



March 14, 2025

Mayor and Members of Council  
The Corporation of the City of Richmond Hill  
225 East Beaver Creek Road  
Richmond Hill, Ontario, L4B 3P4

TODD TRUELLE  
*ttrudelle@goldberggroup.ca*  
(416) 322-6364 EXT. 2103

Dear Mayor and Members of Council:

**Re: Comprehensive Zoning By-law Project (Centres and Corridors) Response  
Baif Don Head – 0 Addison Street and 0 Hopkins Street  
Baif Developments Limited**

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Goldberg Group is submitting this letter on behalf of Baif Developments Limited (Baif), the Owner of the property legally described as 'Block 9, Plan 65M-2368 and Parts 12 & 13, Plan 65R-12296', and municipally known as 0 Addison Street ("Yonge Block"). Baif also owns a separate parcel of land legally described as 'Block 4, Plan 65M-2369 and Part 5, Plan 65R-12296', and municipally known as 0 Hopkins Street ("Major Mackenzie Block"). The Yonge Block and Major Mackenzie Block are referred to collectively as the 'subject lands'.

The subject lands are located south of Major Mackenzie Drive and west of Yonge Street and comprise two large vacant parcels. The Yonge Block is bordered by Yonge Street, Hopkins Street, Addison Street and Harding Boulevard West, while the Major Mackenzie Block is bordered by Major Mackenzie Drive, Atkinson Street, Hopkins Street and the Richmond Hill Fire Station.

The comprehensive development of the subject lands was the subject of a lengthy Ontario Municipal Board hearing in 2014 (case file PL110189) which culminated in a decision approving the development in principle dated April 29, 2015. The implementing site-specific Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) were approved through a subsequent OMB Order dated May 25, 2016, a copy of which is attached hereto.

In addition to the approved instruments, Baif entered into minutes of settlement with the Region of York pertaining to the future east-west streets and necessary easements for the Yonge Transitway work, as well as a formal agreement with the City which also pertained to the proposed east-west streets. These documents form part of the approval record and need to be maintained and remain applicable to the subject lands.

The approved instruments amended the City of Richmond Hill Official Plan (RHOP) and Zoning By-law 181-81 in order to permit the development of the Yonge Block with three 20-

storey mixed use buildings with podiums fronting on Yonge Street, Hopkins Street and Addison Street and three 10 storey buildings fronting on Addison Street, and to permit development on the Major Mackenzie Block comprised of a 15 storey building with undulating podium heights fronting on all sides of the block.

The office consolidation of the RHOP continues to identify the subject lands on Schedule A11 and in Chapter 6 – Exceptions and the details of the development approval are contained within site-specific exception policy 6.15.

As such, we were surprised to see that the February 25, 2025, draft of the City's new Comprehensive Zoning By-law (CZBL) includes a new exception provision 7.4 (oddly numbered since it is within Section 19) which appears intended to carry forward the site-specific approval for the subject property, but which does not fully and accurately reflect the previous OMB approval or the in-force planning instruments. Rather than capturing the approved development standards from the existing site-specific ZBA, the proposed exception provision simply copies the policy language from existing RHOP site-specific exception policy 6.15. This is not an appropriate or accurate means of maintaining the approved zoning for the subject property. Most importantly, the proposed CZBL exception does not carry forward the section 37 provision in the existing site-specific ZBA which established the agreed-upon contribution for the additional height permitted on the Yonge Block. By proposing to repeal the existing site-specific ZBA, the new CZBL would have the effect of extinguishing the agreed-upon section 37 contribution and instead transitioning the subject lands into the new community benefit charge regime. This is not acceptable to Baif.

The purpose of this correspondence is twofold.

Firstly, this correspondence sets out our opinion and Baif's submission that the CZBL is premature, and that if the City nevertheless insists on moving forward with the CZBL at this time, the previous OMB approval must continue to be recognized for the subject lands. In order to satisfactorily recognize the approval and the section 37 contribution agreed to with the City (which is reflected in the site-specific ZBA and a section 37 agreement registered on title), the subject lands must be excluded from the CZBL. Most importantly, Zoning By-law 181-81, as amended, must not be repealed and must remain in force and effect in respect of the subject lands.

Secondly, this letter provides some general comments and concerns on the content of the draft CZBL to be considered by the Committee of the Whole on March 19, 2025, given that it is ultimately intended to apply throughout the City and Baif owns several other sites in Richmond Hill which may be impacted by the CZBL

## **BY-LAW PROCESS AND SPECIFIC CONCERNS REGARDING PREVIOUS APPROVAL**

With respect to process and timing, it is our opinion and Baif's submission that the timing of the *Centres and Corridors* portion of the CZBL is premature given that the City has not yet updated its 2010 RHOP for these areas of the City. Accordingly, we suggest that the approval

of a new zoning framework for the *Centres and Corridors* should not be considered until such time as the updated RHOP framework is in effect to ensure that it is consistent with the Provincial Planning Statement (2024) and the York Region Official Plan (2022).

On this basis, it is recommended that it would be more appropriate for the CZBL to first be established for those areas of the City for which the RHOP has been updated – such as the *Neighbourhood* designation for which the policy framework of Official Plan Amendment No. 18.3 is in force and effect – and deferred for those areas that have not yet been updated in the RHOP.

Once the development potential of the *Centres and Corridors* has been comprehensively reviewed by the City in light of the significant policy advancements that have occurred since the RHOP was adopted 15 years ago, the CZBL can similarly be updated for those areas. To update the zoning before updating the corresponding RHOP policies is not in keeping with the legislative regime or the established planning hierarchy.

In any event, the site-specific ZBA for the subject lands must remain in force and effect regardless of whether or not the City enacts the new CZBL. Should the City adopt the CZBL we request that the subject lands be removed from the CZBL in their entirety.

As currently drafted, key site-specific regulations in the CZBL that would affect the existing development approval for the subject lands include the Schedules and Section 1.12 – Transition.

## Schedules

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The subject lands are proposed to be located within the *Regional Mixed Use Corridor (RM1-COR1)* Zone. It is noted that each of the parcels within the Yonge Block and the Major Mackenzie Block now have identified site specific exemptions being 7.4A, 7.4B and 7.4C for the Yonge Block and 7.4D for the Major Mackenzie Block. However, it is not clear from the language in sections 2.4 and 19.0 how these exception provisions would interact with the other applicable development standards in the proposed CZBL. More troubling is that the exception provisions simply copy the RHOP site-specific policy language verbatim, without any attempt to carry forward the existing site-specific development standards from the in-force ZBA. This is an ad hoc and inappropriate approach to recognizing and maintaining the existing approval for the subject lands.

It is also noted that Schedule B4-6 does not incorporate the approved density for the subject lands in the same manner as the approved density is represented on the same Schedule for properties such as 9825 Yonge Street at the northeast corner of Yonge Street and Harding Boulevard and 9939 Yonge Street at the northeast corner of Yonge Street and Elmwood Avenue which also have existing site-specific zoning approvals. Similarly, Schedule C4-6 identifies a maximum height of 15 storeys that does not conform with Section 6.15 of the OP or the approved zoning for the subject lands, despite the same Schedule expressly permitting the heights of 22 and 21 storeys for the other aforementioned approvals on the east side of

Yonge, which are directly across the street from the subject lands. No explanation is provided for this proposed differential treatment.

With respect to the subject lands, the permitted maximum density of 2.5 FSI on Schedule B4-6 and the permitted heights for the Yonge Block on Schedule C4-6 do not reflect the previous OMB approval. Section 1.14 proposes to repeal By-law 181-81 and all amendments thereto as they apply to the lands subject to the CZBL. Accordingly, the density and height permissions on Schedules B4-6 and C4-6 would represent a “down zoning” of the current approval from 20 storeys to 15 storeys and a reduced density to 2.5FSI from 4.02 FSI for the Yonge Block and 3.3 FSI for the Major Mackenzie Block. Although Schedule A4-6 identifies the site-specific exceptions for the subject lands, the full details of the in-force ZBA, including the agreed-upon section 37 contribution, are not detailed in the Exception provisions found in Section 19 (7.4).

The repeal of By-law 181-81 would have the effect of eliminating the approved zoning and agreements for the subject lands, thereby extinguishing the section 37 contribution previously agreed to by the City and Baif. This is unwarranted and unacceptable. By-law 181-81, as amended by the ZBA for the subject lands, must remain in force and effect for the subject lands to recognize the previous approval and agreements with both the City and Region of York. This can only be achieved through the exclusion of the subject lands from the CZBL and the preservation of By-law 181-81 and the OMB approved zoning.

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### **Section 1.12: Transition**

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Subsections 1.12.2, 1.12.3, 1.12.4, and 1.12.5 provide that only past approvals or decisions relating to minor variances (1.12.2 and 1.12.3) would be recognized, and only as far back as January 1, 2015. There appear to be no transition provisions to recognize previous zoning approvals through a Council or OMB/OLT decision

There are also transition provisions in subsection 1.12.6.2 of the draft CZBL which apply if a site plan application has been deemed complete prior to the effective date of the CZBL. In the case of the subject lands, a complete site plan application has not been submitted, and it is our understanding that the previous zoning approval would therefore not be fully recognized (i.e., s37, agreements, etc.) and not properly transitioned into the new CZBL.

For the subject lands, where the previous zoning approval contains section 37 provisions and was implemented through a site-specific amendment to By-law 181-81, the subject lands need to be excluded from the CBZL in order to ensure that the previous approval and corresponding section 37 agreement continues to apply to the subject lands.

Without proper transition provisions and at least the partial retention of By-law 181-81, as amended, the detailed aspects of the previous approval will not survive. Given the extensive time, effort and expense incurred by Baif and the City, it would be inappropriate for the new CZBL to extinguish the previous approval and agreements associated with such. It is our position that the subject lands should be excluded from the CZBL. Should the City enact the new CZBL with the subject lands included, Baif will have no choice but to appeal.

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**Table 4.1C: Centre and Corridors Zone Standards and Special Provisions**

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We provide the following concerns related to the proposed zoning standards set out in Table 4.1C for the RMU-COR1 Zone as they apply to the subject lands:

- Zoning standards found in the OMB approved ZBA for the subject lands are not reflected in the standards in Table 4.1C and are not reflected in Exception 7.4 to the CZBL. With the proposed repeal of By-law 181-81 and the amending by-law for the subject lands, the subject lands would now be subject to those standards found in the CZBL. This is not acceptable, and the full details of the previous approval need to be recognized, which can only be done through the removal of the subject lands from the CZBL, respecting the zoning approved by the OMB and the agreements with both the City and Region.

**GENERAL COMMENTS**

It is understood that the Administration (Section 1), General Regulations (Section 3), and Parking/Loading Regulations (Section 10) contained in the draft are intended to apply to the entire City. On this basis, we provide the following general comments on behalf of Baif as follows:

**Schedules**

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Improved schedules are now provided in the February 25, 2025, version of the CZBL released on March 12, 2025. We note that the treatment of previous approvals on various sites is treated differently as discussed in the site specific concerns on the zoning Schedules.

**Section 3.2: Mechanical Equipment and Penthouses**

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Taller buildings may require telescoping building maintenance units, which may extend beyond 6-metres above a roof during operation. Does this 'in operation' height need to be considered for the purposes of 3.2(a)?

We suggest subsection (d) should permit mechanical equipment without a setback where architectural screening is provided in a manner that forms part of the architectural expression of the building.

**Section 3.3: Amenity Space**

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We suggest that a similar provision to 3.2(a) should be included with respect to amenity space located on the rooftop of a building. It is suggested that an indoor amenity space connected to a mechanical penthouse, and which provides access to an outdoor amenity space on the rooftop should not be considered a 'storey' and should be excluded from the calculation of 'building height'.

We also suggest that the minimum number of units requiring amenity space should be increased to 40 dwelling units, with a decreasing amount over 200 units.

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### **Section 3.4: Permitted Encroachments**

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We provide the following suggestions with respect to the Permitted Encroachments:

- Canopies associated with a mid- or high-rise building should be able to extend to a property line abutting a street;
- The proposed encroachment of 1.1 m for steps including landing may not be sufficient in certain instances. We suggest this should simply read “No closer than 0.3m to a property line”.
- Subsection (b) does not seem to consider the potential requirements of building code, noise, privacy, or wind for mid-rise or tall buildings;
- Provisions should include encroachments for privacy screens between outdoor patios, balconies, and/or terraces; and
- We suggest that additional provisions are required for intake/exhaust vents, and landscape planters, and request that permission be provided to allow the encroachment of these features into any yard to within 0.3m of a property line

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### **Section 3.5: Separation**

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We suggest that a minimum separation distance of 11 metres be utilized for appropriate separation distance for the podium of mid- or high-rise buildings in Section 3.5a).

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### **Section 3.7: Building Unit Mix**

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Similar to Section 3.3, we suggest that any requirement outlining a minimum provision of 3-bedroom units should be increased to 40 or more units.

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### **Tables 4.1.A and 4.1.B: Centre and Corridors Permitted Uses and Special Provisions**

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The subject site is proposed to be located within the *Regional Mixed Use Corridor (RM1-COR1)* Zone. While we note that this Zone permits ‘Arts and Cultural Facilities’ and ‘Commercial’ uses, which are rather broadly defined.

There are several uses which we wish to confirm are permitted, including:

- Commercial/Trade Schools;
- Commercial Fitness/Recreation Facilities;
- Craft or Retail Brewery;
- Financial Institutions;
- Medical Offices and Clinics;
- Office (in addition to Major Office);
- Personal Service, and Pet Service Shops;
- Place of Amusement, or Place of Entertainment;
- Place of Worship;

- Private Club;
- Restaurants, including take-out restaurants;
- Retail, including convenience retail; and
- Veterinary Offices and Clinics;

Considering existing market conditions and impacts on the long term retail/commercial leasing environment following COVID-19, we have concerns with respect to Special Provision 5, which requires the existing leasable floor area of existing commercial uses to be retained or enlarged through redevelopment. We suggest that the need to replace non-residential floor area should be considered on a site by site basis, rather than as a blanket requirement across the corridor.

We appreciate the intent of the City to maximize the provision of non-residential floor area along the Centres and Corridors as a means to create a complete community, with a vibrant and active public realm. Notwithstanding this, we suggest that the ability to implement a feasible development proposal with a large provision of non-residential floor area requires a larger suite of incentives and interventions in order to minimize the cost of constructing this floor area.

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**Table 4.1C: Centre and Corridors Zone Standards and Special Provisions**

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In addition to the site specific concerns identified previously, we provide the following comments related to the proposed minimum yard setbacks for the RMU-COR1 Zone:

- The table does not appear complete with many standards for Mid-Rise Buildings (MRB) across the zoning categories left blank.
- We suggest that all yard setbacks are better provided as ranges or 'build within' zones to allow flexibility during an application stage, without requiring relief from the CZBL. In particular, we find that the flankage yard tower setback requirement of 6 metres is excessive;
- We suggest that no setback should be required for any levels above the first storey within a base-building/podium;

It is also noted that in Table 4.1D Special Provision 1 still makes reference to angular planes for mid-rise and high-rise buildings within certain zones. We suggest that consideration should be given to alternative methods of transition given that many municipalities have started moving away from this metric given the impacts on sustainability and cost of construction.

Special Provision 4 identifies the need for a 7.5m setback to side or rear lot lines where there are window openings. As identified earlier, this should be reduced to a 5.5m setback to reflect an 11 m building separation for adjacent developments.

We appreciate the clarification that Floor Space Index (FSI) is to be calculated on the basis of gross lot area, prior to conveyance to a public authority, and support this method.

Notwithstanding this, we suggest that certain floor area within the development may be appropriate for exclusion from the calculation of FSI, including:

- Affordable dwelling units;
- The area associated with public access to non-residential floor area from an underground parking facility;
- a room or enclosed area, including its enclosing walls, within the building or structure, that is used exclusively for the accommodation of mechanical equipment, including heating, cooling, ventilation, electrical equipment shafts, fire protection equipment, plumbing or elevator equipment shafts, fire prevention equipment, and service and elevator shafts; and
- Indoor amenity spaces or bicycle parking facilities required by the CZBL;

### **Section 10.0: Parking and Loading Regulations**

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We support the inclusion of permission to provide a proportion of required parking spaces as 'compact' parking spaces, however request clarification as to whether both Type A and Type B compact spaces are permitted within a single development project (i.e. accounting for 50% of required parking spaces).

Section 10.5 respecting Daylight Triangles identifies that they must be free of any encroachment or obstruction. In the past, these Daylight Triangle have been transferred unencumbered to the Region or the City. Is there a consideration that Daylight Triangles be provided as easements as opposed to transfers that would permit below grade parking structures to utilize the lands below a daylight triangle to provide regularity in shape and increased functionality of below grade parking structures?

Provision for shared parking other than that set out in 10.9.1, and off-site parking do not appear to be included in the CZBL and should be considered.

It is our experience that stacked bicycle parking spaces often have lower standards than those indicated in Table 10.10A. We suggest that the standards be relaxed to avoid the potential need for relief. Additionally, we suggest that permission should be provided to allow a wall mounted bicycle parking space to encroach into the vertical clearance of a vehicular parking space to further expand the provision of bicycle parking opportunities within mid- and high-rise buildings.

Table 10.10C.3 identifies a minimum of 6 public bicycle parking spaces required in addition to short term bicycle parking, however, the note reference is identified under Long Term Bicycle Parking Space. Are these spaces included in the visitor parking rates or are these 6 spaces in addition to the rates. Does the reference to "public" infer some form of designated "bike-share" spaces? Clarification is required.

Special Provision 4 requires all bike parking to be at-grade or 1 level up in an above grade structure or 1 level down in a below grade structure. Flexibility of bike parking on multiple



levels should be provided. Providing all bike parking at the P1 level (below grade for example) will force developments to move the majority of car parking to lower levels and potentially require extra levels for parking, which is expensive. If there are unsuitable spaces at parking levels below P1 for vehicle parking, there should be an opportunity to utilize these areas for bike parking.

### 10.13 Electric Vehicle Parking Standards

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Section 10.13.1 requires that a minimum number of “Electric Vehicle Parking Spaces” and “Electric Vehicle Ready Parking Spaces” be provided for lands subject to the CZBL. However, as a result of the Bill 185 amendments to the *Planning Act*, the City no longer has the authority to require an owner to provide and maintain parking facilities on lands within a protected major transit station area. This means that the City cannot require the provision of a minimum number of “Electric Vehicle Parking Spaces” or “Electric Vehicle Ready Parking Spaces” for the majority of the lands proposed to be subject to the CZBL.

In addition, regardless of whether lands are located within a protected minimum transit station area, it is Baif's position that it is beyond the City's zoning authority to regulate the manner of construction and construction standards by imposing minimum EV requirements, as such standards are appropriately and exclusively governed by the Ontario Building Code.

If EV parking regulations are introduced into the CZBL, Baif will have no choice but to appeal. In any event, we request that staff consider the inclusion of transition provision specific to EV-parking so buildings well advanced in their approvals or permitting do not get caught mid-process by these new EV-parking by-law requirements.

We welcome the opportunity to meet with City Staff to discuss the above comments and concerns, and request to be notified of any further activity or reporting on this matter.

If you have any questions or require additional information, please do not hesitate to contact the undersigned at ext. 2103.

Yours truly,

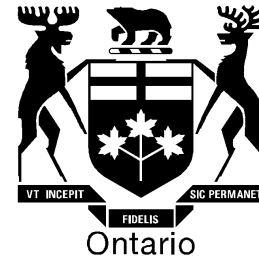
**GOLDBERG GROUP**



Todd Trudelle  
Associate

cc. Baif Developments Limited  
Ian Andres, Goodmans LLP  
Sal Aiello, City of Richmond Hill

**Ontario Municipal Board**  
Commission des affaires municipales  
de l'Ontario



**ISSUE DATE:** May 25, 2016

**CASE NO.:** PL110189

**PROCEEDING COMMENCED UNDER** subsection 17(40) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended

Appellants:

Amir-Hessam Limited & 668152 Ontario Limited  
583753 Ontario Limited  
Yonge Bayview Holdings Inc.  
K.J. Beamish Holdings Limited  
Signature Developments Inc.  
TSMJC Properties Inc.  
Haulover Investments Limited  
New Era Developments (2011) Inc.  
Rice Commercial Group and Major Mac Realty Inc.  
Loblaw Properties Limited  
E. Manson Investments  
North Leslie Residential Landowners Group Inc.  
Montanaro Estates Limited and William & Yvonne Worden  
Baif Developments Limited  
Arten Developments Inc.  
Stonecourt Construction Inc.  
P. Campagna Investments Ltd., P.A. Campagna and  
1480420 Ontario Ltd.  
Ram Nischal, Rekha Nischal, Neelam Narula and Raj Kumar  
Angelo, Louise and Josephine Cimetta and Shiplake  
Developments Ltd.  
Great Land (Westwood) Inc.  
775377 Ontario Ltd. (Belmont)  
Robert Salna and Robert Salna Holdings Inc.  
AME-SON Holdings Ltd.  
Corsica Development Inc.  
Elginbay Corporation  
Sitzer Group Holdings No. 1 Limited, Grall Corporation  
Limited, Natweiss Investments Limited, 967933 Ontario  
Limited & Loblaws Inc. (owners of the Richmond Heights  
Shopping Centre)  
Dickson 48 Property Inc., Sedgewick Property Inc., Long  
Body Homes Inc., & 1419079 Ontario  
1191621 Ontario Inc.  
1835942 Ontario Inc.  
1122270 Ontario Inc.

Subject: Failure of the Regional Municipality of York to announce a decision respecting the proposed new Official Plan for the Town of Richmond Hill

Municipality: Town of Richmond Hill

OMB Case No.: PL110189

OMB File No.: PL110189

OMB Case Name: Cimetta v. Richmond Hill (Town)

**PROCEEDING COMMENCED UNDER** subsection 22(7) of the *Planning Act*, R.S.O. 1990, c. P. 13, as amended

Applicant and Appellant: Baif Developments Limited

Subject: Request to amend the Official Plan - Failure of the Town of Richmond Hill to announce a decision on the application

Existing Designation: Town Centre

Proposed Designation: Town Centre – Key Development Area

Purpose: To permit the development of 3 residential towers with maximum heights of 20, 28 and 31 storeys and 3 additional towers with a maximum height of 10 storeys

Property Address: 0 Addison Street

Municipality: Town of Richmond Hill

Approval Authority File No.: D01-11006

OMB Case No.: PL110189

OMB File No.: PL120643

**PROCEEDING COMMENCED UNDER** subsection 34(11) of the *Planning Act*, R.S.O. 1990, c. P. 13, as amended

Applicant and Appellant: Baif Developments Limited

Subject: Amendment to Zoning By-law No. 181-81 - Failure of the Town of Richmond Hill to announce a decision on application

Existing Zoning: Commercial Office (CO) Zone and Residential Office Complex (RO) Zone

Proposed Zoning: Multiple Residential Ten Special (Hold) (RM10-S(H)) Zone

Purpose: To permit 3 residential towers with maximum heights of 20, 28 and 31 storeys and 3 additional towers with a maximum height of 10 storeys

Property Address: 0 Addison Street

Municipality: Town of Richmond Hill

Municipal File No.: D02-11031

OMB Case No.: PL110189

OMB File No.: PL120651

**PROCEEDING COMMENCED UNDER** subsection 22(7) of the *Planning Act*, R.S.O. 1990, c. P. 13, as amended

Applicant and Appellant:	Baif Developments Limited
Subject:	Request to amend the Official Plan - Failure of the Town of Richmond Hill to announce a decision on the application
Existing Designation:	Town Centre
Proposed Designation:	Town Centre – Key Development Area
Purpose:	To permit the development of a residential building with a maximum building height of 9 storeys
Property Address:	0 Hopkins Street
Municipality:	Town of Richmond Hill
Approval Authority File No.:	D01-11007
OMB Case No.:	PL110189
OMB File No.:	PL120652

**PROCEEDING COMMENCED UNDER** subsection 34(11) of the *Planning Act*, R.S.O. 1990, c. P. 13, as amended

Applicant and Appellant:	Baif Developments Limited
Subject:	Amendment to Zoning By-law No. 181-81 - Failure of the Town of Richmond Hill to announce a decision on application
Existing Zoning:	Parking (P) Zone
Proposed Zoning:	Multiple Residential Ten Special (Hold)(RM10-S(H)) Zone
Purpose:	To permit the development of a residential building with a maximum building height of 9 storeys
Property Address:	0 Hopkins Street
Municipality:	Town of Richmond Hill
Municipal File No.:	D02-11032
OMB Case No.:	PL110189
OMB File No.:	PL120653

BEFORE:

J. de P. SEABORN	)	Wednesday, the 25 <sup>th</sup> day
VICE-CHAIR	)	
	)	of May, 2016

**THIS MATTER** having come on for a public hearing;

**AND THE BOARD** in its Decision issued on April 29, 2015 having withheld its Order pending revision of (and agreement on) the proposed private site-specific Official Plan Amendment as well as to allow an opportunity for Baif Developments Limited ("Baif") and the Town of Richmond Hill (the "Town") to determine the precise wording of the private site-specific By-law;

**AND THE BOARD** having been advised that Baif and the Town have agreed to a Section 37 contribution in relation to the additional height above 15 storeys approved by the Board for the Baif lands known municipally as 0 Addison Street;

**THE BOARD ORDERS** that the appeal pertaining specifically to the private site-specific Official Plan Amendment is allowed in part and the Official Plan for the Town of Richmond Hill is modified by adding a new site-specific exception Policy 6.15 and by revising Schedules A2, A9, A10 and A11 in the form attached hereto as Schedule "A";

**AND THE BOARD ORDERS** that the appeal pertaining specifically to the private site-specific By-law is allowed in part, and By-law No. 181-81, as amended, of the Town of Richmond Hill is hereby amended in the manner set out in Schedule "B" attached to this Order. The Board authorizes the municipal clerk to assign a number to this By-law for record keeping purposes.



SECRETARY

If there is an attachment referred to in this document,  
please visit [www.elto.gov.on.ca](http://www.elto.gov.on.ca) to view the attachment in PDF format.

**Ontario Municipal Board**

A constituent tribunal of Environment and Land Tribunals Ontario

Website: [www.elto.gov.on.ca](http://www.elto.gov.on.ca) Telephone: 416-212-6349 Toll Free: 1-866-448-2248

**SCHEDULE “A”**

**NEW SITE-SPECIFIC EXCEPTION POLICY  
AND OFFICIAL PLAN SCHEDULE AMENDMENTS**

*(ATTACHED)*

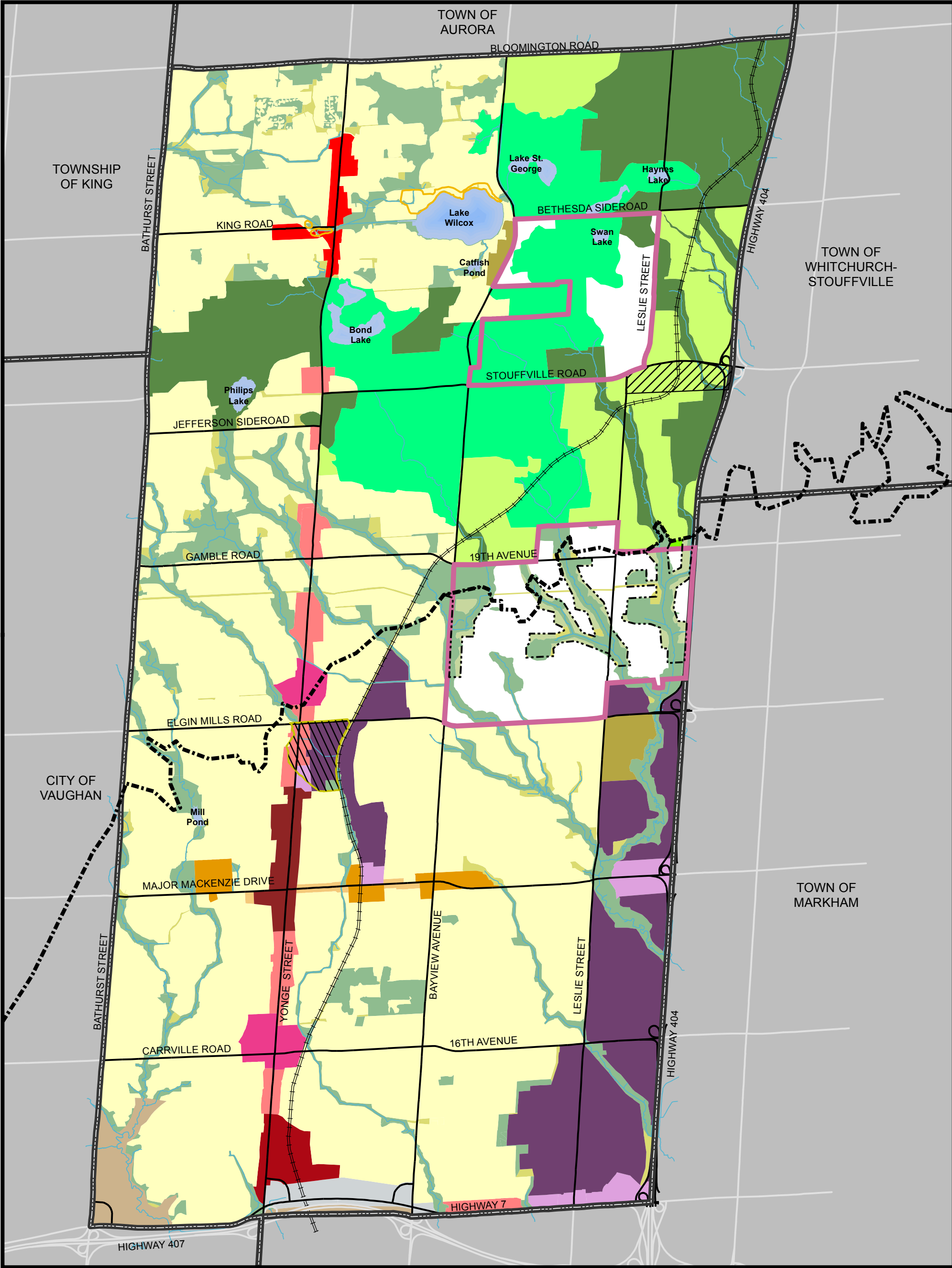
## 6. EXCEPTIONS

15. Notwithstanding any other provision of this Plan to the contrary, for the Lands municipally known as 0 Addison Street and 0 Hopkins Street shown as Exception Areas "15A", "15B", "15C" and "15D" on Schedule A11 (Exceptions) to this Plan, the following shall apply:

- a. *High-Rise* and *mid-rise* buildings shall be permitted as follows:
  - i. within Exception Area "15A", one terraced mixed-use base building ranging in height from 6 to 8 storeys along the Yonge Street frontage and one residential tower fronting onto Harding Boulevard with a maximum building height of 20 storeys (exclusive of mechanical) and a maximum floorplate of 780 square metres above the base building, as well as one terraced residential building along the Addison Street frontage with a maximum building height of 10 storeys (exclusive of mechanical) and stepbacks and articulation above the 4<sup>th</sup> and 7<sup>th</sup> storeys;
  - ii. within Exception Area "15B", one terraced mixed-use base building ranging in height from 6 to 8 storeys along the Yonge Street frontage and one residential tower fronting onto the new public street to the south with a maximum building height of 20 storeys (exclusive of mechanical) and a maximum floorplate of 780 square metres above the base building, as well as one terraced residential building along the Addison Street frontage with a maximum building height of 10 storeys (exclusive of mechanical) and stepbacks and articulation above the 4<sup>th</sup> and 7<sup>th</sup> storeys;
  - iii. within Exception Area "15C", one terraced mixed-use base building ranging in height from 6 to 8 storeys along the Yonge Street and Hopkins Street frontages and one residential tower fronting onto the new public street to the south with a maximum building height of 20 storeys (exclusive of mechanical) and a maximum floorplate of 780 square metres above the base building, as well as one terraced residential building along the Addison Street frontage with a maximum building height of 10 storeys (exclusive of mechanical) and stepbacks and articulation above the 4<sup>th</sup> and 7<sup>th</sup> storeys;
  - iv. within Exception Area "15D", one terraced residential base building ranging in height from 5 to 8 storeys (exclusive of mechanical) along the Hopkins Street frontage and one residential tower at the corner of Hopkins Street and Atkinson Street with a maximum building height of 15 storeys (exclusive of mechanical) and a maximum floorplate of 820 square metres above the base building, as well as one terraced mixed-use building along the Major Mackenzie Drive and Atkinson Street frontages ranging in height from 5 to 10 storeys (exclusive of mechanical);
- b. The maximum combined FSI for Exception Areas "15A", "15B" and "15C" shall be 4.02 (to be calculated based on the gross site area prior to any road conveyances);
- c. The maximum FSI for Exception Area "15D" shall be 3.30 (to be calculated based on the gross site area prior to any road conveyances);
- d. The minimum separation distance between the towers permitted within Exception Areas "15A", "15B" and "15C" shall be 75 metres;

- e. *Medium density residential* and *live-work units* shall not be permitted at grade level in the portions of the buildings fronting directly onto Yonge Street or Major Mackenzie Drive;
- f. *Retail* and/or *commercial* and/or *office* uses shall be provided as follows:
  - i. within Exception Area “15A”, a minimum gross floor area of 1,200 m<sup>2</sup> shall be provided for *retail* and/or *commercial* uses at grade level in the portions of the buildings fronting directly onto Yonge Street;
  - ii. within Exception Area “15B”, a minimum gross floor area of 1,600 m<sup>2</sup> shall be provided for *retail* and/or *commercial* uses at grade level in the portions of the buildings fronting directly onto Yonge Street;
  - iii. within Exception Area “15C”, a minimum gross floor area of 2,300 m<sup>2</sup> shall be provided for *retail* and/or *commercial* uses at grade level, and a minimum gross floor area of 2,780 m<sup>2</sup> shall be provided for *office* uses above the ground floor, in the portions of the buildings fronting directly onto Yonge Street and Hopkins Street; and
  - iv. within Exception Area “15D”, a minimum gross floor area of 800 m<sup>2</sup> shall be provided for *retail* and/or *commercial* uses at grade level, of which a minimum of 600 m<sup>2</sup> shall be reserved for *office* uses, in the portions of the buildings fronting directly onto Major Mackenzie Drive;
- g. Reductions in the Town standard parking requirements shall be considered in recognition of the transit oriented development and the location of the lands on the Yonge Street and Major Mackenzie Drive transit corridors. Minimum parking standards shall be included in the Zoning Bylaw. Shared parking, car share operations and car-pooling shall be encouraged along with other TDM measures the details of which shall be finalized as part of site plan approval.
- h. Additional access to Yonge Street and Addison Street for Exception Areas “15A”, “15B” and “15C” shall be provided by two new public streets having a right of way width of 15.5 metres between Yonge Street and Addison Street. The public streets shall be located to the north and south of Exception Area “15B”. The development within Exception Areas “15A”, “15B” and “15C” shall also include a linear open space along Yonge Street and interconnected courtyards providing north-south connectivity through the lands between Harding Boulevard and Hopkins Street.



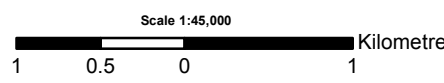


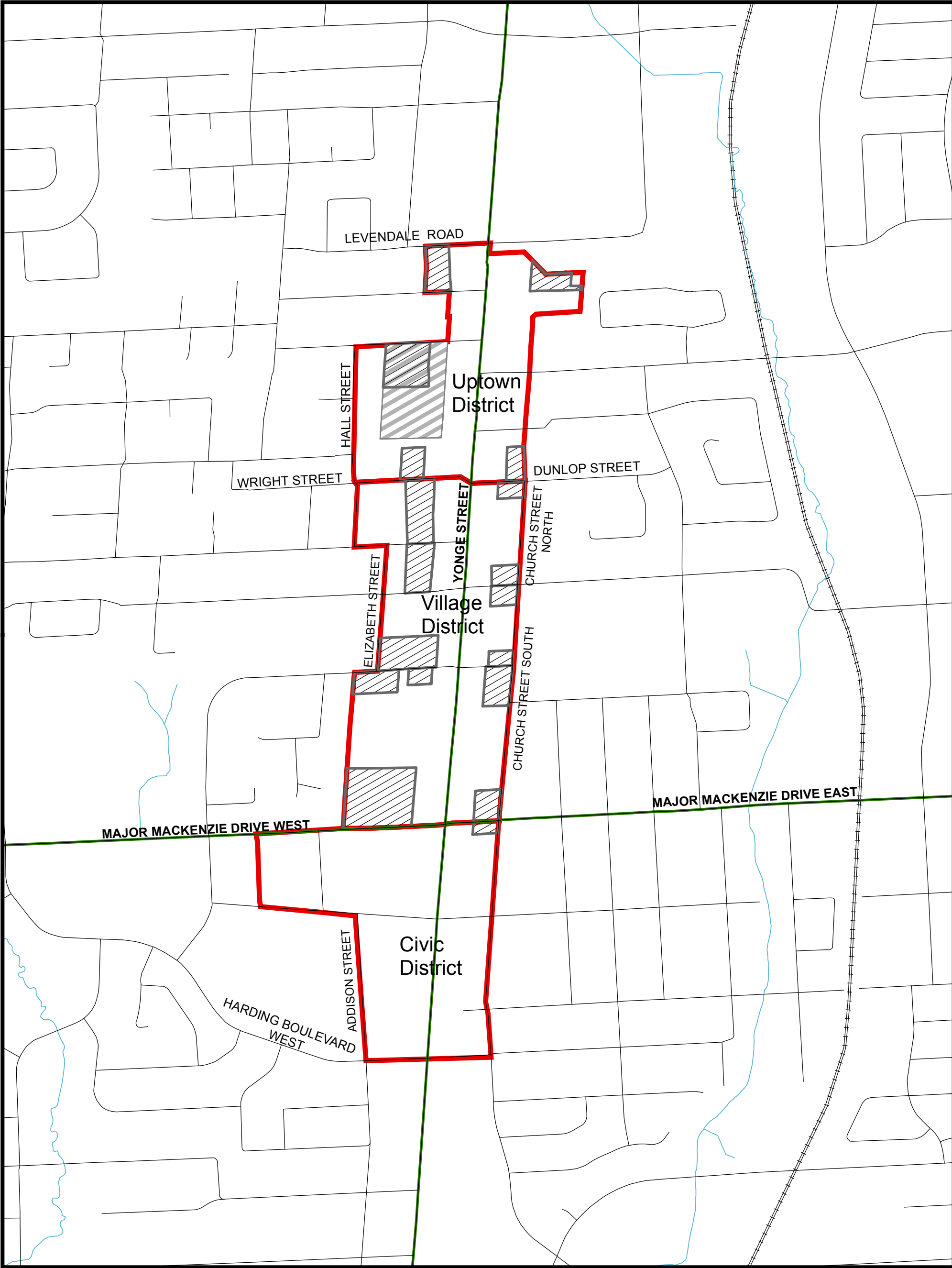
**RICHMOND HILL  
OFFICIAL PLAN  
Land Use  
SCHEDULE A2**

- Legend**
- |                                      |                         |                             |   |
|--------------------------------------|-------------------------|-----------------------------|---|
| ORM Natural Core                     | Parkway Belt West       | Key Development Area        | Lands subject only to the policies and schedules of Part II of this Plan. |
| ORM Natural Linkage                  | Major Urban Open Space  | Regional Mixed Use Corridor | Oak Ridges Moraine Conservation Plan Area                                 |
| ORM Countryside                      | Employment Area         | Local Development Area      | Greenbelt Plan Area   |
| Greenbelt Plan Protected Countryside | Employment Corridor     | Local Mixed Use Corridor    | Waterbodies   |
| Natural Core                         | Richmond Hill Centre    | Neighbourhood               | Watercourses  |
| Natural Linkage                      | Downtown Local Centre   | Utility Corridor            | C.N.R.  |
| Countryside                          | Oak Ridges Local Centre | Special Policy Area         |   |
|                                      |                         | Flood Vulnerable Area       |   |
|                                      |                         | Rural Settlement Area       |   |

NOTE: The information provided in this Schedule constitutes an operative part of the Richmond Hill Official Plan. While every effort is made to ensure its accuracy, currency and completeness, it is not a plan of survey. Due to size constraints and changes that occur over time, the Town cannot warrant its accuracy, currency and completeness. Interested parties are therefore urged to make enquiries with the Town of Richmond Hill Planning And Regulatory Services Department to ensure that the information depicted in this Schedule is accurate, current and complete in all respects.

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**SCHEDULE A9**

**Downtown Local Centre Districts**

**OFFICIAL PLAN**

**RICHMOND HILL**

**Legend**

- Streets
- Downtown Districts
- Exception Area (Policy 4.3.1.1.9)
- Small-scale office, commercial and retail sites

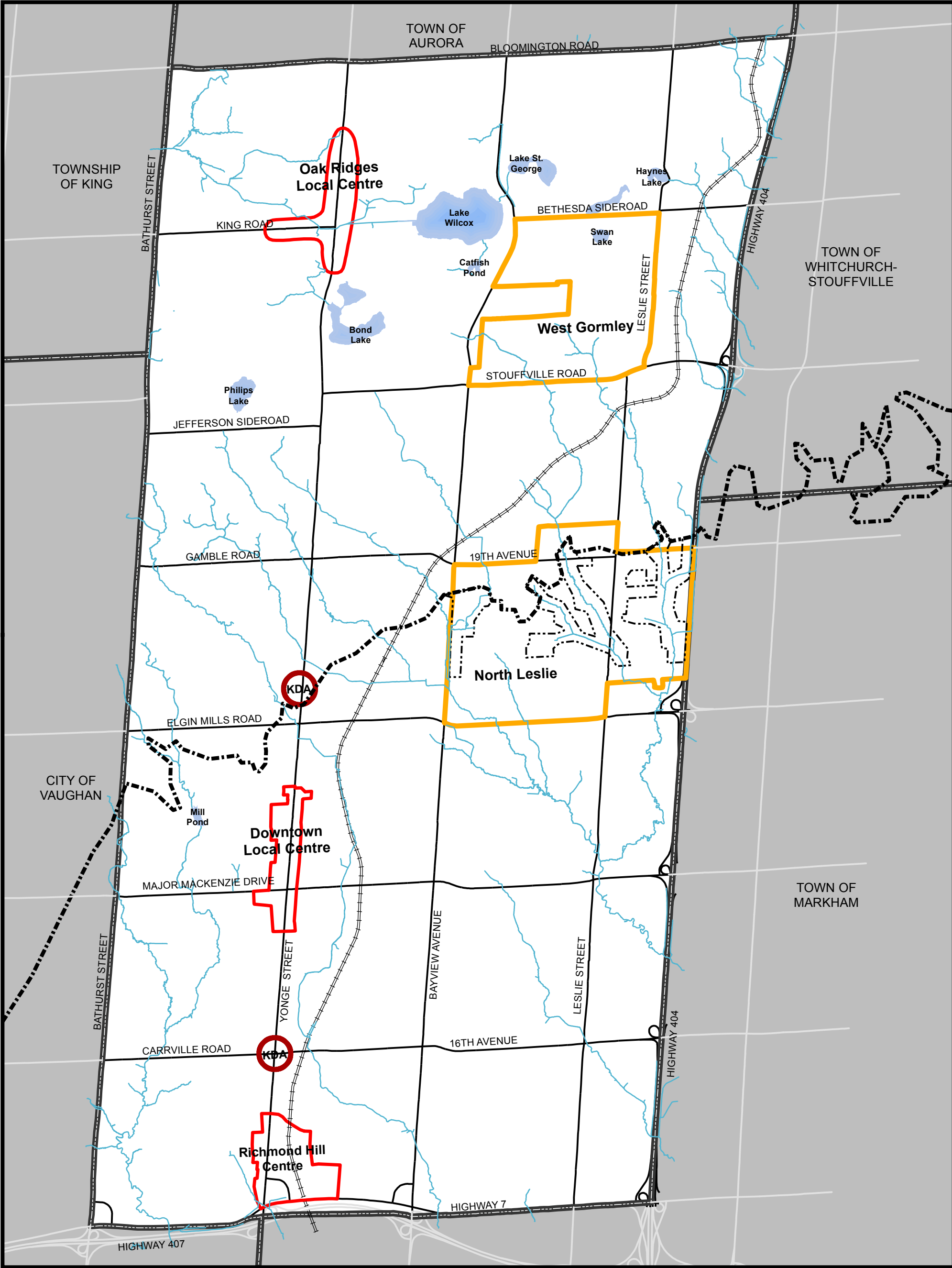
- Watercourses
- C.N.R.

NOTE: The information provided in this Schedule constitutes an operative part of the Richmond Hill Official Plan. While every effort is made to ensure its accuracy, currency and completeness, it is not a plan of survey. Due to size constraints and changes that occur over time, the Town cannot warrant its accuracy, currency and completeness. Interested parties are therefore urged to make enquiries with the Town of Richmond Hill Planning And Regulatory Services Department to ensure that the information depicted in this Schedule is accurate, current and complete in all respects.

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PLANNING & REGULATORY SERVICES DEPARTMENT



**RICHMOND HILL  
OFFICIAL PLAN  
Secondary Plan Areas  
SCHEDULE A10**

### Legend

**Secondary Plan Areas**

- West Gormley
- North Leslie

**New Secondary Plan Areas**

- Oak Ridges Local Centre
- Richmond Hill Centre
- Downtown Local Centre
- Key Development Area

- Oak Ridges Moraine Conservation Plan Area
- Greenbelt Plan Area
- Waterbodies
- Watercourses
- C.N.R.

NOTE: The information provided in this Schedule constitutes an operative part of the Richmond Hill Official Plan. While every effort is made to ensure its accuracy, currency and completeness, it is not a plan of survey. Due to size constraints and changes that occur over time, the Town cannot warrant its accuracy, currency and completeness. Interested parties are therefore urged to make enquiries with the Town of Richmond Hill Planning And Regulatory Services Department to ensure that the information depicted in this Schedule is accurate, current and complete in all respects.

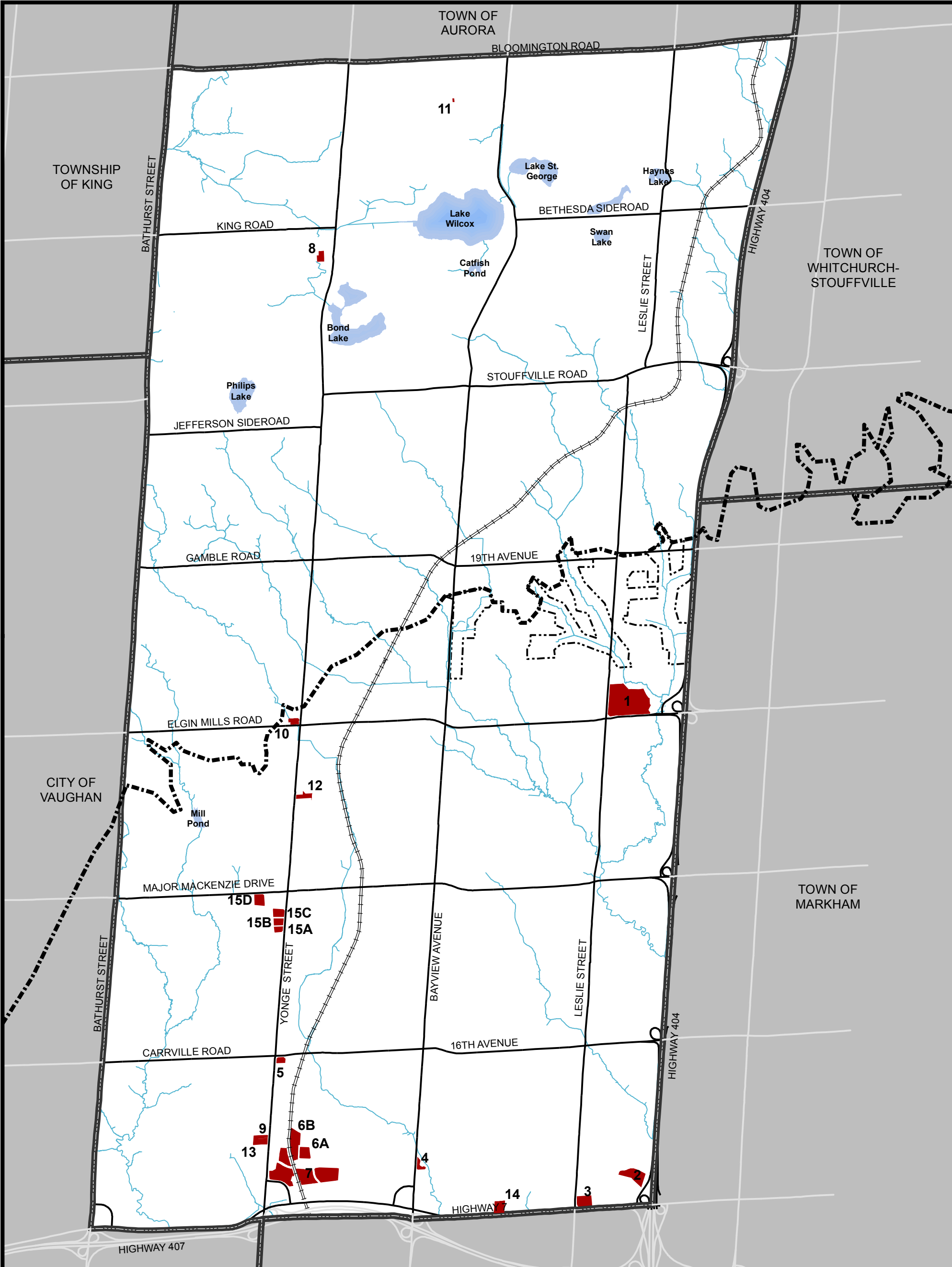
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**SCHEDULE A11**

**Exceptions**

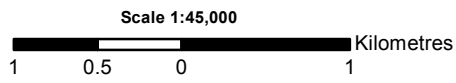
**RICHMOND HILL  
OFFICIAL PLAN**

**Legend**

- Exception
- Greenbelt Plan Area
- Waterbodies
- Watercourses
- C.N.R.
- Oak Ridges Moraine Conservation Plan Area

NOTE: The information provided in this Schedule constitutes an operative part of the Richmond Hill Official Plan. While every effort is made to ensure its accuracy, currency and completeness, it is not a plan of survey. Due to size constraints and changes that occur over time, the Town cannot warrant its accuracy, currency and completeness. Interested parties are therefore urged to make enquiries with the Town of Richmond Hill Planning And Regulatory Services Department to ensure that the information depicted in this Schedule is accurate, current and complete in all respects.

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**Richmond Hill**

PLANNING & REGULATORY SERVICES  
DEPARTMENT

**SCHEDULE “B”**

**AMENDMENT TO ZONING BY-LAW NO. 181-81**

*(ATTACHED)*

THE CORPORATION OF THE TOWN OF RICHMOND HILL

BY-LAW NO. \_\_\_\_\_

A By-law to Amend By-law No. 181-81, as amended,  
of The Corporation of the Town of Richmond Hill

THE ONTARIO MUNICIPAL BOARD APPROVES AS FOLLOWS:

1. That By-law No. 181-81, as amended, of The Corporation of the Town of Richmond Hill, be and is hereby further amended as follows:
- a) By rezoning the lands described as Block 9, Plan 65M-2368 and Parts 12 and 13, Plan 65R-12296 (being parts of Addison and Atkinson Streets, respectively) (Yonge Street Block), and more particularly shown on Schedule “1” attached hereto, from “Commercial Office (CO) Zone” and “Residential Office Complex (RO) Zone” to “Residential Multiple Ten (RM10) Zone”;
  - b) By rezoning the lands described as Block 4, Plan 65M-2369 and Part 5, Plan 65R-12296 (being part of Hopkins Street) (Major Mackenzie Block), and more particularly shown on Schedule “1” attached hereto, from “Parking (P) Zone” to “Residential Multiple Ten (RM10) Zone”; and,
  - c) By adding the following to **SECTION 15 – EXCEPTIONS** of By-law No. 181-81, as amended:

“15.\_\_\_\_

Notwithstanding any other provisions of By-law No. 181-81, as amended, to the contrary, the following provisions shall apply to those lands described as Block 9, Plan 65M-2368 and Parts 12 and 13, Plan 65R-12296 (being parts of Addison and Atkinson Streets, respectively) (Yonge Street Block) and more particularly shown on Schedules “1” and “2” to By-law No. \_\_\_\_, and to those lands described as Block 4, Plan 65M-2369 and Part 5, Plan 65R-12296 (being part of Hopkins Street) (Major Mackenzie Block) and more particularly shown on Schedules “1” and “3” to By-law No. \_\_\_\_:

i) **DEFINITIONS**

For the purposes of this section, the following definitions shall apply instead of the definitions set out in Section 3:

(a) **BICYCLE PARKING SPACE**

Means an area in a building that is equipped with a bicycle rack for the purpose of parking and securing bicycles in a sheltered space.

(b) **DWELLING, APARTMENT**

Means a building or structure containing five (5) or more dwelling units all of which have a common external access to the building by means of a common corridor system and/or direct exterior access for ground floor live-work and/or residential units.

(c) **DWELLING, LIVE-WORK**

Means an apartment dwelling that includes living space and working space accessible from the living area, reserved for and regularly used by one or more residents of the apartment dwelling but does not include home occupations. Working space may be used for retail sales, personal services, medical/dental/optical counseling or like services, studio space for artists/dancers/designers/musicians/photographers, including production from finished materials, offices and schools.

(d) **ESTABLISHED GRADE**

Established grade for each parcel for the purpose of determining building height is determined by the Geodetic Elevation located at the lower ground floor entrance to each building as follows:

Parcel A: 212.80 metres  
Parcel B: 216.60 metres  
Parcel C: 219.50 metres  
Parcel D: 228.50 metres

(e) **GROSS FLOOR AREA (GFA)**

Means the aggregate of the floor areas of a building above established grade, measured between the exterior faces of the exterior walls of the building at each floor level, but excluding the following:

- loading areas;
- a room or enclosed area, including its enclosing walls, within the building or structure, that is used exclusively for the accommodation of mechanical equipment, including heating, cooling, ventilation, electrical equipment, shafts, fire prevention equipment, plumbing or elevator equipment and service;
- bicycle storage and parking areas within the building;
- any below grade areas;
- any space with a floor to ceiling height of less than 1.8 metres (5.9 feet); and,
- unenclosed balconies and terraces.

(f) **LOT COVERAGE**

Means that percentage of the gross lot area as defined on Schedule "1", covered by all buildings, and shall not include that portion of such lot area which is occupied by a building or portion thereof which is completely below grade or provides linkage between buildings above the ground floor.

(g) **MECHANICAL PENTHOUSE**

Means the rooftop floor area above the livable area of an apartment dwelling that is used exclusively for the accommodation of mechanical equipment necessary to physically operate the building such as heating, ventilation, air conditioning, electrical, telephone, plumbing, fire protection and elevator equipment, and includes walls and structures intended to screen the mechanical penthouse and equipment.

ii) **PERMITTED USES**

No building or structure or part thereof shall be erected or used except for one or more of the following uses:

- (a) **DWELLING, APARTMENT** (1)
- (b) **DWELLING, TOWNHOUSE** (1)
- (c) **DWELLING, LIVE-WORK** (1)
- (d) **ART GALLERY**
- (e) **Arts and Cultural Facilities**
- (f) **Bank or Financial Institution**
- (g) **CLINIC**
- (h) **COMMERCIAL SCHOOL**
- (i) **CONVENIENCE STORE**
- (j) **DAY NURSERY**
- (k) **EATING ESTABLISHMENT**
- (l) **Health Centre**
- (m) **HOME OCCUPATION**
- (n) **INSTITUTIONAL**
- (o) **Laundry and dry cleaning establishment**
- (p) **MEDICAL OFFICE**
- (q) **OFFICE**
- (r) **PERSONAL SERVICE STORE**
- (s) **PLACE OF WORSHIP**
- (t) **PRIVATE HOME DAY CARE**
- (u) **PRIVATE RECREATIONAL USE**
- (v) **RETAIL STORE**
- (w) **Temporary Sales or Leasing Centre**

NOTES:

- (1) No dwelling units shall be permitted to front on or face Yonge Street and Major Mackenzie Drive on the ground floor of a building.

iii) **DEVELOPMENT STANDARDS - YONGE STREET BLOCK** (1)

Within the “Yonge Street Block” as shown on Schedule “1” to By-law No. \_\_\_\_\_, no building or structure or part thereof shall be erected or used except in accordance with the following standards:

Maximum Gross Floor Area (GFA)	143,300 m <sup>2</sup> (1,542,468 ft <sup>2</sup> )
Maximum Floor Area Ratio	402%
Maximum Lot Coverage	46%

**PARCEL A**

Minimum Front Yard Setback	2.9 metres (9.5 feet) (2)
Minimum Side Yard Setback (north)	2.4 metres (7.9 feet)
Minimum Side Yard Setback (south)	0.0 metres (0 feet)
Minimum Rear Yard	3.0 metres (9.8 feet)
Minimum Setback to Daylight Triangle	0.0 metres (0 feet)
Maximum Height	63 metres (206.7 feet) (3)
Minimum Commercial GFA	1,200 m <sup>2</sup> (12,916.7 ft <sup>2</sup> )

**PARCEL B**

Minimum Front Yard Setback	2.5 metres (8.2 feet) (2)
Minimum Side Yard Setback (north)	2.4 metres (7.9 feet)
Minimum Side Yard Setback (south)	2.4 metres (7.9 feet)
Minimum Rear Yard Setback	0.0 metres (0 feet)
Maximum Height	63 metres (206.7 feet) (3)



Minimum Commercial GFA	1,600 m <sup>2</sup> (17,222.3 ft <sup>2</sup> )
------------------------	--

**PARCEL C**

Minimum Front Yard Setback	4.6 metres (15.1 feet) (2)
Minimum Side Yard Setback (north)	0.0 metres (0 feet)
Minimum Side Yard Setback (south)	2.4 metres (7.9 feet)
Minimum Rear Yard Setback	0.0 metres (0 feet)
Minimum Setback to Daylight Triangle	2.0 metres (6.6 feet)
Maximum Height	67 metres (219.8 feet) (3)
Minimum Commercial GFA	5,000 m <sup>2</sup> (53,819.6 ft <sup>2</sup> )

**NOTES:**

- (1) Building separations, tower locations, maximum height and minimum setbacks shall be distributed on the Yonge Street Block as set out on Schedule “2” attached hereto. Height limits are specified by number of storeys. Notwithstanding the foregoing, the following encroachments above the specified heights and setbacks shall be permitted:
  - (a) Mechanical penthouses to a maximum of 6.0 metres (19.7 feet);
  - (b) Bay windows and sills, railings, cornices, wall-mounted lighting fixtures, awnings, canopies, columns, eaves, guardrails, balustrades, privacy screens, trellises, gazebos, shade structures, screen walls, signage, ornamental and architectural features, landscape structures and features on amenity roof terraces, mechanical equipment, mechanical screens and flag poles, to a maximum of 3.0 metres (9.84 feet); and,
  - (c) Solar panels and antennae to a maximum of 13.0 metres (42.7 feet).
- (2) For the purposes of this By-law, the front lot line shall be the lot line abutting Yonge Street.
- (3) Height limits in metres for the tower component of each parcel are calculated from the Geodetic Elevations identified in the definition for "ESTABLISHED GRADE" as provided for in this By-law.

iv) **DEVELOPMENT STANDARDS – MAJOR MACKENZIE BLOCK(1)**

Within the “Major Mackenzie Block” as shown on Schedule “1” to By-law No. \_\_\_\_\_, no building or structure or part thereof shall be erected or used except in accordance with the following standards:

Maximum Gross Floor Area (GFA)	56,500 m <sup>2</sup> (608,160.9 ft <sup>2</sup> )
Maximum Floor Area Ratio	330%
Maximum Lot Coverage	45%
Minimum Front Yard Setback	9.5 metres (31.2 feet) (2)
Minimum Side Yard Setback (west)	3.9 metres (12.8 feet)
Minimum Side Yard Setback (east)	6.4 metres (21.0 feet)
Minimum Rear Yard Setback	7.2 metres (23.6 feet)
Minimum Setback to daylight triangle	1.9 metres (6.2 feet)
Maximum Height	51 metres (167.3 feet) (3)
Minimum Commercial GFA	800 m <sup>2</sup> (8,611.1 ft <sup>2</sup> )

NOTES:

- (1) Building separations, tower locations, maximum height and minimum setbacks shall be distributed on the Major Mackenzie Block as set out on Schedule “3” attached hereto. Height limits are specified by number of storeys. Notwithstanding the foregoing, the following encroachments above the specified heights and setbacks shall be permitted:
  - (a) Mechanical penthouses to a maximum of 6.0 metres (19.7 feet); and,
  - (b) Bay windows and sills, railings, cornices, wall-mounted lighting fixtures, awnings, canopies, columns, eaves, guardrails, balustrades, privacy screens, trellises, gazebos, shade structures, screen walls, signage, ornamental and architectural features, landscape structures and features on amenity roof terraces, mechanical equipment, mechanical screens and flag poles, to a maximum of 3.0 metres (9.84 feet).
- (2) For the purposes of this By-law, the front lot line shall be the lot line abutting Major Mackenzie Drive.
- (3) Height limits in metres for the tower component of each parcel are calculated from the Geodetic Elevations identified in the definition for "ESTABLISHED GRADE" as provided for in this By-law.

v) **PARKING STANDARDS**

For every use, building or structure permitted by this By-law, parking spaces shall be provided in accordance with the following minimum standards:

<b>Apartment Dwelling Units</b>	
One (1) Bedroom	0.9 parking spaces per unit
One (1) Bedroom + Den	0.9 parking spaces per unit
Two (2) Bedroom	1.0 parking spaces per unit
Two (2) Bedroom + Den	1.0 parking spaces per unit
Three (3) Bedroom	1.2 parking spaces per unit
Visitor Parking	0.15 parking spaces per unit
Bicycle Parking	0.25 parking spaces per unit (1)
<b>Townhouse Dwelling Units</b>	
Visitor Parking	1.0 parking spaces per unit
Bicycle Parking	0.15 parking spaces per unit
	0.25 spaces per unit (1)
<b>Live-Work Dwelling Units</b>	
Visitor Parking	1.8 parking spaces per unit
Bicycle Parking	0.15 parking spaces per unit
	0.25 spaces per unit (1)
<b>Non-Residential Uses</b>	
Retail, Service Commercial	4.0 parking spaces per 100 m <sup>2</sup> of GFA
Clinic, Medical Office	5.4 parking spaces per 100 m <sup>2</sup> of GFA
Office	2.0 parking spaces per 100m <sup>2</sup> of GFA

All Other Commercial Uses	4.0 parking spaces per 100 m <sup>2</sup> of GFA
Place of Worship, Institutional	5.0 parking spaces per 100 m <sup>2</sup> of GFA
Day Nursery	1.0 parking spaces per 6 children or 0.8 parking spaces per employee, whichever is greater

NOTES:

- (1) Where bicycles are to be parked on a horizontal surface, a bicycle parking space shall have a width of not less than 0.54 metres (1.77 feet), a length of not less than 1.8 metres (5.9 feet) and a height of not less than 1.9 metres (6.2 feet). Where bicycles are to be parked in a vertical position, a bicycle parking space shall have a width of not less than 0.54 metres (1.77 feet), a length of not less than 1.2 metres (3.9 feet) and a height of not less than 1.9 metres (6.2 feet). These bicycle parking spaces shall be located within a building.
2. Pursuant to Section 37 of the Planning Act, the development heights above 15 storeys on the Yonge Street Block are permitted subject to ongoing compliance with the conditions set out in this exception and in return for the provision by the Owner of the Yonge Street Block (the "Owner") of a lump sum cash payment of TWO HUNDRED AND TWENTY-FIVE THOUSAND DOLLARS (\$225,000.00), payable prior to the issuance of the first building permit for the Yonge Street Block, to be used toward the construction of such facilities, services or other improvements as may be determined by the Town as part of the Town's Civic Precinct Project for the Town-owned lands at the southwest corner of Yonge Street and Major Mackenzie Drive, which may include an amphitheatre or such other facilities, services or improvements as may be determined by the Town in conformity with the Official Plan and in consultation with the Owner, the provisions of which shall be secured by an agreement pursuant to Section 37(3) of the Planning Act and in a form satisfactory to the Town. Upon execution and registration of an agreement with the Owner pursuant to Section 37(3) of the Planning Act securing the aforementioned cash contribution, the Yonge Street Block is subject to the provisions of this exception, provided that the Owner may not erect or use any buildings on the Yonge Street Block until the Owner has provided the required cash contribution.
3. All other provisions of By-law No. 181-81, as amended, not inconsistent with the foregoing, shall continue to apply to the lands shown on Schedules "1", "2" and "3" attached hereto.
4. The imperial measurements found in this By-law in brackets are provided for information purposes only and are intended to be an approximate conversion of the metric measurements. The metric or Standard Imperial (SI) measurements shall be deemed to be the standards established by this By-law and, wherever there is a variance between the metric or SI measurements and the imperial measurements, the metric measurement shall apply.
5. Notwithstanding any severance, partition, dedication or division of the Yonge Street Block or the Major Mackenzie Block, the regulations of this exception shall continue to apply to the whole of the said lands as if no severance, partition, dedication or division had occurred.
6. Schedules "1", "2" and "3" attached hereto are declared to form a part of By-law No. \_\_\_\_.

**THE CORPORATION OF THE TOWN OF RICHMOND HILL**

**EXPLANATORY NOTE TO BY-LAW NO. \_\_\_\_**

**YONGE STREET BLOCK**

By-law No. \_\_\_\_ affects lands known as Block 9, Plan 65M-2368 and Parts 12 and 13, Plan 65R-12296 (being parts of Addison and Atkinson Streets, respectively), located generally within the area bounded by Hopkins Street to the north, Yonge Street to the east, Harding Boulevard to the south and Addison Street to the west. The subject lands have an approximate total area of 3.56 hectares (8.79 acres).

By-law No. 181-81, as amended, currently zones the lands “Commercial Office (CO) Zone” and “Residential Office Complex (RO) Zone”. The purpose and effect of By-law No. \_\_\_\_ is to rezone the subject lands to “Residential Multiple Ten (RM10) Zone” in order to facilitate the establishment of a mixed use development on the subject lands. By-law No. \_\_\_\_ also sets out site specific development standards for the “Residential Multiple Ten (RM10) Zone” pertaining to the permitted uses on the property.

The “Residential Multiple Ten (RM10) Zone” with exceptions will permit the establishment of apartment dwellings, live-work units, retail stores, commercial uses, personal service shops, restaurants, and office uses on the subject lands.

**MAJOR MACKENZIE DRIVE BLOCK**

By-law No. \_\_\_\_ affects lands known as Block 4, Plan 65M-2369 and Part 5, Plan 65R-12296 (being part of Hopkins Street), located generally within the area bounded by Major Mackenzie Drive to the north, Atkinson Street to the east and Hopkins Street to the south. The subject lands have an approximate total area of 1.71 hectares (4.23 acres).

By-law No. 181-81, as amended, currently zones the lands “Parking (P) Zone”. The purpose and effect of By-law No. \_\_\_\_ is to rezone the subject lands to “Residential Multiple Ten (RM10) Zone” in order to facilitate the establishment of a mixed use development on the subject lands. By-law No. \_\_\_\_ also sets out site specific development standards for the “Residential Multiple Ten (RM10) Zone” pertaining to the permitted uses on the property.

The “Residential Multiple Ten (RM10) Zone” with exceptions will permit the establishment of apartment dwellings, live-work units, retail stores, commercial uses, personal service shop, restaurant, and office uses on the subject lands.

Schedule “1” to By-law No. \_\_\_\_\_

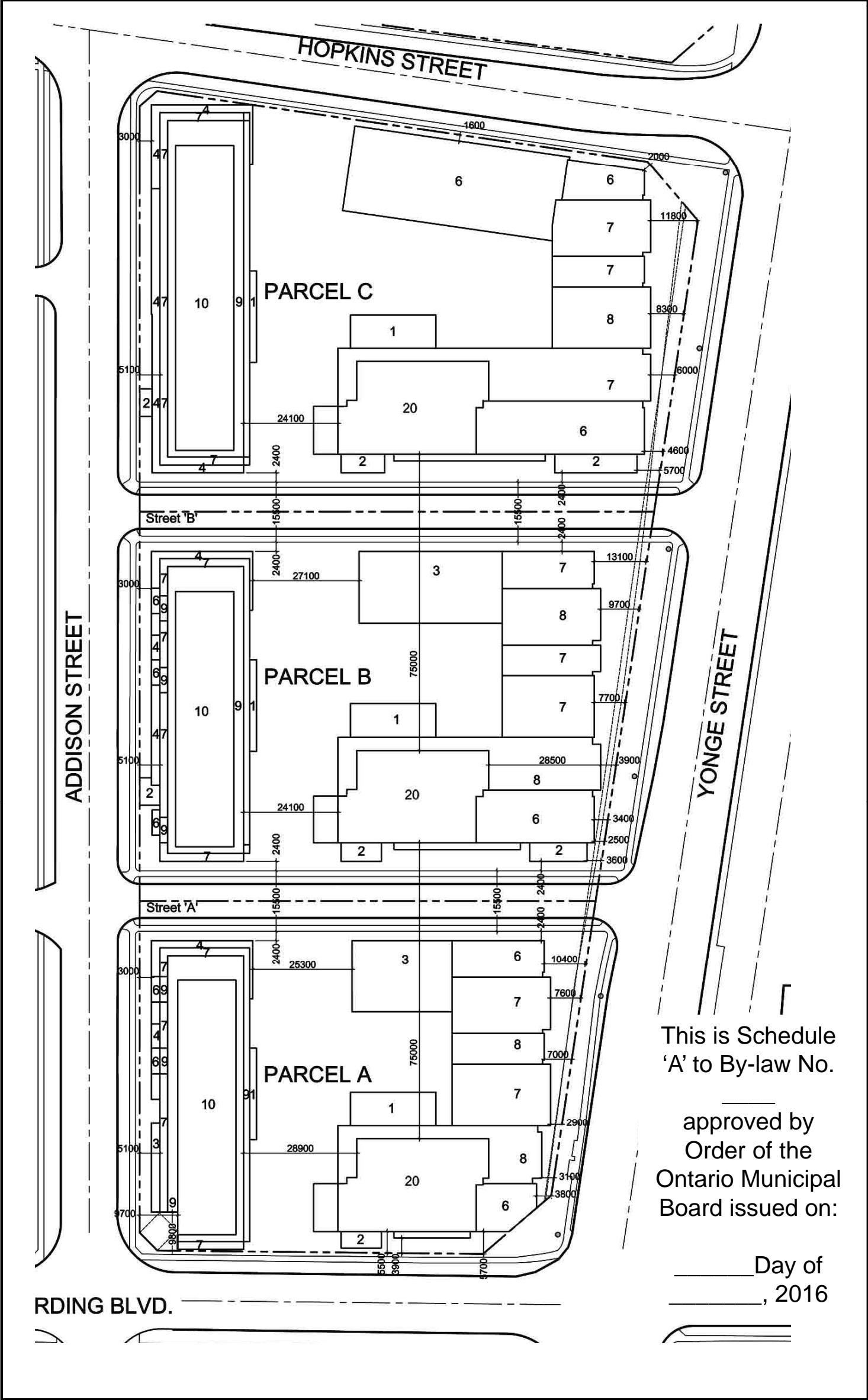


- · — LANDS TO BE REZONED FROM “COMMERCIAL OFFICE (CO) ZONE” AND “RESIDENTIAL OFFICE COMPLEX (RO) ZONE TO “MULTIPLE RESIDENTIAL TEN (RM10) ZONE”
- — — LANDS TO BE REZONED FROM “PARKING (P) ZONE” TO “MULTIPLE RESIDENTIAL TEN (RM10) ZONE”

This is Schedule ‘A’ to By-law No. \_\_\_\_\_  
approved by Order of the Ontario Municipal  
Board issued on:

\_\_\_\_\_Day of \_\_\_\_\_, 2016

Schedule "2" to By-law No. \_\_\_\_\_

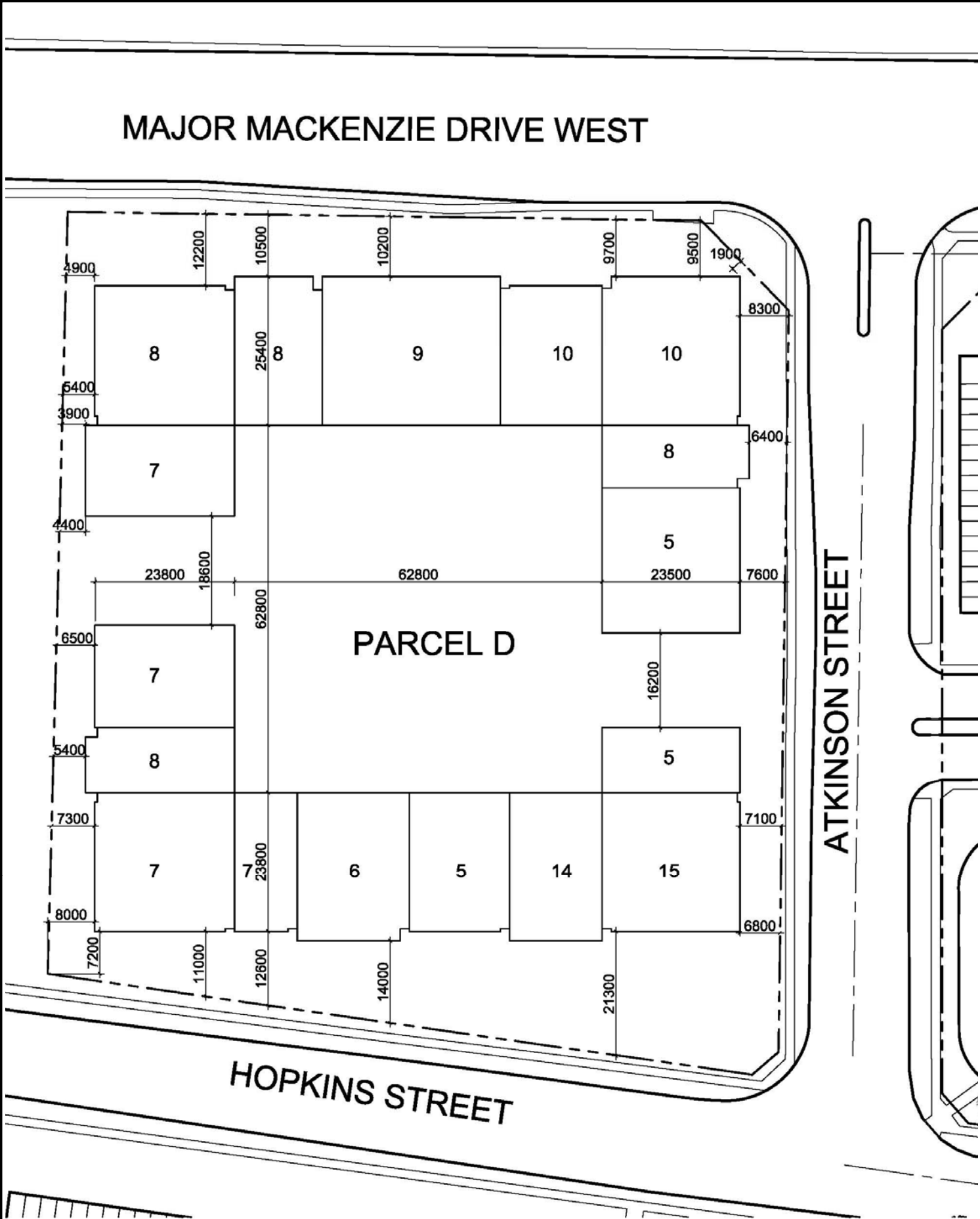


This is Schedule  
'A' to By-law No.

approved by  
Order of the  
Ontario Municipal  
Board issued on:

\_\_\_\_\_ Day of  
\_\_\_\_\_, 2016

Schedule “3” to By-law No. \_\_\_\_\_



This is Schedule ‘A’ to By-law No. \_\_\_\_\_  
approved by Order of the Ontario Municipal  
Board issued on:

\_\_\_\_\_ Day of \_\_\_\_\_, 2016