

# **Amendment 59 to the Richmond Hill Official Plan**

December 11, 2024

## Table of Contents

<b>Title</b>	<b>Page</b>
Certification Page	(iii)
Adopting By-law	(iv)
<b>Part One – The Preamble</b>	
1.1 Purpose	2
1.2 Location	2
1.3 Basis	2
1.4 Implementation	3
<b>Part Two – The Amendment</b>	
2.1 Introduction	4
2.2 Details of Amendment	4

# **Richmond Hill Official Plan**

## **Official Plan Amendment 59**

The attached and explanatory text constitute Amendment No. 59 to the Richmond Hill Official Plan.

This amendment was prepared and recommended by the Richmond Hill Council and was adopted by the Council of the Corporation of the City of Richmond Hill by By-law No. 146-24 in accordance with Section 17 of the Planning Act on the 11<sup>th</sup> day of December, 2024.

---

**David West**  
**Mayor**

---

**Stephen M.A. Huycke**  
**City Clerk**

# **The Corporation of the City of Richmond Hill**

## **By-Law No. 146-24**

A By-law to Adopt Amendment 59 to  
The Richmond Hill Official Plan

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

1. That Amendment 59 to the Richmond Hill Official Plan, consisting of the attached Part Two is hereby adopted.
2. This by-law shall come into force and take effect on the day of the final passing thereof.

**Passed this 11<sup>th</sup> day of December, 2024.**

---

**David West**  
**Mayor**

---

**Stephen M.A. Huycke**  
**City Clerk**

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

**Part Two - The Amendment**, consisting of text, constitutes Amendment 59 to the Richmond Hill Official Plan.

## **Part One – The Preamble**

### **1.1 Purpose**

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

### **1.2 Location**

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

### **1.3 Basis**

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

- Provisions of the *Planning Act, 1990*, which authorize municipalities to identify and delineate the boundary of protected major transit station areas (PMTSAs), and to identify land uses, as well as the minimum and/or maximum density and/or heights of buildings or structures on lands within PMTSAs (s.16(16) and (21)).
- Policies of the *Provincial Planning Statement, 2024* (PPS), which encourage the permitting and facilitation of all types of residential intensification in order to meet the housing needs of current and future residents; (2.2)
  - OPA 59 promotes increased densities in identified intensification areas in order to encourage the efficient use of land, resources and infrastructure as delineated within the PPS. By prioritizing intensification in areas which are in proximity to higher-order transit like bus rapid transit, the amendment also satisfies PPS requirements for the facilitation of transit-supportive development.
- Policies of the *Oak Ridges Moraine Conservation Plan, 2017* (ORMCP), which encourage the containment of urban growth within designated

Settlement Areas in order to minimize impacts to ecological functions and hydrological features of the area;

- The purpose of Settlement Areas in the ORMCP is to focus urban growth by promoting the efficient use of land with transit-supportive densities. This is done through intensification and redevelopment within existing urban areas. In allowing greater densities within Settlement Areas, OPA 59 minimizes the encroachment of development towards environmentally-sensitive lands.
- Policies of the *York Region Official Plan, 2022*, which directs that the highest level of this intensification occur within Regional Centres and MTSA's along Regional Corridors;
  - OPA 59 will allow for the development of more housing in intensification areas with excellent access to public transit. The Regional Official Plan calls for a minimum of 50% of residential development between 2021 and 2041 to occur through intensification. Furthermore, the Regional Official Plan directs that the Official Plan provide direction regarding built form and scale of development to support and implement the Regional intensification hierarchy, which this amendment provides.
- The proposed amendment is also informed by consultation the City has undertaken to date in relation to the Housing Accelerator Fund (HAF) project. This consultation is documented in an Engagement Summary Report;
  - OPA 59 will help meet the housing needs of residents, while providing appropriate built form transition from higher-density areas to lower-density areas.

## 1.4 Implementation

The amendment will be implemented through Zoning By-law Amendment No. 144-24.

## Part Two - The Amendment

### 2.1 Introduction

All of this part of the document entitled **Part Two – The Amendment**, consisting of the following text in Section 2.2 constitutes Amendment 59 to the Richmond Hill Official Plan.

### 2.2 Details of the Amendment

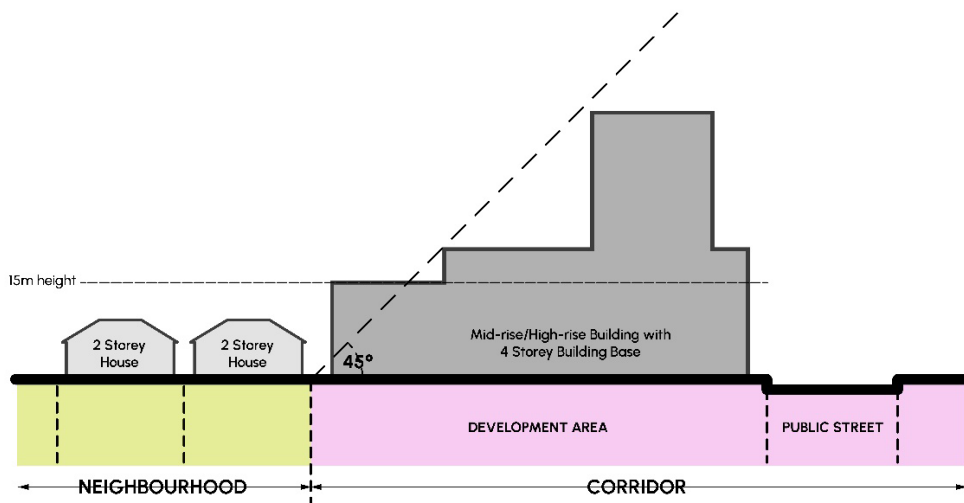
The Richmond Hill Official Plan is amended as follows:

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

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

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

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





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

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

“A maximum base building height of 4 storeys;”

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

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

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

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

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

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

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

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

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

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