



## **Staff Report for Council Public Meeting**

**Date of Meeting:** February 25, 2025

**Report Number:** SRPBS.25.017

**Department:** Planning and Building Services

**Division:** Development Planning

**Subject:** **SRPBS.25.017 – Request for Comments – Comprehensive Zoning By-law Project (Centres and Corridors) – City of Richmond Hill – City File MZBA-23-0001**

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### **Purpose:**

A request for comments concerning the Comprehensive Zoning By-law for the City of Richmond Hill with respect to the City's Centres and Corridors.

### **Recommendation:**

- a) That staff report SRPBS.25.017 with respect to the Comprehensive Zoning By-law for the City of Richmond Hill regarding the Yonge Street and Carrville/16<sup>th</sup> Avenue Key Development Area, Yonge Street and Bernard Avenue Key Development Area, Village Local Centre, Newkirk Local Centre, Oak Ridges Local Centre, Local Development Areas, Regional Mixed-Use Corridors, and Local Mixed-Use Corridor be received for information purposes only and that all comments be referred back to staff.

### **Contact Person(s):**

- Salvatore Aiello, Manager, Development Zoning and Committee of Adjustment, 905-771-2540
- Deborah Giannetta, Director, Development Planning, 905-771-5542
- Gus Galanis, Commissioner, Planning and Building Services, 905-771-2465

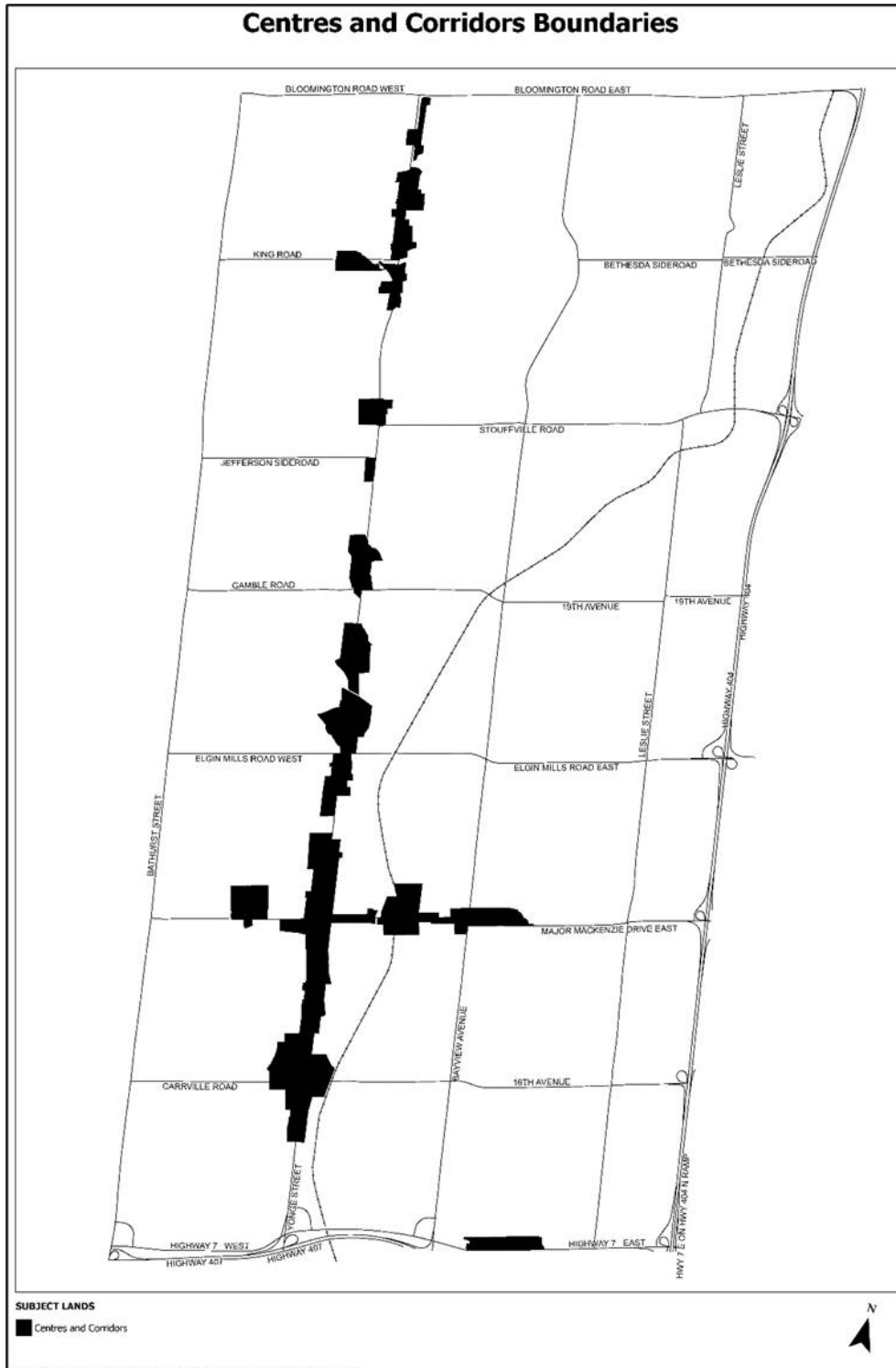
### **Report Approval:**

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:

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



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### Key Messages:

- the Comprehensive Zoning By-law Project (“Project”) was initiated in 2018 to undertake a review of the City’s existing parent Zoning By-laws with the goal of preparing a single 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” to guide the development of the Comprehensive Zoning By-law (“CZBL”);
- on October 23, 2024, Request for Direction Staff Report SRPBS.24.115 was considered by Council with respect to the completion of the City’s Official Plan Update and future Secondary Plans for the East Beaver Creek Road/Highway 7 and Bathurst Street/Highway 7 mixed-use centres. In this regard, Council endorsed a revised timeline for the Official Plan Update as well as a departure from the established “batching” approach to the Official Plan Update process;
- on December 10, 2024, Staff Report SRPBS.24.124 was considered at a Council Public Meeting regarding the CZBL for the City of Richmond Hill with respect to the **Yonge Street and Carrville/16<sup>th</sup> Avenue Key Development Area, Village Local Centre, Newkirk Local Centre and Oak Ridges Local Centre**;
- among the City’s Centres and Corridors, the drafting of the CZBL for the **Yonge and Carrville/16<sup>th</sup> Avenue KDA, Newkirk Local Centre and Village Local Centre** 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;
- subsequent to the consideration of Staff Report SRPBS.24.124 on December 10, 2024, the drafting of the CZBL has been revised to include lands within the remainder of the City’s Centres and Corridors including the **Bernard Key Development Area, Local Development Areas, Regional Mixed-Use Corridor and Local Mixed-Use Corridor**. The portion of the corridor within the Richmond Hill Centre is not included and will be brought forward in the future; and,
- a draft of the CZBL with respect to the City’s Centres and Corridors has been appended to this report for the purpose of obtaining comments and feedback from members of Council and the public pursuant to the statutory Public Meeting and associated notice requirements of the *Planning Act*.

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### Background:

The *Planning Act* requires that no later than three (3) years after an update to the City's Official Plan comes in effect, Council shall amend all Zoning By-laws within the municipality in order to bring them into conformity with its Official Plan. This requirement is supported in **Section 5.6** of the City's Official Plan ("Plan"), which directs that a new comprehensive Zoning By-law be drafted to establish land use zones that will permit the types of uses and appropriate development standards, among other standards and provisions necessary for the implementation of the Plan.

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 single consolidated CZBL to implement the in effect 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,
- fully accessible online in an interactive format.

The Project is comprised of four (4) distinct 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. This phase has been completed;
- **Phase 2: Strategic Directions**, which entailed the preparation of four (4) SDRs addressing the format, structure, transportation-related matters, and the layout of the CZBL. The Strategic Directions phase has been completed;
- **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.

A Council Public Meeting was held on December 10, 2024 to seek comments from Council and members of the public concerning a draft of the CZBL 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** (refer to Staff report [SRPBS.24.124](#)). Comments were received from Council and members of the public on matters including, but not limited to, zoning permissions for schools, commercial outdoor patio provisions, front yard parking and landscaping requirements, provisions related to compatibility, restrictions and enforcement related to Short-Term Rental Accommodations, and Live/Work Unit and Home Occupation permissions. A more detailed overview of the comments and areas of concern identified at this Council Public Meeting will be outlined in a future recommendation report to Council.

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Further, Staff Report SRPBS.24.124 identified a phasing strategy that was intended to proceed geographically and in alignment with the City's Official Plan Update ("OP Update") as well as in accordance with the City's Housing Accelerator Fund (HAF) commitments. However, on the basis of the revised approach with respect to the OP Update that focuses on the completion of a comprehensive update to the Plan, Development Zoning staff have similarly revised the approach in bringing forward the CZBL. Accordingly, the subject Staff Report and proposed draft CZBL addresses all of the City's Centres and Corridors, inclusive of the **Oak Ridges Local Centre, Village Local Centre, Newkirk Local Centre and Yonge and Carrville/16<sup>th</sup> Avenue Key Development Area** in addition to the **Yonge Street and Bernard Key Development Area, Local Development Areas, Regional Mixed-Use Corridor, and Local Mixed-Use Corridor**. It should be noted that a Zoning By-law for the **Richmond Hill Centre** will be brought forward as a future component of the CZBL.

Accordingly, the purpose of this report is to seek comments from Council and the public with respect to the proposed CZBL pursuant to the statutory Public Meeting and associated notice requirements of the *Planning Act*.

### Consultation and Engagement

The Consultation and Engagement Plan for the CZBL identified stakeholders that may have an interest in and/or will be impacted by the CZBL. Accordingly, engagement with key audiences through a series of open houses, meetings involving specific groups, and a statutory Council Public Meeting were recommended. To date, the City has hosted two (2) Public Open Houses for input on the draft recommendations from the SDRs and PTDMS and to provide information to the public regarding the drafting the CZBL. An overview of comments and areas of concern identified at the Open Houses were provided in Staff Reports SRPBS.24.086 and SRPBS.24.124, respectively. A consultation meeting has also been held with a representative from the Mississaugas of Scugog Island First Nation to provide an overview of the Project.

### Discussion:

#### Legislative and Policy Regime

The *Provincial Planning Statement (2024)* ("PPS") establishes a planning policy framework and provides tools that enable municipalities to plan for and support development. Pursuant to Section 2.1 of the PPS, planning authorities should support the achievement of communities by accommodating a range and mixed of land uses, housing and transportation options, public service facilities, institutional uses, recreational, park and open space uses, among other uses necessary to meet the long-term needs of a municipality.

Growth and development shall be focused within settlement areas, wherein growth shall be further directed to strategic growth areas, including nodes, corridors and other areas designated by municipalities for accommodating intensification and higher-density

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mixed-uses. Section 2.3.1 of the PPS states the following: “*Land use patterns within settlement areas should be based on densities and a mix of land uses which:*

- a) *efficiently use land and resources;*
- b) *optimize existing and planned infrastructure and public service facilities;*
- c) *support active transportation;*
- d) *are transit-supportive, as appropriate; and*
- e) *are freight supportive.*

All decisions affecting planning matters shall be consistent with the minimum standards set out in the PPS. Furthermore, planning authorities shall keep their zoning by-laws up to date with their official plans and the Provincial Planning Statement with respect to establishing permitted land uses, minimum density, height and other development standards to govern growth and development.

### **Oak Ridges Moraine Conservation Plan**

The *Oak Ridges Moraine Conservation Plan* (2017) (ORMCP) has been established under the authority of the *Oak Ridges Moraine Conservation Act* (2001) and provides policy direction for the protection of the ecological and hydrological features and functions of the Oak Ridges Moraine. The ORMCP identifies four land use designations, including **Natural Core Areas**, **Natural Linkage Areas**, **Countryside Areas** and **Settlement Areas**. The **Settlement Areas** of the ORMCP are intended to focus and contain urban growth on the Oak Ridges Moraine and shall support a range of residential, commercial, industrial and institutional uses as permitted in local official plans. Additionally, the ORMCP sets out policy direction with respect to key natural heritage features and key hydrologic features, landform conservation areas, specific land uses, and infrastructure, among other matters. The **Oak Ridges Local Corridor** and portions of the **Yonge and Bernard KDA** and **Regional Mixed-Use Corridor** are located on the Oak Ridges Moraine.

### **York Region Official Plan**

The York Region Official Plan (“ROP”) was approved by the Minister of Municipal Affairs and Housing in November, 2022 and provides direction for growth and development across York Region (“Region”) for a planning horizon to the year 2051. Notwithstanding the foregoing and in accordance with Bill 185, *Cutting Red Tape to Build More Homes Act*, effective July 1, 2024 the Region of York no longer has planning responsibilities under the *Planning Act* and therefore is no longer the approval authority of the City’s Official Plan or its amendments. Accordingly, the York Region Official Plan 2022 (“ROP”) is now deemed to be an Official Plan of the City of Richmond Hill. The ROP establishes an urban structure for the Region, including **Regional Centres** and **Corridors**, major transit station areas (“MTSAs”) and **Local Centres**, among other

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areas of intensification to support the development of sustainable, compact and transit-supportive communities. As set out in Policy 4.4.2 of the ROP, **Regional Centres** are intended to accommodate the greatest intensification, followed by MTSAs connected to subway stations, other MTSAs, **Regional Corridors** outside of the MTSAs, and lastly, **Local Centres** and **Corridors** outside of MTSAs. The Regional Structure is depicted on Map 1 of the ROP, with the **Richmond Hill Centre** identified as a **Regional Centre** and Yonge Street and Highway 7 identified as **Regional Corridors**. Map 10 of the ROP identifies Yonge Street and Highway 7 as Rapid Transit Corridors and Map 1B delineates a number of MTSAs along Yonge Street and Highway 7 and around the Richmond Hill GO Station. An overview of the MTSAs within the City are identified on Map 2 to this report.

The ROP provides overarching direction for achieving complete communities, which shall be planned in a comprehensive and coordinated manner that supports efficient land use and optimizes infrastructure through compact, mixed-use, pedestrian friendly and transit-supportive built form. Within the Region's strategic growth areas, development shall "*be of an urban form and design that is compact, accessible, mixed-use, oriented to the street, pedestrian- and cyclist-friendly and transit supportive*" while achieving an appropriate built form transition to adjacent areas.

**Regional Corridors**, including Yonge Street and Highway 7, are envisioned to function as urban mainstreets that are characterized by compact, mixed-use, well-designed, pedestrian-friendly and transit-supportive built forms, in addition to supporting opportunities for active transportation. The greatest intensification and widest range of uses within **Regional Corridors** shall be directed to MTSAs in alignment with the planned level of intensification as determined by the minimum density targets identified for each MTSA. Accommodating a level of intensification at a lower scale than the **Regional Corridors**, **Local Centres** and **Corridors** are intended to serve as neighbourhood focal points and to provide a supporting role to **Regional Centres** and **Corridors**. Furthermore, Section 4.4 of the ROP directs that local municipalities identify appropriate locations with **Local Corridors** to accommodate "missing middle" forms of development and encourages the consideration of as of right zoning for same.

In addition to establishing an urban framework for the Region, the policies of the ROP emphasize the importance of design excellence and the application of best practices and guidelines for transit-supportive development. In support of achieving complete communities, the ROP also identifies the importance of providing for a mix and range of housing options that are suitable for all ages, household sizes and abilities, including affordable housing, emergency and transitional housing, cohousing, group, rooming and special needs housing and purpose-built rental housing. As set out in the ROP, a minimum of 35% of new housing within the Regional Centres and MTSAs shall be affordable, whereas a minimum of 25% of new housing shall be affordable for other areas of the Region.

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As noted in the earlier sections of this report, the subject of this report includes the City's **Centres** and **Corridors**, which are classified as strategic growth areas within the Region's intensification hierarchy.

### City of Richmond Hill Official Plan

The policies of the Plan reflect the planning direction set out by Provincial and Regional planning policy that were in force at the time of its approval to manage growth and development within the City in accordance with the vision for the City as set out in Section 2.1. Section 3.1.3 and Schedule A1 (City Structure) provide a spatial framework for the City, wherein the majority of intensification and growth and widest range of uses shall be directed to the City's **Centres and Corridors** (refer to Map 1). To provide further clarification to the City's structure, Policy 3.1.3.4 of the Plan identifies an intensification hierarchy with respect to the prioritization for intensification and growth, in the following descending order:

1. Richmond Hill Centre;
2. Key Development Areas (KDAs) and Regional Corridors;
3. Local Centres;
4. Local Development Areas (LDAs) and Corridors; and,
5. Neighbourhoods.

The Plan identifies the respective roles of **Centres and Corridors**, where **Centres** are intended to serve as *"focal points and destination areas where a mix of uses shall be required"*. **Corridors** provide support for the **Centres** regarding connectivity, transition and in providing a continuation of a mixed-use character between the **Centres**. Each of the City's **Centres and Corridors** shall accommodate a scale and intensity of development, built form and a mix of uses that are contextually appropriate and provide for a transition to adjacent and surrounding areas, where required.

As noted in the earlier sections of this report, the City is currently undertaking an update to the 2010 Plan in order to align with current Provincial planning policy and legislation. At the time of writing of this report OPA 18.5 (**Yonge and Carrville/16<sup>th</sup> KDA**), OPA 18.6 (**Village Local Centre**), OPA 18.7 (**Newkirk Local Centre**) and OPA 18.8 (**Oak Ridges Local Centre**) were adopted by Council. The **Newkirk Local Centre** OPA is in effect and the **Yonge and Carrville/16<sup>th</sup> KDA** as well as the **Oak Ridges Local Centre** OPAs are in effect, save and except for site-specific appeals; however, the **Village Local Centre** OPA remains under appeal at the time of writing of this report.

This report addresses the draft of the CZBL for the City's Centres and Corridors located along Yonge Street, Major Mackenzie Drive East and West and Highway 7. The following sections provide an overview of the vision and key policy directions for the City's **Centres and Corridors**.



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### **Yonge Steet and Carrville/16<sup>th</sup> Avenue KDA**

OPA 18.5 sets out detailed policy direction and a long-term planning vision for the **Yonge Street and 16<sup>th</sup> Avenue/Carrville KDA** (“Carrville/16<sup>th</sup> KDA”), including adjustments to the boundaries of the **Carrville/16<sup>th</sup> KDA**. The lands within the **Carrville/16<sup>th</sup> KDA** form part of three major transit station areas (“MTSAs”) as set out in the ROP, which are identified as the following: #39 16<sup>th</sup>-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.

The vision for the **Carrville/16<sup>th</sup> KDA** is to promote “*a community that is walkable, sustainable, green and vibrant, with a pedestrian-friendly and shopping focus*”. The **Carrville/16<sup>th</sup> 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 and investments in transit infrastructure. To support the vision of the **Carrville/16<sup>th</sup> KDA** as a mixed-use urban centre, uses contemplated within the **Carrville/16<sup>th</sup> 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. OPA 18.5 establishes additional policies with respect to the provision of at-grade non-residential uses and the retention of gross leasable floor area devoted to non-residential uses.

### **Yonge and Bernard KDA**

A Secondary Plan for the **Yonge and Bernard KDA** (“Bernard KDA”) was approved by the OLT in 2022 in conjunction with an implementing Zoning By-law (By-law 111-17). The **Bernard KDA** is envisioned to develop as the third most intensive area within the City, preceded by the **Richmond Hill Centre** and the **Carrville/16<sup>th</sup> KDA**. The **Bernard KDA** is planned to evolve as a connected, transit- and pedestrian-oriented mixed-use urban centre with a range of built forms, while maintaining its commercial and retail functions. The lands within the **Bernard KDA** contain one MTSA as set out in the ROP, which is identified as MTSA #44 (Bernard BRT Station). In accordance with the ROP, MTSA #44 shall provide for a minimum density target of 200 people and jobs per hectare.

Uses contemplated within the **Bernard KDA** include high and medium density residential, major office and office, major retail and retail, commercial, community uses, parks and urban open spaces and live-work units subject to additional policy criteria as outlined in Section 4.4 of the Plan. The policies of the Secondary Plan provide direction with respect to active at-grade street frontages in the form of non-residential uses, the provision of office uses above the ground floor and the retention of existing non-residential gross leasable floor area. By-law 111-17 has been incorporated in the proposed draft CZBL for administration and consolidation purposes.

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### Regional Mixed-Use Corridor

The City's **Regional Corridors**, including Yonge Street and Highway 7, are intended to support a broad range and mix of land uses in compact, pedestrian-friendly and transit-oriented built form. The **Regional Mixed-Use Corridor** designation encompasses defined sections along the City's **Regional Corridors**, which contain portions of the following MTSAs: MTSA #8 (Chalmers BRT Station), MTSA #23 (Valleymede BRT Station), MTSA #40 (Gamble BRT Station), MTSA #41 (Bantry-Scott BRT Station), MTSA #44 (Bernard BRT Station), MTSA #45 (Crosby BRT Station), MTSA #46 (Elgin Mills BRT Station), MTSA #48 (Major Mackenzie BRT Station), and MTSA #51 (Weldrick BRT Station). As set out in the ROP, the minimum density targets for the above MTSAs range from 160 to 250 people and jobs per hectare.

Mixed-use, transit-oriented development shall be the predominant land use within the **Regional Mixed-Use Corridor**, wherein development is encouraged to provide for a mix of uses either integrated within the same building or functionally integrated on the same site. Uses contemplated within this designation include medium and high-density residential, major office and office, commercial, major retail and trail, automotive service commercial, community uses, parks and urban open spaces and live work units, subject to additional policy criteria. In recognition of the unique context of each segment of the Corridors, Section 4.6 of the Plan outlines policy direction with respect to heights and densities, including minimum heights and maximum base building heights for various geographic areas of the **Regional Mixed-Use Corridor**.

### Local Mixed-Use Corridor

The **Local Mixed-Use Corridor** designation is intended to function as a smaller-scale mainstreet connecting the City's **Local Development Areas (LDAs)** and to support planned, long-term east-west transit service. The **Local Mixed-Use Corridor** designation includes portions of MTSAs #48 (Major Mackenzie BRT Station) and #50 (Richmond Hill GO Station), which shall accommodate minimum densities of 160 and 150 people and jobs per hectare, respectively as prescribed in accordance with the ROP.

While the predominant use of land within the **Local Mixed-Use Corridor** shall be for mixed-use, transit-oriented development, this Corridor is envisioned to accommodate a limited mix of uses and a level of intensification subordinate to the **Regional Mixed-Use Corridors**. Uses contemplated within the **Local Mixed-Use Corridor** include medium density residential, office, small-scale commercial and small-scale retail uses that complement the residential character of the area, community uses, parks and urban open spaces and live-work units, subject to additional policy criteria. Development within the **Local Mixed-Use Corridor** shall be encouraged to provide for a mix of uses either within the same building or functionality integrated on the same site.

### Local Development Areas (LDAs)

The **LDAs**, including the Trench Street LDA and the Bayview LDA, are intended to serve as smaller-scale, mixed-use destinations located along the **Local Corridor** that

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support a wider range of land uses and intensification that is appropriate to the context and function of each **LDA**.

The predominant use of land within the **LDAs** shall be for mixed-use, transit-oriented development, wherein development shall be required to provide for non-residential uses at-grade fronting on Major Mackenzie Drive. Uses permitted with the **LDAs** include medium and high-density residential, office, commercial, retail, automotive service commercial, community uses, parks and urban open spaces and live work units, subject to additional policy criteria. Major retail uses, which are encouraged to be provided in a mixed-use format, shall also be permitted within the Bayview LDA north of Major Mackenzie Drive East and east of Bayview Avenue.

### **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”). 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 MTSAAs identified within the ROP.

The **Oak Ridges LC** 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. In this regard, 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.

OPA 18.8 also 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, 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.

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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 at this point and will be address subsequently.

### 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. 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 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.

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.

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.

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

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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. The **Newkirk LC** forms part of the lands identified as an MTSA #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 forms, mixes of uses and character. 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.

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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**.

### **Overview of the Comprehensive Zoning By-law (Centres and Corridors):**

The CZBL has been drafted as a complete Zoning By-law with the following Sections:

- Administration;
- Establishment of Zones;
- Regulations Applicable to All Zones;
- Centres and Corridors;
- Neighbourhoods (*intentionally left blank*);
- Leslie Street Institutional Area (*intentionally left blank*);
- Employment Areas (*intentionally left blank*);
- Greenway System;
- Utility Corridor and Canadian National Railway (CNR) (*intentionally left blank*);
- Automobile, Bicycle Parking and Loading Regulations;
- Definitions;
- Zoning Schedules (includes Schedules specific to the Centres and Corridors);
- Density Schedules (includes Schedules specific to the Centres and Corridors);
- Height Schedules (includes Schedules specific to the Centres and Corridors);
- Parking Strategy Areas;
- TRCA Regulation Area and Flood Vulnerable Area;

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- Natural Features Overlay;
- High Aquifer Vulnerability & Wellhead Protection Area Overlay, and
- Exceptions (includes Schedules specific to the Centres and Corridors).

The proposed draft CZBL as currently being presented to Council, specifically includes permitted uses, restrictions and development standards which implement the policies of the Plan.

The proposed draft CZBL establishes permissions for a wide range of low, medium- and high-density residential, commercial, office and retail and community uses to support the planned mixed-use, compact and transit-oriented character of the City's Centres and Corridors. In this regard, the proposed draft CZBL defines individual zones to align with the uses contemplated within the Plan for each respective land use designation of the Centres and Corridors. Generally, a single zone has been assigned to each land use designation; however, in recognition of area-specific land use criteria as set out in the Plan, land use designations may be divided into more than one zone, as appropriate.

Applicable maximum and minimum building heights and densities are reflected within the CZBL in accordance with the in-force policy direction for each of the Centres and Corridors. Additionally, the proposed draft CZBL contains provisions that are instrumental for the implementation of the objectives of the Plan as they relate to building and site design, built form, placemaking, transition, landscaping, and transportation, among other regulations. Applicable development standards vary across zones in accordance with the character and scale for development planned for each area of the City, whereas regulations that are intended to apply more broadly have been included within the the General Provisions section of the CZBL.

The following provides a general overview of the regulations contained within the proposed draft CZBL to govern the form, location, and scale of development and uses as well as technical matters essential to the operation of the site:

- locational criteria governing where specific uses, built forms and activities shall be directed within the Centres and Corridors, including but not limited to community uses and specific residential typologies;
- regulations applicable to specific land uses, such as live-work units and home occupations;
- development standards related to yards, lot coverage, lot frontage and area, minimum and maximum building heights, minimum and maximum site density, maximum podium heights, angular plane requirements, and step-back provisions, among various other standards;
- landscaping requirements; and,

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- parking, loading and transportation regulations, including but not limited to parking space type and dimensions, provisions for parking structures, parking areas, driveways, aisles, and storage of commercial vehicles, bicycle parking requirements, and loading space requirements, among various related standards. The CZBL proposes a geographic approach to regulating parking, including tiered minimum and maximum automobile parking rates associated with land use. This approach entails the designation of four (4) “Parking Strategy Areas” across the City.

Following the receipt of comments from Council and members of the public, staff will continue to review and refine the proposed draft CZBL with a focus on implementation of the vision established within the Plan. It should be noted that additional regulations and provisions may be considered through the continued refinement of the CZBL.

### **Schedules and Overlays**

The proposed draft CZBL includes relevant schedules and overlays to complement and support the provisions and regulations outlined in the text of the by-law. In this regard, schedules have been proposed for each area to which the CZBL applies in order to identify the locations of the applicable zones, minimum and maximum densities and building heights, as well as parking areas. Each schedule forms an operable component of the CZBL and is intended to be read in conjunction with the associated regulation, provision(s) or development standard in the by-law.

Overlay schedules have also been proposed within the proposed draft CZBL in order to recognize and identify lands that may contain all or a portion of an environmental features, areas that are regulated by the Toronto and Region Conservation Authority, and lands located within the Flood Vulnerable Area as well as lands that are located within areas of high aquifer vulnerability or wellhead protection areas. These overlays will not form an operable component of the CZBL but are intended to offer supplementary information with respect to potential constraints.

### **Amendment to Municipal Act By-law for Accessible Parking:**

The City imposes regulations with respect to parking for the use of persons with disabilities as currently prescribed in Chapter 1106 of the City’s Municipal Code (“Code”). The requirements pertaining to the required number of spaces and their corresponding dimensions as set out within the Code were enacted in 2004 or earlier and as such, the City’s requirements for the provision of accessible parking have been identified within By-law 10-04, which amends the Code. Subsequently, the Province enacted O.Reg. 413/12 (Integrated Accessibility Standards) in 2012 under the *Accessibility for Ontarians with Disabilities Act, 2005*, which included technical standards for accessible parking. It should also be noted that, historically, regulations establishing minimum requirements for the provision of accessible parking have been set out within the City’s parent by-laws; however, Zoning By-law 97-14 brought forward various amendments to the City’s parent by-laws, including deletion of minimum rates for accessible parking.



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In an effort to consolidate and modernize the City's provisions pertaining to accessible parking, an amendment has been prepared pursuant to the *Municipal Act* which contains the proposed amendments to Chapter 1106 of the Municipal Code (refer to Appendix B). The amendments to the Code are intended to align with the City's accessible parking regulations with the *Accessibility for Ontarians with Disabilities Act*, in addition to various housekeeping amendments including but not limited to updated terminology and applicable fines.

### 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 draft of the Comprehensive Zoning By-law for City's Centres and Corridors. Following the receipt of comments and feedback from Council and the public, staff and the City's Consultant will work towards the finalization of the CZBL for the City's Centres and Corridors, to be brought forward to a future Committee of the Whole meeting towards the end of Q1 of 2025 in accordance with the City's HAF commitment.

### Financial Implications:

The drafting of the CZBL for the **Yonge and Carrville/16<sup>th</sup> KDA**, the **Newkirk LC** and **Village LC** 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 to further support increasing the supply of housing in the City.

### 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 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, Draft Comprehensive Zoning By-law (Centres and Corridors)
- Appendix B, Draft By-law \*\*-25, Municipal Code Chapter 1106
- Map 1, Schedule A2 (Land Use) (Note: does not reflect updated land use designations pursuant to the OP Update).
- Map 2, Major Transit Station Areas (MTSAs)

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### Report Approval Details

Document Title:	SRPBS.25.017 Request for Comments – Comprehensive Zoning By-law Project (Centres and Corridors) City File MZBA-23-0001.docx
Attachments:	- SRPBS.25.017 Appendix A.docx - SRPBS.25.017 Appendix B.docx - SRPBS.25.017 - Map 1 - Schedule A2 (Land Use).docx - SRPBS.25.017 - Map 2 - Location of Major Transit Station Areas.docx
Final Approval Date:	Feb 6, 2025

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

**Deborah Giannetta - Feb 5, 2025 - 1:02 PM**

**Gus Galanis - Feb 5, 2025 - 1:41 PM**

**Darlene Joslin - Feb 6, 2025 - 2:00 PM**