



Staff Report for Committee of the Whole Meeting

Date of Meeting: November 6, 2024

Report Number: SRCM.24.08

Department: Office of the City Manager
Division: Richmond Hill Centre and Economic Development

Subject: SRCM.24.08 - Request for Direction - Official Plan and Zoning By-law Amendment Applications - 1921318 Ontario Inc. - City Files OPA-24-0001 and ZBLA-24-0002

Purpose:

To seek direction regarding Official Plan and Zoning By-law Amendment applications to permit a high-density mixed use residential/commercial development on the subject lands.

Recommendations:

- a) That Staff Report SRCM.24.08 be received for information purposes;
- b) That the Ontario Land Tribunal (OLT) be advised that Council supports the revised development proposal as outlined in Report SRCM.24.08 and generally depicted on Maps 6 and 7 to Staff Report SRCM.24.08 associated with Official Plan and Zoning By-law Amendment applications submitted by 1921318 Ontario Inc. (City Files OPA-24-0001 and ZBLA.24.0002) for lands known as Part of Lot 37, Concession 1, W.Y.S., (Municipal Address: 8790 Yonge Street);
 - i. That the OLT be requested to approve the Official Plan Amendment substantially in accordance with the document in Appendix "B" to Staff Report SRCM.24.08;
 - ii. That the OLT be requested to approve the Zoning By-law Amendment generally in accordance with the document set out in Appendix "C" to Report SRCM.24.08;
 - iii. That pursuant to Section 34(17) of the *Planning Act*, Council deems that no further notice be required with respect to any necessary modifications to the amending Zoning By-law to implement the revised development proposal on the subject lands.

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- c) That the authority to assign servicing allocation to the proposed development to be constructed on the subject lands be delegated to the City's Commissioner of Planning and Building Services subject to the criteria in the City's Interim Growth Management Strategy, and that the assigned servicing allocation be released in accordance with the provisions of By-law 109-11; and,
- d) That the appropriate City staff be directed to appear at the Ontario Land Tribunal in support of Council's position concerning the subject applications.

Contact Persons:

- Ferdi Toniolo, Senior Planner, extension 2442;
- Anthony Ierullo, Director of Economic Development and Richmond Hill Centre, extension 6515
- Darlene Joslin, City Manager, extension 2423

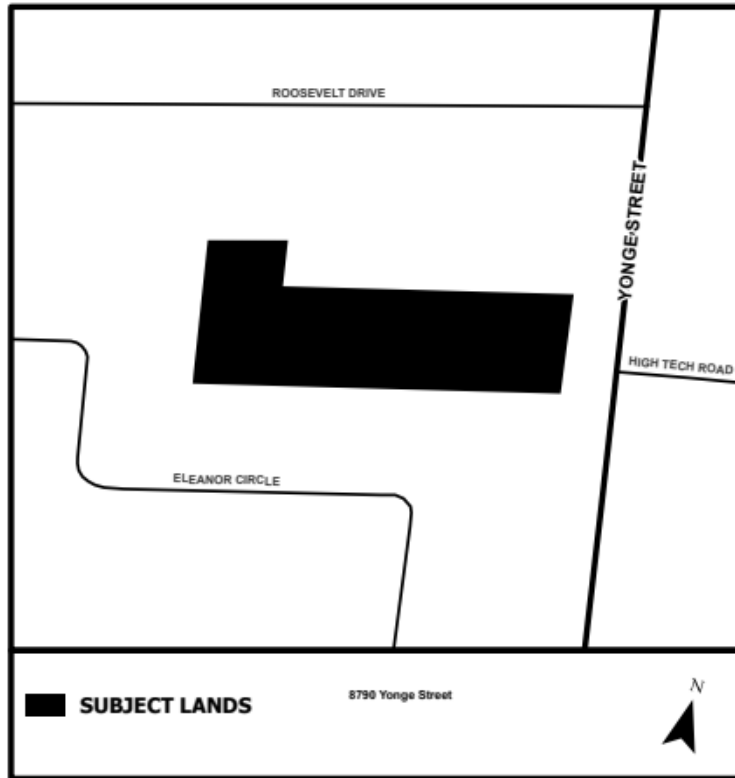
Report Approval:

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

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Location Map:

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



Key Messages:

- The subject Official Plan Amendment and Zoning By-law Amendment applications to permit a mixed use high-density 32-storey building on the subject lands (City Files OPA-24-001 and ZBLA-24-0002) were appealed to the Ontario Land Tribunal (OLT) in July 2024 on the basis that Council did not make a decision on the applications within the statutory timeframe prescribed under the Planning Act;
- Revisions to the development proposal have been made to address staff comments and concerns related to the design of the building, road dedications and alignment, affordability, and the use of lands at the rear of the site as a privately owned, publicly accessible space; and,
- The revised development proposal addresses the City's technical comments and concerns and therefore staff recommends that Council support the development proposal as outlined in SRCM.24.08.

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Background:

A statutory Council Public Meeting was held on June 25, 2024, to consider the applicant's development proposal, wherein Council received Staff Report SRCM.24.05. A copy of the Council Public Meeting Extract has been attached as Appendix "A" to this report. A number of comments were raised in the staff report and at the public meeting including impact on traffic, street network, schools, open space, building design and affordability.

A notice of appeal to the Ontario Land Tribunal (OLT) was received on July 16, 2024, for the applicant's Official Plan Amendment and Zoning By-law Amendment applications on the basis that Council did not make a decision on the applications within 120 days of the applications being deemed complete pursuant to the *Planning Act*. On September 5, 2024, City staff received Notice from the OLT that a Case Management Conference (CMC) would be scheduled on October 8, 2024. At the October 8, 2024 CMC, a further CMC was scheduled for December 10, 2024 with a full OLT hearing scheduled for March 24, 2025.

City staff have been working with the applicant to facilitate the submission of a revised development proposal that would better align with the adopted Richmond Hill Centre Secondary Plan (the Secondary Plan) and address the comments raised at the Council Public Meeting and technical comments received from City departments and external agencies. As a result of these discussions, the applicant submitted a revised development proposal dated September 6, 2024 that is intended to settle the subject Official Plan Amendment and Zoning By-law Amendment appeals.

If adopted by City Council, the recommendations contained in this staff report will result not only in the settlement of the outstanding Official Plan Amendment and Zoning By-law Amendment application appeals, but will also serve as a basis for the applicant to withdraw their appeal to the Richmond Hill Centre Secondary Plan (Secondary Plan). Given upcoming CMC hearings and an OLT hearing date that has been set for March 24, 2025, staff is seeking Council direction with respect to the revised proposal that has been submitted by the applicant.

Summary Analysis:

Site Location and Adjacent Uses

The subject property is located on the west side of Yonge Street, south of Roosevelt Drive, across from High Tech Road (refer to Map 1). The property contains an existing automobile dealership and service shop with an extensive parking area, and access to the site is provided from a driveway situated along the southern boundary of the property. The lands abut existing low density residential to the south, west and northwest, a truck dealership to the north and Yonge Street to the east (Map 1).

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Revised Development Proposal

Staff has been actively engaged in discussions with the applicant to encourage the submission of a revised development proposal that better aligns with the Secondary Plan. In response to these discussions, the applicant has submitted a revised development proposal that is consistent with the policies of the Secondary Plan and has confirmed its commitment to fully address remaining technical comments related to open space, municipal servicing, hydrogeology, traffic, road alignment, and waste management through the Site Plan approval process.

The revised development proposal will comprise of a 32-storey building with a 26-storey tower component above a 6-storey podium with a two-level automobile dealership and an overall density of 4.3 Floor Space Index (FSI) (refer to Maps 6 and 7).

The revised development proposal incorporates a residential lobby entrance situated along the north side of the building, additional residential accesses at the rear and the south side of the building, commercial accesses from Yonge Street and the south side of the building, including a revised lay-by pick-up drop-off lane along the south side of the building.

The site will be serviced by a new north-south street running parallel to and west of Yonge Street and a new east-west street connecting to Yonge Street along the south side of the property. The revised development proposal incorporates an updated loading and staging design and underground parking which will be accessed from the rear of the building (west side) with a total of 250 automobile parking spaces distributed between four underground parking levels. Additionally, 229 underground bicycle parking spaces will be provided underground, and an additional 25 bicycle parking spaces will be provided at grade.

Indoor amenity space is proposed on the 2nd and 7th levels and outdoor amenity space is proposed on the 7th level. Public open space is proposed for the area to the west of the future north-south road at the rear of the site.

Table 1 (below) outlines the relevant statistics of the applicant’s revised development proposal compared to the original proposal (refer to Maps 4, 5, 6 and 7):

Table 1: Proposal Comparison

Statistics	Original Proposal	Revised Proposal
Number of Units	395	409
Building Height	23 storeys	32 storeys
Total Gross Floor Area	29,612.7 square metres (318,748.5 square feet)	30,491.1 square metres (328,235.8 square feet)
Floor Space Index (FSI)	4.2	4.3
Commercial Gross Floor Area	1,941.0 square metres (20,892.8 square feet)	1,221.0 square metres (13,142.7 square feet)

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Statistics	Original Proposal	Revised Proposal
Indoor Amenity Space	913.2 square metres (9,829.6 square feet)	818.0 square metres (8,804.9 square feet)
Outdoor Amenity Space	690.6 square metres (7,433.6 square feet)	818.0 square metres (8,804.9 square feet)
Total Vehicle Parking Provided	260 spaces (4 levels of underground parking)	250 (4 levels of underground parking)
Bicycle Parking	222 (located underground) 25 (at-grade)	229 (located underground) 25 (at-grade)

A related Site Plan application has not been submitted to the City in conjunction with the subject Official Plan Amendment and Zoning By-law Amendment applications.

The key differences between the original development submission and the revised development proposal are summarized below:

- An increase in the building height from 23 to 32 storeys;
- A significant reduction in average tower floor plate size from approximately 1,172 square metres to 810 square metres;
- A small increase in the total amount of gross floor area from 29,612.7 square metres to 30,491.1 square metres;
- A small increase in FSI from 4.2 to 4.3;
- A small increase in the overall number of the residential units from 395 to 409;
- A reduction in parking from 260 spaces to 250 spaces in accordance with the *Planning Act* for a Protected Major Transit Station Area (PMTSA);
- An increase in the number of bicycle parking spaces provided from 247 to 254;
- The provision of a privately owned, publicly accessible open space at the rear of the site that will serve to separate the proposed development from the existing surrounding residential area; and,
- The revised development proposal will surpass the City's affordability targets with 37% of units meeting the definition of affordable.

Planning Analysis:

The applicant, working with City staff, has prepared the revised development proposal to address the concerns raised in staff report SRCM.24.05 and technical feedback from City departments and external agencies related to the original development proposal, as summarized below:

- The original design of the building contrasted with the Official Plan and Secondary Plan policies regarding building typology, base building height, angular plane, floor plate size, mechanical roof height, and appropriate transition to the adjacent and surrounding low-density residential area;
- The original proposal failed to provide affordable housing;
- The original proposal did not confirm the use of the lands at the rear of the site as a private open space in accordance with the policies of the Secondary Plan; and,

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- The original proposal did not satisfactorily address important technical requirements related to, transportation, site servicing, hydrogeology, waste management and other matters that had been identified by circulated departments and agencies.

Staff has conducted a comprehensive review and evaluation of the revised development proposal and is of the opinion that the applicant's revised development proposal is consistent with the 2020 Provincial Policy Statement, conforms to the Growth Plan for the Greater Golden Horseshoe, the 2024 Provincial Policy Statement, the Regional Official Plan, is consistent with the goals, objectives and policies of the Official Plan and Richmond Hill Centre Secondary Plan as adopted by Council on May 10, 2023. This analysis is summarized in the subsequent pages.

Provincial Policy

The revised development proposal is consistent with the 2020 Provincial Policy Statement and conforms with the Growth Plan for the Greater Golden Horseshoe, which directs that within Settlement Areas, municipalities plan for and promote transit-supportive development, and accommodate a range of housing options through intensification and redevelopment to create more sustainable communities and to use land and infrastructure more efficiently. At the time of the writing of this report, the new Provincial Policy Statement (2024) is in full force and effect and the revised development proposal is generally consistent with this new Policy Statement.

York Region Official Plan 2022

The 2022 York Region Official Plan (YROP) has a planning horizon to the year 2051, an intensification target of 50% and an Urban System based on a hierarchy of intensification areas that includes **Strategic Growth Areas, Regional Centres, Corridors** and **Major Transit Station Areas**. The subject lands are located within the **York Region Growth Centre (Richmond Hill/Langstaff Gateway Centre)** and are located within a **Protected Major Transit Station Area (Richmond Hill Centre Subway Station)**. As set out in **Chapter 4.0** of the YROP, **MTSA's** represent a key component of the Region's intensification and growth management strategy and are intended to support higher density, mixed-use and transit-oriented development.

Further, the YROP requires that a minimum of 35% of new housing in Regional Centres and Major Transit Station Areas be affordable. The applicant has demonstrated compliance with this requirement in their revised development proposal with 37% of the proposed units meeting the definition of affordable as outlined in the YROP.

Official Plan Policies

Richmond Hill's Official Plan (the Plan) outlines an intensification hierarchy which complements the City's urban structure and clarifies the City's priorities for where new growth will occur. The Official Plan and Secondary Plan call for Richmond Hill Centre to be the area of primary intensification within the City, accommodating the greatest densities and building heights and with the greatest range of uses in a mixed use built

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form. The Secondary Plan is intended to build upon the policies, principles and guidelines established by the Official Plan, while providing more detailed direction for the long-term development of Richmond Hill Centre.

Richmond Hill Centre Secondary Plan

The Secondary Plan (OPA 41) is intended to build upon the policies, principles and guidelines as established by the Official Plan, while providing more detailed direction for the long-term development of the Richmond Hill Centre. The Secondary Plan was brought forward to the Committee of the Whole for consideration on May 3, 2023 and was adopted by Council on May 10, 2023. York Region issued a notice of decision on October 11, 2023 to approve the Secondary Plan. Two appeals have been received, both of which are related to active development applications, including the subject lands.

While the Secondary Plan is not yet in full force and effect, it has been adopted by Council and approved by the Region and serves to guide staff's review of the development proposal. Based on this review, the revised development proposal is consistent with the adopted policies of the Secondary Plan. As stated earlier, the applicant is also prepared to withdraw the active appeal to the Secondary Plan (OPA 41) if their revised proposal is accepted.

The West of Yonge Character Area

This area is characterized by a mix of urban mid and high-rise developments that create appropriate transitions to the surrounding existing residential neighbourhoods. It is expected that development in this area will contribute to the intensification of the Richmond Hill Centre while demonstrating compatibility with existing neighbourhoods and that adequate transition be provided to the neighbourhood to the west and southwest in accordance with the **Section 10.3** of Secondary Plan and with **Section 3** of the Plan.

The above noted policies direct that the West of Yonge Character Area is intended to allow for intensification along the Yonge Street corridor while protecting the mature existing neighbourhood west of Yonge Street by way of transitioning to the lowest scale and density of development in this area of the Secondary Plan. Additionally, the policies of the West of Yonge Character Area also reinforce the need for mixed use development to meet the day to day needs of residents to achieve an active and vibrant Yonge Street frontage. The revised development proposal is consistent with the vision for the West of Yonge Character Area.

Density

Schedule 2 (Map 2) of the Secondary Plan establishes the range of densities per Character Area in the Secondary Plan area, expressed as a Floor Space Index (FSI).

Section 10.3.6 of the Secondary Plan directs the West of Yonge Character Area to have an average built out density that ranges between 2 and 3 FSI across the whole of

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the Character Area. The average density approach allows for a specific development site to be above or below the maximum overall density limit based on the site's characteristics, provided that the overall maximum density for the Character Area is maintained. Staff has undertaken a block density analysis of the density proposed in the revised proposal and has determined that the proposed site FSI of 4.3 is consistent with the maximum overall average block density permitted for the West of Yonge Character Area. This reflects the development potential of this site, in the context of other sites within the Character Area that have been developed at lower densities and sites that are non-developable or have physical constraints to development.

Built Form and Massing

Section 10.3.2 of the Secondary Plan calls for building bases to be massed and sited close to the street property line to form pedestrian friendly street walls while providing adequate setbacks to protect for a mature tree canopy, a high-quality public realm, pedestrian activity, and grade related residential uses. **Policy 10.3.2.2** of the Secondary Plan calls for street wall heights ranging from 3 to 6 storeys for the West of Yonge Character Area. The revised development proposal has a base building height of 6 storeys, with the street wall stepping down to 5 storeys along Yonge Street.

High-rise buildings are defined in the Plan as structures with a height of 9 storeys or greater. The proposed 32-storey building would qualify as a high-rise building, which would require a point tower design above the base building. The revised development proposal features a slender tower floor plate (810 square metres) which is located at the southeast corner of the building to minimize the impacts on the adjoining residential area to the west and abutting properties along Yonge Street. Given the separation distance from the neighbourhood, the privacy and view impacts associated with the upper floors of the tower are considered to be minimal. Staff is therefore satisfied that the development proposal is consistent with the vision for the West of Yonge Character Area.

Height, Transition and Angular Plane

The West of Yonge Character Area represents an important area of transition between the highest and most dense development expected in the Secondary Plan and the established low density residential community to the west.

Section 10.3.4 of the Secondary Plan states that, *“The integration of new buildings adjacent to existing low-rise neighbourhoods and sensitive land uses is an important objective for new development within Richmond Hill Centre. Development adjacent to low-rise neighbourhoods and sensitive land uses, and lands within the Transition Areas on Schedule 6 to this Secondary Plan, will demonstrate a transition in height, built form, and massing to minimize development impacts, such as shadowing and overlook. The policies of this section are intended to direct context-sensitive intensification that reinforces the planned character of Yonge Street while mitigating impacts on the existing community.”*

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Policy 10.3.4.1 of the Secondary Plan requires development in transition areas to provide a transition in scale to existing low-rise neighbourhoods through stepped building heights and separation distances. Development will be subject to the angular plane policies of the Plan. Further, the Secondary Plan provides that if a property abuts a Neighbourhood designation, the angular plane may be measured 10 metres above grade at the property line.

The built form and massing of the proposed 32-storey high rise building features a slender tower floor plate above the base building and conforms with the policies in the Plan including the relevant angular plane policies. In the context of transition, the proposed built form and massing addresses the impacts of the original development proposal on the existing community to the west and southwest. Staff is therefore satisfied that the revised development proposal is consistent with the vision for the West of Yonge Character Area.

Street Network

Section 10.4.1 of the Secondary Plan addresses “*the foundation for how people get around by walking, cycling, driving and other modes, supporting convenient pedestrian and cyclist movement and discouraging single-occupant vehicle use.*” Development is intended to gradually contribute to the creation of a connected street network as shown on Schedule 5 (Map 6) and, “*where the general intent and connectivity of the street network is maintained, adjustments to the alignment and definition of Collector and Local Streets and/or the addition or deletion of Collector and Local Streets shown on Schedule 5 to this Secondary Plan will not require an amendment to this Secondary Plan.*”

In accordance with the policies of Secondary Plan, the revised development proposal will provide a 20 metre wide north-south local street and a 10.8 meter wide collector street that extends High Tech Road to the proposed north-south local street. The east-west street will exist as a temporary public road until such time as the lands to the south are developed and the street is widened to an ultimate condition to facilitate and additional lane and multi-use path, etc.

Affordable Housing

Section 10.7.1 of the Secondary Plan addresses the provision of a full range of housing in terms of tenure, unit sizes and affordability. Consistent with the policies of the Official Plan, a minimum of 35 percent of all new residential units shall be affordable in the **Richmond Hill Centre**. Further, to support a diverse range of household needs, a minimum of 5 percent of the total number of units shall have at least 3 bedrooms.

The revised development proposal supports tenure comprising bachelor, 1 bedroom, 1-bedroom with den, 2 bedroom, and 3 bedroom units. Fifty-nine percent of the proposed units are in the form of bachelor, 1 bedroom and 1 bedroom with den units. The revised development proposal exceeds the City’s minimum affordable housing requirements with approximately 37 percent (or 151 units) meeting the definition of affordable.

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Furthermore, approximately 13 percent of the proposed dwelling units (or 54 units) will be three bedroom units, which is almost 3 times the minimum requirement. Staff is satisfied that the revised proposal is consistent with the policies established under the YROP, the Plan and the Secondary Plan for affordable housing.

Parks and Open Space

Section 10.5 of the Secondary Plan addresses the planned, *“network of parks and urban open spaces that will play a critical role in ensuring the development of a healthy, inclusive and attractive place to live, work and visit. The focus for new parks and urban open spaces in Richmond Hill Centre will be to develop urban-scaled spaces capable of supporting a broad mix of users, facilities and uses.”*

“The Parks and Urban Open Space System includes public parks envisioned to be complemented by Urban Plazas, which are privately owned, publicly accessible open spaces. Urban Plazas should be strategically located and designed for a wide range of potential uses and amenity for the enjoyment of both the residential and employment population, complement larger public parks, and contribute to a rich public realm experience. Urban Plazas might include courtyards, mews, and other small-scale urban public spaces, depending on the needs and opportunities on a site.”

A proposed public park has not been identified for this location in the Richmond Hill Centre Secondary Plan. Rather, the Secondary Plan includes direction to consider urban plazas in accordance with **Section 10.5.7** which notes, *“a key component to enhancing the identity and connectivity of RHC. Over time, these spaces are intended to function as spaces for gathering, wayfinding, and mid-block connections.”*

As part of the revised development proposal, the applicant is proposing a privately owned, publicly accessible urban plaza at the rear of the property that will be rezoned to “Open Space” to facilitate the proposed use. This would provide separation with the adjoining residential neighbourhood through natural landscape treatment and would be consistent with the vision for the planned network of parks and urban open space system within the Secondary Plan area.

Official Plan and Zoning By-law Amendment Instruments

Given the timing of the full approval of the Secondary Plan and the upcoming OLT CMC’s and hearing, the applicant is seeking approval to amend the City’s Official Plan (the “Plan”) to permit the following site-specific exceptions (refer to Appendix B):

- A 32 storey residential tower, whereas the Plan permits a maximum building height of 15 storeys; and,
- a maximum FSI of 4.4, whereas the Plan permits a maximum development block density of 2.5 FSI.

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The proposed amendment conforms to the Council adopted Secondary Plan, but is required because the Secondary Plan is not yet approved in advance of the scheduled OLT hearing.

With respect to the revised Zoning By-law Amendment, the applicant is proposing to rezone the subject lands from **General Commercial Two (GC2) Zone** under By-law 2523 (Map 3), as amended, to a site specific **Residential Multiple Ten (RM10) Zone** and Temporary Open Space (OS) Zone under By-law 2523, as amended, to:

- Permit Apartment Dwelling, Commercial uses and a privately owned, publicly accessible open space;
- Add or amend various definitions within By-law 2523, as amended; and,
- Establish site-specific development standards to facilitate the revised development proposal, including a maximum number of dwelling units, maximum building height, maximum base building (podium) height, maximum gross floor area and density, yard setbacks, bicycle parking, loading facilities, amenity space, etc.

It should be noted that there are no general development standards for high-density residential development within the **RM10- Zone**. As such, development standards for high density residential development are determined on a site-specific basis. A summary of the development standards proposed by the applicant are outlined below for reference (refer to Appendix C):

- Maximum Gross Floor Area (GFA): 31,000. sq. metres (333,681.2 sq. feet)
- Maximum Commercial GFA: 1,200.0 sq. metres (12,916.7 sq. feet)
- Maximum Floor Space Index (FSI): 4.4
- Maximum Building Height: 32 storeys
- Maximum Height of Podium: 6 storeys
- Maximum Floor Plate Size (7-32nd floors): 810 sq. metres (8,718.8 sq. feet)
- Minimum Front Yard (Yonge Street): Nil
- Minimum Front Yard (daylight triangle): Nil
- Minimum Side Yard Setback (north): 5.5 metres (18.1 feet)
- Minimum Side Yard Setback (future road): Nil
- Minimum Rear Yard Setback at the ground level (future road): 8.0 metres (26.3 feet)
- Minimum Rear Yard setback between the 2nd and 6th floors (new public street): 1.8 metres (5.91 feet)
- Minimum Rear Yard Setback for the tower (new public street) 50 metres (164.0 feet)
- Minimum Front Yard Stepback (at or above the 5th storey (Yonge Street): 3 metres (9.8 feet)
- Minimum Side Yard Stepback (above the 6th storey) (north): 10.0 metres (32.8 feet)

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- Minimum Front Yard Stepback
(at or above 5th storey) (Yonge Street): 3.0 metres (9.8 feet)
- Mechanical penthouse projection above
maximum building height: 7.6 metres (24.6)
- Maximum balcony and architectural
features projection: 2.0 metres (6.6 feet)
- Loading Spaces: 2 spaces
- Bicycle Parking Requirements:
 - Resident (long term): 0.6 spaces per unit
 - Resident (short term): 0.04 spaces per dwelling unit
 - Commercial (long term): 0.13 spaces per 100 sq. metres of
gross floor area
 - Commercial (short term): 0.15 spaces per 100 sq. metres of
gross floor area
- Amenity Space: 2.0 sq. metres (21.5 sq. feet) per unit

Please note that given the lands are located within a Protected Major Transit Station Area (PMTSA), minimum parking requirements are not applicable in accordance with the *Planning Act*, and as such, have been excluded from the proposed zoning by-law.

Recommendation:

Staff has reviewed the applicants' revised development proposal and advises that the principal concerns and issues that were identified in staff report SRCM.24.05 have been satisfactorily addressed. Based on staff's review and evaluation of the applicant's Official Plan and Zoning By-law Amendment applications and in consideration of the summary of key planning considerations identified in staff report SRCM.24.05 and addressed in this report SRCM.24.08, staff supports the subject Official Plan Amendment and Zoning By-law Amendment applications for the following principal reasons:

- The proposed high density mixed-use residential commercial development is consistent with the PPS, conforms with the Growth Plan and with the new PPS (2024), which direct that within Settlement Areas, municipalities plan for and promote transit-supportive development, and accommodate a range of housing options through intensification and redevelopment to create more sustainable communities and to use land and infrastructure more efficiently;
- The proposed high density mixed-use residential commercial development is permitted and encouraged from a land use perspective within a Regional Centre in the Urban Area of the YROP and within the Richmond Hill Centre designation of the Official Plan. In this regard, the revised development proposal provides for a transit-oriented, pedestrian supportive, and activated street level commercial built form that is consistent with the adopted Secondary Plan for this area;
- The proposed height, density, tower floorplate size and location are considered appropriate given the location, context, design and form of the proposal;

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- Based on the information provided by the applicant, the revised proposal contributes to achieving the affordable housing targets set out in the YROP, the Official Plan and the Secondary Plan in providing approximately 37 percent of new residential units within the development as affordable to low and moderate income households and 13 percent of residential units as three bedrooms or larger to accommodate a range of household sizes and types;
- The revised proposal provides for a privately owned publicly accessible open space at the rear of the site that will serve the needs of the community in accordance with the Secondary Plan and will provide a natural buffer with the surrounding low density residential area;
- The revised site design provides adequate on-site outdoor amenity space; and,
- The revised proposal satisfactorily addresses technical requirements related to road dedications, servicing, hydrogeological, waste management, and other matters that have been identified by circulated departments and agencies.

Interim Growth Management Strategy:

Council has approved and implemented a comprehensive strategy comprised of eight growth management criteria as a means of assessing and prioritizing development applications for the receipt of servicing allocation. The applicant has not at this time submitted a Sustainability Metrics Tool (the “Metrics”) in support of its development proposal. Staff will work with the applicant in meeting the City’s minimum score applicable to the subject development through the Site Plan process, to enable the consideration of servicing allocation assignment in the future.

In order to streamline the servicing allocation assignment process for the proposed development, staff recommends that Council delegate its authority to assign allocation to the Commissioner of Planning and Building Services.

Financial/Staffing/Other Implications:

The recommendations of this report do not have direct financial, staffing, or other implications. However, given that the subject applications have been appealed to the OLT, there will be a draw on financial resources for staff attendance at the proceedings on the application.

Relationship to Council’s Strategic Plan 2024-2027:

The recommendations of this report are aligned with **Pillar 1: Growing a Livable, Sustainable Community** as it demonstrates infill development in support of the City’s Urban Structure framework, it adds housing stock within an existing community, provides for a mix and range of housing that is adjacent to the Yonge Bus Rapid Transit Route, and is in close proximity to the Richmond Hill transit terminal, the Go Station, and the future subway station.

Climate Change Considerations:

The recommendations of this report are aligned with Council’s climate change considerations by facilitating infill development within an existing built-up area, thereby utilizing land more efficiently.

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Attachments:

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

- Appendix A, Extract from Council Public Meeting C#17-24 held on June 25, 2024
- Appendix B, Draft Official Plan Amendment
- Appendix C, Draft Zoning By-law Amendment
- Map 1, Aerial Photograph
- Map 2, RHCSP, Schedule 2 Density
- Map 3, Existing Zoning
- Map 4, Original Proposed Site Plan
- Map 5, Original Proposed North and South Elevations
- Map 6, Revised Site Plan
- Map 7, Revised South Elevation

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Report Approval Details

Document Title:	SRCM.24.08 Staff Report.docx
Attachments:	<ul style="list-style-type: none">- SRCM.24.08 - Appendix A - 2024-06-25 CPM - Extracts.pdf- SRCM.24.08 - Appendix B - Draft OPA.pdf- SRCM.24.08 - Appendix C - Draft ZBLA.pdf- SRCM.24.08 Map 1 - Aerial Photograph.pdf- SRCM.24.08 Map 2 - RHCSP - Schedule 2 - Density.pdf- SRCM.24.08 Map 3 - Existing Zoning.pdf- SRCM.24.08 Map 4 - Original Site Plan.pdf- SRCM.24.08 Map 5 - Original North and South Elevations.pdf- SRCM.24.08 Map 6 - Revised Site Plan.pdf- SRCM.24.08 Map 7 - Revised East West Section.pdf
Final Approval Date:	Oct 24, 2024

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

Anthony Ierullo - Oct 24, 2024 - 1:33 PM

Darlene Joslin - Oct 24, 2024 - 3:12 PM