



Staff Report for Council Public Meeting

Date of Meeting: December 10, 2024

Report Number: SRPBS.24.124

Department: Planning and Building Services

Division: Development Planning

Subject: **SRPBS.24.124 – Request for Comments –
Comprehensive Zoning By-law Project (Phase
1A) – City of Richmond Hill – City File MZBA-23-
0001**

Purpose:

A request for comments concerning the first draft of Phase 1A of the Comprehensive Zoning By-law for the City of Richmond Hill with respect to the Yonge Street and Carrville/16th Avenue Key Development Area, Village Local Centre, Newkirk Local Centre and the Oak Ridges Local Centre.

Recommendation:

- a) That Staff Report SRPBS.24.124 with respect to the first draft of Phase 1A of the Comprehensive Zoning By-law for the City of Richmond Hill regarding the Yonge Street and Carrville/16th Avenue Key Development Area, Village Local Centre, Newkirk Local Centre and Oak Ridges Local Centre be received for information purposes only and that all comments be referred back to staff.

Contact Person(s):

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- Deborah Giannetta, Director, Development Planning, 905-771-5543
- Gus Galanis, Commission, Planning and Building Services, 905-771-2465

Report Approval:

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

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Location Map:



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Key Messages:

- staff initiated the Comprehensive Zoning By-law Project in 2018 (the “Project”) to undertake a review of the City’s existing parent Zoning By-laws with the goal of preparing a new Comprehensive Zoning By-law for the City of Richmond Hill;
- subsection 26(9) of the *Planning Act* directs that municipalities amend all zoning by-laws that are in effect in the municipality by no later than three (3) years following a revision to the City’s Official Plan pursuant to Section 26 of the *Planning Act*. At the time of writing of this report, an update to the City’s Official Plan is underway;
- on September 25, 2024, Council endorsed four (4) Strategic Direction Reports (“SDRs”) prepared by the City’s Consultant, R.E. Millward and Associates (the “City’s Consultant”) along with the City of Richmond Hill Parking and Transportation Demand Management Strategy for Developments (the “PTDMS”) and the Comprehensive Zoning By-law Consultation and Engagement Plan” (refer to Appendix “A”) to guide the development of the first phase of the Comprehensive Zoning By-law (“CZBL”);
- the CZBL is proposed to be drafted in two (2) phases. Phase 1A of the CZBL addresses four (4) intensification areas within the City, including the **Yonge Street and Carrville/16th Avenue Key Development Area**, the **Village Local Centre**, **Newkirk Local Centre** and the **Oak Ridges Local Centre** whereas Phase 1B will address lands located within the **Neighbourhood** designation and is scheduled to commence in 2025;
- the drafting of Phase 1A and Phase 1B of the CZBL are deliverables included in the City’s Housing Accelerator Fund (HAF) Action Plan which aims to increase the supply of housing, including affordable housing across the City. Under the HAF Agreement with the Federal Government, the City is required to comply with all terms and conditions in order to remain eligible to receive funding disbursements over the next (3) three years in order to further support increasing the supply of housing in the City; and,
- the City’s Consultant has prepared the first draft of Phase 1A of the CZBL which is the subject of this report for comments and feedback from members of Council and the public pursuant to the statutory Public Meeting and associated notice requirements of the *Planning Act*.

Background:

City staff initiated the Project in 2018 and undertook a review of the City’s existing zoning by-laws, which comprise approximately 40 parent by-laws, with the goal of preparing a new consolidated CZBL to implement the current policies and vision for the City as set out in the Plan. Accordingly, the objective of the CZBL Project is to develop a consolidated and Comprehensive Zoning By-law for the City that is:

- user-friendly, and easy to administer, enforce and understand;
- reflective of current and emerging planning and development practices and trends;
- and,

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- fully accessible online in an interactive format.

The Project is comprised of four (4) phases, which are summarized as follows:

- **Phase 1:** Background Research, which comprised a detailed review of the City's existing Zoning By-laws, the preparation of technical papers concerning various zoning matters, the preparation of building typology studies, and stakeholder and public consultations;
- **Phase 2:** Strategic Directions, which entailed the preparation of four (4) SDRs addressing the format, structure and layout of the CZBL as well as zoning for the **Neighbourhoods**, the four (4) intensification areas, and parking and loading. The SDRs are intended to inform and provide a framework for the drafting of the CZBL;
- **Phase 3:** Drafting of the Comprehensive Zoning By-law, which will focus on the preparation of the CZBL and is presently underway, as set out in this report; and,
- **Phase 4:** Approval and Appeals, which will address the approval of the CZBL and any appeals that may arise.

As of the date of writing of this report, Phase 1 of the Project is complete, and Phase 2 has been partially completed with respect to the four (4) intensification areas to be considered within Phase 1A of the CZBL. Accordingly, the purpose of this report is to seek comments from Council and the public with respect to the proposed first draft of Phase 1A of the Comprehensive Zoning By-law for the City of Richmond Hill pursuant to the statutory Public Meeting and associated notice requirements of the *Planning Act*.

Strategic Directions, Parking and Transportation Demand Management Strategy for Developments and Consultation and Engagement Plan for the CZBL

On September 25, 2024, Council endorsed Staff Report [SRPBS.24.086](#) concerning the four (4) SDRs to guide the drafting of the CZBL as well as the PTDMS and the Consultation and Engagement Plan for the CZBL (refer to Appendix A). The City's Consultant prepared the following SDRs to guide and inform the drafting of Phase 1A of the CZBL:

- SDR 1: CZBL Framework, Design, Phasing and Implementation;
- SDR 2: Zoning for the City's **Neighbourhoods**;
- SDR 3: Zoning for the **Yonge Street and Carrville/16th Key Development Area; Village Local Centre, Oak Ridges Local Centre** and the **Newkirk Local Centre**; and,
- SDR 4: Zoning for Parking and Loading.

A detailed outline of the findings and recommendations of each of the four (4) SDRs approved by Council was provided in Staff Report [SRPBS.24.086](#).

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The Consultation and Engagement Plan identified stakeholders that may have an interest in and/or will be impacted by the first phase of the CZBL. Accordingly, engagement with key audiences through a series of virtual and in-personal open houses, workshops, meetings involving specific groups, and a statutory Council Public Meeting were recommended and have been undertaken to date for this phase of the Project. In this regard, the City has hosted two Public Open Houses as part of Phase 2 of the Project for input on the draft recommendations from the SDRs and PTDMS and to provide information to the public regarding the drafting the CZBL. The first Public Open House (“first Open House”) was held at the Bayview Hill Community Centre on June 24, 2024 to seek input regarding areas and matters to be addressed within the first phase of the drafting of the CZBL. A detailed overview of comments received at the first Open House was set out in Staff Report [SRPBS.24.086](#).

A subsequent Public Open House (“second Open House”) was held virtually on October 17, 2024 to seek further input from members of the public regarding the drafting of Phase 1A of the CZBL. Approximately thirty-four (34) members of the public attended. Outlined below is an overview of comments and areas of concern identified at the second Open House:

- the impact of recent Provincial legislative changes on the SDRs and the Project;
- waste management and parking matters as it relates to the HAF initiative;
- the prohibition of drive-through facilities to support a pedestrian character;
- the importance of transition of uses and achieving compatibility with respect to the adjacent low-density residential areas;
- urban design standards, such as:
 - maximum and minimum building heights;
 - angular plane measurements;
 - built form;
 - character;
 - setbacks;
 - step-backs;
 - windows, doors, finishes and materiality;
 - canopies to support weather protection within the pedestrian realm; and,
 - the integration of gathering spaces at key intersections.
- the importance of preserving the heritage character of the **Village Local Centre**, including the feasibility of applying regulations to govern built form and development standards that are contextually appropriate;
- the recommendations of the Council-endorsed SDRs, including but not limited to the following:
 - Floor Space Index (“FSI”);
 - maximum height;
 - angular plane measurement;
 - transparency and glazing;
 - commercial gross floor area;
 - outdoor amenity space; and,

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- maximum building lengths.
- the future subway extension in relation to the **Yonge Street and Carrville/16th Avenue KDA**;
- the location of parking areas, including provisions related to below-grade and above-grade parking; and,
- site-specific exceptions.

At the time of writing of this report, a consultation meeting has been scheduled with representative(s) from the Mississaugas of Scugog Island First Nation.

Discussion:

Legislative and Policy Regime

Subsection 26(9) of the *Planning Act* requires that no later than three (3) years after an update to the City's Official Plan (the "Plan") comes in effect, Council shall amend all Zoning By-laws within the municipality in order to bring them into conformity with the Plan. This requirement is supported in **Section 5.6** of the Plan, wherein it is stipulated that the City shall prepare a new comprehensive Zoning By-law no later than three (3) years after the adoption of the Plan, which shall establish land use zones that will permit the types of uses as well as appropriate development standards, among other standards and provisions necessary for the implementation of the Plan. Accordingly, outlined below is the summary of the update to the City of Richmond Hill Official Plan ("Official Plan Update") as well as the applicability of the Regional Official Plan (the "ROP") in relation to the CZBL as proposed by this report.

City of Richmond Hill Official Plan Update

In 2019, the City initiated the Official Plan Update which is still ongoing at the time of writing this report. It is important to note that since the initiation of the Official Plan Update, the Provincial Policy Statement (2020) and the Growth Plan of the Greater Golden Horseshoe (2019) ("Growth Plan") have been replaced by the Provincial Planning Statement (2024) ("PPS, 2024"), which came into effect on October 20, 2024. The PPS, 2024 outlines Provincial policy direction on key land use planning issues, including matters related to housing, available land for development, economic development, planning for appropriate transportation, water, sewer and other infrastructure, environmental protection and protection of important resources, engagement with Indigenous communities, and hazards. All decisions affecting planning matters shall be consistent with the minimum standards set out in the PPS, 2024.

Among the updates to the Plan, Official Plan Amendments ("OPAs") 18.7 and 18.8 regarding the **Newkirk Local Centre** and the **Oak Ridges Local Centre**, respectively, were adopted by Council at its meeting on November 22, 2023 and subsequently, OPAs 18.5 and 18.6 regarding the **Yonge and Carrville/16th Avenue Key Development Area ("KDA")** and the **Village Local Centre**, respectively, were adopted by Council at a Special Council Meeting held on November 29, 2023. Each of the adopted OPAs

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implemented the Provincial, Regional and City policies and direction that were in force at the time of adoption and were intended to provide specific policy direction for the identified areas of the City. It is important to note that OPA 18.7 is in full force and effect; however, OPAs 18.5, 18.6 and 18.8 have been appealed to the OLT and a resolution remains outstanding at this time.

The following sections provide an overview of the vision and key policy directions for each of the four (4) intensification areas that have been considered as part of Phase 1A of the drafting of the CZBL:

Yonge Street and Carrville/16th Avenue KDA

OPA 18.5 sets out detailed policy direction and a long-term planning vision for the **Yonge Street and 16th Avenue/Carrville KDA**, including adjustments to the boundaries of the **KDA**. The **KDA** encompasses the lands generally located north of Oak Avenue, south of Baif Boulevard, east of Springhead Gardens and west of the Canadian National Rail (refer to Map 1).

The vision for the **KDA**, as set out in OPA 18.5, is to promote “*a community that is walkable, sustainable, green and vibrant, with a pedestrian-friendly and shopping focus*”. The **KDA** will continue to function as a retail and commercial node, while the policies of OPA 18.5 support opportunities for a greater mix of uses, as well as investments in transit infrastructure. To support the vision of the **KDA** as a mixed-use urban centre, uses contemplated within the **KDA** include high and medium density residential, major office and office, commercial, retail and major retail, community uses, parks and urban open spaces, and live-work units subject to additional policy criteria as outlined in the Plan. Furthermore, OPA 18.5 identifies the need for new school facilities, which are encouraged to integrate with development.

The lands within the **KDA** form part of three major transit station areas (“MTSAs”) as set out in the ROP, which are identified as the following: #39 16th-Carrville BRT Station, #41 Bantry-Scott BRT Station, and #51 Weldrick BRT Station MTSAs. The policies of the ROP direct that MTSAs #39 and #51 shall provide for a minimum density target of 200 people and jobs per hectare, whereas MTSA #39 shall provide for a minimum density target of 300 people and jobs per hectare. Potential future service by GO Transit and/or a TTC subway station is planned for this area of the City.

OPA 18.5 establishes policies with respect to the provision of at-grade non-residential uses, the retention of commercial, retail and office use gross leasable floor area, minimum and maximum site density, and both minimum heights and maximum heights for street wall and base buildings, among other matters. The tallest heights are envisioned to be directed to the intersection of Yonge Street and Carrville Road/16th Avenue and to the lands adjacent to the future GO Transit and TTC subway stations; however, as set out in the policies of OPA 18.5, the maximum height of a building within the **KDA** is to be regulated on the basis of not exceeding the allocated maximum density as well as the application of the required 45 degree angular plane, in addition to

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other placemaking policies of the Plan. In consideration of the vision for the **KDA**, OPA 18.5 outlines specific policies applicable to interim non-residential development, which are intended to support the temporary retention and expansion of existing retail and commercial uses.

Further, OPA 18.5 outlines policies to guide the design elements, built form and public realm within the **KDA**. Specifically, the policies within OPA 18.5 provide direction on the creation of a gateway at the intersections of Yonge Street and Carrville Road/16th Avenue, promotion of a high-quality streetscape, transportation infrastructure, connectivity and street networks, parks, paths and open spaces, and the location and integration of future transit facilities. OPA 18.5 further provides for a market promenade to be located within the northwest and northeast quadrants of the **KDA**, which shall support this corridor as a pedestrian-focused area with grade-related retail and commercial uses, including within floors above grade where feasible.

Oak Ridges Local Centre

OPA 18.8 establishes policy direction and a long-term planning vision for the **Oak Ridges Local Centre** (“Oak Ridges LC”), including adjustments to the boundaries of the **Oak Ridges LC**. The **Oak Ridges LC** encompasses lands on Yonge Street generally located between Old Colony Road and Bloomington Road as well as lands located both north and south of King Road, east of Parker Avenue (refer to Map 4).

The section of Yonge Street within the **Oak Ridges LC** is defined as a **Regional Corridor** in accordance with the ROP, which is envisioned to accommodate a diverse and compatible mix of land uses; however, the lands within the **Oak Ridges LC** do not include any of the MTSAs identified within the ROP. Accordingly, OPA 18.8 sets out the vision for the **Oak Ridges LC**, which is intended to be developed as *“an active community with a ‘modern town’ feel located on the Oak Ridges Moraine that is green, connected to nature, clean and safe with a walkable and sustainable main street”* with an “environment-first” approach. The overarching character for the **Oak Ridges LC** is envisioned to accommodate predominantly low-rise to mid-rise, pedestrian-oriented and mixed-use development with opportunities for aging in place.

As set out in OPA 18.8, land uses contemplated within the **Oak Ridges LC** include high and medium-density residential, office, commercial, retail, automotive service commercial, community uses, live-work units and parks and urban open spaces subject to additional policy criteria. To support a mix of uses within the **Oak Ridges LC**, OPA 18.8 contains policies that require retention of the existing non-residential gross leasable floor area as well as policies requiring non-residential uses at-grade along Yonge Street. In addition, office uses are encouraged to be located at and/or within floor above grade within the **Oak Ridges LC**.

OPA 18.8 contains policies prescribing maximum site density, minimum and maximum building heights, including maximum base building heights, the establishment of a gateway focal point at Yonge Street and Bloomington Road, transportation networks,

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access and connectivity, and the provision of urban plazas, among other policy directions. Pursuant to **Policy 4.3.2.2(1)** of the Plan, development shall enhance the character and identity of the **Oak Ridges LC** through a combination of landscaping, site and built form design. This policy also identifies an objective of maintaining skyline views to the south, views and connections to natural features and low impact development technologies. Built form shall provide limited setbacks to Yonge Street to support the streetscape and a pedestrian-oriented main street character. Lastly, development is to provide a transition to compatible built form with respect to adjacent to low-rise residential areas.

The **Oak Ridges LC** is located on the Oak Ridges Moraine and is located within the *Settlement Area* in accordance with the *Oak Ridges Moraine Conservation Plan*, wherein the purpose of the *Settlement Area* is to focus and contain growth. In addition, the **Oak Ridges LC** land use designation contains a portion of the **Special Policy Area** pursuant to Schedule A7 of the Plan. **Special Policy Areas**, which are associated with a unique set of policies as set out in the Plan, have been recognized for areas that have historically existed within the floodplain and where strict adherence to the applicable Provincial regulations would result in hardships. It should be noted that in June, 2021, Council adopted Official Plan Amendment 22 (“OPA 22”) and an associated Zoning By-law Amendment to update the policies and boundaries of the City’s **Special Policy Areas**. Both OPA 22 and the associated by-law were appealed to the Ontario Land Tribunal (“OLT”) and as of the time of writing of this report, this matter remains subject to appeal. On the basis of an outstanding decision by the OLT, lands that are presently located within the **Special Policy Area** are not proposed to be zoned in accordance with Phase 1A of the CZBL.

Village Local Centre

OPA 18.6 establishes detailed policy direction and a long-term planning vision for the **Village Local Centre** (“Village LC”). Furthermore, OPA 18.6 renames the former **Downtown Local Centre** land use designation as the **Village Local Centre**, together with readjustments to the boundaries of the **Village LC** and a redesignation of lands at the north and south ends of the former **Downtown Local Centre** to the **Regional Mixed Use Corridor** designation. In this regard, the **Village LC** encompasses the lands generally located on and surrounding Yonge Street between Major Mackenzie Drive and Benson Avenue/Crosby Avenue (refer to Map 2).

OPA 18.6 sets out the vision for the **Village LC** as a *“Village within the City that is vibrant, walkable, accessible and green; and that provides opportunities for entertainment, community gathering and events, and to appreciate the City’s history and diversity”*. In this regard, the **Village LC** is envisioned to continue its function as a complete community that offers a mix of uses, opportunities for aging in place and a historic main street character, while accommodating a scale of intensification that is subordinate to the City’s **Key Development Areas** and generally less than the adjacent **Regional Corridor** designations. The lands encompassed within the **Village LC** form part of two MTSAs, as set out in the ROP, which are identified as the following: #45

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Crosby BRT Station and #48 Major Mackenzie BRT Station MTSAs. The policies of the ROP direct that each of these MTSAs shall provide for a minimum density target of 160 people and jobs per hectare.

Land uses contemplated within the **Village LC** include high, medium and low-density residential, office, commercial, retail, community uses, parks and urban open spaces and live-work units subject to specific policy criteria. To support the vision for the for the **Village LC**, OPA 18.6 contains policies that require retail, commercial or community uses to be provided at-grade along Yonge Street and Major Mackenzie Drive as well as encouraging such uses to front onto existing or planned public parks and plazas. Development shall be required to retain or exceed the existing gross leasable floor area that is devoted to non-residential uses. Additionally, office uses are encouraged to be provided at and/or above grade to support employment opportunities within the **Village LC**.

It is intended that the character and identity of the **Village LC** shall be reinforced and enhanced through appropriate height, massing and architectural elements. OPA 18.6 provides policy direction on minimum and maximum site density, minimum and maximum building heights, including maximum street wall and base building height, connectivity, transportation and street networks, and the creation of recesses and street wall breaks to allow for pedestrian amenities and connectivity, among other matters. In order to support compatibility, OPA 18.6 sets out specific criteria applicable to non-residential development abutting lands located within the **Neighbourhood** designation. OPA 18.6 also establishes area-specific angular plane requirements, whereby development on Yonge Street shall maintain a 45 degree angular plane projected from the opposite side of Yonge Street; development fronting onto Church Street shall maintain a 30 degree angular plane projected from the opposite side of Church Street.

Newkirk Local Centre

OPA 8.7 establishes detailed policy direction and a long-term planning vision for the **Newkirk Local Centre** (“Newkirk LC”). Furthermore, OPA 18.7 redesignates the former **Newkirk Local Development Area** to the **Newkirk LC** therefore establishing permissions for increased intensification within the area, together with readjustments to the boundaries of this designation. In this regard, the **Newkirk LC** encompasses lands surrounding the intersection of Major Mackenzie Drive East and Newkirk Road, generally located south of Centre Street, west of Norfolk Avenue, north of Elmwood Avenue and Pugsley Avenue (refer to Map 3). The **Newkirk LC** forms part of the lands identified as an MTSA, known as #50 Richmond Hill GO Station, which shall accommodate a prescribed minimum density of 150 people and jobs per hectare in accordance with the ROP.

OPA 18.7 defines the vision for the **Newkirk LC** to support the creation of an *“affordable, livable, mixed-use community anchored by a transition station that connects commuters from across the City”*. Accordingly, OPA 18.7 identifies three distinct character areas for the **Newkirk LC**, comprising unique built form, mixes of uses and

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character. In this regard, the Northern Character Area, which comprises the lands north of Major Mackenzie Drive and east of the Railway corridor, shall be developed as a transit-oriented, mixed-use area containing the GO transit station and a focus on employment uses; the Southern Character Area, which comprises the lands south of Major Mackenzie Drive and east of the Railway corridor, is planned as a transitional area largely characterized by low and mid-rise residential development; the Western Character Area, which comprises the lands located west of the Railway corridor, is envisioned to continue as a largely residential area characterized by apartment forms of dwellings.

Uses contemplated within the **Newkirk LC** include high and medium-density residential, office, commercial, retail, automotive service commercial, community uses, parks and urban open space and live-work units subject to specific policy criteria. In support of the vision and functions of the **Newkirk LC**, OPA 18.7 contains policies requiring the provision of commercial, retail, office or community uses at-grade along Major Mackenzie Drive and Newkirk Road. Within the Northern Character Area, permissions for major office and major retail in compact urban form are contemplated and non-residential, employment-generating uses are required to be located beyond the ground floor, with a minimum of 0.5 FSI of the allocated density to be dedicated for non-residential uses.

OPA 18.7 provides further policy direction on minimum and maximum site density, minimum and maximum building heights according to the specific character area, maximum base building heights, the integration of uses with respect to structured parking, connectivity and transportation networks, and open spaces, among other matters. With respect to transition and compatibility, the policies of OPA 18.7 direct that building heights may progressively increase away from the **Neighbourhood** designation. OPA 18.7 also contains specific policies to address the interface of residential uses in proximity to the existing employment lands generally located to the north of the **Newkirk LC**.

York Region Official Plan

The York Region Official Plan (“ROP”) was adopted in June, 2022 and was approved by the Minister of Municipal Affairs and Housing in November, 2022. Subsequently, *Bill 185, Cutting Red Tape to Build More Homes Act* (“Bill 185”) received Royal Assent on June 6, 2024 and implemented various modifications to the Provincial planning policy framework. Among other matters, Bill 185 removed planning responsibilities under the *Planning Act* with respect to the Regional Municipalities of Peel, Halton and York as of July 1, 2024. Accordingly, York Region is no longer the approval authority for the Plan and its amendments and the York Region Official Plan (“ROP”) is now deemed to be an Official Plan of the City of Richmond Hill.

The ROP provides direction for growth and development across York Region (“Region”) for a planning horizon to the year 2051. In this regard, the ROP establishes an urban structure for the Region, including **Regional Centres** and **Corridors**, major transit

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station areas and **Local Centres**, among other areas of intensification to support the development of sustainable, compact and transit-supportive communities. The ROP directs growth and intensification, including a concentration of high density and mixed-use development to strategic growth areas comprising the **Regional Centres**, areas around subway stations, major transit station areas, **Regional Corridors**, **Local Centres** and **Corridors**.

In accordance with the ROP, MTSA's are envisioned to support existing and planned transit infrastructure and to accommodate a diverse range and mix of land uses, housing types, employment, active transportation amenities and activities. On the basis of their proximity to higher order transit facilities, MTSA's are planned to serve a key role within the Region's intensification strategy as appropriate locations along **Regional Corridors** for higher density, mixed-use and transit-oriented development. The policies of the ROP further direct that the built form and scale of development within MTSA's shall support and implement the Regional intensification hierarchy in alignment with the planned level of intensification as determined by the minimum density targets identified for each MTSA.

Overview of Draft 1 of Phase 1A of the Comprehensive Zoning By-law:

As identified in the sections above, the CZBL will be completed in phases, geographically and in alignment with the Plan update as well as in accordance with the City's Housing Accelerator Fund (HAF) commitments. On the basis of a phased approach to the Official Plan Update, Phase 1A is predicated and aligned with the OPAs brought forward to date as outlined above. The following outline provides a general overview of the geographic areas to be considered in association with each of the two planned phases for drafting of the CZBL:

Phase 1A:

- Yonge Street and Carrville/16th Avenue KDA;
- Village Local Centre;
- Newkirk Local Centre; and,
- Oak Ridges Local Centre.

Phase 1B:

- Neighbourhoods; and,
- Leslie Street Institutional Area.

Phase 2:

- Local Development Areas;
- Regional Mixed-Use Corridors;
- Local Mixed-Use Corridors;
- Employment Areas and Employment Corridors;

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- Greenway System; and,
- Utility Corridor.

The following sections provide a general overview of the proposed first draft of the CBZL proposed for Phase 1A (“draft CZBL”) (refer to Appendix B).

Form and Structure

As noted previously, the SDRs were intended to provide a guiding framework to inform the drafting of the first phase of the CZBL, including recommendations for the consideration of specific topics and issues as appropriate. In accordance with the SDRs, the draft CZBL follows a traditional Euclidean approach to land use permissions and shall include form-based regulations. In this regard, the draft CZBL is comprised of three (3) parts:

- **Part 1:** consists of Main Zoning By-law Regulations which includes an Administration Section that outlines matters related to the purpose, intent and interpretation of the CZBL (Section 1.0), Regulations Applicable to All Zones (Section 2.0), Local Centre and Key Development Area regulations, among other zone and specific use regulations (Sections 3.0 through 15.0), Automobile Parking, Bicycle Parking Space, Transportation Demand Management, and Loading Regulations (Section 16.0), and Definitions (Section 17.0).
- **Part 2:** contains site-specific exceptions; and,
- **Part 3:** consists of maps and schedules, including relevant overlays

Additional details regarding specific sections of the draft CZBL as they relate to Phase 1A are outlined in the sections below.

Definitions

The draft CZBL contains a list of defined terms and their associated meanings within the context of the CZBL. The inclusion of defined terms together with a descriptive explanation for the term provides clarity and consistency with respect to the interpretation of the related provisions, standards and regulations. Accordingly, Phase 1A of the CZBL is intended to include terms that are relevant for the implementation of this first phase of the CZBL; however, additional terms may be considered as the drafting of the CZBL progresses through future phases.

Regulations Applicable to All Zones and Specific Use Regulations

The draft CZBL proposes a section (Section 2.0) containing provisions applicable to all zones including, but not necessarily limited to, temporary construction and sales uses, non-complying lots, buildings and structures and lot conditions, further division of lots or blocks, common element condominiums, municipal services, public authority uses, accessory buildings and structures, and projection regulations. In addition to the foregoing, the draft CZBL proposes regulations applicable to specific uses (Section 15.0), including but not limited to home occupations and outdoor patios.

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Urban Design and Landscaping

The CZBL is intended to contain appropriate provisions that are necessary to implement the policies of the Plan and City objectives with respect to building and site design, placemaking, streetscape and pedestrian realm, transition to the City's **Neighbourhoods** and landscaping. In accordance with the recommendations of the SDRs, the CZBL will consider provisions with respect to minimum yards, step-backs, soft landscaping requirements, tower floor plates, building separations, base buildings, the application of an angular plane, among other requirements and regulations. It should be noted that the regulations and development standards outlined within the draft CZBL will continue to be reviewed and refined as the drafting of the CZBL progresses.

Area-Specific Zones

The draft CZBL identifies zones and regulations applicable to the **Yonge Street and Carrville/16th Avenue KDA** and the three (3) **LCs** that constitute Phase 1A of the CZBL. In this regard, the CZBL will provide for a range of residential and non-residential use permissions to support the planned mixed-use character of the four (4) intensification areas. Uses permitted within these areas of the City include residential uses, such as apartment and townhouse dwellings, commercial uses and specific community uses, subject to various locational and other criteria. In accordance with the policies of the Plan, the CZBL will impose appropriate criteria with respect to the locations of low and medium-density residential uses within the four (4) intensification areas, such as duplexes and townhouse dwellings, respectively. Regulations governing the retention of existing non-residential uses as well as provisions requiring the location of non-residential uses at-grade for various frontages will also be considered within the CZBL in accordance with the policies of the Plan.

The draft CZBL sets out development standard provisions for each of the four (4) intensification areas. In this regard, the draft CZBL proposes regulations pertaining to such matters as minimum lot frontage and lot area, maximum lot coverage, setbacks, maximum and minimum building height, maximum and minimum FSI, maximum base building heights, step-back requirements, among other provisions related to regulation of the size of lots and the size, placement, and height of buildings and structures. The provisions identifying both the maximum and minimum building heights and the provisions stipulating both maximum and minimum density (FSI) are proposed to be represented graphically on schedules appended to the CZBL in general alignment with the policies of the Plan for the respective intensification area. In this regard, it should be noted that only provisions stipulating minimum building height have been carried forward in the draft CZBL with respect to the **KDA**, in accordance with OPA 18.5.

Either two (2) and three (3) distinct zones have been created for each of the four (4) intensification areas. Each of the zones are associated with unique use permissions and zone-specific development standards in order to reflect the land use permissions contemplated in each of the OPAs. As it relates to the **Newkirk LC**, wherein OPA 18.7

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delineates three (3) Character Areas, the draft CZBL contemplates three (3) zones in order to align with these character areas.

It should be noted that additional regulations and provisions will be considered through the continued refinement of the CZBL. Following the receipt of comments from Council and members of the public, staff will continue to review and refine the draft CZBL with a focus on implementation of the vision established within the Plan. Policies within the Plan that remain under consideration with respect to their inclusion within the CZBL include, but are not limited to, the following matters:

- minimum percentage of units within high-density residential development containing three (3) or more bedrooms;
- uses excluded from minimum density requirements;
- regulations to address the proximity of residential uses within the **Newkirk LC** to existing employment uses;
- regulations specific to the Hillcrest Mall site within the **KDA** with respect to the retention of gross leasable floor area for non-residential uses;
- facilities related to planned transit service within the KDA; and,
- the interface of non-residential uses located within the Village LC with respect to lands located within the **Neighbourhood** designation.

Parking and Loading

Section 3.5 of the Plan establishes a mobility hierarchy that prioritizes sustainable modes of transportation, such as walking, cycling and public transit. The SDRs built upon **Section 3.5** of the Plan to provide more detailed direction for the CBZL to consider such matters as minimum and maximum parking rates, transportation demand management measurements, bicycle parking rates and provisions pertaining to loading. Additionally, the City's PTDMS informed many of the regulations, standards and rates that are reflected within the draft CZBL.

Further, the draft CZBL (Section 16.0) proposes minimum regulations and standards applicable to all automobile parking spaces, including minimum dimensions for a range of parking space types, parking structures and parking areas, parking and storage of commercial vehicles, driveways and aisles, among various other matters. The draft CZBL also proposes regulations and rates pertaining to the provision of bicycle parking, electric vehicles and e-bikes, loading spaces and associated facilities.

The draft CZBL proposes a geographic approach to regulating parking, wherein the draft CZBL proposes to establish tiered minimum and maximum automobile parking rates with respect to land use. The proposed tiers are intended to respond to the unique characteristics of various areas of the City, including access to transit services; however, in addition to the removal of planning responsibilities for specified upper-tier municipalities, *Bill 185* amended the *Planning Act* to prohibit any Official Plan or Zoning By-law from containing any policies or requirements to provide and maintain parking

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facilities, other than parking facilities for bicycles, on land that is located within an MTSA and various other prescribed areas.

Two Parking Strategy Areas (“PSAs”) have been identified as “PSA 1” and “PSA 3” for the lands comprising Phase 1A of the CZBL. In consideration of the legislative changes implemented through *Bill 185*, lands that are to be located within PSA 1 would be subject to maximum parking rates.

Transition

As set out in the SDRs, the CZBL will provide regulations to address transitional matters as they relate to approved relief from the applicable zoning provisions as well as in-process *Planning Act* applications, such as applications for Official Plan and Zoning By-law Amendments and Site Plan approval in order to provide clarity regarding how the CZBL will be applied. As recommended in the SDRs, consideration will be given to the following matters through the inclusion of appropriate transitional regulations within the CZBL:

- Minor Variance approvals granted with respect to the existing parent Zoning By-laws;
- development applications that were submitted and deemed complete in accordance with the *Planning Act* prior to the adoption of the CZBL; and,
- development applications that were submitted and deemed complete in accordance with the *Planning Act* on or after the date of adoption of the CZBL.

As identified in the SDRs, the draft CZBL includes provisions to recognize non-complying development standards for legally existing buildings and structures. In this regard, Section 2.0 of the CZBL, comprising regulations applicable to all zones, outlines draft provisions applicable to non-complying lots, buildings and structures, as well as provisions related to non-compliance as a result of expropriation.

At the time of writing of this report, the appropriate regulations to govern the transition from the current Zoning By-law structure to the CZBL have yet to be finalized; however, staff will endeavor to eliminate or minimize, to the extent possible, the need to utilize transitional provisions. Notwithstanding the foregoing, it should be noted that the CZBL will not address or contain regulations pertaining to legal non-conforming uses on the basis that the *Planning Act* establishes rights for the continuation and expansion of such land uses.

Site-Specific Exceptions

As it relates to site-specific amendments, the in-force Zoning By-law(s) may provide for site-specific land use permissions, definitions, regulations and/or development standards. The SDRs provide direction for the evaluation and review of existing site and area-specific regulations and the consideration for whether each exception is to be deleted, amended or carried forward into the CZBL. At the time of writing of this report, staff and the City’s consultant have conducted a preliminary review of in-force Zoning

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By-laws and have identified existing area and site-specific exceptions within each of the four (4) intensification areas; however, the evaluation of the existing exceptions will be conducted on the basis of various criteria, including, but not necessarily limited to, conformity with the Plan and the role and function of site-specific provisions among other possible considerations. In this regard, the disposition of existing exceptions will be addressed in more detail within a future recommendation report to Council.

Schedules and Overlays

The draft CZBL includes relevant schedules and overlays to complement and support to the provisions and regulations outlined in the text of the by-law. In this regard, schedules have been proposed for each of the four (4) intensification areas in order to identify the locations of the applicable zones, minimum and maximum densities, minimum and maximum building heights, and parking areas. At the time of writing of this report, schedules identifying angular plane regulations remain in the preparation phase.

Overlay schedules have also been proposed within the draft CZBL in order to recognize and identify lands that may contain all or a portion of an environmental features as well as lands that are located within areas of high aquifer vulnerability or wellhead protection areas. Each schedule is intended to be read in conjunction with the associated regulation, provision(s) or development standard in the by-law.

As directed in the SDRs, it was recommended that the CZBL undergo a detailed review with key City departments prior to the preparation of a recommendation report to Council. To date, a thorough and iterative review has been undertaken in order to evaluate the appropriateness of the language within the CZBL and to ensure that the proposed regulations are enforceable and implementable and this will continue prior to finalization of the CZBL. In the development of the draft CZBL, key City departments were consulted in providing feedback.

Key City departments that will continue to be consulted with respect to the CZBL include, but are not limited to, the Building Services Division, the Development Planning Division, the Heritage and Urban Design Section, the Infrastructure and Engineering Services Department, the Community Services Department, among other sections, divisions and departments. Accordingly, it is noted that certain departures from the directions provided in the SDRs may be deemed necessary in order to achieve the objectives of the Project and/or accommodate City standards and requirements. A detailed analysis of any deviations from the endorsed SDRs, where appropriate, will be outlined as part of a future recommendation report to Council.

Summary and Next Steps:

The purpose of this report is to seek comments from Council and members of the public with respect to the proposed first draft of Phase 1A of the Comprehensive Zoning By-law for the City of Richmond Hill. Following the receipt of comments and feedback from Council and members of the public, staff and the City's Consultant will work towards the finalization of Phase 1A of the CZBL, to be brought forward to a future Committee of the

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Whole meeting for consideration and approval or another Council Public Meeting, as deemed appropriate.

Financial Implications:

The drafting of the first phase of the CZBL for the **KDA**, the **Newkirk LC**, **Oak Ridges LC**, **Village LC**, and the **Neighbourhood** areas are identified as deliverables under the HAF Action Plan. In accordance with the HAF Agreement, the City must comply with all terms and conditions, including completing deliverables within specified timeframes and meeting housing supply growth targets in order to remain eligible to receive funding disbursements in order to further support increasing the supply of housing in the City. Consideration of the first draft of Phase 1A of the CZBL at a statutory Council Public Meeting prior to the end of 2024 achieves the City's commitment pursuant to the HAF Agreement.

Relationship to Strategic Plan 2024-2027:

The recommendation of this report does not have any direct implications with respect to Council's Strategic Plan. An overview of how the drafting of Phase 1A of the CZBL is aligned with the Strategic Plan will be included in a future recommendation report to Council.

Attachments:

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

- Appendix A, Extracts from Council Meeting C#20-24 held September 25, 2024
- Appendix B, First Draft of Phase 1A of the City's Comprehensive Zoning By-law
- Map 1, Schedule 1 to OPA 18.5
- Map 2, Schedule 1 to OPA 18.6
- Map 3, Schedule 1 to OPA 18.7
- Map 4, Schedule 1 to OPA 18.8

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Report Approval Details

Document Title:	SRPBS.24.124 Request for Comments – Comprehensive Zoning By-law Project (Phase 1A) .docx
Attachments:	<ul style="list-style-type: none">- SRPBS.24.124 Appendix A AODA.pdf- SRPBS.24.124 Appendix B.pdf- SRPBS.24.124 - Map 1 AODA.docx- SRPBS.24.124 - Map 2 AODA.docx- SRPBS.24.124 - Map 3 AODA.docx- SRPBS.24.124 - Map 4 AODA.docx
Final Approval Date:	Nov 25, 2024

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

Deborah Giannetta - Nov 25, 2024 - 10:47 AM

Gus Galanis - Nov 25, 2024 - 10:48 AM

Darlene Joslin - Nov 25, 2024 - 11:33 AM