could this be accommodated?

Urban Design

23. I love the consideration of the trees and light. I feel they are critical to good health and wellbeing.
24. The current zoning allows my house to be max 2850 square feet only. If I go for 4 units, average unit size is only 712 square feet. That is too small!
25. Would this proposal discourage the building of "McMansions"?
26. What larger scope planning is being done to encourage new build projects to construct 4 plex units that are master planned, uniform in appearance, and will increase our housing, rather than individual projects that are not architecturally consistent with the neighbourhood?
27. The needs of neuro-diverse people for housing should be considered.
28. Fourplexes on Trench Street and surrounding area are a good example of transition to neighbourhoods.
29. How will amenity space in yards be managed as part of this?
30. Good for small neighbourhoods.
31. The fourplex designs in the demonstrations look better than those tall white mansions.
32. In Jamaica, there are really nice missing middle infill developments. Gated communities with good amenities and landscaping. Consider as a precedent.
33. Large fourplexes can work well on large lots.
34. Do we need fire escapes?
35. How do tenants and owners share greenspace/amenity area on a single property? Avoid large parties and nuisance from outdoor amenity use.
36. Heritage protections for more "modern" heritage homes from the 1950-60s.

37. Preference to restrict to interior renos (no additions) for heritage homes.
38. Any additions to heritage homes should keep with historic architecture.
39. "Fit" in the neighbourhood is the most important.
40. Need rules to ensure good, aesthetic design.
41. People will ultimately be OK with multiplexes as long as they are implemented well. Do it right.
42. Like the setback at the 3rd storey to reduce visual impact of additional height.
43. I would like to build a basement apartment. My house is like Site 3 with the garage tight to the property line making it difficult to provide adequate pathway width to a side or rear yard unit entrance. Reduced parking or possibly making use of the garage for entry to a unit could help solve this issue.
44. I would like to see City-approved architectural design(s) for detached ARU similar to Mississauga.

Parking and Transportation

45. Is the city going to allow street parking to allocate for enough parking space by laws?
46. Some of the built form demonstrations show tandem parking spots, so cars are "boxes in" and can't leave at their own time. Shouldn't we make the rules so that each of the parking spaces has access to the street?
47. I am concerned about plans that allow even 2 units to have only 2 parking spots. The reality is that in this area, virtually every adult needs a car.
48. Could we accommodate parking on streets? There is lots of room for this.
49. How will parking be changed? Will it be 1 spot per unit?
50. As a Mill Pond resident, I am upset that a bungalow next door to me was converted into three units. Was there a fire inspection done? Parking is an issue. I didn't even want to come to the meeting because we're not going to be able to make any difference. This is going to roll through City council no matter what we say. There's lots of conversions going on without building permits.
51. On-street permit parking could solve a lot of issues around parking for multiplexes – and even single-family homes with multiple vehicles.
52. Minimum 1 parking spot per unit.
53. Put parking on the street to build more homes.
54. Concerned about too much parking, too many cars.
55. Discourage parking on lawns.
56. Working people in Richmond Hill do need a car right now. Be creative with parking solutions though: stackers, street parking, off-site parking lots.
57. The City should really consider allowing street parking through this study. Roads are so wide in Richmond Hill neighbourhoods and this could make it easier to construct fourplexes with adequate parking for residents, until public transit improves.

58. Implement parking maximums to ensure front yards are still attractive and limit the number of cars.
59. Interlocking or other permeable pavers should be allowed for driveways and parking areas to help with drainage.
60. There is difficulty with transit proximity in some areas of Richmond Hill. Too many cars on a property take away opportunities for landscaping.
61. I am in favour of street parking but it needs to be boxed in with planting areas so snow plows don't drive through the lane and so people know where to park.
62. The City should consider on-street parking permits.

City Infrastructure

63. How is the City going to retrofit the infrastructure (electricity, sewage)? The demand will be increased considerably.
64. Assuming existing 2-storey detached home addition of 2 basement units would be straight forward BUT how would water electricity gas be divided (ie separate meters or share via area or up to homeowner)?
65. Why do we need the sewers when you have an open ditch? We don't need to have all this fancy infrastructure for our houses in the beginning. You build it affordably, and then wait to upgrade it over time. What, this is how Richmond Hill was built historically. Everything is too high price and we wonder why we have a crisis of affordability. For someone to build a house, you're talking 100,000 in fees alone. This presentation did nothing to tackle that problem
66. I am concerned with the impact of ARUs on water infrastructure.

4 Storey Buildings in Mixed-Use MTSAs

67. Could the 4 storey building include a mix of residential and non-residential uses?
68. I don't have strong opinions on angular planes – do what you must to build more homes!
69. Highest density should be near commercial/mixed-use zones and transit. Decrease as we move away from commercial/transit.
70. I think the angular plane measured from 10m above grade might be a good idea since it will help people who need public transportation to live close to it.
71. Looked at both options for angular plane and still prefer gradual transition to 3 storeys instead of 4 storeys.

Miscellaneous

72. Does the phrase "as of right" mean that the change can be made without need for applying for permission?
73. I was looking to rent a unit pre-2021 [when additional residential units were permitted] and I saw a number of units in multiplexes. This implies that people do not follow the rules. How are you accounting for this?

74. If only approximately 200 building permits have been issued for additional residential units since 2021, does the City know how many were refused? Perhaps the number is so low because people are having trouble getting the permits.
75. Are the zoning by-laws online?
76. Is there any chance of incentives to homeowners to add units to their home? For instance, could renovations be tax-deductible? Is there anything in the Housing Accelerator Fund agreement along this line?
77. Does this project help expedite the permit process even if the neighbor rejects the new building proposal?
78. How will property taxes be affected by these additional units per lot?
79. Will new addresses be issued for new units?
80. Will this presentation be made available to participants?
81. We need more commercial zoning in proximity to residential neighbourhoods.
82. Will the City be providing funding or financial incentives to encourage/help build 4 units?
83. I would like commercial areas within walking distance if we are adding more density to neighbourhoods.
84. Could multiplexes contain commercial uses and home businesses?
85. How tight is the timeline for this project?
86. How will this impact how property taxes are evaluated? This could make a multiplex project less financially feasible.
87. I believe that there would be a lot of seniors who would be glad to rent out their homes for extra security, but they don't have enough protections as landlords. The renter has too many protections. If you give seniors protection against renters, maybe then some of them will actually do this to their houses.
88. Legally, how does this work? More info on this would be helpful.
89. I hope this reduces complicated planning processes. How can the process be more smooth?
90. MLI Select funding eligibility starts at 5 units. Consider allowing up to 5 units as part of this project to make multiplexes more financially feasible.
91. Empty houses are a bigger issue that the City should address. The City should expropriate empty houses and build fourplexes.
92. People who have worked hard for their "nice houses" don't want renters or investors next door.
93. Don't let foreign speculators purchase properties to build multiplexes.
94. More protections for landlords are needed if multiplexes are to be successful.
95. By-law enforcement around noise and nuisance needs to happen.
96. I am concerned about the hassle and cost of building an additional unit. If this project is able to reduce the barriers (and the need for minor variances), I am supportive to build this type of housing without the need for additional approvals.

97. Condominiums in Ontario in many cases have statements included in their Declaration, By-laws and Rules governing document that state the following:(i) Each dwelling unit shall be occupied and used only as a private single-family residence and for no other purpose, and (ii) additionally no unit shall be occupied or used by anyone in such a manner as to result in an increase in the rate of fire insurance on the property that could result in cancellation or threat of cancellation of any policy of insurance. These conditions have been upheld in court, but often owners still use agencies such as Airbnb or VRBO to list and rent units despite the Condominium rules. This often results in significant conflict with other unit owners and costs if the issue has to go to arbitration or court, If the City of Richmond Hill does include Short Term Rentals in the new Zoning By-law currently being considered, that document should include wording that whoever approaches the City staff to obtain authority to provide short term rentals must provide written proof that the Condominium Board does allow the use of units for such rental under their Declaration, Bylaws and Rules. This step will prevent a lot of problems for the City, Condominium Boards and the people who want to short term rent their condominium unit. Would you please add this consideration to your review and hopefully add it to the final decision?

Appendix B – Online Survey Summary Statistics

Please contact City staff for a copy of this appendix. Accessibility needs will be accommodated.

Appendix C – Built Form Demonstrations

Please contact City staff for a copy of this appendix. Accessibility needs will be accommodated.

2. Planning Policy Context

2.1 Planning Act, R.S.O. 1990

The Planning Act, is the central piece of legislation governing land use planning in Ontario. The Act establishes a provincially-led, top-down planning system. At the top are matters of Provincial interest (s. 2), articulated through Provincial policy statements (s. 3) and Provincial plans prescribed by statute. Matters of Provincial interest (s. 2) that are relevant to this Project include:

- the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems (f);
- the orderly development of safe and healthy communities (h);
- the adequate provision of a full range of housing, including affordable housing (j); and
- the appropriate location of growth and development (p);

Decisions of municipal councils must be consistent with the Provincial Policy Statement(s) and must conform or not conflict, as the case may be, with Provincial plans. The next layers in the top-down land use planning structure are the official plan of the upper-tier municipality and then the official plan of the lower-tier municipality (s. 16). Official plans are broad policy documents that provide for different uses and intensities throughout the municipality. These policies are subsequently implemented through zoning by-laws (s. 34) and site plan control (s. 41). The Act and its regulations outline specific procedures for approvals, amendments and appeals of official plans and zoning by-laws.

In recent years, the Provincial Government has incrementally strengthened provisions for Additional Residential Units in view of their significance to bolster housing affordability and housing diversity. In 2011, **Bill 140**, Strong Communities Through Affordable Housing Act, amended various sections of the Planning Act to encourage affordable housing through measures that included requirements for municipalities to include second unit provisions in their official plan policies and zoning by-laws. In 2016, **Bill 7**, the Promoting Affordable Housing Act, amended both the Planning Act and Development Charges Act to further encourage the creation and legalization of Additional Residential Units. In 2019, **Bill 108**, More Homes, More Choice Act, amended the Planning Act by mandating municipalities to permit up to two Additional Residential Units per parcel of land within single detached, semi-detached, and row houses and also within a structure that is ancillary to such housing forms. Most recently, **Bill 23**, the More Homes Built Faster Act, passed on November 28, 2022 and further amended and strengthened ARU provisions in the Planning Act.

At present, the *Planning Act* mandates that municipalities may not, through their official plan policies and zoning by-laws, on parcels of urban residential land containing a detached house, semi-detached house or rowhouse, prohibit the use of:

- two residential units in a house plus one residential unit in an ancillary structure;
- three residential units in a house if there are no residential units in an ancillary structure; or
- one residential unit in an ancillary structure (16.3, 35.1).

While municipalities must allow for ARUs as described above, the language of the *Act* does not preclude municipalities from authorizing more than three ARUs per lot or more than one ARU in an ancillary structure.

The *Act* further states that municipality official plans and zoning by-laws may not dictate minimum unit sizes or require more than one parking space for ARUs. The Minister can make regulations authorizing the use of Additional Residential Units as well as establishing requirements and standards for Secondary Units (35.2). These regulations apply as though they were Zoning By-Laws (35.3). Furthermore, regulations made by the Minister supersede local council By-Laws (35.4).

Bill 185, introduced to the legislature on April 10, 2024, received Royal Assent on June 6, 2024. Bill 185 enacted changes to the *Planning Act* that impact this project. The Minister's powers are broadened to regulate any ARU, the parcel of land on which an ARU is located, and a building or structure containing an ARU. The Provincial Government previously consulted on specific zoning by-law requirements that may be a barrier to the development of ARUs in order to inform future regulations. Bill 185 also authorizes regulations that exempt ARUs from Part V and/or Section 70.2 of the *Act*. Part V contains the basic tools to control land use including zoning by-laws, minor variances, site plan control, community benefits charge, parkland conveyance and Section 70.2 pertains to community planning permit systems. Bill 185 also bans parking minimums in pMTSAs. Under the Bill's amendments, the Regional Municipality of York's upper-tier municipality planning responsibilities have been removed, effective as of July 1, 2024.

Ontario Regulation 299/19

Ontario Regulation 299/19, as updated on December 23, 2022, states that each ARU shall, by default, have one parking space (may be a tandem parking space) provided for the exclusive use of the occupant. However, where a zoning by-law does not require a parking space to be provided for the primary residential unit on a property, a parking space then is not required to be provided for any ARUs. Alternatively, municipalities may choose to pass a zoning by-law that requires zero parking spaces for some or all ARUs and that by-law shall prevail over the regulation. The regulation clarifies that the occupants of the primary residential unit and any ARUs do not need to be related nor any of them the owner of the property.

On September 23, 2024, under the broader regulation-making authority provided by Bill 185, the Minister proposed amendments to O.Reg. 299/19 with the intent of eliminating zoning by-law barriers to creating ARUs. The proposal is open for public comments on the Environmental Registry of Ontario until October 23, 2024. The timeline for implementing any new regulations is unknown. The proposed amendments to O.Reg 299/19 would, if implemented:

- override all angular plane requirements for buildings containing ARUs;
- allow at least 45% lot coverage for all buildings and structure on parcels with ARUs;
- override all minimum lot size or minimum lot area requirements that are specific to parcels with ARUs; and
- restrict building distance separation requirements associated with any building containing ARUs to a maximum of 4.0 metres.

2.2 The Development Charges Act, 1997

The Development Charges Act, 1997 was amended by Bill 23 and exempts Additional Residential Units within or ancillary to existing (2.3.2) or new (2.3.3) single detached dwellings, semi-detached dwellings, and row houses from development charges with no restrictions on floor area.

2.3 Provincial Planning Statement, 2024

In 2022, the Government initiated a review of both the Provincial Policy Statement, 2020 (PPS, 2020) and A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan). The goal was to create a streamlined, province-wide land use planning framework that would remove barriers and provide streamlined province-wide housing-supportive policies.

From April to August 2023, the province conducted public consultations to gather feedback on the new framework. The proposed Provincial Planning Statement, 2024 (PPS, 2024) was released in April 2024 for further public comment. The PPS, 2024 will replace both the PPS, 2020 and the Growth Plan, consolidating elements of both into a single policy document.

The PPS, 2024 will come into effect on October 20, 2024. Upon its implementation, the PPS 2020, the Growth Plan, and associated regulations will be repealed by the Province. Under the Planning Act, any decisions made by a planning authority on or after October 20, 2024 must be consistent with the PPS, 2024.

The PPS is the planning document that translates matters of provincial interest listed in the Planning Act into policy. It provides the policy foundation for regulating the development and use of land in Ontario. It acknowledges that the province is fast-growing and recognizes the importance of increasing the supply and mix of housing options, addressing the full range of housing affordability needs to support a diverse and growing population. It acknowledges that long-term goals for the province will be achieved through planning for strong, sustainable and resilient communities for people of all ages, a clean and healthy environment, and a strong and competitive economy.

The PPS, 2024 policies strongly promote general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in infrastructure and public service facilities (2.3.1.3).

Residential intensification is another prominent theme in the PPS, 2024. Planning authorities shall permit and facilitate all types of residential intensification, including, introduction of new housing options within previously developed areas, and redevelopment which results in an increase in residential units (2.2.1.b).

The PPS, 2024 indicates that settlement areas such as strategic growth areas, including major transit station areas (MTSAs) shall be the focus of growth and development (2.3.1.1) and that planning authorities shall support intensification and redevelopment to support the achievement of complete communities and a compact built form (2.3.1.3, 2.4.1.3.c). MTSAs will be designed to be transit-supportive, achieve minimum density targets, and be complete communities (2.4.2.3, 2.4.2.6). MTSAs on higher order transit corridors will be planned for a minimum density target of:

- 160 residents and jobs combined per hectare for those that are served by light rail or bus rapid transit; or
- 150 residents and jobs combined per hectare for those that are served by commuter or regional rail.

Further key policy direction includes:

- Supporting the achievement of complete communities and intensification by providing an appropriate range and mix of land uses and housing options, especially in strategic growth areas (2.1.6, 2.4.1.1, 2.4.1.2);
- Providing an appropriate range and mix of housing options and densities to meet current and long-term social, health, economic and well-being needs including establishing minimum targets for the provision of housing that is affordable to low- and moderate-income households (2.2.1.a, 2.2.1.b.);
- Planning for densities for new housing that efficiently use land, resources, infrastructure, and public service facilities and support public transit and active transportation (2.2.1.c);
- Identifying appropriate locations and promoting opportunities for transit-supportive development; focusing major employment, commercial, and a significant supply and range of housing options in areas well-served by transit (2.1.4, 2.2.1.d, 2.8.1.4).
- Identifying appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas (2.4.1.3.b)
- Making efficient use of and optimize existing municipal sewage and water services and aligning development with the provision of infrastructure and public service facilities (2.3.1.6, 3.6.1.a).
- Maximizing the extent and function of vegetative and pervious surfaces for stormwater management (3.6.8.e).
- Restricting development to protect natural heritage, water, natural resources, agricultural areas, and cultural heritage and archaeology (4.1, 4.2, 4.3, 4.4, 4.5, 4.6).
- Protecting public health and safety by directing development away from hazardous lands and hazardous sites (5.2.2).

2.5 Greenbelt Plan, 2017

The Greenbelt Plan, together with the Oak Ridges Moraine Conservation Plan and the Niagara Escarpment Plan, identifies where urbanization should not occur in the GGH in order to provide permanent protection to the agricultural land base and the ecological and hydrological features, areas and functions occurring on this landscape. For lands within the Greenbelt Plan's Protected Countryside, single dwellings are permitted on existing lots of record, provided they were zoned for such as of the date the Plan came into force (4.5.2). However, municipalities are encouraged to retain lots for agricultural uses and discourage other uses. The Plan allows for a second dwelling unit within existing single dwellings or accessory structures on the same lot, provided the lot is situated outside the Natural Heritage System (4.5.3). The expansion of existing buildings or structures, addition of accessory structures, and conversions of legally existing uses to align more closely with this Plan are allowed as long as they avoid significant natural heritage features, key hydrological features, and their respective vegetation protection zones (4.5.4.b). In specific circumstances, expansions to existing residential dwellings may be evaluated even within significant natural heritage features, key hydrological features, and their respective vegetation protection zones (4.5.5).

2.6 Oak Ridges Moraine Conservation Plan, 2017

The Oak Ridges Moraine Conservation Plan (ORMCP) is set out in O. Reg. 140/02 under the Oak Ridges Moraine Conservation Act, 2001. The ORMCP was updated in 2017 and permits ARUs in existing and authorized single detached houses by amending the definition of “single dwelling”. Specifically, ARUs are not permitted in the Natural Core Area or Natural Linkage Area, but one ARU is permitted within an existing single detached dwelling in the Countryside Area. The definition of “single dwelling” also applies to the Settlement Area, but all uses permitted by municipal official plans are permitted, so long as they comply with the applicable provisions around protecting ecological and hydrological integrity in Part III of the Plan (18.3). This means that if the City of Richmond Hill’s official plan permits multiple ARUs per residential lot, they are also permitted under the ORMCP.

2.7 Regional Official Plan, 2022

The Regional Official Plan (ROP) for York Region was approved with modifications by Province’s Ministry of Municipal Affairs and Housing in November 2022, however Provincial Bill 150 in December 2023 and proposed Bill 162 in February 2024 reverse some of those modifications. The ROP will guide growth and development across nine municipalities. It focuses on addressing provincial growth mandates while considering community priorities, sustainability, economic growth, and the protection of natural resources. The ROP has evolved through iterations since 1994, with updates emphasizing a triple bottom line approach, committing to building intensified urban systems, and aligning with York Region’s Vision for strong, caring, safe communities. The ROP aims to accommodate future population and job growth by 2051 while promoting complete and inclusive communities and preserving the region’s rich cultural heritage and greenspaces. Through partnerships with local municipalities and stakeholders, the ROP provides a framework for coordinated planning to create sustainable communities for current and future generations in York Region. As of July 1, 2024, the ROP is considered a local Official Plan due to the removal of upper-tier municipal planning responsibilities under Bill 185. The City of Richmond Hill now has two in-effect Official Plans.

Major elements of the ROP are based on a set of guiding principles, including:

- A minimum of 50% of residential development between 2021 to 2041, and 55% from 2041 to 2051 to occur through intensification within the built-up area as well as a resident to job ratio of 2:1 focusing on Regional Centres and Corridors and major transit station areas.
- Provision of a full range of housing types with a region-wide target of 25% of all new housing units being affordable to low and middle-income households and in addition, a minimum of 35% of all new housing units within Regional Centres and major transit station areas.

Map 1 depicts the Regional Structure, with Richmond Hill Centre identified as a Regional Centre and Yonge Street and Highway 7 identified as Regional Corridors. Map 10 identifies Yonge Street and Highway 7 as Rapid Transit Corridors (with a small stretch of Yonge Street identified as BRT Curbside Service). Map 1B delineates a number of Protected Major Transit Station Areas along Yonge Street and Highway 7, and around the Richmond Hill GO Station.

Regional Centres, Regional Corridors, and MTSAs are the strategic growth areas and shall be the primary locations for concentrations of high density and mixed-use development in York Region (4.4.3). Beyond these intensification areas, the Region will work with local municipalities to encourage integration of gentle density and a mix and range of housing options through

redevelopment of existing neighbourhoods, where appropriate (4.4.10d, 4.4.16). The ROP requires local municipalities to target 35% of new housing units in Regional Centres and MTSAs to be affordable (4.4.21, 4.4.22, 4.4.42j).

The policies of the ROP state the importance of recognizing, conserving and promoting cultural heritage resources, cultural landscapes and built heritage of York Region (2.4.1, 2.4.2, 2.4.3, 2.4.4, 2.4.5). Additionally, the ROP encourages local municipalities to consider urban design standards or guidelines in core historic areas that reflect the areas heritage, character, and streetscape (2.4.10).

2.7 City of Richmond Hill Official Plan

Status

The Richmond Hill Official Plan was adopted by the Council of the Town of Richmond Hill on July 12, 2010. It was endorsed, with modifications, by the Regional Municipality of York on May 19, 2011. There were numerous OMB appeals. On April 5, 2012 the Ontario Municipal Board (OMB) partially approved the OP and subsequently issued a number of amending Orders. The City is currently reviewing and updating its OP. Two batches of OPAs have been approved by Council thus far:

- Batch 1 approved December 2020 and September 2022 included policies on Leslie Street Institutional Area, Vision and City Structure, and Neighbourhoods; and
- Batch 2 approved March 2024 included policies on OPA 18.5 Yonge and Carrville/16th Avenue KDA, OPA 18.6, Village Local Centre, OPA 18.7 Newkirk Local Centre, and OPA 18.8 Oak Ridges Local Centre (OPA 18.5, OPA 18.6, and OPA 18.8 are under appeal and awaiting pre-merit hearings but they have been included in our analysis, below)

Vision

The policies of the OP will guide decisions to manage growth and development to implement the vision of the City over the 25-year planning horizon. The OP advances a vision of the City of Richmond Hill as “the centrepiece of York Region and one of the most prominent, complete communities in the Greater Toronto Area” (2.1). Complete Communities, Environment, Economy, Place-making, and Connectivity and Mobility are important themes in the OP. The policies advance the following guiding principles, among others:

- Direct growth to built-up urban areas with existing infrastructure and services in a network of centres and corridors;
- Create an integrated, vibrant and diverse community that provides a mix of land uses, including a balance of housing, employment, community services, parks and open spaces; and
- Plan for transit and pedestrian oriented development.

Growth and Urban Structure

The OP establishes that most of the City’s future development will happen through intensification. It sets out a City Structure framework (3.1.3.1) and an Intensification Hierarchy to guide this development (3.1.3.4). The majority of mixed-use intensification will be directed to the centres and corridors. New growth, particularly residential intensification, should be directed to the following areas, in order of priority:

1. Richmond Hill Centre
2. Key Development Areas (KDAs) and Regional Corridors
3. Local Centres
4. Local Development Areas (LDAs) and Local Corridors
5. Neighbourhoods



Figure 1. Richmond Hill Intensification Hierarchy

In the Intensification Hierarchy (Figure 1), Centres are recognized as focal areas, whereas Corridors play a supporting role to these, providing connection and continuity between Centres to form a network of mixed-use lands (3.1.3.5). Development in the Centres and Corridors shall accommodate the highest densities and widest range of uses within the City and shall be provided at an appropriate scale and intensity (3.1.3.4). This includes a built form transitioning to the surrounding areas and ensures the creation of a high-quality, human-scaled, pedestrian-oriented public realm (3.1.3.6).

The Centres and Corridors relevant to this Project are:

- Richmond Hill Centre
- Yonge & Bernard KDA
- Yonge & 16th/Carville KDA
- Yonge Street Regional Corridor
- Highway 7 Regional Corridor
- Newkirk Local Centre
- Village Local Centre
- Major Mackenzie Local Corridor

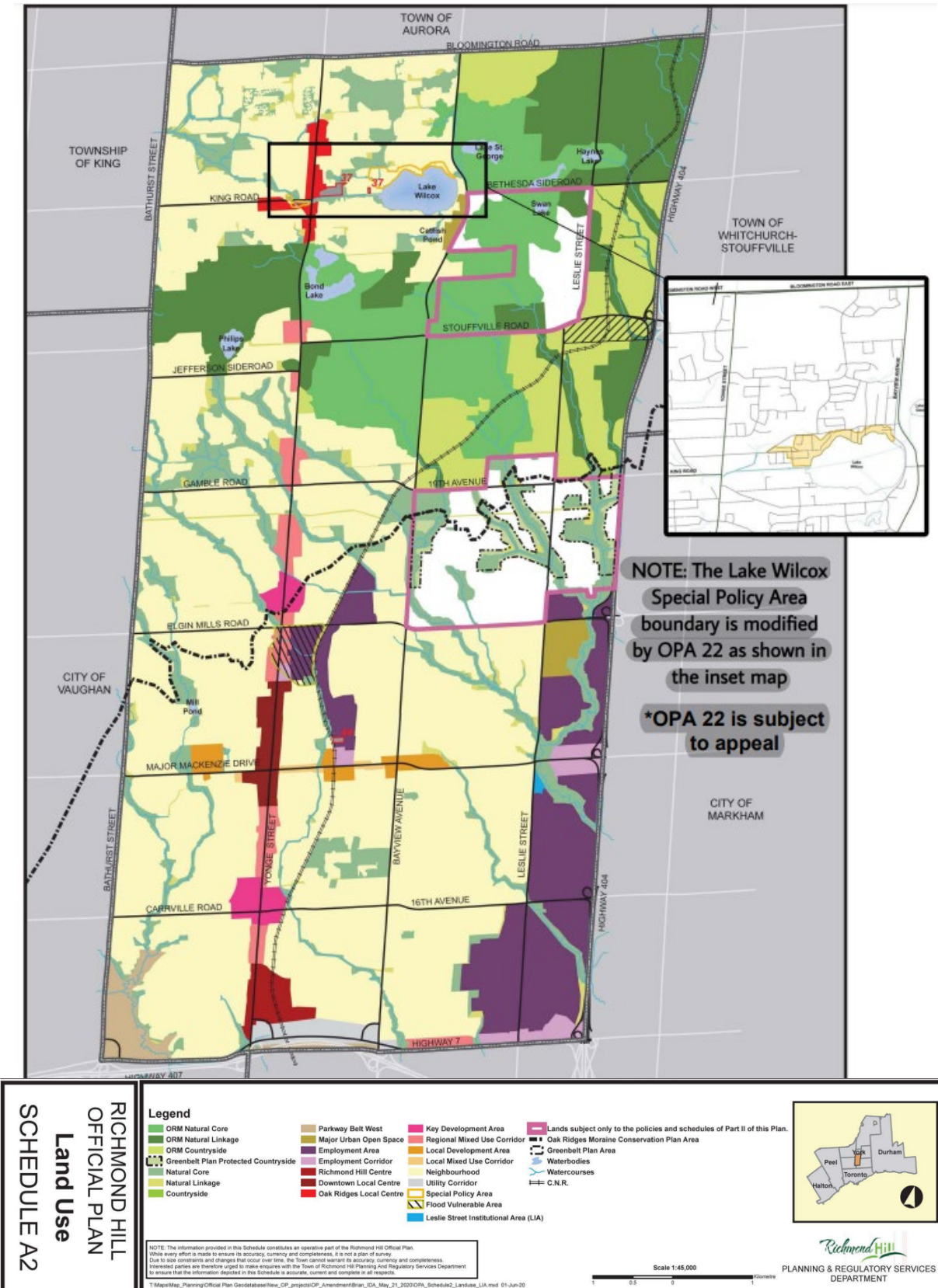


Figure 2. Richmond Hill Official Plan Schedule A2 (Land Use).

Transition and Angular Plane

The density of development within Centres and Corridors shall be informed by various factors, including transit infrastructure, servicing infrastructure, compatibility with the surrounding area, and non-developable natural heritage or hazard lands (3.1.4.3). Unless otherwise specified by Chapter 4 (Land Use) policies, where Centres and Corridors abut Neighbourhoods, a 45-degree angular plane will be applied to ensure appropriate transition (3.4.1.55). Where there is a street separating the Neighbourhood designation from the Centres and Corridors designation, the angular plane shall be measured from the adjacent low-density residential property line located in the Neighbourhood designation. In the event that the Neighbourhood designation immediately abuts the lot line of lands within the Centres and Corridors, such as a side-lot or back-lot condition, a building structure up to 10 metres in height may protrude into the angular plane.

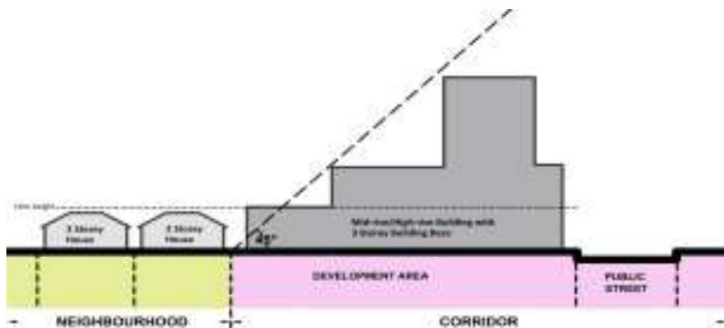


Figure 3. Angular plane when a street does not separate Neighbourhood designation from Centre or Corridor. A building structure up to 10 metres in height may protrude into the angular plane.

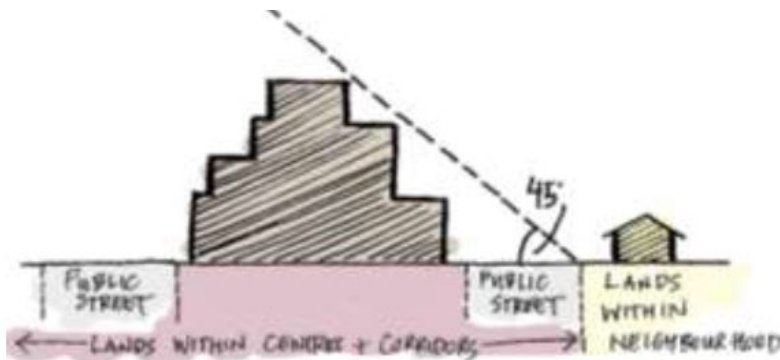


Figure 4. Angular plane when a street separates Neighbourhood designation from Centre or Corridor.

The following policies, applicable to specific Centres and Corridors, provide slightly modified angular plane policies that override Policy 3.4.1.55 (our *emphasis* added):

Richmond Hill Centre

- 10.3.4.3 In the event that the Neighbourhood designation immediately abuts the lot line of lands within the RHC, such as a side-lot or back-lot condition, the angular plane as described in Policy 3.4.1(55) of the Part 1 Plan *may be measured from 10 metres above grade* at the lot line.
- 10.3.4.5 In the RHC, projections may be permitted into the angular plane where it has been demonstrated that:

- a) The projection is minor in scale, adheres to the policies in Section 10.3.6 of this Secondary Plan, and does not result in densities above those permitted on Schedule 2;
- b) The resulting development maintains the intent of achieving a transition from higher density development to the Transition Areas as described in 10.3.3(1) and 10.3.4(1);
- c) The resulting development does not create undesirable:
 - i) wind conditions;
 - ii) shadowing impacts;
 - iii) access to light;
 - iv) view impacts; and,
 - v) privacy impacts.

Yonge Street and Bernard Avenue KDA

- 12.2.2.3 *A building may not penetrate the 45-degree angular plane* measured from the closest adjacent Neighbourhood designation property line.
- 12.2.4.2.2 In the event that the Neighbourhood designation immediately abuts the lot line of lands within the KDA, such as a side-lot or back-lot condition, the angular plane *may be measured from 10 metres above grade* at the lot line.

Village Local Centre

- 4.3.1.1.12 Development fronting on Yonge Street shall maintain a maximum 45-degree angular view plane projected from the adjacent property line on the opposite side of Yonge Street *to maintain the significant views to the church spires*.
- 4.3.1.2.8a *Development fronting on Church Street shall maintain a 30-degree angular plane* projected from the edge of the adjacent property line on the opposite side of Church Street.

Housing

The City's housing policies emphasize the importance of providing a mix and range of housing types and affordability to meet the needs of the whole community (3.1.5.1). Additional residential units are permitted in areas zoned for residential development, excluding hazard lands or sites and lands designated "Oak Ridges Moraine Natural Core", "Oak Ridges Moraine Natural Linkage" or "Greenbelt Plan Protected Countryside – Natural Core" (3.1.5.5a-b). Further, on lands with the designation "Oak Ridges Moraine Countryside, only one ARU is permitted within a single detached dwelling (3.1.5.5c). Where lands designated Neighbourhood are identified as being located in "Area "A"" of the Special Policy Area as shown on Schedule A2 (Land Use) and Schedule A7 (Floodplain Regulation Areas, Special Policy Areas and Flood Vulnerable Areas), ARUs are not permitted (3.2.2.4.3c). Regarding ARUs, policies also stipulate that Provincial building code and fire code must be met, and that exterior changes to the existing ground-related dwelling are compatible with the character of the area (3.1.5.5d-e). ARUs are exempt from site plan control under policy 5.14.4a.

Urban Design

The land use policies pertaining to the Centres and Corridors applicable to this Project may prescribe maximum and minimum heights and densities. Most areas within the Centres and Corridors allow maximum building heights of at least 4 storeys. The following policies for the Yonge Street and Bernard Avenue KDA may need to be amended as part of this Project, as they contain maximum building heights below 4 storeys (our *emphasis* added):

Yonge Street and Bernard Avenue KDA

- 4.4.3.2 *Development abutting the Neighbourhood designation shall have a maximum height of 3 storeys except where it abuts existing mid-rise or high-rise residential buildings in the Neighbourhood designation, subject to the angular plane policies of Section 3.4.1.55 of this Plan. Building heights may progressively increase away from lands within the Neighbourhood designation.*
- 12.2.2.1 *The height of buildings within the Neighbourhood Edge Character area shall be 3 storeys. The height of new buildings within the Interior Character and Corridor Character Area shall be a minimum of 4 storeys.*

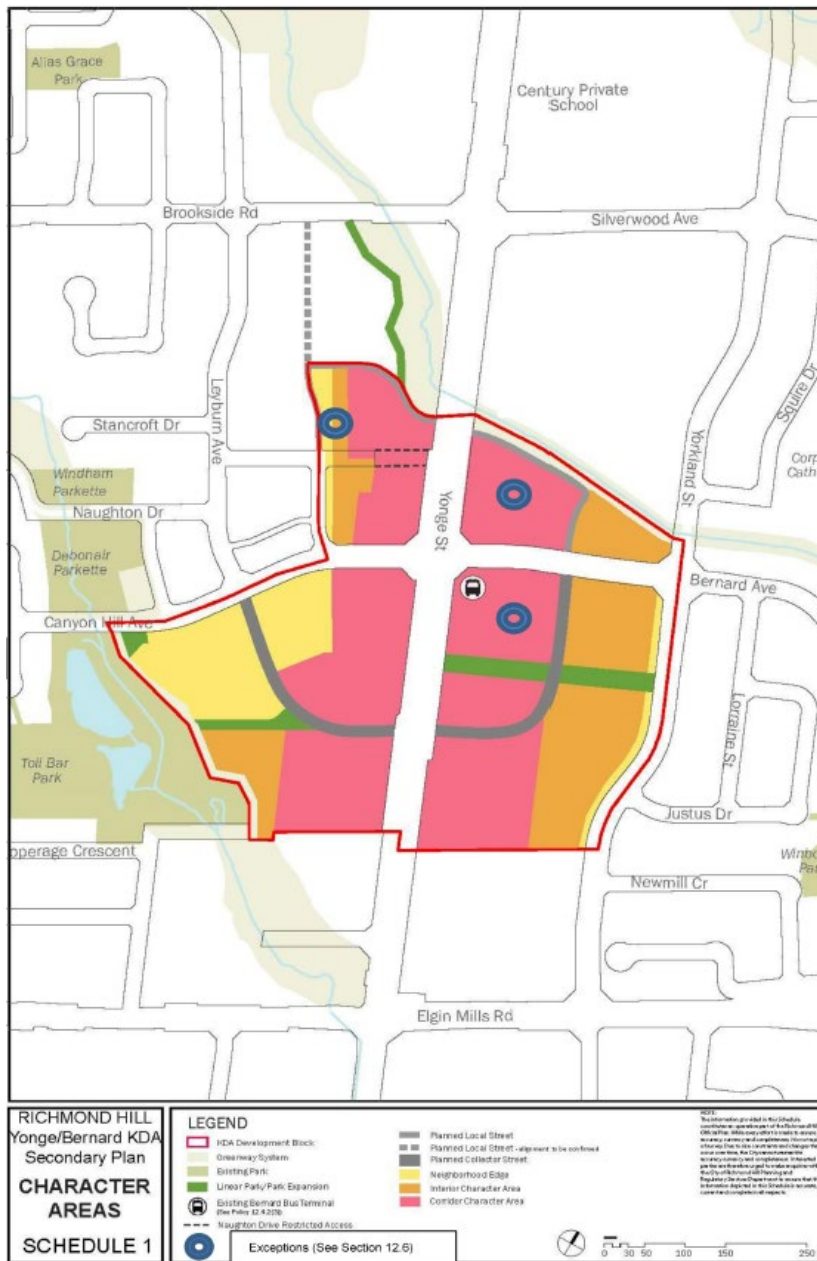


Figure 5. Yonge Street and Bernard Avenue KDA Secondary Plan, Schedule 1 (Character Areas).

Neighbourhoods are generally characterized as low-density residential areas. Low-density residential uses and medium-density residential uses are permitted, as well as several non-residential uses that support the intended residential function of the area (4.9.1.2). Development within the Neighbourhood designation shall have a maximum building height of 3 storeys, except on an arterial street where the maximum building height shall be 4 storeys (4.9.1.4). Maintaining the character of neighbourhood areas is an important policy objective (4.9.1.3, 4.9.2). Medium-density residential uses are restricted geographically based on their frontage on arterial streets, collector streets in proximity to public transit stops, and other streets where the lands proposed for the medium-density residential uses abut a Centre or Corridor designation (4.9.1.2.2). In several locations in the OP and secondary plans there are policies relating to the maximum density of units per hectare, which are calculated excluding additional residential units. These policies should be revisited to ensure their continued appropriateness if more ARUs per lot are permitted.

Secondary Plans

The City's Secondary Plans were reviewed and policies that are applicable to the Project have been described under the thematic headings above. Of note, OPA 23 amended the Secondary Plans to include ARU policies, as applicable.

Official Plan Amendment 23

OPA 23 was adopted in March 2021 and allows an additional residential unit within ground-related dwellings and an ancillary structure on the same lot, effectively permitting a maximum of three dwelling units per property. This change responds to new provincial requirements under the Planning Act and O. Reg. 299/19 and promotes housing diversity, ultimately increasing the supply of affordable housing for Richmond Hill residents. ARU policies are discussed in detail under Housing policies, above.

Definitions

Official Plan definitions will be reviewed in more detail once we have recommended policy directions, but we are aware that some definitions may need to be updated to ensure clarity and avoid unintended consequences. We will review the following definitions at a later date:

- Accessory/Accessory Use
- Additional Residential Unit
- Ground-related Dwelling
- Home Business
- Low-density Residential
- Low-rise
- Medium-density Residential
- Mid-rise
- Single-detached Dwelling
- Single Dwelling (referenced in other definitions but only defined in the North Leslie Secondary Plan)

2.8 Zoning By-laws

The City is presently undertaking a comprehensive City-wide zoning by-law review (Zone Richmond Hill) with the intent of developing one comprehensive modern zoning by-law to implement the Official Plan, and repealing the multiple zoning parent by-laws that were enacted

from various periods in the City's history that presently apply throughout the city. Parent zoning by-laws cover different geography and differently zone, define and regulate residential uses.

Residential zoning across the city is varied but many zones permit only single detached houses. There have been certain omnibus zoning by-law amendments over the years to harmonize aspects of the residential zoning, such as definitions and standards pertaining to driveways, parking space dimensions, landscaping, detached accessory structures, rear yard amenity areas, and lot coverage.

Our assessment of the in-force zoning for the "4 Storey" Project Area finds that there is significant variation in zones and parent zoning by-laws. There is no single "most common zone" throughout the entire area that could be identified. Several locations within the Project Area are the subject of Secondary Plans, including some very recently adopted through OPAs (and subsequently appealed). Section 27 of the *Planning Act* requires municipalities to update zoning by-laws to comply with the OP. The Zone Richmond Hill project is ongoing and may be better positioned to optimize zoning standards to facilitate as-of-right 4-storey development in the Centres and Corridors during harmonization, while ensuring no unintended consequences.

Omnibus Zoning By-law Amendment 13-21

City Council adopted Official Plan Amendment 23 (OPA 23) and Omnibus Zoning By-law Amendment 13-21 on March 24, 2021. The Omnibus Zoning By-law 13-21 implements policies outlined in OPA 23 and includes the regulations under Bill 108. The aim of the revised Zoning By-law 13-21 is to allow up to two ARUs in zones city-wide that permit single detached houses, semi-detached houses, and specific types of townhouses. By-law 13-21 defines “Additional Residential Unit” as a self-contained dwelling unit accessory to the primary dwelling unit. The by-law permits up to two ARUs, with a maximum of one ARU within the primary dwelling unit and one ARU in a separate accessory structure or above a detached garage, provided that the structure has a side or rear lot line adjacent to a lane, subject to appropriate development regulations.

Although By-law 13-21 applies city-wide (with a few exemptions), not all properties will be able to accommodate two ARUs. Properties must adhere to the applicable zoning provisions, development standards, and other requirements such as the Ontario Building Code. ARUs are not permitted within Toronto Region Conservation Authority (TRCA) regulated areas and are also not permitted or permitted with conditions on lands within the Oak Ridges Moraine Conservation Area.

By-law 13-21 regulates minimum side and rear yard setbacks of 1.2 metres to ensure adequate access for ARUs in the primary dwelling (with side or rear wall access) and ARUs in an accessory detached structure or detached garage. Accessory structures containing ARUs are subject to maximum heights of 4.2 metres or 8.5 metres for ARUs located in detached garages. ARUs may not be accessed from within a garage. Furthermore, home occupations are not permitted within ARUs.

A minimum of one parking space is required for each ARU and must be located on a dedicated driveway and/or within a garage. Where there are no parking spaces required by-law for the primary dwelling unit, no parking spaces shall be required for an ARU.

Table 2. Zoning by-law 13-21 ARU Development Standards.

Development Standard	ARU in existing house	ARU in detached accessory structure	ARU attached to detached garage	ARU above detached garage
Maximum # of ARU permitted	1 (total 2 per lot)	1 (total 2 per lot)	1 (total 2 per lot)	1 (total 2 per lot)
Minimum Side and Rear Yard Setback	1.2 metres	1.2 metres	1.2 metres	1.2 metres
Maximum Height	<i>See applicable Zoning By-law</i>	4.2 metres	4.2 metres	8.5 metres (2 storeys)
Maximum Floor Area	<i>See applicable Zoning By-law</i>	40 square metres	40 square metres for ARU and 40 square metres for detached garage	55 square metres if enclosed stair access or 40 square metres with unenclosed stair access

Maximum Lot Coverage	See applicable Zoning By-law	See site specific Zoning By-law	See site specific Zoning By-law	See site specific Zoning By-law
Parking Spaces	1 parking space per ARU with some exceptions	1 parking space per ARU with some exceptions	1 parking space per ARU with some exceptions	1 parking space per ARU with some exceptions

**Please note this table provides general detail. See Zoning by-law 13-21 for full development standard details.*

2.9 Relevant Design & Development Standards

LGA Architectural Partners reviewed the following design and development standards, as relevant to the ARU component of this Project:

- Waste Management Design and Collection Standards for Development (Division J)
- Accessory Structure and Detached Garage Standards (Zoning By-law 100-10)
- Planting Standards (Division K)
- Tree Protection By-law 41-07

Based on their professional experience, they find the standards to be appropriate and similar to other Ontario municipalities. Therefore, we do not anticipate that the standards will create insurmountable design challenges to achieving four residential units per lot.

Zoning By-law 100-10 was an omnibus by-law that amends all parent zoning by-laws created prior to 2010. It harmonizes the definitions of accessory structures, lot coverage, and height standards. Maximum height for a detached garage is 4.2 metres. Maximum height for an accessory structure with a peaked roof is 3.6 metres and for an accessory structure with a flat roof the maximum height is 2.75 metres. Both of these are lower than the maximum height of 4.2 metres for a detached ARU. Beyond reducing the ease of direct ARU conversions from other accessory structures to ARUs, it calls into question the defensibility of the lower height limits if 4.2 metres is appropriate for ARUs and detached garages. Some newer zoning by-laws approved after 2010 include maximum heights of 4.5 metres.

MEMORANDUM

To: Salvatore Aiello, City of Richmond Hill
From: Gladki Planning Associates Inc., LGA Architectural Partners
CC: TYLin, Aird & Berlis LLP
Date: August 29, 2024
Subject: Built Form Memo – Housing Accelerator Fund (HAF) Project

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Next Steps21

Please note: Yellow highlighted text indicates information or sections that are pending review or confirmation prior to being incorporated into the Draft Recommendations Report and draft amendments in Phase 7.

Project Overview

The City of Richmond Hill has retained Gladki Planning Associates Inc. (GPA), in association with LGA Architectural Partners (LGA), TYLin, and Aird & Berlis LLP, to undertake the Richmond Hill Housing Accelerator Fund Project.

The Federal Government has made funds available through the Housing Accelerator Fund (HAF) to local governments for initiatives aimed at increasing affordable housing supply and supporting the development of complete, low-carbon and climate resilient communities that are affordable, inclusive, equitable and diverse. In response to the City of Richmond Hill’s application to the HAF, the Federal Minister of Housing, Infrastructure and Communities issued two specific requests to enhance the City’s application and create new housing. This project provides a response to the Minister’s requests that best meets the needs and objectives of the City of Richmond Hill.

This project focuses on two related but distinct tasks to expand opportunities for gentle intensification and missing middle housing typologies in Richmond Hill:

- To propose amendments to the Official Plan (OP) and zoning by-law (ZBL) to permit up to 4 residential units where zoning permits single detached, semi-detached or townhouse dwelling units.
- To propose amendments to the OP and ZBL to permit up to 4 storeys as-of-right within the Newkirk Major Transit Station Area (MTSA) and MTSA’s along the Yonge Street and Highway 7 priority transit corridors where there is a mixed-use centre or corridor designation in the OP with permissions for building heights of 3 storeys or greater.

Our work will contribute new draft policy and by-law regulation contemplating updates to the City of Richmond Hill’s planning policy framework allowing for these new forms of gentle intensification. We will provide new planning instruments as appropriate for consideration allowing for the implementation of this new framework. This new framework will adapt the scale of intensification in some areas of the City, permitting an expansion of available housing typologies and missing middle housing. The impacts of this on surrounding uses, servicing, and transportation will be assessed and will inform our recommendations.

Purpose of this Memorandum

This memorandum outlines key directions related to built form. The following sections detail the central issues related to built form, options, our recommended approach, and a brief rationale. These key directions consider the following inputs:

- findings from Phase 3 background review and analysis;
- precedent research on other municipalities' approaches to permitting and regulating multiplexes;
- feedback from the public and stakeholders in Phase 5;
- built form demonstrations from Phase 5;
- the Parking & Transportation Memo, prepared by TYLin;
- feedback from City staff and consultants on the comprehensive zoning by-law project; and
- our professional expertise and experience as architects and planners.

If endorsed by City staff, these key directions will form the basis of the Official Plan amendment (OPA) and zoning by-law amendment (ZBLA).

Key Directions

Additional Residential Units

Permit up to four residential units on properties zoned for ground-related dwellings

We recommend permitting up to four (4) self-contained residential dwelling units on properties zoned for detached houses, semi-detached houses, and townhouses (including street townhouses and back-to-back townhouses, but not stacked townhouses), where currently only three (3) units are permitted. Ontario has a well-documented housing crisis. This amendment will permit additional residential units to be constructed to meet demand in Richmond Hill. It will increase housing choice and diversity, as well as facilitate aging-in-place. This change will use existing municipal infrastructure more efficiently. This amendment will conform to or not conflict with, as the case may be, with the policies and objectives of the Provincial Policy Statement ("PPS"), the Growth Plan for the Greater Golden Horseshoe ("Growth Plan"), the York Region Official Plan ("ROP"), and the Richmond Hill Official Plan ("OP").

Terminology

OP and ZBL definitions will be reviewed and updated in the next phase of this project (Phase 7), once the overall approach to regulating the four residential units per property is confirmed with input from City staff. For the purpose of this document, we will use the following terms:

“Multiplex”

A low-density residential property that contains two, three, or four units. These units may be located within:

- a converted detached house, semi-detached house, or townhouse (i.e. a primary unit plus additional residential units);
- a detached accessory structure;
- a purpose-built multiplex building; or
- any combination of the above building types.

The term multiplex shall refer to the whole property, including the principal building and any detached accessory structures containing residential units.

“Accessory residential building”

A detached structure containing residential units. It shall be accessory to and located on the same lot as:

- a single-unit dwelling (detached house, semi-detached house, or townhouse);
- a converted detached house, semi-detached house, or townhouse containing multiple residential units; or
- a purpose-built multiplex building.

Multiplex permissions

We recommend the following general permissions for *multiplexes*:

- *Multiplexes* will be permitted in all zones that permit detached houses, semi-detached houses, townhouses. This effectively permits up to four residential units per lot. This approach complies with the *Planning Act* and associated regulations.
- *Multiplexes* will be subject to the same building envelope standards that apply to other ground-related dwelling types in the zone based on the applicable parent ZBL. This ensures the scale of *multiplexes* is compatible with neighbouring dwellings and maintains neighbourhood character.
- A *accessory residential building* may be located in the rear yard or side yard.
- A *accessory residential building* may contain an integral garage provided all standards related to detached garages and *accessory residential buildings* are met. The requirement that such a building about a lane will be removed. This will continue the current permission for a residential unit (or units) to be constructed on top of or attached to a detached garage.

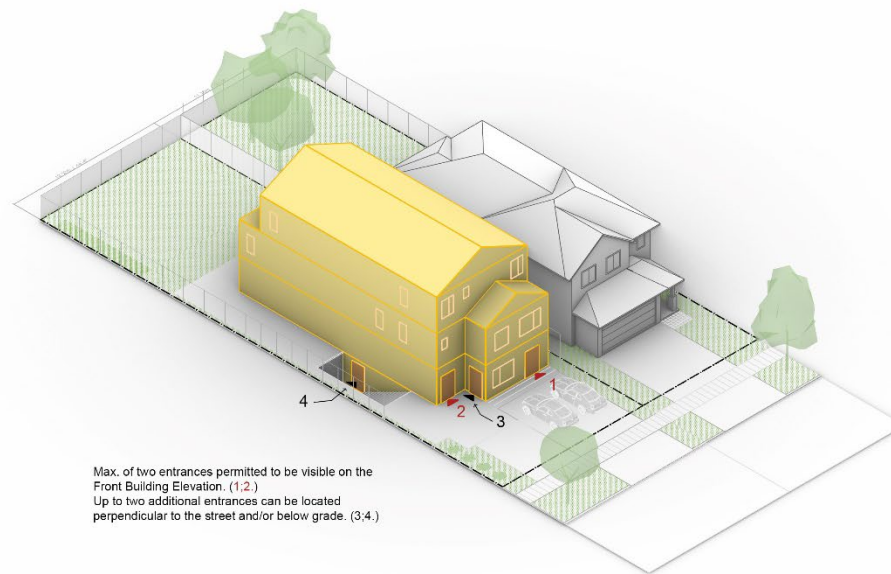
Clarify regulations regarding unit entrances

As the number of residential units per property increases, regulations regarding unit entrances should be revisited to ensure safe, convenient access for residents and emergency services.

Unit entrances on the front elevation

Regulations around unit entrances can impact unit layouts and arrangement on a *multiplex* property. To provide flexibility, we recommend not to limit the number of unit entrances on the front elevation of the building. However, we propose that a maximum of two (2) unit entrances are permitted to be visible on the front building elevation. Additional entrances may be located below grade or perpendicular to the street. This is demonstrated in Figure 1. This protects against a façade that is dominated by doors, thus maintaining neighbourhood character.

Figure 1. Three entrances on the front elevation of a multiplex.



Clear access

City staff stated that current zoning standards requiring a minimum side yard setback of 1.2 metres where the unit entrance is located in the side yard or rear yard are difficult to interpret and are a common reason for minor variance applications related to additional residential units. The intent is to provide clear access to unit entrances but the setback applies to the full extent of the side yard, regardless of where the unit entrance is located, which is not appropriate and created an unintended burden. We propose the following changes that ensure clear access to unit entrances and are straightforward to interpret for both developers and zoning examiners:

- Where unit entrances (including those to a *accessory residential building*) are located in the rear yard or side yard of a *multiplex* property, a minimum 1.0-metre-wide clear access path must be provided from a street or lane to the unit entrance. The clear access path must be hardscaped. No encroachments are permitted into the clear access path.
- A minimum 2.1 metre vertical clearance must be provided for the length of the clear access path.

In addition to these clear access path standards, minimum side yard setbacks apply. For the principal building on a lot, the parent ZBL dictates the setbacks. Generally, parent ZBLs require a setback of 1.2 metres or greater, with select encroachments permitted. For *accessory residential buildings*, new standards for setbacks are proposed (see Setbacks section below).

These requirements have been coordinated with the City's emergency services. They will be implemented through zoning but may not be reduced by the Committee of Adjustment (via minor variance) because they also form requirements under the Ontario Building Code. We further recommend that Building Services develop a stamp with the access requirements, to be included on site plans for *multiplex* developments.

Provide flexibility for larger accessory residential buildings on adequately-sized properties

Currently, detached accessory structures containing residential units are limited to:

- the lesser of:
 - 40.0 square metres of floor area, or
 - 5% lot coverage for all detached accessory structures;
- one (1) storey, unless located above a detached garage;
- containing a maximum of one (1) dwelling unit.

The current standards facilitate small, studio or 1-bedroom units. In pursuit of housing diversity and choice, including accommodations appropriate for larger households, we recommend modifications to the standards to permit larger *accessory residential buildings*. Larger structures can accommodate 2-bedroom and 3-bedroom units.

Larger structures also create opportunity for two (2) dwelling units to be contained within a single *accessory residential building*. This would facilitate the creation of four units on a property (with two units in the principal building and two units in the *accessory residential building*) without triggering more complicated and costly Ontario Building Code (OBC) requirements when three or more dwelling units are located in a single building. Without triggering the 3-unit-threshold for the OBC, small-scale development is more feasible from both a design and financial perspective.

Not all properties in Richmond Hill are suitable for larger *accessory residential buildings*. We propose building envelope standards that control the *accessory residential building* on all sides:

- Minimum side and flankage yard setbacks;
- Minimum rear yard setback;
- Minimum separation distance from principal building; and
- Maximum building height.

Setbacks and separation distance work together to control the size of the *accessory residential building* based on the lot dimensions. As lot frontage or depth changes, the maximum footprint of the structure adjusts proportionally. Larger properties are permitted larger structures; smaller properties are permitted smaller structures. Some areas in Richmond Hill have very large

properties, therefore a maximum lot coverage for *accessory residential buildings* is proposed to ensure the scale of these structures remains appropriate in these contexts.

Figure 2 and Figure 3, below, demonstrate how the building envelope is controlled on differently-sized properties.

Figure 2. Small property where size of the accessory residential building is limited by setbacks and separation distance.

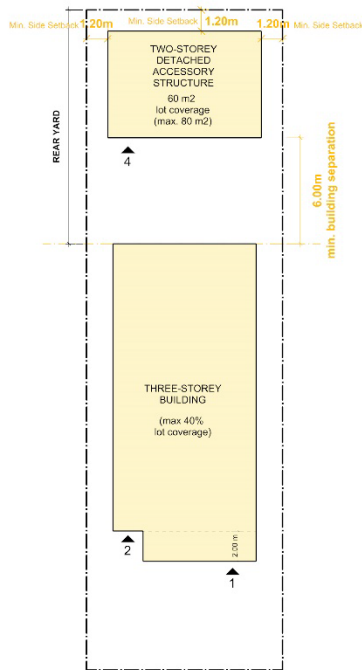
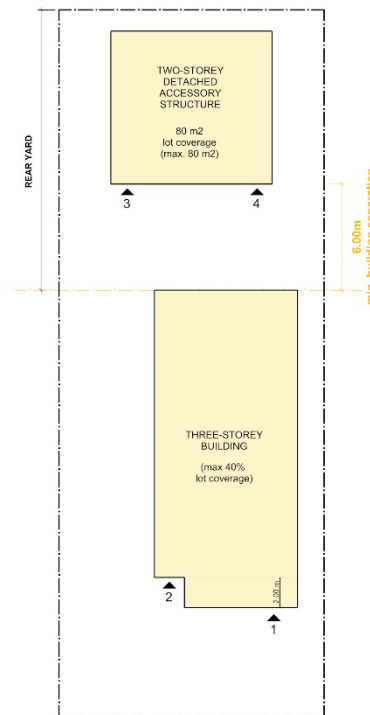


Figure 3. Large property where lot coverage for the accessory residential building is limited to the maximum 80.0 square metres.



Lot coverage

Currently, detached accessory structures containing residential units are subject to a maximum floor area of 40.0 square metres and are counted as part of the 5% maximum lot coverage for all detached accessory structures (including detached garages, sheds, etc.). We propose the following alternative regulatory scheme for lot coverage:

- Maximum lot coverage standards in the parent ZBL (generally, 30-50%) apply to the principal building on a *multiplex* property.
- *Accessory residential buildings* are not included in either the lot coverage calculation for the principal building or for detached accessory structures.
- *Accessory residential buildings* may have a maximum lot coverage of 80.0 square metres, assuming standards for side and rear yard setbacks and separation distance are met.

- On a lot containing a *accessory residential building*, no other detached accessory structures are permitted, except bicycle parking.

Separation distance

Separation distance is the perpendicular distance between the closest walls of the principal building and the *accessory residential building*. Often, this will be the distance between the rear wall of the principal building and the front wall of the *accessory residential building*.

We recommend a minimum separation distance of 6.0 metres between the principal building and a *accessory residential building* located on the same lot. Separation distance provides space for outdoor amenity area and soft landscaping, including trees. Six metres was selected because this distance creates an approximately 1:1 relationship for 2-storey structures, which is considered an industry standard to ensure buildings have a good spatial relationship to one another. Based on analysis and demonstration plans produced in earlier phases of this project, we observe that many ground-related dwellings in Richmond Hill are “underbuilt”, meaning they are smaller than the building envelopes permitted as-of-right by parent ZBLs. Therefore, a 6.0-metre minimum separation distance will, in practice, also limit principal building depth when *multiplex* properties are redeveloped, protecting them becoming overbuilt.

Setbacks

Parent ZBLs generally require side and rear yard setbacks of 0.6 metres for detached accessory structures, including those containing residential units. By-law 13-21 requires side and rear yard setbacks of 1.2 metres where it is needed to provide access to unit entrances. In our opinion, it is appropriate to require 1.2-metre side and rear yard setbacks for *accessory residential buildings*, which is consistent with the minimum setbacks for other buildings for human habitation in low-density residential zones. These setbacks create space for the maintenance of *accessory residential buildings* and provide separation from neighbouring properties and buildings. This setback is also consistent with OBC Part 9 requirements to allow glazing. Recognizing that the conversion of existing detached accessory structures and detached garages may be desirable, there are two options:

- OP policy text could encourage the Committee of Adjustment to consider minor variances to setbacks to permit the conversion of existing structures to *accessory residential buildings*; or
- The ZBL amendment could provide an exemption for legally existing structures as of the date of adoption of the by-law amendment. This second option would allow for as-of-right conversions for structures with setbacks less than 1.2 metres.

Regarding corner lots and flankage yard setbacks, on most properties it would difficult to locate a *accessory residential building* in the flankage yard and achieve the required separation distance with the principal building on the lot. When we examined property parcel data, we observed that a meaningful amount of what appears to be flankage yard is part of the City-owned boulevard and therefore unavailable for development. There are also daylighting triangles that must be maintained on corner lots. Perhaps most importantly, accessory residential buildings located in flankage yards do not *generally* follow the existing lot patterns in

Richmond Hill's neighbourhoods. In certain areas, there may be existing detached garages and driveways located in flankage lots. On a case-by-case basis, it may be appropriate to allow the conversions of detached garages in flankage yards to *accessory residential buildings*. We recommend that *accessory residential buildings* be prohibited in flankage yards in the ZBL, but we propose OP policy text encouraging the Committee of Adjustment to consider minor variances to permit the conversion of existing structures, where appropriate. For clarity, *accessory residential buildings* are permitted to locate in the interior side yard of a corner lot, applying the same standards as non-corner lot properties.

Height and massing

We recommend permitting 2-storey *accessory residential buildings*. Two-storey built form is permitted under current zoning for detached accessory structures where an additional residential unit is constructed above a detached garage abutting a lane. In our view, there is no planning rationale to restrict the ground floor use to parking. Further, we find it appropriate to permit 2-storeys on properties that do not abut lanes. Lanes create additional separation between properties but a similar effect can be achieved by increasing setbacks from 0.6 metres to 1.2 metres, as we have suggested. Since Richmond Hill's current zoning permits 2 and 3-storey principal buildings with 1.2 metre side setbacks, this change would be consistent with how residential buildings are currently regulated.

We recommend a maximum main wall height of 6.0 metres (Figure 4), which is adequate for two storeys considering these structures are typically feature "slab on grade" construction with 2.5-metre to 3.0-metre storey heights. An additional height allowance (to be determined) would be available for structures with pitched roofs (Figure 5).

Figure 4. Accessory residential building with a maximum main wall height of 6.0 metres and a flat roof.

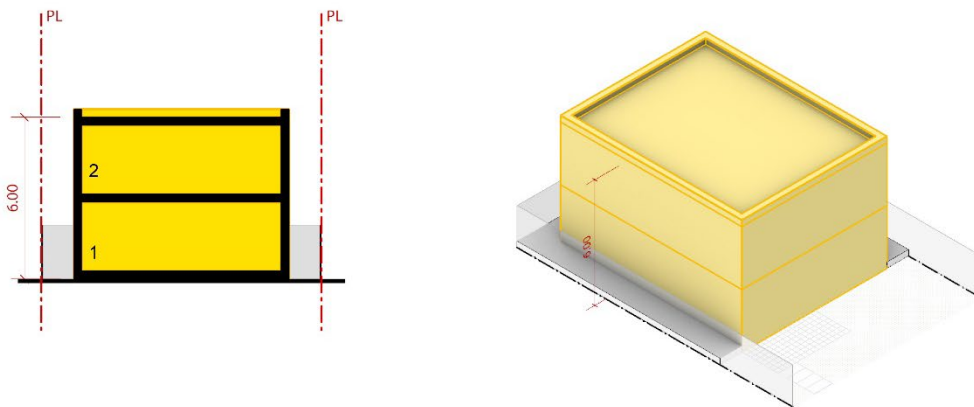
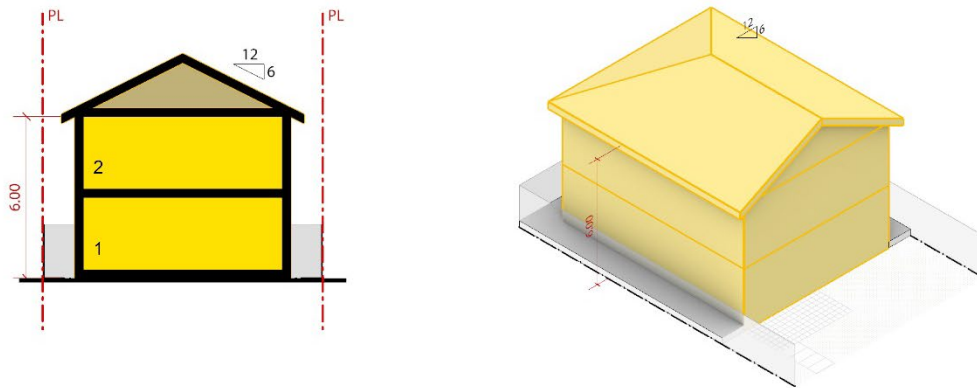


Figure 5. Accessory residential building with a maximum main wall height of 6.0 metres and a pitched roof.



During public consultations for this project, we heard some concern from neighbours about overlook onto their properties from 2-storey *accessory residential buildings*. Below, we present options and a recommendation in response to this concern.

Option #1: Rely on Ontario Building Code requirements

The OBC regulates a maximum percent of glazed openings per building façade based on setbacks. With setbacks of 1.2 metres, as recommended, only 8% of the façade may be glazed without additional fire protective measures (Table 1). It is important to note that this 8% is spread over both storeys and, in practice, many designs favour larger windows in common living areas located on the ground floor. Based on the OBC requirements, we predict that second storey windows facing adjacent residential properties will, in most cases, be minimal. As setbacks increase, additional glazing is permitted but the larger setbacks mitigate overlook.

Table 1. Ontario Building Code, Maximum Area of Glazed Openings in Exterior Walls of Houses (Table 9.10.15.4.)

Table 9.10.15.4.
Maximum Area of Glazed Openings in Exterior Walls of Houses
 Forming Part of Subclause 9.10.15.2.(1)(b)(iii) and Sentences 9.10.15.4.(1) and (2)

Maximum Total Area of Exposing Building Face, m ²	Maximum Aggregate Area of Glazed Openings, % of Exposing Building Face Area													
	Limiting Distance, m													
	Less than 1.2	1.2	1.5	2	2.5	3	4	6	8	10	12	16	20	25
10	0	8	12	21	33	55	96	100	100	100	100	100	100	100
15	0	8	10	17	25	37	67	100	100	100	100	100	100	100
20	0	8	10	15	21	30	53	100	100	100	100	100	100	100
25	0	8	9	13	19	26	45	100	100	100	100	100	100	100
30	0	7	9	12	17	23	39	88	100	100	100	100	100	100
40	0	7	8	11	15	20	32	69	100	100	100	100	100	100
50	0	7	8	10	14	18	28	57	100	100	100	100	100	100
100	0	7	8	9	11	13	18	34	56	84	100	100	100	100
Over 100	0	7	7	8	9	10	12	19	28	40	55	92	100	100

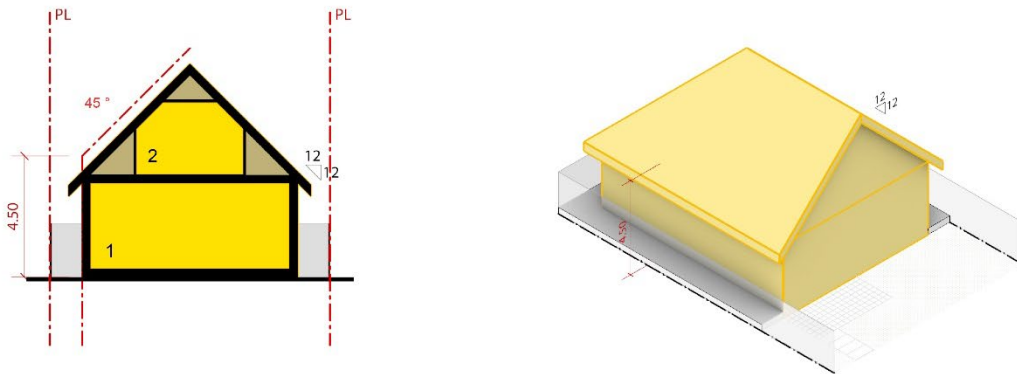
Option #2: Sculpt the second storey

We could use zoning to control the massing of the second storey, which could help mitigate overlook and enhance privacy on adjacent properties. Massing would be dictated by applying a 45-degree angular plane measured from 4.5 metres above grade at the required side and rear setbacks (1.2 metres) from the property lines. Angular planes would only apply along lot lines directly abutting another property zoned for low-density residential uses. Sculpting would not be required on the portion of the *accessory residential building* facing the principal building on the same lot. While angular planes are not primarily used as privacy mitigation, its application in this context has the effect of reducing overlook because of the impact on built form.

On large properties, the *accessory residential building* could have two full storeys if large enough setbacks can be accommodated. Larger setbacks minimize overlook. On more constrained sites where angular planes will sculpt the building, the following built forms are likely:

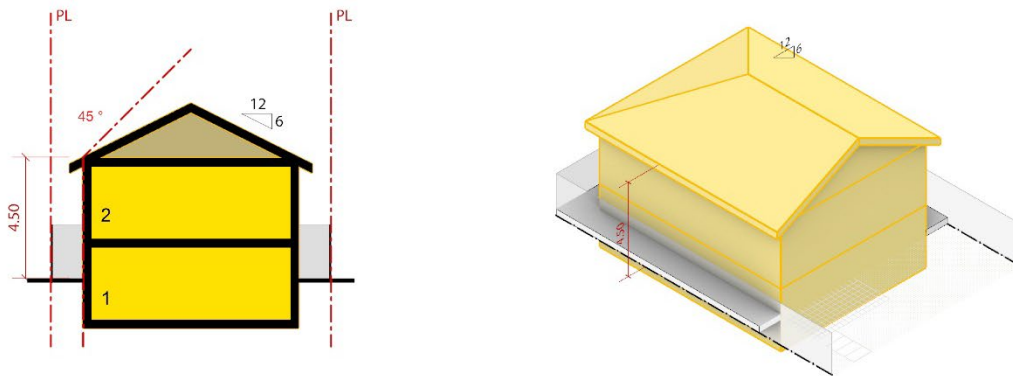
- One storey plus attic loft (Figure 6); or
- Sunken first storey to allow two full-height storeys (Figure 7).

Figure 6. Built form created by a 45-degree angular plane applied from 4.5 metres above grade: one storey plus attic loft.



For a one-storey plus loft structure, the second storey would have sloping walls, rather than vertical walls. Windows would be permitted on the second storey but they too would be sloping. A person standing inside the *accessory residential building* at the window would be further from the property line (due to low ceiling heights), thus reducing overlook.

Figure 7. Built form created by a 45-degree angular plane applied from 4.5 metres above grade: sunken first storey to allow two full-height storeys.



For a sunken two-storey structure, the second-storey windows would be located below 4.5 metres, which is only slightly higher than the height of windows on a typical first storey. The lower height reduces overlook and provides a similar level of privacy as a one-storey structure, which, generally, does not seem to concern neighbours. The design response of sinking the first storey to accommodate two full-height storeys within the angular plane may impact the provision of barrier-free/accessible units.

Sculpting the second storey does increase construction costs, but since other municipalities (namely, Toronto) have similar regulations, many architects are familiar with suitable design approaches and there are even pre-fabricated buildings on the market that meet these requirements.

If this Option is selected as the preferred option, some consideration may be given to allowing dormers to increase useable floor area on the second storey. The inclusion of windows in dormers, however, may negate the overlook mitigation impacts of the angular plane.

Option #3: Restrict windows on second storey

To prevent or reduce overlook onto adjacent properties, windows in the *accessory residential building* could be restricted in various ways. These options and some commentary are presented in Table 2. Window restrictions would only apply along lot lines directly abutting another property zoned for low-density residential uses. Window restrictions would not apply on the portion of the *accessory residential building* facing the principal building on the same lot.

Table 2. Options to restrict windows in an accessory residential building.

Way to restrict windows	Commentary
Windows on the second storey could be prohibited unless larger setbacks (e.g. 3.0 metres) are accommodated.	Requiring larger setbacks in order to have windows would reduce overlook. However, there are several disadvantages with this option. Second storeys without windows offer poor living conditions for residents and unaesthetic blank walls. Stepbacks (to accommodate additional setback on the second storey) increase construction costs significantly, result in loss of floorspace, and may contain balconies (which provide similar possibility for overlook onto neighbouring properties).
The height of second-storey windows could be regulated to only allow for clerestory windows (Figure 8) and skylights.	This option would provide units with natural light but not views. It would create challenges with unit layouts because bedrooms require a second means of egress (i.e. an operable window of a certain size) under the OBC. Authority to regulate the minimum elevation of windows is provided under Section 34(1)(5) of the <i>Planning Act</i> .
Windows on the second storey could contain obscure/frosted glass.	The <i>Planning Act</i> does not provide authority to regulate the type of glass.

Figure 8. Clerestory windows in a bedroom. (Source: DigsDigs.com)



Everything considered, window restrictions are not our preferred option. Implementation through zoning is difficult and open to appeal. Light and air provided by windows are essential for quality housing. Applying window restrictions complicates design and risks the creation of poor-quality living spaces on the second storey.

Our recommendation is to rely on Ontario Building Code requirements (Option #1). It is our opinion that OBC requirements produce built form that sufficiently mitigates concerns about overlook. Since residents may not be familiar with the details and application of the OBC, we suspect their fear is wall-to-wall glazing, which is unlikely to be the reality. Option #1 allows for simpler, cost-effective *accessory residential building* designs which will facilitate the construction of more new homes. Sculpting the second storey (Option #2) is also an acceptable solution, though we recognize it will result in higher building costs and may reduce the viability of certain multiplex developments.

Number of units

We recommend that the ZBL permit a *accessory residential building* to contain a maximum of two (2) dwelling units. As previously described, this recommendation would make it easier for property owners to develop four residential units by reducing cost and complexity involved with meeting OBC requirements for 3+ units in a single building. It may also facilitate the development of more residential units where the property owner wishes to retain the primary

building as a single unit (e.g. for personal use), which would otherwise limit the multiplex property to two units total.

Outdoor amenity space

Multiplex properties will not be subject to rear yard amenity provisions of the current ZBLs; these only apply to detached and semi-detached properties. We recommend introducing OP policies to encourage provision of outdoor amenity space, which may include shared spaces, for units within multiplexes.

To reduce overlook, on *accessory residential buildings* we recommend prohibiting rooftop amenity areas and balconies on building façades that face a lot line abutting a property zoned for low-density residential uses. Balconies may be permitted facing the principal building on the same lot and on façades facing lot lines abutting non-residential uses, streets, lanes, parks and open space, and medium- or high-density residential properties.

Review parking requirements for multiplex properties

Minimum parking requirements

The demonstrations created for this project clearly show the impact of parking on the built form of multiplexes. Most significant is the interplay between lot frontage, maximum driveway widths, and parking minimums in the parent ZBLs. In the parent ZBLs, narrow lots (less than 9.0 metres frontage) typically required one parking space located in a garage. Driveways on these lots are limited to 3.0 metres in width under Omnibus Amending By-law 84-03. This results in the potential maximum of two parking spaces: one in the garage and one on the driveway. Wider lots (greater than 9.0 metres frontage) are more likely to be constructed with double-car garages to accommodate the required 1-2 parking spaces under the parent ZBLs. Under By-law 84-03, wide lots are permitted driveways that are 6.0 metres wide or more. This means many wide lots were constructed in a way that can accommodate 4 parking spaces: two in the garage and two on the driveway.

Our recommended minimum parking requirements for multiplexes have been prepared based on analysis by TYLin, further elaborated within the Phase 6 Parking & Transportation Memo. Our recommendations also recognize that, in general, more space dedicated to vehicles means less space available for housing. Facilitating the creation of more housing is a primary objective of this project. Therefore, we attempt to find a balance between low minimum parking requirements to reserve maximum space on-site for housing and ensuring that sufficient parking is available to meet the needs of multiplex residents. Lower parking rates support modal shift, reduce impermeable surfaces, improve property aesthetics, and lower the cost of individual rental units since parking is not an amenity tenants must pay for.

It is important to note that no parking maximums have been proposed, only minimums. If property owners wish to provide additional parking spaces, they may, as long as their property is sufficiently sized. As previously discussed, properties with less than 9.0 metres frontage can generally accommodate up to two parking spaces and properties with greater than 9.0 metres frontage can generally accommodate at least 4 parking spaces. When parking minimums are lower than the number of parking spaces a property can reasonably accommodate, it provides

the *option* to reclaim some garage space, for example, as living space. Whether property owners take advantage of this option will be largely determined by the market and the needs of target tenants.

Minimum parking for a multiplex property

Parking requirements for single dwellings, as required by the parent by-laws, are unaffected. The proposed omnibus amending by-law will introduce new parking requirements for multiplexes only.

Table 3 depicts our recommendations for minimum parking for multiplex properties. Minimum parking requirements are based on the City’s established Parking Strategy Areas (PSAs) and will be implemented through a zoning overlay. Since the number of units in multiplexes are low (relative to apartment buildings, for example), we opted to provide parking minimums as the number of spaces required per property, rather than a rate per unit, for ease of interpretation. Accordingly, parking minimums vary based on the number of units in a multiplex. Bill 185 amended the *Planning Act* to eliminate parking minimums within MTSAs. As such, no parking is required for multiplex properties located within PSA 1 and PSA 2.

Table 3. Recommended minimum number of required parking spaces for a multiplex property.

# Units in a Multiplex	PSA 1	PSA 2	PSA 3	PSA 4
2 Units	0	0	1	2
3 Units	0	0	1	2
4 Units	0	0	2	3

Notwithstanding Table 3, multiplex properties subject to By-laws 986 and 1275, which do not contain minimum parking requirements, will not be required to provide any parking for up to three units (see Table 4). This ensures conformity with the *Planning Act* O.Reg. 299/19 Section 2(2), which does not require a parking space for the first two additional residential units if the primary residential unit has no parking minimums prescribed in a ZBL.

Table 4. Alternative minimum required parking for by-laws 986 and 1275.

# Units in a Multiplex	Minimum # of Parking Spaces
2 Units	0
3 Units	0
4 Units	1

Properties with a lot frontage of less than 9.0 metres have a maximum driveway width of 3.0 metres under Omnibus Amending By-law 84-03. On these constrained properties, assuming the existence or development of an integral garage, a maximum of two parking spaces can be provided. In accordance with Section 16(3) of the *Planning Act*, the required minimum parking spaces for multiplex properties containing three residential units may not exceed 2. Development of a fourth unit on properties with a lot frontage of less than 9.0 metres would

require a minor variance to reduce the parking requirement. OP policies can encourage the Committee of Adjustment to positively consider granting these variances, as appropriate.

O.Reg. 299/19 (Section 2(1)) requires a maximum of one parking space for each additional residential unit. O.Reg. 299/19 (Section 3) does, however, permit municipalities to pass a ZBL which requires zero parking spaces for the first and/or second additional residential unit. The regulation does not allow modification of the parking requirement by by-law for the third additional residential unit. Accordingly, we have set the “trigger point” for requiring an additional parking space to be provided on a multiplex property at the fourth unit.

Bicycle parking

Provision of bicycle parking spaces supports modal shift and strengthens the rationale for reduced parking minimums for multiplexes. This direction is aligned with City policies regarding transportation and environment. We recommend requiring one (1) bicycle parking space per unit in PSA 1, PSA 2, and PSA 3 (broadly, the MTSAs and 400-metre transit corridors). No bicycle parking would be required in PSA 4 (rest of the city). Bicycle parking for low-density residential properties may need to be separately defined in the ZBL, since the standards for bicycle parking in high-density developments may be inappropriate in a different context. Definitions will be reviewed in collaboration with the comprehensive zoning by-law project team. We recommend standards for bicycle parking that provide maximum flexibility (i.e. not being overly prescriptive of location, size, weather protection, etc.), recognizing that other low-rise dwelling types have no applicable standards relating to bicycle parking. Bicycle parking facilities would be the sole exemption from the prohibition on other detached accessory structures for multiplex properties containing a accessory residential building.

Soft landscaping

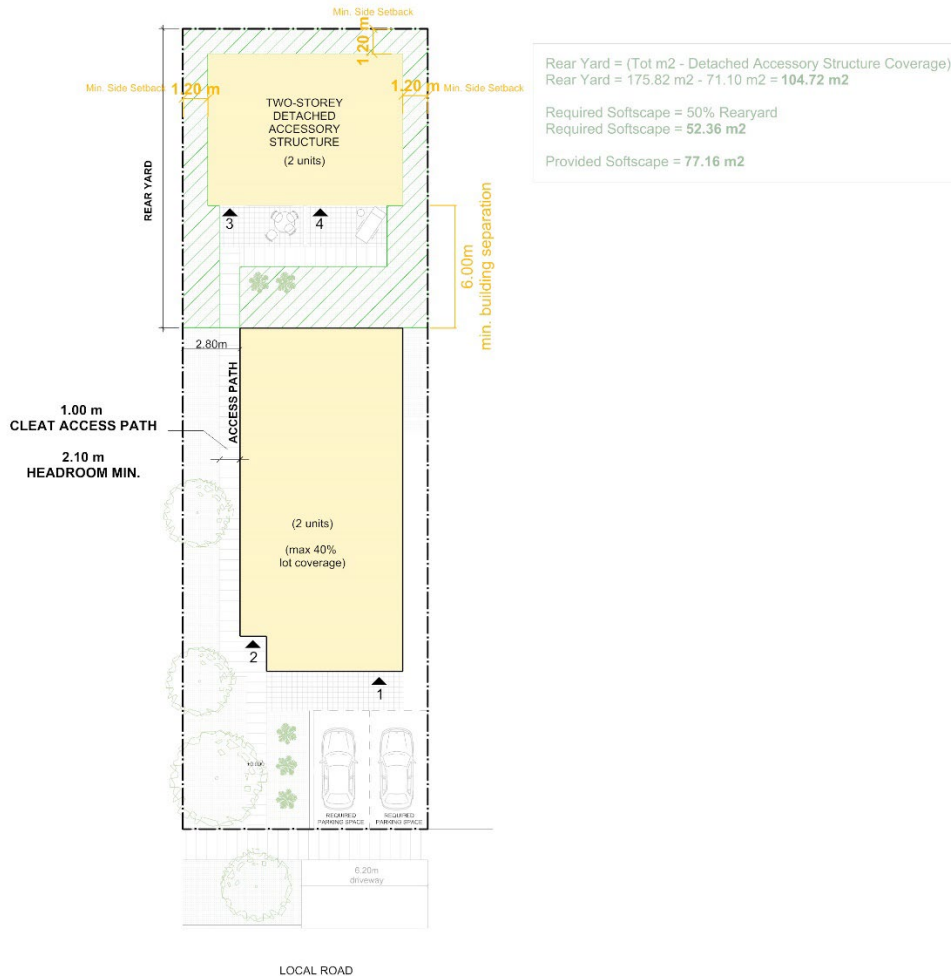
Soft landscaping means gardens, lawns, groundcover, and other soft/porous surfaces. Soft landscaping allows stormwater to be absorbed into the ground, minimizing runoff. Stormwater retention is critical to prevent localized flooding (and associated risks to lives and property), recharge groundwater, and preserve the capacity of storm sewers during rainfall events. Soft landscaping has other environmental benefits such as supporting biodiversity and reducing the urban heat island effect.

In front yards, there is an observed trend of illegal parking of vehicles on hard landscaping. Zoning only permits parking of vehicles on driveways and in garages, not on landscaped areas. Problematically, landscaped areas are defined to include hard landscaping. A front yard soft landscaping requirement would have the added benefit of creating a *de facto* parking maximum and reducing illegal parking on landscaped areas, since residents will presumably be less inclined to park on lawns and gardens.

For all these reasons, front and rear yard soft landscape standards are recommended. In consultation with the City’s comprehensive zoning by-law project team, it was determined that a front yard soft landscape standard would be best implemented through that other project. For multiplex properties, we recommend a minimum of 50% of the rear yard area be soft landscaping. Rear yard shall be defined as the area between the rear wall of the principal

building and the rear property line, excluding any area covered by a accessory residential building. Figure 9 demonstrates the rear yard soft landscape requirement.

Figure 9. Demonstration of rear yard soft landscape requirements.



Four Storeys in Mixed-use MTSAs

The Centres and Corridors are Richmond Hill’s mixed-use intensification areas. They are locations for greater densities, including mid-rise and high-rise buildings. Where Centres and Corridors overlap with MTSAs, there is potential to achieve complete communities with access to transit in close proximity. Opportunities for housing should be maximized in these locations. The challenge lies where intensification areas abut low-density residential neighbourhoods. “Transition” is the idea that heights and densities should gradually reduce from the Centres and Corridors to the Neighbourhoods. In Richmond Hill, transition is accomplished with OP angular plane policies and corresponding maximum permitted heights (in storeys). Angular planes become problematic on properties closest to where the angular plane is measured from, especially when it is measured from grade. Angular planes can produce exaggeratedly low maximum building heights on properties designated for higher densities. This effect is most acute on constrained properties. To combat this, the OP provides for buildings up to 10.0

metres in height to penetrate the angular plane. This facilitates the creation of 3 storey buildings on mixed-use properties abutting Neighbourhoods. We argue that permitting 4 storeys is highly desirable and still provides adequate transition to Neighbourhoods. Low-density residential zones typically permit ground-related dwellings with a maximum height of 3 storeys (11.0 metres). Transition does not necessitate matching the height of an adjacent property, it simply involves moving densities in that direction. Permitting buildings up to 4 storeys enables more housing to be built in proximity to transit and provides flexibility for different housing typologies, such as stacked townhouses and low-rise apartment buildings.

Increase maximum building heights and maximum base building heights from 3 storeys to 4 storeys, where appropriate

There are a few specific locations in mixed-use MTSAs where there are OP-designated maximum building heights (or base building heights) of less than 4 storeys. We recommend amending the following maximum heights in the OP to 4 storeys:

- “Neighbourhood Edge” properties in the Yonge & Bernard Key Development Area (KDA); and
- base building heights in Newkirk Local Centre.

An omnibus amending by-law would permit, notwithstanding any standards within a parent ZBL, 4 storeys (15.0 metres) as-of-right anywhere within an MTSA with a mixed-use Centres or Corridors OP designation. This area would be delineated in a zoning overlay.

The Village Local Centre would be an exception to both the proposed OPA and ZBLA. The Village Local Centre has maximum base building heights of 3 storeys, which reinforce the heritage streetwall height. We find it appropriate to maintain this maximum height for the Village Local Centre due to its unique heritage character.

Amend OP angular plane policies to allow 4-storey buildings to penetrate the prescribed angular plane

The City of Richmond Hill’s OP policy 3.1.4.3 addresses transition between the Centres and Corridors (the City’s intensification areas) and Neighbourhoods. The current policy directs, unless otherwise specified, a 45-degree angular plane will be applied, measured from grade. In the event that the Neighbourhood designation immediately abuts the lot line of lands within the Centres and Corridors, such as a side-lot or back-lot condition, a building structure up to 10 metres in height may protrude into the angular plane. Certain areas (namely, Richmond Hill Centre, Yonge Street & Bernard Avenue KDA, and the Village Local Centre) have slightly modified angular plane policies that override policy 3.1.4.3. In Richmond Hill Centre and Yonge Street & Bernard KDA, 45-degree angular planes are measured from 10 metres above grade, while in the Village Local Centre a 30-degree angular plane with no allowable penetrations applies.

We recommend amending the OP to permit buildings or structures up to 15.0 metres in height to penetrate *any* angular planes intended to provide transition between Centres/Corridors and Neighbourhoods (Figure 10 and Figure 11). Fifteen metres was selected as an appropriate

building height to accommodate four storeys, including flexibility for increased ground floor height for commercial uses and a rooftop parapet.

Figure 10. 45-degree angular plane measured from grade with a 4-storey (15.0-metre) building as an allowable penetration.

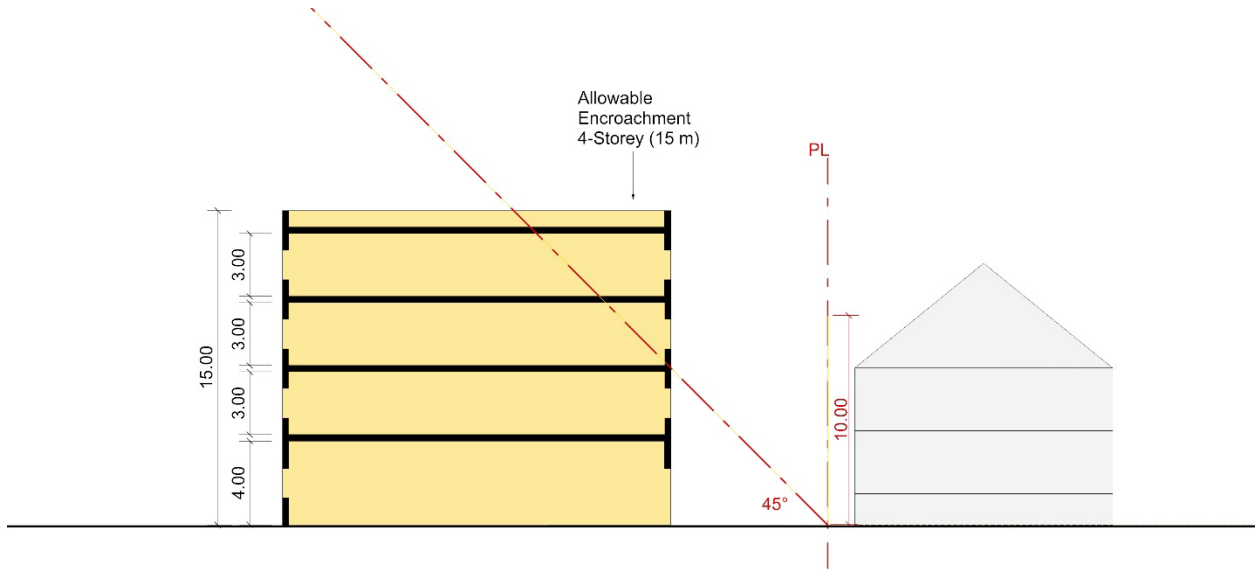
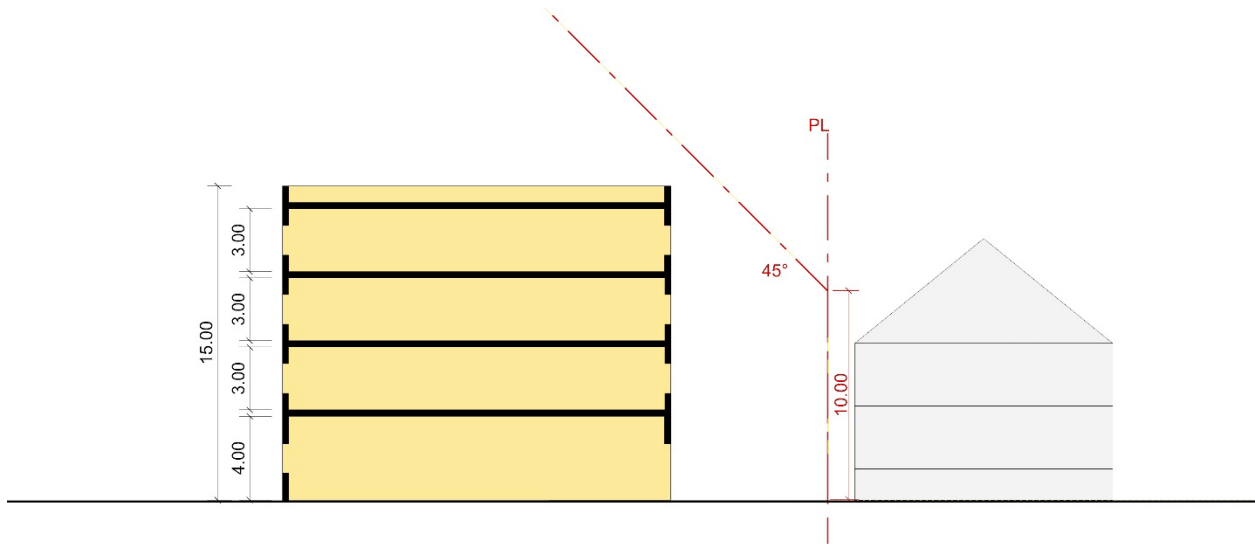


Figure 11. 45-degree angular plane measured from 10.0 metres above grade. Buildings up to 15.0 metres in height are permitted to penetrate the angular plane, however this would only occur with atypically small setbacks.



There shall be two area-specific exceptions:

1. **Yonge Street & Bernard Avenue KDA:** Policies 12.2.2.3 and 12.2.4.2.2 will not be changed. These policies were very recently adopted and are considered to be appropriate for that reason.
2. **Village Local Centre:** Policy 4.3.1.1.12 maintains significant views and will not be changed. Policy 4.3.1.2.8(a) provides transition in a way that responds to steeper-than-

typical grade conditions. We recommend that the 30-degree angular plane (with no penetrations permitted) continue to apply for the Village Local Centre.

Next Steps

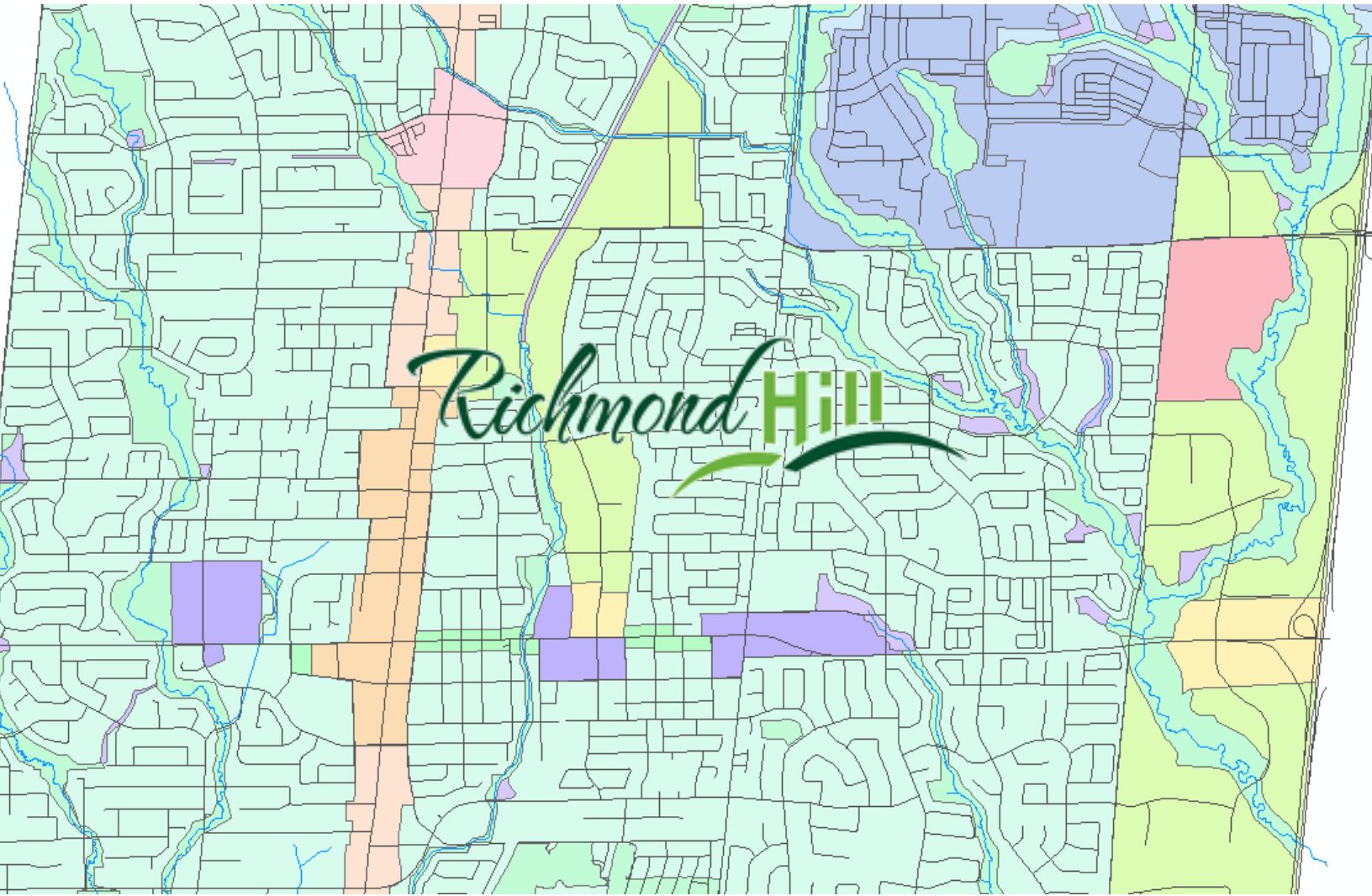
This memorandum presents the consulting team's recommendations regarding built form for *multiplexes* and 4-storey buildings within mixed-use MTSAs. Our immediate next step is to work collaboratively with our colleagues at the City to receive feedback, seek consensus, and confirm key directions. Alignment between City staff and the consulting team is the goal, as this will allow us to work expediently towards the project deadline.

Another next step will be determining the approach to the amendments (the planning instruments), particularly:

- whether to repeal or amend By-law 13-21;
- how to define *multiplexes* and *accessory residential buildings*, and harmonize similar definitions;
- how to best coordinate with the in-progress Official Plan Review and comprehensive zoning by-law projects;
- ensuring conformity with the *Planning Act*, other applicable legislations, and associated regulations.

Then, we will undertake the detailed review of the OP policies and ZBL regulations to determine the scope of amendments required to achieve the recommended built form. This work will allow us to prepare the draft amendments. At this point, it may be advisable to have the City's legal team review the draft amendments and consider utilizing the project's legal contingency for Aird & Berlis to provide an opinion on any complex legal issues arising.

Phase 7 will conclude by presenting the Draft OPA and ZBLA and the Draft Recommendations Report to Council and the public and accepting comments. After this, the final amendments and Final Recommendations Report will be prepared and will be considered by Council in December 2024.



Transportation and Parking Review – Phase 6 – Draft Report

Richmond Hill Housing Accelerator Fund Transportation and Parking Review

October 3, 2024 — TYLin Contract # 100359
City of Richmond Hill



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Appendices

Appendix A – Parking By-law Excerpts

Appendix B – Parking and TDM Strategy for New Developments – Proposed Parking Rates

Terminology

Dwelling, Multiplex: A building, occupying a single lot, containing two (2), three (3) or four (4) dwelling units, each with an independent entrance to either the ground or a common corridor. A multiplex dwelling excludes an apartment dwelling and a townhouse dwelling.

Single dwelling: a property with 1 unit/"single family" house

Additional residential unit: a unit on a property in addition to the main/principle building

Detached accessory structure: rear or side yard structure containing 1 or 2 units

Main/principal building: house or multiplex building that is not the detached accessory structure

1 Introduction

1.1 PROJECT DESCRIPTION

In November 2023, the City of Richmond Hill announced a \$31 million investment from the Federal Government's Housing Accelerator Fund (HAF) to help provide more affordable housing options. The Housing Accelerator Fund allows the City to advance multiple actions to encourage owners and builders to create affordable housing. The funding can help Richmond Hill to create increased affordable housing and advance infrastructure that unlocks residential development at a faster pace.

Subsequently, Gladki Planning Associates, with TYLin, LGA Architectural Partners and Aird & Berlis LLP, was retained by the City of Richmond Hill to provide professional planning consulting services to proposed amendments to the Official Plan and Zoning By-Law to permit up to four residential units within a single lot and four storeys within the major transit station areas (MTSA) along Highway 7 and Yonge Street and Major Mackenzie Drive East and GO Rail corridor. This project will include public consultation and recommendations to Council.

The potential redevelopment of single-family homes, semi-detached homes, and townhomes into as many as four total units may have impacts on the transportation network. This project provides the opportunity for the City to understand the potential positive and adverse impacts of this change so that policies can be established to ensure that the level-of-service to all residents and businesses is preserved through this period of transition.

1.2 PROJECT SITE DESCRIPTION

The City of Richmond Hill is bounded by Bathurst Street in the west, Bloomington Road to the north, Highway 404 in the east and Highway 7 in the south. Overall, the City spans over 100 km² and is located within the Regional Municipality of York.

This project review will span the entire City of Richmond Hill and includes a 4-storey as well as a 4-unit approach. The 4-story component is concentrated on the intensification areas within the municipal boundary, with a focus on the MTSA areas along Highway 7 and Yonge Street, and Major Mackenzie Drive East and the GO rail corridor. The 4-unit component is focused on residential neighbourhoods. The housing changes will impact all urban residential zones that permit single detached, semi-detached, and townhouses, as well as MTSAs that intersect rapid transit corridors.

1.3 REPORT PURPOSE

The objective of this transportation and parking study is to identify key issues and considerations while determining transportation-related compatibility with multiplexes/additional residential units for their implementation across the City. Three additional residential units will be proposed in all residential zones that permit single detached houses, semi detached houses and townhouses. . Four-storeys as-of-right will be permitted in the MTSA's along the Yonge Street and Highway 7 priority transit corridors where there is a mixed-use centre or corridor designation in the Official Plan, and Richmond Hill GO Station MTSA.

This study aims to discover which parking standards are appropriate to support the creation of Additional Residential Units in single-detached, semi-detached, and townhouse typologies. This parking study will address whether rates should vary based on access to higher order transit. In addition, this study will investigate whether parking standards need to be revised based on the shift in 4-storey as-of-right development in some portions of Major Transit Station Areas (MTSA). The study will also consider which appropriate parking requirements should be incorporated into a Zoning By-law Amendment (ZBLA).

This draft gives an overview of relevant policies, existing conditions related to transit, active transportation, parking, and transportation demand management measures, and policy lessons from other municipalities and provinces.

2 Policy Review

This section reviews applicable By-laws, permits, strategies, and plans that are related to transportation and parking in the City of Richmond Hill.

2.1 APPLICABLE BY-LAWS

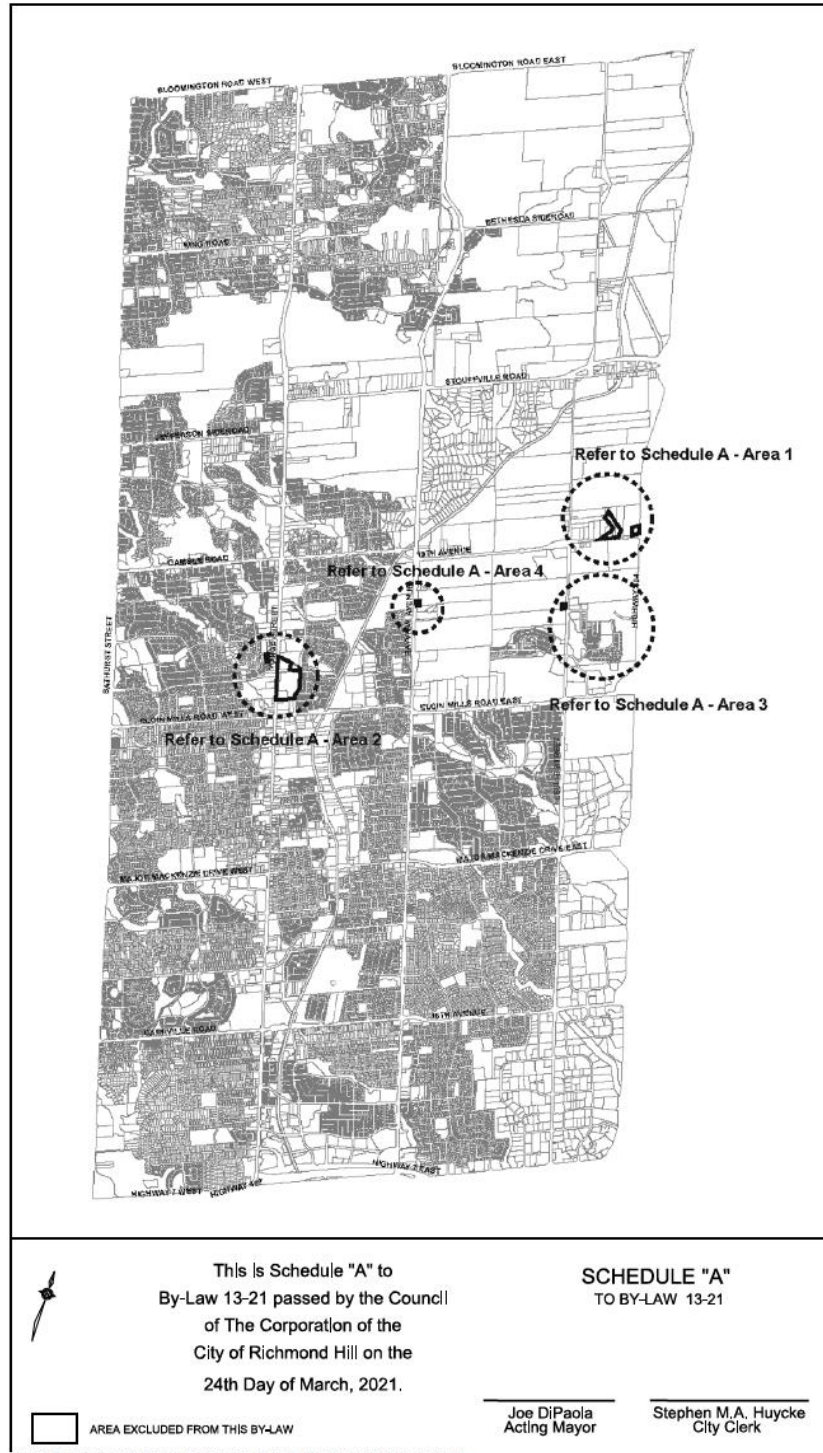
It is noted that the City of Richmond Hill does not have a single consolidated By-law that includes standardized parking requirements. Parking requirements are based on the zoning of specific properties across numerous parent zoning by-laws. Therefore, parking requirements vary site by site and are rife with inconsistencies. However, a comprehensive review is currently being conducted by the City to achieve a single Zoning By-law that implements the policies and vision of the Official Plan City-wide. A selection of relevant By-laws extracts are summarized below.

2.1.1 City of Richmond Hill Additional Residential Unit By-law 13-21

Zoning By-law 13-21 is the By-law governing Additional Residential Units. The By-law defines "Additional Residential Unit" (ARU) as a self-contained dwelling unit accessory to the primary dwelling unit.

Figure 2-1 shows Schedule A of By-law 13-21. The entire City is subject to the Additional Residential Unit By-law. The dark outlined areas show properties that are exempt.

Figure 2-1 Schedule A of ARU By-law 13-21



Source: City of Richmond Hill By-law 13-21, Schedule A

Section 2-f states that a multiplex shall not be permitted unless the primary dwelling unit is located on a lot that has lot frontage on a street and has direct vehicular access to a street, [...].

Section 2k states that no additional residential units shall be permitted unless it adheres to the following parking standards:

- i. A minimum of **one parking space is required for each Additional Residential Unit**.
- ii. Notwithstanding subsection 2.k(i) of this amending by-law, the following shall apply:
 - for **Zoning By-laws 91-13, 54-15 and 55-15** of the Corporation of the City of Richmond Hill, as amended, **where there are two (2) parking spaces provided for the primary dwelling unit, then no additional parking is required where there is only one (1) Additional Residential Unit**. However, where there is a second Additional Residential Unit, additional parking shall be required in accordance with subsection 2.k(i) of this amending by-law;
 - for **Zoning By-law 111-17** of the Corporation of the City of Richmond Hill, a **minimum of one (1) parking space is required for a second Additional Residential Unit**; and,
 - where the Zoning By-laws **do not require parking spaces for the primary dwelling unit, then no parking spaces shall be required for any Additional Dwelling Unit**.
- iii. On a lot or a parcel of tied land, all parking spaces required for the primary dwelling unit and each Additional Residential Unit shall be located on a **dedicated driveway and/or within a garage**, whether attached or detached, on the same lot or parcel of tied land on which the primary dwelling unit is located.
- iv. Within a **standard condominium**, parking spaces required for the primary dwelling unit and the Additional Residential Unit shall **be provided on a driveway and/or garage**, whether attached or detached from the primary dwelling unit, that serve exclusively the primary dwelling unit.
- v. Parking spaces provided by way of a shared parking area within the lot or standard condominium, or common element condominium, other than as described in subsections 2.k(iii) and 2.k(iv) of this amending by-law, shall not count towards the minimum parking spaces required for one (1) or two (2) Additional Residential Units.
- vi. Parking spaces may be arranged in tandem.

For an excerpt on the parking provisions of the By-law please refer to **Appendix A**.

2.1.2 Zoning By-law 84-03

The Front Yard Parking and Driveway By-law ('By-law 84-03') was passed in May 2003, and it regulates front yard parking and landscaping in most residential or rural residential zones in the City (it is noted that this By-law does not apply to some of the newer areas of the City).

By-law 84-03 defines a Driveway and Landscaping as follows:

Driveway means a defined area providing access for motor vehicles from a public street or private street or a lane to facilities such as a parking area, parking lot, loading area, private garage, building or structure.

Landscaping means any combination of trees, shrubs, flowers, grass or other horticultural elements, or any area of land surfaced by materials such as unit pavers, patio stones, concrete, decorative stonework or other architectural elements, all of which is designed to enhance the visual amenity of a property and shall not include open storage of display areas, areas devoted to vehicular use such as parking or loading areas, driveways or ramps.

By-law 84-03 prohibits the parking of a motor vehicle in a required front yard or a required flankage yard, **except on a driveway**. A driveway in a residential zone is required to be maintained with a stable surface. The driveway width guidelines are presented in **Table 2-1**.

Table 2-1 Driveway Width Provisions in By-law 84-03

Lot Frontage	Maximum Driveway Width
Less than 9.0 metres	3.0 metres
Greater than and equal to 9.0 metres, but less than 18 metres	6.0 metres
Greater than and equal to 18.0 metres	9.0 metres

In addition to the above, By-law 84-03 also only **permits parking on a driveway** (not in a front or flankage yard or in a landscaped area) and requires a minimum 45% of the front or flankage yard to be used for landscaping.

Additionally, By-law 84-03 establishes rules that apply to landscaping on lots that are within a residential zone. For example, the parking of motor vehicles in a landscaped area is prohibited. The by-law also requires that a minimum 45% of the area of a front yard or flankage yard be used for no other purpose than landscaping. The only exception to this is where the by-law permits accessory structures or porches to project into a front or flankage yard. In this regard, the area of the lot that is covered by accessory structures or porches is included in the calculation of the minimum landscaped area.

2.1.3 Accessible Parking By-law No. 305-90

By-law 305-90 requires that each designated disabled parking space shall have a minimum width of no less than 12 feet (3.7m.), and that it shall be clearly marked with a permanently installed sign.

The By-law also lays out the rate requirements for every owner/operator of a parking lot that is publicly accessible. These requirements can be found in **Table 2-2**.

Table 2-2 Required Number of Accessible Parking Spaces

Total Number of Parking Spaces	Required Number of Designated Disabled Parking Spaces
Less than 25	1
26-50	2
50-75	3
76-100	4
101-150	5
151-200	6
201-300	7
301-400	8
Over 400	8 + one additional parking space for every 100 parking spaces

For an excerpt of the parking discussion of the By-law, refer to **Appendix A**.

2.1.4 On-Street Parking Permits

The City of Richmond Hill enforces a three-hour maximum for all on-street parking, as well as overnight restrictions. Residents and visitors can purchase a Temporary Parking Permit if they need to park on the street for longer than three hours.

The temporary parking permits are limited to up to 50 days total per address, per year. The cost of a temporary parking permit amounts to \$5 plus HST. A single permit covers parking from 12 a.m. midnight to 11:59 p.m. on the date for which it is purchased.

2.1.5 Municipal Code Chapter 1116 / Parking Control By-law No. 402-89

The Parking Control By-law 403-89 lays out the penalties and fees for parking offences. As noted above, on-street parking is limited to a three-hour maximum. The fine for parking over three hours is \$30. Parking on private property amounts to a fine of \$40. Parking in a cul-de-sac amounts to a fine of \$30. Additional parking fines can be found in **Appendix A**.

2.2 MUNICIPAL TRANSPORTATION POLICIES

2.2.1 City of Richmond Hill Official Plan (January 2023 Consolidation)

The vision statement of the Official Plan (OP) reads *"The City of Richmond Hill will be the centerpiece of York Region and one of the most prominent, complete communities in the Greater Toronto Area"*.

The OP states that the vision statement recognizes the central location of the City within the Region's urban communities, as well as the presence of two Bus Rapid Transit lines, GO stations, a future subway system and the 407 Transitway. In addition, the vision statement should lead to an urban system that supports transit-oriented community development.

The OP Guiding Principles for Complete Communities include the direction of growth to built-up areas that already have existing infrastructure and services in a network of centres and corridors. The Richmond Hill Centre will be the primary intensification area of the City.

Chapter 3 of the OP is about "City Building" and various connected elements. The idea of a "complete community" is introduced, which describes a community that provides opportunities for people to live, work, shop, and play. There are amenities in well-designed, pedestrian-oriented places where public transit, walking, and cycling are viable alternatives to the automobile. In addition, it is mentioned that using modes of transportation that have no, or minimal carbon emissions, is a critical part of the City's Community Energy and Emissions Plan.

Notably, the OP lays out an intensification hierarchy of the areas from highest to lowest as follows:

- Richmond Hill Centre
- Key Development Areas (KDAs) and regional corridors
- Local centres
- Local development areas & local corridors
- Neighbourhood infill
- Additional residential units

It is stated that neighbourhoods will accommodate only limited intensification through small-scale infill (Additional Residential Units) and redevelopment at a lower scale and intensity than any other area of the urban structure.

Building on this hierarchy, Section 3.1.5 of the OP mentions that Additional Residential Units (ARUs) may be permitted in the City in accordance with the following policies:

- a. Additional residential units are permitted in areas zoned for residential development
- b. Notwithstanding (a), an additional residential unit is not permitted:
 - a. On hazard lands or hazardous sites
 - b. On lands within the Oak Ridges Moraine Natural Core and Oak Ridges Moraine

Natural Linkage designations

- c. On lands within the Greenbelt Plan Protected Countryside
- c. Notwithstanding the definition of ARU, where lands are designated Oak Ridges Moraine Countryside, only one additional dwelling unit is permitted
- d. The dwelling and additional residential units meet all provincial Building Code and Fire Code regulations and requirements
- e. Exterior changes to the existing ground-related dwelling are compatible with the character of the area

The above policies have been used to concentrate the transportation and parking review on the areas of the City in which additional residential units would be permitted under the Official Plan.

2.2.1.1 Connectivity and Mobility

Section 3.5 of the OP centers around connectivity and mobility and states that the quality of life and the potential for economic investment in Richmond Hill is affected by the interrelationship between land use and transportation.

There is a desire to foster improved connectivity and mobility. Better connections and barrier-free design within the city can help make Richmond Hill more pedestrian friendly and accessible. Development that is well-designed and transit-oriented promotes greater transit ridership and helps to create healthy, vibrant streetscapes.

Guiding Principles for Connectivity and Mobility:

- Plan for transit and pedestrian oriented development.
- Promote connectivity, mobility, and accessibility within and between neighbourhoods, employment lands, parks, and open spaces.

It is required to offer a range of choice in the transportation system to balance the needs of users, promote less automobile use and enhance connections.

Council policy states that:

- The City shall promote a safe, balanced, efficient, accessible and well-connected transportation system in accordance with the planned transportation system
- The City shall provide a range of choice in mobility with priority given to sustainable transportation modes while balancing limited street capacity and competing uses. The hierarchy of mobility choices is as follows:
 - Walking;
 - Cycling;
 - Micromobility;
 - Public Transit;

- Goods Movement;
- Single Occupant Vehicles
- Shared vehicles, including High Occupancy Vehicles (HOV), taxis, and ride-hailing services; and

In terms of active transportation, the OP states its goals to foster the establishment of new linkages and trails throughout the City to support a healthy, balanced, and active transportation system. In addition, public transportation is seen as a key component of the City's transportation system. It is recognized that public transit has the potential to improve overall health and quality of life in the City and can help reduce traffic congestion while improving air quality and contributing to environmental, social, and economic goals. Transit oriented development (TOD) is seen as necessary to strengthen the relationship between land use and transportation planning. The following policies are connected to TOD and parking:

- The City shall support a reduction in surface parking, where appropriate, based on the level of public transit services,
- Minimum and maximum parking standards shall be included in the City's Zoning By-law, as appropriate,
- On-street parking shall be encouraged, wherever feasible. On-street parking on Regional streets shall be subject to approval by York Region,
- Shared parking between complementary uses shall be encouraged, and
- Transportation Demand Management (TDM), such as car-share operations and carpooling, shall be encouraged.

The following six key strategies listed in Section 12.4.3 of Appendix A to the Official Plan were first introduced as part of the Yonge/Bernard KDA with the intent to be incorporated into the City's OP Update.

- Encouraging and supporting the implementation of car-share facilities,
- Encouraging and supporting the implementation of bike-share or other micro-mobility facilities to offer opportunities for short distance trips to be made by employees or residents,
- Introducing public bicycle parking within the enhanced streetscape,
- Establishing a system of thematic wayfinding signage to emphasize the proximity of destinations within each quadrant and serve as a branding opportunity,
- Developing and preparing a TDM Strategy to the City's satisfaction, and

In addition to the Transportation Demand Management measures outlined above, reductions in parking supply may be permitted through the extent of TDM implementations.

2.2.2 City of Richmond Hill Secondary Plans

The City has developed a series of Secondary Plans that contribute to achieving high quality place-making communities through built form:

- West Gormley Secondary Plan
- North Leslie Secondary Plan
- Richmond Hill Centre Secondary Plan (in process)
- Yonge and Carrville/16th Key Development Area Secondary Plan (in process)
- Yonge and Bernard Key Development Area Secondary Plan (adopted by City Council, under appeal at the Ontario Land Tribunal)

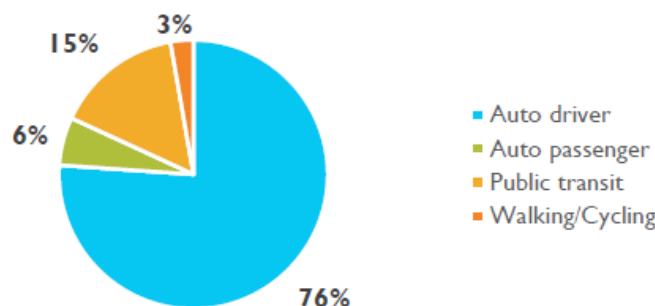
2.2.3 City of Richmond Hill Transportation Master Plan (2023)

The 2023 City of Richmond Hill Transportation Master Plan (TMP) follows four strategic council priorities:

- Balancing Growth and Green
- Getting Around the City
- Strong Sense of Belonging
- Fiscal Responsibility

The TMP provides the current mode split observed in the City, which shows that there is a clear focus on vehicular travel, with three quarters being auto drivers. Only 15% of the mode split account for public transit and merely 3% for walking or cycling – see **Figure 2-2** below.

Figure 2-2 Mode Split



Source: extracted from Richmond Hill TMP, October 2023, illustrating 2016 TTS data

The Vision Statement for the TMP is as follows: *“Richmond Hill will provide a well-connected, sustainable, multi-modal, and inclusive network for all users, including pedestrians, cyclists, transit users, and motorists. We will plan for the mobility needs of our community today, and for future generations.”*

This vision statement highlights the commitment to providing more alternatives to vehicular travel. In addition, a preference for electric vehicles is stated as is the creation of a transportation system that makes it more attractive to walk, cycle, and use transit instead of choosing travel by car.

Through public consultation it was found that priority enhancements in the transportation network should happen around transit improvements first, road improvements second, and traffic calming third. Key findings from stakeholder feedback on areas of improvement is presented in **Table 2-3**.

Table 2-3 Areas of Improvement for All Modes

Phase	Areas of Improvement
Active Transportation	<ul style="list-style-type: none"> – Improving safety and comfort – Providing more infrastructure – Enhancing connectivity and completing gaps
Transit	<ul style="list-style-type: none"> – Improving and expanding transit service specifically high-order transit such as subway and BRT – Improving first and last mile connections to transit
Roads	<ul style="list-style-type: none"> – Reducing congestion – Providing more infrastructure to support alternatives to driving – Improving maintenance – Enhancing road safety

Source: Richmond Hill TMP 2023, Table 10

It is noteworthy that participants ranked improvements to walking network as their number one priority out of nine given options, followed by improvements to cycling network (including bike parking). More vehicular parking spaces was ranked number six out of nine (Richmond Hill TMP, Table 11). In addition, connecting major transit hubs for cyclists, including covered bike parking was listed as a “should-be priority”. Additionally, residents also perceive vehicular traffic as a contributing factor to congestion in the city.

2.2.3.1 Parking and Road Classifications

The TMP provides the right of way (ROW) measurements for typical road classifications as well as the associated on-street parking layout for different road types, as listed below:

- Major Collectors (26m ROW) typically feature on-street parking in curb lanes during off-peak travel periods.
- Collectors (23m ROW) typically have on-street parking on one side of the street.
- Urban Collector Roads (20m ROW) typically have layby parking on both sides of the road.
- Local Roads (15.5-20m ROW) typically feature on-street parking, which can also be seen as a traffic calming measure in this case.

Note: the roadway characteristics listed in Table 37 of the TMP indicate that on-street

parking on major collector roads is available with two lanes but not with four lanes. In addition, Table 38 of the TMP lists characteristics of local roads and indicates that on-street parking is provided on both sides if the ROW is 17m or more but only on one side if the local road has a 15.5m ROW.

2.2.3.2 Parking-related Recommendations

In terms of land use planning and development, recommendations include an expansion of Travel Demand Management measures like unbundling residential units and parking spaces, which means separating the cost to rent a parking space from the cost of renting an apartment or condo, providing free monthly transit passes to residents, and reducing parking supply. In addition, the TMP recommends for the City to reduce minimum parking requirements and introduce maximum parking requirements, especially in MTSAs.

Other recommendations include using micro-mobility as a measure for reduced parking requirements, parking requirements for e-scooters and cargo e-bikes, implementing demand-based parking and providing public users with up-to-date information on parking capacity and availability, providing EV-only parking areas, providing more bike parking, preferential parking for carpooling, and charging for parking.

2.2.4 Richmond Hill Parking Strategy (2010)

The 2010 Richmond Hill Parking Strategy focused on the following goals:

- Develop a foundation for a long-term parking management strategy,
- Provide uniformity in standards and requirements, and
- Provide tools to help Richmond Hill to support active transportation, transit usage, and transit-oriented development.

There is an acknowledgement of the necessity of providing residents and businesses with sufficient parking supply to meet the needs of the growing and vibrant community. Simultaneously, it utilizes parking supply quotas and other tools to selectively manage travel demand, discourage excessive auto use, and encourage higher transit utilization, as well as influence vehicle ownership choices.

The strategy recommends customized on-site parking requirements, outlines both on and off-street parking specifications, establishes the framework for shared parking and cash-in-lieu options, sets parking charges for non-residential developments, and discusses the applicability of other parking-related travel management measures for different areas of Richmond Hill. The area-specific parking targets are designed to align with opportunities for transit use and the anticipated, as well as desired, auto ownership levels for each specific area.

Five parking strategy areas are defined, and they have varying parking rates for each strategy area depending on the anticipated land uses, transit availability, density, and built form. The five areas are illustrated in **Figure 2-3** and identified as follows:

- Village Core (previously Downtown Richmond Hill and Key Development Areas (KDA))
- Richmond Hill Centre (previously Richmond Hill Regional Centre)
- Rapid Transit Corridors
 - Defined as being located within 400 metres walking distance of a: Viva rapid transit stop on Yonge Street, Viva rapid transit stop on Highway 7, Viva rapid transit stop on Major Mackenzie, Richmond Hill GO station.
- Business Parks
- Rest of Richmond Hill

Figure 2-3 Richmond Hill Parking Strategy Areas



Source: 2010 Richmond Hill Parking Strategy – Exhibit ES.1

The Parking Strategy refers to various policies including the Downtown Design and Land Use Strategy (2009) which recommended the creation of a detailed parking study to be updated every five years. The Downtown Design and Land Use Strategy also recommended that new parking should be provided in future developments. Refer to **Figure 2-4** to see the location for potential parking facilities that could provide both public and private parking. In addition, **Figure 2-4** shows the location of on-street parking where off-peak hour parking should be provided.

Figure 2-4 Downtown Richmond Hill Parking Suggestions



Source: Recommendations Report, Richmond Hill Downtown Design and Land Use Strategy (2009)

The Strategy describes vehicle ownership trends in Richmond Hill and mentions the importance of transit accessibility to reduce automobile dependency. Improved transit service and land use intensification could potentially have a significant impact on auto trips. In addition, lower parking supply standards and higher parking fees around transit stations can support this development.

An analysis of Zoning By-laws and their parking requirements is provided in Section 3.4 of the report. As mentioned before, the City has numerous Zoning By-laws. Key observations from reviewing a selection of the By-laws include that parking requirements for some land uses vary between By-laws, while other land uses have consistent requirements. In addition, site-specific parking requirements may vary significantly even though sites may be located in close proximity to each other. When comparing parking requirements in Richmond Hill to those of surrounding municipalities it is noted that current parking requirements in Richmond Hill are similar to those in other suburban municipalities.

The recommended parking strategy is presented in section 4 of the report. This section recommends tailored on-site parking requirements and on- and off-street parking specifications, defines the framework for shared parking and cash in-lieu, sets parking charges for non-residential developments, and discusses the applicability of other parking travel management measures. TDM strategies are mentioned as tools to apply to key areas. Similarly, promoting alternative modes of transportation including transit, cycling, and walking is anticipated to help reduce parking demand and traffic congestion.

Six parking strategies were devised within the 2010 Strategy, and depending on the parking strategy area, some or all these strategies were applied. The strategies are detailed in **Table 2-4**.

Table 2-4 Parking Strategies for Richmond Hill

	Downtown Local Centre and KDAs	Richmond Hill Regional Centre	Rapid Transit Corridors	Business Parks	Rest of Richmond Hill
Reduced on-site parking supply requirements	√	√	√		
Maximize use of on-street and/or off-site public parking	√	√	√		
Implement shared parking formula for mixed-use developments	√	√	√	√	√
Cash-in-lieu	√	√			
Parking charges for non-residential development	√	√	√		
Travel Demand Management	√	√	√	√	√

Source: 2010 Richmond Hill Parking Strategy

In terms of parking supply standards, the following recommendations are made for residential parking standards in the different areas. The recommendations for Downtown Local Centre and KDA's can be found in **Table 2-5**.

Table 2-5 Recommended Residential Parking Standards - Downtown Local Centre and KDA's

Land Use	Minimum Spaces per Unit	Maximum Spaces per Unit
Single-detached	1.0	2.0
Semi-detached	1.0	2.0
Duplex, Triplex, Double Duplex	1.0	1.5
Street Townhouse	1.0	2.0
Condo Townhouse (with private garage)	1.0 for residents 0.15 for visitors	2.0 for residents 0.2 for visitors
Block Townhouse (with shared parking pool)	1.0 for residents 0.15 for visitors	1.25 for residents 0.2 for visitors
Rental Apartment		
Bachelor	0.75	0.9
1-bedroom	0.85	1.05
2-bedroom	1.0	1.25
3+ bedroom	1.2	1.5
Visitor Parking	0.15	0.2
Condominium Apartment		
Bachelor	0.8	1.0
1-bedroom	0.9	1.1
2-bedroom	1.0	1.25
3+ bedroom	1.2	1.5
Visitor	0.15	0.2
Senior's Residence / Retirement Home	0.33	0.4

Source: 2010 Richmond Hill Parking Strategy, Table 4-2

The recommendations for Richmond Hill Regional Centre can be found in **Table 2-6**.

Table 2-6 Recommended Residential Parking Standards - Richmond Hill Regional Centre

Land Use	Minimum Spaces per Unit	Maximum Spaces per Unit
Single-detached	1.0	2.0
Semi-detached	1.0	2.0
Duplex, Triplex, Double Duplex	1.0	1.5
Street Townhouse	1.0	2.0
Condo Townhouse (with private garage)	1.0 for residents 0.15 for visitors	2.0 for residents 0.2 for visitors
Block Townhouse (with shared parking pool)	1.0 for residents 0.15 for visitors	1.1 for residents 0.17 for visitors
Rental Apartment		
Bachelor	0.6	0.7
1-bedroom	0.75	0.85
2-bedroom	1.0	1.1
3+ bedroom	1.2	1.3
Visitor Parking	0.15	0.17
Condominium Apartment		
Bachelor	0.8	0.85
1-bedroom	0.9	1.0
2-bedroom	1.0	1.1
3+ bedroom	1.2	1.3
Visitor	0.15	0.17
Senior's Residence / Retirement Home	0.33	0.36

Source: 2010 Richmond Hill Parking Strategy, Table 4-4

The recommendations for Rapid Transit Corridors can be found in **Table 2-7**.

Table 2-7 Recommended Residential Parking Supply - Rapid Transit Corridors

Land Use	Minimum Spaces per Unit	Maximum Spaces per Unit
Single-detached	1.0	2.0
Semi-detached	1.0	2.0
Duplex, Triplex, Double Duplex	1.0	1.5
Street Townhouse	1.0	2.0
Condo Townhouse (with private garage)	1.0 for residents 0.15 for visitors	2.0 for residents 0.2 for visitors
Block Townhouse (with shared parking pool)	1.0 for residents 0.15 for visitors	1.25 for residents 0.2 for visitors
Rental Apartment		
Bachelor	0.75	0.9
1-bedroom	0.85	1.05
2-bedroom	1.0	1.25
3+ bedroom	1.2	1.5
Visitor Parking	0.15	0.2
Condominium Apartment		
Bachelor	0.9	1.1
1-bedroom	1.0	1.25
2-bedroom	1.2	1.5
3+ bedroom	1.5	1.85
Visitor	0.15	0.2
Senior's Residence / Retirement Home	0.33	0.4

Source: 2010 Richmond Hill Parking Strategy, Table 4-6

The recommendations for Rest of Richmond Hill can be found in **Table 2-8**.

Table 2-8 Recommended Residential Parking Supply – Rest of Richmond Hill

Land Use	Minimum Spaces per Unit
Single-detached	2.0
Semi-detached	2.0
Duplex, Triplex, Double Duplex	1.0
Street Townhouse	2.0
Condo Townhouse (with private garage)	2.0 for residents 0.25 for visitors
Block Townhouse (with shared parking pool)	2.0 for residents 0.25 for visitors
Rental Apartment	
Bachelor	0.9
1-bedroom	1.1
2-bedroom	1.35
3+ bedroom	1.5
Visitor Parking	0.25
Condominium Apartment	
Bachelor	1.0
1-bedroom	1.25
2-bedroom	1.5
3+ bedroom	1.75
Visitor	0.25
Senior's Residence / Retirement Home	0.5

Source: 2010 Richmond Hill Parking Strategy, Table 4-9

The Parking Strategy also recommends the following policies be implemented into the Official Plan:

- Parking infrastructure, as a part of the overall transportation system, operates under supply and demand mechanisms, user fees, and other cost recovery measures. Parking can serve as a tool to stimulate behavioral change within the community to align with land development vision and policies.
- Official Plan policies should emphasize the need to maximize the utilization of existing parking spaces and on-street parking, particularly in high-density areas like the Downtown Local Centre, Key Development Areas (KDAs), or Richmond Hill Centre.
- To support community integration and local businesses, on-street parking and off-street public parking facilities should be provided in the Downtown Local Centre and Richmond Hill Regional Centres.
- New developments are encouraged to maximize the use of new public streets, rather than private lanes, to create opportunities for on-street parking and pedestrian-friendly streetscapes.
- Where feasible, the construction of structured parking facilities should be encouraged in the Downtown Local Centre, KDAs, Richmond Hill Regional Centre, and along Rapid Transit Corridors.
- Official Plan parking policies should align with the areas defined in this strategy document. Consistency with area definitions is crucial for maintaining parking supply objectives presented in this document.
- The objectives of the parking management strategy focus on reducing parking supply requirements, maximizing on-street and public parking use, implementing shared parking for mixed-use developments, applying cash-in-lieu, and travel demand management in the Richmond Hill Downtown Local Centre and KDAs, Richmond Hill Regional Centre, and Rapid Transit Corridors.
- The City should use parking supply management and user fees as tools in support of Travel Demand Management.

Finally, there is a recommendation of enacting a Committee of Council / Parking Advisory Committee to advise about the administration and management of parking in the city.

2.2.5 Parking and TDM Strategy for Developments – Recommendations Report

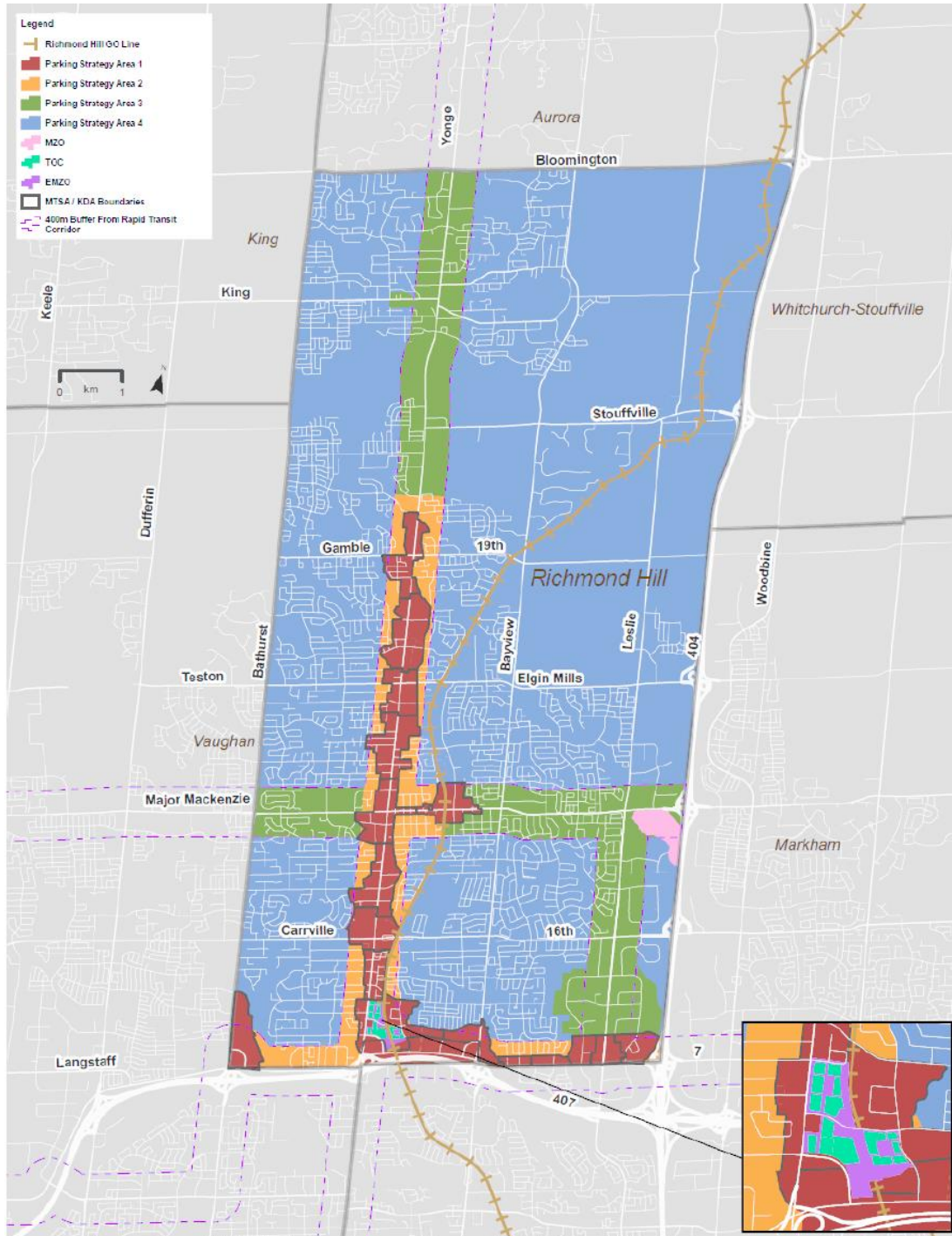
In 2019, the City of Richmond Hill launched the Parking and Transportation Demand Management (TDM) Strategy for Developments. The objective was to update parking standards, establish a comprehensive set of requirements applicable to all land uses across the City, integrate TDM principles into parking regulations, and ultimately incorporate these recommendations into the Comprehensive Zoning By-law. The following information relies on the final version from August 20, 2024.

Though TDM is typically intended to reduce peak period motor vehicle demand on the transportation network, and has strong connections with sustainability efforts, there is also a clear correlation with parking demand. Reducing parking supply can affect the transportation mode that residents and/or visitors choose, provided other reasonably convenient modes are available. It is generally understood that oversupply of parking can encourage the use of vehicles even when there are other feasible alternatives. However, TDM ensures that the other alternatives are viable and desirable.

Essential projects like the Yonge North Subway Extension to High Tech Station and other sustainable infrastructure improvements are in the planning phase and not yet in operation. Consequently, the City plans to reassess the possibility of removing minimum parking requirements in specific areas during the next Strategy update, particularly when sustainable transportation modes and services become more widespread.

The TDM Strategy has redefined the parking strategy areas that were previously presented in the 2010 Richmond Hill Parking Strategy, in **section 2.2.4**. There are now four areas as presented in **Figure 2-5**.

Figure 2-5 Richmond Hill Parking Strategy Areas



Source: RH Parking & TDM Strategy for Developments, Recommendations Report, August 20, 2024

2.2.5.1 Parking Rates and Shared Parking

Parking rate recommendations include a base tier of minimum parking rates for each Parking Strategy Area beginning with the highest base requirements in Parking Strategy Area 4 and the lowest in Parking Strategy Area 1. A minimum amount of TDM must be provided within each Strategy Area, with Parking Strategy Area 1 having the highest minimum TDM requirement and Parking Strategy Area 4 having the lowest TDM requirement.

If ample TDM measures, such as presented in **Table 2-12** below, are provided, then a development will be allowed to apply the next tier of parking rates which are 5% to 10% lower than the base rates. The potential reduction is dependent on the sensitivity of the land use as well as the potential impact TDM may have on mode choice or auto ownership. For this reason, there is a range in the reductions for Tier B and Tier C rates.

Maximum parking rates are 25% higher than the minimum base rates for Parking Strategy Areas 2 and 3, while the maximums are 10% higher than the base rates for Parking Strategy Area 1. There are no maximums applied to Parking Strategy Area 4. The Parking Rate structure is shown in **Table 2-9** and recommended parking rates for residential areas are depicted in **Appendix B**.

Table 2-9 Parking Rate Structure

	Minimum Parking Rates	Minimum Parking Rates	Minimum Parking Rates	Maximum Parking Rates (vs. Base Rates)
Parking Strategy Area (PSA)	Tier A (Base Rates)	Tier B (Up to 10% lower than Base Rates)	Tier C (Up to 20% lower than Base Rates)	
1	No minimum parking	No minimum parking	No minimum parking	Same as PSA 2
2	✓	✓	✓	Generally 25% higher
3	✓	✓	✓	Generally 25% higher
4	✓	✓		No maximums

Source: RH Parking & TDM Strategy, August 20, 2024, Table ES-1

2.2.5.2 Electric Vehicle Parking Infrastructure

There are three levels of electric vehicle charging equipment, ranging from Level 1 (slow) to level 3 (fast). The recommended electric vehicle requirements are summarized in **Table 2-10**.

Table 2-10 Electric Vehicle Recommendations

Land Use	EV Ready	EV-Ready & EVSE Installed	Charging Level
Residential – Condominium / Apartment, and Townhouse without exclusive use garage. Excludes visitor parking spaces	100%	-	Level 2 or higher
Residential – Detached, Semi-detached, Townhouse with exclusive use garage, Duplex, Triplex, and Double Duplex. Excludes ARUs. Excludes visitor parking spaces.	1 per dwelling unit	-	Level 2 or higher
Non-residential	10% or 1 space, whichever is higher	5%	Level 2 or higher
Non-residential – other uses	5% or 1 space, whichever is higher	2.5%	Level 2 or higher
Car share	100%	-	Level 2 or higher
E-bikes (where long-term bicycle parking is required)	20%	-	Level 1

Source: RH Parking & TDM Strategy, August 20, 2024, Table ES-10

Commercial parking spaces should have 20% EV Ready parking spaces with an additional 20% energized outlets ready for easy conversion if there is demand. In addition to supporting EVs, the City is also recommended to implement **e-bike charging requirements** in long term bicycle parking facilities. Given that e-bikes are still an emerging trend, providing energized outlets at 20% of long-term bicycle parking spaces is recommended.

The City is recommended to collect securities as part of the development application process to ensure the agreed upon EV and e-bike infrastructure is included. These recommendations will be revisited over time.

2.2.5.3 Parking Space Design Criteria

Design criteria include dimensional requirements for parking spaces and access to parking areas. Design requirements from other Zoning By-laws were reviewed in order to validate and fill in gaps in the City’s existing parking standards. In addition to general dimensional design criteria, electric vehicle parking requirements in terms of electrification of parking spaces and the charger levels was also captured in the review.

The design criteria recommendations added the following new criteria:

- Requirements relating to obstructions to parking spaces

- Compact car parking dimensional requirements (and supply limits)
- Tandem parking space requirements (and supply limits)
- Bicycle parking space dimensional requirements
- Accessible parking requirements consistent with AODA, and
- Refinements to loading space requirements for non-residential developments.

The Parking and TDM Strategy states that the City’s By-law 109-11, which contains the City’s current parking space dimension requirements, is recommended to be updated to reflect these recommendations. Additionally, the City’s Municipal Code 1106, which contains the City’s current accessibility standards, is recommended to be updated such that the required accessible parking space dimensions and quantity should match the requirements of the Accessibility for Ontarians with Disabilities Act (AODA). These updates are recommended to be adopted through the City’s Comprehensive Zoning By-law.

Dimensional recommendations are summarized in **Table 2-11** below.

Table 2-11 Minimum Dimensions of Various Types of Spaces

Parking Space	Length (m)	Width (m)	Vertical Clearance (m)
Perpendicular Parking Space	5.7	2.7	2.0
Perpendicular Compact Parking Space (Type A)	5.2	2.6	2.0
Perpendicular Compact Parking Space (Type B)	5.0	2.5	2.0
Parallel Parking Space	6.7	2.5	2.0
Tandem Parking Space	5.7	2.7	2.0
Stacked Parking Space	5.7	2.7	2.0
Accessible Parking Space (Type A)	5.7	3.4	2.0
Accessible Parking Space (Type B)	5.7	2.4	2.0
Accessible Parking Barrier-free Aisle	5.7	1.5	2.0
Stacking Lane Spaces	6.0	2.7	2.0
Loading Space – A	13.0	4.0	6.5
Loading Space – B	9.0	3.7	4.3
Bicycle Parking Space (Horizontal)	1.8	0.6	1.9
Bicycle Parking Space (Vertical)	1.9	0.6	1.2
Bicycle Parking Space (Stacked)	1.8	0.6	1.2
Bicycle Maintenance Facility	1.8	2.6	1.9

Source: RH Parking & TDM Strategy, August 20, 2024, Table ES-9

2.2.5.4 Transportation Demand Management (TDM)

TDM measures can be “soft”, such as flex office hours, working from home, or unbundling of parking spaces from unit sales in residential developments. These soft TDM measures provide people with a higher degree of flexibility.

Hard TDM measures include physical measures such as the provision of carpool parking spaces, car-share parking spaces, and improved bicycle parking. Hard TDM measures are preferable for the incorporation into a Zoning By-law as they are easier to assess.

The Draft TDM plan proposes a TDM Toolkit, which awards points for TDM measures applied on a site-by-site basis and requires a minimum amount of TDM for all developments and awards. The Toolkit considers external factors such as proximity to amenities which reduce reliance on vehicles, as well as proximity and access to cycling infrastructure.

Table 2-12 below shows the TDM Measures that are incorporated into the parking requirements and parking tiers.

Table 2-12 Transportation Demand Management Measures

TDM Measure	Residential	Non-Residential
Car-share parking spaces	✓	
Carpool parking spaces		✓
Bicycle parking (short-term) exceeding minimum requirements	✓	✓
Bicycle parking (long-term) exceeding minimum requirements	✓	✓
Shower/change facilities exceeding minimum requirements		✓
Long-term bicycle parking ease of access	✓	✓
Short-term bicycle parking weather protection and location	✓	✓
Bicycle maintenance facilities – long-term	✓	
Public bicycle parking spaces	✓	✓
Bike share parking spaces or docking area	✓	✓
Pick-up/drop-off area	✓	✓
Office/co-working/meeting space in common element	✓	
Maximum Potential Points	28	26

Source: RH Parking & TDM Strategy, August 20, 2024, Table ES-6

2.2.5.5 Municipal Parking and TDM Administration

The City's 2023 TMP Update recommended that the **City assess its role in providing municipal parking services and parking structures, as well as consider the establishment of a parking authority**. Shared mobility services, provision of bicycle parking and bicycle hubs, dynamic parking management, and TDM should also be reviewed. The TDM component ensures that the City is maximizing its road network potential to address aforementioned growth pressures. In addition, a monitoring program should be established to assess the successfulness of the adopted strategy.

2.2.5.6 Implementation Plan

The report states that the recommendations should be implemented through the planned City's Comprehensive Zoning By-law (CZBL).

The following implementation steps are recommended in the report:

- The Official Plan Update should consider the parking and TDM directions provided in the Parking and TDM Strategy (PTDMS) as the basis for the formulation of the appropriate Official Plan policies relating to parking and TDM at developments.
- The City's Comprehensive Zoning By-law should include:
 - Explore the implementation of the recommended parking rates and tiers by Parking Strategy Area, as well as the direct integration of TDM measures into parking supply standards, into the City's CZBL
 - Adopt the recommended parking design standards, such as parking and loading space dimensions, EV requirements, accessibility requirements, and bicycle parking, etc. into the CZBL.
 - Undertake a cash-in-lieu study to modernize the City's cash-in-lieu fee structure and assess the expansion of cash-in-lieu from the Village Local Centre to other intensification areas or across the City.
- Consistent with the City's 2023 Transportation Master Plan, develop a Municipal Parking and TDM Strategy to evaluate the establishment of a municipal parking authority and to assess the City's role in the provision of municipal parking and TDM services
- Review and update the Parking and TDM Strategy approximately every five years to ensure that they are in keeping with the City's vision and policies. As part of the updates:
 - Continue to monitor parking in intensification areas and update the Parking and TDM Strategy accordingly.
 - Re-evaluate the removal of the minimum parking requirements in select areas when critical rapid transit and other sustainable transportation modes and services are more prevalent.

2.2.6 Technical Paper - Residential Parking and Landscape Requirements

This Technical Paper is part of the Richmond Hill Comprehensive Zoning By-law Project and was produced in August 2022. It provides an analysis of existing parking, driveway, landscaping, and commercial and recreational vehicle standards in low-rise residential areas of the City. This paper focuses solely on off-street parking.

The paper provides an overview of existing policies around parking and states that the City is facing pressure to relax current zoning standards in residential areas. It is also mentioned that while private garages are intended to accommodate vehicles, they are more often used as a storage space. Therefore, many drivers park their vehicles exclusively in driveways. There are challenges concerning space, which has led some owners to park partly on their front law, overhang on sidewalks, and encroach on the required landscaped area. This can lead to a less attractive neighborhood character.

Next to an existing policies review, the Technical Paper also reviews Zoning By-laws from other municipalities within the GTA, such as Vaughan, Markham, Newmarket, Oakville, and more.

A survey has been conducted as well, in which 35.5% of respondents indicated the availability of exactly enough parking spaces for the household, 28% indicated more than enough parking spaces, and about 16% indicated that they have limited additional vehicle purchases due to lack of parking space, 11% indicated the need to park on the street due to lack of parking spaces, and 4% indicated not owning a car as they do not have access to parking spaces. This highlights the critical role of parking in influencing car ownership and underscores the need for careful consideration of parking policies in residential planning. Almost two thirds of the respondents indicate that the current parking space supply is enough or more than enough, while less than a third of respondents indicated a lack of parking/access to parking. This means that the majority of respondents are satisfied with the current parking supply, suggesting that the existing parking infrastructure is largely meeting the needs of most residents. However, the fact that nearly a third of respondents still face parking challenges indicates that there are pockets of unmet demand that could affect certain segments of the population.

The paper puts forward multiple recommendations on the topics of landscaping provisions, driveway and driveway width provision, commercial motor vehicles, and recreational vehicles, as follows:

- Landscaping Provisions:
 - Updating the existing landscaping definition to exclude hardscaping; and
 - Include provisions that distinguish driveways from walkways.
- Driveway and driveway width provision:
 - Update the definition for driveway;
 - Continue to apply a fixed maximum driveway width;

- Establish a maximum driveway width as a percentage of lot width;
 - Establish a maximum driveway width as a percentage of unit width or building façade;
 - Apply a hybrid approach to regulating maximum driveway width that includes both a percentage of the lot width and a fixed maximum driveway width provision; and,
 - Establish provisions that apply to different types of driveways, such as circular driveways or hammerhead driveways.
- Commercial motor vehicles:
 - Update the definition of commercial motor vehicle; and,
 - Continue to restrict the area where parking is permitted.
 - Recreational vehicles:
 - Include a definition for recreational vehicle;
 - Include provision that applies to seasonal parking limitations;
 - Include provisions that limit length, height and setbacks; and,
 - Include provisions that prohibits storage in front yard.

2.3 REGIONAL POLICIES

2.3.1 Growth Plan (Office consolidation 2020)

2.3.1.1 Urban Growth Areas

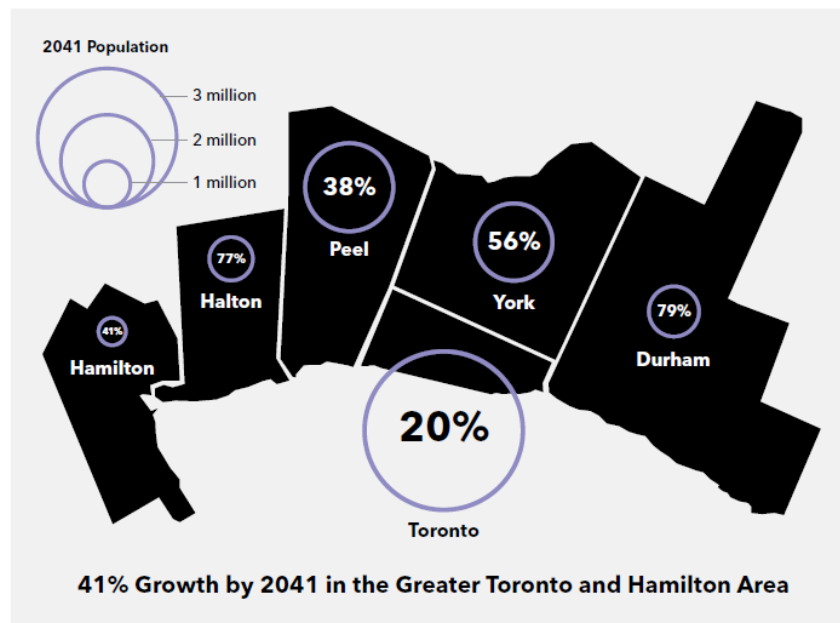
The Growth Plan for the Greater Golden Horseshoe (2020 Office consolidation) lays out that urban growth centres will be planned as focal areas for investment in regional public service facilities and accommodate and support the transit network at the regional scale. Urban growth centres will also serve as high-density major employment centers and accommodate significant population and employment growth. The Growth Plan will be merged with the 2024 Provincial Policy Statement, which is currently available in draft but not yet finalized.

The plan lays out density targets to be achieved by 2031 or earlier:

- 200 residents and jobs combined per hectare for each of the Downtown Brampton, Downtown Burlington, Downtown Hamilton, Downtown Milton, Markham Centre, Downtown Mississauga, Newmarket Centre, Midtown Oakville, Downtown Oshawa, Downtown Pickering, **Richmond Hill Centre/Langstaff Gateway**, Vaughan Metropolitan Centre, Downtown Kitchener, and Uptown Waterloo urban growth centres.

Figure 2-6 below shows the general forecasted growth trends for the GTHA. York Region shows a significant growth of 56 percent by 2041.

Figure 2-6 2041 Population Growth in the GTHA

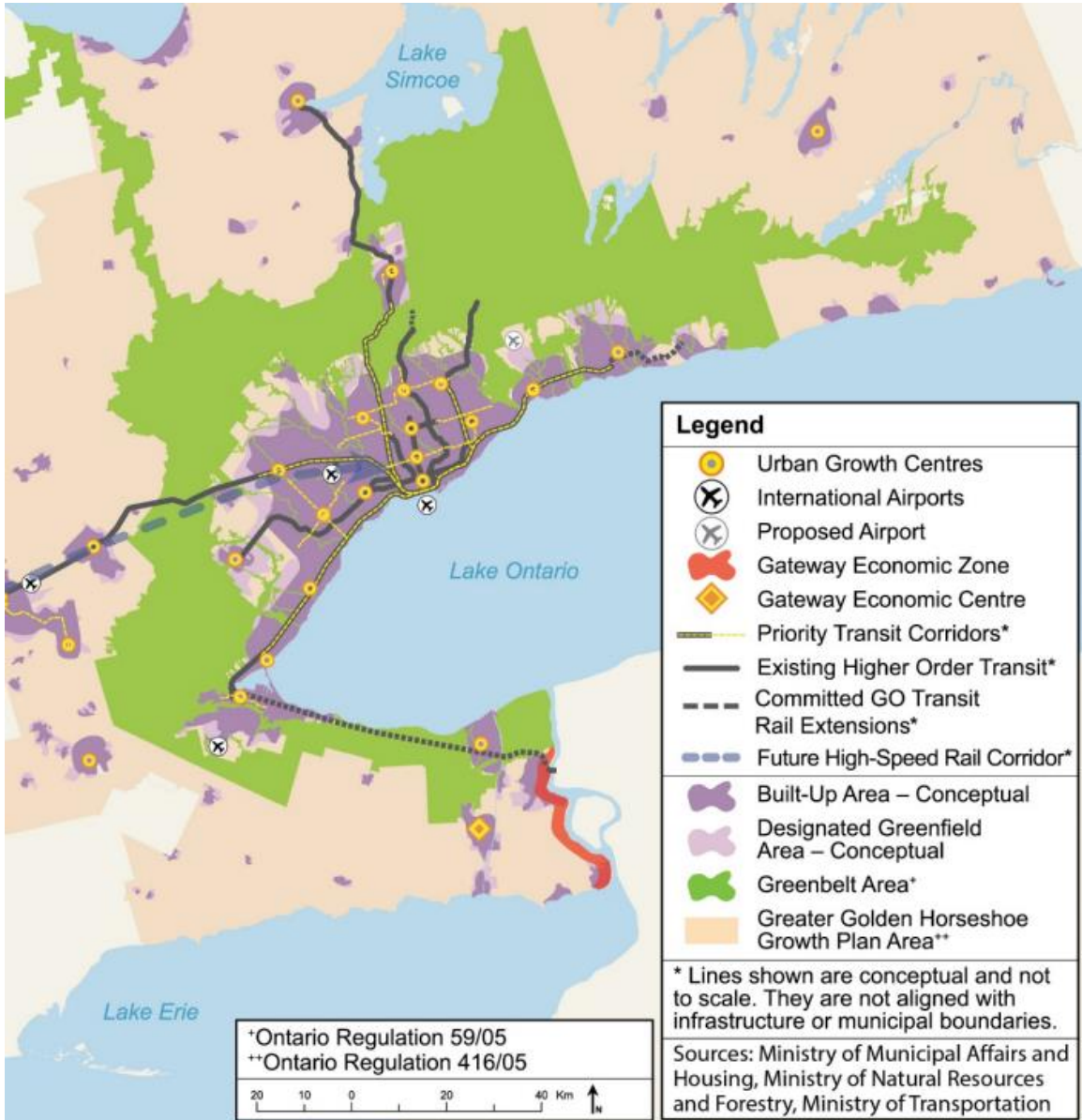


Source: Statistics Canada 2016 Census; Growth Plan for the Greater Golden Horseshoe, 2017.

2.3.1.2 Transit Corridors and Station Areas

Figure 2-7 shows the urban growth centres in the GTHA and associated transit. Approximately 25% of the region’s project growth will be located in areas where the transit mode share is below five percent. However, at least 40 percent of the GTHA population is projected to be in areas where the transit mode share and active transportation mode share is expected to increase by at least five percent.

Figure 2-7 Urban Growth Centres and Higher Order Transit



Source: Schedule 5 – Moving People Transit from Growth Plan for the GGH (2020 Office Consolidation)

The plan mentions that for major transit station areas on priority transit corridors or subway lines, upper- and single-tier municipalities, in consultation with lower-tier municipalities, will delineate the boundaries of major transit station areas in a transit-supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station.

Major transit station areas on priority transit corridors or subway lines will be planned for a minimum density target of:

- 200 residents and jobs combined per hectare for those that are served by subways;
- 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit; or
- 150 residents and jobs combined per hectare for those that are served by the GO Transit rail network

All major transit station areas will be planned and designed to be transit-supportive and to achieve multimodal access to stations and connections to nearby major trip generators by providing, where appropriate:

- connections to local and regional transit services to support transit service integration;
- infrastructure to support active transportation, including sidewalks, bicycle lanes, and secure bicycle parking; and
- commuter pick-up/drop-off areas.

Lands adjacent to or near to existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.

2.3.2 Regional Transportation Plan (2018)

The 2041 Regional Transportation Plan (RTP) by Metrolinx (2018) builds on the 2008 The Big Move plan and refers to some completed projects that are relevant to Richmond Hill, based on The Big Move such as:

- The Highway 7 BRT (Yonge Street to Unionville GO); and,
- The GO transit two-way all day transit service to the Richmond Hill GO station.

The objectives for the RTP are to complete the delivery of current regional transit projects and connect more of the region with frequent rapid transit. The current and future regional transit projects within the City are summarized in **Table 2-13**.

Table 2-13 Relevant Current and Future Regional Transit Projects

Project Name	Location	Status
Bloomington GO Extension	Gormley GO to Aurora border	Completed
Yonge BRT (Richmond Hill, Aurora, Newmarket)	Yonge Street	Partially completed
Major Mackenzie BRT/LRT	Major Mackenzie Dr from Jane St to Leslie St	2041
Leslie North BRT/LRT	Highway 7 to Major Mackenzie Drive	2041
Two-Way All-Day GO Rail Service	Union Station to Richmond Hill GO	2041
15-minute frequent GO Service	Union Station to Richmond Hill GO	Beyond 2041

2.3.2.1 Parking

The 2041 RTP describes an opportunity to make parking management a regional priority, and to support the development of parking standards, guidelines, and supply forecasts that municipalities can use in planning and regulating off-street parking. The RTP calls for joint development and alternative municipal parking standards. The suggestion is that agencies in charge of parking and other transportation related items need to collaborate closely with the goal of moving people, instead of just vehicles. Parking standards and guidelines could be regionally coordinated but should remain context sensitive. Parking policies need to coordinate off-street parking supply with transit expansion, support other alternatives to driving, recognize the need for deliveries and passenger pick-up and drop-off, and encourage innovations such as car-sharing and dynamic parking pricing.

Land use planning can address parking demand through secondary plans, zoning by-laws, and development applications and help minimize it by ensuring that residential and commercial sites are supportive of alternative modes such as walking, cycling, car-sharing, and transit use.

Approaches that could be quickly implemented across the region include shared parking, unbundled parking for multi-family housing, the provision of bike parking and preferential parking spaces for car-sharing, electric vehicles, and carpools; some of these initiatives support Growth Plan policies relating to intensification and Major Transit Station Areas. Other parking strategies could reduce environmental impacts through innovative parking facility design and approaches to

reducing heat islands, stormwater run-off, and salt use.

Metrolinx has already introduced priority parking for carpool users at 49 GO stations. In addition, the RTP proposes actions to increase walking and cycling trips. There is a recognition that while the budget for active transportation is small compared to that for rapid transit and highways, their congestion, health, and safety impacts might be significant. An example is better maintenance of sidewalks near rapid transit stations which would make walking more viable, especially for transit users that live nearby stations, and could reduce the need for costly station parking. In addition, the plan mentions the province's commitment to creating a better cycling network and more bike parking at transit stations, similarly reducing the need for station parking.

2.3.2.2 Major Transit Station Areas

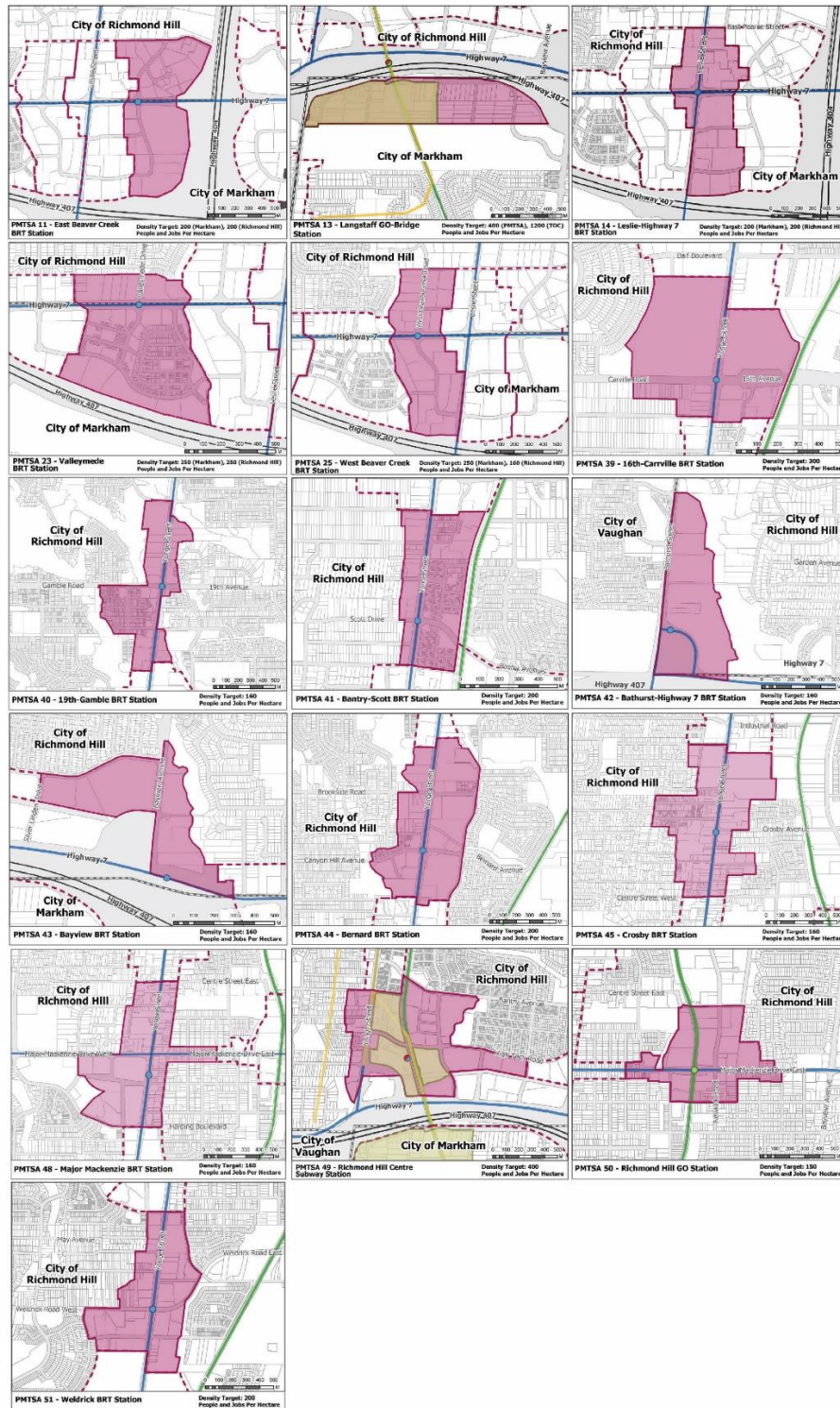
The RTP serves in identifying Priority Transit Corridors and requiring municipalities to plan for minimum density targets around Major Transit Station Areas in these corridors, and to prioritize planning for those areas including zoning that implements Growth Plan policies.

The Growth Plan requires the design of Major Transit Station Areas to feature transit-supportive densities and multimodal access options that focus on walking, cycling and transit. Major Transit Station Areas can be attractive locations for new employment, public institutions, and regionally significant services, as well as key opportunities for collaboration by public and private sectors to create transit-oriented developments that enhance transit service.

Mobility Hubs were introduced in The Big Move and remain an important planning concept. They are Major Transit Station Areas at key intersection points on the Frequent Rapid Transit Network. Mobility Hubs are intended to create important transit network connections, integrate various modes of transportation, and accommodate an intensive concentration of places to live, work, shop, or play. They are particularly significant because of their combination of existing or planned frequent rapid transit service with an elevated development potential.

Figure 2-8 below shows MTSA's in Richmond Hill. It is important to note that Richmond Hill GO Station is a new MTSA that is considered in this study.

Figure 2-8 Richmond Hill Major Transit Station Areas



Source: York Region Official Plan 2022, Appendix 2

2.3.2.3 Housing and Transit

The RTP recognizes the increasing cost of housing and the current housing crisis. The plan mentions the complex relationship between housing and transit proximity. Mostly, areas with better transit access have higher property values and are therefore likely more expensive to live in. On the other hand, improved transit access has the potential of lowering commuting costs. Therefore, even though a resident may have to pay more for housing, their overall living costs by using transit and not having to own and pay for a private vehicle might be reduced. This relationship will have to be closely monitored and analyzed in the future.

2.3.2.4 Future Network Expansions

The next projects to be delivered by Metrolinx, that will directly affect Richmond Hill, include the following:

- Yonge BRT (Richmond Hill, Aurora, Newmarket): Bus Rapid Transit along Yonge St.; links Richmond Hill, Aurora and Newmarket. From 19th Ave. in Richmond Hill to Mulock Dr. in Newmarket. Length: 14.5 km
- Yonge North Subway Extension: Extension of the Yonge Subway north into York Region; links Richmond Hill to Downtown Toronto. From Finch Station in Toronto to Highway 7 in Richmond Hill. Length: 7.4 km
- Richmond Hill Two-Way, All-Day GO Service (Union Station – Richmond Hill GO)
- Projects beyond 2041: Richmond Hill 15-minute GO Service (Union Station — Richmond Hill GO)

2.3.3 Ontario Regulation 299/19

Ontario Regulation 299/19, as updated on December 23, 2022, states that each additional residential unit shall, by default, have one parking space (may be a tandem parking space) provided for the exclusive use of the occupant. However, where a zoning by-law does not require a parking space to be provided for the primary residential unit on a property, a parking space then is not required to be provided for any additional residential units. Alternatively, municipalities may choose to pass a zoning by-law that requires zero parking spaces for some or all additional residential units and that by-law shall prevail over the regulation. The regulation clarifies that the occupants of the primary residential unit and any additional residential units do not need to be related nor any of them the owner of the property.

2.4 CONCLUSION OF POLICY REVIEW

This section reviewed various policies applicable to Richmond Hill's transportation and parking systems. Overall, it can be concluded that the reviewed policies place a great emphasis on sustainable transportation, providing alternatives to driving, and improving the overall transportation system in Richmond Hill. The goals of the reviewed policies are aligned with broader objectives to provide multi-modal transportation options, aiming at reducing single vehicle dependency.

Transit oriented development is a priority in many of the reviewed policies and it should be noted that these policies would be supportive of providing various opportunities for the development of ARUs without contributing to congestion by providing an excessive amount of additional parking spaces. The idea of creating a consolidated Zoning By-law that has consistent parking requirements can improve specific guidelines for multiplexes and respective parking provisions and requirements.

3 Existing Conditions – Parking & Transportation

3.1 EXISTING ON-STREET PARKING LOTS

Figure 2-4 in **section 2.2.4** provides an overview of available on-street parking in Downtown Richmond Hill. A more detailed map and description will be provided in the next version of this draft.

On-street parking availability and regulations can directly impact residential parking in the following ways:

- **Competition for spaces:** Even if overnight or long-term parking is not allowed, residents may still compete for limited on-street parking spaces during the day or evenings.
- **Visitor parking:** On-street parking often serves as the primary option for visitor parking in residential areas.
- **Alternative parking:** Residents may resort to parking on nearby streets if on-street parking is unavailable or restricted in their immediate vicinity.

3.1.1 Zones and Permissions

Richmond Hill has enforced a three-hour maximum for all on-street parking including school zones. If parking on-street is necessary for longer than three hours or overnight, one can purchase a Temporary Parking Permit through the Parking and By-law Portal.

The City allows for temporary parking permits up to 50 days total per address, per year. A temporary parking permit costs \$5 plus HST. This single permit covers parking from 12 a.m. midnight to 11:59 p.m. on the date for which it is purchased.

Residents can obtain free temporary parking permits to facilitate driveway work for a maximum of three cars for up to five days per year. The permits can be obtained by contacting Parking Control at least one week in advance of the start of work.

Richmond Hill residents and guests can buy a temporary parking permit online at any time.

3.1.2 Utilization

We suggest that utilization data be collected in select residential areas as a future phase of transportation analysis to support parking policy development related to multiplexes. This will allow for a specific data-driven comparison of on-street parking demand with supply to understand trends in areas suitable for multiplexes and within MTSA's across the city. This assessment can also involve comparing the number of temporary parking permits purchased with those potentially available in residential areas.

3.2 EXISTING OFF-STREET PARKING LOTS

Even if off-street lots do not permit overnight or long-term parking, they can still impact residential parking in several ways:

- **Short-term parking:** Residents may use these lots for short-term parking during the day or for temporary parking needs.
- **Overflow parking:** When on-street parking is limited, residents may use off-street lots for overflow parking during peak times or events.
- **Visitor parking:** Off-street lots can provide designated spaces for visitors, freeing up on-street parking spaces for residents.

It is noted that the use of existing public parking facilities would require permits and approvals from the Public Works Office and other key stakeholders if parking supply is shared in a more formalized manner.

3.2.1 Locations

3.2.1.1 Public vs. Private (privately owned but publicly accessible)

Figure 3-1 below shows approximate locations of publicly accessible parking lots. It becomes apparent that publicly available parking is concentrated around GO station areas, specifically around the Langstaff GO station and a cluster of big box stores in the south of the City.

Figure 3-1 Publicly accessible off-street parking lots



3.2.2 Utilization

We suggest that utilization data be collected as a future phase of transportation analysis to support parking policy development related to multiplexes. This will allow for a specific data-driven comparison of off-street parking demand with supply to understand trends in areas suitable for multiplexes and within MTSAs across the city. This assessment can also involve comparing the number of temporary parking permits purchased with those potentially available in residential areas.

3.2.3 Summary of Parking Infrastructure

While off-street lots and on-street parking may not directly accommodate overnight or long-term parking needs for residents, they still play a role in the overall parking dynamics of a residential area. Understanding how these factors interact with residential parking demand can help inform parking policies, allocation of resources, and management strategies to address residents' parking needs effectively. Additionally, considering the availability and usage patterns of off-street lots and on-street parking can contribute to a comprehensive approach to managing parking in residential neighborhoods.

3.3 EXISTING TRANSIT NETWORK

Transit service in Richmond Hill is provided by York Region Transit (YRT), operated by York Region, and GO Transit, which is owned and operated by Metrolinx. YRT runs rapid transit buses under the VIVA brand, which provide bus connections within Richmond Hill and to neighboring municipalities within the Region. YRT also runs a number of local buses within Richmond Hill. Under Metrolinx's operations, the City contains the following four GO train stations:

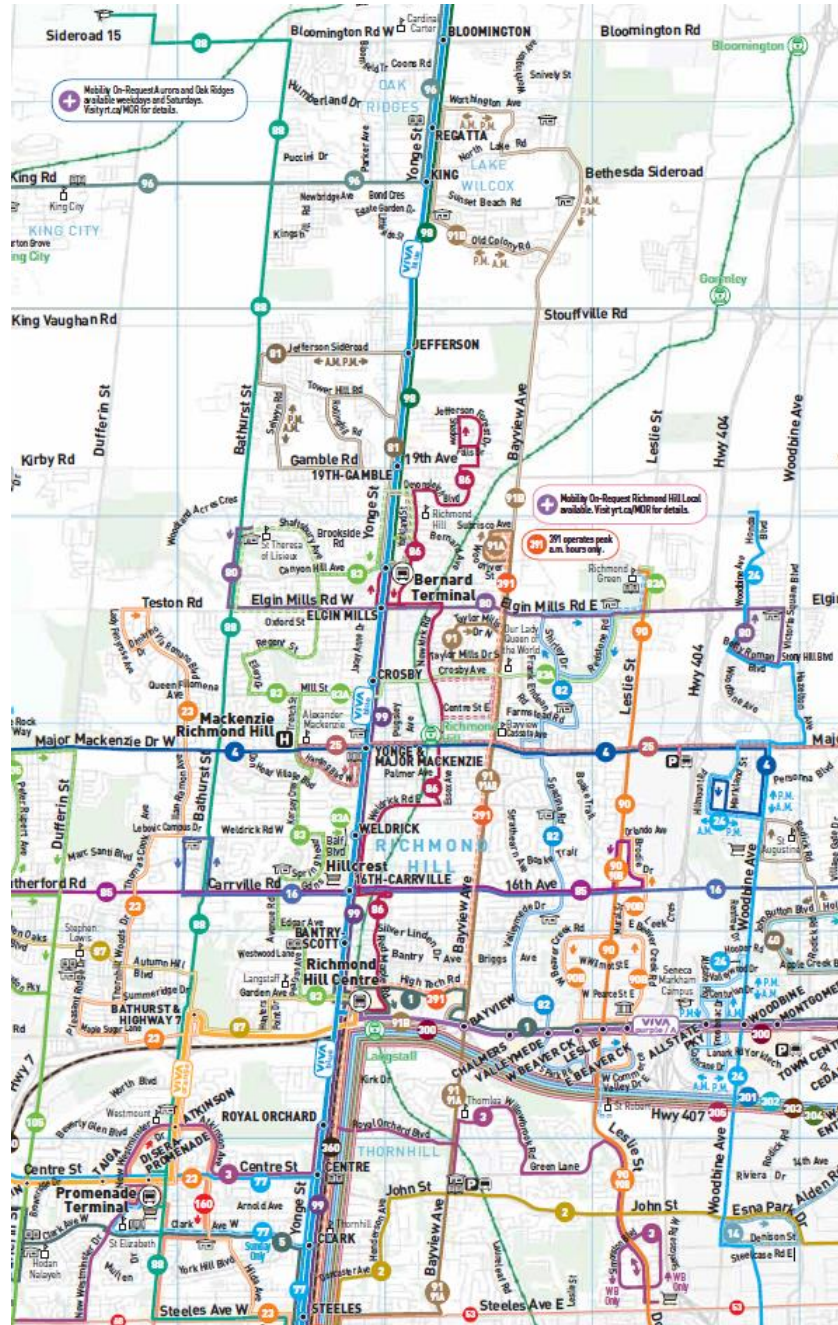
- Langstaff;
- Richmond Hill;
- Gormley; and,
- Bloomington.

These stations are served via the Richmond Hill Line, which runs between Toronto's Union Station and Bloomington GO in the northeast corner of Richmond Hill.

3.3.1 YRT Transit Network

An image of the YRT Transit Network is provided in **Figure 3-2** below.

Figure 3-2 YRT Transit Network in Richmond Hill



Source: https://www.yrt.ca/en/schedules-and-maps/resources/Documents/system-maps/YRT-System-Map_Web_Jan2024.pdf

3.3.1.1 Route frequency

Below is a selection of routes from the YRT network including their frequencies:

- Route 001 Highway 7: every 23 – 37 min
- Route 002 Milliken: no data
- Route 003 Thornhill: every 27 – 35 min
- Route 004 Major Mackenzie: every 25 min
- Route 005 Clark: every 22 – 37 minutes
- Route 007 Martin Grove: every 23 – 60 minutes
- Route 008 Kennedy: every 16 – 32 minutes
- Route 009 9th Line: every 22 – 55 minutes
- Route 012 Pine Valley: every 32 – 41 minutes
- Route 013 Islington: every 25 – 33 minutes
- Route 014 14th Avenue: every 26 – 35 minutes

While researching these transit frequencies for this section it became clear that it is quite difficult to navigate the schedules for different bus routes. As a first time or inexperienced transit user this could be a deterrent to trying out different transit routes. It would be recommended to provide a consolidated schedule for various transit routes.

In addition, it is important to note that frequencies for transit are on average every 20-40 minutes which is not considered a reliable transit service within the GTA. Transit is quite infrequent and could be made more attractive by increasing frequencies, especially during peak hours. In this regard it is important to recognize that transit frequencies have an impact on mode share, considering that the mode share for the City accounts for approximately 85 percent vehicle use (driver and passenger), increasing transit frequencies could have a significant impact on making transit more attractive and the most logical choice for a variety of residents and visitors.

3.3.1.2 Express routes

Below is a list of express routes with their respective frequencies:

- Route 300 Business Express Morning: every 5 – 10 minutes
- Route 300 Business Express Afternoon: every 20 – 30 minutes
- Route 301 Markham Express Morning: every 9 – 15 minutes
- Route 301 Markham Express Afternoon: every 30 – 40 minutes
- Route 302 Unionville Express Morning: every 30 minutes
- Route 302 Unionville Express Afternoon: every 30 – 35 minutes

- Route 303 Bur Oak Express Morning: every 15 minutes
- Route 303 Bur Oak Express Afternoon: every 10 - 15 minutes
- Route 304 Mount Joy Express Morning: every 15 - 22 minutes
- Route 304 Mount Joy Express Afternoon: every 15 - 22 minutes
- Route 305 Box Grove Express Morning: every 25 minutes
- Route 305 Box Grove Express Afternoon: every 25 minutes
- Route 320 Jane Express: every 10 minutes
- Route 360 Vaughan Mill/Wonderland: no times available
- Route 361 Nashville Express: every 25 minutes
- Route 391 Bayview Express: no times available

It is noticeable that some of these frequencies are comparatively better than those listed in the previous YRT bus route sections. Good examples are Route 300 and Route 301 with frequencies as close as 5 minutes. These frequencies make transit a more reliable and attractive to passengers.

3.3.1.3 Accessible services

YRT states that all its services are accessible, meaning all buses are low-floor accessible and/or equipped with a ramp.

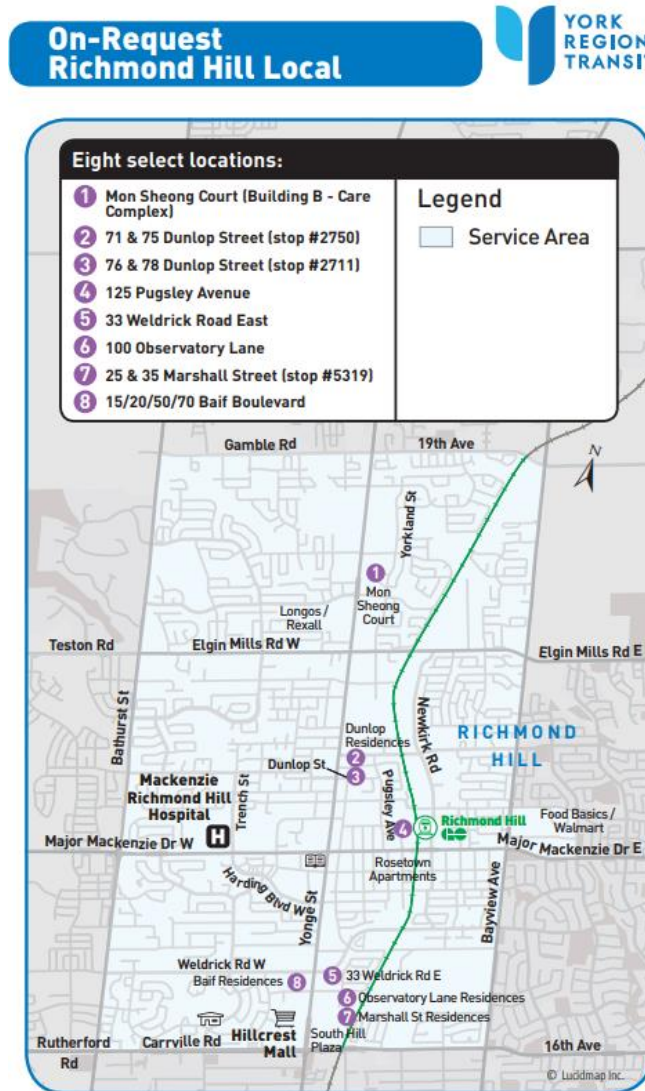
It is stated that more than 65 percent of all YRT stops are accessible. Accessible bus stops are marked with an accessible symbol on the bus stop sign. Where a bus stop is not accessible, the bus operator will allow passengers who require an accessible stop to get on or off at the nearest location that is safe and acceptable to both the operator and customer.

3.3.1.4 On-request Richmond Hill Local Service

On-Request Richmond Hill Local can take you from an address in the service area to one of eight select locations in Richmond Hill, see **Figure 3-3**. The service runs from 7 a.m. to 3 p.m. on weekdays and trips can occur anytime during those service hours.

People can request the next available trip or pre-book anywhere from 45 minutes to one day in advance. The rides can be booked through the YRT On-Request App or by phone call. Regular YRT fares apply.

Figure 3-3 On-Request Richmond Hill Local Station Map



3.3.1.5 Integration with other modes

Transit integration involves seamlessly connecting different modes of transportation to create a comprehensive and efficient transportation network.

This section will analyze how transit in Richmond Hill integrates with other modes such as walking and cycling, car-sharing and ride hailing, park-and-ride facilities. This section will also discuss integration with other transit agencies, such as TTC. Effective transit integration requires coordination among transportation agencies, infrastructure investments, and supportive policies to create a connected and efficient transportation system.

3.3.2 VIVA Transit Network

Figure 3-4 below shows the VIVA Transit network.

Figure 3-4 VIVA Transit Network



3.3.2.1 Route frequency

Below are frequencies for the different VIVA routes.

- Route 601 Viva Blue: every 6 – 20 minutes
- Route 603 Viva Purple: every 18 minutes
- Route 603A Viva Purple: every 18 minutes
- Route 605 Viva Orange: every 12 – 21 minutes
- Route 607 Viva Yellow: every 14 minutes

The Viva Blue line shows the highest frequency, with frequencies ranging from 6 – 20 minutes. The other routes show much lower frequencies. As mentioned in previous sections, low route frequency can be a deterrent for using or even trying out public transit. To be seen as a viable alternative to

driving, transit needs to be recognized as reliable, which can be achieved by providing a safe, consistent and frequent service.

3.3.2.2 Integration with other modes

Integration of the YRT network is provided with direct connections to GO stations. It is also possible to use the PRESTO card as a form of payment to all the services. However, fares differ between the different networks and there is an additional charge when changing from YRT to GO or to TTC networks.

3.3.3 GO Transit

3.3.3.1 GO Stations

Figure 3-5 shows the GO Train system map with the four stations serving the City of Richmond Hill highlighted in red. The Richmond Hill GO Train line runs only in the morning and afternoon peak hours and provides service with a frequency of 30 minutes to an hour.

Figure 3-5 GO Train System Map



Source: MetroLinx Regional Transportation Plan 2041

Next to train service, there is also a GO Bus servicing Richmond Hill. Bus Route 61 is depicted in **Figure 3-6** below. It runs from Monday to Friday on an hourly basis, with increased frequency of 30-minute intervals during peak morning and evening hours. The bus stops at the major GO stations in Richmond Hill.

Figure 3-6 GO Bus Route 61 Union-Bloomington

61 Route number
Nombre d'itinéraire

Richmond Hill



Source: Metrolinx

Currently, the trip from Langstaff GO station to Bloomington GO Station will take about 45 minutes on bus 61. There are 19 stations in between, the majority of which are located between Langstaff GO and Richmond Hill GO stations. A ticket will cost an adult between \$4.92 and \$5.85 just to travel the length of the City of Richmond Hill.

3.3.4 Summary of Transit Network

Richmond Hill is served by Metrolinx GO service (bus and rail) and by YRT and Viva bus service. There is an extensive established network of routes, however frequency of routes is not ideal and would be considered undesirable within the GTA, for example the Toronto Region Board of Trade calls for a 10-minute frequency service standard on all major routes. It seems that there is currently a missed opportunity of getting more people out of cars and into other modes, in this case transit, to reduce congestion and promote sustainable modes of transportation. Increased frequencies and reliable service can make public transportation a more attractive option for residents and visitors.

These observations match with comments provided by residents as part of the public consultation of the 2023 TMP. Many responses pointed out the need to increase frequencies and decrease wait times. In addition, better transfers and integration with other municipalities' transit networks was mentioned by residents. This also presents an opportunity to shift the mode shift in favor of public transit. Once the demand for frequent and reliable transit is served, it is easier to get people out of cars by using other transportation modes.

3.4 EXISTING ACTIVE TRANSPORTATION INFRASTRUCTURE

The TMP provides an overview of the existing active transportation facilities in the City of Richmond Hill, see **Table 3-1** below.

Table 3-1 Active Transportation Facilities within Richmond Hill

Facility Type	Richmond Hill Length (km)
Off-Road Trail	128
In-Boulevard Multi-Use Pathway	16
Cycle Track	3
Buffered Paved Shoulder	0
Buffered Bike Lane	7
Paved Shoulder	4
Bike Lane	14
Advisory Bike Lanes	0
Signed Bike Route	110
Signed Bike Route with Edgeline	42
Signed Route with Super Sharrows	0
Sidewalks	716
Total	1040

Source: Richmond Hill TMP, 2023

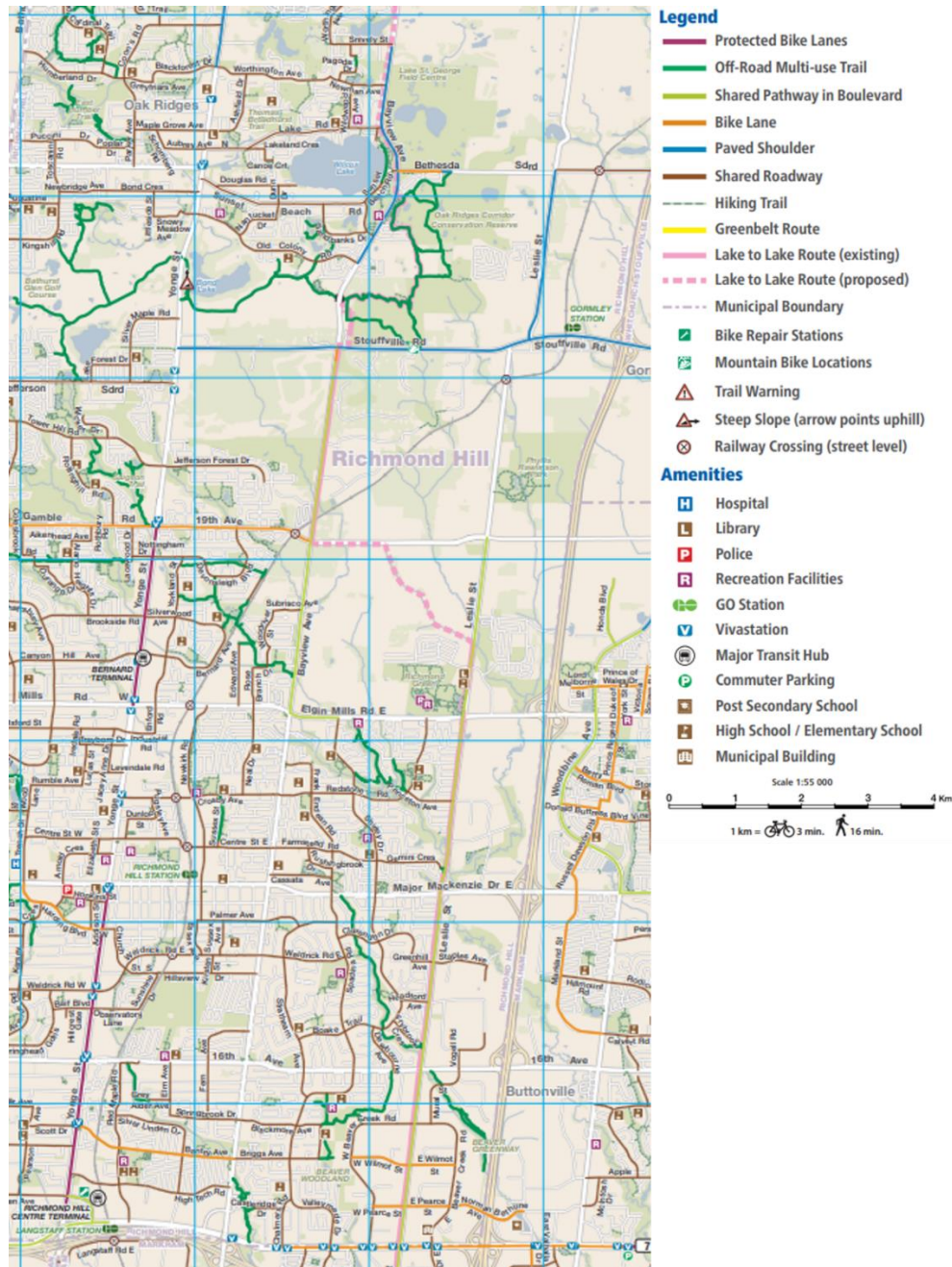
The City currently provides a multi-modal road network comprising of roads, trails, sidewalks, and cycling facilities. It immediately becomes clear that buffered bike lanes are rare, while there is a greater number of off-road trails and signed bike routes. In addition, there are 716 kilometers of sidewalks and another 100 kilometers expected to be implemented as per the latest City's TMP.

3.4.1 Current City AT infrastructure

3.4.1.1 Cycling Infrastructure

The City Cycling Network is presented in **Figure 3-7** below.

Figure 3-7 Cycling Network in Richmond Hill



source: 2021-22 York Region Cycling Map – South Side

The map shows that bike lanes mostly consist of shared roadways, while there is also a fair amount of off-road multi use trails. The map clearly shows a concentration of shared roadways in the south-western portion of the City. There is a relatively large gap of cycling infrastructure in the geographic centre of the City as well as to the north-east corner of the City, where the Oak Ridges Moraine area, an employment area, and Buttonville airport is located. Also, the City's website provides information on safe cycling with links provided to safety resources.

Bicycle parking is also an important infrastructure to consider when planning for a better active transportation network. The more bicycle parking supply, the better bicycling can serve as a last mile travel mode. With adequate infrastructure, road users can opt for bicycling over auto travel mode for short distances, alleviating traffic congesting. In addition, there are secure bike parking facilities at the following locations:

- Bayview Hill Community Centre
- Richvale Community Centre
- Rouge Woods Community Centre
- The Wave Pool
- Ed Sackfield Arena
- Central Library
- Operations Centre

3.4.1.2 Pedestrian Infrastructure

Pedestrian facilities include sidewalks, in-boulevard trails, walkways, and off-road trails. The City currently has 716 kilometers of sidewalks. The current TMP shows a public survey where residents suggested a need to improve the current sidewalk infrastructure in order to prioritize continuous connectivity and integration with other modes. Also, according to the public survey, safety and winter maintenance were highlighted as top priorities to the residents. An extra 100 km is expected to be built as per the proposed plan of the TMP.

The connectivity of pedestrian facilities is key to promote a better pedestrian level of service (LOS) and experience. For example, transit stops should be well connected and accessible to pedestrian facilities. It is crucial to provide a pedestrian infrastructure that links residential areas, urban areas, and other services such as schools, transit hubs, libraries, and hospitals. Implementing a well-connected sidewalk network will provide a barrier-free pedestrian network that is appropriate for all road users.

3.4.1.3 Parks and Trails

The City of Richmond Hill has 167 parks, 162 km of recreational trails and 689 hectares of natural areas as per the City's website. Most of the trails play an essential role in connecting the bicycle infrastructure in the City and also provide recreational opportunities for the community. The City is also part of the Lake-to-Lake Cycling Route and Walking Trail, which is an initiative from York Region connecting Lake Simcoe to Lake Ontario.

3.4.1.4 Gap analysis

A few gaps were identified after careful review of the active transportation infrastructure in the City of Richmond Hill. These gaps are connections to schools, to regional transit services and between existing active transportation facilities. These gaps are seen as a key opportunity for the City to improve the connectivity of the active transportation infrastructure across the City and make walking and biking more attractive to residents and visitors.

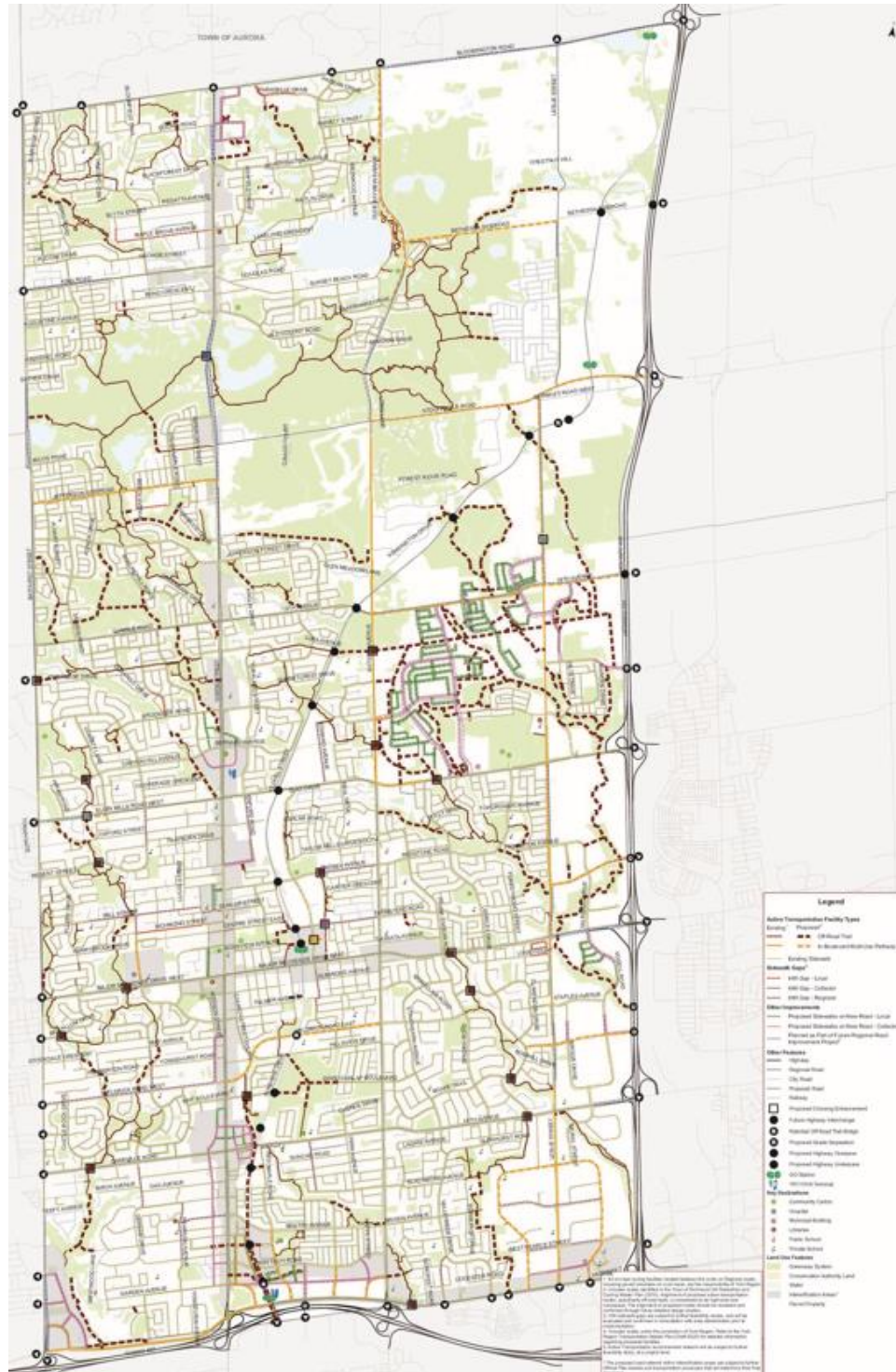
Based on the review of the cycling infrastructure, some important corridors in the City, such as Yonge Street, Bayview Avenue, Elgin Mills Road West, Major Mackenzie Drive East, Carrville Road and 16th Avenue do not have bicycle infrastructure and would be fundamental to be considered for a facility upgrade. It would greatly improve connectivity and could potentially increase the bicycle mode share in the City. The current TMP already includes these improvements as proposed facilities in Appendix D (**Figure 3-8**). Below is a list of the bicycle infrastructure gaps found:

- Orlando Avenue from Leslie Street to Vogell Road
- Elgin Mills Road East from Shirley Drive to Leslie Street
- Jefferson Forest Drive from Bush Ridges Avenue to 19th Avenue
- Greenbank Drive from trail to Rollinghill Road
- Trish Drive from trail to Picnic Street
- Picnic Street from Trish Drive to Old Colony Road
- Pheasant Drive from E. Humber trail to Humberland Drive

As well as gaps and opportunities found in the bicycle infrastructure network, the sidewalk infrastructure was reviewed, and gaps were identified. These gaps are based on the latest version of the City's Transportation Master Plan (**Figure 3-9**). Below is a list of gaps in the sidewalk infrastructure:

- Blyth Street from Gallacher Avenue to Maple Grove Avenue
- Maple Grove Avenue from Blyth Street to Parker Avenue
- Stouffville Road from Bayville Avenue to Highway 404
- Younge Street from Old Colony Road to Jefferson Forest Drive
- East Wilmot Street from East Beaver Creek Road to West Beaver Creek Road
- West Pearce Street from West Beaver Creek Road to Leslie Street
- East Pearce Street from East Beaver Creek Road to Leslie Street
- King Road from Bond Crescent to Bathurst Street
- Chalmers Road
- Scott Drive
- Harris Avenue
- Beech Avenue
- Weldrick Road West
- Enford Road
- Avenue Road from Carrville Road to Edgar Avenue
- Pearson Avenue from Roosevelt Drive to Edgar Avenue
- Mills Street from Pine Trees Court to Hall Street
- Richmond Street from Trench Street to Hall Street
- Kersey Crescent from Weldrick Road West to May Avenue
- Younge Street from Black Forest Drive to Bloomington Road
- Leslie Street from Staples Avenue to 16th Avenue

Figure 3-9 - Sidewalk Gaps



Source: Transportation Master Plan 2023, Appendix D – page 13

3.4.2 Summary of Active Transportation Infrastructure

The City has a good park and trail network, as well as a well-connected active transportation infrastructure. However, there are gaps in the pedestrian and bicycle network which should be filled and that would help accommodate more active transportation trips within residential areas. The 2023 TMP outlines existing gaps and provides ideas and targets for an active transportation network infrastructure upgrade.

3.5 EXISTING TRANSPORTATION DEMAND MANAGEMENT

This section introduces some of the TDM measures that are currently available in Richmond Hill. After reviewing the TDM and Parking Strategy in **section** Parking and TDM Strategy for Developments – Recommendations Report **2.2.5** it seems that there is a wide gap between the variety of proposed measures and what is currently being offered to Richmond Hill residents and visitors.

3.5.1 MyTrip

The MyTrip program is an initiative by York Region and is designed to help residents make informed choices that will improve their travel, making it easier to get around York Region. There are many options – carpooling, public transit, cycling, walking, telecommuting – that can make commuting more enjoyable, more cost effective and less impactful on the environment.

Although MyTrip is introduced on the York Region website, it does not provide clear information on how to get started, what exactly is offered, and if there are any costs associated with the program.

3.5.2 Events

Richmond Hill offers events to promote greener transportation options, such as:

- Smart Commute Month
- Bike Month
- Carpool Week

3.5.3 Richmond Hill Sustainability Metrics Program

The Sustainability Metrics was first introduced in 2014 and was updated in 2023. The program is a tool used to encourage developers to work with the City to achieve healthy, complete, and sustainable communities. The Sustainability Metrics act as green development standards that promote sustainable development based on five sets of indicators and are implemented through the development application process for Site Plans and Draft Plan of Subdivision.

Under the Sustainability Metrics Program, a “good” performance level is considered a baseline performance and is required for an application to be considered for approval by Council.

TDM measures are not mandatory beyond base requirements, however they are encouraged and provide a way to gain points toward satisfying the minimum Metrics' point requirement. The City currently uses base requirements for bicycle parking rates presented in the Sustainability metrics as requirements for new developments, thus guaranteeing some sustainability points. These metrics are not directly incorporated into the Comprehensive Zoning By-law, however the Official Plan contains policies which direct for the achievement of applicable minimum threshold scores as determined by Council.

3.5.4 Smart Commute

Along with York Region and the City of Markham, Richmond Hill is a longtime funding partner of Smart Commute Markham Richmond Hill (Smart Commute). Smart Commute is a Transportation Management Agency run by the Richmond Hill and Markham Boards of Trade that connects Richmond Hill workplace employees with sustainable commute options. Smart Commute delivers cost-efficient TDM strategies and programming that contribute to the City's policy priorities, as well as employer business and sustainability goals. Through the development application process, the Region and City have required that some developments commit to Smart Commute participation as part of their respective TDM initiatives.

3.5.5 Transportation Mobility Plan Guidelines for Development Applications

Through York Region's Transportation Mobility Plan Guidelines for Development Applications, Transportation Mobility Plan Studies are required for developments under York Region's jurisdiction that generate over 100 person trips. Completion of the Guidelines' TDM Checklist is required as part of a Transportation Mobility Plan Study. The TDM Checklist outlines TDM measures, notes when they are required or may be considered, and the responsible party (applicant or Region/Municipality). Although the Mobility Plan Guidelines may not apply to developments in the City if they are not located on or nearby York Region roadways, the City has been requesting that some development applications adhere to them.

3.6 TRAFFIC

The City currently offers a diverse road network that includes roads, trails, sidewalks, and cycling facilities to accommodate various modes of transportation. Public transit services within the City are operated by York Region, while GO Transit extends transit options to residents and commuters.

The Richmond Hill TMP indicates current travel patterns within the City by leveraging Transportation for Tomorrow Survey (TTS) data. Travel patterns indicate a concentration of activity during the morning rush hour, with nearly half of the trips originating in Richmond Hill remaining within the City limits. The remaining trips originating in Richmond Hill are spread across the Greater Toronto and Hamilton Area (GTHA), with the largest portion of commuters heading to destinations such as Toronto (excluding downtown) at 16 percent, Markham at 13 percent, and Vaughan at 8 percent. Private vehicles dominate the transportation mode split within the City, accounting for approximately 82 percent of trips, either as a driver or passenger. Public transit accounts for 15 percent of trips, while walking or cycling make up 3 percent of total trips.

3.6.1 Road network

The streets within the City are fundamental to its transportation network, facilitating connections throughout the urban layout. They play a crucial role in enhancing the public realm by promoting pedestrian activity and supporting local businesses. These streets serve as conduits for both vehicular traffic and public transit, all while ensuring a balance between the needs of pedestrians, cyclists, and the movement of goods. Additionally, they provide the necessary right-of-way for municipal sewers, water mains, utility infrastructure, and stormwater management systems.

The City presents a well-established road network, organized in a grid-like pattern, and integrates with neighboring municipalities. To the west, Richmond Hill shares Bathurst Street with Vaughan; to the south and east, it shares Highway 404 and Highway 7 with Markham; and to the north, Bloomington Road is shared with Aurora. The City's road network is also well integrated with the other surrounding provincial freeways. Multiple north-south arterials provide access to the Highway 407 Express Toll Route, while east-west arterials allow travel onto Highway 404. Travelling south along Highway 404, there are connections to the east-west Highway 401, and to the Don Valley Parkway, leading to the City of Toronto's downtown.

For east-west travel, the main arterial roads in the City are:

- Highway 7
- 16th Avenue/Carrville Road
- Major Mackenzie Drive
- Elgin Mills Road
- 19th Avenue/Gamble Road
- Stouffville Road

- Bloomington Road

The primary north-south arterial roads include:

- Bathurst Street
- Yonge Street
- Bayview Avenue
- Leslie Street

Additionally, the City contains a network of minor arterial, collector, and local roads that complement the main arterial routes which provide access to the City's multiple neighborhoods. The residential neighbourhoods which represent a major area for this study do not follow a grid pattern of streets. Many subdivisions have a curvilinear street pattern that poses challenges to walkability and connectivity.

3.6.2 Traffic concentrations

The Richmond Hill TMP identifies congestion zones along its network in both the 2016 conditions (base-year) and the future do-nothing scenarios. In the base year, and 2031 do-nothing scenario, higher volumes of traffic causing congested conditions are observed primarily in the southbound direction, which is the main travel direction in peak AM periods. During these periods, stretches of all four regional north-south arterials are identified as congested areas, while most municipal roads are shown to operate within capacity. Congestion is shown to be less prevalent along the east-west regional arterials, however, stretches of higher traffic areas are indicated along the approaches and departures to Highway 404 crossings.

Within the base and all future do-nothing scenarios, congestion along major corridors is lower in areas north of 19th Avenue. This can partially be associated with the lower amount of development within these areas as compared to the more densely populated areas to the south of the road. Additionally, most regional and provincial proposed improvements for future horizons are proposed along roads that are south of 19th avenue, further demonstrating to lower congestion levels along roads to the north.

3.6.3 Traffic congestion in focus areas

Within the TMP, traffic operations along certain focus areas are further analyzed under existing and future scenarios. One of the focus areas contains the stretch of Yonge Street from Highway 7 to Major Mackenzie Drive; where the base year model indicates congested traffic conditions in the southbound direction from Weldrick Road to Highway 7. Parallel streets such as Red Maple Road are also indicated to operate with high levels of congestion.

The second analyzed focus area is centered on the intersection of Yonge Street and Elgin Mills Road. The TMP's base year traffic analysis indicated congestion near this intersection in the southbound and eastbound directions. Several east-west routes on major and secondary roads are nearly congested in the eastbound direction in the vicinity of this focus area. During the morning

peak hours, there was significant commuter traffic moving southbound towards Highway 7 and eastbound toward Highway 404.

Another focus area is Leslie Street and Highway 404, spanning from Elgin Mills Road to Highway 7, as well as East and West Beaver Creek Road. Like other focus areas, the base year traffic model showed higher congestion on southbound routes, particularly on Highway 404 and certain sections of Leslie Street. This congestion was associated to commuting patterns towards Toronto or other southern destinations for vehicular commute towards employment locations.

It should be noted that the TMP and official plan indicate future road network, TDM, transit and AT improvements along its major corridors which will have a role in better managing the congestion as presented in the base year model.

3.6.4 Connectivity

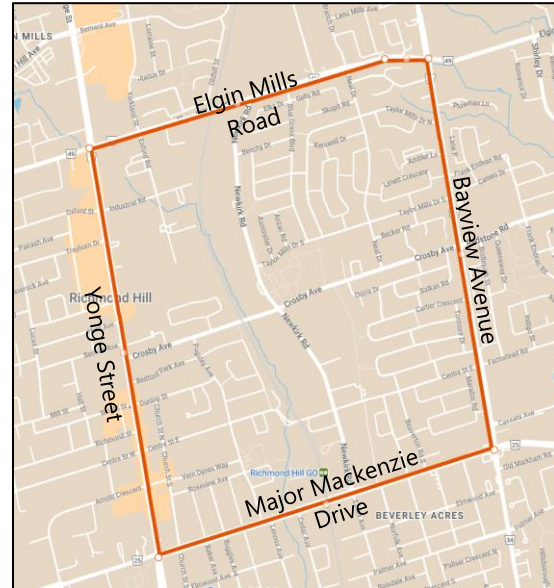
The City's transportation systems and road network connectivity amongst arterial, collector and local roads dictates the efficiency of vehicular movement across its urban structure. It is generally believed that a versatile road network promotes a range of choice in the mode and route of travel. A more versatile road network can easily facilitate future road network and infrastructure improvements which can promote increased active transportation and transit travel along the City's corridors.

Higher orders of connectivity are observed in areas where roads are arranged in a grid-layout, as it allows for higher accessibility to major intersections and to transit connections. These types of road networks easily allow vehicular traffic to divert along alternative routes in case of traffic buildup in certain areas. Similarly, pedestrians are also able to take advantage of the grid-layout by having greater access to nearby destinations.

Figure 3-10: Area with lower road-connectivity



Figure 3-11: Area with higher road-connectivity



In built up areas where the local road network has many cul-de-sacs, as shown in **Figure 3-10**, connectivity is generally believed to be worse than in areas where comparatively fewer dead-ended roads exist. In the area south-west of the Major Mackenzie Drive and Yonge Street intersection, the road network is largely disconnected and presents a lower level of connectivity. In the area to the north-east of the intersection, shown in **Figure 3-11**, significantly fewer cul-de-sacs are present in the residential zones. Furthermore, the Richmond Hill Go Station also exists within this area, further intertwining the road network connectivity with the transit system.

Areas with higher levels of road connectivity, and accessibility to transit lines should be considered as primary candidates for the inclusion of additional residential density in the form of multiplexes. Increased development in such areas would be expected to have a lower impact on the surrounding roadways' levels of congestion as residents can use alternative routes and modes of transportation.

4 Peer City Review

4.1 PARKING REQUIREMENT DEVELOPMENTS

Several Canadian municipalities have explored innovative parking approaches, although these initiatives have not been universally adopted. Despite not fully embracing emerging trends, there's a clear movement towards reducing parking rates, implementing maximum parking limits, or even eliminating minimum parking requirements. For instance, Edmonton (Alberta), Brampton (Ontario), and most recently, Toronto (Ontario), have all shifted towards allowing developments with no parking or adopting open parking policies that rely on market demand to determine parking needs.

As per an assessment prepared by Gladki Planning Associates, almost all the municipalities that have been reviewed and have either passed or drafted by-laws for Additional Residential Units, are not changing the required number of parking spaces per property when increasing the number of permitted residential units per property from three to four. This includes the City of Toronto, City of London, City of Mississauga, and the Town of Oakville. The City of Hamilton is an exception. The City of Hamilton requires one parking space for an Additional Dwelling Unit - Detached if it constitutes the fourth Dwelling Unit on a lot. Where the fourth Dwelling Unit is part of a converted structure, no additional parking spots are required. A table summarizing all of the parking regulation as it relates to Additional Residential Units and the rationale used to support the regulation is provided below. This information is summarized in **Table 4-1** below.

Table 4-1 Parking Requirements for additional residential units in other municipalities

Municipality	Amendments to the Zoning By-law	Rationale Provided
City of Toronto	<p>No additional parking is required for any additional residential units.</p> <p>No change in the required number of parking spaces per property when increasing the number of permitted residential units per property from three to four.</p>	<p>In December 2022, parking minimums were removed City-wide. No changes to the parking requirements in the Zoning By-law were made to accommodate the adoption of four units as-of-right, as part of the Multiplex OPA and ZBLA.</p>
City of London	<p>No additional parking is required for secondary units and further additional residential units.</p> <p>No change in the required number of parking spaces per property when increasing the number of permitted residential units per property from three to four.</p>	<p>In December 2016, The Minister made modifications to the London Plan which included removing the requirement for a parking space to accommodate a secondary dwelling unit. The City has maintained this policy as they have reviewed and amended additional residential unit policies since</p>

		<p>2016. Staff have justified not requiring additional parking for multiplexes by referencing aesthetic issues that can arise from requiring more parking; the need to provide room for landscaped open space; and challenges due to finding room for parking on smaller lots.</p>
<p>City of Mississauga</p>	<p>No change in the required number of parking spaces per property when increasing the number of permitted residential units per property from three to four.</p>	<p>Staff provided the following justifications to not require additional parking for additional residential units.</p> <ol style="list-style-type: none"> 1. Maintain amenity space on the property. 2. The implementation of overnight on-street parking will mitigate parking impacts that could arise from permitting four units per lot. 3. The most feasible scenario to facilitate conversions of existing dwellings are for larger detached homes. In those instances, it is highly likely that those dwellings currently oversupply parking compared to the required amount. For example, a double-car garage and double-car driveway results in four parking spaces compared to the required two spaces. 4. Requiring additional parking spaces could further deteriorate soft landscaping conditions on the site
<p>Town of Oakville</p>	<p>Draft zoning by-law amendment to permit four dwelling units per low-density residential property will not require additional parking on site</p>	<p>Staff indicated that parking spaces for additional dwelling units will continue to be provided through available on-street permit parking. The intent behind the proposed regulations is to enable the development of additional</p>

		dwelling units within existing neighbourhoods, where appropriate, and support the creation and enhancement of walkable and transit-oriented communities. Reduced parking is a key housing strategy within the federal Housing Accelerator Fund.
City of Hamilton	Additional parking for an additional residential unit is based on new Parking Rate Areas	City of Hamilton has recently passed further zoning by-law amendments which generally superseded the requirement for a fourth dwelling unit to provide one parking space, amending the previous requirement for an additional parking space when a fourth, detached dwelling unit was built on a lot. The City of Hamilton has adopted a geographic-based approach to minimum residential parking requirements. Minimum residential parking requirements have been eliminated or reduced within established Parking Rate Areas which were developed based on criteria including availability of alternate modes of transportation. The blanket requirement for a fourth dwelling unit to provide a parking space was deleted, and the requirements for residential parking are now determined by geographic area, with more rural areas requiring parking compared to more urbanized areas.
City of Kitchener	Parking minimums for lots with additional residential units based in proximity to an LRT station (0.3 within 800m of a station and 0.6 outside of 800m of a station)	Staff provided the following justifications to not require additional parking for additional residential units. <ul style="list-style-type: none"> 1. Parking costs are extremely impactful on development viability, and a barrier to providing additional dwelling units, both in terms of land requirements and construction costs.

		<ol style="list-style-type: none"> 2. Residents living within 800 metres of a Major Transit Station and within the Central Neighbourhood Area may not require dedicated parking spaces for additional dwelling units because the area is well served by light rail, frequent bus transit, and cycling infrastructure, and is also very walkable. 3. There is no maximum parking limitation, and rear yard parking is permitted to continue 4. To support parking reductions bicycle parking be provided for all lots with 3 or 4 dwelling units.
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(Source: Gladki Planning Associates Final Precedents Memo, pp. 13)

Uniquely, Kitchener revisited its parking minimums, instituting new requirements linked to the proximity of multiplexes to Light Rail Transit (LRT) stations. For lots with ARUs that are within 800 meters of an LRT station the parking rate is 0.3 per unit. For lots with ARUs that are further than 800 meters of an LRT station the parking rate is 0.6 per unit. The City of Kitchener also established minimums for Class C Bicycle Parking (protected bicycle parking area with controlled access) for multiplexes, where there are three or more dwelling units on a lot.

Notably, the City of Burlington is currently in the early stages of introducing a “no parking minimum” pilot project along two frequent transit corridors as part of their Housing Strategy, though this project is not a direct result of the ongoing multiplex work.

4.2 OTHER ONTARIO EXAMPLES

4.2.1 City of Peterborough

4.2.1.1 By-Law 23-087

The City of Peterborough By-Law 23-087 stipulates that one motor vehicle parking space shall be required for an additional residential unit.

Paragraph 6.33.3 section h) further states that:

- No additional parking shall be required for an Additional Residential Unit located in Area 1 as designated on Schedule E(1) to this By-law. One (1) motor vehicle parking

space, sized in accordance with Section 4.3.1, shall be required for each Additional Residential Unit located in Areas 2 and 3 as designated on Schedule E(1) to this By-law;

- Notwithstanding the provisions of Section 4 to the contrary, tandem parking spaces to facilitate an Additional Residential Unit shall be permitted.

4.2.1.2 Guide to Building Additional Residential Units and Legalizing Existing Units

Peterborough also prepared a guide for additional residential units which is available [here](#).

The section on parking requirements states that

- parking inside a garage can count toward fulfilling the required parking provided the garage interior meets the minimum parking space size requirement shown in **Table 4-2**.
- Parking spaces are not permitted in the road right of way.
- Parking must be located on the property in accordance with the by-law requirements outlined in **Table 4-2**.

Table 4-2 City of Peterborough parking requirements

Principal dwelling type	Parking Area 1	Parking Area 2	Parking Area 3
Single-detached	1 space for principal dwelling unit, 0 spaces for additional residential unit	1 space for principal dwelling unit, 1 space for additional residential unit	2 spaces per principal dwelling unit, 1 spaces per additional residential unit
Semi-detached	1 space for principal dwelling unit, 0 spaces for additional residential unit	1 space for principal dwelling unit, 1 space for additional residential unit	2 spaces per principal dwelling unit, 1 spaces per additional residential unit
Row or Townhouse	1 space for principal dwelling unit, 0 spaces for additional residential unit	1.5 spaces per principal dwelling unit, 1 spaces per additional residential unit	1.75 spaces per principal dwelling unit, 1 spaces per additional residential unit

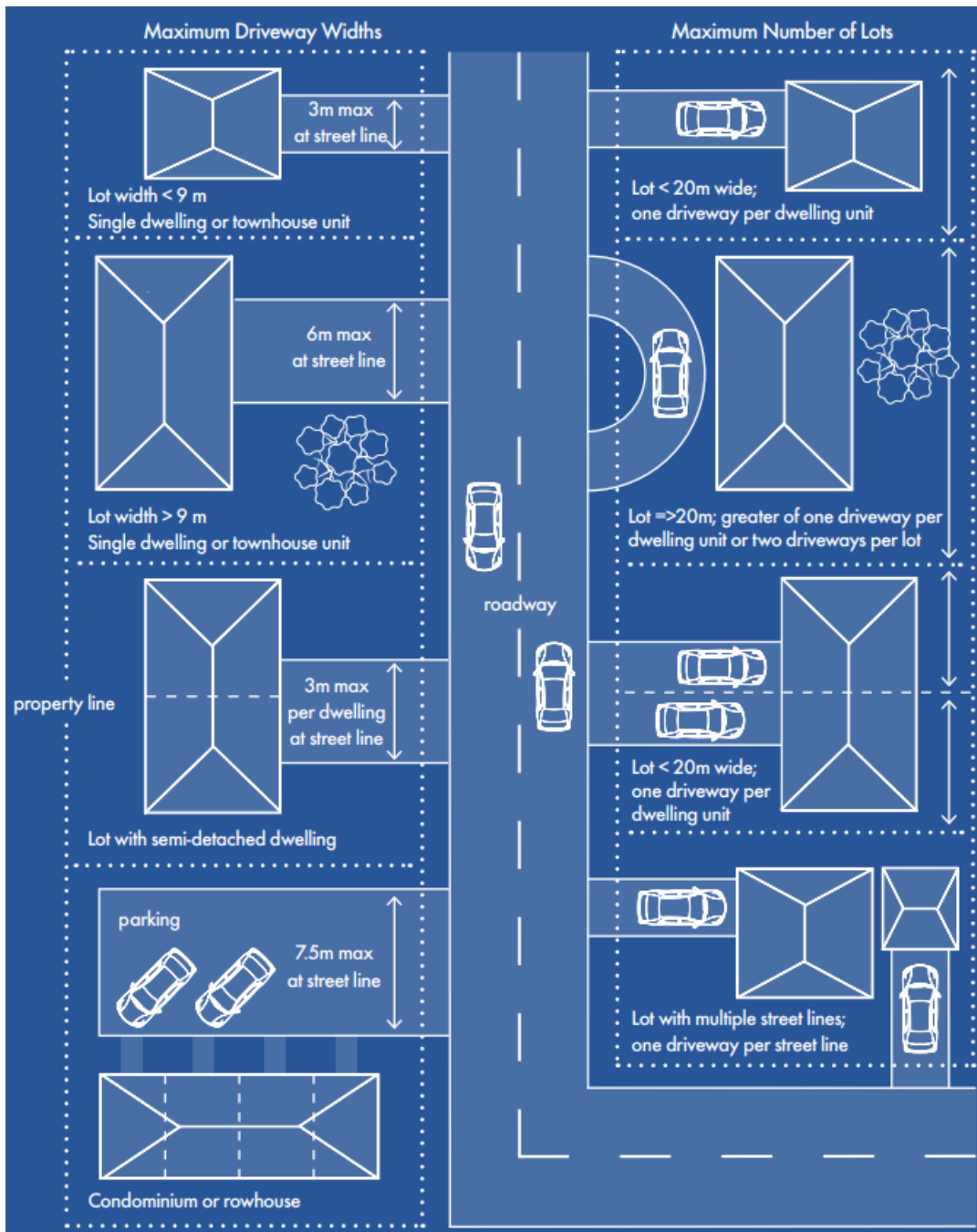
(source: City of Peterborough Guide to Building Additional Residential Units and Legalizing Existing Units, page 6)

The guide also provides guidance on additional parking and driveway regulations:

- The minimum size of a parking space is defined as:
 - *Parking Area 1*: 2.5 metres (8.2 feet) by 5.5 metres (18 feet)
 - *Parking Areas 2,3*: 2.7 metres (8.9 feet) by 5.7 metres (18.7 feet)
- On any lot containing a single detached dwelling or a semi-detached dwelling as the Principal Dwelling, no more than two motor vehicles can be parked within 6 metres of a street line
- Where a parking lot contains five or more parking spaces, the parking lot and the driveway must maintain a minimum 1.5 metre (4.9 feet) setback from a side or rear lot line

Figure 4-1 illustrates the parking and driveway regulations for the City of Peterborough.

Figure 4-1 City of Peterborough Additional Parking and Driveway Regulations



(source: City of Peterborough Guide to Building Additional Residential Units and Legalizing Existing Units, page 9)

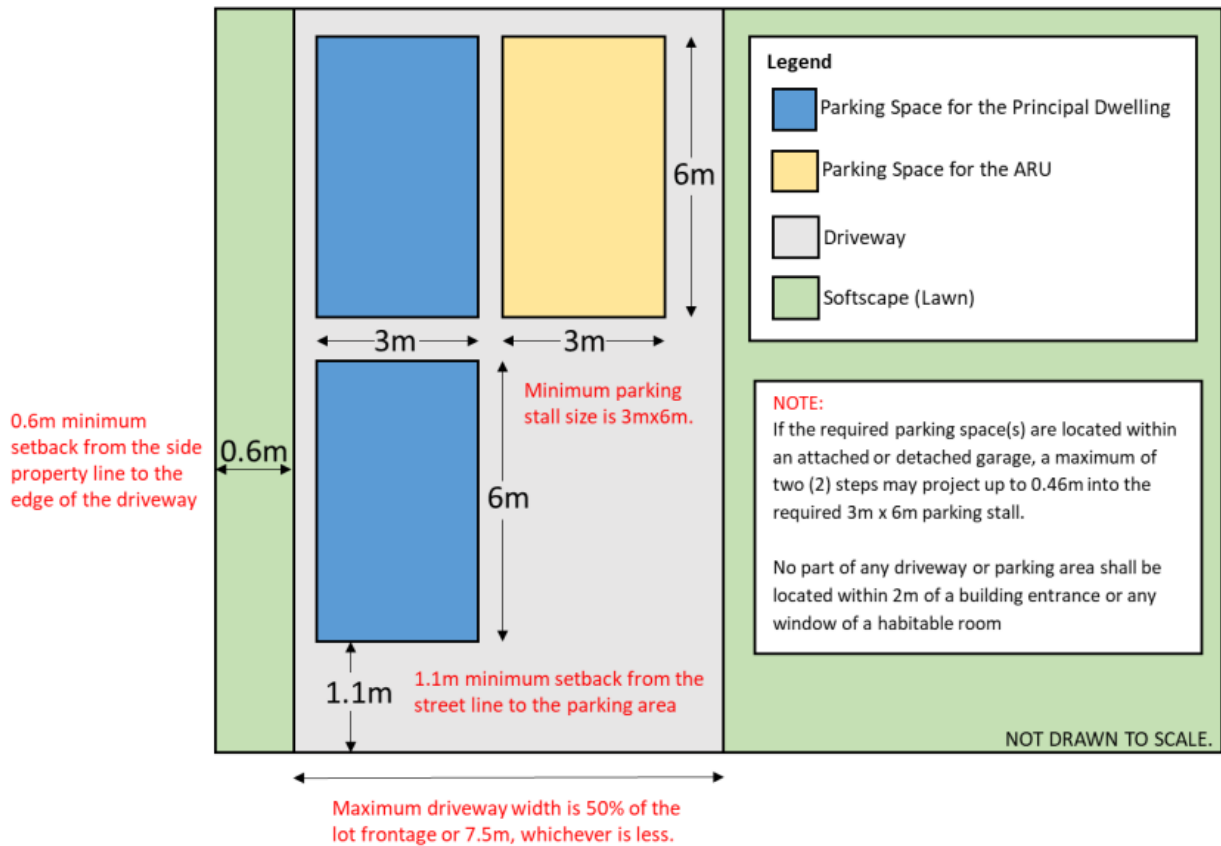
4.2.2 Guelph/Eramosa Township

The Guelph Eramosa Township created a Homeowner’s Guide to Additional Residential Units which can be found [here](#).

The parking section (section 6) states that in general, one (1) parking space is required for each additional residential unit (may be tandem) and two (2) parking spaces are required for the Principal Dwelling. Parking regulations can be found in the Township’s Zoning By-law 40/2016.

Figure 4-2 illustrates the parking requirements.

Figure 4-2 Guelph/Eramosa Township Parking Requirements



(source: Guelph/Eramosa Township: Homeowner’s Guide to Additional Residential Units (ARU), Section 6)

4.2.3 City of Cambridge

For the City of Cambridge, the additional residential unit policies are presented in By-Law 23-077. Section 6 presents the parking requirements as follows:

- One additional parking space per additional residential unit is required, of which parking space may be a tandem parking space and located between the established building line and the street line.
- No new driveway or vehicular access from a residential lot to a municipal street or highway shall be permitted to provide access or required parking for an ARU.

4.2.4 Town of Milton

The Town of Milton’s additional residential unit policies and regulations can be found [here](#).

For urban areas the Town requires no more than one off-street parking space for each additional residential unit.

4.3 SUMMARY OF ONTARIO PEER CITY REVIEW

In alignment with the assessment presented in the Phase 1 report by Gladki Planning Associates, we conclude that:

- Parking rates vary by municipality but typically, no additional parking space is required for the fourth residential unit on a property;
- Some municipalities will provide parking rate discounts based on proximity to transit or are experimenting with no parking minimums;
- Clarity and consistency in defining building typologies supporting four residential units per lot are crucial. Aligning definitions with provincial planning legislation may be desirable but limiting.

4.4 BRITISH COLUMBIA EXAMPLES AND LESSONS LEARNED

4.4.1 SSMUH Provincial Policy Manual & Site Standards

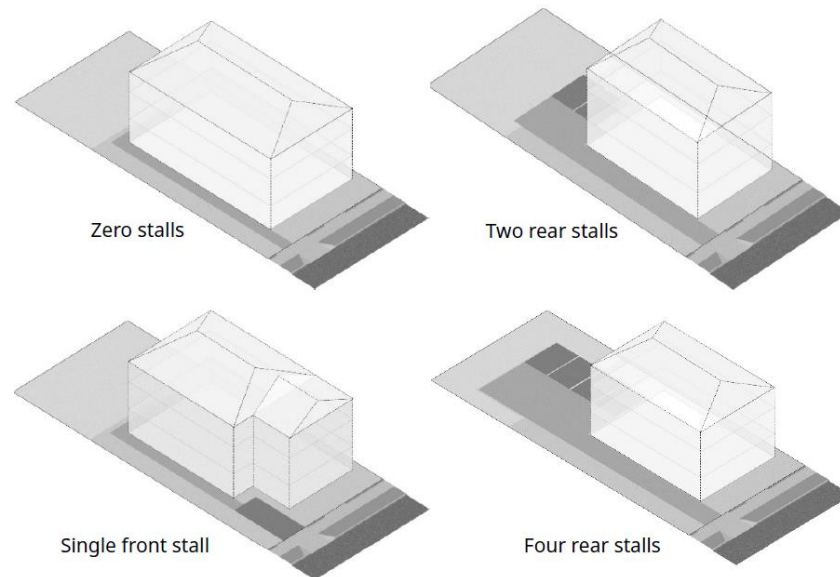
British Columbia is experiencing a similar housing crisis as Ontario and has introduced legislation to build more housing faster. In November of 2023, the British Columbia government announced a new legislation that would override municipal governments and allow up to four units per single-family residential lot and up to six units for larger single-family lots that are also close to transit. The province provided a policy manual in December 2023. Information and guidelines related to parking and transportation from this manual will be presented in this section.

The Small Scale, Multi-Unit Housing (SSMUH) legislation states that local authorities must not use zoning powers to forbid or limit, within a transit-oriented zone, a designated density of use, size, or dimensions for buildings when the land is zoned to allow residential use or a designated non-residential use. The legislation also prohibits local governments from requiring off-street parking or loading spaces for the residential use of housing units required to be permitted to achieve the minimum density of six units.

Common Zoning By-law requirements that could potentially deter SSMU housing forms include on-site parking requirements that are too high. These might reduce the viability of projects because of the space limitations on traditional single-family and duplex lots, also to reduce site permeability and livability. One solution that could be implemented would be the elimination of on-site parking requirements or adopting a modest maximum requirement (e.g. 0.5 spaces per unit) where residents have access to other forms of transportation, such as public transit and active transportation infrastructure, and where on-street parking is available. More on-site parking (e.g. 1 space/unit) may be considered where public transportation or on-street parking is not available. The Manual states that jurisdictions with laneways may need to consider additional factors regarding the placement, layout, and alignment of units. For instance, the presence of laneways can simplify the integration of on-site parking by eliminating the necessity for a driveway cutting through the lot. Nevertheless, if laneways are not maintained at the same standard as other roads, local authorities might choose to restrict unit access along them (SSMUH Manual, Table 2).

Section 6 (parking requirements) of Part 2 (Zoning By-law amendments) details that on-site vehicular parking requirements often have the largest influence on the feasibility of SSMUH housing forms. The inclusion of on-site parking requirements has important implications for the use of space, buildable area, as well as the configuration and siting of building lots. It is recommended that local governments minimize parking requirements when updating their zoning By-laws. In some cases, local governments should consider removing parking requirements altogether. **Figure 4-3** below shows the impact of parking requirements on building area.

Figure 4-3 Impacts to building area and siting from on-site parking requirements



Source: BC Provincial Policy Manual & Site Standards SSMUH (2023), Figure 2

Simultaneously, many people (such as students and seniors) cannot, or choose not, to own or drive a car and rely on other modes. Local government requirements are often dated and result in parking being significantly overbuilt. For example, in Vancouver a 2018 study by Metro Vancouver found that parking supply surpassed use by around 40% in various types of strata and rental apartment buildings across the region.

There are various other advantages of adopting low or no parking requirements for residential housing developments, as described below.

- **Improved affordability and equity:** Reducing parking requirements can directly reduce housing costs through avoided costs for new development. It can also indirectly reduce housing costs by making it more viable to increase the number of dwelling units on a lot, contributing to an increase in housing supply. Car ownership rates are higher among those with higher incomes, meaning requiring parking spaces creates a housing cost that disproportionately impacts lower-income residents and may add unnecessary costs.
- **Increased permeable space for the environment and livability for people:** For SSMUH housing forms, low or no parking requirements can significantly increase permeable, open space to support more tree retention/planting, reduce impacts on stormwater flows and infrastructure, and improve the livability of new housing units and any principal housing units retained on the site.
- **Support modal shifts and climate change mitigation efforts:** Reducing or eliminating minimum parking requirements is also a key TDM strategy that can support

local governments with achieving local, provincial, and federal climate change mitigation targets. In areas where sustainable transportation alternatives, such as public transit or active modes of commuting, are feasible, the elimination of on-site parking can promote a decrease in both vehicle usage and ownership. Consequently, reducing parking mandates for residential housing types serves as a crucial approach to enhance the feasibility and convenience of public transit. This strategy aims to boost demand for public transportation services, concurrently reducing the associated costs and infrastructure space needed to support individual vehicular transportation.

- **Speed up construction and reduce construction impacts:** Even in smaller buildings, constructing parking facilities can substantially extend the construction timeline, causing delays in housing provision and utilizing valuable construction resources that might be allocated to other housing projects. Underground parkades are particularly impactful on neighbours. The large amounts of cement and steel required for parkades are usually the biggest sources of embodied carbon in new buildings.
- **Improve community vibrancy and equity:** In urban and sub-urban contexts, a reduction of on-site parking requirements and a transition away from car-oriented street designs are vital strategies to improve community vibrancy through emphasizing pedestrian environment and gathering spaces in the public realm. This approach also contributes to greater equity by ensuring that those who are unable to drive or afford personal automobiles have access to transportation choices.

For the reasons described above, more and more local governments across North America are eliminating requirements for parking in residential developments. For example, minimum parking requirements have been eliminated in Edmonton, Toronto, San Francisco, and Portland. This does not mean that no on-site parking is built with new residential developments in these cities; it means those developing the new housing units can determine – based on local market conditions and demand – how much on-site parking to provide on their properties. This is also influenced by the surrounding transportation context and the lifestyle of future residents.

An alternative approach, and one that is often used as an interim step toward the elimination of parking minimums, is the use of requirements that, in addition to setting a minimum number of parking spaces per unit, also set a maximum number of parking spaces per unit for residential developments. Parking maximums can help ensure that parking supply is not excessive and retain some of the advantages of no parking requirement approaches, such as improved affordability and encouraging a modal shift. Parking maximums are often applied to sites that are within more urban contexts (e.g., downtown, urban mixed-use village centres, etc.) or within an area that is in proximity to high-quality frequent transit service.

Another topic is on-street parking. The manual states that on-street parking manages itself in many ways, since the difficulty obtaining it or lack thereof influences behaviour and could encourage users to find parking elsewhere or reduce reliance on it. If required, local governments can manage the valuable public space used for on-street parking through permitting requirements.

In addition, the manual covers site standards in Part 4 and lists recommended zoning regulations in Tables 5, 6, 7, and 8 of the report. **Table 4-3** below shows a short summary of the off-street parking requirement recommendations. The full manual can be found [here](#).

Table 4-3 Recommended zoning regulations for off-street parking

Number of units	Recommended Benchmark Regulation	Considerations
Lots requiring a minimum of 2 units	One space per dwelling unit	
Lots requiring a minimum of 3 or 5 units that are less than 1,215m ² in size	Maximum 0.5 space/unit if lot is within 800m of transit stop with a bus at a minimum frequency of every 15 minutes (measured between 7am – 7pm) Maximum 1 space/unit otherwise	Other factors could be used to set parking requirements including proximity to services, walk scores, availability of on-street or other parking alternatives.
Lots requiring a minimum of 4 units and are more than 1,215m ² in size	Maximum 0.5 space/unit if lot is within 800m of transit stop with a bus at a minimum frequency of every 15 minutes (between 7am – 7pm) Maximum 1 space/unit if otherwise	Other factors could be used to set parking requirements including proximity to services, walk scores, availability of on-street or other parking alternatives.
Lots requiring a minimum of 6 units	0	Local governments are not permitted to set off-street parking requirements in relation to residential uses

Source: BC Provincial Policy Manual & Site Standards SSMUH (2023), Table 5, 6, 7, and 8.

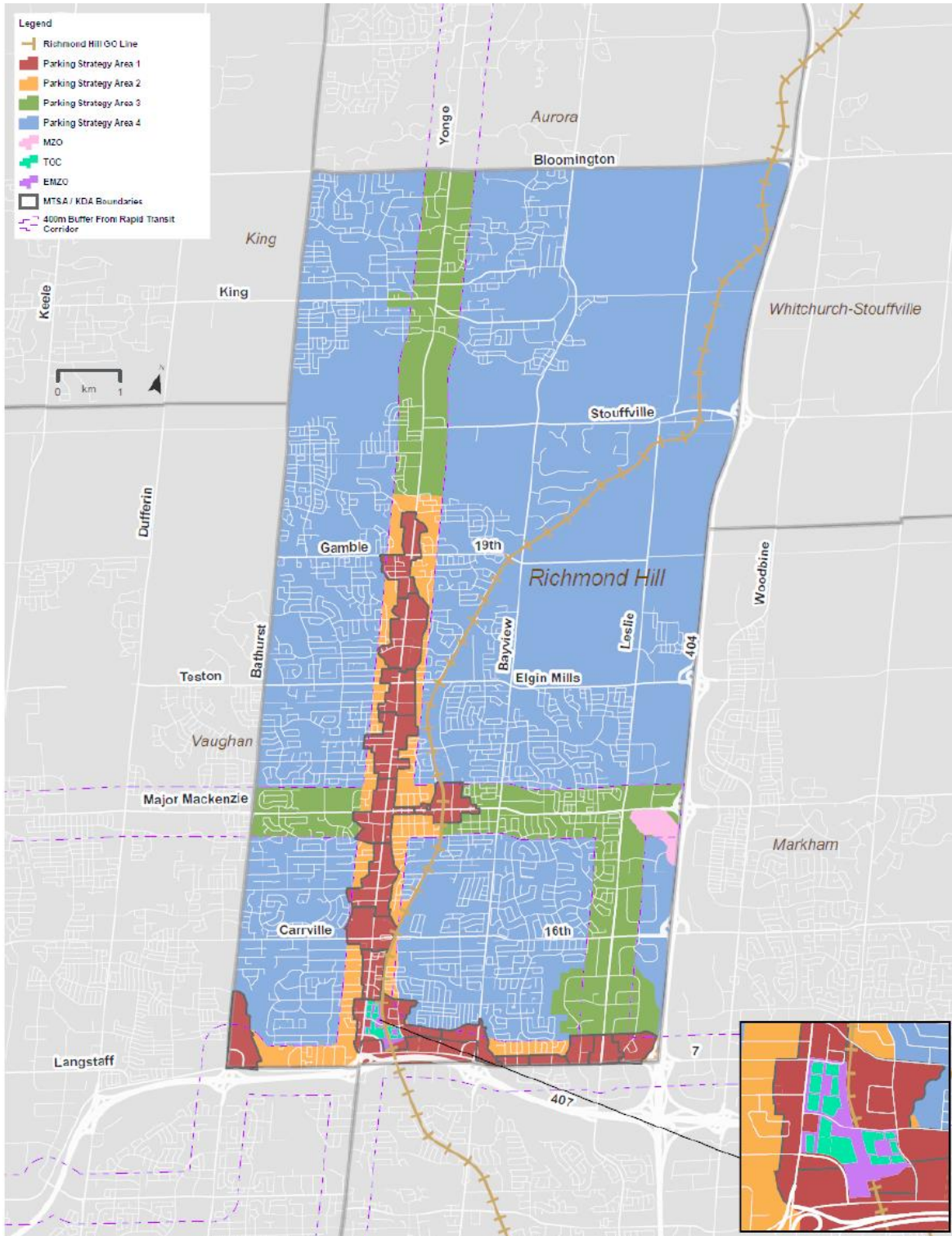
5 Recommendations

The following section summarizes the transportation and parking recommendations to ensure that Richmond Hill is prepared to accommodate multiplexes.

5.1 PROPOSED HAF PARKING ZONES

The proposed parking rates are based on the Richmond Hill Parking Strategy areas, which can be seen in **Figure 5-1** below. The same rates will apply to Parking strategy areas 1 and 2. PSA 1 comprises of the MTSAs, whereas PSA2 is within 400m of the MTSAs. Parking Strategy Area 3 includes areas that are within 400m walking distance to rapid transit. Parking Strategy Area 4 will be referred to as “rest of the City”.

Figure 5-1 Richmond Hill Parking Strategy Areas



Source: RH Parking & TDM Strategy, August 20, 2024

5.2 PROPOSED PARKING REQUIREMENTS

The proposed rates are based on a review of industry-standard rates adopted for Additional Residential Units in Ontario. The following **Table 5-1** shows the proposed parking rates in the different Parking Strategy Areas. It is important to note that these requirements apply to Additional residential units, the existing dwelling is considered the first/primary unit and its standard rates, as designated by the applicable parent by-law, apply.

Table 5-1 Minimum total number of required parking spaces

	Parking Strategy Area 1	Parking Strategy Area 2	Parking Strategy Area 3	Parking Strategy Area 4
Lot containing 1 or 2 Additional residential units	0	0	1 ⁽¹⁾	2 ⁽¹⁾
Lot containing 3 Additional residential units	0	0	2 ⁽¹⁾	3 ⁽¹⁾⁽²⁾

⁽¹⁾ Notwithstanding note (2), No additional parking space is required for ARU(s) where the zoning by-law requires zero or one parking space for the primary dwelling unit.

⁽²⁾ Minimum number of parking spaces can be reduced to 2 parking spaces where lot has a frontage that is less than 9m.

Notwithstanding any minimum parking provisions for the primary dwelling unit within the Zoning By-laws, for a lot containing one (1) or more Additional Residential Units, the following parking standards apply:

- No parking spaces shall be required on a lot containing one (1) or more Additional Residential Units, if that lot is located in Parking Strategy Area 1 or Parking Strategy Area 2.
- A minimum of one (1) parking space shall be provided on a lot containing one (1) or two (2) Additional Residential Units, if that lot is located in Parking Strategy Area 3.
- A minimum of two (2) parking spaces shall be provided on a lot containing three (3) Additional Residential Units, if that lot is located in Parking Strategy Area 3.
- A minimum of two (2) parking spaces shall be provided on a lot containing one (1) or two (2) Additional Residential Units, if that lot is located in Parking Strategy Area 4.
- A minimum of three (3) parking spaces shall be provided on a lot containing three (3) Additional Residential Units, if that lot is located in Parking Strategy Area 4.
- If a lot has a frontage of less than 9.0 metres, a minimum of two (2) parking spaces shall be provided.

- Where the Zoning By-laws do not require parking spaces for the primary dwelling unit, then no parking spaces shall be required for a lot containing one (1) or more Additional Residential Units.
- On a lot or a parcel of tied land, all parking spaces required for the primary dwelling unit and each Additional Residential Unit shall be located on a dedicated driveway and/or within a garage, whether attached or detached, on the same lot or parcel of tied land on which the primary dwelling unit is located.
- Within a common element condominium, the required parking spaces shall be provided on a driveway and/or within a garage, whether attached or detached from the primary dwelling unit, that serve exclusively the primary dwelling unit.
- Parking spaces provided by way of a shared parking area within a common element condominium shall not count towards the minimum parking spaces required for lots containing Additional Residential Units.
- Parking spaces may be arranged in tandem.
- A minimum of one (1) long-term, weather-protected bicycle parking space shall be provided for each Additional Residential Unit on a lot, if that lot is located in Parking Strategy Area 1, Parking Strategy Area 2, or Parking Strategy Area 3.

Notwithstanding **Table 5-1**, multiplex properties subject to By-laws 986 and 1275, which do not contain minimum parking requirements, will not be required to provide any parking for up to three units. This ensures conformity with O.Reg. Section 2(2), which does not require a parking space for the first two additional residential units if the primary residential unit has no parking minimums prescribed in a zoning by-law. The requirements for multiplex parking spaces under these by-laws are presented in **Table 5-2**.

Table 5-2 Alternative Minimum Parking for By-Laws 986 And 1275

Number of Units in a Multiplex	Minimum number of parking spaces
2	0
3	0
4	1

O.Reg. 299/19 (Section 2(1)) requires a maximum of one parking space for each additional residential unit. O.Reg. (Section 3) does, however, permit municipalities to pass a zoning by-law which requires zero parking spaces for the first and/or second additional residential unit. The O.Reg. does not allow modification of the parking requirement by by-law for the third additional residential unit. Accordingly, we have set the “trigger point” for requiring an additional parking space to be provided on a multiplex property at the fourth unit.

5.2.1 Additional considerations

Parking requirements for single dwellings, as required by the parent by-laws, are unaffected. This omnibus by-law will override parking requirements for other multiplex-type buildings in the parent by-laws.

5.2.1.1 Properties with less than 9.0 metres of frontage

Properties with a lot frontage of less than 9.0 metres have a maximum driveway width of 3.0 metres under omnibus By-law 84-03. On these constrained properties, assuming the existence or development of an integral garage, a maximum of two parking spaces can be provided. In accordance with Section 16(3) of the Planning Act, the required minimum parking spaces for multiplex properties containing three residential units may not exceed 2. Development of a fourth unit on properties with a lot frontage of less than 9.0 metres would require a minor variance to reduce the parking requirement. Official Plan policies can encourage the Committee of Adjustment to positively consider granting these variances, as appropriate.

5.2.2 Parking Rate Justifications per Zone

The proposed rates are informed by industry standard rates for additional residential units, Provincial and municipal transportation and land use policy aims, assessment of existing and planned parking infrastructure, transit network, active transportation infrastructure, transportation demand management measures, traffic analysis, as well as a peer city review. The rates are further explained below:

MTSAs:

MTSAs requires zero parking spaces per unit. As Bill 185 was introduced in June 2024, the minimum parking rate for MTSAs is required to be zero. The Bill is called "Cutting Red Tape to Build More Homes Act" and introduces new subsections 16 (22) to (24) which *"limit the ability of official plans to contain policies requiring an owner to provide or maintain parking facilities within protected major transit station areas, certain other areas surrounding and including an existing or planned higher order station or stop and other prescribed areas."*

Therefore, the requirement in these areas, equivalent to PSA 1, must be zero. As PSA2 is within direct proximity (within 400m) of MTSAs, the same rates will apply to PSA 2 and the minimum parking requirement will be zero.

Transit Corridors:

Transit corridors encompass the areas within a 400m distance of the rapid transit corridor. For multiplexes, the minimum parking requirement for the second and third unit amounts to a combined 1 parking space. If 4 units are provided in a multiplex, then 2 parking spaces are required on-site. This parking requirement represents a reduced requirement when compared to the current additional residential unit By-law 13-21. This reduction is based on the zone's location along rapid transit corridors that are frequently and reliably served by regional transit, including the VIVA and

GO networks.

Easy access to reliable and frequent public transportation reduces the need for personal vehicle ownership and use. Public transportation provides a viable and often more economical alternative to car travel, especially in areas with comprehensive transit networks. The majority of Richmond Hill's employment and commercial areas are served by transit in Zone 2, ensuring that residents along these corridors can reasonably turn to transit for their commutes and day-to-day needs. By relying on transit residents can save on the costs associated with car ownership and parking fees. Additionally, municipalities could benefit from reducing the need for extensive road maintenance and parking facilities and can instead invest these funds into expanding transit coverage. Lower emissions, reduced traffic congestion, and better accessibility are additional factors that justify lowering required minimum parking rates in this zone.

Rest of the City

The minimum parking requirements for the rest of the City are higher than those for MTSAs and transit corridors, however the parking requirements are still lower than those in current By-law 13-21. If the multiplex houses 2 or 3 units, the minimum parking space requirement is 2 spaces. In the case of 4 units on a property, a minimum of 3 parking spaces are required. While not tied to the number of bedrooms, it is considered that where properties contain only 2 units, the average unit size may be larger and therefore a minimum of 1 parking space is considered appropriate. Where a property may be designed to fit 3 or 4 units, the average unit size is likely to be smaller, occupied by fewer people, with a reduced parking demand on a per unit basis. Therefore, a lower minimum parking requirement is reasonable.

5.2.3 Flexibility in exceeding minimum parking requirements

It is to be noted that these requirements represent **minimum parking space rates**. If homeowners constructing an additional residential unit wish to provide more parking spaces than the minimum requirements, they can still do so without violating any regulations. Maximum parking rates are not proposed at this time for multiplex properties. Other regulations such as maximum driveway width, landscape requirements, and the small size of these residential properties will provide an upper limit to the number of parking spaces that can be accommodated.

5.2.4 Existing excess spaces

When a property has parking spaces that exceed the requirements for the principal building, these surplus spaces can be allocated to support additional residential units. This policy offers several benefits and strategic advantages for urban planning and development, such as maximizing existing space and minimizing the need to construct new parking facilities, which in turn leads to cost savings. Limiting the construction of additional parking lots can also encourage active transportation and transit usage.

5.3 BIKE PARKING

In addition to the parking rates presented in **Table 5-1** above, we recommend adding bicycle parking requirements within MTSA and transit corridors and to consider implementing bicycle parking requirements within the rest of the City.

The current bike parking requirement for long-term spaces for residential use is 0.6 per dwelling unit (Parking and TDM Strategy Draft 2023). TYLin recommends a minimum requirement of 1.0 bicycle parking space per unit in PSA1 and PSA2. This can encourage people to explore the City through active transportation and might incentivize daily commutes on bikes instead of cars.

Similarly, for PSA3, TYLin recommends providing 1.0 bicycle parking spaces per dwelling unit. For MTSA and transit corridors, adding more bicycle parking spaces should be encouraged and will help incentivize increased bike use.

In the rest of the City (PSA4) it is likely that bike parking would be provided in garages or backyards of residential properties, therefore implementing minimum bike parking requirements for additional residential units is encouraged but not required.

Additionally, e-bike parking and charging spaces should be considered and provided at an appropriate rate. In the Parking and TDM Strategy, the City recommends implementing e-bike charging infrastructure in long-term bicycle parking facilities.

For guidance on implementing bicycle parking, please refer to Richmond Hill's Standards and Specifications Manual: Division C – Transportation and Roadworks.

5.4 ALIGNMENT WITH EXISTING RICHMOND HILL POLICIES

As previously indicated, the proposed parking strategy area rates in **section 5.1 and section 5.2** are based on the existing Parking Areas presented in the 2024 Parking and TDM Strategy. Additionally, the recommendations laid out in this report are aligned with existing Richmond Hill policy, as presented below.

5.4.1 By-law 13-21

In compliance with the current **Additional Residential Unit By-law 13-21** we propose that where the Zoning By-laws do not require parking spaces for the primary dwelling unit, then no parking spaces shall be required for any Additional Dwelling Unit.

5.4.2 By-law 84-03

In addition, in accordance with By-law 84-03, parking on driveways shall be permitted and driveways shall count as parking spaces.

5.4.3 2024-2027 Richmond Hill Strategic Plan

A reduction in minimum parking requirements is consistent with the 2024-2027 Strategic Plan. Specifically, *Pillar 1 "Growing a Livable, Sustainable Community"* focuses on housing choice, higher

order transit and a healthy natural environment. Point 1 of this pillar centers around *“Manage growth in a way that enables choice and connection for the City, its residents and businesses now and in the future.”* Attention should be paid to sub-point c) ***“enhance transportation infrastructure and improve mobility and accessibility to support the safety of community members, promote active and sustainable modes of travel, and address traffic congestion”***. This focus is directly supported by the recommended lower parking requirements for additional residential units. A reduction of parking minimums, especially in areas that are closer to reliable transit and active transportation infrastructure, encourages people to use modes of transportation other than their car. This in turn can help improve transit service and help gather crucial feedback on how to improve active transportation infrastructure.

5.4.4 Community Energy and Emissions Plan (CEEP)

The proposed reduced parking minimums are also consistent with the **Community Energy and Emissions Plan (CEEP)**. Transportation is projected to be the second largest energy consumer and first largest GHG emissions producer, accounting for 40% of community emissions, according to RH growth projections. Key strategies of the CEEP for Richmond Hill’s Transportation Transformation include but are not limited to:

- Majority active transportation mode share
- E-bike and car share
- Expand subway infrastructure.
- Expand VIVA

These strategies are directly supported by low parking minimums as people are encouraged to use active transportation, micromobility and transit. In addition, by providing less than one parking space per unit, residents of multiplexes might be inclined to carpool, and explore car-share opportunities.

5.5 FOLLOW EXISTING POLICY GUIDANCE

The policy review presented in **section 2** clearly shows that Richmond Hill has ideas and policies that are heading in the right direction of reducing auto-dependency while encouraging other modes of transportation.

Examples are Richmond Hills Official Plan, which stresses connectivity and mobility, as well as barrier-free and pedestrian-oriented environments. The Official Plan also lays out the hierarchy of mobility choices which priorities walking and cycling and assigns single occupant and shared vehicles the least priority. In addition, a reduction of surface parking is mentioned as well as encouragement of on-street parking. It should be noted that the parking recommendations laid out in this report are in line with the direction of the Official Plan and contribute to a reduction of parking minimum requirements.

In addition, a survey done for the Richmond Hill Transportation Master Plan showed that residents prioritize improvements to the walking network first and placed vehicular parking spaces as a less important priority (ranked 6 out of 9). A reduction of parking supply is mentioned as a land use planning and development recommendation as well as the possibility of reducing parking minimums and introducing parking maximums, in addition with increasing TDM measures and micro-mobility options.

The Richmond Hill Parking Strategy (2010) acknowledges that parking can serve as a tool to stimulate behavioural change within the community to align land development and vision, it also emphasizes the optimal utilization of existing parking spaces and on-street parking.

A reiteration of parking-related goals, strategies, and visions of these policies clarifies Richmond Hills commitment to optimize parking and use it in the most efficient way, instead of adding unnecessary additional parking. The focus seems to be on active transportation and transit and disincentivizing single occupancy vehicle use has the potential to decrease congestion in the City. The parking recommendations laid out in this report are in line with Richmond Hill's overall transportation vision and support a gradual shift toward transit and active transportation by considering existing infrastructure and requiring minimum parking spaces that represent a moderate reduction from existing requirements. We believe that Richmond Hill has created strategies and potential policies to create a sustainable shift in mobility choices toward active transportation and transit. Now it is a matter of implementing these strategies and policies.

6 Conclusion

This report provides parking and transportation recommendations for Richmond Hill’s Housing Accelerator Fund project. The housing accelerator fund allows Richmond Hill residents to build up to four units on their property.

In this report, review of existing local and regional policies is provided with a particular focus on transportation and parking related content. Of particular relevance is the Transportation Master Plan, the 2010 Richmond Hill Parking Strategy, and the 2024 Parking and TDM Strategy.

Existing parking, transit network, active transportation, TDM, and traffic conditions are reviewed, and missing links are pointed out. Richmond Hill is a very car-oriented City and has opportunities to improve its transit network in terms of reliability, service hours, routes, and frequencies. This in turn would help alleviate demand for parking.

In addition, a peer city review has been conducted to provide context of other comparable municipalities and their parking strategies considering additional residential unit policies. Particular attention has been paid to comparable cities in Ontario as well as the SSMUH Provincial Policy in British Columbia.

Finally, recommendations are provided in terms of parking zones for the housing accelerator fund project, as well as proposed parking requirements and bike parking. An effort has been made to align parking recommendations with existing policy direction. The parking rates are applicable to the Parking Strategy Areas that are identified in the Richmond Hill Parking and TDM Strategy Report (August 20, 2024).

Specific parking rates are recommended per zone. The recommended minimum parking spaces are shown in **Table 6-1**.

Table 6-1 Proposed Parking Requirements per Zone

	Parking Strategy Area 1	Parking Strategy Area 2	Parking Strategy Area 3	Parking Strategy Area 4
Lot containing 1 or 2 Additional residential units	0	0	1 ⁽¹⁾	2 ⁽¹⁾
Lot containing 3 Additional residential units	0	0	2 ⁽¹⁾	3 ⁽¹⁾⁽²⁾

⁽¹⁾ Notwithstanding note (2), No additional parking space is required for ARU(s) where the zoning by-law requires zero or one parking space for the primary dwelling unit.

⁽²⁾ Minimum number of parking spaces can be reduced to 2 parking spaces where lot has a frontage that is less than 9m.

These rates consider existing parent by-laws, new regulations, such as Bill 185, as well as previous parking space requirements in Additional Residential Unit By-law 13-21 and reduce them slightly to facilitate the transition to alternative modes of transportation, such as transit and active transportation. The report outlines how the recommendations align with existing local policies. Lastly, TYLin points out that Richmond Hill's existing policies and strategies are geared towards increasing mobility choices and promoting alternative travel modes other than the single-occupancy vehicle. Following through on these ideas and strategies will support Richmond Hill's transition towards a more sustainable transportation system.

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APPENDIX A

Richmond Hill Parking By-law Extracts

The Corporation of the City of Richmond Hill
By-law 13-21

Page 4

however, in no circumstance shall an Additional Residential Unit exceed the maximum lot coverage requirements for detached accessory structures; and,

6. for an Additional Residential Unit attached to a detached garage at grade level, the maximum floor area of the Additional Residential Unit shall not exceed 40.0 square metres (430.57 square feet) and the maximum floor area devoted to the garage portion shall not exceed 40.0 square metres (430.57 square feet); however, in no circumstance shall the floor area of the Additional Residential Unit exceed the maximum lot coverage requirements for detached accessory structures.
- iii. No Additional Residential Unit shall be permitted to locate above a detached garage unless it abuts a side lane or a rear lane.
 - iv. For an Additional Residential Unit located above a detached garage abutting a side lane or a rear lane, the following shall apply:
 1. where access to the Additional Residential Unit is from an interior side yard wall of the detached garage not abutting a lane, that side yard wall of the detached garage containing the access to the Additional Residential Unit shall have a minimum side yard setback of 1.2 metres (3.94 feet);
 2. where there is a rear lane and no side lane and access to the Additional Residential Unit is from a wall other than a wall facing the rear lane or an interior side yard, at least one side yard of the detached garage shall have a minimum side yard setback of 1.2 metres (3.94 feet);
 3. the maximum height of the detached garage containing an Additional Residential Unit shall not exceed 8.5 metres (27.9 feet) measured from the established grade to the highest point of the roof nor shall it exceed two (2) storeys; and,
 4. the maximum floor area of the detached garage with an Additional Residential Unit above the detached garage shall not exceed the following:
 - a. 55.0 square metres (592.03 square feet) where there is an enclosed stair access; or,
 - b. 40 square metres (430.57 square feet) where there is an unenclosed stair access.
 - v. An Additional Residential Unit shall not be accessed from within a garage, whether attached to or detached from a primary dwelling unit.
- i. Home occupations uses shall not be permitted within Additional Residential Units.
 - j. Additional Residential Units are exempted from the requirement for water and sanitary sewer allocation.
 - k. No Additional Residential Unit shall be permitted unless it adheres to the following parking standards:

- i. A minimum of one (1) parking space is required for each Additional Residential Unit.
 - ii. Notwithstanding subsection 2.k(i) of this amending by-law, the following shall apply:
 1. for Zoning By-laws 91-13, 54-15 and 55-15 of the Corporation of the City of Richmond Hill, as amended, where there are two (2) parking spaces provided for the primary dwelling unit, then no additional parking is required where there is only one (1) Additional Residential Unit. However, where there is a second Additional Residential Unit, additional parking shall be required in accordance with subsection 2.k(i) of this amending by-law;
 2. for Zoning By-law 111-17 of the Corporation of the City of Richmond Hill, a minimum of one (1) parking space is required for a second Additional Residential Unit; and,
 3. where the Zoning By-laws do not require parking spaces for the primary dwelling unit, then no parking spaces shall be required for any Additional Dwelling Unit.
 - iii. On a lot or a parcel of tied land, all parking spaces required for the primary dwelling unit and each Additional Residential Unit shall be located on a dedicated driveway and/or within a garage, whether attached or detached, on the same lot or parcel of tied land on which the primary dwelling unit is located.
 - iv. Within a standard condominium, parking spaces required for the primary dwelling unit and the Additional Residential Unit shall be provided on a driveway and/or garage, whether attached or detached from the primary dwelling unit, that serve exclusively the primary dwelling unit.
 - v. Parking spaces provided by way of a shared parking area within the lot or standard condominium, or common element condominium, other than as described in subsections 2.k(iii) and 2.k(iv) of this amending by-law, shall not count towards the minimum parking spaces required for one (1) or two (2) Additional Residential Units.
 - vi. Parking spaces may be arranged in tandem.
3. By-law 91-13 of the City of Richmond Hill, as amended, shall be further amended by deleting subsections 5.19 (a) to (g) inclusive, and subsection 5.19(i).
 4. By-law 54-15 of the City of Richmond Hill, as amended, shall be further amended by deleting subsections 5.22 (a) to (g), inclusive.
 5. By-law 55-15 of the City of Richmond Hill, as amended, shall be further amended by deleting subsections 5.25 (a) to (g), inclusive.
 6. By-law 111-17 of the City of Richmond Hill shall be further amended by deleting subsections 5.21 (a) to (h), inclusive.
 7. All other provisions of the Zoning By-laws not inconsistent with the provisions set out in this amending by-law 13-21 shall continue to apply to the "Lands." Where a conflict or inconsistency exists, the provisions set out in this By-law 13-21 shall prevail.

**The Town of Richmond Hill
Municipal Code, Chapter 1116
Parking Regulations**

ITEM	<u>Column 1</u> Description of Offence	<u>Column 2</u> Provision Creating or Defining Offence	<u>Column 3</u> Set Fine
1.	Park on highway, left wheels to curb.	1116.3.1	\$30.00
2.	Park on a highway within 9m of intersection.	1116.3.6 (a)	\$30.00
3.	Park on a highway within 3m of a fire hydrant.	1116.3.6 (b)	\$30.00
4.	Park obstruct private Roadway	1116.3.6 (c)	\$30.00
5.	Park so as to obstruct sidewalk	1116.3.6 (d)	\$30.00
6.	Park so as to obstruct pedestrian crosswalk.	1116.3.6 (e)	\$30.00
7.	Park interfere with traffic	1116.3.6 (f)	\$30.00
8.	Park interfere with snow removal	1116.3.6 (g)	\$50.00
9.	Park in excess of 3 hours	1116.3.6 (h)	\$30.00
10.	Park on boulevard	1116.3.6 (i)	\$30.00
11.	Park on highway within 24 metres (75 feet) of a designated bus stop.	1116.3.7 (b)	\$30.00
12.	Park in areas designated emergency parking.	1116.3.7 (d)	\$40.00

NOTE: The penalty provisions for the offence(s) indicated above are Sections 1116.5.1, 1116.5.2, and 1116.6.1 of the Town of Richmond Hill Municipal Code Chapter 1116, a certified copy of which has been filed.

The Town of Richmond Hill
Municipal Code, Chapter 1116
Parking Regulations

ITEM	<u>Column 1</u> Description of Offence	<u>Column 2</u> Provision Creating or Defining Offence	<u>Column 3</u> Set Fine
13.	Park in a School Bus Loading Zone - Schedule "D"	1116.3.7 (e)	\$40.00
14.	Park on highway within 15 metres of an intersection.	1116.3.7 (f)	\$40.00
15.	Park on a highway within 30 metres (100 ft.) of an intersection.	1116.3.7 (g)	\$40.00
16.	Park on a highway designated prohibited parking - signs displayed - Schedule "A"	1116.3.7 (h)	\$40.00
17.	Stop on a highway designated prohibited stopping - signs displayed - Schedule "B"	1116.3.7	\$40.00
18.	Park on a highway designated limited parking - signs displayed - Schedule "C"	1116.3.7 (j)	\$40.00
19.	Park in a fire route	1116.3.8	\$100.00
20.	Park in a designated disabled parking space without permit	1116.3.9	\$100.00

NOTE: The penalty provisions for the offence(s) indicated above are Sections 1116.5.1, 1116.5.2, and 1116.6.1 of the Town of Richmond Hill Municipal Code Chapter 1116, a certified copy of which has been filed.

The Town of Richmond Hill
Municipal Code, Chapter 1116
Parking Regulations

ITEM	<u>Column 1</u> Description of Offence	<u>Column 2</u> Provision Creating or Defining Offence	<u>Column 3</u> Set Fine
21.	Park on a highway designated permit parking without permit -Schedule "E"	1116.4.2	\$40.00
22.	Park on private property	1116.3.11	\$40.00
23.	Park on Municipal Property not authorized.	1116.3.14	\$40.00
24.	Park on Municipal Property	1116.3.15	\$40.00
25.	Parking on highway at times and days not as specified Schedule "G"	1116.3.18	\$40.00
26.	Park at Parking Meter Space - Time Expired	1116.3.20	\$20.00
27.	Not Parked Wholly within a Parking Meter Space	1116.3.20	\$20.00
28.	Park in a Cul-de-Sac	1116.3.7	\$30.00
29.	On a Highway between the hours of 3 a.m. and 6 a.m.	1116.3.6	\$30.00

NOTE: The penalty provisions for the offence(s) indicated above are Sections 1116.5.1, 1116.5.2, and 1116.6.1 of the Town of Richmond Hill Municipal Code Chapter 1116, a certified copy of which has been filed.

THE CORPORATION OF THE TOWN OF RICHMOND HILL

BY-LAW NO. 305-90

A By-law to Provide Parking for the Physically Disabled

WHEREAS paragraphs 119 and 150 of Section 210 of The Municipal Act, R.S.O. 1980, c.302, as amended, confers upon the councils of local municipalities the power to pass by-laws for requiring the owners or operators of parking lots or other parking facilities to which the public has access, whether on payment of a fee or otherwise, to provide designated parking spaces for the sole use of motor vehicles operated by or conveying a physically disabled person in respect of which a permit has been issued under the Highway Traffic Act, Part IIA, and regulations made thereunder;

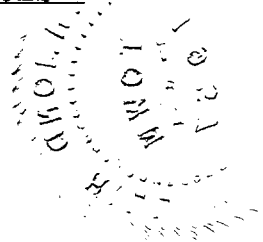
NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE TOWN OF RICHMOND HILL ENACTS AS FOLLOWS:

1. In this By-law,

- a) "Designated Disabled Parking Space" - means a Parking Space identified by a sign bearing the markings and having the dimensions as shown on Schedule "1" attached hereto designated for the sole use of Motor Vehicles driven by or carrying one or more Physically Disabled Persons and on which a Permit is properly displayed.
b) "Operator" - means a lessee or other person in charge of a parking lot or parking facility.
c) "Owner" - when used in relation to property, means:
i) the registered Owner of the property, or
ii) where the property is included in a description registered under The Condominium Act, R.S.O. 1980, c.84, as amended, the board of directors of the condominium corporation;
d) "disabled person parking permit" - means a disabled person parking permit issued in accordance with the Highway Traffic Act and the regulations made thereunder.

2. Every Owner and operator of a parking lot or other parking facility having parking spaces to which the public has access shall provide Designated Disabled Parking Spaces therein in accordance with the following table:

Table with 2 columns: TOTAL NUMBER OF PARKING SPACES and REQUIRED NUMBER OF DESIGNATED DISABLED PARKING SPACES. Rows include categories like 'Less than 25', '26-50', '50-75', '76-100', '101-150', '151-200', '201-300', '301-400', and 'Over 400'.



3. Each Designated Disabled Parking Space shall have a minimum width of not less than 12 feet (3.7m.), and shall be clearly marked with a sign permanently installed, bearing the markings and having the dimensions as shown on Schedule "1" attached hereto.

4. The Owner and operator of a parking lot or other parking facility shall not charge a fee for the use of a Designated Disabled Parking Space in excess of that fee charged other members of the general public in respect of other Parking Spaces in the parking lot or other parking facility.

5. No person shall,

- a) have in his or her possession a disabled person parking permit that is fictitious, altered or fraudulently obtained;
b) display a disabled person parking permit otherwise than in accordance with the regulations made under the Highway Traffic Act;
c) fail or refuse to surrender a disabled person parking permit in accordance with Part IIA of the Highway Traffic Act and the regulations made thereunder.

6. (a) Every person having possession of a disabled person parking permit shall, upon the demand of a police officer, police cadet, municipal law enforcement officer or an officer appointed for carrying out the provisions of this By-law, surrender the permit for reasonable inspection to ensure that the provisions of Part IIA of the Highway Traffic Act and the regulations and this By-law passed under paragraph 119 and 150 of Section 210 of the Municipal Act are being complied with.
- (b) A police officer, police cadet, municipal law enforcement officer or an officer appointed for carrying out the provisions of this By-law to whom a disabled person parking permit has been surrendered may retain it until disposition of the case if he has reasonable grounds to believe that the permit,
- (i) was not issued under Part IIA of the Highway Traffic Act;
 - (ii) was obtained under false pretences;
 - (iii) has been defaced or altered;
 - (iv) has expired or been cancelled; or,
 - (v) is being or has been used in contravention of this By-law or the regulations under the Highway Traffic Act.
7. Every person who contravenes any provision of this by-law, upon conviction, is liable to a fine of not less than One Hundred Dollars (\$100.00) and a maximum fine as established pursuant to the **Provincial Offences Act**.
8. Schedule "1" attached hereto is declared to form a part of this By-law.
9. By-law No. 404-89 of the Corporation be and hereby is repealed.

READ A FIRST AND SECOND TIME THIS 27TH DAY OF AUGUST, 1990.

READ A THIRD TIME AND PASSED THIS 27TH DAY OF AUGUST, 1990.



Mayor




Clerk

A solid orange triangle pointing to the right, positioned to the left of the section header.

APPENDIX B

Parking and TDM Strategy for New Developments - Proposed Parking Rates

Table ES-2: Minimum Residential Parking Rates and Tiers

Land Use	Tier 4A	Tier 4B	Tier 3A	Tier 3B	Tier 3C	Tier 2A	Tier 2B	Tier 2C	Tier 1	EMZO & TOC	Units
Condominium / Apartment											
Bachelor (+ 1-bed ≤ 55 m2)	0.90	0.85	0.80	0.75	0.70	0.65	0.60	0.50	0.00	0.00	/unit
One Bed > 55 m2	1.00	0.95	0.90	0.85	0.80	0.75	0.70	0.60	0.00	0.00	/unit
Two Bed+	1.20	1.10	1.00	0.95	0.90	0.85	0.75	0.70	0.00	0.00	/unit
Condominium / Apartment Visitor	0.20	0.20	0.15	0.15	0.15	0.15	0.15	0.15	0.00	0.00	/unit
Affordable Housing											
Bachelor (+ 1-bed ≤ 55 m2) (Affordable)	0.55	0.50	0.50	0.45	0.40	0.40	0.35	0.30	0.00	0.00	/unit
One Bed > 55 m2 (Affordable)	0.60	0.55	0.55	0.50	0.50	0.45	0.40	0.40	0.00	0.00	/unit
Two Bed+ (Affordable)	0.70	0.65	0.60	0.55	0.55	0.50	0.45	0.45	0.00	0.00	/unit
Visitor (Affordable)	0.20	0.20	0.15	0.15	0.15	0.15	0.15	0.15	0.00	0.00	/unit
Block / Condo / Stacked Townhouse											
Block / Condo / Stacked Townhouse Resident	1.50	1.50	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	/unit
Block / Condo / Stacked Townhouse Visitor	0.20	0.20	0.15	0.15	0.15	0.15	0.15	0.15	0.00	0.00	/unit
Low Density Residential Land Uses											
Seniors' Residence / Retirement Home	0.50	0.50	0.33	0.33	0.33	0.33	0.33	0.33	0.00	0.00	/unit
Single-detached	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	/unit
Semi-detached	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	/unit
Duplex	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	/unit
Triplex	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	/unit
Double Duplex	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	/unit
Street Townhouse	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	/unit
Other Residential Land Uses											
Additional Residential Units (ARU) ¹	See note	See note	See note	See note	See note	See note	See note	See note	See note	See note	See note
Home Based Live-work	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	/unit
Home Occupation ²	See note	See note	See note	See note	See note	See note	See note	See note	See note	See note	See note
Short Term Accommodation ²	See note	See note	See note	See note	See note	See note	See note	See note	See note	See note	See note
Shared Housing with Support (including Long Term Care Homes, Group Homes)	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.00	0.00	/bed
Shared Housing without Support (including Rooming Houses, Lodging Houses, and Boarding Houses)	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	/unit
Multi-Tach ²	See note	See note	See note	See note	See note	See note	See note	See note	See note	See note	See note

Note: 1) Refer to the Richmond Hill ARU parking rate requirements established through the 4x4 Housing Accelerator Fund (HAF) initiative
 2) No additional parking requirement. Parking requirement is the same as the primary dwelling time (i.e. single-family, condominium/apartment etc.)

Table ES-4: Maximum Residential Parking Rates

Land Use	PSA 4	PSA 3	PSA 2	PSA 1	EMZO & TOC	Units
Condominium / Apartment						
Bachelor (+ 1-bed ≤ 55 m2)	No max	1.00	0.80	0.80	0.40	/unit
One Bed > 55 m2	No max	1.15	0.95	0.95	0.40	/unit
Two Bed+	No max	1.25	1.05	1.05	0.40	/unit
Condominium / Apartment Visitor	No max	0.20	0.20	0.20	0.06	/unit
Affordable Housing						
Bachelor (+ 1-bed ≤ 55 m2) (Affordable)	No max	0.65	0.50	0.50	0.40	/unit
One Bed > 55 m2 (Affordable)	No max	0.70	0.55	0.55	0.40	/unit
Two Bed+ (Affordable)	No max	0.75	0.65	0.65	0.40	/unit
Visitor (Affordable)	No max	0.20	0.20	0.20	0.06	/unit
Block / Condo / Stacked Townhouse						
Block / Condo / Stacked Townhouse Resident	No max	2.00	2.00	2.00	0.40	/unit
Block / Condo / Stacked Townhouse Visitor	No max	0.20	0.20	0.20	0.06	/unit
Low Density Residential Land Uses						
Seniors' Residence / Retirement Home	No max	0.40	0.40	0.40	0.40	/unit
Single-detached	No max	No max	No max	No max	0.40	/unit
Semi-detached	No max	No max	No max	No max	0.40	/unit
Duplex	No max	No max	No max	No max	0.40	/unit
Triplex	No max	No max	No max	No max	0.40	/unit
Double Duplex	No max	No max	No max	No max	0.40	/unit
Street Townhouse	No max	No max	No max	No max	0.40	/unit
Other Residential Land Uses						
Additional Residential Units (ARU) ¹	See note	See note	See note	See note	See note	See note
Home Based Live-work	No max	2.00	2.00	2.00	0.40	/unit
Home Occupation ²	See note	See note	See note	See note	See note	See note
Short Term Accommodation ²	See note	See note	See note	See note	See note	See note
Shared Housing with Support (including Long Term Care Homes, Group Homes)	No max	0.40	0.40	0.40	0.40	/bed
Shared Housing without Support (including Rooming Houses, Lodging Houses, and Boarding Houses)	No max	2.00	2.00	2.00	0.40	/unit
Multi-Tach ²	See note	See note	See note	See note	See note	See note

Note: 1) Refer to the Richmond Hill ARU parking rate requirements established through the 4x4 Housing Accelerator Fund (HAF) initiative

2) Parking requirement is the same as the primary dwelling type (i.e. single-family, condominium/apartment etc.)

Memorandum

Project:	Richmond Hill Housing Accelerator Fund
TYLin Project #:	100359
To	Gladki Planning Associates
From	TYLin
Date	October 2, 2024
Subject	Richmond Hill HAF – Servicing Results and Recommendations

1 INTRODUCTION

The primary objective of adopting the Housing Acceleration Fund is to provide Richmond Hill's homeowners with additional options as to how they use their properties. Under the HAF, all ground-related residential properties (single-family homes, semi-detached homes, and townhouses) could add three additional residential units (ARUs), to a total of four separate residences per property.

Existing infrastructure through the City was sized for much lower densities than those which could result from the adoption of the HAF densities.

The City's infrastructure planning efforts have already identified system constraints within the built water and wastewater pipe networks. Approving ARUs where there are existing constraints will risk making the adverse conditions worse and compromise the desired level of service.

While construction of a single residential unit may have an immeasurable impact to servicing, the City has a responsibility to anticipate and plan for a more significant uptake, and plan accordingly.

2 BASIS OF ANALYSIS

For the purposes of this study, we are focusing on the three-ARU scenario, as the opportunity of increasing to two ARUs is already available to homeowners in Richmond Hill.

From a servicing planning perspective, we are considering ARUs as comparable to standard apartment unit. ARUs will therefore assume a population density of 2.7 persons per unit. Based on this, any property adopting the opportunity to add three ARUs will effectively be adding a population of 8.1 residents on average.

From a fire flow perspective, we are assuming that the infill associated with the potential for back-yard garden suites will result in a fire servicing objective comparable to a townhouse block (100 L/s, versus 63 L/s for a single-family property).

3 ASSESSMENT OF ARU IMPACTS

We are considering three main scenarios:

- Existing Conditions
- Existing Conditions with improvements to address current system constraints
- 2051 Conditions

In all cases, we are showing existing constraints to accommodating ARUs, and also identify how servicing levels-of-service could be impacted assuming a 10% uptake in three-ARUs. For comparison purposes, one in ten homes adopting three ARUs would be hydraulically-equivalent to three in ten homes adding a single ARU.

We cannot predict where nor how many homeowners will take advantage of the opportunity to add units, so we are considering a 10% uptake for all eligible properties (single-family, semi-detached, and townhouses) across the City.

4 ANALYSIS APPROACH

We are presenting the results as follows:

Existing Constraints:

There are known constraints, and permitting ARUs in areas serviced through constrained infrastructure could worsen existing conditions. We are showing areas of the City as “constrained” in the context of ARUs.

Existing Planned improvements:

This demonstrates that – with the planned improvements – the constraints to permitting ARUs will be relaxed.

4.1 Considering Risk:

Where existing constraints exist, there is theoretically no remaining service capacity. In that context no development of any kind should be considered in that area. In a more practical sense, these “constrained areas” really present *a risk* that allowing any number of new units could result in servicing conditions which fail to meet the intended level of service. As the total number of additional units in an area increases, so does the risk of a potential adverse impact. While not a comprehensive list, the city's levels of service for water and wastewater are as follows:

- Water:
 - Minimum of 40 psi of pressure under peak hour demand conditions; and,
 - Minimum of 20 psi under maximum day plus fire flow conditions.
- Wastewater:
 - No pipe surcharging during dry-weather flows; and,
 - A Hydraulic grade line no less than 2.0 m below grade during a 100-year rainfall event.

4.2 Constrained Areas

We have identified constrained areas based on a measurement of risk:

- Water:
 - Areas where at least 100 L/s of fire flow are available are considered “not constrained”;
 - Areas with 80 to 100 L/s of available fire flow carry a risk;
 - Areas with less than 80 L/s available are not considered “constrained”, and are not suitable for ARUs without corresponding infrastructure improvements.
- Wastewater:
 - Areas where the 100-year hydraulic grade line does not rise to within 2 meters of surface are not constrained;
 - Areas where the 100 year hydraulic grade line reaches 1.8 to 2 meters below surface carry a risk; and,
 - Areas where the hydraulic grade line rises to less than 1.8 meters below surface are considered “constrained” and are not suitable for ARUs without corresponding infrastructure improvements.

In our analysis, we considered 2 population scenarios:

- Existing Population: Documenting where the addition of ANY ARUs could be considered, would incur some risk or be considered “constrained”; and,
- 10% Uptake: Documenting whether a 10% uptake or three ARUs per property does not compromise the level of service, where it would carry a degree of risk, or whether progressing to a 10% uptake would compromise the system.

5 RESULTS

5.1 Existing Conditions

This condition represents the existing (2024) systems. These results reflect the expected results of the current system, with no ARUs or planned growth.

5.1.1 WATER

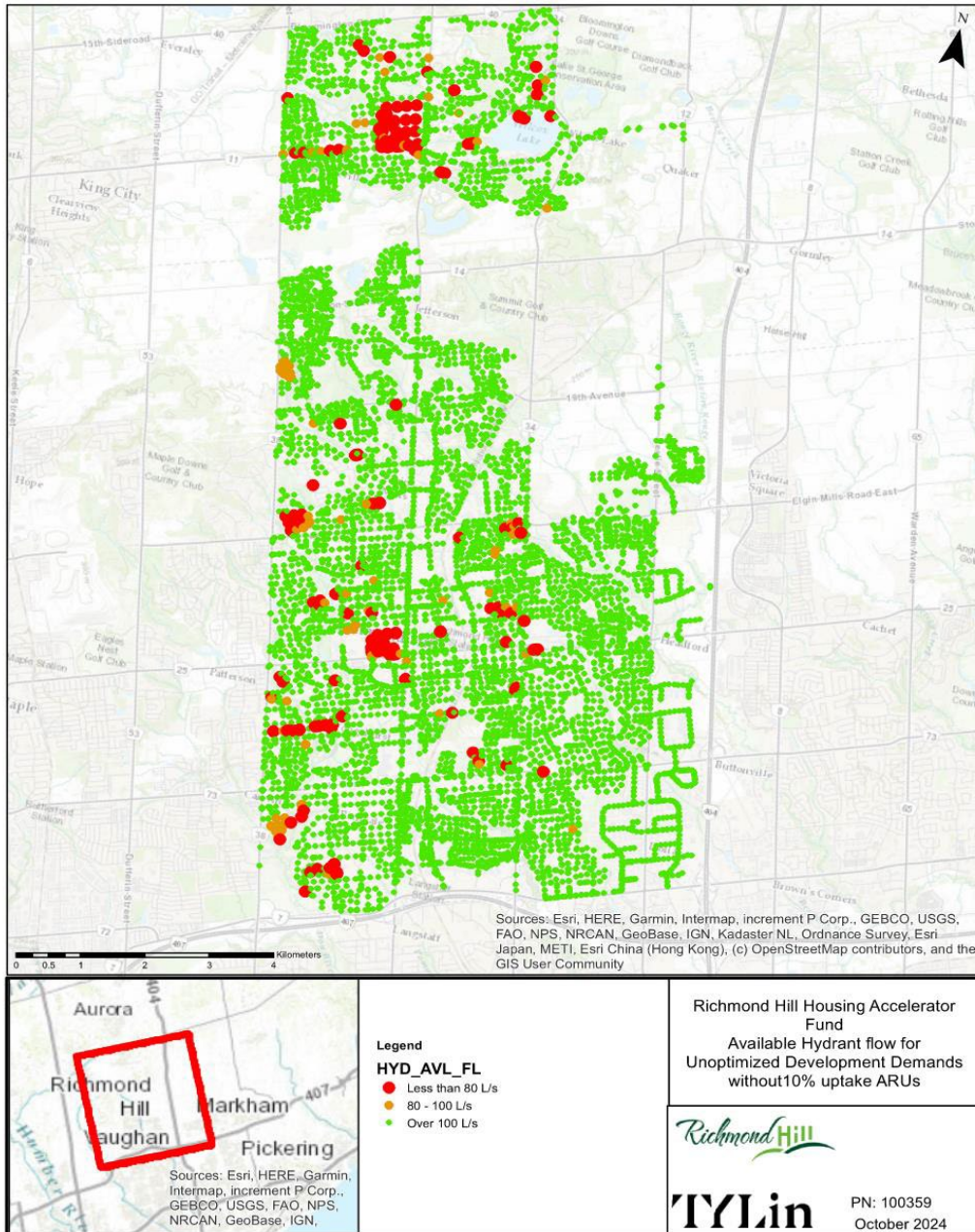
The existing results demonstrate pockets across the City where the system is already constrained. The majority of the constrained (less than 80 L/s) junctions are found along main roads and cul-de-sacs (which is an already known constraint).

There is a large area of constrained junctions west of Leslie St, just north of Stouffville Road. This area is a newer subdivision. It is possible that the model inputs are not correct, resulting in inadequate pressures when modelled.

There is a pocket of constrained junctions along the west side of Yonge Street and north of King Road. This area is a well-established area.

Another pocket of constrained junctions exists west of Bathurst St between 19th Avenue and Elgin Mills Road. This is another well-established area of the City. This area contains constrained junctions and some junctions with a risk of adverse conditions.

Figure 1 Existing Conditions - Water



5.1.2 WASTEWATER

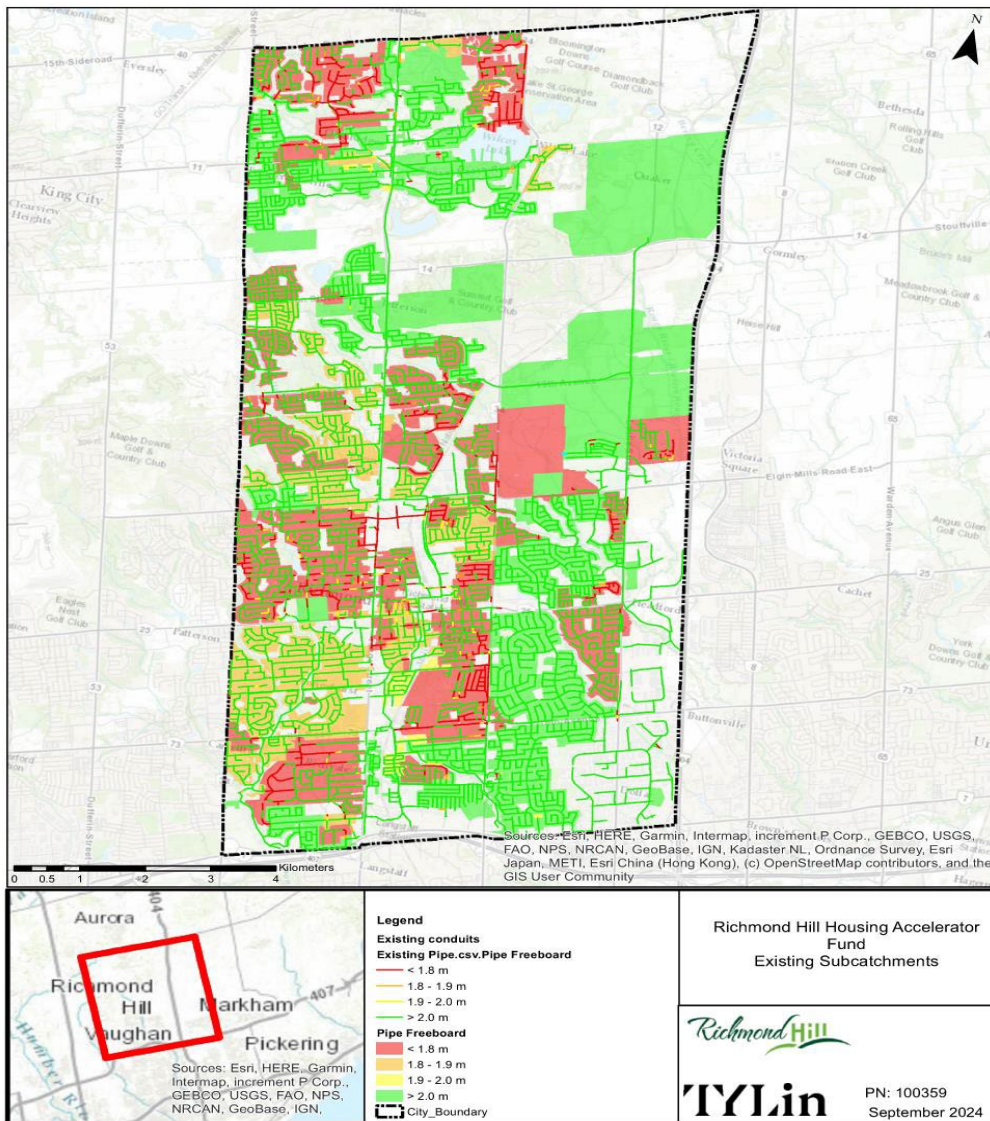
The existing results demonstrate pockets across the City where the system is already constrained. The majority of the constrained (less than 1.8m freeboard) areas are found between Bathurst St and Bayview Avenue and 19th Avenue and 16th Avenue.

These areas represent areas of the City where any development could worsen the downstream conditions.

There are also many areas that are at a risk of adverse condition. These areas indicate that they are nearing capacity and additional development could cause the sewers to experience a failure condition.

There are large pockets of the City that are not constrained.

Figure 2 Existing Conditions - Wastewater



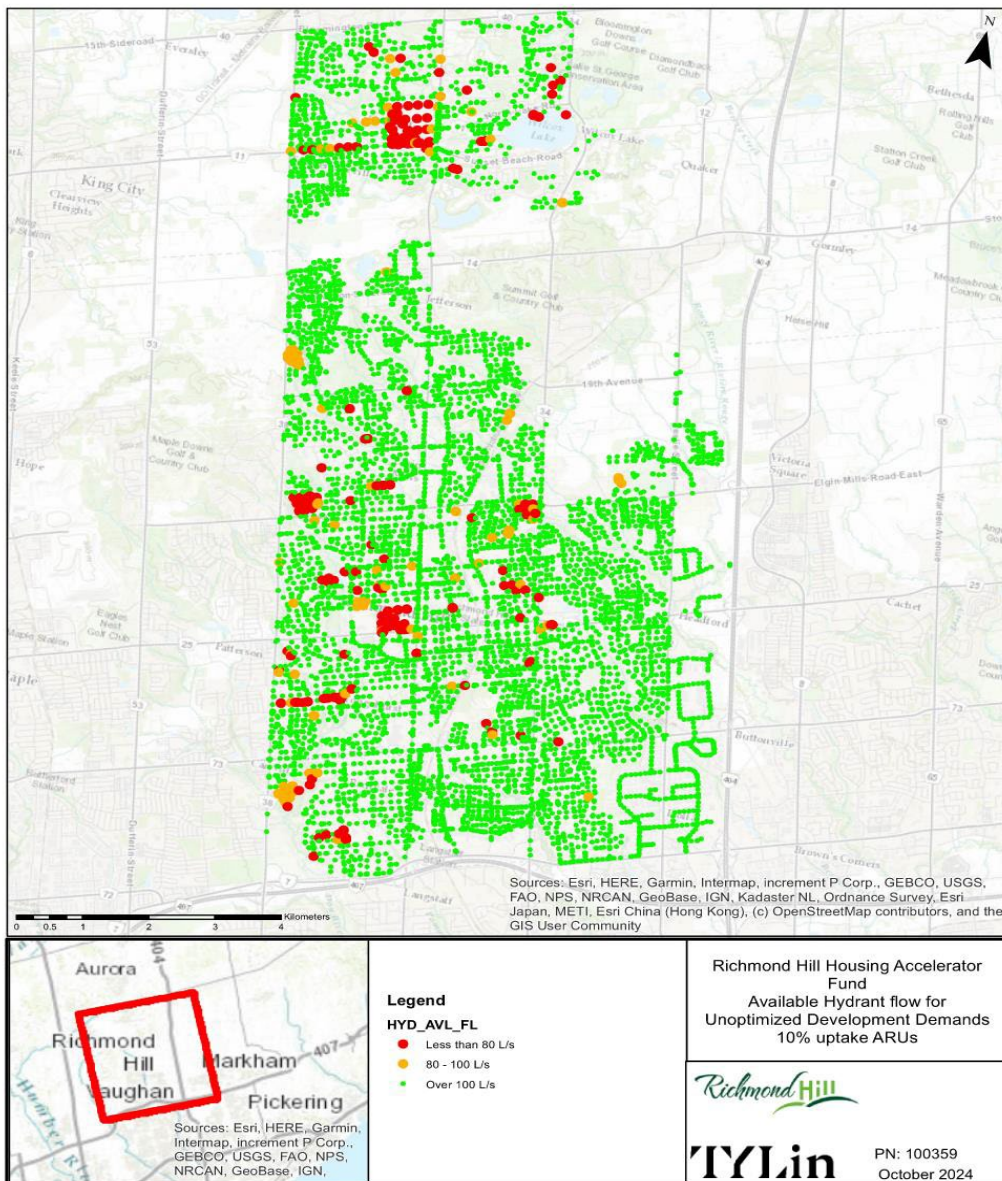
5.2 Existing Conditions with ARUs

This condition represents the existing (2024) systems with 10% ARU uptake. This condition shows how the existing system can or cannot accommodate 10% ARU uptake.

5.2.1 WATER

As expected, the constrained junctions are increased with the addition of ARUs. The junctions around Lake Wilcox would be constrained with 10% ARU uptake. This reinforces that the existing system cannot accommodate ARUs.

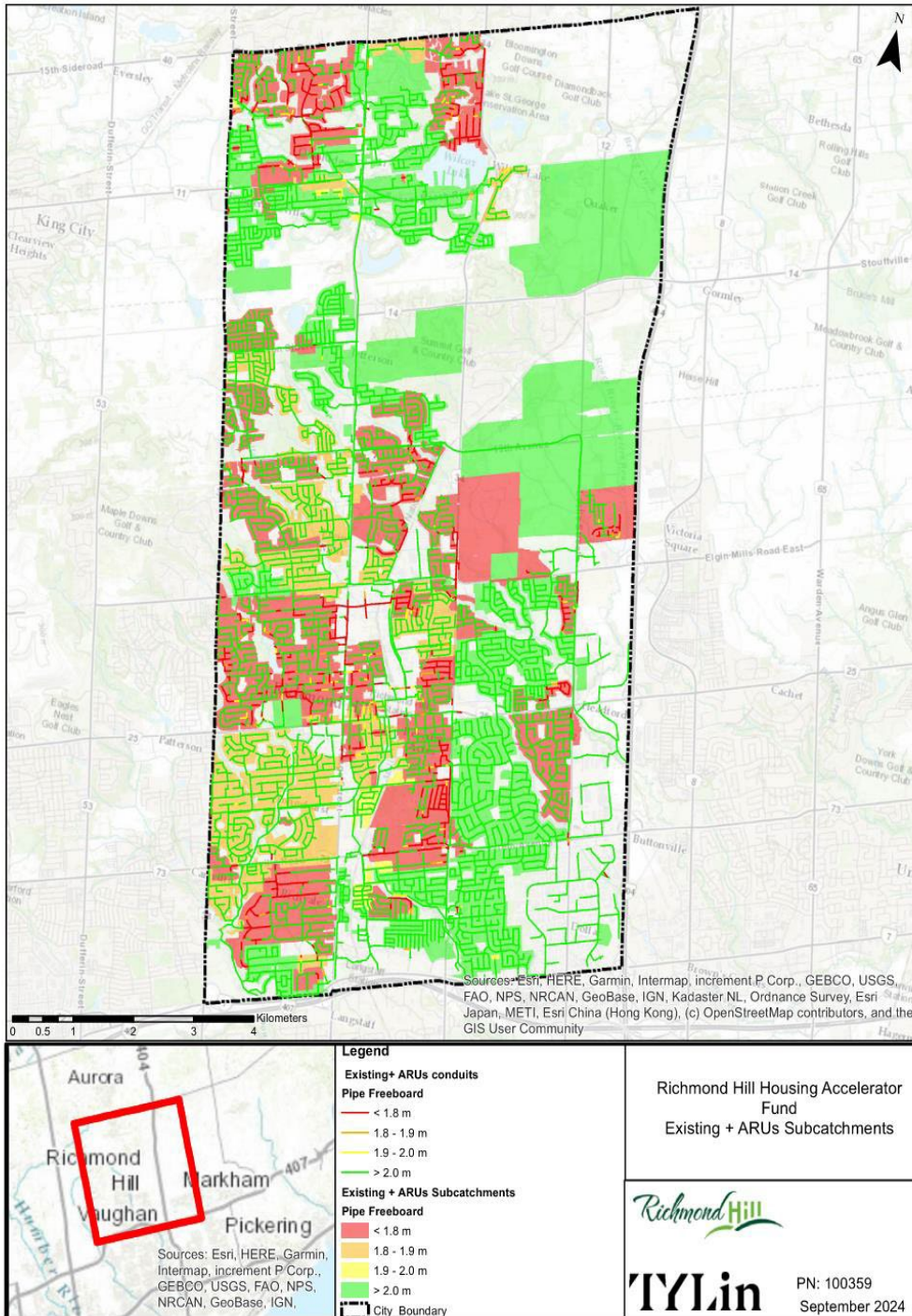
Figure 3 Existing Conditions and ARUs - Water



5.2.2 WASTEWATER

The constrained areas did not change with the addition of ARUs. This reinforces that the existing system cannot accommodate ARUs.

Figure 4 Existing Conditions and ARUs - Wastewater



5.3 Existing Conditions Optimized

This condition represents the existing systems optimized. This scenario includes identified and planned improvements by the City. It is assumed that these improvements will be constructed in the next 5 – 10 years.

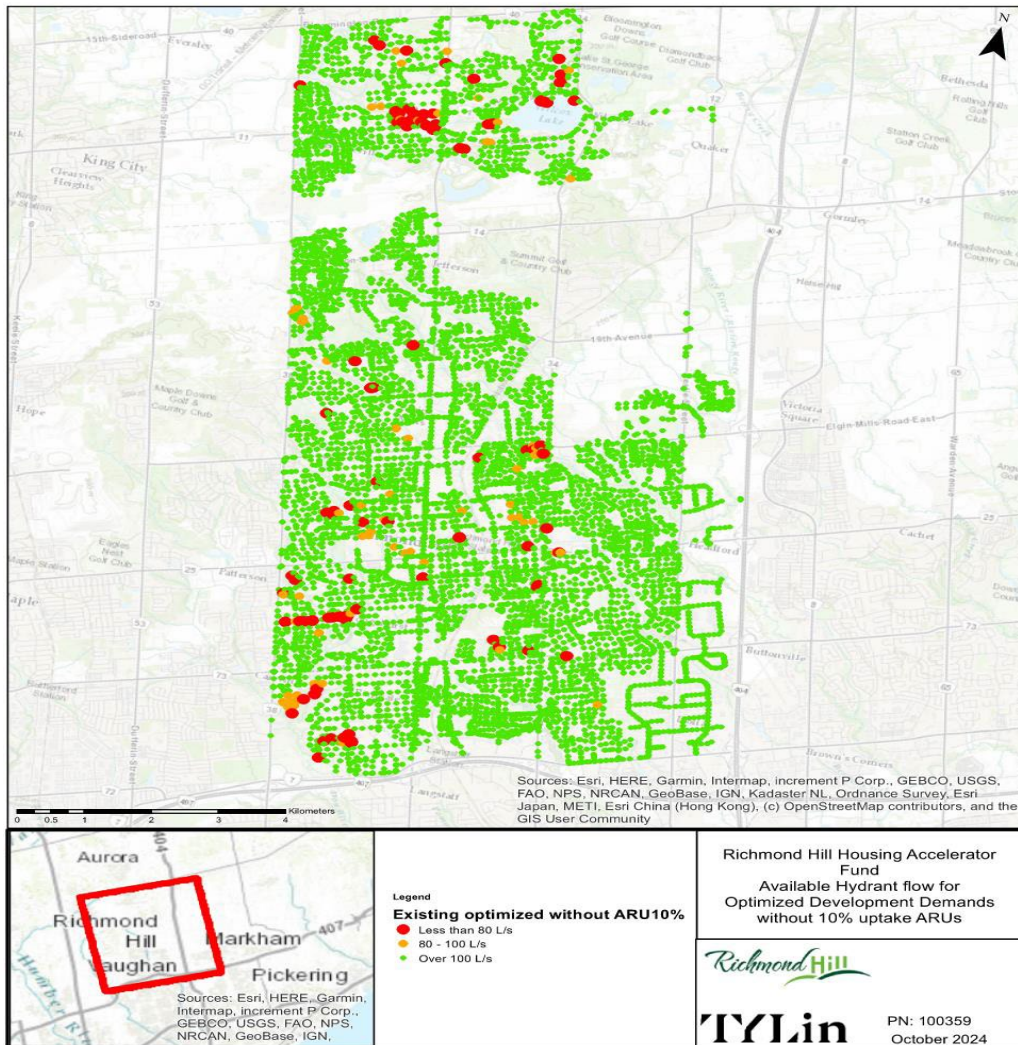
5.3.1 WATER

Under this condition, the constrained junctions are less than that of the existing conditions scenario. This is expected as this condition includes planned infrastructure improvements.

The constraints west of Leslie Street, north of Stouffville Road remain, as does some of the constraints near Yonge Street and King Road.

Overall, there are less constrained junctions City-wide when compared to the unoptimized scenario (Section 5.1).

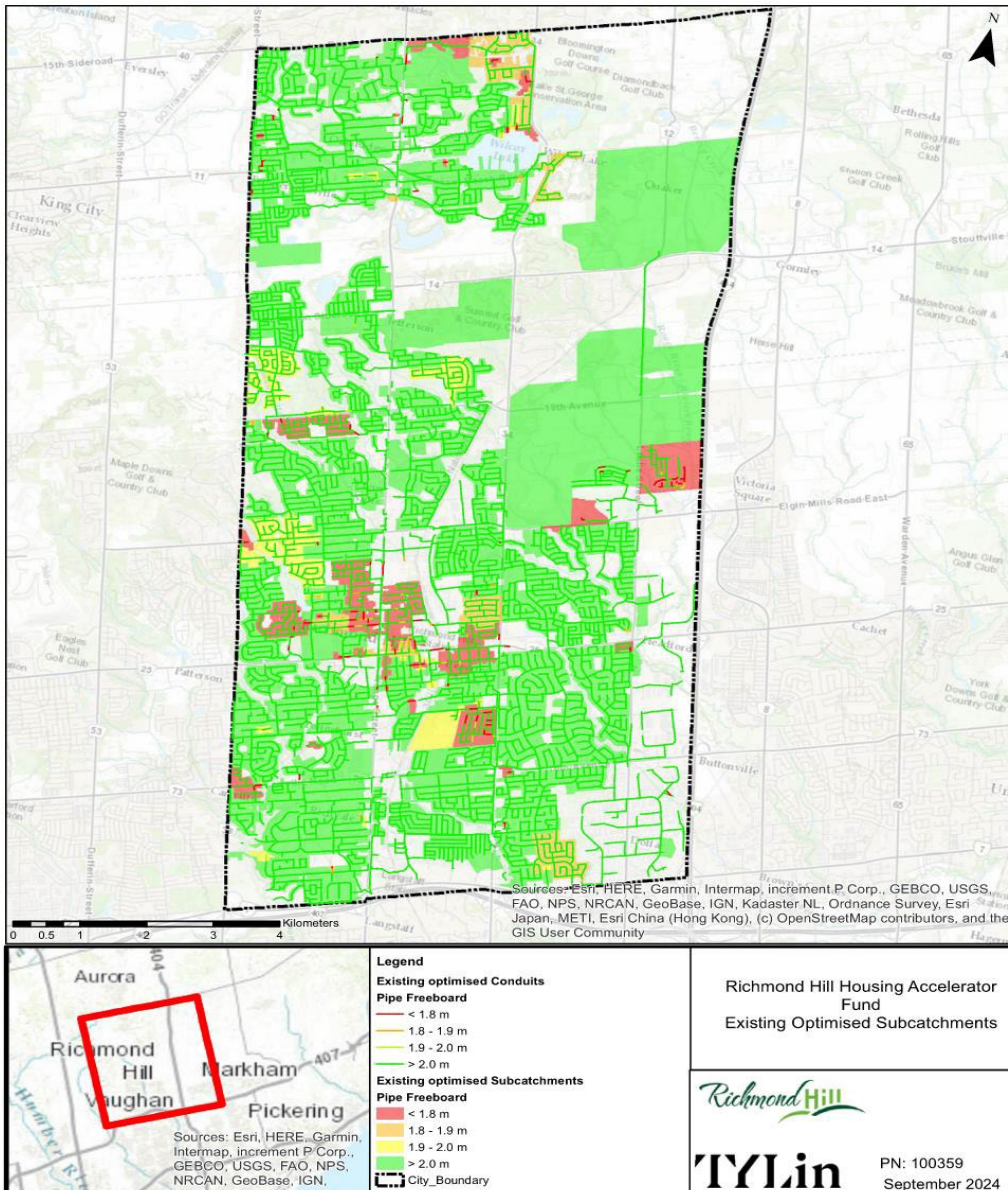
Figure 5 Existing Conditions Optimized - Water



5.3.2 WASTEWATER

With the planned infrastructure improvements, most of the constrained areas are resolved. This would mean there would be limited constrained areas if all the identified improvements were implemented.

Figure 6 Existing Conditions Optimized - Wastewater



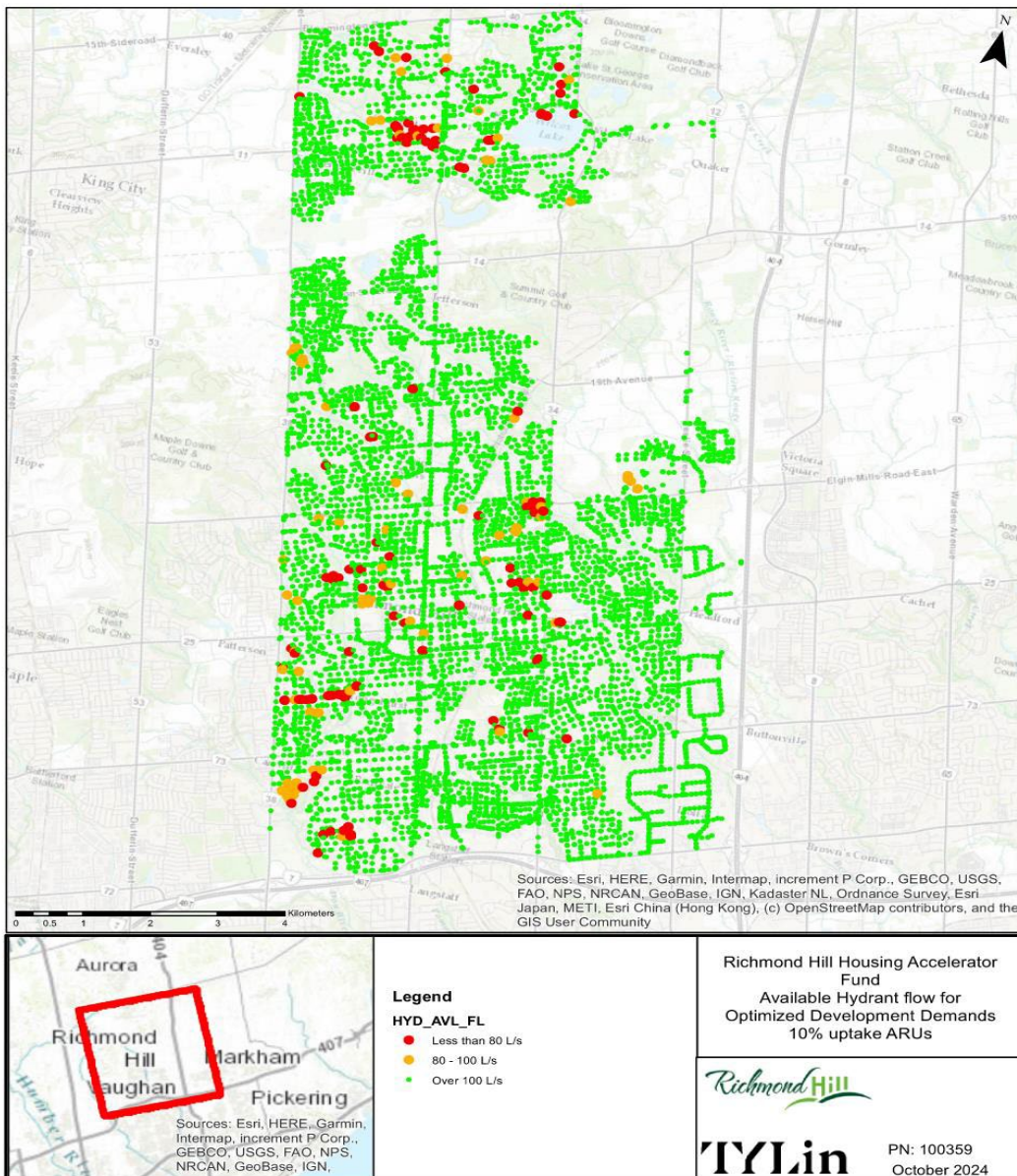
5.4 Existing Conditions Optimized with 10% ARU Uptake

This condition represents the existing systems optimized with 10% ARU uptake. This scenario includes identified and planned improvements by the City and an estimate of 10% ARU uptake City-wide.

5.4.1 WATER

These results are very similar to the results presented in Section 5.3. This implies that adding 10% ARU uptake will have minimal impact on the existing system once the improvements have been implemented.

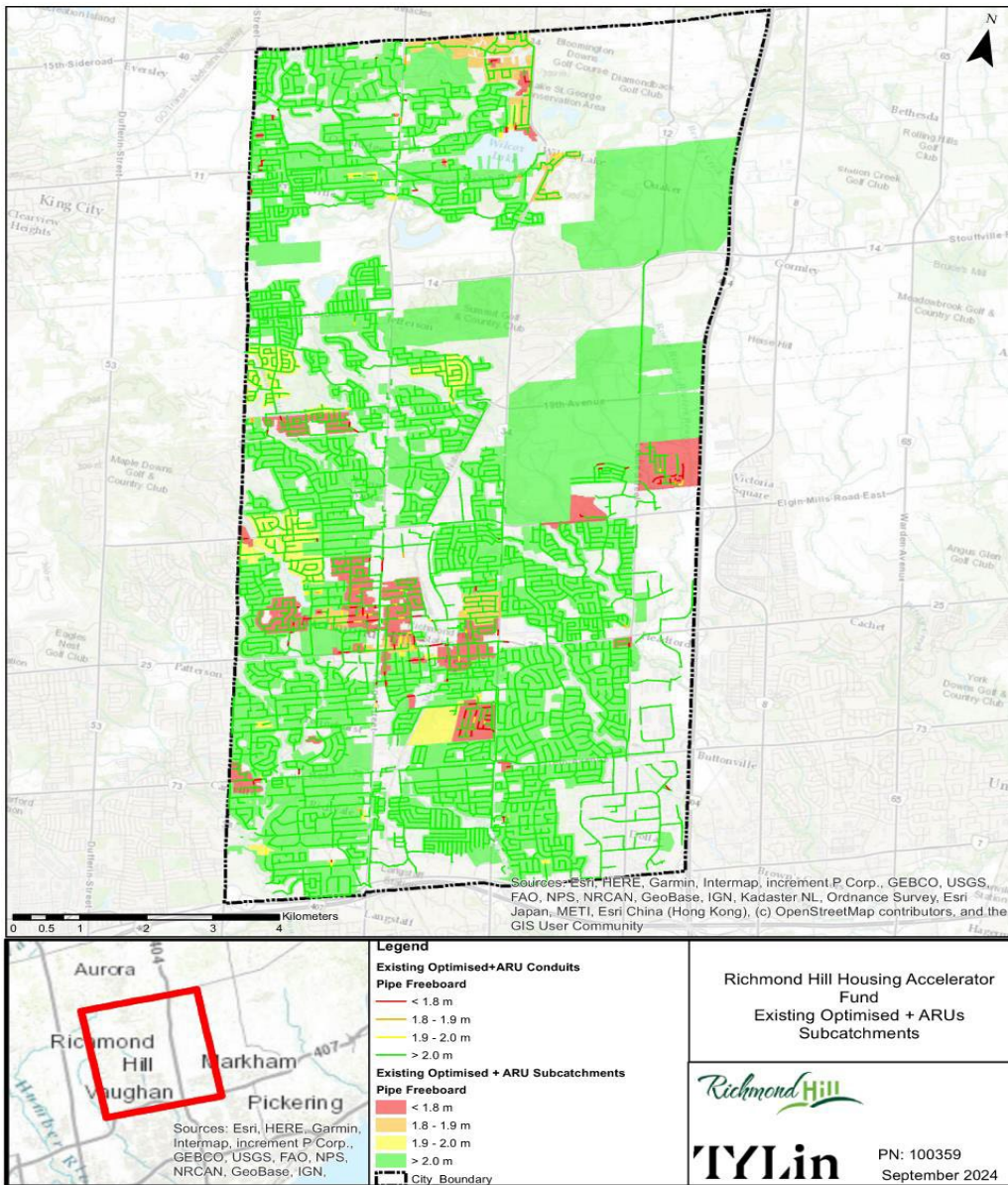
Figure 7 Existing Conditions Optimized and ARUs - Water



5.4.2 WASTEWATER

Under this condition, there is no additional constrained areas with 10% ARU uptake. Additional improvements would be required to unlock the feasibility of 10% ARU uptake in any constrained areas.

Figure 8 Existing Conditions Optimized with ARUs - Wastewater



5.5 2051 Conditions Optimized

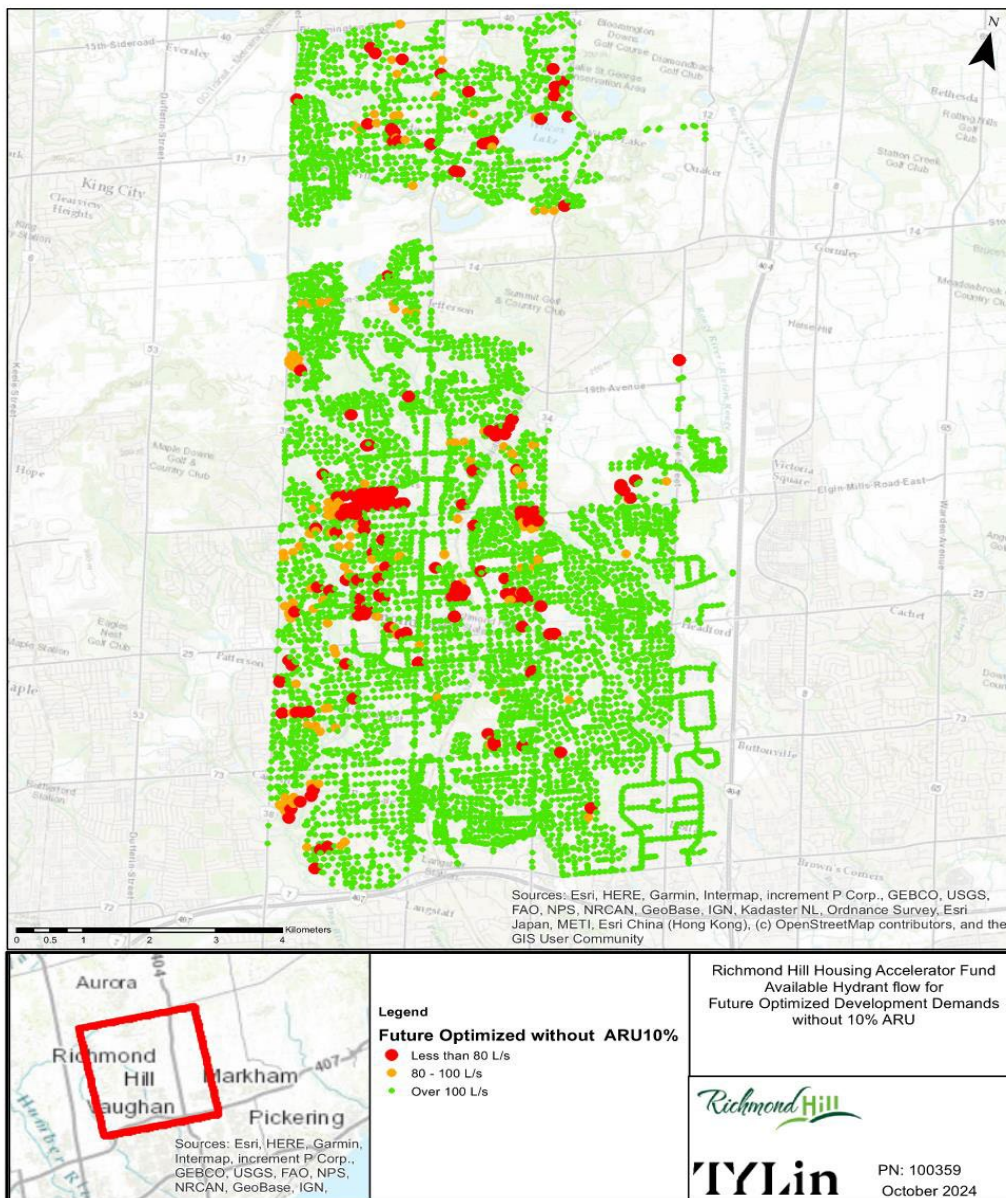
This condition represents the 2051 systems optimized. This scenario includes identified and planned improvements by the City to accommodate 2051 growth.

5.5.1 WATER

The 2051 Optimized results are better than the existing conditions optimized. This makes sense as the 2051 optimized results should build upon the existing conditions and further improve the system.

There is a pocket of constrained junctions north of Elgin Mills Road East, west of Yonge Street. These constrained junctions were not constrained under existing conditions. This implies that the 2051 growth in the area has caused the available fire flow to be decreased.

Figure 9 2051 Optimized - Water



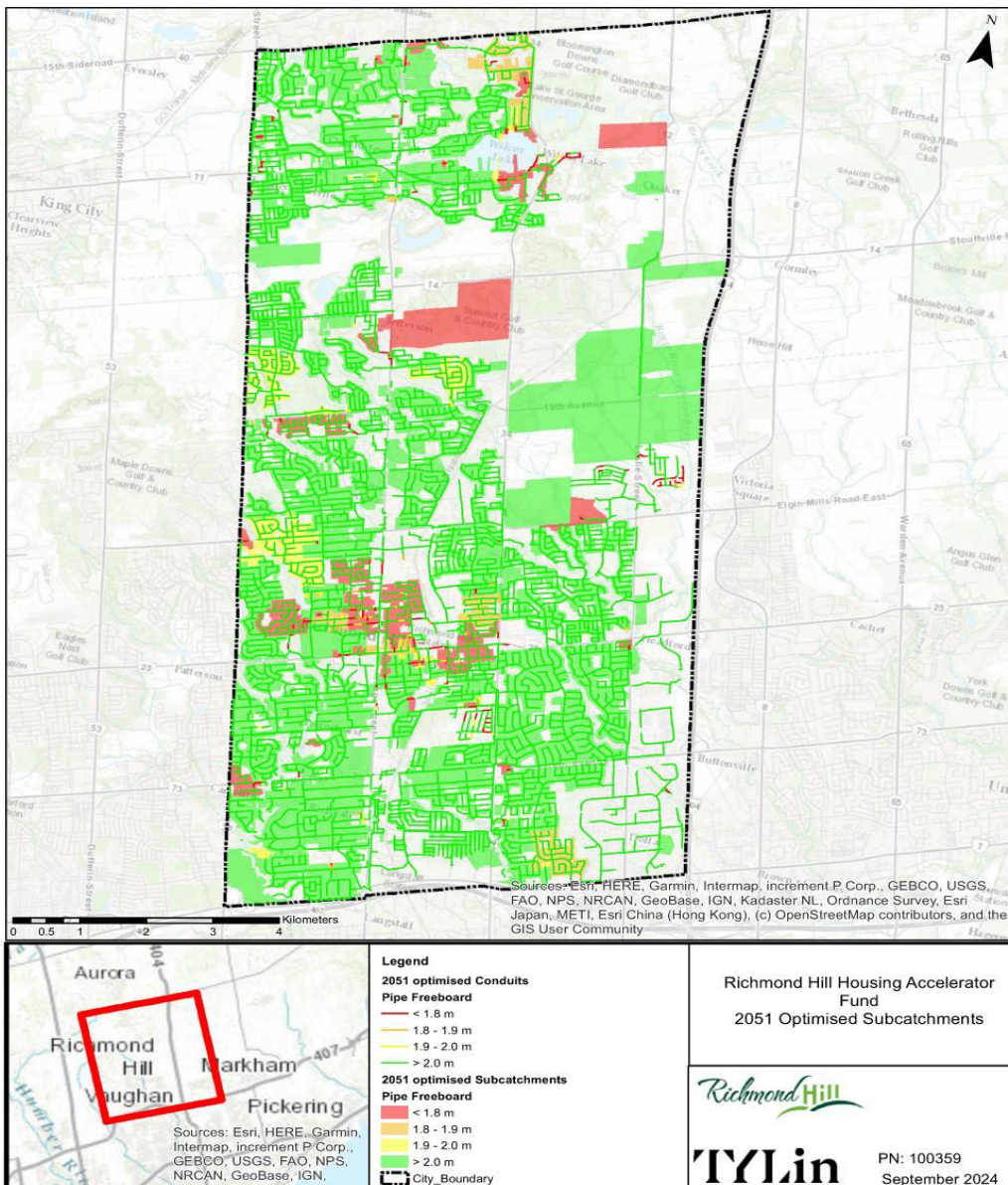
5.5.2 WASTEWATER

Under this condition, there are several areas that are constrained. These areas are triggered by manholes/sewers with an HGL within 2.0m of surface with the 2051 growth.

There are constrained areas were not part of the existing condition optimized results, implying that they are a result of the 2051 growth.

There are several manholes/sewers at risk of adverse condition.

Figure 10 2051 Optimized - Wastewater



5.6 2051 Conditions Optimized with 10% ARU Uptake

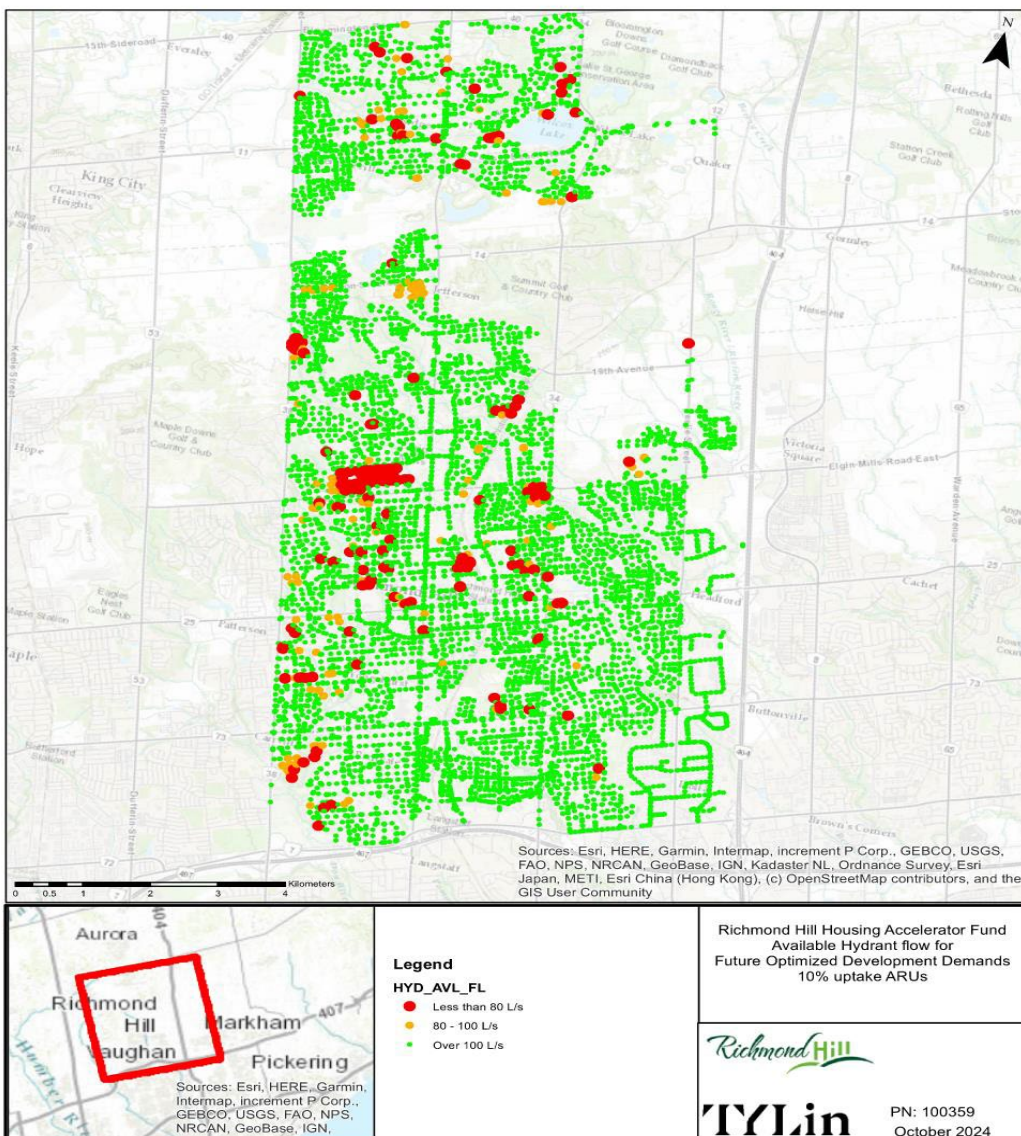
This condition represents the 2051 systems optimized with 10% ARU uptake. This scenario includes identified and planned improvements by the City to accommodate 2051 growth and how the system can or cannot accommodate 10% ARU uptake.

5.6.1 WATER

When compared to 2051 Optimized (Section 5.5) or is clear that there are additional constrained junctions and additional junctions at risk of an adverse condition. This is to be expected as the addition of 10% ARU uptake will add pressure to the water systems.

Some junctions at risk of adverse conditions under 2051 optimized (Section 5.5.1) are now considered constrained with the 10% ARU uptake.

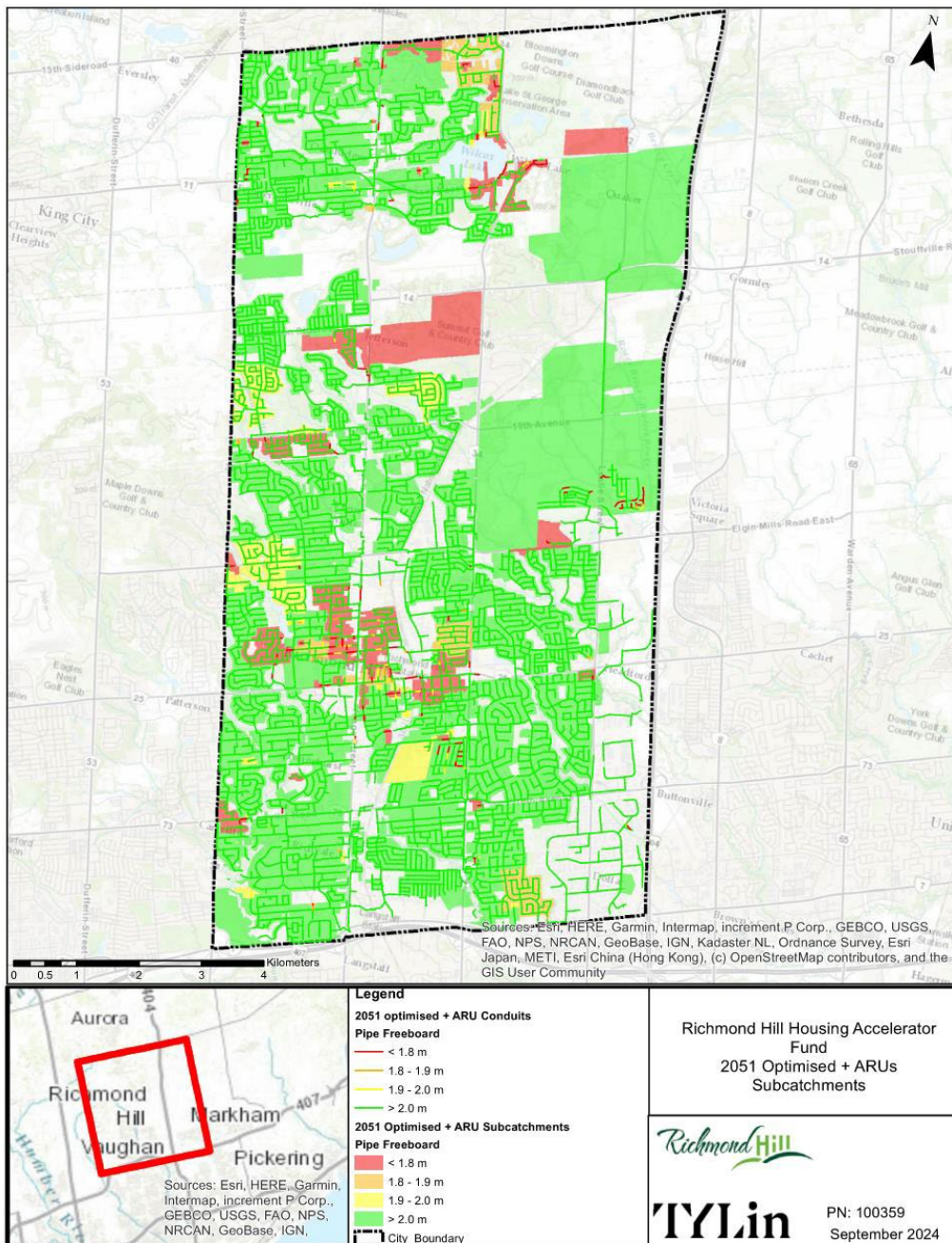
Figure 11 2051 Optimized with ARUs - Water



5.6.2 WASTEWATER

With the inclusion of 10% ARU uptake, no additional areas are further constrained. Additional manholes/sewers are at risk for an adverse condition with the 10% ARU uptake, but they are not yet constrained.

Figure 12 2051 Optimized with ARUs - Wastewater



6 DISCUSSION AND RECOMMENDATIONS

At present, there are locations within the city which can permit ARUs. There are other areas where existing constraints in the water and wastewater networks indicate that the consideration of ARU's should be constrained.

While the city has identified projects aimed at removing existing constraints from the water and wastewater networks, this will not permit ARU's to be constructed in all areas without introducing a degree of risk. Additional system upgrades may need to be considered in order to "unlock" all areas of the City.

The impact of ARUs on the City's servicing will ultimately depend on where and when these are built. It is anticipated that uptake will take years to achieve the 10% uptake assumption carried in this servicing analysis. In order to fully understand and anticipate the true impacts, the City should track ARU uptake and continue to monitor water pressures and wastewater flows as uptake progresses.

The figure below (Figure 13) shows the constrained water junctions and the constrained wastewater areas under existing conditions with 10% ARU uptake. In most cases, where there are constrained water junctions, there are also constrained wastewater areas.

The area of north Richmond Hill (between 15th Sideroad and Stouffville Road) shows large pockets of constrained water junctions that do not overlap with constrained wastewater areas.

Figure 14 demonstrates the existing optimized with 10% ARU uptake and the water and wastewater constraints identified. In most areas where there are constrained water junctions, there are also constrained wastewater areas.

In the constrained areas, it is recommended that future investigations and studies be undertaken to identify what (if any) system improvements could be proposed to resolve the restrictions and permit ARUs.

Figure 13 Existing Conditions with ARUs - Water Constraints and Wastewater Areas

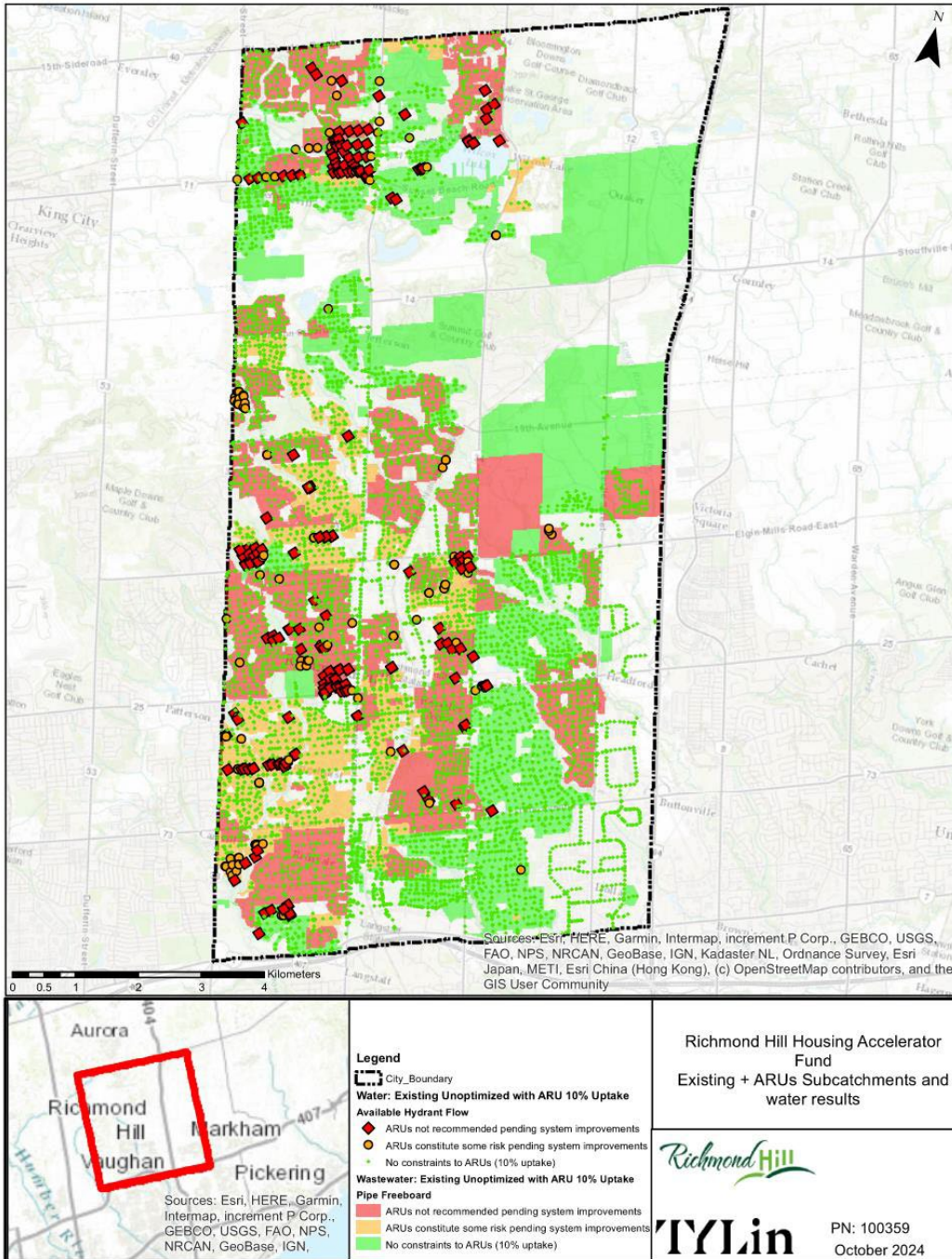


Figure 14 Existing Conditions Optimized with ARUs - Water Constraints and Wastewater Areas

