



Staff Report for Committee of the Whole Meeting

Date of Meeting: March 19, 2025

Report Number: SRPBS.25.029

Department: Planning and Building Services

Division: Development Planning

Subject: SRPBS.25.029 – Request for Approval –
Comprehensive Zoning By-law (Centres and
Corridors) and Accessible Parking By-law – City
of Richmond Hill – City File MZBA-23-0001

Purpose:

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

Recommendations:

- a) That the municipally initiated Comprehensive Zoning By-law, City File MZBA-23-0001 to implement a Zoning By-law for the City of Richmond Hill regarding the Yonge Street and Carrville/16th 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, in accordance with the recommendations outlined in Staff Report SRPBS.25.029, be approved as follows:
 - i) that Council repeal the former Zoning By-laws applicable to the subject lands as outlined within the Schedules included in the draft Comprehensive Zoning By-law attached hereto as Appendix "B";
 - ii) that the lands located within the City's Centres and Corridors be rezoned to the new zone categories as outlined in Staff Report SRPBS.25.029 and as illustrated in the Schedules included in the draft Comprehensive Zoning By-law attached hereto as Appendix "B";
 - iii) that the draft Comprehensive Zoning By-law attached hereto as Appendix "B" be finalized to the satisfaction of the Commissioner of Planning and Building Services and be brought forward to the March 26, 2025 Council meeting for enactment; and,

Page 2

- iv) that pursuant to Section 34(17) of the *Planning Act*, Council deem that no further notice be required with respect to any necessary modifications to the draft Comprehensive Zoning By-law to implement a Zoning By-law for the City's Centres and Corridors.
- b) That the municipally initiated draft Amendment to Municipal Code Chapter 1106, known as the "Accessible Parking By-law" attached hereto as Appendix "C" be approved and that the draft Amendment to Municipal Code Chapter 1106 be brought forward to the March 26, 2025 Council meeting for enactment.

Contact Person(s):

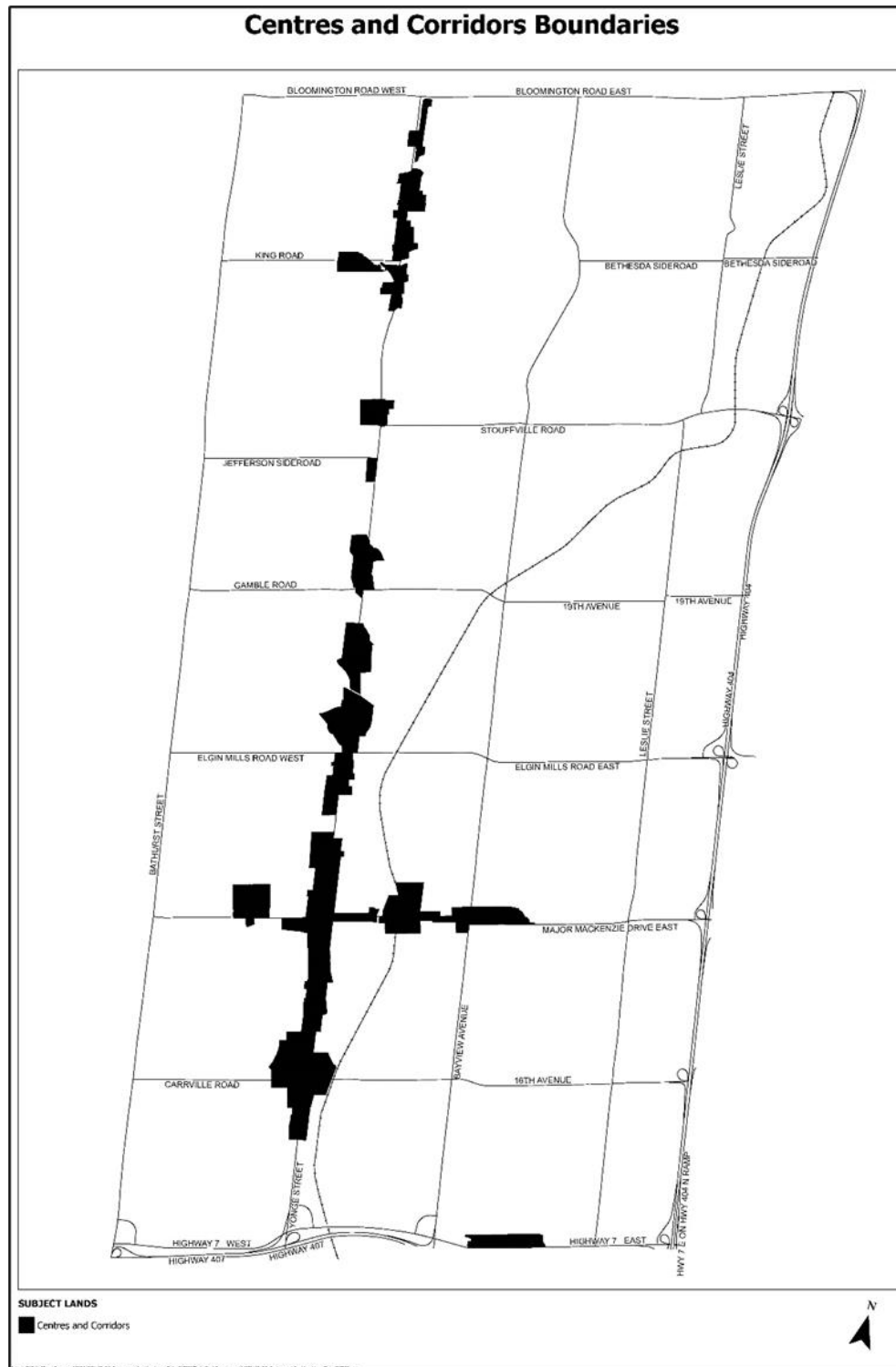
- Katherine Faria, Development Zoning, 905-771-5543
- Salvatore Aiello, Manager, Development Zoning and Committee of Adjustment, 905-771-2540
- Deborah Giannetta, Director, Development Planning, 905-771-5542
- Gus Galanis, Commissioner, Planning and Building Services, 905-771-2465

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.

Location Map:

On the following page is a map displaying the property location. Should you require an alternative format call person listed under the "Contact Person" above.



Page 4

Key Messages:

- on December 10, 2024, Staff Report SRPBS.24.124 was considered at a statutory Council Public Meeting regarding the Comprehensive Zoning By-law (“CZBL”) 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 Oak Ridges Local Centre**;
- subsequently, a second Council Public Meeting was held on February 25, 2025 to consider revisions to the CZBL to include lands within the remainder of the City’s Centres and Corridors including **Yonge Street and Bernard Avenue Key Development Area (“Yonge and Bernard KDA”), Local Development Areas, Regional Mixed-Use Corridors and Local Mixed-Use Corridor** in addition to the **Yonge Street and Carrville/16th Avenue Key Development Area (“Yonge and Carrville/16th KDA”), Village Local Centre (“Village LC”), Newkirk Local Centre (“Newkirk LC”) and Oak Ridges Local Centre (“Oak Ridges LC”)**, excluding **Richmond Hill Centre**;
- among the City’s Centres and Corridors, the drafting of the CZBL for the **Yonge and Carrville/16th KDA, Newkirk LC and Village LC** 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; and,
- the purpose of this report is to seek Council’s approval of the proposed CZBL with respect to the City’s Centres and Corridors.

Background:

A statutory 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 and Carrville/16th KDA, Village LC, Newkirk LC and the Oak Ridges LC** (refer to Staff report [SRPBS.24.124](#)). Subsequently, a second Council Public Meeting was held on February 25, 2025 to seek comments from Council and members of the public with respect to a revised draft of the CZBL for the City’s Centres and Corridors, inclusive of the **Yonge and Bernard KDA, Local Development Areas, Regional Mixed-Use Corridors and Local Mixed-Use Corridor** in addition to the **Yonge and Carrville/16th KDA, Village LC, Newkirk LC and Oak Ridges LC** (refer to Appendix “A”). A detailed overview of the comments and areas of concern identified by Council and members of the public with respect to the CZBL for the City’s Centres and Corridors are outlined in the subsequent sections of this report.

At the time of writing of this report, comments that have been received from Council and members of the public have been addressed in the CZBL for the Centres and Corridors as described in the subsequent sections of this report. Additionally, reviews and consultations involving both relevant City divisions and key external agencies have also been completed. Accordingly, the purpose of this report is to seek Council’s approval of the Comprehensive Zoning By-law for the City’s Centres and Corridors. It should be

Page 5

noted that the recommendations of this report satisfy one of the City's nine (9) HAF commitments.

Discussion:

Legislative and Policy Regime

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. **Section 5.6** of the City's Official Plan ("Plan") 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 Comprehensive Zoning By-law Project in 2018 and undertook a review of the City's existing Zoning 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.

Staff have undertaken a comprehensive review of the applicable Provincial, Regional and City planning policy as articulated in Staff Report SRPBS.25.017 and are of the opinion that the CZBL for the Centres and Corridors is consistent with and/or conforms with all relevant planning policies and legislation. The following section provides a general overview of the Provincial, Regional and City planning policy framework as it relates to the CZBL for the City's Centres and Corridors:

- the *Provincial Planning Statement (2024)* ("PPS") establishes a planning policy framework and provides tools that enable municipalities to plan for and support development. 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 PPS with respect to establishing permitted land uses, minimum density, height and other development standards to govern growth and development;
- the PPS directs that growth and development shall be focused within **Settlement Areas** and more particularly within strategic growth areas, including Protected Major Transit Station Areas ("MTSAs"), wherein planning authorities should establish the appropriate scale and type of development as well as a transition to adjacent areas. In accordance with Section 2.3 of the PPS, planning authorities shall identify appropriate minimum intensification and redevelopment targets within built-up areas;
- as set out in the PPS, land use patterns within the **Settlement Areas** should be based on densities and a mix of land uses that promote efficient use of land and resources, optimize existing and planned infrastructure and public service facilities, and support active transportation and transit, among other matters. Further, Section 2.1 of the PPS directs that planning authorities should foster complete communities through an appropriate range and mix of land uses, housing options,

Page 6

and public service, institutional and recreational uses to meet the long-term needs of a municipality;

- the *Oak Ridges Moraine Conservation Plan (2017)* (“ORMCP”) identifies four land use designations, including **Natural Core Areas**, **Natural Linkage Areas**, **Countryside Areas** and **Settlement Areas**, wherein **Settlement Areas** 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. All land uses including the creation of new lots which are permitted by the Plan and applicable Secondary Plans, as amended are permitted within the **Settlement Area**. Development on the Oak Ridges Moraine shall also be subject to the policies of the ORMCP with respect to the protection of key natural heritage features, key hydrologic features and landform conservation areas. The **Oak Ridges LC** and portions of the **Yonge and Bernard KDA** and **Regional Mixed-Use Corridors** are located within the **Settlement Area** of the ORMCP;
- the York Region Official Plan (2022) (“ROP”), now deemed to be an Official Plan of the City of Richmond Hill, establishes an urban structure for the Region, which identifies **Regional Centres** and **Corridors**, Protected Major Transit Station Areas (“MTSAs”) and **Local Centres** and **Corridors**, among other areas of intensification to support the development of sustainable, compact and transit-supportive communities. 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;
- in accordance with Section 4.4 of the ROP, development within the Region’s strategic growth areas 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. 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 MTA; however, **Local Centres** and **Corridors** shall accommodate a lower scale of intensification. Accordingly, **Section 4.4** of the ROP directs that local municipalities identify appropriate locations to accommodate “missing middle” forms of development;
- the policies of the ROP emphasize the importance of design excellence and the application of best practices and guidelines for transit-supportive development. The ROP also provides direction on the need to plan 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; and,
- **Section 3.1.3** of the Plan provides 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). **Richmond Hill Centre** is identified as the highest priority for intensification and growth, followed by the **Key Development Areas (“KDAs”)** and **Regional Corridors**, **Local Centres**, **Local**

Page 7

Development Areas (“LDAs”) and **Corridors** and finally, the City’s **Neighbourhoods** as described within the intensification hierarchy of the Plan. Each of the City’s Centres and Corridors shall accommodate a scale and intensity of development, built form and a mix of uses that is contextually appropriate and provides 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/16th KDA**), OPA 18.6 (**Village LC**), OPA 18.7 (**Newkirk LC**) and OPA 18.8 (**Oak Ridges LC**) have been adopted by Council. OPA 18.7 is in effect and OPAs 18.5 and 18.8 are in effect, save and except for site-specific appeals; however, OPA 18.6 remains under appeal. Subsequently, OPA 59 was approved by Council in December, 2024 to establish permissions for building heights of up to four (4) storeys within MTSAs located within the Centres and Corridors in order to support the development of complete, transit-oriented communities through gentle intensification and the creation of missing middle housing. Additionally, OPA 59 amended the angular plane policies of the Plan to allow for a protrusion of a building up to 15 metres in height with respect to lands immediately abutting the **Neighbourhood** designation.

This report addresses the CZBL for the City’s Centres and Corridors located along Yonge Street, Major Mackenzie Drive East and West and Highway 7, wherein the proposed CZBL satisfies the overarching planning principles of supporting complete communities, promoting mixed-use, compact and transit-oriented development, and directing growth and intensification within nodes and corridors serviced by higher-order transit. The CZBL implements the City’s vision and land use policies of the Plan for the **KDAs, Regional Mixed-Use Corridors, Local Mixed-Use Corridor, LDAs, and Local Centres** by establishing permissions for the planned range of land uses at an appropriate scale of intensification that is projected to be accommodated within each area. The CZBL further implements City-wide policy direction with respect to various urban design and transportation-related matters, including but not limited to transition, streetscape and building design, screening, parking areas and structures, active transportation and parking rates.

As described in Staff Report SRPBS.25.017, Council adopted Official Plan Amendment 22 (“OPA 22”) and an associated Zoning By-law Amendment in June, 2021 to update the policies and boundaries of the City’s **Special Policy Areas**. On the basis that both OPA 22 and the associated by-law remain subject to appeal at the Ontario Land Tribunal (“OLT”), lands that are presently located within the **Special Policy Area** are not proposed to be zoned at this point and will be addressed in the future when a decision has been issued for this specific part of the city.

Comprehensive Zoning By-law (Centres and Corridors)

As outlined in Staff Report SRPBS.24.124, Council endorsed four (4) Strategic Direction Reports (“SDRs”) on September 25, 2024 to guide the development of the CZBL. In

Page 8

consideration of the revised approach with respect to the CZBL and the resulting departure from the previous phasing strategy, the proposed CZBL incorporates the Yonge and Bernard KDA, including regulations and standards established within By-law 111-17, which was recommended within the SDRs to be excluded. Furthermore, it is noted that a number of the recommendations set out within the SDRs have not been reflected in the proposed CZBL, such as those concerning architectural design, site design and technical standards, in consideration that they are more appropriately implemented through the Site Plan approval process.

The proposed CZBL for the Centres and Corridors is structured as a complete and comprehensive document that is intended to implement the relevant policies of the Plan, inclusive of placeholders for areas to be considered as part of a future drafting exercise for the CZBL. The proposed CZBL for the Centres and Corridors will have the effect of repealing existing parent by-laws, as amended, for the lands encompassed by the CZBL and concurrently bringing the lands into new zones as set out within the proposed CZBL. In this regard, the proposed CZBL includes a list of permitted uses, restrictions and development standards that are applicable to each zone and/or land use.

The following paragraphs describe a more detailed overview of the purpose and general nature of each section of the proposed CZBL (refer to Appendix B).

Administration

Section 1.0 of the proposed CZBL establishes the purpose and intent of the CZL and sets out a framework for how the CZBL shall be read, inclusive of the following subsections:

- Title;
- Application;
- Purpose and Intent of this By-law;
- Compliance with this By-law and Other Applicable Law;
- Calculating Required Minimum Yards;
- Building Permits, Certificates of Occupancy and Municipal Licenses;
- Defined Terms;
- Overlays, Illustrations, Notations and Other Convenience Features;
- Administrator;
- Enforcement;
- Severability;
- Transition;
- Planning Act;
- Repeal and Replacement of Former Zoning By-laws; and,
- Effective Date.

Page 9

Establishment of Zones

Section 2.0 the proposed CZBL establishes the zones applicable to each of the City's Centres and Corridors, with appropriate placeholders for other areas of the City that will be subject to future zoning. In recognition of area-specific land use criteria as set out in the Plan, two zones have been assigned to the **KDAs, Regional Mixed-Use Corridors, Newkirk LC** and **LDAs**.

This section also addresses provisions related to the application and interpretation of zone boundaries as shown on the schedules appended to the CZBL.

Regulations Applicable to all Zones

Section 3.0 of the proposed CZBL contains provisions and regulations that apply broadly across all zones. These themes are summarized as follows:

- General Regulations for All Zones, including but not limited to holding provisions, non-compliance, Common Element Condominiums, municipal servicing, interim development and public authority provisions;
- Mechanical Equipment, Penthouses and Roof Constructions;
- Amenity Space;
- Projections;
- Separation;
- Landscaping;
- Building Unit Mix;
- Accessory Buildings and Structures;
- Accessory Home Occupations;
- Short Term Accommodations;
- Detached and Attached Garages;
- Decks and Porches;
- Outdoor Patios;
- Reserves;
- Additional Residential Units;
- Accessory Swimming Pools; and,
- Commercial Vehicle Parking.

Centres and Corridor Zone Category Regulations

Section 4.0 of the proposed CZBL sets out the permitted uses, development standards and special provisions for a range of permitted residential, commercial and community uses within each of the zones within the Centres and Corridors. Applicable development standards are arranged in accordance with the zone and building type and include the following:

- Minimum Lot Frontage and Area;
- Maximum Lot Coverage;

Page 10

- Minimum Setbacks (Front Yard, Rear Yard, Side Yard, Flankage Yard and Daylight Triangle);
- Minimum Setbacks to a Tower (Front Yard, Rear Yard, Flankage Yard, Daylight Triangle);
- Minimum Setback to the CN Rail and TransCanada Pipeline;
- Maximum First Storey Height;
- Minimum and Maximum Building Heights, in storeys and metres, as appropriate; and,
- Minimum and Maximum Floor Space Index (FSI).

In conjunction with the permitted use table, the proposed CZBL includes special provisions such as locational criteria associated with specific land uses, non-residential use requirements, prohibitions on outdoor storage, and references to other applicable sections within the CZBL. Similarly, the development standards as set out within the proposed CZBL are to be read in conjunction with the related special provisions, which provide greater clarity on such matters as angular plane requirements, additional setback criteria, step-backs, and the calculation of FSI.

Sections 5.0, 6.0, 7.0, 8.0 and 9.0 of the proposed CZBL have been identified as placeholders with respect to the respective permissions and development standards pertaining to the **Neighbourhood, Leslie Street Institutional Area, Employment Areas, Greenway System** and **Utility Corridor** and Canadian National Railway (CNR), respectively.

Automobile Parking, Bicycle Parking, Transportation Demand Management and Loading Regulations

Section 10.0 of the proposed CZBL establishes regulations regarding the following matters:

- the location of required parking spaces, loading facilities and stacking lanes;
- deficiencies and reductions with respect to the requirements of this section;
- access;
- daylighting triangles;
- parking space regulations, including but not limited to space and aisle dimensions, stacking lane requirements, provisions for parking structures, parking and storage of commercial automobiles, barrier-free access ramps, and driveways;
- automobile parking rates;
- automobile parking space exemptions, including shared parking rates;
- bicycle parking space regulations;
- loading space regulations;
- regulations for loading spaces for Automobile Service Stations; and,
- electrical vehicle (EV) requirements.

Page 11

The proposed CZBL reflects a geographic approach to regulating parking, which entails specific minimum and maximum automobile parking rates with respect to land use and location. The proposed Parking Strategy Areas are intended to respond to the unique characteristics of various areas of the City, including the availability of planned transit infrastructure. As such, four (4) Parking Strategy Areas (“PSAs”) have been identified respectively as “PSA 1”, “PSA 2”, “PSA 3” and “PSA 4”, wherein PSA 1 comprises lands generally located within the boundaries of Protected Major Transit Station Areas. PSA 2 and PSA 3 are defined with reference to a 400 metre (1312.34 feet) distance of various arterial roads as outlined within the proposed CZBL, whereas PSA 4 applies to the remainder of the lands within the City.

Applicable minimum and maximum automobile and bicycle parking rates are established within the proposed CZBL for each of the four (4) PSAs. Notwithstanding the foregoing, *Bill 185, Cutting Red Tape to Build More Homes Act* (“Bill 185”) implemented various modifications to the Provincial planning policy framework, including an amendment to the *Planning Act* to prohibit any Official Plan or Zoning By-law from containing any policies or requirements to provide and maintain parking facilities, other than parking facilities for bicycles, on land that is located within an MTSA and various other prescribed areas. Therefore, lands that are located within the boundaries of PSA 1 are subject only to maximum automobile parking rates and bicycle parking requirements. In the event that an applicant proposes to include automobile parking spaces, the size requirements as set out within the CZBL would apply to ensure proper and safe on-site circulation.

The City’s Community Energy and Emissions Plan (“CEEP”) identifies the uptake of electric vehicles among four (4) actions that are important for achieving a reduction in community greenhouse gas emissions and has established future targets for the share of vehicles sales to be represented by zero emission vehicles. In support of the City’s CEEP, the PTDMS recommends the adoption of electrical vehicle (EV) charging requirements within the CZBL. The proposed CZBL incorporates minimum requirements for the provision of EV infrastructure, which shall not be applicable to residential developments containing ten (10) dwelling units or less. As per the recommendations of the PTDMS, it is intended that the required EV infrastructure will be secured through the development approval process, including Site Plan Agreements and Draft Plan of Subdivisions.

Definitions

Section 11.0 of the proposed CZBL contains defined words, terms, or phrases and their associated meanings within the context of the CZBL. It is intended that this section will contain a complete catalogue of words, terms and phrases that are relevant to the CZBL as a whole; however, additional terms may be considered as the drafting of the CZBL progresses to include the remaining areas of the City.

Page 12

Schedules and Overlays

Sections 12.0 through 18.0 of the proposed CZBL contain the schedules and overlays to complement and support the provisions and regulations within the text of the CZBL, as follows:

- Zoning Schedules, for the **KDAs, Regional Mixed-Use Corridors, Local Centres, LDAs, and Local Mixed-Use Corridor**;
- Maximum Density Schedules, for the **KDAs, Regional Mixed-Use Corridors, Local Centres, LDAs, and Local Mixed-Use Corridor**;
- Height Schedules, for the **KDAs, Regional Mixed-Use Corridors, Local Centres, LDAs, and Local Mixed-Use Corridor**;
- Parking Strategy Areas;
- TRCA Regulation Area and Flood Vulnerable Area;
- Greenway System Overlay; and,
- High Aquifer Vulnerability & Wellhead Protection Area Overlay.

Each schedule forms an operable component of the CZBL and is intended to be read in conjunction with the associated regulations, provisions or development standards in the by-law. Overlays, which do not form an operable part of the CZBL, are included for convenience purposes only and are intended to offer supplementary information with respect to potential development constraints.

Exceptions

Section 19.0 of the proposed CZBL identify site-specific exceptions to the provisions of the CZBL. At the time of writing of this draft, the exceptions included under this section include those that have been carried forward from By-law 111-17 within the **Yonge and Bernard KDA**.

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

As described in Staff Report SRPBS.25.017, 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"), wherein the required number of spaces and their corresponding dimensions as set out in the Code were enacted in 2004 or earlier. 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. In an effort to consolidate and modernize the City's standards 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 "C"). The amendments to the Code are intended to align 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.

Page 13

Public Comments:

The following sections provide an overview of the main themes identified through the City's engagement with respect to the Strategic Direction Reports and the preparation of the CZBL as they relate to the Centres and Corridors, in addition to a description of how these comments have been addressed.

Site-Specific Exceptions

The City has received requests to recognize site-specific zoning permissions that have been enacted through the development approval process as well as to abandon the existing in-force zoning regime applicable to the lands in favour of zoning permissions that conform with the Plan. The proposed CZBL rezones the lands located within the City's Centres and Corridors in order to implement the policies of the Plan. As described in the sections above, with the exception of lands located within the **Special Policy Area** as well as those lands that are currently zoned within a protective zoning category, lands within the boundaries of the CZBL for the Centres and Corridors are proposed to be brought into an appropriate zone corresponding to the land use designation of the Plan. Notwithstanding the foregoing, the proposed CZBL contains transitional provisions within Section 1.12 to address, among other matters, *Planning Act* applications that are within various stages of approval.

A comment was also received with respect to recognition of proposed development standards in a draft Zoning By-law Amendment. The proposed CZBL establishes appropriate regulations and development standards for a range of permitted uses and typologies; however, any requested departure from such provisions will need to be reviewed on a site-specific basis through a *Planning Act* application process.

Permitted Uses

The City has received a request to recognize and permit existing institutional uses and gas stations within the Centres and Corridors. Additionally, concerns were also raised regarding permissions for schools within the CZBL. The proposed CZBL includes land use permissions for community uses, including places of worship and schools in accordance with **Section 4.1** of the Plan. In this regard, places of worship are permitted generally throughout the Centres and Corridors and various types of schools are permitted subject to specific locational criteria as outlined within the proposed CZBL. However, in consideration of the locational criteria for Automotive Service Commercial facilities as set out in **Policy 3.4.1.45** of the Plan, the proposed CZBL recognizes only existing facilities which conform to the Plan.

Comments were also received regarding the importance of establishing permissions for the continuance and expansion of existing commercial uses within the **Yonge and Carrville/16th KDA**. In accordance with the policies of both **Section 3.4.1** of the Plan and OPA 18.5, the proposed CZBL sets out regulations for the expansion of interim development.

Page 14

Development Standards

Comments were received emphasizing the importance of preparing a consolidated by-law for the City that is reflective of modern development standards and addresses issues of land use incompatibility. The proposed CZBL establishes development standards, use permissions and restrictions that are intended to implement the vision and policy direction of the Plan, while responding to the need for an appropriate level of design flexibility with respect to individual developments.

Comments have been provided by members of the public with respect to inclusion of standards and regulations within the CZBL governing FSI, maximum building height (metres and storeys), podium height, building separation, floor plate, ground floor height, angular plane requirements, street wall, transparent glazing of facades, active frontages, minimum non-residential GFA, and building length, among other criteria. Concerns were also identified which cautioned that a rigid zoning approach, inclusive of standards regulating various architectural features, may hamper opportunities for design excellence and inhibit growth as well as noting a potential redundancy between the Plan and the CZBL with regard to such provisions as height, density and angular planes. In addition, comments were received regarding the need to regulate street wall openings, the addition of awnings, and maximum building length in an effort to enhance walkability.

As directed under **Section 5.6** of the Plan, appropriate regulations and provisions have been incorporated into the proposed CZBL under the authority of Section 34 of the *Planning Act* in a manner that implements the policy directions of the Plan, including but not limited to minimum and maximum densities, minimum and maximum building heights in storeys and metres, where appropriate, transition, and the retention of existing non-residential GFA, among other standards. Such regulations are critical to establishing zoning permissions for development that are aligned with the planned level of intensification and objectives as set out within the Plan. In this regard, provisions governing building heights, densities and transition work in harmony.

The proposed CZBL also includes encroachment provisions that would permit the location of awnings and other similar elements. With regard to policy objectives that cannot be appropriately implemented through zoning tools, such as general matters of site and building design, it is anticipated that these objectives will be considered through other regulatory mechanisms such as Site Plan Control.

A specific concern was also identified regarding the required minimum setbacks for a storey above the podium as set out within the draft CZBL and the potential impact of developability of a site. The Plan identifies requirements for building step-backs above any required podiums for mid and high-rise development.

Character and Compatibility

Questions were raised regarding the approach to implementing relevant policies of the Plan and/or design principles pertaining to character, access, shadow and overlook,

Page 15

materiality, heritage presentation, compatibility and the application of applicable Council-approved City-Wide and/or area-specific Urban Design Guidelines, among other similar matters. Specifically, a concern was identified regarding how the above matters would be addressed in the absence of a site-specific development application. Further, comments were received regarding the allocated maximum building heights in consideration of local character, as well as whether there would be opportunities to plan for additional height and density permissions through the CZBL.

Subsection 26(9) of the *Planning Act* establishes the requirement for the CZBL, whereby municipalities are required to bring forward an amendment to all Zoning By-laws by no later than three (3) years following an update to the Plan. To this end, appropriate regulations and provisions have been incorporated into the proposed CZBL that are applicable to specific zones and uses in a manner that implements the policies of Plan for the Centres and Corridors, including but not limited to minimum and maximum heights and densities, angular plane requirements, maximum podium heights, setbacks, and building step-backs. It should also be noted that most development proposals along the Centres and Corridors are subject to Site Plan Control pursuant to the City's Site Plan Control By-law 76-23, save and except for exempted classes of development, which allows for a comprehensive review of various architectural, design and technical matters that are beyond the scope of the CZBL.

Further, concerns were identified regarding the importance of maintaining compatibility and transition with respect to the location of non-residential uses adjacent to low-density residential areas. The proposed CZBL includes permissions for a range of residential and non-residential uses within the Centres and Corridors in consideration of the planned mixed-use, transit-oriented character for these areas of the City. With regard to transition, as outlined above, the proposed CZBL sets out development standards governing minimum and maximum heights and densities, including angular plane requirements, which generally direct the greatest intensification away from the **Neighbourhood** designation. At the site level, the proposed CZBL also includes provisions applicable to the placement of outdoor patios and screening of loading areas. It should be noted that the review of matters related to additional buffering and transition may also be reviewed on a site-specific basis as part of the Site Plan Control process, as appropriate.

Landscaping and Outdoor Amenity Requirements

Comments were received identifying the importance of delineating a specific definition for “soft” landscaping in order to reduce the proportion of a yard that may include hard surfacing and to enhance the amount of available space devoted to plantings. The proposed CZBL establishes definitions for both “hard” and “soft” landscaping, wherein more specific provisions will be considered with regarding to zoning for the City's **Neighbourhoods**.

Concerns were also raised with respect to ensuring that minimum outdoor amenity space requirements are implementable and aligned with Provincial and Regional

Page 16

planning objectives, such as the provision of housing. The proposed CZBL requires that high-rise, mid-rise and low-rise buildings containing 20 or more dwelling units shall provide for outdoor amenity spaces at a minimum rate of 2 square metres per dwelling unit, which is consistent with the provisions as set out in the **Yonge and Bernard KDA** By-law 111-17.

Privacy

Concerns have been identified regarding issues of privacy related to privately-owned publicly accessible spaces, balconies and terraces and how these matters would be addressed within the CZBL. The proposed CZBL identifies appropriate setback provisions as well as encroachment regulations governing the location and projection limitations into the required minimum yards for a range of structures and design elements. Additional design-related matters may be considered through the associated Site Plan Control process, as appropriate.

Aging in Place

An interest was identified in how the principle of “Aging in Place” would be addressed within the CZBL, as well as a focus on ensuring the availability of necessary amenities to serve the community. The proposed CZBL includes permissions for a wide range of residential, commercial, institutional and recreational uses within the Centres and Corridors, including the retention of existing non-residential GFA in accordance with the permissions established through the Plan. In addition, the proposed CZBL establishes permissions for a range of housing types, including permissions for Long-Term Care facilities and Additional Residential Units (“ARUs”) as well as various residential built form typologies. To this end, the proposed CZBL recognizes specific automobile parking requirements applicable to Independent Seniors Living Residences/Senior Citizen Dwellings and Assisted Living Residences.

Home Occupations and Live-Work Units

Concerns were identified regarding an unlimited number of employees and patrons permitted to attend home occupations, including associated issues of increased traffic, street parking constraints and noise. The proposed CZBL includes provisions pertaining to home occupations which limit employees of home occupations to the occupants of the dwelling unit.

Further in this regard, questions were also received regarding the distinction between live-work units and home occupations. The proposed CZBL includes permissions for both home occupations and live-work units, in accordance with **Policies 3.3.2.10, 3.3.2.9, and 3.3.3.2.10** of the Plan. In this regard, a home occupation refers to an occupation or profession that is conducted by the resident of a dwelling, where the business or profession is accessory to the principal residential use and conducted wholly within the dwelling unit. It is therefore intended that the built form of the dwelling unit containing a home occupation continues to maintain its residential character and principal function as a residential use. By contrast, a live-work unit includes a purpose-built single dwelling unit that comprises both a subsidiary commercial, retail and/or

Page 17

office component in addition to a residential component. These uses are defined within the proposed CZBL.

Short-Term Rental Accommodations and Additional Residential Units

Questions and concerns were raised regarding the permission and regulation of ARUs within the City. Permissions for ARUs are outlined within the proposed CZBL pursuant to the permissions set out in **Section 3.1.5** of the Plan and is defined within the proposed CZBL.

Concerns were also identified regarding the regulation of Short-Term Rental Accommodations (STRs), including the use of dwelling units as “Airbnb” rentals and the potential for as-of-right zoning to encourage an increase in STRs. The proposed CZBL focuses on zoning-based approaches to the regulation of such uses. As set out within the proposed CZBL, an STR is permitted in a dwelling or ARU provided that the unit serves as the principal residence of the operator. Accordingly, ARUs, as defined within the proposed CZBL, may only be utilized as an ARU if there is a long-term resident of the ARU who chooses to use part of the ARU as an STR. ARUs are not intended to operate independently as STRs.

Comments were also received regarding the consideration of prohibitions established within individual condominiums with regard to STR approvals. The proposed CZBL establishes a framework to permit STRs; however, options to utilize licensing and other potential non-zoning approaches for the regulation of STRs are beyond the scope of the CZBL.

Lastly, a question was raised regarding whether ARUs would be permitted as-of-right within a dwelling unit. As set out in Staff Report SRPBS.24.122, OPA 58, together with the implementing Zoning By-law 143-24, have been approved and allow for up to three (3) ARUs to be located within ground-related forms of dwelling. The approved provisions related to same have been carried forward within the proposed CZBL.

Outdoor Patios and Drive-Through Facilities

Comments were provided regarding the prohibition of drive-through facilities within specific areas of the City in order to support a pedestrian-friendly, urban character and to avoid issues of compatibility with respect to adjacent residential areas. While the location of drive-through facilities are not prohibited within the proposed CZBL, the consideration of design criteria related to proposed drive-through facilities may be addressed, as required, through the Site Plan Control process subject to **Policy 3.4.1.44** of the Plan.

Secondly, questions were raised regarding how outdoor patios would be regulated, including permissions for commercial patios to be located within the front yard. The proposed CZBL includes general provisions pertaining to outdoor patios, including but not limited to size, location, and illumination, among other restrictions. Outdoor patios are not permitted to be located in yards abutting a Neighbourhood Residential Zone.

Page 18

Parking, Transportation and Related Facilities

Comments were received regarding both the need to plan for reduced auto-dependency and the importance of protecting for a sufficient supply of parking, in addition to concerns with respect to the elimination of parking requirements within specific areas of the City. Concerns were also identified regarding the treatment of established land uses that exceed the allocated maximum parking supply on the basis of the proposed CZBL.

As described in the earlier sections of this report, the proposed CZBL applies a geographic approach to regulating minimum and maximum parking rates and other transportation-related matters in accordance with the governing legislation and as informed by the City of Richmond Hill Parking and Transportation Demand Management Strategy for Developments (“PTDMS”) endorsed by Council on September 25, 2024. In consideration of the legislative changes implemented through Bill 185, which prohibits municipalities from requiring proponents to provide and maintain parking facilities on land that is located within an MTSA, the proposed CZBL establishes only maximum parking rates within lands subject to PSA 1. With respect to existing development, the proposed CZBL includes provisions to address deficiencies and scenarios involving the exceedance of maximum parking rates.

Questions were raised regarding the approach taken within the CZBL with respect to EV requirements, including but not limited to such matters as cost and liability considerations, load sharing, encroachments within required parking spaces to accommodate EV infrastructure, potential capacity constraints, the inclusion of appropriate definitions and transition provisions for in-process *Planning Act* applications and/or Building Permit applications. As noted in an earlier section of this report, EV requirements were reviewed and evaluated within the Council-endorsed PTDMS and the inclusion of electrification requirements within the CZBL has been proposed accordingly.

Comments were also received regarding the implementation of the future Subway Line 1 extension into the **KDA**. The proposed CZBL implements the policies of the Plan with respect to supporting a transit-oriented, compact and mixed-use character within the **KDA**. Further, the proposed CZBL includes permissions for various uses administered by a Public Authority; however, the specific location of future transit facilities will be required to be reviewed in detail at the appropriate time in conjunction with the development approval process as set out within OPA 18.5.

Lastly, concerns were identified regarding the locations of parking facilities, including above- and below-grade parking areas and the need to ensure compatibility with respect to adjacent uses. The proposed CZBL includes provisions regulating the locations of parking areas as well as appropriate requirements for parking structures, including prohibitions on the location of above-grade parking structures adjacent to certain active frontages, such as Yonge Street.

Page 19

Definitions

Concerns were raised regarding the proposed definition for a “Place of Worship” as set out within the draft CZBL. More specifically, it was noted that consideration should be given to a broader definition incorporating a range of other uses that are typically associated with Places of Worship. The proposed CZBL includes a modified definition for a Place of Worship including references to various accessory uses. It should be noted that the policies of the Plan set out the applicable permissions and locational criteria for a range of community uses, such as day nurseries and social services. In this regard, permissions for such uses are therefore set out individually within the proposed CZBL.

Format, Structure and Scope

A comment was made that bringing forward the Centres and Corridor provisions is premature in light of the City’s ongoing update to the Plan and therefore should be delayed until such time as the Plan review is complete. As noted in the earlier sections of this report, the *Planning Act* requires that municipalities amend all Zoning By-laws in accordance with their Official Plans. In consideration of future updates to the Plan with respect to specific areas within the Centres and Corridors, such matters will be addressed by way of amendments to the CZBL, as needed.

Additionally, a question was raised regarding the exclusion of the **Richmond Hill Centre** within the proposed CZBL. Planning for the **Richmond Hill Centre** is proceeding on the basis of a separate timeline in consideration of the implementation and approval of the Official Plan Amendment for this area of the City. Therefore, zoning for the **Richmond Hill Centre** will proceed in accordance with a different timeline and is to be completed in 2025.

Questions were also raised regarding the significance and role of “Overlays” within the CZBL. As described in the above sections of this report, Overlays form non-operable visual components of the CZBL that reflect pertinent information for the development application review and approval process.

Comments were also received regarding the presentation of information on the Schedules, including building heights, PSAs and zones, as well as various administrative matters related to consistency and readability of the draft CZBL. The proposed CZBL has been revised to clarify and harmonize the information presented on the Schedules and within the text of the CZBL.

Status of Appeals and Future Amendments

A question was raised regarding the impact of ongoing appeals with respect to OPAs 18.5, 18.6 and 18.8 with respect to the **Yonge and Carrville/16th KDA**, the **Village LC** and the **Oak Ridges LC**, respectively. As noted previously in this report, at the time of writing of this report, the **Yonge and Carrville/16th KDA** as well as the **Oak Ridges LC** OPAs are in force and effect, save and except for site-specific appeals; however, the **Village LC OPA** remains under appeal.

Page 20

Comments were also received regarding the intended approach by the City with respect to any required adjustments to the CZBL over time as well as opportunities for privately-initiated amendments to the CZBL. While a specific timeline and strategy has not been determined at the time of writing of this report, the need for housekeeping amendments will be considered by the City, as needed. Notwithstanding the above, a person or public body may seek an amendment to a Zoning By-law in accordance with Section 34 of the *Planning Act*.

Legal Non-Conforming Uses

Comments were received regarding the legal non-conforming status of existing buildings and more specifically, that the provisions within the draft CZBL appended to Staff Report SRPBS.25.017 would require that the restoration or replacement of a legal non-conforming building or structure that is destroyed to an extent beyond 50% of the exterior walls would be required to comply with the requirements of the proposed CZBL. Therefore, these provisions would prohibit the reconstruction of the building or structure. In this regard, staff has reviewed this matter and have determined, for legal reasons, that these provisions are not appropriate. The proposed CZBL attached hereto at Appendix “B” will facilitate the reconstruction of an existing building or structure in situ. Notwithstanding the foregoing, any expansions to a legal non-conforming building or structure beyond the existing limits would require approval pursuant to the *Planning Act*. Furthermore, a concern was raised regarding the timeline specified within the provisions related to previous decisions under Section 45(2) of the *Planning Act*. Accordingly, the provisions of proposed CZBL have been modified to correspond with the date of partial approval of the Plan by the former Ontario Municipal Board. This timeline is considered to be appropriate on the basis that the proposed CZBL is intended to implement the Plan in accordance with the *Planning Act* requirements.

Boundaries

Comments were received regarding the boundaries of the **Oak Ridges LC** with reference to the existence of environmental features located north of Worthington Avenue. The boundaries of the proposed CZBL are based on the limits of the Centres and Corridors established within the Plan, save and except for the lands encompassed within the Special Policy Area and lands zoned under a protective zone category as described in the previous sections of this report. In addition, the proposed CZBL includes an Overlay, identified as Schedule “F1” within Appendix “B” attached hereto, which illustrates the general location of existing Key Natural Heritage Features and Key Hydrological Features on the basis of Schedule A4 to the Plan.

Other Comments

In addition to the comments and concerns summarized in the above sections of this report, additional comments were received pertaining to architectural design and variation, the utilization of courtyard space, road and boulevard design, pedestrian safety, traffic congestion, the preservation of mature, healthy trees, climate change mitigation and sustainability, affordable housing, reduction of waste due to demolition, servicing capacity, stormwater management, potential implementation of a Vacant

Page 21

Homes Tax and transit investment. These matters, which are beyond the scope of the CZBL, are either managed under the jurisdiction of another governing body or will be addressed through other municipal tools and initiatives, including but not limited to Site Plan Control, the City's Standards and Specification Manual, the City's Tree Preservation By-law, the City's Sustainability Metrics Program and/or the City's Affordability Strategy.

It should also be noted that comments received as of the time of writing of this report that are relevant to the preparation of the CZL for the City's **Neighbourhoods** will be discussed in more detail in a future report to Council.

Accessible Parking By-law

Currently, accessible parking space requirements are split between the *Municipal Act* By-law and the City's existing Parent Zoning By-laws. Given that the Parent Zoning By-laws applicable to the lands covered by the CZBL are proposed to be repealed, staff recommend that a single *Municipal Act* By-law regulate the requirements related to Accessible Parking requirements. 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 C). 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.

Recommendation

Staff has completed a comprehensive review of the applicable Provincial, Regional and City planning policy and find that the proposed CZBL is consistent with and/or conforms with all relevant planning policies. The proposed CZBL has undergone a detailed and iterative review with key City departments in order to evaluate the appropriateness of the language within the CZBL and to ensure that the proposed regulations are enforceable and implementable. Additionally, input from Council and members of the public has been taken into consideration in the preparation of the proposed CZBL. On the basis of the preceding, staff recommends that Council approve the proposed CZBL for the Centres and Corridors attached as Appendix "B" hereto for the following principal reasons:

- the preparation of the proposed CZBL for the Centres and Corridors satisfies the requirements under subsection 26(9) of the *Planning Act* and **Section 5.6** of the Plan with respect to the preparation of a Comprehensive Zoning By-law for the City of Richmond Hill;
- the proposed CZBL is consistent with the PPS and conforms with all relevant Provincial, Regional and City planning policies. The proposed CZBL implements the vision for the Centres and Corridors as set out in the Plan;
- the proposed CZBL represents good planning; and,

Page 22

- the recommendations of this report satisfy one of the City's HAF commitments pertaining to accelerating planning changes to enable residential development in three key strategic growth areas.

As it relates to the accessible parking space requirements, as outlined in this report, staff recommend a consolidated amendment to the Code pursuant to the *Municipal Act* in order to regulate the requirements related to accessible parking. As noted previously, among other updates, the amendments to the Code are intended to align the City's accessible parking regulations with the *Accessibility for Ontarians with Disabilities Act*. Therefore, staff recommends that Council approve the Accessible Parking By-law attached as Appendix "C" hereto.

Financial Implications:

The drafting of the CZBL for the **Yonge and Carrville/16th KDA**, the **Newkirk LC** and the **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. The approval of the CZBL for the Centres and Corridors meets the City's obligations under the HAF agreement.

Relationship to Strategic Plan 2024-2027:

The recommendations of this report are aligned with Priorities 1 and 2 of **Pillar 1: Growing a Livable, Sustainable Community** in encouraging and supporting land use permissions for a range of housing options, the development of complete communities, including an appropriate mix of uses, improving mobility and accessibility, and promoting active and sustainable modes of transportation through appropriate regulations. Additionally, the recommendations of this report support sustainable design through the land-use planning approvals process in directing compact, transit-oriented development within intensification areas.

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", Extract from Council Public Meeting C#04-25 held on February 25, 2025
- Appendix "B", Draft Comprehensive Zoning By-law (Centres and Corridors)
- Appendix "C", Draft Accessible Parking By-law, Municipal Code Chapter 1106
- Map 1, Schedule A2 (Land Use) (Note: does not reflect land use designation adjustments pursuant to the OP Update)
- Map 2, Protected Major Transit Station Areas (MTSAs)

Page 24

Report Approval Details

Document Title:	SRPBS.25.029 Request for Approval – Comprehensive Zoning By-law (Centres and Corridors) and Accessible Parking By-law.docx
Attachments:	<ul style="list-style-type: none">- SRPBS.25.029 - Appendix A AODA.pdf- SRPBS.25.029 Appendix B (Draft By-law).docx- SRPBS.25.029 Appendix B (Schedules A2-A9).docx- SRPBS.25.029 Appendix B (Schedules B2-B9).docx- SRPBS.25.029 Appendix B (Schedules C2-C9).docx- SRPBS.25.029 Appendix B (Schedules D1-B2-1).docx- SRPBS.25.029 - Appendix C (AODA).docx- SRPBS.25.029 - Map 1 - Schedule A2 (Land Use).docx- SRPBS.25.029 - Map 2 - Location of Major Transit Station Areas.docx
Final Approval Date:	Mar 11, 2025

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

Deborah Giannetta - Mar 11, 2025 - 3:32 PM

Gus Galanis - Mar 11, 2025 - 3:33 PM

Darlene Joslin - Mar 11, 2025 - 4:29 PM