



## **Staff Report for Committee of the Whole Meeting**

**Date of Meeting:** September 18, 2024

**Report Number:** SRPBS.24.086

**Department:** Planning and Building Services

**Division:** Development Planning

**Subject:** **SRPBS.24.086 - Comprehensive Zoning By-law Project - Phase 2 Strategic Direction Reports**

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### **Purpose:**

The purpose of this report is to seek Council endorsement of key documents that will guide the drafting of the City's Comprehensive Zoning By-law (CZBL).

### **Recommendations:**

- a) That staff report SRPBS.24.086 be received;
- b) That Council endorse the following strategies to guide the drafting of the City's Comprehensive Zoning By-law:
  - i) Strategic Directions Report 1: Comprehensive Zoning By-law Framework, Design, Phasing and Implementation;
  - ii) Strategic Directions Report 2: Zoning for the City of Richmond Hill's Neighbourhoods;
  - iii) Strategic Directions Report 3: Zoning for the Yonge Street & Carrville/16<sup>th</sup> Key Development Area, Village Local Centre, Oak Ridges Local Centre and Newkirk Local Centre;
  - iv) Strategic Directions Report 4: Zoning for Parking and Loading;
  - v) City of Richmond Hill Parking and Transportation Demand Management Strategy for Developments (PTDMS), and;
  - vi) Comprehensive Zoning By-law Consultation and Engagement Plan.

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

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### **Report Approval:**

Submitted by: Gus Galanis, Commissioner of Planning and Building Services

Approved by: Darlene Joslin, City Manager

### **Key Messages:**

- The City's Consultant, R.E Millward and Associates, has prepared four (4) draft Strategic Direction Reports (SDRs) pertaining to the overall approach to the CZBL as well as zoning for neighbourhood areas, specific intensification areas (1 Key Development Area and three (3) Local Centres) and city-wide parking and loading requirements;
- The key strategic directions, as outlined in the attached reports, will guide the drafting of the CZBL;
- A Parking and Transportation Demand Management Strategy (PTDMS) has been prepared to recommend parking rates and parking development standards for the CZBL inclusive of Bill 185 changes;
- A public consultation Open House on the four SDRs and PTDMS was held and the comments received at the meeting have been taken into consideration (summarized in the "Consultation Summary Report") before finalizing the SDRs and bringing them forward to Council for endorsement;
- A Consultation and Engagement Plan has been prepared outlining ways to engage the public and interested parties moving forward in Phase 3 of the CZBL Project; and,
- Following Council endorsement of the CZBL SDRs and the City's PTDMS, drafting on the first phase of the CZBL will commence.

### **Background:**

#### **Comprehensive Zoning By-law Project**

The City of Richmond Hill has approximately 40 parent zoning by-laws currently in effect that apply to different geographic areas of the City. These parent by-laws have been in effect for several decades with many of the by-laws enacted prior to the 1990's. In 2018, Staff initiated the CZBL Project (the "Project") to undertake a review of the City's existing zoning by-laws with the goal of preparing a new Comprehensive Zoning By-law (CZBL) for the City.

The purpose of the Project is to review and update the City's many zoning by-laws into one Comprehensive Zoning By-law that implements the policies and vision of the City's Official Plan (OP). Other key objectives of the Project include creating a CZBL that is:

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- user-friendly, easy to understand, administer and enforce;
- reflective of current and emerging planning and development practices and trends; and,
- fully accessible online in an interactive web-based format.

Once completed, the new CZBL will be an effective and efficient tool for managing development in the City and will improve service delivery for both external and internal customers. The Project consists of the following phases:

- Phase 1: Background Research
- Phase 2: Strategic Directions (we are here)
- Phase 3: Drafting of Comprehensive Zoning By-law
- Phase 4: Approval and Appeals

To date, Phase 1: Background Research has been completed and a portion of Phase 2: Strategic Directions is almost complete. As outlined in this report, staff are seeking Council endorsement of four (4) Strategic Directions Reports (SDRs) that will guide the drafting of the first phase of the City's CZBL. Staff are also seeking Council endorsement of the City's Parking and TDM Strategy which informed the SDR 4 on Parking and Loading.

### **Phase 2 of the CZBL Project: Strategic Directions**

The purpose of the Strategic Directions ("SDR") Phase of the CZBL project is to identify key recommendations to guide the drafting of the CZBL. Key objectives include providing recommendations with respect to:

- implementation of the City's OP and alignment with other municipal initiatives;
- addressing specific zoning issues and topics as identified in Phase 1 (technical papers and studies);
- consolidating/streamlining and updating of zone categories (i.e. permitted uses and standards);
- improving clarity and consistency;
- establishing an appropriate structure, format, method and approach to zoning (i.e. traditional Euclidean zoning, Community Planning Permit system, etc.); and,
- creating an interactive, web-based zoning by-law with appropriate functionality for internal and external users.

Key recommendations will be outlined in a series of Strategic Direction Reports (SDRs). The City has retained a consultant team lead by R.E Millward and Associates who developed the first set of draft SDRs which will guide the drafting of the first phase of the CZBL, as outlined below:

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

Future SDRs will be prepared to guide the drafting of future phase(s) of the CZBL once the City's OP Update is completed.

## Discussion:

### CZBL Strategic Directions Reports

The following is a summary of key recommendations from each of the four (4) SDRs that will guide the drafting of the CZBL. A complete list of recommendations are provided in each SDR, attached hereto as Appendices 'A' to 'D'.

#### SDR 1: CZBL Framework, Design, Phasing & Implementation

This SDR provides recommendations to guide the drafting of the CZBL as it relates to framework, design, phasing and implementation. Key recommendations of SDR 1 include, but are not limited to, the following:

- drafting the CZBL in phases to generally align with the City's OP updates adopted by Council and based on OP policies that are in full force and effect. The recommended phasing is as follows:
  - **Phase 1:** will consist of zoning for the City's Neighbourhood areas and the Leslie Street Institutional Area. Zoning for the Yonge and Carrville/16<sup>th</sup> KDA, Newkirk Local Centre, Village Local Centre, and Oak Ridges Local Centre is also intended to be completed as part of the first phase of the CZBL provided outstanding OPA appeals are resolved and policies are in full force and effect.
  - **Phase 2:** will include the balance of the lands within the City (i.e. centres and corridors, employment areas, greenway system, etc.) once the OP Update is completed;
- establishing a by-law structure that is organized based on three (3) parts:
  - **Part 1 (Main Zoning By-law Regulations)** – this will include sections pertaining to zoning by-law administration, definitions, regulations applicable to all zones, regulations applicable to specific zone categories and zones (i.e. permitted uses and development standards), regulations applicable to specific uses (i.e. automotive commercial) and regulations pertaining to parking (automobile and bicycle) and loading. Zone categories, and associated zones, will align with the land use designations in the OP.
  - **Part 2 – Site Specific Zoning Exceptions** – this will include sections that include site specific regulations based on zone categories; and,

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- **Part 3 – Maps and Schedules** – this will include maps and schedules that outline zone boundaries, height permissions, PMTSA and MTSA boundaries, etc.; and,
- evaluating site and area specific by-laws and associated regulations to determine whether they should be deleted, amended or carried forward in the CZBL.

### SDR 2: Zoning for the City's Neighbourhoods

This SDR provides recommendations to guide the drafting of the CZBL for the City's Neighbourhoods. Key recommendations of SDR 2 include, but are not limited to, the following:

- consolidating existing residential zones to reduce the total number zones based on existing and planned lot frontages and areas;
- examining lands along arterial streets to identify appropriate locations to provide as-of-right permissions for a variety of low-rise, medium-density housing built forms, in accordance with the permissions of the OP;
- establishing zones and associated regulations for low and medium density housing that:
  - permit a range of lot sizes, dwelling types and dwelling sizes to support housing affordability and the differing needs of residents;
  - align as closely as possible with existing character and ensure that new development fits in and is compatible with the character and patterns of buildings in the surrounding area, in accordance with the policies of the OP;
  - provide built form regulations, as appropriate, for different built forms and housing types such as maximum height, density, lot coverage, elevation of first storey above grade, minimum setbacks, lot area, lot frontage, landscaping requirements, etc.
  - incorporate appropriate definitions, permissions and regulations for live-work units and home occupations, in accordance with OP policies and the CZBL Project Phase 1 Technical Paper;
  - permit short-term rental accommodations (STRAs) in zones that permit residential uses, including a full range of housing types, and that a definition for STRA be introduced which requires the STRA to be located within the principal residence of the STRA operator. It is also recommended that the definition clarify the maximum length of stay permitted to distinguish STRAs from other uses that are subject to the *Residential Tenancies Act*;
  - regulate the parking of commercial motor vehicles on residential lots, including but not limited to, restricting where parking is permitted and limiting vehicle length and height;
  - regulate accessory buildings and structures including location, maximum height, coverage and structures that are not permitted; and,
  - regulate front yard parking including defining 'driveway', providing a maximum driveway width (i.e. fixed width, width as a percentage of lot or unit/building façade

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width or a combination of both) and establishing regulations for different types of driveways such as circular driveways and hammerhead driveways.

- requiring minimum indoor and outdoor amenity space requirements per unit for low-rise medium density housing and that a minimum threshold for the requirement be provided (i.e. buildings with 10 units or more); and,
- establishing zones that permit non-residential uses such as neighbourhood commercial uses, small-scale commercial uses, community uses, urban agricultural uses and automotive commercial uses, consistent with the OP, to serve the immediate surrounding neighbourhood. It is also recommended that a maximum number of square metres for 'small-scale' commercial uses be established and that area context and compatibility be considered for non-residential uses.

### **SDR 3: Zoning for the Yonge Street & Carrville/16<sup>th</sup> Key Development Area, Village Local Centre, Oak Ridges Local Centre and Newkirk Local Centre**

This SDR provides recommendations to guide the drafting of the CZBL for the Yonge Street & Carrville/16<sup>th</sup> Key Development Area (KDA), Village Local Centre (LC), Oak Ridges Local Centre (LC) and Newkirk Local Centre (LC). Key recommendations of SDR 3 include, but are not limited to, the following:

- using the City of Richmond Hill's By-law 111-17, as amended, for the Yonge and Bernard KDA as the basis for the zoning for the Yonge and Carrville/16<sup>th</sup> KDA and the LCs, as appropriate;
- establishing zone categories and associated regulations for residential dwellings and uses that:
  - recognize varying intensities and forms of compact residential development;
  - permit low-density, medium-density, and high-density residential with a range and mix of lot sizes and dwelling types to support housing affordability and aging in place;
  - permit STRAs where residential uses are permitted, subject to regulations including the maximum length of stay and that the operator be the principal resident of the residence;
  - restrict new single-detached dwellings in all KDAs and LCs except where permitted under the applicable OP policies.
- establishing mixed use zones and associated regulations that:
  - specify minimum mixed-use requirements for buildings, as appropriate, as a percentage of new gross floor area;
  - incorporate appropriate definitions, permissions and regulations for live-work units and home occupations, in accordance with OP policies and the CZBL Project Phase 1 Technical Paper;
  - permit community uses such as schools and community centres to serve dense and growing populations;
  - incorporate built form regulations including, but not limited to, minimum and maximum building heights (including base building heights), minimum building separation and setbacks, minimum and maximum building floor plates, minimum and maximum densities, minimum stepbacks above building base to support

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human scale development, requirements for the provision of a 45 angular degree plane, minimum outdoor amenity space, minimum site percentage for landscaped areas including requirements for soft and hard landscaping, minimum soil depths to support tree growth, etc.;

- incorporating specific regulations for the Yonge and Carrville/16<sup>th</sup> KDA including but not limited to:
  - interim development, including expansions to existing standalone retail to support the retention and expansion of existing retail and commercial uses in the KDA;
  - maximum building length along lot frontages;
  - requirements for commercial gross floor area at grade and/o percentage at grade;
  - protecting for future extension of Yonge Subway including lands required for future station, track and related facilities
- incorporating specific regulations for the Village LC, including but not limited to:
  - supporting and reinforcing the historic character of the area and ensuring that development is complementary and contextually sensitive to the area;
  - maintaining the maximum angular plane on Yonge Street (and from the east side of Church Street) to protect significant views of the church spires;
- incorporating specific regulations for the Newkirk LC, including but not limited to:
  - mitigating potential land use compatibility conflicts between existing employment areas and the introduction of sensitive land uses (i.e. residential) in the Northern Character Area.

### **SDR 4: Zoning for Parking and Loading**

This SDR provides recommendations to guide the drafting of the CZBL as it pertains to parking and loading requirements. Recommendations from this SDR are informed by the recommendations from the City's 2024 Parking and Transportation Demand Management Strategy for Developments (PTDMS), prepared by HDR (Appendix 'E'). Key recommendations of SDR 4 include, but are not limited to, the following:

- establishing an overall reduction of vehicular parking requirements within the City in an appropriate manner;
- reducing and minimizing surface parking, requiring underground parking wherever possible for higher density developments, and requiring that surface parking be located at the rear or side buildings;
- establishing tiered parking rates for different areas of the City that were established in the PTDMS;
- establishing minimum and maximum parking rates;
- investigating opportunities to require TDM measures particularly within the City's centres and corridors to reduce reliance on the private automobile; and,
- establishing bicycle parking rates and amenities.

### **Parking and Transportation Demand Management Strategy for Developments**

The City completed PTDMS with the goals of modernizing the City's parking supply requirements, design standards and parking policies.

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Previously, the City had used the recommended parking supply requirements from the draft 2010 Richmond Hill Parking Strategy (the “Strategy”) to assess development applications across the City. In general, the Strategy met the goals of the City at that time. However, given the improvements in City infrastructure, transit services, and transportation mode choices that have been planned and/or emerged in recent years, there were opportunities to modernize the City’s parking requirements.

In this regard, the PTDMS was developed to align with the modern urban structure outlined in the City’s OP Update, as well as the policy direction and planned transportation infrastructure in the 2022 York Region OP and the Metrolinx 2041 Regional Transportation Plan. Additionally, the PTDMS was aligned with new Provincial legislation which removed the City’s ability to require minimum parking in select areas. Bill 185, which received Royal Assent on June 6, 2024, amended the *Planning Act* to prohibit any OP or zoning by-law from containing any policies or requirements that has the effect of requiring an owner or occupant of a building or structure to provide and maintain parking facilities, other than parking facilities for bicycles, on land that is located within a Protected Major Transit Station Area (PMTSA).

Furthermore, the PTDMS explored integrating TDM measures into parking rate requirements, providing developers with the flexibility to reduce parking requirements by offering enhanced on-site TDM while supporting City and York Region goals of encouraging more sustainable travel. By incorporating tiered parking rates linked to TDM provisions, the PTDMS aimed to minimize the need for City oversight in the approvals process and reduce the number of site-specific zoning by-laws and Minor Variance applications.

The key findings and recommendations of the PTDMS are as follows:

- Four (4) parking strategy areas were established based on the City’s OP urban structure (area context) and transit availability, with each area having its own set of parking and TDM requirements;
- Modernized parking requirements were established for each Parking Strategy Area, resulting in lower minimum parking standards across the City. Maximum parking standards were introduced for areas along rapid transit corridors, and commercial parking standards were consolidated in intensification areas to reduce the need for change of use applications;
- A tiered system for minimum parking requirements was established, based on the degree of TDM provided which allows for further reduction in minimum parking requirements when more TDM measures are provided;
- Modernized parking design standards were established, which includes dimensions for vehicular and bicycle parking spaces, loading spaces, electric vehicle parking requirements, adherence to the *Accessibility for Ontarians with Disabilities Act* (AODA) standards, and dimensions for compact parking spaces;
- the City should explore incorporating the recommended parking rates and tiers by Parking Strategy Area into the CZBL, including the integration of TDM measures into the parking supply standards;



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- the City should adopt the recommended parking design standards into the CZBL, including dimensions for parking and loading spaces, electric vehicle (EV) requirements, AODA requirements, and bicycle parking requirements; and,
- the City should review and update the PTDMs approximately every five years to ensure alignment with its vision and policies.

### Public Input on SDRs and PTDMs

The City hosted a public open house at Bayview Hill Community Centre on June 24, 2024 to obtain input on the draft recommendations from the SDRs and PTDMs. The SDRs and PTDMs were available on the [Zone Richmond Hill webpage](#) for public review approximately two (2) weeks prior to the open house and one (1) week afterwards.

Approximately thirty-two (32) individuals attended the open house. Feedback received consisted of people who shared their comments verbally at the June 24, 2024 open house and those who provided comments via email following the event, up until July 5, 2024. Feedback was collected on the four SDRs and a detailed summary is provided in the Consultation Summary Report attached hereto as Appendix 'F'. In addition, a comments matrix has also been prepared which includes a summary of comments provided including a response to comments and how comments informed updates to the SDRs, as appropriate (refer to Appendix 'G').

The following is a summary of key comments received that are grouped by theme and the associated updates made to the SDRs to address comments received, as appropriate. Appendix 'H' includes a memo for each SDR with all updates made to address comments.

#### SDR 1: Framework, Design, Phasing and Implementation

Feedback specific to SDR 1 was not received during the consultation period. However, some comments received did necessitate updates to SDR 1 as it related to site-specific zoning matters that are presently being considered by the Ontario Land Tribunal (OLT) and servicing capacity concerns in the Oak Ridges Local Centre (ORLC).

Accordingly, two (2) recommendations were added to SDR 1 to recommend that properties subject to OLT appeals not be part of CZBL until appeals are resolved and to recommend that the CZBL consider the use of Holding (H) zones and provisions, as appropriate, to allow for the phasing of development and to ensure adequate servicing is available and flood hazards are mitigated prior to development taking place. Further details on the comments received and responses provided are included in Appendix 'G' to this report (refer to comments 2 and 22).

#### SDR 2: Zoning for the City of Richmond Hill's Neighbourhoods

Key feedback received specific to SDR 2 includes comments on neighbourhood character, impacts of infill development, short-term rental accommodations, landscape requirements, parking and aging-in-place. The following is a summary of some of the feedback provided and how it informed updates to SDR 2, as appropriate:

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### i. Neighbourhood Character:

Neighbourhood character was identified as important to define and enforce in the CZBL, consistent with OP policies. The CZBL will address neighbourhood 'character' and 'fit' in accordance with Section 34 of the *Planning Act* which limits what can be regulated on a property. Zoning cannot regulate architectural styles but can regulate things such as building height, setbacks, density, floor area and landscaping which directly influences the scale, massing and size of a building, all of which are important elements of 'character'.

SDR 2 already includes recommendations specific to addressing neighbourhood character in the CZBL, consistent with the policies of the OP, and as such, no updates were made to SDR 2 in this regard. Further details on the comment and response are provided in Appendix 'G', refer to comment 18.

### ii. Impacts of Infill:

Concerns were expressed with respect to privacy of residents resulting from infill development, particularly as it relates to high decks and balconies projecting beyond the main wall of new infill dwellings. Concerns with respect to tree loss, stormwater management and flooding were also expressed. A concern was also raised with respect to the definition of lot coverage which excludes porches built on foundations provided they are un-covered/un-enclosed.

SDR 2 includes recommendations which generally address the comment on privacy associated with high decks and balconies, however, an additional recommendation has been added to more specifically address the comment. The new recommendation states that regulations for high decks and balconies should be considered for the CZBL, including but not limited to, maximum deck and balcony projections, setbacks, and privacy screens, as appropriate, to address privacy concerns associated with infill development. Additionally, a new recommendation was included to address the concern respecting the definition of lot coverage. Further details on the comments and responses are provided in Appendix 'G', refer to comment 19.

### iii. Short-Term Rental Accommodations:

Comments were provided suggesting that the City consider not permitting short-term rental accommodations (STRAs) to support long-term rental and affordable housing options in the City.

Based on the recommendations of CZBL Project Phase 1 Technical Paper on Short-Term and Shared Accommodations, it is recommended that the CZBL allow STRAs in areas where residential uses are permitted, provided the STRA is located within the primary residence of the operator. This addresses the issue of houses being purchased as investments and enables people to monetize their primary residences to help with addressing housing affordability. Further details on the comment and response are provided in Appendix 'G', refer to comment 9.

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### iv. Landscape Requirements and Parking:

Concerns were raised with respect to minimum front yard landscape requirements including the need to define ‘soft landscaping’ and ‘hard landscaping’ to prevent over-parking in front yards and to support sustainability goals, including but not limited to, healthy tree growth, minimizing flood hazards and improving stormwater management. Concerns were also raised with respect to reverse slope driveways due to safety and flooding concerns.

SDR 2 includes recommendations with respect to minimum landscape requirements for the City’s neighbourhoods, including minimum soft landscaping requirements to support tree growth and achieve an extensive and health tree canopy. SDR 2 also includes recommendations to establish a maximum percentage of lot area for hardscaping to support effective stormwater management and climate change benefits. A new recommendation has been added to SDR 2 to address this comment more specifically. The new recommendation includes establishing appropriate definitions for coverage, hard landscaping and soft landscaping. In addition, a new recommendation was also added to establish a maximum driveway slope in the CZBL. Further details on the comment and response are provided in Appendix ‘G’, refer to comment 10.

### v. Aging-in Place

A general comment was provided requesting that the recommendations of the CZBL Phase 1 Aging In-Place Technical Paper be included in the SDRs. Accordingly, a recommendation was added to SDR 2 stating that the CZBL consider, as appropriate, regulations for legal existing aging in-place uses that were originally constructed for that purpose and existing non-conforming uses, providing broad permissions for aging in-place uses and providing broad permissions for the co-location of community and commercial uses with aging in-place uses, as appropriate. Further details on the comment received and response provided are included in Appendix ‘G’, refer to comment 14.

### **SDR 3: Zoning for the Yonge Street & Carrville/16<sup>th</sup> Key Development Area, Village Local Centre, Oak Ridges Local Centre and Newkirk Local Centre**

Key feedback received specific to SDR 3 includes comments respecting specific concerns in the ORLC, existing standalone retail uses and interim development, built form regulations, landscaping requirements and aging in-place. The following is a summary of some of the feedback provided and how it informed updates to SDR 3, as appropriate:

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### i. ORLC Specific Concerns:

Comments were provided expressing concern with the availability of sewage capacity to accommodate the planned future growth in the area and the resultant potential impacts on existing homes. Concerns were also raised about the area not having enough amenities for everyday needs and questions were raised about how redevelopment of existing commercial sites would impact existing commercial uses in the area.

With respect to the sewage capacity concern, in accordance with OP policies 3.1.9.1 (2) and 3.1.9.1 (3), development cannot take place without adequate critical servicing in place. Accordingly, a new recommendation was added to SDR 1 regarding Holding (H) provisions and zones, as previously mentioned in this report.

With respect to amenities in the area and redevelopment of existing commercial sites, the CZBL will permit a range of mixed uses in the ORLC, consistent with OP policies and as outlined in SDR 3 (recommendation 3). The CZBL can only address which uses are permitted on a site, and not whether they are actually developed or which tenants occupy a building. The OP recognizes that the ORLC will evolve over time into the planned vision and accordingly, existing uses and uses not commonly associated with intensification areas, including standalone retail, are permitted to remain, subject to conditions, as applicable.

A new recommendation has been added to SDR 3 to address comments provided related to redevelopment of existing commercial sites. The new recommendation states that the CZBL will establish regulations, as appropriate, to ensure development on lands with existing retail, commercial or office uses retain or exceed the existing amount of gross leasable floor area devoted to non-residential uses, consistent with OP policy 4.3.2.1 (4). Further details on comments and responses are provided in Appendix 'G', refer to comments 2, 4 and 5.

### ii. Existing Stand-Alone Retail Uses and Interim Development:

Comments were provided with respect to Hillcrest Mall, expressing the importance of CZBL regulations that recognize and respect the existing context and do not hinder the viability of existing commercial uses and the function of proposed buildings. It was also requested that CZBL regulations support interim development including additions and expansions to existing buildings. Further, there was also a concern that recommendation 8.b (ii) in SDR 3, relating to Hillcrest Mall, did not accurately reflect the intent of the OP policy it seeks to implement.

SDR 3 includes a recommendation (10d) which speaks to allowing interim development and expansions to existing uses, consistent with the OP. The intention of the recommendation is to consider the long-term goals and targets of the OP while also ensuring regulations are reasonable and do not impact the viability of existing uses and proposed development.

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Recommendation 8. b(ii) in SDR 3 was revised to clarify and align with the intent of the OP policy which requires that Hillcrest Mall maintain a minimum of 90% of the existing total gross leasable floor area (GLA). This policy does not apply to other buildings that are separate from the mall but located on lands under the same ownership. This policy may be satisfied if the mall is retained (90% GLA) or if not retained, 90% of the mall GLA is redistributed on the lands.

Future consultation with landowners, including Hillcrest Mall, will take place prior to drafting the first draft of the zoning by-law for the KDA. Further details on comments and responses are provided in Appendix 'G', refer to comments 23 and 27.

### iii. Built Form Regulations:

Comments were provided with respect to recommendations that would regulate 'nearly every aspect of building design' including base building heights, minimum building separation setbacks, first floor building heights, angular plane standards, height measured in storeys and metres, etc. The concern is that much of the regulations are based on OP policies and by including all these as CZBL regulations, it will result in buildings mirroring one another, a lack of sense of place and time-consuming site-specific zoning amendments to address overly restrictive zoning regulations. Comments were also provided concerning recommendations regarding the measurement of height which is recommended to be measured in both storeys and metres in the CZBL whereas the commentor preferred measuring building height in metres rather than in storeys.

Staff understand the comments and concerns provided. However, no updates to SDR 3 are proposed with respect to general built form regulations. Recommendations 6, 10 and 2 in SDR 3 provide the City with the flexibility to consider which built form regulations to apply to which zones and/or properties. To address the comments on how building height is measured in the CZBL, relevant recommendations in SDR 3 were revised to state that building height may be measured in metres or storeys. The approach to general built form regulations and how to measure height will be determined after further consultation with staff and interested stakeholders, including property owners, prior to drafting the first draft of the zoning by-law for the Yonge and Carrville/16<sup>th</sup> KDA and the three Local Centres, namely, the Village, Oak Ridges and Newkirk. Further details on comments and responses are provided in Appendix 'G', refer to comments 24 to 26.

### iv. Landscaping Requirements:

Consistent with comments provided on SDR 2 with respect to minimum landscaping requirements and the need for definitions for soft landscaping and hard landscaping to address stormwater management concerns, a general comment was made in the same regard that is applicable to SDR 3. In this regard, SDR 3 includes recommendations for the Yonge and Carrville/16<sup>th</sup> KDA and Newkirk LC pertaining to minimum soft landscaping requirements and exploring opportunities to require minimum soil depths to support health tree growth. To address the comment received, SDR 3 has been updated with new

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recommendations for the ORLC and Village LC, similar to the recommendations outlined above for the KDA and Newkirk LC. In addition, recommendations were also added to SDR 3 for the KDA and three LCs with respect to establishing appropriate definitions for hard and soft landscaping, and lot coverage. Further details on comments received and responses provided are included in Appendix 'G', refer to comment 10.

### v. Aging-in Place

A general comment was provided requesting that the recommendations of the CZBL Phase 1 Aging In-Place Technical Paper be included in the SDRs. To address this comment, a recommendation was added to SDR 3, similar to SDR 2, stating that the CZBL consider, as appropriate, regulations for legal existing aging in-place uses that were originally constructed for that purpose and existing non-conforming uses; providing broad permissions for aging in-place uses; and, providing broad permissions for the co-location of community and commercial uses with aging in-place uses, as appropriate. Further details on the comment received and response provided are included in Appendix 'G', refer to comment 14.

### SDR 4: Zoning for Parking and Loading

Key feedback received specific to SDR 4 and the PTDMs includes comments respecting parking in more car-centric areas of the City and transportation issues specific to local wards and the associated demand for public transportation. The following is a summary of some of the feedback provided. It is noted that a number of comments provided on parking and loading had already been addressed during the development of the PTDMs. Other concerns expressed were related to Bill 185, which received Royal Assent on June 6, 2024.

#### i. Parking in Car-Centric Areas of the City

Concerns were expressed about the elimination of parking in more car-centric areas of the City, such as Bethesda/Bayview and Oak Ridges, as it was misunderstood that Bill 185 had removed minimum parking throughout the City. Bill 185 only eliminated minimum parking requirements within the City's PMTSAs and not City wide. The PTDMs recommends maintaining minimum parking rates for areas outside of PMTSA's. As such, no updates to SDR 4 were required to address this comment. Further details on the comments received and associated response are included in Appendix 'G', refer to comment 7.

#### ii. Transportation Issues Specific to Wards and the Associated Demand for Public Transportation and Parking

There was also feedback suggesting that the City should examine transportation issues specific to each ward to better understand the demand for public transportation and parking. Concerns were raised that removing parking might lead to illegal parking and increased on-street parking. It is important to note that these issues were already considered during the development of the Parking Strategy Areas and the associated

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parking rates. The PTDMS recommended higher minimum parking rates for more car-centric areas of the City and lower rates for areas along rapid transit corridors. In accordance with Bill 185, minimum parking rates were not recommended for PMTSAs to comply with Provincial legislation. To address the potential shortage of parking, the PTDMS recommended implementing a high degree of TDM requirements within PMTSAs to support non-auto modes of travel as much as possible. No updates to SDR 4 were required to address the comments received. Further details on the comment and response are provided in Appendix 'G', refer to comment 7.

Based on the public input received, staff determined that no significant changes were necessary for the recommendations in SDR 4 and the PTDMS.

### **Public Consultation and Engagement Strategy**

As outlined previously in this report, following Council endorsement of the four (4) SDRs drafting of the first phase of the Comprehensive Zoning By-law will commence. As previously stated, this will include zoning for the Yonge and Carrville/16<sup>th</sup> KDA, Newkirk LC, ORLC and Village LC, the City's Neighbourhoods and the Leslie Street Institutional Area. It should be noted that zoning for the above mentioned KDA and three (3) LCs will only be brought forward to Council for approval once the respective policies are in full force and effect.

Public consultation and engagement is critical to obtain feedback from interested parties, including members of the public, property owners and applicable agencies to inform and refine the CZBL. A Consultation and Engagement Plan, attached hereto as Appendix 'I' has been prepared to guide the process to engage, inform and consult with interested parties with the goal of facilitating meaningful opportunities for engagement.

The Consultation and Engagement Plan identifies key audiences that will have an interest in, or will be impacted by, the drafting of the first phase of the CZBL including landowners and developers, businesses, members of the public, Council and applicable agencies including the Toronto and Region Conservation Authority, CN Rail, York Region Transit, Metrolinx, Indigenous Peoples, Environmental Organizations, Residential Rate-Payers Groups, etc. Engagement activities will include virtual and in-person open houses, workshops and meetings. Specific timelines for engagement activities are to be determined, however, engagement will take place prior to and during the drafting of the CZBL.

### **Financial Implications:**

Drafting of the first phase of Comprehensive Zoning By-law for the City's KDA (Yonge and Carrville/16<sup>th</sup>), Local Centres (Newkirk, Oak Ridges and Village) and Neighbourhood areas are deliverables included in the City's Housing Accelerator Fund (HAF) Action Plan which aims to increase the supply of housing, including affordable housing, across the city. Under the HAF Agreement with the Federal Government, the City must comply with all terms and conditions, including completing deliverables within specified timeframes and meeting housing supply growth targets, to remain eligible to receive funding

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disbursements over the next three years to further support increasing the supply of housing in the city.

### **Relationship to Strategic Plan 2024-2027:**

The recommendations of this report align with the City's Strategic Plan **Pillar 1 Growing a Livable, Sustainable Community** by providing strategic directions to guide the drafting of the CZBL which will result in as-of-right permissions for a range of housing options and a range of mixed uses which support the development of complete communities. Additionally, the CZBL will include regulations pertaining to minimum landscaping requirements, maximum lot coverage and reduced parking requirements which support environmentally sustainable practices.

### **Attachments:**

- Appendix A: SDR 1: Framework, Design, Phasing and Implementation
- Appendix B: SDR 2: Zoning for the City of Richmond Hill's Neighbourhoods
- Appendix C: SDR 3: Zoning for the Yonge Street & Carrville/16<sup>th</sup> Key Development Area, Village Local Centre, Oak Ridges Local Centre and Newkirk Local Centre
- Appendix D: SDR 4: Zoning for Parking & Loading SDR and PTDMs
- Appendix E: City of Richmond Hill Parking and Transportation Demand Management Strategy for Developments
- Appendix F: Consultation Summary Report
- Appendix G: Comments Matrix
- Appendix H: Updates to SDR 1-4
- Appendix I: CZBL Public Consultation and Engagement Plan (Phase 1 of CZBL)



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### Report Approval Details

Document Title:	SRPBS.24.086 – Comprehensive Zoning By-law Project - Phase 2 SDRs.docx
Attachments:	<ul style="list-style-type: none"><li>- Appendix A SDR-1-FINAL-AODA.pdf</li><li>- Appendix B SDR-2---Neighbourhoods---FINAL-AODA.pdf</li><li>- Appendix C SDR-3---KDA-and-LCs---FINAL-AODA.pdf</li><li>- Appendix D SDR-4---Parking-and-Loading---FINAL-AODA.pdf</li><li>- Appendix E - RHParkingTDM Strat Bill185 Final with Appendices.pdf</li><li>- Appendix F CZBL SDRs (1-4) Consultation Summary Report.pdf</li><li>- Appendix G COMMENTS MATRIX.pdf</li><li>- Appendix H SDR 1- 4 Updates FINAL.pdf</li><li>- Appendix I CZBL Consultation and Engagement Plan_FINAL.pdf</li></ul>
Final Approval Date:	Sep 2, 2024

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

**Deborah Giannetta - Aug 30, 2024 - 8:33 PM**

**Gus Galanis - Aug 30, 2024 - 9:21 PM**

**Darlene Joslin - Sep 2, 2024 - 11:31 AM**