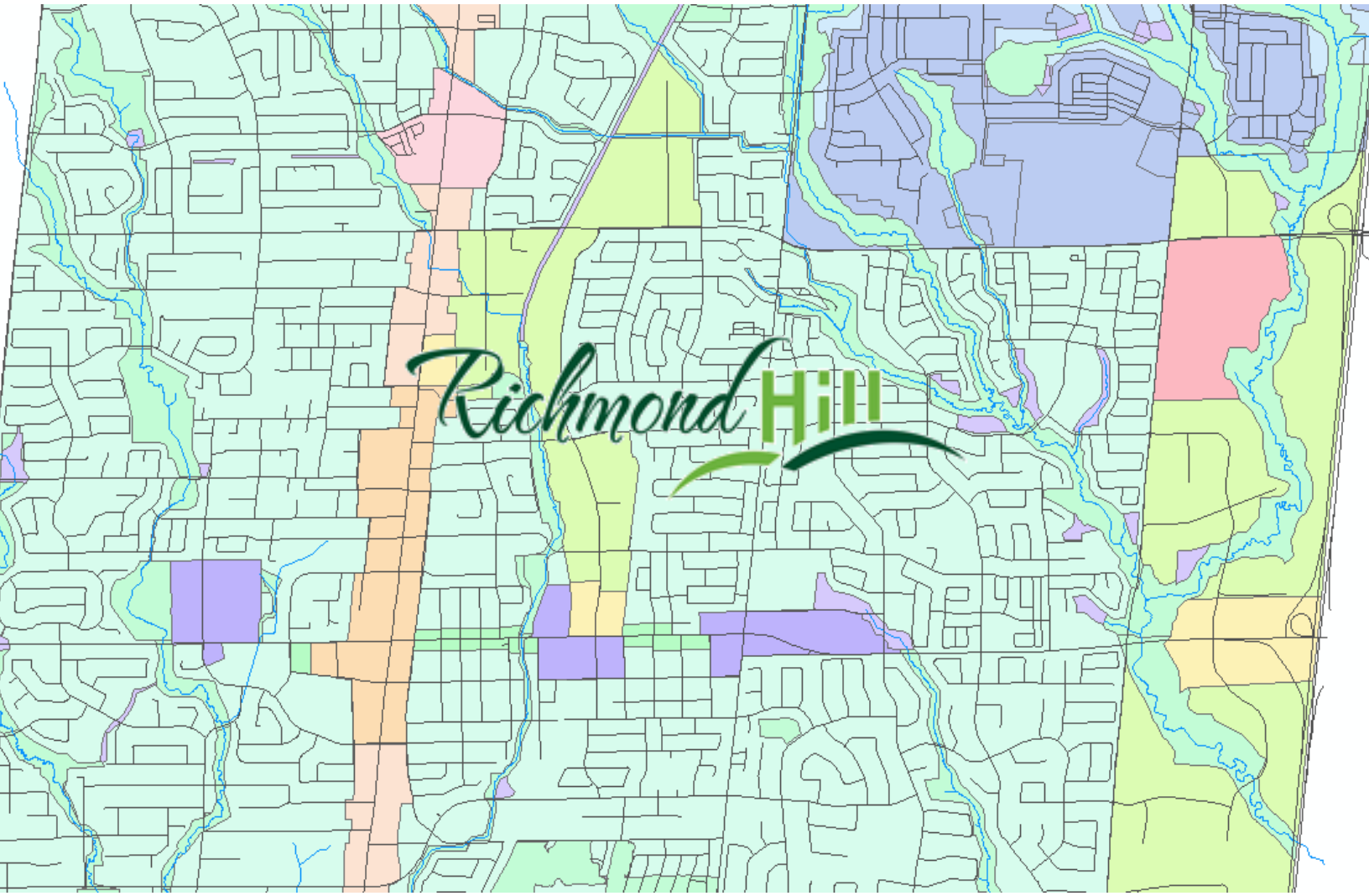

Transportation and Parking Review – Phase 6 – Final Report

Richmond Hill Housing Accelerator Fund

Transportation and Parking Review

November 14, 2024 — TYLin Contract # 100359
City of Richmond Hill

Richmond Hill | TYLin

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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 km^2 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 zones that permit single detached houses, semi detached houses and townhouses. Four-storeys as-of-right will be permitted in the 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, 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

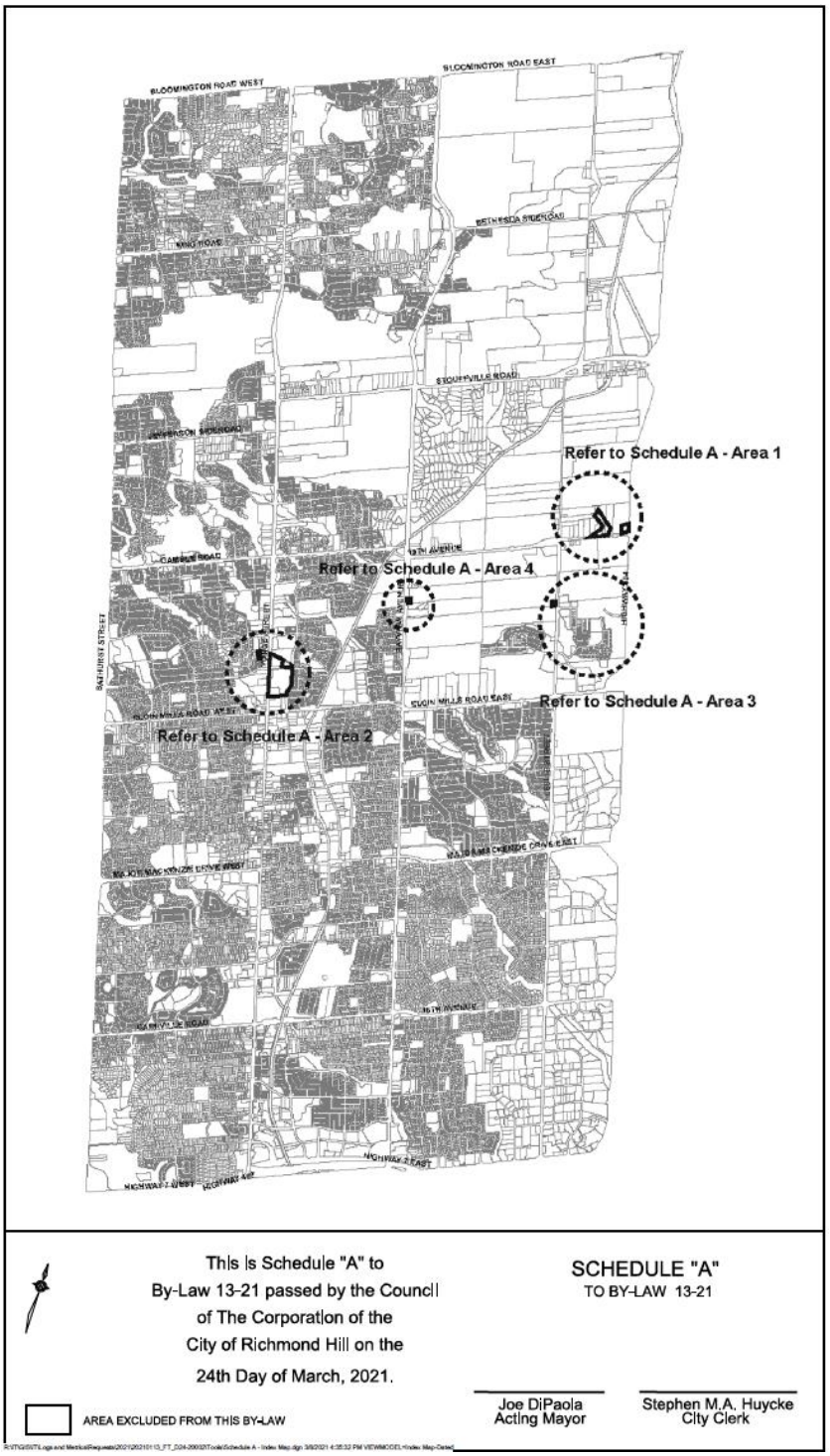
It is noted that the City of Richmond Hill does not have a single consolidated By-law that includes standardized parking requirements. Parking requirements are based on the zoning of specific properties across numerous parent zoning by-laws. Therefore, parking requirements vary site by site and are rife 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

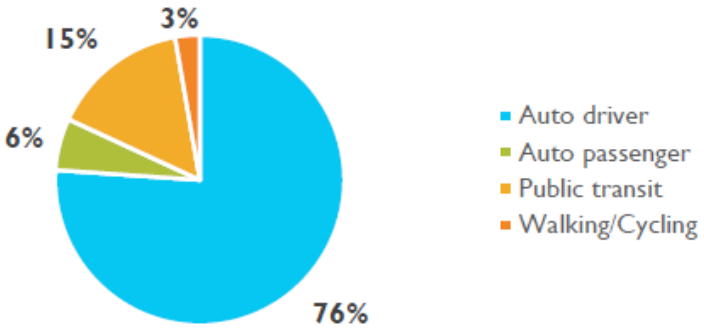
2.2.3 City of Richmond Hill Transportation Master Plan (2023)

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	– Improving safety and comfort – Providing more infrastructure – Enhancing connectivity and completing gaps
Transit	– Improving and expanding transit service specifically high-order transit such as subway and BRT – Improving first and last mile connections to transit
Roads	– 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

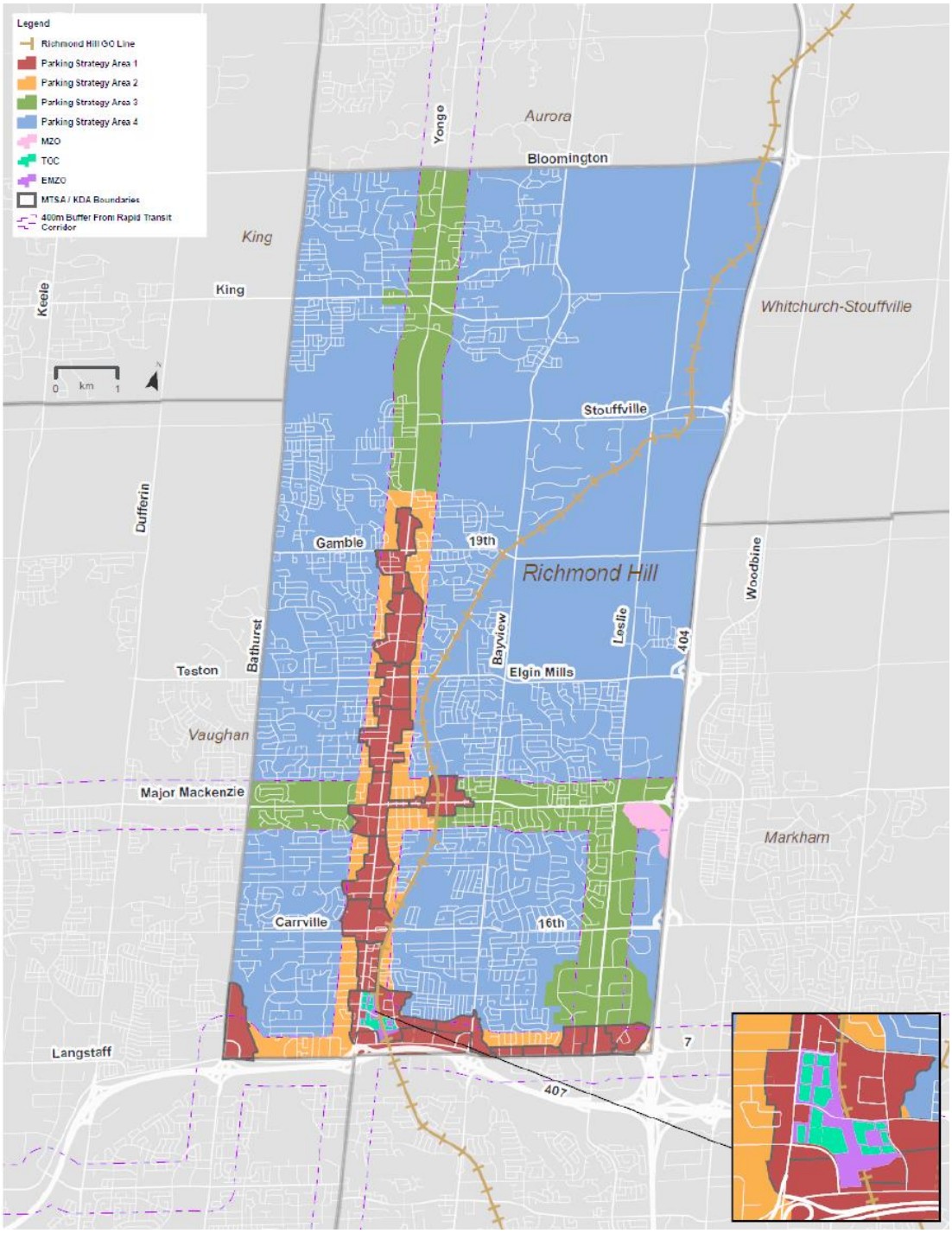
In 2019, the City of Richmond Hill launched the Parking and Transportation Demand Management (TDM) Strategy for Developments. The objective was to update parking standards, establish a comprehensive set of requirements applicable to all land uses across the City, integrate TDM principles into parking 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

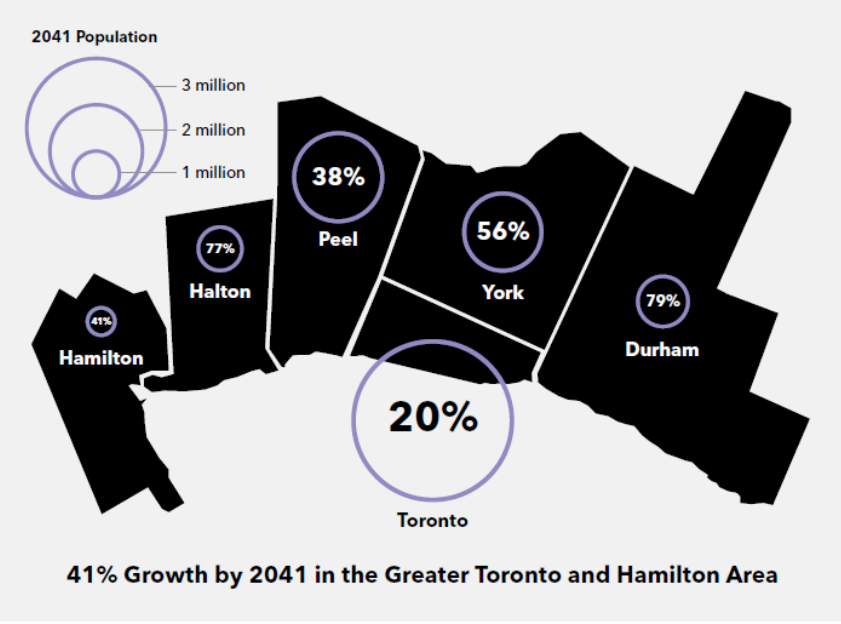
The Growth Plan for the Greater Golden Horseshoe (2020 Office consolidation) lays out that urban growth centres will be planned as focal areas for investment in regional public service facilities and accommodate and support the transit network at the regional scale. Urban growth centres will also serve 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

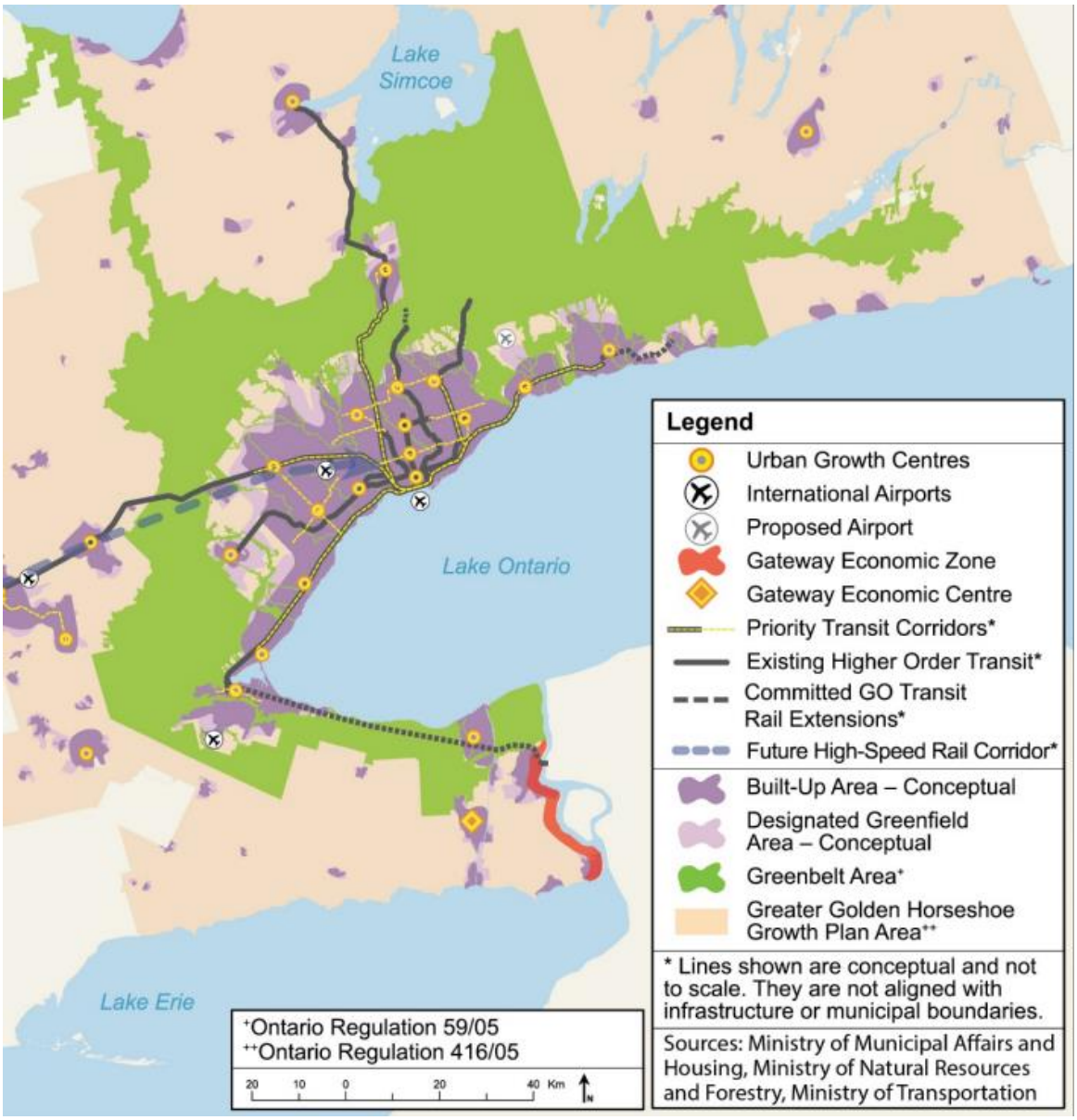


Source: Statistics Canada 2016 Census; *Growth Plan for the Greater Golden Horseshoe, 2017.*

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

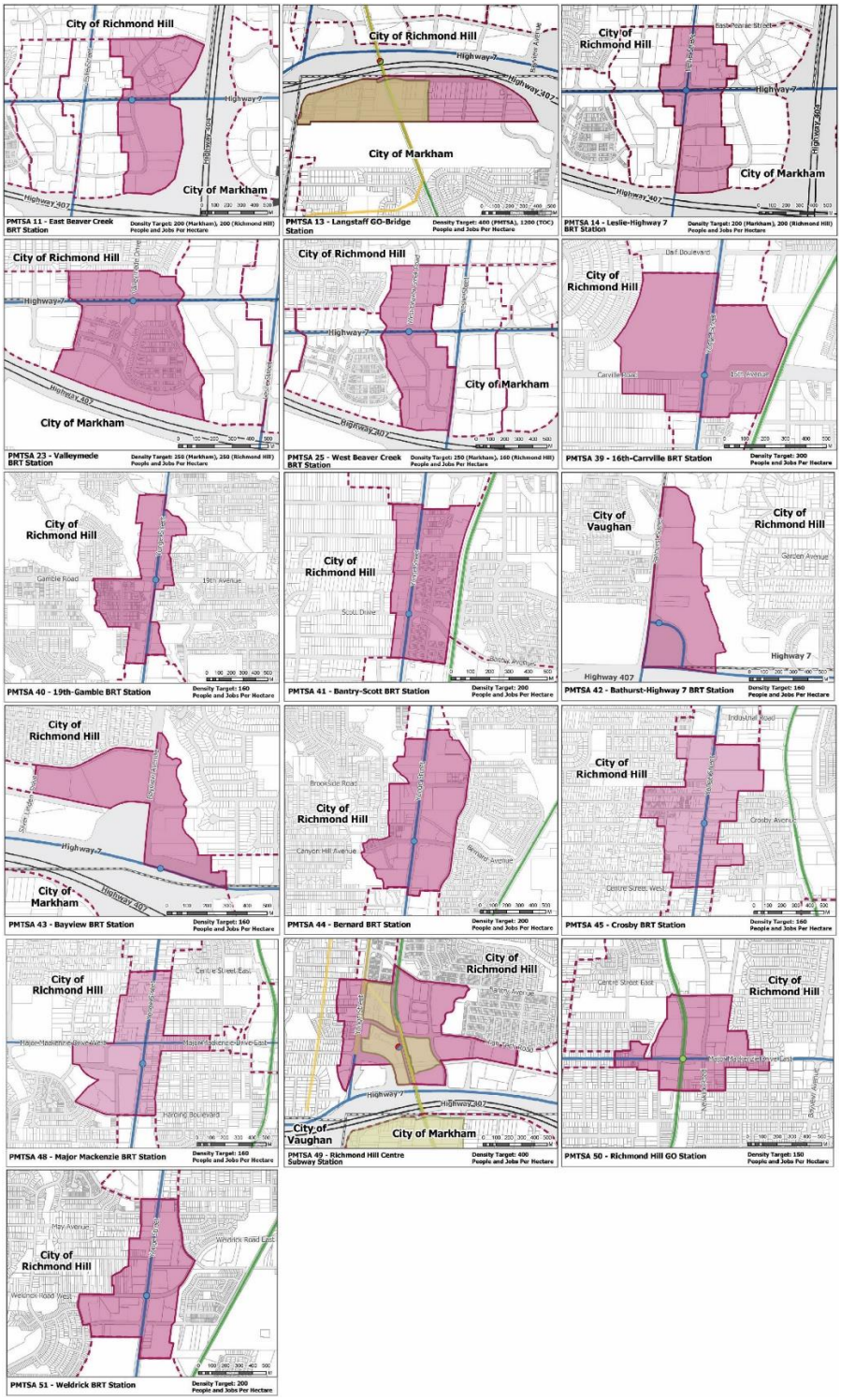
The RTP serves in identifying Priority Transit Corridors and requiring municipalities to plan for minimum density targets around Major Transit Station Areas in these corridors, and to prioritize planning for those areas including zoning that implements Growth Plan policies.

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 MTSAs 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 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 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.

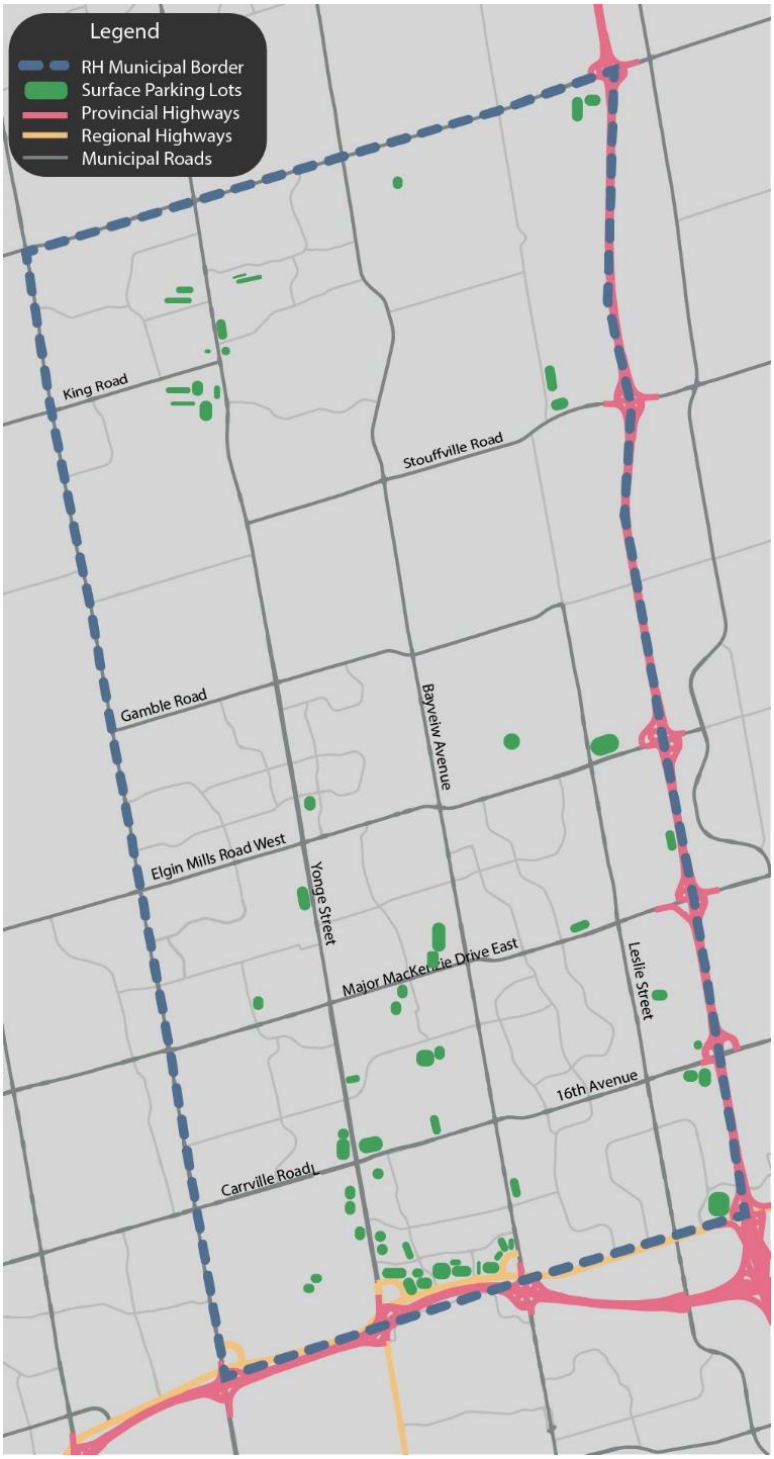
It is noted that the use of existing public parking facilities would require permits and approvals from the Public Works Office and other key stakeholders if parking supply is shared in a more formalized manner.

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 Nashbille 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.

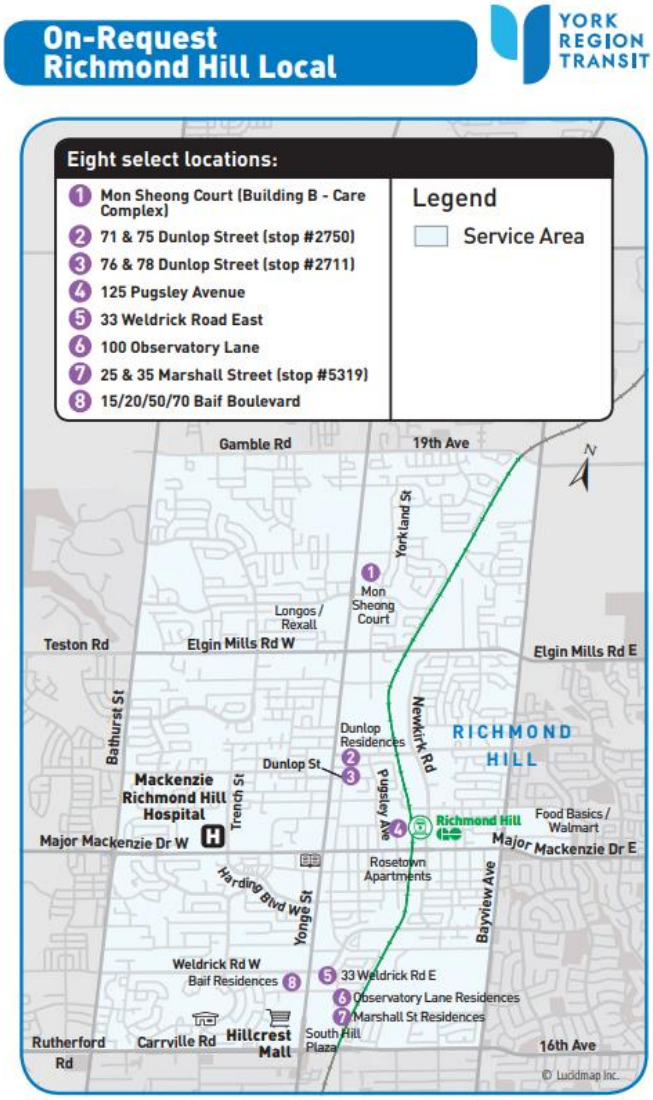
It is stated that more than 65 percent of all YRT stops are accessible. Accessible bus stops are marked with an accessible symbol on the bus stop sign. Where a bus stop is not accessible, the bus operator will allow passengers who require an accessible stop to get on or off at the nearest location that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

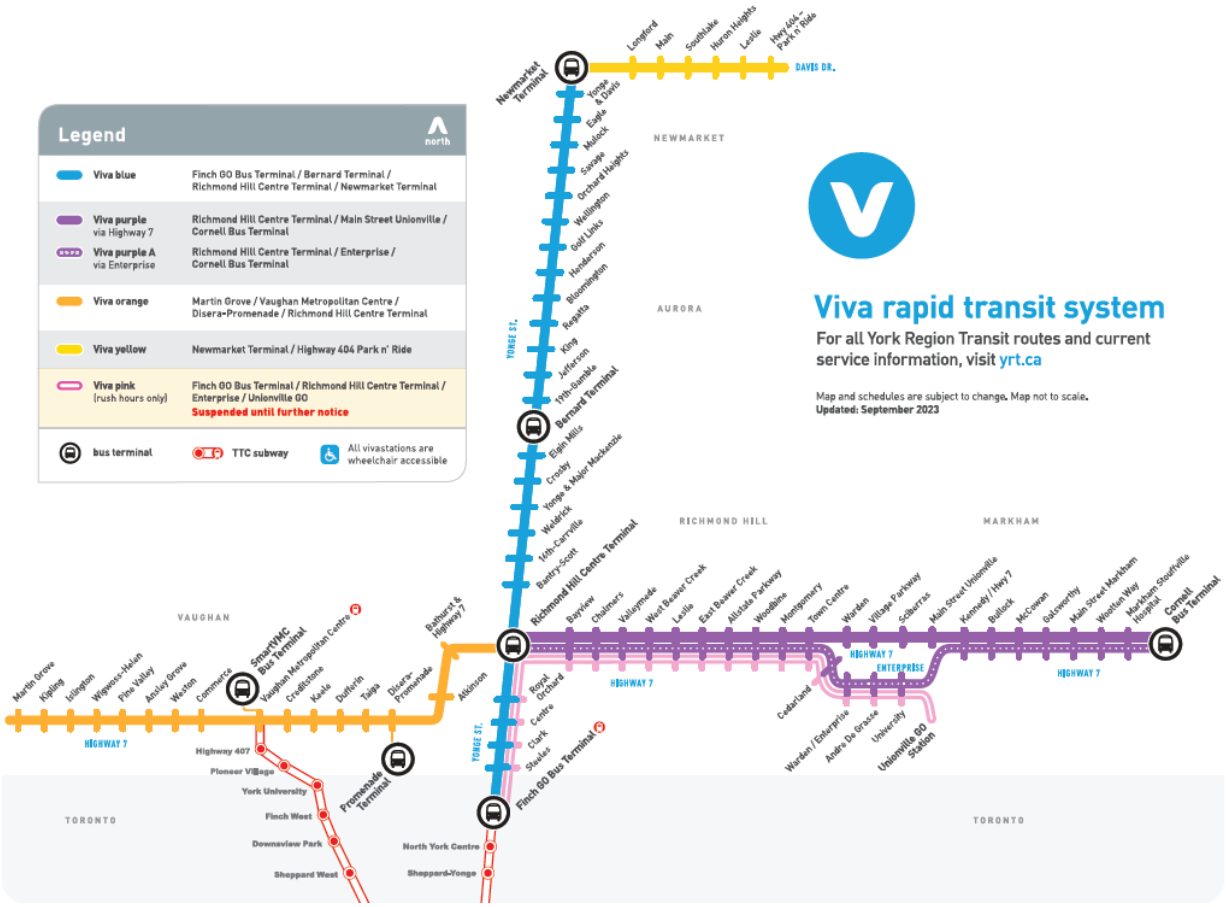
Transit integration involves seamlessly connecting different modes of transportation to create a comprehensive and efficient transportation network.

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

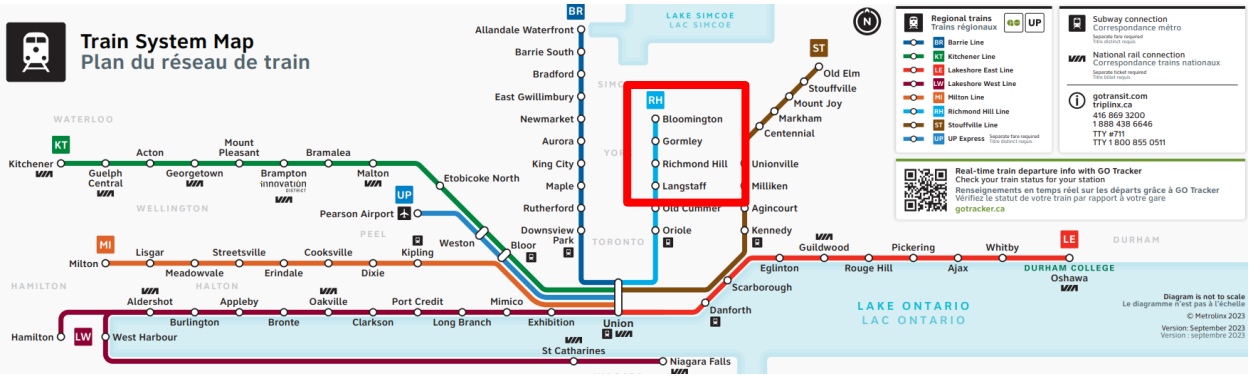
Integration of the YRT network is provided with direct connections to GO stations. It is also possible to use the PRESTO card as a form of payment to all the services. However, fares differ between the different networks and there is an additional charge when changing from YRT to GO or to TTC networks.

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.

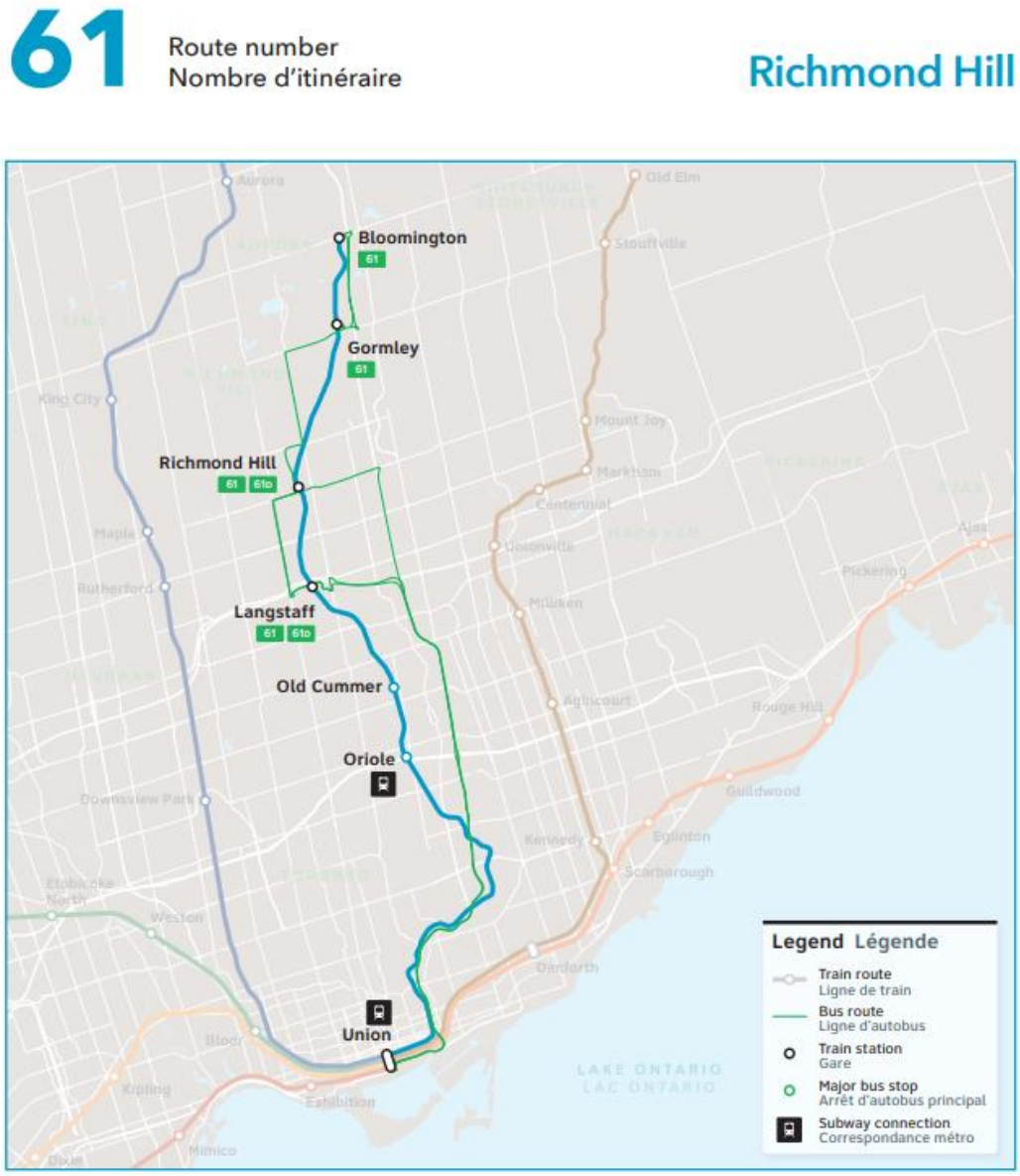
Figure 3-5 GO Train System Map



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



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

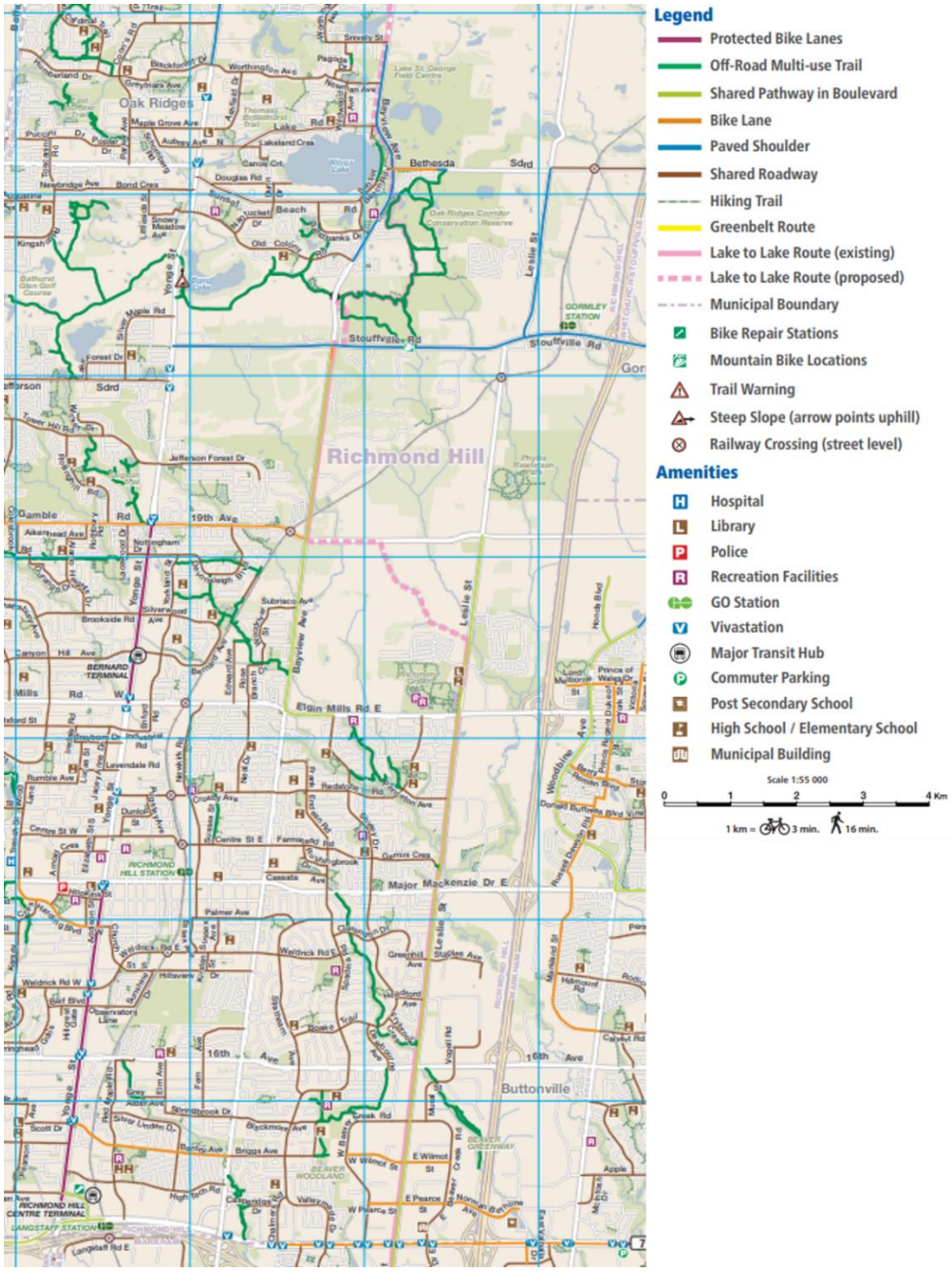
The City currently provides a multi-modal road network comprising of roads, trails, sidewalks, and cycling facilities. It immediately becomes clear that buffered bike lanes are rare, while there is a greater number of off-road trails and signed bike routes. In addition, there are 716 kilometers of sidewalks 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 Makenzie 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

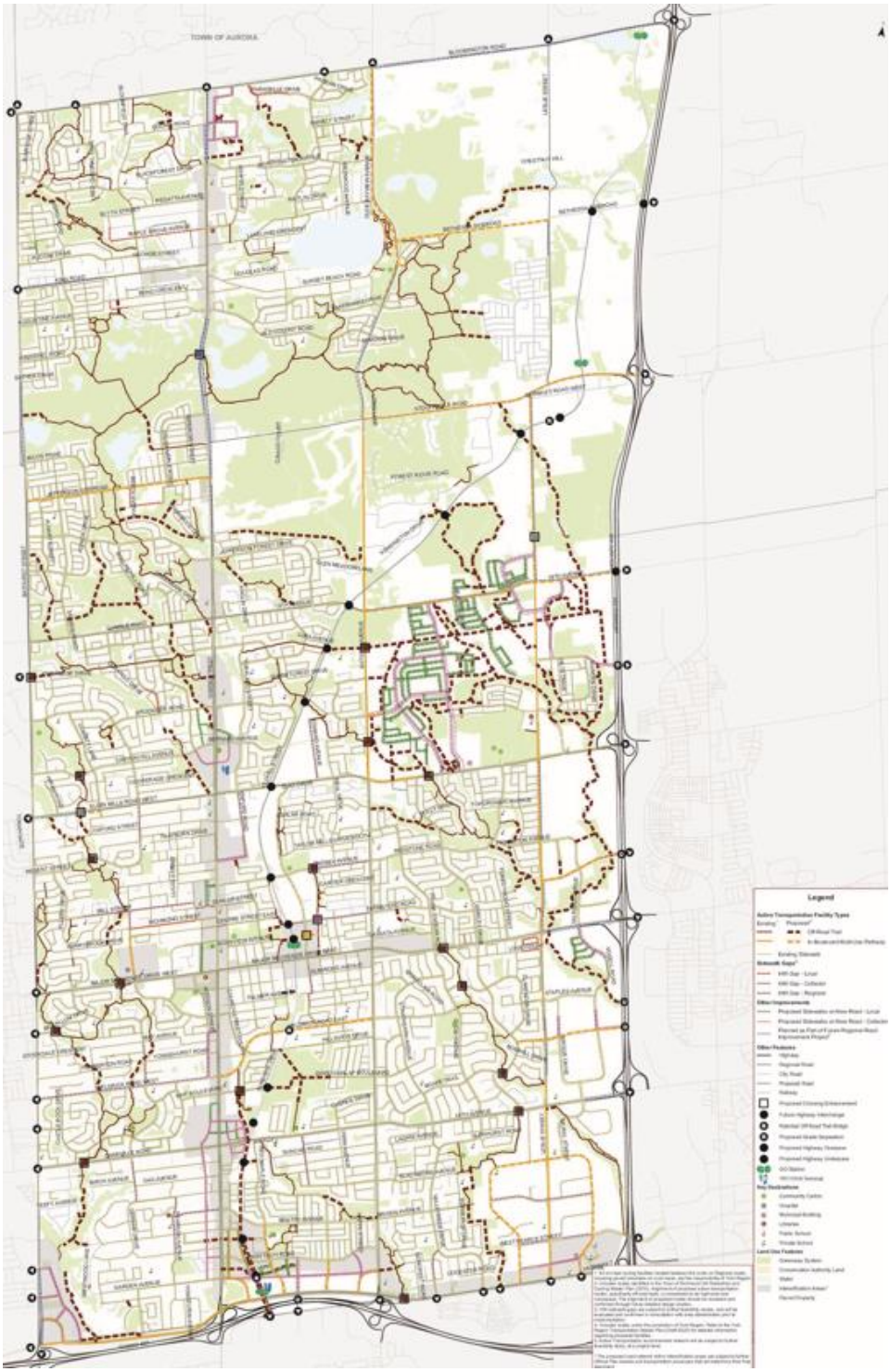
Figure 3-8 - Active Transportation - Existing and Proposed Facilities

Source: Transportation Master Plan 2023, Appendix D – page 8

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

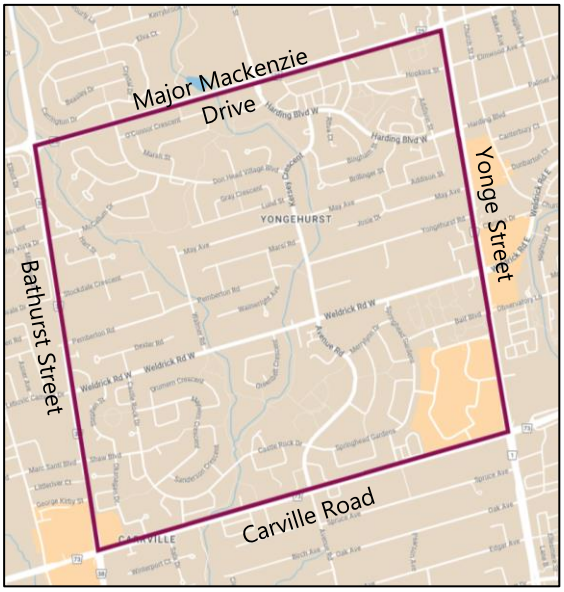
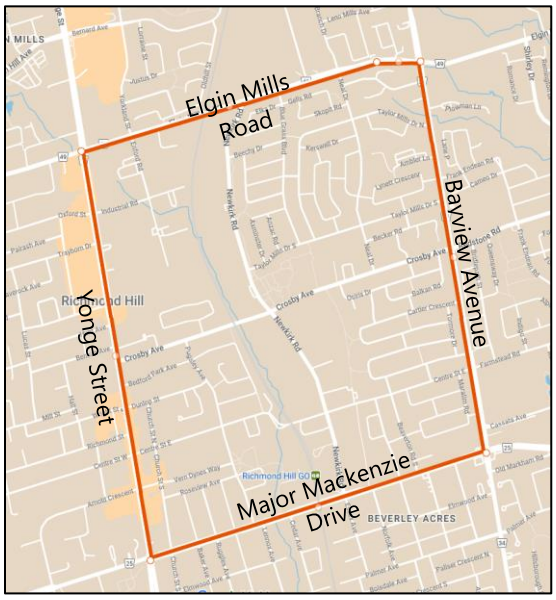


Figure 3-11: Area with higher road-connectivity



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	No additional parking is required for any additional residential units. 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.	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.
City of London	No additional parking is required for secondary units and further additional residential units. 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.	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

		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.
City of Mississauga	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.	Staff provided the following justifications to not require additional parking for additional residential units. 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
Town of Oakville	Draft zoning by-law amendment to permit four dwelling units per low-density residential property will not require additional parking on site	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

		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. 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.

		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.

(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

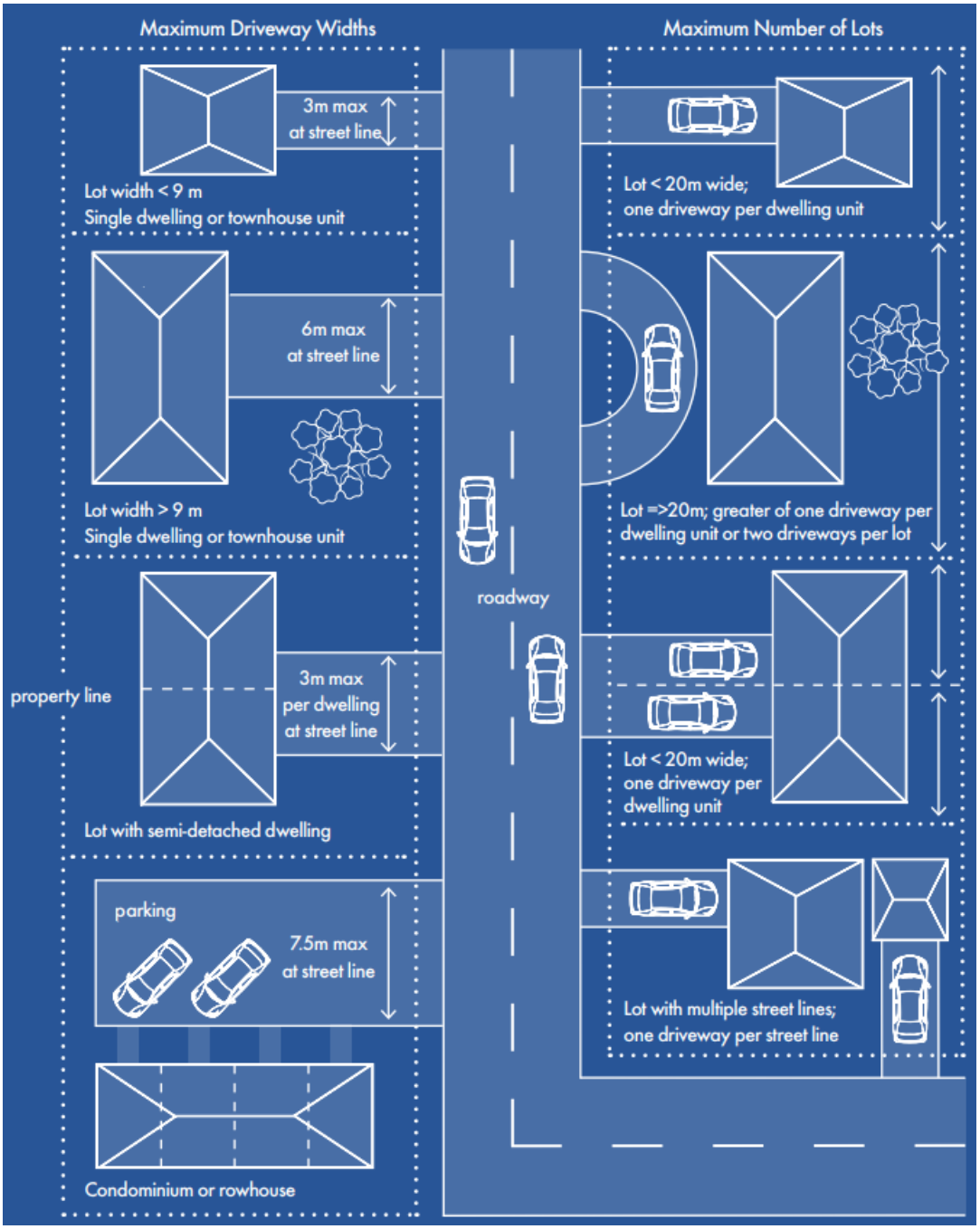
(source: City of Peterborough Guide to Building Additional Residential Units and Legalizing Existing Units, page 6)

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)

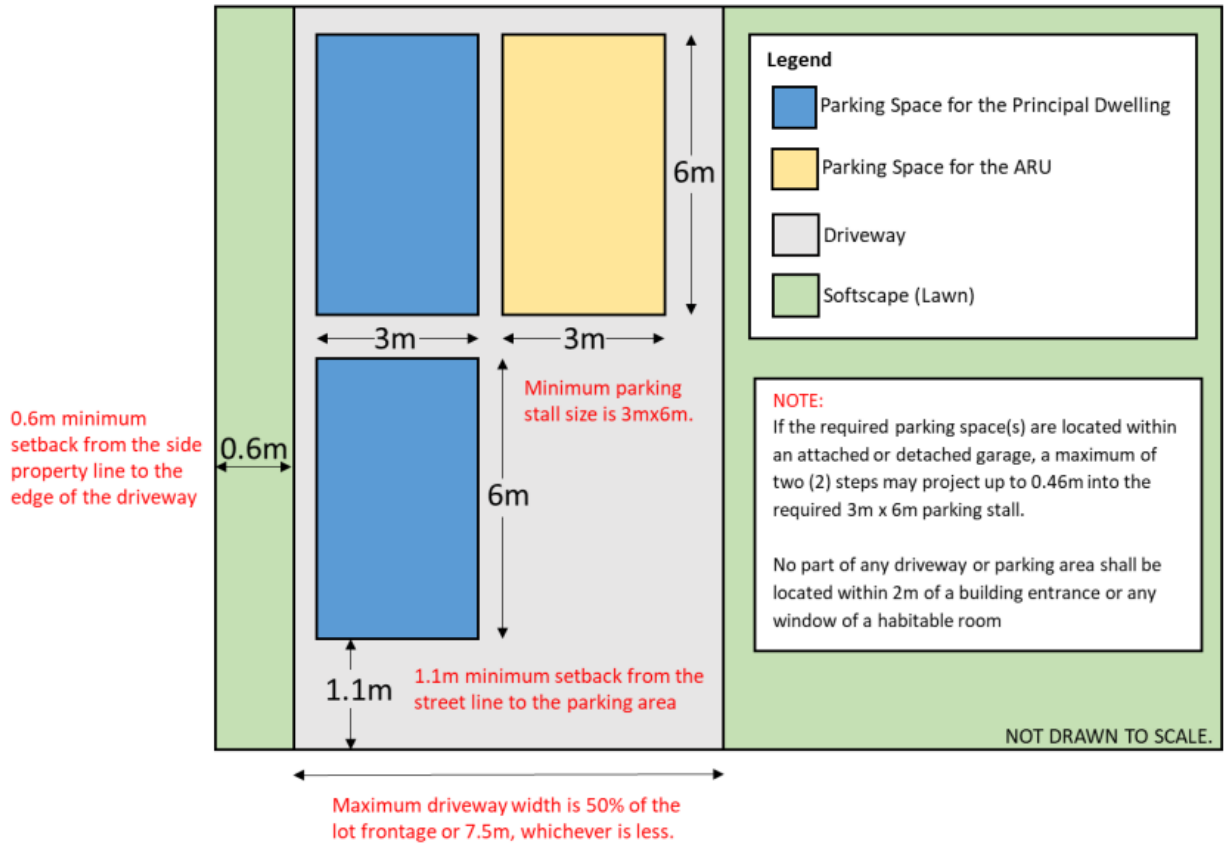
4.2.2 Guelph/Eramosa Township

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

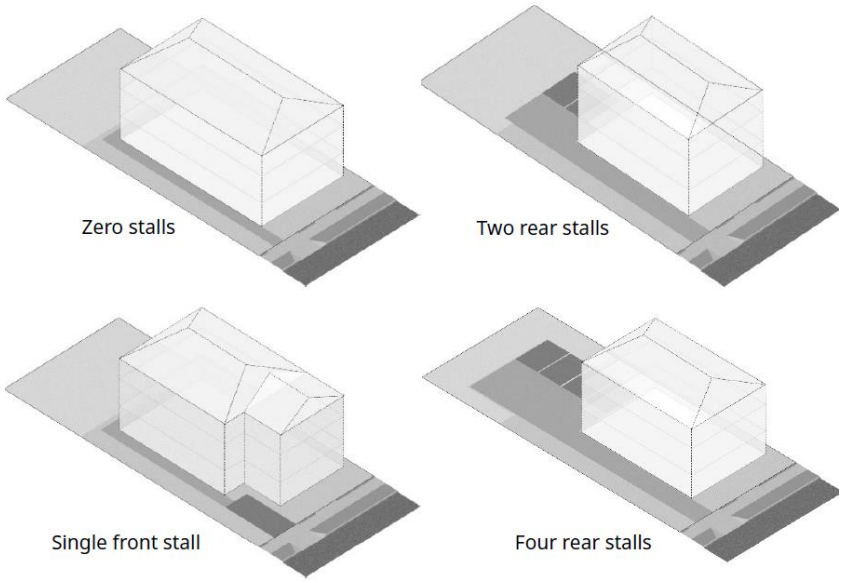
British Columbia is experiencing a similar housing crisis as Ontario and has introduced legislation to build more housing faster. In November of 2023, the British Columbia government announced a new legislation that would override municipal governments and allow up to four units per single-family residential 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 sitting 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

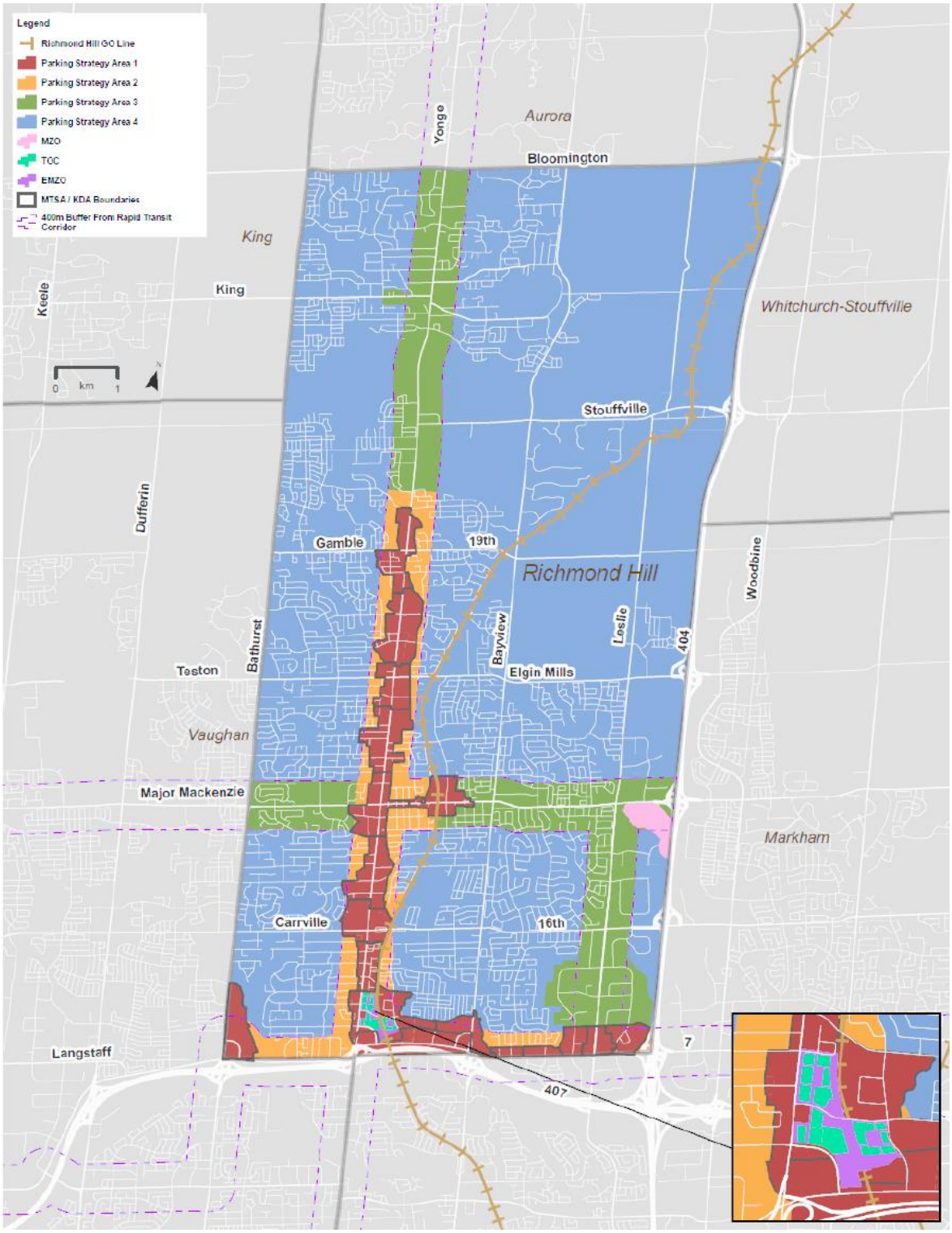
The following section summarizes the transportation and parking recommendations to ensure that Richmond Hill is prepared to accommodate multiplexes.

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, and are consistent with the City's Parking and TDM Strategy for Developments, final Recommendations Report, dated August 20, 2024.

A progressive increase in parking rates will apply to all four parking strategy areas based on their unique context. Parking Strategy Area 1 comprises of the MTSAs, whereas Parking Strategy Area 2 is within 400m of the MTSAs. Parking Strategy Area 3 includes areas that are within 400m walking distance to rapid transit. Finally, 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. These requirements apply to lots containing Additional Residential Units and include any parking spaces serving the primary dwelling unit. For lots that only contain a primary dwelling unit and no ARUs, the parking requirements in the parent zoning by-law prevail.

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 one (1) or two (2) Additional residential units	0	1 (1)	1 (1)	2 (1)(3)
Lot containing three (3) Additional residential units	0	1 (1)	2 (1)(3)	3 (1)(2)(3)

(1) See subsection 3.w(ii) for exceptions.
(2) See subsection 3.w(iii) for exceptions.
(3) See subsection 3.w(iv) for exceptions.

i. Notwithstanding subsections 3.w(i) 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.
ii. Notwithstanding subsection 3.w(i) of this amending by-law, where a lot has a frontage of less than 9.0 metres, no more than two (2) parking spaces may be required.
iii. Notwithstanding subsections 3.w(i) and 3.w(iii) of this amending by-law, where the Zoning By-laws require a minimum of one (1) parking space for the primary dwelling, then a minimum of one (1) parking space shall be required for a lot containing one (1) or more Additional Residential Units.
iv. 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.
v. Within a common element condominium, the required parking spaces shall serve exclusively the primary dwelling unit.

vi. 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.
vii. Parking spaces may be arranged in tandem.
viii. With respect to lands shown on Schedules "B – Area 1", "B – Area 2", and "B – Area 3" 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.

5.2.1 Additional considerations

Parking rates for single dwellings, as required by 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 will be facilitated through an automatic exemption allowing for two (2) parking spaces to be provided instead of three (3).

5.2.2 Parking Rate Justifications per Area

The proposed rates are informed by industry standards for additional residential units, provincial and municipal transportation and land use policy aims, assessment of existing and planned parking, transit network, and active transportation infrastructure, transportation demand management measures, traffic analysis, as well as a peer city review. The rates are further explained below:

Parking Strategy Area 1

PSA 1 represents the 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.

Parking Strategy Area 2

PSA 2 is near MTSAs and within 400m walking distance of the rapid transit corridor at Yonge Street and Major MacKenzie Drive. This area is considered well-served by transit, however transit accessibility is slightly lower than in MTSAs. Based on these circumstances the minimum parking requirement for one to two Additional Residential units is one parking space. This requirement stays the same for a third additional residential unit.

Parking Strategy Area 3

PSA 3 is located around the transit corridors. For multiplexes, the minimum parking requirement for the first and second additional residential unit amounts to a combined 1 parking space. If a third additional residential unit is 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 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.

Parking Strategy Area 4

PSA 4 represents the 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 one or two additional residential units are provided, the minimum parking space requirement is 2 spaces. In the case of a third additional residential unit 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** and a **market-based approach** to the provision of parking in residential areas. The reduced parking requirements would leave more developable space for larger, more livable units and would provide flexibility during a housing crisis. However, 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. Generally, standard to wide lots can accommodate a double garage and driveway, which allows 4 parking spaces. The reduced rates provide flexibility to recapture some of that lot area for housing instead of vehicle storage, at rates acceptable by the market, property owners and prospective residents.

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 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. In addition, the reduced parking rates could also provide the flexibility to recapture some of the existing parking/garage space for housing instead of vehicle storage.

5.3 BIKE PARKING

In addition to the parking rates presented in **Table 5-1** above, we recommend adding bicycle parking requirements within MTSAs 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 MTSAs 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 84-03

In addition, in accordance with By-law 84-03, parking on driveways shall be permitted and driveways shall count as parking spaces.

5.4.2 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.

5.4.3 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 over time. 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 strategy areas 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	1	1	2
Lot containing 3 Additional residential units	0	1	2	3

(*) Please see provisions presented in section 5.2.

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.

Finally, TYLin highlights 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.

APPENDIX A

Richmond Hill Parking By-law Extracts

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	Column 1 Description of Offence	Column 2 Provision Creating or Defining Offence	Column 3 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	Column 1 Description of Offence	Column 2 Provision Creating or Defining Offence	Column 3 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	Column 1 Description of Offence	Column 2 Provision Creating or Defining Offence	Column 3 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:

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 plus one additional space for every 100 parking spaces (or any portion thereof) 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

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.)