



## **Staff Report for Committee of the Whole Meeting**

**Date of Meeting: December 4, 2024**

**Report Number: SRPBS.24.122**

**Department: Planning and Building Services**

**Division: Development Planning**

**Subject: SRPBS.24.122 - Request for Approval - Official Plan and Zoning By-law Amendments to permit Additional Residential Units and Four Storey Building Heights in MTSA's - City of Richmond Hill - City Files MOPA-24-0001 AND MZBA-24-0001**

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### **Purpose:**

The purpose of this report is to seek Council's approval of municipally initiated amendments to the City of Richmond Hill Official Plan and City Zoning By-laws to expand the existing permissions for "additional residential units" (ARUs) and to permit up to four (4) storey building heights within Major Transit Station Areas (MTSAs) located along Yonge Street, Highway 7 and the Richmond Hill GO Station located along Major Mackenzie Drive East. The recommendations of this report also satisfies one of the City's Housing Accelerator Fund (HAF) commitments.

### **Recommendation(s):**

- a) **That the municipally initiated Official Plan and Zoning By-law Amendments City Files MOPA-24-0001 AND MZBA-24-0001 to expand permissions for Additional Residential Units and to permit four storey building heights in Major Transit Station Areas in accordance with the recommendations outlined in SRPBS.24.122, be approved as follows:**
  - (i) **that draft Official Plan Amendment 58 to permit Additional Residential Units attached hereto as Appendix "A" be brought forward to the December 11, 2024 Council meeting for adoption;**
  - (ii) **that Council repeal Zoning By-law 13-21;**
  - (iii) **that draft Omnibus Zoning By-law 143-24 to permit Additional Residential Units with associated development standards attached hereto as Appendix "B" be brought forward to the December 11, 2024 for enactment;**

- (iv) **that draft Official Plan Amendment 59 to permit four storey building heights within Major Transit Station Areas located along Yonge Street, Highway 7 and Major Mackenzie Drive East attached as Appendix “C” be brought forward to the December 11, 2024 Council meeting for adoption; and,**
- (v) **that draft Omnibus Zoning By-law 144-24 to permit four storey building heights with related development standards within Major Transit Station Areas located along Yonge Street, Highway 7 and Major Mackenzie Drive East attached as Appendix “D”, be brought forward to December 11, 2024 Council meetings for enactment;**
- b) **That pursuant to Section 34(17) of the *Planning Act*, Council deem that no further notice be required with respect to any necessary modifications to the draft Omnibus Zoning By-laws to facilitate expanded permissions for Additional Residential Units and to permit four storey building heights within Major Transit Station Areas; and,**
- c) **That Council direct staff to develop and maintain a tracking system for Additional Residential Units utilizing Building Permit data and to monitor watermain and wastewater systems to ensure sufficient capacity exists to service potential Additional Residential Units within the built boundary of the City.**

### **Key Messages:**

- City Staff are recommending approval of amendments to the City’s Official Plan and the enactment of Omnibus Zoning By-law Amendments to expand the permission of “additional residential units” on a City-wide basis and to permit up to four (4) storey heights within MTSAs;
- the expanded permissions would allow up to four (4) ARUs within a ground-related dwelling and/or in combination with accessory structures in most areas within the City where ground-related dwellings are permitted beyond the permissions for three (3) ARUs currently allowed under Zoning By-law 13-21;
- the permissions to allow four (4) storeys “as-of-right” within the MTSAs represents an increase from the three (3) storey height restrictions within the Yonge and Bernard Key Development Area and the Newkirk Local Centre and modifications to the angular plane policies where a mixed-use centre or corridor designation abuts a **Neighbourhood**; and,
- the proposed Official Plan and Zoning By-law Amendments to expand permissions for ARUs and to permit four storey building heights in MTSAs satisfies one of the City’s Housing Accelerator Fund (HAF) commitments.

### **Contact Persons:**

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## **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.

## **Background**

On October 22, 2024, a statutory public meeting in accordance with the *Planning Act*, was held wherein Council and members of the public were invited to make comments on the City initiated Official Plan and Zoning By-Law Amendments related to expanding the permission of ARUs on a City-wide basis and to permit up to four (4) storey building heights within MTSA's. Staff Report SRPBS.24.111 was received for information purposes and all comments were referred back to staff.

A number of comments were received both at the meeting from Council members, members of the public and through written correspondence by staff which are discussed in detail in subsequent sections of this report. City staff in collaboration with the City's consultant have completed a comprehensive review of the City's Initiative to expand permissions related to ARUs and establish "as of right" four (4) storey building heights in certain MTSA's and are satisfied that the City's Initiative represents good planning and will achieve the objective of increasing affordable housing supply and supporting the development of complete, low-carbon and climate resilient communities that are affordable, inclusive, equitable and diverse. Accordingly, the purpose of this report is to seek Council's approval of the implementing Official Plan and Zoning By-law Amendments related to the City's Initiative.

## **City Initiative:**

In response to the City's application to the Housing Accelerator Fund (HAF), the Federal Minister of Housing, Infrastructure and Communities issued two specific requests to enhance the City's application and create new housing, namely, to explore gentle intensification and missing middle housing typologies across the City. Accordingly, the City initiated a study to assess two related but distinct tasks to expand opportunities for housing as follows:

- Official Plan and Zoning By-law Amendments to permit up to four (4) residential units in the existing ARU policies and definitions in the City's Official Plan and Zoning By-laws, where zoning permits single detached, semi-detached or townhouse dwelling units; and,
- Official Plan and Zoning By-law Amendments to permit up to four (4) storeys "as-of-right" within the Richmond Hill GO Station 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 City's Official Plan with permissions for building heights of three (3) storeys or greater.

The City retained a team of consultants lead by Gladki Planning Associates Inc., specializing in urban planning, urban design, transportation and infrastructure planning to undertake the review. The analysis and recommendations pertaining to the City's Initiative are attached hereto as Appendices "E", "F" and "G" which includes the Final Built Form Memorandum, the Transportation and Parking Review and the Servicing Results and Recommendations.

## Discussion:

### Legislative and Policy Regime

As noted in Staff Report SRPBS.24.111, the City is mandated by the Province through *Bill 23, More Homes, More Choice Act, 2019* and *Bill 185, Cutting Red Tape to Build More Homes Act, 2024* to provide Official Plan policies and Zoning By-law permissions to enable the creation of ARUs. The Provincial direction for this form of housing is principally a means to provide affordable housing. OPA 58 and Omnibus ZBLA 143-24 as proposed will enable up to four (4) ARUs to be "as-of-right", subject to the Building Permit approval process. In this regard, staff have reviewed the City's Initiative relative to Provincial, Regional and City policies and legislation and advise that the City's Initiative and the proposed implementing OPA 58 and Omnibus ZBLA 143-24 conform with all relevant policies of the aforementioned documents as follows:

- the PPS, which directs municipalities to accommodate appropriate affordable and market-based range and mix of housing types, including ARUs and to facilitate all types of residential intensification. Further, the amendments align with the PPS by directing development away from areas susceptible to natural hazards (i.e. flooding and erosion);
- the policies of the *Greenbelt Plan*, which permits one (1) ARU in single detached dwellings or in an associated accessory structure within the Protected Countryside, for the lands that are outside of the Natural Heritage System. ARUs are not permitted in the Greenbelt Natural Heritage System;
- the policies of the *Oak Ridges Moraine Conservation Plan*, which permits a secondary dwelling unit in single detached dwellings located outside of a **Natural Core Area** or **Natural Linkage Area**;
- the policies of the YROP which encourage the provision of an appropriate mix and range of housing options that meets the needs of residents and workers of all income levels, ages, abilities and stages of their lives (Sections 2.3.39, 2.3.40, 2.3.41, 2.3.43, 2.3.44, 2.4.1, 2.4.2, 2.4.3, 2.4.4, 2.4.5, 4.4.21, 4.4.22, 4.4.42j); and,
- the housing policies of the City's Official Plan include policies which direct that a complete community includes the provision of adequate, affordable and suitable housing to meet the needs of a diverse population. This includes provision of a mix and range of housing types and affordability in order to meet the needs of the whole community. ARUs are permitted in areas zoned to permit single detached, semi-detached and townhouse dwelling forms while protecting environmentally sensitive

areas unless otherwise permitted by Provincial plans. (Policies 3.1.3.1, 3.1.3.4, 3.1.3.5, 3.1.1.6, 3.1.5,3.1.5(5)).

Similarly, as it relates to the secondary component of the City's Initiative to establish four (4) storey building heights within prescribed MTSAs, OPA 59 and Omnibus Zoning By-law 144-24 are proposed to modify the City's Official Plan to implement this Initiative and are consistent with the Provincial, Regional and City policies and direction as follows:

- OPA 59 is consistent with the *Planning Act* provisions 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;
- conforms with the PPS, 2024 policies which encourage the permitting and facilitation of all types of residential intensification in order to meet the housing needs of current and future residents (Policies 2.1 and 2.2). OPA 59 promotes efficient use of allowable densities in identified intensification areas in order to encourage the efficient use of land, resources and infrastructure and prioritizing intensification in areas which are in proximity to higher-order transit like bus rapid transit. This amendment further satisfies the PPS requirements for the facilitation of transit-supportive development;
- OPA 59 minimizes the encroachment of development towards environmentally-sensitive lands by allowing greater densities within defined **Settlement Areas**. The *Oak Ridges Moraine Conservation Plan, 2017* encourages the containment of urban growth within designated **Settlement Areas** in order to minimize impacts to ecological functions and hydrological features of the area and to focus urban growth by promoting the efficient use of land with transit-supportive densities. This is achieved through intensification and redevelopment within existing urban areas;
- the policies of the YROP direct the highest level of intensification towards **Regional Centres** and MTSAs along **Regional Corridors**. OPA 59 allows for the development of more housing within intensification areas with excellent access to public transit. OPA 59 further implements the ROP by directing built forms and scale of development to support and implement the regional intensification hierarchy;
- the City's Official Plan advances principles that direct growth to built-up urban areas with existing infrastructure and services in a network of centres and corridors, by creating 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 by planning for transit and pedestrian oriented development. OPA 59 will help meet the housing needs of residents, while providing appropriate built form transition from higher-density areas to lower-density areas within areas served by higher order public transit.

Notwithstanding the above, it is important to note that the Province has recently issued proposed amendments to *Ontario Regulation 299/19* for comment dealing with zoning standards associated with angular plane, maximum lot coverage, floor space index, maximum lot size and building distance separation. *Ontario Regulation 299/19* established standards and requirements for ARUs in order to reduce barriers to the

approvals and construction of ARUs. The comment period for the proposed amendments to *Ontario Regulation 299/19* ended on October 23, 2024 and at the time of writing this report, no revised regulations have been issued. When and if revised regulations are enacted by the Province, any zoning provisions deemed contrary to the regulations contained within proposed Omnibus Zoning By-law 143-24 will not be enforceable. If this occurs subsequent to adoption of the draft Zoning By-law, the required corrections will be addressed through the Comprehensive Zoning By-law process.

## **Servicing**

As part of the City's Initiative, Council directed that an assessment of impact to infrastructure capacity be undertaken on the basis that the potential redevelopment of single-family properties into as many as four (4) total units may have significant impacts on the City's water and wastewater servicing capacity. Similarly, the potential non-residential intensification to four (4) storeys within the MTSA's may also increase water demands and wastewater flow rates. Accordingly, there is a need to anticipate what impacts this initiative may have on the City's infrastructure.

In this regard, the results of the impact assessment concluded that at present, there are locations within the city which can permit ARUs without any cause for concern; however, there are other areas where existing constraints in the water and wastewater networks indicate that the consideration of ARUs should be constrained. Accordingly, in order to fully understand and anticipate the true impacts of the City's Initiative, it is recommended that the City track Building Permit applications for ARUs, continue to monitor water pressures and wastewater flows, and update the computer models and analysis as the uptake of ARUs occurs to determine what adjustments, if any, are required to ensure the servicing systems function properly and remain stable.

On the basis of the foregoing, it is recommended that Council direct Staff to develop and maintain a tracking system for ARUs utilizing Building Permit data and to monitor watermain and wastewater systems to ensure sufficient capacity exists to service potential ARUs within the built boundary of the City.

## **Council/Public Comments**

As noted previously, City a statutory public meeting was held on October 22, 2024. Comments were received at the meeting as well as through correspondence directly to staff. Outlined below is a summary of comments received and how they have been addressed:

- **the proposed “as-of-right” zoning permissions will diminish Council’s ability to monitor development applications.**

The *Planning Act* specifically requires municipalities to update Zoning By-laws to implement approved Official Plan policies. As the City's Zoning By-laws are updated (through this project and the ongoing Comprehensive Zoning By-law Project), some development proposals which previously may have required a rezoning application may proceed "as-of-right" with the proper Building Permits obtained, thereby removing barriers to increasing housing supply. "As-of-right" zoning permissions does not, however, eliminate the need for detailed review of developments requiring Site Plan approvals, draft Plan of Subdivision approval, Consent applications nor draft Plans of Condominium which are required for residential developments where more than ten (10) residential units are proposed or for non-residential developments.

- **the engagement program was not extensive enough and did not reach a large enough audience to be representative of the residents of Richmond Hill - the public engagement phase should be extended**

Notice of engagement opportunities on the City's initiative was widely distributed and participation rates were typical for the City's planning-related initiatives. The public engagement program included advertisement on a project dedicated webpage, <https://www.richmondhill.ca/en/learn-more/increasing-housing-supply.aspx> on the City's Homepage, on the City's Events Calendar, on Social Media (i.e., Facebook and X), curbside signs and posters and LCD displays at the Municipal Offices and at Municipal Community Centres). Additionally, on June 4<sup>th</sup>, June 10<sup>th</sup> and June 13<sup>th</sup>, 2024 Public Information Sessions were held, and an on-line survey was conducted and open to the public for a three week period starting on June 4, 2024.

- **the project should be focusing density in the busiest MTSA's rather than the MTSA surrounding Richmond Hill GO Station which is not appropriate for four-storey building heights**

Provincial, Regional and City policies direct the most intensive development towards Centres and MTSA's along Corridors. The City's Official Plan currently permits the highest densities along Yonge Street, Highway 7 and Major Mackenzie Drive in order to take advantage of higher order transit facilities that currently exist and/or are planned along these corridors. The proposed four storeys "as-of-right" building height permissions provide opportunities for landowners to maximize densities on their property currently permitted by the City's Official Plan. The proposed initiative affects all MTSA's where residential development is permitted.

- **the development of "additional residential units" may result in an increase in short-term rental accommodations, which may compromise the residential character of neighbourhoods**

The City does not currently regulate short-term rental accommodations. Zoning regulations specifically related to short-term rental accommodations are being considered through the City's ongoing Comprehensive Zoning By-law Project. In this

regard, a detailed Technical Paper is available outlining the issues and opportunities related to short-term rental accommodations which will assist in informing staff in drafting potential zoning regulations. This Technical Paper is available on-line through the dedicated webpage for the Comprehensive Zoning By-law Project. <https://www.richmondhill.ca/en/zone-richmond-hill.aspx>

- **the City should inventory excess public land in proximity to rapid transit and consider these sites for missing middle housing**

The City is currently assessing the availability of excess lands that may be appropriate for residential development as part of ongoing work being undertaken as part of the City's affordable housing strategy. This review is part of the overall initiatives aimed at increasing housing supply.

- **streamlining the condominium approval process for small, multi-family properties could encourage greater access to home ownership.**

The *Condominium Act, 1998* has set requirements that govern the creation, operation, and management of all condominiums. This includes preparation of legal documents establishing the physical characteristic of a condominium and establishing rights and duties of condominium owners. The City has no authority to amend *Condominium Act* requirements.

- **adequate parking should be provided for MTSAs**

*Bill 185* amended the *Planning Act* to specifically remove the requirement of minimum parking rates within MTSAs. As a result, no minimum parking may be assigned to any ARUs constructed within these areas. The draft Zoning By-law presented at the October 22, 2024 Council Public Meeting included three (3) proposed parking areas which included the following:

- **Area 1:** zero parking for lands within MTSAs and for lands within 400 metres (1,312 feet) of the centre line of Yonge Street and Highway 7;
- **Area 2:** minimum of two (2) parking spaces are required within the Transit Corridors located along Yonge Street north of Tower Hill Road to Bloomington Road, along Major Mackenzie Drive between Bathurst Street to Highway 404 and along Leslie Street between Major Mackenzie Drive East and West and East Pearce Street;
- **Area 3:** minimum of three (3) parking spaces for the balance of the City.

Exceptions are proposed specific to *Planning Act* restrictions related to current zoning by-laws that do not require parking for primary dwelling or for lots with less than 9 metres (29.52 feet) of frontage.

Following the Council Public Meeting, City staff and the Consultants finalized the transportation review which proposes modifications to the parking areas outlined above as follows (refer to Appendix F):



- Area 1 is divided into two components by identifying the MTSAs as a new Area 1 that maintains a zero parking requirement in accordance with the *Planning Act*;
- a new Area 2 that captures the lands adjacent to the MTSAs and that are within 400 metres (1,312 feet) of the centre line of Yonge Street and Highway 7 is proposed. It is recommended that a minimum of one (1) parking space for four (4) ARUs be provided within the new Area 2; and,
- the original Area 2 and Area 3 noted in Staff Report SRPBS.24.111 have been renumbered to Area 3 and Area 4, respectively. The revised parking rates are illustrated in Table 1 below:

	Table 1 – Minimum total number of required parking spaces (inclusive of primary dwelling)			
	Area 1	Area 2	Area 3	Area 4
Lot containing one (1) or two (2) Additional Residential Unit(s)	0	1	1	2
Lot containing three (3) Additional Residential Units	0	1	2	3

Further to the above, it is noted that the proposed parking rate for Area 2 is justified based on the higher order rapid transit service provided within this area as opposed to Area 3 and Area 4 which do not have similar transit services and therefore require more parking spaces.

- **four storey buildings will be permitted within the low density Neighbourhoods.**

The proposed Zoning By-law amendment to permit up to four (4) ARUs does not modify current height permissions for a primary dwelling which generally permit a maximum of three (3) storeys. In addition, the current maximum height permission of 8.5 metres (27.89 feet) for a detached accessory structure that includes an ARU pursuant to Zoning By-law 13-21 is proposed to be reduced to 7.5 metres (34.61 feet). It is further noted that four (4) storey residential developments are only permitted within the medium density areas located within mixed-use centres or corridors along arterial streets, collector streets and along local streets only where lands proposed for development are in proximity to existing medium density residential or high density residential developments. The proposed OPA 59 further includes a policy specifically stating that built forms permitted up to four (4) ARU are not considered medium density built forms.

Notwithstanding the comments and concerns in opposition to the City’s initiative as outlined above, City staff did receive comments in support of the proposed initiative which were are summarized as follows:

- this project will bring much needed housing diversity to the city and allow for residents of Richmond Hill to benefit from more affordable housing options; and,

- the City is encouraged to allow greater density beyond 4-storey buildings within MTSAs to make efficient use of transit infrastructure.

## **Other Considerations**

### **Restrictions associated with Standard Condominium**

As part of the review of the City's Initiative, it was determined that a closer look at Condominium tenures were warranted as it relates to expanding the permissions of ARUs. In this regard, it is noted that a standard Condominium Corporation created pursuant to the *Condominium Act* establishes individually conveyable units. Ownership of these units does not constitute ownership of the parcel of land upon which the condominium building(s) is located. Traditional block townhouse developments that are ground-related constitute units that form part of a larger condominium property and are not considered individual parcels that are separately serviced. As a result, standard condominium units within an apartment building or stacked townhouse building as well as those that are comprised entirely of a ground-related townhouse building(s) are excluded from creating ARUs.

In contrast, Common Element Condominiums contain individually owned parcels of land that are separately serviced by municipal infrastructure. Such parcels are tied to common features which include access driveway, visitor parking areas, amenity areas and landscaped features. As a result of the individually serviced and owned parcels, ground-related townhouse dwellings may create ARUs.

The draft Zoning By-law contained in Staff Report SRPBS.24.111 recognized permission for Common Elements Condominiums and restrictions to stacked townhouse building forms. The proposed draft by-law is silent on Standard Condominium developments. The proposed Omnibus Zoning By-law 143-24 has been modified to be in conformity with the *Planning Act*.

## **Proposed Implementing Official Plan and Zoning By-law Amendments**

Based on a comprehensive review of Provincial policies and legislation, the City of Richmond Hill Official Plan, Council and public feedback on the City's Initiative, staff recommends the approval of the following Official Plan and Zoning By-law Amendments that will fully implement the City's Initiative to expand the permission of "additional residential units" on a City-wide basis and to permit up to four (4) storey building heights within MTSAs.

### **Official Plan Amendment 58 (OPA 58) – Additional Residential Units**

The proposed OPA 58 includes policies to permit, on a City-wide basis, three (3) ARUs in single detached, semi-detached, and townhouse dwelling forms, as well as within a detached accessory structure related to the primary dwelling for a total of four (4) units per lot (refer to Appendix "A"). Consequently, and in accordance with the *Planning Act*

as amended by *Bill 23, More Homes, More Choice Act, 2019* and *Bill 185, Cutting Red Tape to Build More Homes Act, 2024*, OPA 58 would authorize the implementing Zoning By-law to permit up to four (4) dwelling units where a ground-related residential dwelling is permitted.

ARUs will be limited in certain areas where lands are unsafe for housing and where restrictions are placed by Provincial policies. As such, ARUs are prohibited on hazardous sites and hazard lands, as directed by the *Provincial Planning Statement, 2024*. Within the *Greenbelt Plan* area, outside of the Natural Heritage System, only one (1) ARU is permitted within a single detached dwelling or in a structure accessory to the single detached dwelling, in accordance with the *Greenbelt Plan, 2017*. Within the *Oak Ridges Moraine Conservation Plan* area, outside of **Natural Core Area** and **Natural Linkage Area**, only one (1) ARU is permitted within a single detached dwelling, in accordance with the *Oak Ridges Moraine Conservation Plan, 2017*.

OPA 58 further proposes to update the definition of ARUs and add policies related to provision of outdoor amenity area and policies related to consideration of Minor Variance applications in accordance with Section 45 of the *Planning Act* that addresses conversion of existing detached structures for ARUs, accessible or barrier free considerations as well as the preservation of mature trees.

## **Omnibus Zoning By-law 143-24**

The purpose of Omnibus Zoning By-law 143-24 (ZBLA 143-24) is to implement OPA 58 to permit on a City-wide basis, ARUs within the primary dwelling and/or in combination with a detached accessory building thereto in all zones that permit a single detached, semi-detached or townhouse dwelling forms (refer to Appendix “B”). This would enable a maximum of four (4) total residential units within a primary dwelling or split in combination with a detached accessory structure where a maximum of two (2) of the four (4) ARUs may be located. Accordingly, ZBLA 143-24 proposes:

- the repeal of By-law 13-21. As noted previously in Staff Report SRPBS.24.111, the enactment of *Bill 23* voided the provisions of this by-law as they are contrary to the provisions of the *Planning Act*;
- provide definitions for “additional residential unit”, “accessory residential building”, “building coverage”, “soft landscaping” as they relate to permissions for “additional residential units”;
- establish permissions for up to three (3) ARUs within the principal dwelling and/or up to two (2) ARUs unit within an accessory detached structure or detached garage. In total, up to a maximum of four (4) ARUs are permitted on a parcel of land;
- permit ARUs under Common Element Condominium tenure;
- restrict ARUs under Standard Condominium tenure;
- restrict ARUs for lands located within hazardous or hazard lands such as those regulated by the Toronto and Region Conservation Authority;
- restrict ARUs within the *Oak Ridges Moraine Conservation Plan* and *Greenbelt Plan* as outlined and proposed within OPA 58 in earlier sections of this report;

- establish development standards for ARUs related to detached accessory structure location, setbacks, building height, gross floor area, building separation, provision of soft landscaping and restrictions to rooftop amenity areas and balconies that directly abut a residential zone; and,
- establish minimum parking standards for ARUs based on the *Planning Act* and proximity to higher order public transit routes.

### **Official Plan Amendment 59 (OPA 59) – Four Storeys “as-of-right” within MTSA’s**

The purpose of OPA 59 is to facilitate building heights of up to four (4) storeys within MTSA’s having mixed-use centres and corridors designations (refer to Appendix “C”). 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. OPA 59 applies to the Richmond Hill GO Station 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 City’s Official Plan with permissions for building heights of three (3) storeys or greater.

### **Omnibus Zoning By-law 144-24**

The purpose of the Omnibus Zoning By-law 144-24 (ZBLA 144-24) is to implement OPA 59 by permitting up to four (4) storey buildings “as-of-right” within MTSA’s with a mixed-use centre or corridor designations in the City’s Official Plan (refer to Appendix “D”). ZBLA 144-24 will enable a modest increase in density and housing in the City’s identified intensification areas that are located in proximity to higher order transit routes. ZBLA 144-24 applies only to lands within MTSA’s which have mixed-use centre or corridor designation and where current zoning has height restrictions of less than four storeys. ZBLA 144-24 will establish maximum heights for buildings as follows:

- permit up to four (4) storeys and 15metres (49.21 feet); or,
- the maximum height permitted in the Zoning By-laws, if in excess of 4 storeys and 15 metres (49.21 feet).

The second provision noted above recognizes that heights above four (4) storeys may be currently permitted in accordance with the City’s Official Plan.

### **Servicing**

Council directed that an assessment of impact to infrastructure capacity be undertaken as part of the City’s Initiative on the basis that the potential redevelopment of single-family properties into as many as four (4) total units may have significant impacts on the City’s water and wastewater servicing capacity. Similarly, the potential non-residential intensification to four (4) storeys within the MTSA’s may also increase water demands and wastewater flow rates. There is a need to anticipate what impacts this initiative may have on the City’s infrastructure.

The impact assessment concluded that at present, there are locations within the city which can permit ARUs without constraints however, there are other areas where existing constraints in the water and wastewater networks indicate that the consideration of ARUs should be constrained (refer to Appendix “G”). Therefore, in order to fully understand and anticipate the true impacts, it is recommended that the City track Building Permit applications for ARUs, continue to monitor water pressures and wastewater flows, and update the computer models and analysis accordingly as uptake of ARUs occurs to determine what adjustments, if any, are required to ensure the servicing systems function properly and remain stable.

Based on the preceding, it is recommended that Council direct staff to develop and maintain a tracking system for ARUs utilizing Building Permit data and to monitor watermain and wastewater systems to ensure sufficient capacity exists to service potential ARUs within the built boundary of the City.

### **Recommendations:**

City staff, in collaboration with the Consultant Team, have comprehensively considered the Provincial, Regional and City policies, input from Council, residents of the City and stakeholders in the preparation of implementing OPAs and ZBAs related to the City Initiative to expand permissions related to ARUs and establish “as of right” four (4) storey building heights in certain MTSAs with the objective of creating new housing, though gentle intensification and the provision of missing middle housing forms. Accordingly, staff recommends approval of OPA 58, OPA 59, ZBLA 143-24 and ZBLA 144-24 on basis of the following principal reasons:

- conforms with, and implements Provincial, Regional and City policy frameworks related to increasing housing supply and supporting the development of complete, low-carbon and climate resilient communities that are affordable, inclusive, equitable and diverse;
- is not expected to adversely impact the City’s water and wastewater servicing capacity through the recommended tracking system that will monitor watermain and wastewater systems;
- represents good planning; and,
- satisfies the City’s HAF commitment to increase housing supply by providing for appropriate gentle intensification.

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

The City of Richmond Hill was awarded \$31.1 million as part of the HAF to undertake various initiatives aimed at exploring and implementing initiatives related to increasing housing supply and supporting the development of complete, low-carbon and climate resilient communities that are affordable, inclusive, equitable and diverse. Increasing gentle housing supply through proposed OPA 58 and OPA 59 and the related

implementing Omnibus Zoning By-laws form a portion of the overall initiatives intended to achieve the goal of increasing housing supply. The HAF is a one-time grant with a deadline for meeting housing supply growth targets by November 2026, and a deadline for spending HAF funds by November 2027. The completion of this initiative specifically related to ARUs and permissions for up to four storey building heights “as-of-right” within MTSAs with a mixed-use centre or corridor designation has a deadline of December 31, 2024.

## **Relationship to Strategic Plan**

The recommendations of this report align with the City’s Strategic Plan **Pillar 1 Growing a Livable, Sustainable Community**, specifically, Priority 1 and 2, by managing growth comprehensively which enables choice and connections for the City now and into the future. The proposed implementing planning instruments supports core priorities within the Strategic Plan as well as other efforts the City is undertaking to increase the provision of affordable housing and sustainable forms of development that contribute to the overall socio-economic and environmental health of the community.

## **Attachments:**

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

- Appendix “A” - Draft Official Plan Amendment 58 – Additional Residential Units
- Appendix “B” - Draft Zoning By-Law 143-24 – Additional Residential Units
- Appendix “C” - Draft Official Plan Amendment 59 – Four Storey Heights within MTSAs
- Appendix “D” - Draft Zoning By-Law 144-24 – Four Storey Heights within MTSAs
- Appendix “E” - Final Built Form Memorandum RH HAF, Gladki Planning Associates Inc.
- Appendix “F” - Transportation and Parking Review, TYLin
- Appendix “G” - Servicing Results and Recommendations, TYLin

### Report Approval Details

Document Title:	SRPBS.24.122.docx
Attachments:	- SRPBS.24.122 - Appendix "A".pdf - SRPBS.24.122 - Appendix "B".pdf - SRPBS.24.122 - Appendix "C".pdf - SRPBS.24.122 - Appendix "D".pdf - SRPBS.24.122 - Appendix "E".pdf - SRPBS.24.122 - Appendix "F".pdf - SRPBS.24.122 - Appendix "G".pdf
Final Approval Date:	Nov 20, 2024

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

**Deborah Giannetta - Nov 19, 2024 - 4:44 PM**

**Gus Galanis - Nov 19, 2024 - 8:30 PM**

**Darlene Joslin - Nov 20, 2024 - 9:23 AM**