



Residential Infill Development Technical Paper

Final Report

Prepared by:

gladki planning associates

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1. Introduction

Residential infill forms a key component of the City's intensification strategy to make optimum use of land and resources. Currently, the City's Official Plan provides policies for small-scale residential infill, such as single detached and semi-detached dwelling types, within the Neighbourhood designation, and specifically permits infill development such as back lot plans of subdivisions in Priority Infill Areas. The City has, over the years, approved many Infill Studies and several Secondary or Tertiary Plans that facilitate infill development of built-up neighbourhoods. Some of the areas subject to these studies and plans have been built out accordingly, while others have experienced different development pressures or no redevelopment at all. Further, there are areas of the City that are presently experiencing redevelopment pressures where there is a lack of such area specific guiding documents.

The Official Plan policies in Section 4.9 are relied on for the areas that do not have specific Secondary Plans, Tertiary Plans or Infill Studies. This technical paper will focus on these areas of the Neighbourhood designation and inform an approach for appropriate infill development that responds to built context and the Plan policies. As part of its comprehensive review of zoning by-laws, the City has retained Gladki Planning Associates to prepare this technical paper.

The main goal and objectives of this paper are to:

1. assess whether changes in the City's Official Plan policies are warranted to address findings of above noted research and/or to provide greater clarity for ease of implementation;
2. inform a zoning approach to address residential intensification in a manner compatible with the Neighbourhoods and relevant to the City of Richmond Hill; and,
3. establish a framework to develop appropriate performance standards that are based on sound data and research, area municipal approaches review and community consultation which are defensible.

Specifically, the technical paper will review the City's infill development defined as follows:

- a. residential lot creation on existing streets through consent to server approvals;
- b. residential back lot plans of subdivision; and,
- c. demolition of existing buildings and rebuilding on existing residential lots.

The preparation of the **Residential Infill Development Technical Paper** is divided into four phases, with Phase 1 being the kick off that was completed in Feb, 2020. Phase 2 included the background research into residential infill and consultation with the

community via an online survey which was available between June 4th to June 18th, 2021. The report titled **Residential Infill Development Technical Paper Draft** summarized work done as part of Phase 3. The Phase 4 of the Study included three Public Information Centre (PIC) meetings and this Final Study report.

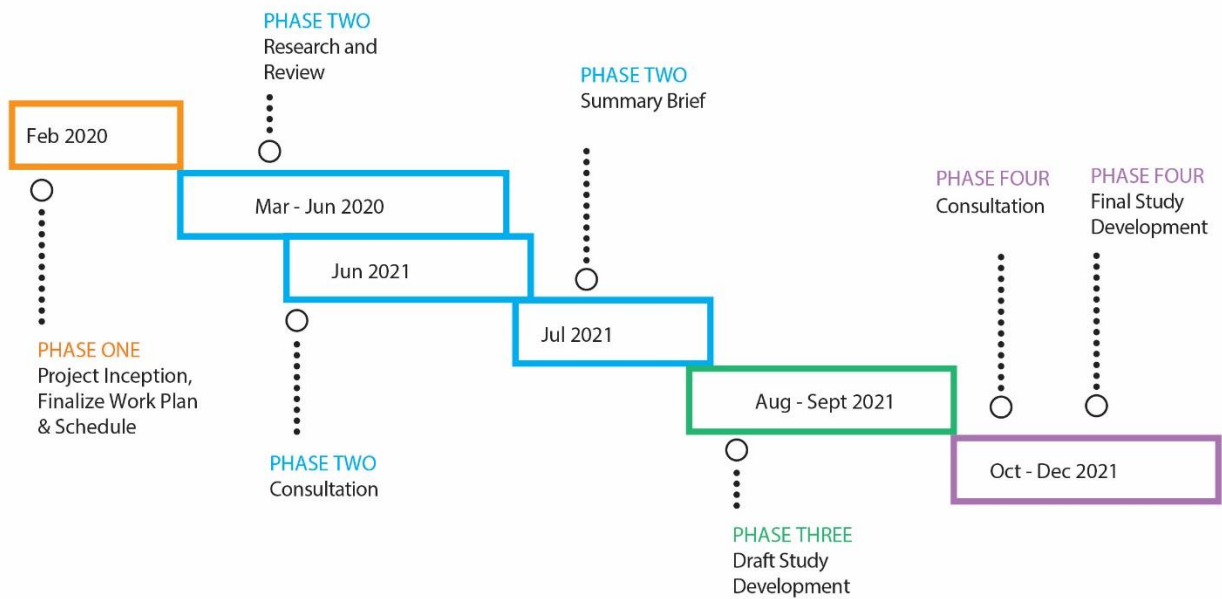


Figure 1 Study Timeline

Scope of Study:

The scope of this study encompasses those areas under the Neighbourhood land use designation (Figure 2) that do not have Secondary Plans, Tertiary Plans or Infill Studies and are not part of Priority Infill Areas.

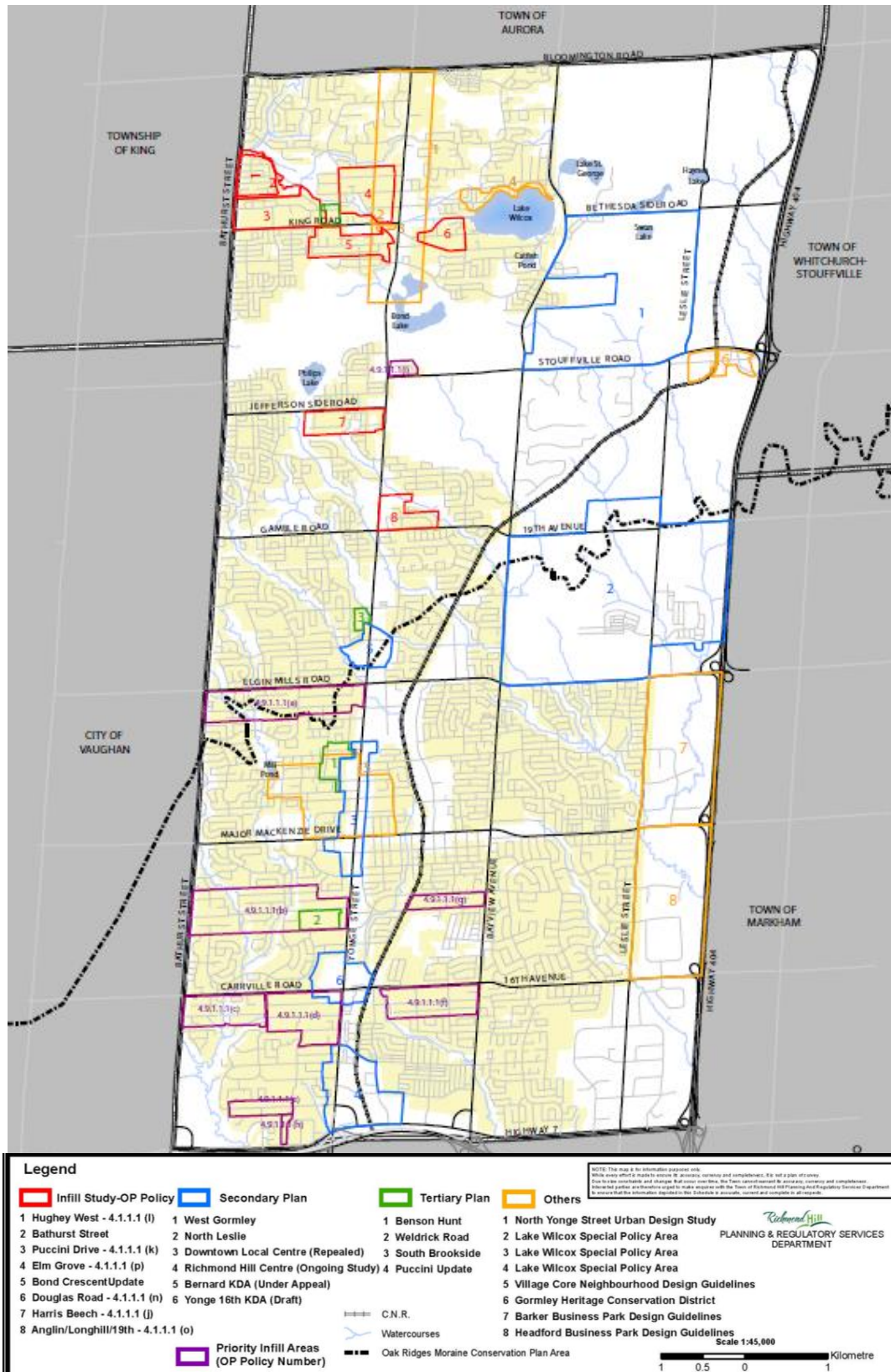


Figure 2 Map showing overlay of Neighbourhood Land Use Designation and areas subject to infill plans or studies (Note: DLC Secondary Plan was repealed by the Council)

2. Policy Background

Provincial Policy and the Planning Act

The **Planning Act** is the provincial legislation that provides direction for land use planning in Ontario by describing how land uses may be controlled, and who may control them. The Province issues provincial policy statements under section 3 of the **Planning Act**.

Ontario's Provincial Policy Statement, 2020 (PPS) supports land use intensification by encouraging optimal use of land, infrastructure, resources and services. Infill development is one of the key tools of intensification¹ along with redevelopment, development of vacant and underutilized lots within previously developed areas, and expansion or conversion of existing buildings.

Further, the PPS specifically defines residential intensification as intensification of a property, site or area which results in a net increase in residential units or accommodation. Key tools of residential intensification include infill development; the development of vacant or underutilized lots within previously developed areas; redevelopment; the conversion or expansion of existing industrial, commercial and institutional buildings for residential use; and the conversion or expansion of existing residential buildings to create new residential units or accommodation, such as, additional residential units, rooming houses, and other housing options.

Key **Planning Act** tools that support intensification:

- Protection of Settlement Area Boundaries – Sections 22 and 34: A council refusal or indecision regarding proposals to expand a settlement boundary cannot be appealed to the Ontario Land Tribunal (OLT). This allows municipalities to plan with more certainty for more compact and intensified communities within existing settlement areas.
- Community Improvement Planning – Section 28: A Community Improvement Plan (CIP) can support intensification by encouraging and directing rehabilitation, (re)development and infill activities within designated improvement areas.
- Minimum and Maximum Standards – Subsection 34: Municipalities can promote intensification through zoning by-laws that establish minimum and maximum building heights and densities and minimum lot area.

¹ Provincial Policy Statement (PPS), 2020, was issued under section 3 of the Planning Act and came into effect May 1, 2020. Part 5, Chapter 6: Definitions of PPS defines Intensification as the development of a property, site or area at a higher density than currently exists.

- Additional Residential Units - Sections 16, 17, 22 and 35: Intensification can be promoted through official plan policies and zoning by-law provisions that permit as-of-right additional residential units in detached, semi-detached and row houses.
- Plan of Subdivision - Sections 50 and 51: Approval authorities may review plans of subdivision to assess aspects of design and layout that support more sustainable, higher density proposals, including smaller lot sizes. Section 51(26) allows a municipality or approval authority, or both, to enter into agreements imposed as a condition of approval to a plan of subdivision.
- Consents – Sections 53 to 57: Approval authorities may delegate the approval authority to create smaller infill lots onto existing streets to the Committee of Adjustment. This supports the use of existing municipal infrastructure.
- Development Permit System (DPS) or Community Planning Permit System (CPPS) - Section 70.2, O. Reg. 173/16: The DPS (or CPPS) is a streamlining tool that combines zoning, site plan control and minor variance into a single-application process.
- Under Section 47 the Minister has the power to exercise any of the zoning powers conferred to municipalities under section 34 (referred to as Ministerial Zoning Orders or MZO's) and plans of subdivision under section 50 (4).

A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019

The Government of Ontario enables development of regional growth plans through the **Places to Grow Act, 2005**. The growth plans help guide growth and development in a way that supports economic prosperity, protects the environment, and helps communities achieve a high quality of life. The Growth Plan for the Greater Golden Horseshoe² 2006 (Growth Plan, 2006) was the first growth plan to provide a framework for implementing Ontario's vision for building stronger, prosperous communities. A Place to Grow³ (Growth Plan, 2020 Consolidation) builds upon the success of the initial Growth Plan, 2006 and responds to the key challenges that the region continues to face over the coming decades with enhanced policy directions. The implementation of the Growth Plan is supported by Metrolinx (an agency of the Government of Ontario created to improve coordination and integration of all modes of transportation in the Greater

² The growth plans are issued under the authority of section 7 of the Places to Grow Act, 2005.

³ The Growth Plan, 2019 was approved through an Order in Council under that Act to come into effect on May 16, 2019. This Plan replaces the Growth Plan for the Greater Golden Horseshoe, 2017 that took effect on July 1, 2017. The Plan was amended in 2020, the Growth Plan 2020 Consolidation includes Amendment 1 changes. This Plan applies to the area designated by Ontario Regulation 416/05 as the Greater Golden Horseshoe growth plan area.

Toronto and Hamilton Area (GTHA)) and The Big Move (the GTHA's first regional transportation plan).

The Growth Plan sets out a number of guiding principles (Section 1.2.1) for all policies within the plan, including the following which directly or indirectly supports residential infill:

- Prioritize intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability.
- Support a range and mix of housing options, including additional residential units and affordable housing, to serve all sizes, incomes, and ages of households.
- Provide for different approaches to manage growth that recognize the diversity of communities in the Greater Golden Horseshoe.
- Improve the integration of land use planning and investment in infrastructure and public service facilities, including integrated service delivery through community hubs, by all levels of government.

The Plan encourages optimizing the use of the existing urban land supply as well as the existing building and housing stock to avoid over-designating land for future urban development (Section 2.1). The intensification first approach to development and city-building focuses on making better use of existing infrastructure and public service facilities, and less on continuously expanding the urban area.

The Plan promotes forecasted growth in complete communities which are places designed to meet people's daily needs throughout an entire lifetime by providing convenient access, an appropriate mix of jobs, local stores and services, a full range of housing, transportation options and public service facilities. To support the achievement of complete communities, this Plan establishes minimum intensification and density targets that recognize the diversity of communities across the Greater Golden Horseshoe.

The Plan further requires upper and single-tier municipalities to support housing choice by identifying and implementing a diverse range and mix of housing, including additional residential units and affordable housing to meet projected needs of current and future residents (Section 2.2.6.1(a)(i)). Municipalities are also directed to plan to diversify their overall housing stock across the municipality (Section 2.2.6.2(d)). Furthermore, municipalities must address housing needs in accordance with Service Manager Housing and Homelessness Plans (Policy 2.2.6(1)(d)).

York Region Official Plan, 2010 (2019 Consolidation)

The York Region Official Plan 2010 (YROP 2010) describes how York Region plans to accommodate future growth and development while meeting the needs of existing residents and businesses in the Region. It provides directions and policies that guide

economic, environmental and community planning decisions. The YROP 2010 replaces the previous official plan approved in 1994.

The regional plan promotes a shift towards a sustainable region (Section 1.2) through a triple bottom line approach based on environment sustainability, healthy communities and economic vitality. As part of its growth management strategy, the plan targets a minimum of 40 percent residential intensification within the built-up area (Sections 1.2.2, 5.3.1) and a minimum 25 percent of affordable new housing units (Section 1.2.11).

The 2021 Regional Municipal Comprehensive Review (MCR) for York Region forecasts population estimates for the land use planning horizon extending to year 2051. According to the Region's draft Regional Official Plan (released in December 2021) the Region's estimated forecast population is 1,447,800 for 2031; of which, 248,500 will be allocated to Richmond Hill. In 2051, the regional population will be 2,020,000; of which, 317,000 will be allocated to Richmond Hill. This growth will be accommodated in Regional Centres and Corridors, the Urban Area, Towns and Villages, and new community areas.



The regional plan promotes intensification (Section 5.3) for a new generation of sustainable and quality compact areas. Local infill is envisioned to play a major role in achieving urban intensification along with intensification at or along regional centres, corridors, GO stations, local centres and corridors, other major streets and through Additional Residential Units (Section 5.3.6). The plan requires that local municipalities identify intensification areas and adopt intensification strategies in cooperation with the Region to meet or exceed the intensification targets identified in table 2 (Section 5.3.3a). The Regional MCR forecasts that Richmond Hill will have a 77% intensification rate, which means that it will absorb 33,600 units from 2016 to 2051.

The goal of residential infill is in alignment with the Region's conservation-first approach to maximize use of existing infrastructure and reducing demand on services (Section 7.1). The residential infill supports optimal use of existing infrastructure and conserves resources through trip reduction, water conservation and efficiency, water and wastewater servicing, energy and utilities.

Region of York Housing and Homelessness Plan

The Region of York is the Housing Service Manager for all local municipalities including Richmond Hill. The Housing Solutions Phase 2 report sets out the goals and long-term

objectives in the Region to address housing needs. All local municipalities are required to implement the housing targets set by the Region.

The three goals of the Region are:

1. increase the supply of affordable and rental housing;
2. help people find and keep housing; and,
3. strengthen the housing and homelessness system.

The 2021-2022 work plan includes directing substantial amount of new growth in housing to areas well served by transit and services, support housing initiatives such as inclusionary zoning, support innovative approaches to increase housing options, and setting a rental housing target in the Regional Official Plan.

Richmond Hill Official Plan, 2010 (August 2021 Consolidation)

The Richmond Hill Official Plan – **“Building a New Kind of Urban”** – was adopted by Council in July 2010; and since has been subject to appeal at the Ontario Land Tribunal (OLT), formerly known as the Local Planning Appeal Tribunal (LPAT) and the Ontario Municipal Board (OMB), before that.

The policies of the Official Plan reflect the planning direction of the Province and York Region while balancing the desire of the community for managing growth at a scale that reflects the local context and positively contributes to the City’s character and identity. To promote more compact urban areas, the Plan seeks to facilitate compatible development that enhances the character of each area, promotes innovative sustainable design and is context sensitive and human scaled. Policies in the Plan support intensification and compact form at an appropriate scale that is acceptable in Richmond Hill’s context and that considers transition, phasing and excellence in design. The Plan promotes a place-based approach to residential intensification (Section 2.1).

The Official Plan policies in Section 4.9 Neighbourhood are currently relied on for infill development. Neighbourhoods in the City are generally characterized by low-density residential areas, and a range of service uses and facilities including neighbourhood commercial plazas, schools, places of worship, community centres, parks and urban spaces. Opportunities for small-scale infill development are expected to bring about some change to neighbourhoods as they continue to evolve over time. The Neighbourhood policies promote strengthening the character of existing areas and promote connectivity and excellence in design. A key principle of the City’s Official Plan policies respecting infill development is that new development be compatible and should represent a good fit within the physical context and character of the surrounding area. This is guided by the policies set out in Section 4.9.2.

Guiding Principles (Section 2.2) that are directly and indirectly applicable to infill development include:

Complete Communities:

- Direct growth to built-up urban areas with existing infrastructure and services in a network of centres and corridors. Neighbourhoods are generally characterized as low-density residential areas and are planned for small-scale infill developments; and,
- Create an integrated, vibrant and diverse community that provides a mix of land uses, including a balance of housing, employment, community services and open spaces.

Given that Richmond Hill's settlement area is nearly built out, most of such future development will occur through intensification. Residential infill forms a part of the City's intensification hierarchy (Figure 4).

Section 4.9.1.1 lists Priority Infill Areas within the city, generally for low-density residential development (Map 1). Some of these areas have approved infill studies while for others Council may require approval of infill studies to guide infill in accordance with the policies of the Official Plan.

The Plan's housing policies (Section 3.1.5) support the provision of adequate, affordable and suitable housing that meets the needs of a diverse population. A minimum of 25% of new housing units within the settlement area are required to be affordable and to be coordinated across the city including Secondary plan and Tertiary plan areas (Section 3.1.5.3). Further, the Plan also permits additional residential units (Section 3.1.5.5) to provide a form of affordable housing.

The Official Plan states that it is a policy of Council to not permit site design which would inhibit future infill development (Policy 4.9.2.1). The City may pass a by-law that designates a Community Improvement Area for a portion or all of the plan area, if there are underutilized and vacant properties or buildings that have the potential for infill development (Policy 5.17.1.g)17g).

Relevant City Guidelines or Studies

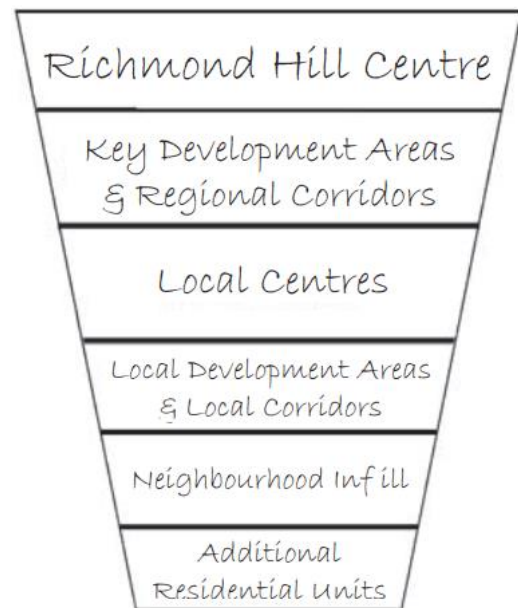


Figure 3: Richmond Hill Intensification Hierarchy

Affordable Housing Strategy:

The City completed an affordable housing strategy study to determine actions that can provide rental and ownership affordable housing to low- and moderate-income households in the city. A Background Report was prepared in March 2021 which included a housing needs assessment, goals and objectives for addressing housing gaps, and a review of implementation tools and incentives, including an assessment of the impacts of inclusionary zoning impacts. The Affordable Housing Strategy was endorsed by Council on November 24, 2021

The Affordable Housing Strategy prescribes a number of actions, including Actions 2.2(c) and 4.2(d), among others, recommending that gentle density be permitted in Neighbourhoods through Official Plan policies, and the Zoning By-law to enable “multi-tach zoning⁴”. The intent is to encourage infill development that can support the provision of affordable housing by increasing housing supply and intensification in existing neighbourhoods through the provision of multi-tach zoning which can allow multiple dwelling units as of right within the permitted building envelope.

Urban Design Guidelines, 2013:

Additionally, on May 27, 2013, Richmond Hill Council also approved a set of Urban Design Guidelines. These guidelines provide city-wide urban design directions and seek to bring the Official Plan to life by visually articulating the types of built form envisioned in the Plan. The urban design guidelines are applicable to infill development applications. The relevant guidelines are reviewed in section 2.7 below in more detail.

Sustainability Metrics, 2014:

The Sustainability Performance Metrics is a tool that evaluates sustainability performance of new development and encourages proponents to achieve sustainable design targets above and beyond provincial and municipal requirements. The metrics were developed and are being updated in collaboration with the City of Brampton, City of Markham and the City of Vaughan as a tool to achieve healthy, complete sustainable communities. The tool requires applicants who have submitted development applications to achieve a minimum sustainability score for their new development projects. The Sustainability Metrics will apply to any development application requiring approval of either a Site Plan or Draft Plan of Subdivision.

On January 27, 2021, City Council approved in-principle City Staff's recommendations to update the City's Sustainability Metrics Tool and threshold scoring in response to changes in legislation, Provincial Planning policy, and best practices. The performance indicators are organized by five categories including Built Environment (BE). Metric BE-

⁴ Multi-tach zoning is a kind of zoning that allows for creation of multi-family, detached buildings containing three to five condominium/rental units that comply to all existing height and setback limits on an existing lot currently zoned for single-detached units only. Introducing this zone can stimulate densification in existing neighbourhoods alongside single occupancy homes without changing the character of the neighbourhood and help use existing land and properties more efficiently.

3 (Design for Life Cycle Housing) grant points to developments that include a diversity or mix of housing types. This can help encourage more housing choice in Neighbourhoods.

Development Process for Residential Infill

The following development processes are relevant for the purposes of this paper:

1. **Official Plan Amendments (OPA):** OPAs are required where infill development is not permitted by the Official Plan.
2. **Rezoning:** Where the Official Plan has policies for residential infill either on a City-wide basis or for an area and where a property is located, or has a Secondary or Tertiary plan in place, the property can be rezoned to support residential infill.
3. **Consents/Subdivisions:** Once appropriate zoning is in place, consent (approval through Committee of Adjustment) or subdivisions (approval through Council) may be required.
 - Consent applications are used when new lots are proposed to be created, all of which have frontage onto a municipal street. No consent applications will be recommended for approval until the subject lands are appropriately zoned and all the required services are available. A number of matters such as the lot(s) access should not result in a traffic hazard or restrict the ultimate development of adjacent lands. The size and shape of the lot(s) should comply with the requirements of the Zoning By-law, must be appropriate to the use proposed and compatible with adjacent lots. It should not be located in a Special Policy Area.
 - Draft Plan of Subdivisions are required when a new road or extension of an existing road is being proposed. A plan of subdivision is not necessary for consent applications.
4. **Servicing:** Prior to approval of any residential infill development, municipal services must be available in the area, including roads, municipal water, sanitary and storm sewers. In addition, an accepted Sustainability Metrics/Agreement must be submitted for draft Plan of Subdivisions/Site Plan applications where appropriate servicing allocation is required.
5. **Site Plan Control:** The intent of the Site Plan process is to ensure that development meets the design standards and technical requirements set out by the City, Region, and other required agencies. Section 5.14 of the City's Official Plan sets out policies and requirements for Site Plans, in accordance with the provisions prescribed under Section 41 of the Planning Act. The entire Richmond Hill Official Plan area is designated as a Site Plan Control area. On that basis,

Council, by way of a Site Plan Control By-law passed under Section 41 of the Planning Act, has identified specific areas and types of development that are subject to Site Plan Control whereby development may not be undertaken without Site Plan approval.

According to the City's Site Plan Control (SPC) By-law, single and semi-detached buildings are generally exempt from SPC except in certain areas. Site Plan Control only applies to the demolition and rebuilding of existing single detached dwellings in specific areas of the City. Otherwise, there is no exemption from SPC for small developments. Other municipalities have development thresholds that determine when SPC kicks in. For example, in Toronto, developments with less than six residential units are exempt from SPC. The City may wish to revisit its SPC By-law to determine if a similar exemption is warranted.

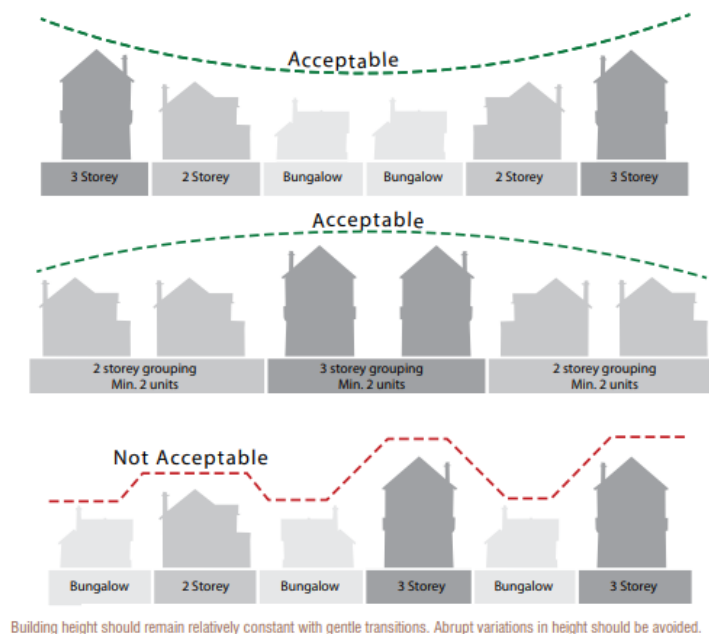
Urban Design Guidelines

Richmond Hill Urban Design Guidelines (September 2013) for Low-Rise Residential Buildings (Section 6) also applies to infill development. Low-rise residential buildings may include singles, semis, duplexes, multi-plexes, walk-up apartments or stacked townhouses. Access to units is either directly from the public sidewalk, a central lobby, a common corridor or shared courtyard.

For infill development concerning singles, semis and duplexes, when there is an existing uniform front and/or side setback with adjacent properties, the guidelines suggest using a similar setback to fit within the existing streetscape. To achieve an appropriate transition, it is recommended to construct the new units at a scale, mass, and proportion that contributes to the quality of the streetscape to achieve visual

integration of the development. Also, it's important to avoid abrupt variations in building massing, height and size of adjacent structures (Figure 5).

Figure 4 General principles of transition of residential building heights as per City of Richmond Hill Urban Design Guidelines (2013)



For integration of new townhouse dwellings, where there is a uniform front yard setback along a street, it's recommended to match this setback and fit into the neighbouring streetscape to create a continuous and legible edge to the public street. When integrating new townhouses into an existing streetscape, it is suggested to use a similar side yard setback as neighbouring properties, or as determined to be appropriate through an infill or tertiary plan. Further, townhouses are to be limited to a maximum of 8 units (6 preferred) per townhouse block. Where 8 units are proposed, each unit's width should not exceed 6.5 metres. Where units are less than 6 metres wide, parking should be provided at the rear. For appropriate transition, it is recommended to construct the townhouse unit at a residential scale, mass, and proportion that contributes to the quality of the streetscape and promotes visual integration of the townhouse development.

Infill Studies Review

A review of existing infill studies (Appendix A) is undertaken to study key considerations of introducing infill in neighbourhoods. The following are the common approaches for introducing infill:

- Ensuring new development is compatible with existing conditions. The infill studies also outline specific urban design guidelines for the neighbourhoods.

- Amending zoning to accommodate severances, such as reduced standards for minimum lot area, lot frontage, front yard, interior and exterior side yards, and rear yard. For example, the Anglin Drive/Long Hill Drive/19th Avenue Infill Study recommends changing the existing “RR1” Zone to an “R6” Zone to facilitate the severances of existing residential lots along existing streets. A comparison of the standards for each of these zones is shown in the table below:

Table 1 Comparison of standards of RR1 and R6 zones

	RR1 Zone	R6 Zone
Minimum lot area	0.4 hectare (1 acre)	500 square metres (5382 square feet)
Minimum lot frontage	45 metres (150 feet)	15.0 metres (49.2 feet)
Minimum front yard	7.6 metres (25 feet)	4.5 metres (14.8 feet)
Minimum interior side yard	3.0 metres (10 feet)	1.5 metres (4.92 feet)
Minimum rear yard	7.6 metres (25 feet)	7.5 metres (24.6 feet)

- Protection of the natural environment, such as minimum disruption to areas with steep slopes and natural features.
- Provision of efficient and safe street patterns through neighbourhood specific plans.
- Transition in densities and forms to reflect the hierarchy of street types. For example, the Bathurst Street Neighbourhood Infill Study⁵ (1998) proposed a transition in densities from medium density residential uses along the Bathurst Street frontage to predominantly single detached dwelling type in the interior of the neighbourhood. Similarly, Puccini Drive Neighbourhood Study (1998) prescribed that medium density residential uses along Bathurst Street and King Side Road to scale development to street type.
- Differentiation between entrance streets which provide permanent access roads into the neighbourhood and interior streets. For example, as per the Hughey West Infill Study (2007), on the entrance streets, single detached housing is restricted with a minimum frontage of 12.0 metres, semi-detached housing with minimum frontage of 18.0 metres or rear lane townhouses. Interior streets can be developed with 10.5 metre single detached housing, 14.6 metre semi-detached housing, 6.0 metre street townhouses or rear lane townhouses.
- Some of the infill plans provide provisions for both condominium and freehold townhouses. Generally, the infill plans describe development which could locate on either existing street system or on a new street. They encourage the assembly of land.

⁵ Updated by Hughey West Infill Study (2007)

- The infill development plans also propose new connection opportunities, parks and open spaces, redevelopment and recreational opportunities and provisions for sites that may develop with commercial uses.

3. Existing Zoning By-laws and Built Context Study

Zoning By-law Review

Based on a review of relevant by-laws (at least 35 parent bylaws and 7 other relevant bylaws), the following requirements/standards may pose challenges to neighbourhood infill:

- Minimum lot area
- Minimum required front yard
- Minimum required (interior and exterior) side yards
- Minimum required rear yard
- Min lot frontage
- Maximum height
- Maximum lot coverage
- Maximum Gross Floor Area
- Parking and driveways

The table below captures the range and variation of standards regarding single detached dwellings for each category in different by-laws through a sample study of three by-laws. It shows the importance of a context-sensitive approach to infill development.

Requirements	By-law: 313-96 (1996)	By-law: 1275 (1962)	By-law: 1703 (1962)
Minimum lot size	300 square metres - 750 square metres for interior lots and 365 - 815 square metres for corner lots.	10,000 square feet or 929 square metres to 1 acre 4047 square metres)	10,000 square feet or 929 square metres to 3 acres or 12140.6 square metres
Minimum frontage	9 – 22.5 metres (interior) and 11 – 24.5 metres (corner)	75 feet or 22.9 metres to 150 feet (47.7 metres)	200 feet (60 metres) to 75 feet (22.8 metres)
Max lot coverage/Gross Floor Area	Max coverage permitted: 40% to 47.5%	Minimum Gross Floor Area: 1000 square feet or 93 square metres for	Max coverage permitted: 10% - 20%

		one-storey dwelling and 750 square feet or 70 square metres for a dwelling with more than one storey (no maximum lot coverage provision)	
Minimum required front yard	4.5 metres	30 feet or established building line	58 feet from the centerline of the street (except on Gormley – 75 feet, Bayview – 75 feet, Yonge St. – 100 feet)
Minimum required side yard	1.2 metres to 1.5 metres (in Plans of Subdivision one side yard can be reduced to 0.6 metres)	5 feet (1.52 metres)	5 feet with additional 2 feet increase in height of 10 feet or part thereof above 12 feet, 10 feet on side where no garage attached
Minimum required rear yard	7.5 metres (24.6 feet)	min depth of 20% of depth of a lot, does not need to exceed 30 feet	15 feet or distance equal to the height of the building, whichever is greater
Driveways	By-law 84-03 have been approved to require maximum driveway widths and minimum front yard landscaping requirements and applies to all three sample By-laws.		

Below are some key observations on implications of the current zoning framework:

- The zoning by-laws within the Neighbourhood designation may result in varied built forms for a given dwelling type, especially when the buildings are built to the maximum standards or where maximum standards do not exist.
- The Official Plan allows up to 3-storeys within the Neighbourhood designations and the zoning by-laws regulate the maximum height in metres,
- The zoning by-laws establish minimum front yard setbacks which do not take into consideration existing front yard setbacks of adjacent lots. This can lead to situations where one dwelling is set significantly further back than one built closer to the street. Some zoning by-laws include provisions of Minimum Front Yard Setback or Established Front Building Line. However, there may be instances when such provisions result in inconsistent street frontages.
- The zoning by-laws establish a maximum ground floor area or percentage lot coverage, which means dwellings can be built with a considerably smaller footprint across the area, under-utilizing the potential of the lot.

Development Trends and Built Context

Within the last 10 years, most of the building permits for residential single detached and semi-detached residential buildings have been concentrated in neighbourhoods in the south-western part of the City between Elgin Mills Road and Highway 7 with some concentration in the north along King Road and around the Lake Wilcox area (Figure 6).

To explain the neighbourhood development trends, staff noted that some of this development is in the form of plans of subdivision, which were approved decades ago and are only now being constructed. This had become a pattern for infill development which can often take many years for consolidation and subsequent development to materialize. At the same time, the houses built in the last few decades were also being rebuilt in response to land values and demand. In addition, the older subdivisions of Richmond Hill with larger lot sizes are subject to development pressure. From a market perspective these older existing lots could be rebuilt to accommodate larger houses.

A closer look at each neighbourhood will yield built form characteristics specific to that neighbourhood that define context for future infill developments. The evaluation framework discussed further in section 6, provides a guiding framework to introduce infill that is compatible with the neighbourhood context.

CITY-WIDE NEW BUILD BUILDING PERMITS

Single Detached and Semi Detached

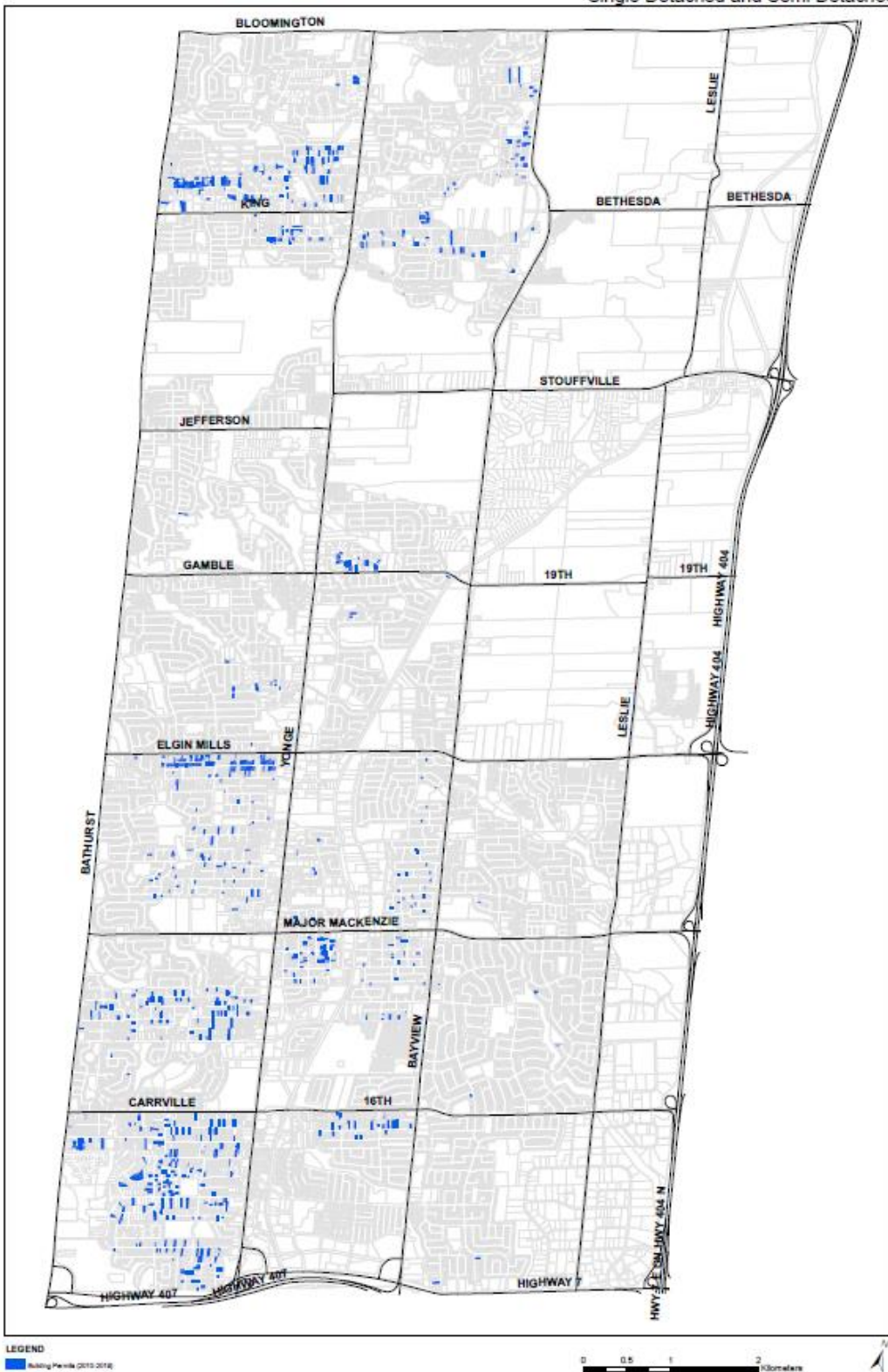


Figure 5 Map showing building permits in last 10 years for singles and semi-detached.

4. Area Municipality Approaches

A review of other Ontario municipalities was undertaken to study their approach to facilitating residential infill. It was observed that many municipalities have amended their zoning by-laws to address issues related to infill housing. In newer by-laws these infill provisions are generally folded into the requirements for particular zones. Some are formulated as area specific amendments to their parent zoning by-law. A summary of the surrounding municipality zoning standards is shared below:

Low-rise Residential Building Types

- As part of low-rise residential building types, all municipalities **include detached, semi-detached, duplex and townhouses** building types with definitions that are quite standard across all the by-laws.
 - Some municipalities like Toronto, Markham and Burlington also have distinct definitions for **triplex** and **fourplex**. Toronto defines a triplex as a building that has three dwelling units, with at least one dwelling unit entirely or partially above another. While Markham, defines it as a dwelling unit in a building that is divided horizontally or is divided horizontally and vertically into three dwelling units, each of which has an independent entrance to the outside or through a common vestibule or a combination of both. Burlington, defines triplex simply as a building with three dwelling units. Fourplex is defined similarly except it includes four dwelling units.
 - Municipalities such as Markham and Oakville also define **Multiple Dwelling** as a category of its own. Markham defines Multiple Dwelling as a building containing three or more dwelling units that would not be considered any other type of dwelling unit as defined by the corresponding by-law. While Oakville defines it as a dwelling unit within a building containing three or more dwelling units with an independent entrance.
 - The definition of **Apartment Dwelling** (which could also be a part of low-rise residential infill) varies considerably across municipalities. Oakville and Markham define Apartment Dwelling as a building with three or more dwelling units, while Burlington defines it with four or more dwelling units, and Toronto defines it with five or more dwelling units. The common defining characteristic is that they share a common entrance which is not the case in a Multiple Dwelling.
- A review of building types and their definitions may be needed to facilitate appropriate residential infill built forms.

Height

- Generally other municipal zoning by-laws do not distinguish between flat roofs and peaked roofs. The distinction is usually embedded in the definition of height itself. Maximum heights in the residential infill zoning by-laws generally range from 9.0 to 9.5 metres.
- The City of Burlington includes a height restriction of two and a half storeys⁶, whereas Markham has a height limit that varies between 11 metres and 12 meters for the same building types for zones related to low rise residential land use.
- These definitions should be standardized for residential buildings in the new Comprehensive Zoning By-law. A common approach in other municipalities is to define grade as the mid point or average elevation along the frontage of a property, or the average across the property. Height for residential buildings will need to be measured either to the top of flat and peaked roofs or, as is done in several other municipalities, as the mid-point between the eaves and the top of a peaked roofs.

Maximum Number of Storeys

- Most other municipal zoning by-laws do not place a restriction on the number of storeys, but rely instead only on metric height limits.
- The City of Burlington is an exception, with a height limit of 2.5 storeys for the areas covered by its infill by-laws, with no corresponding metric limit.
- As discussed previously, having limits on both the number of storeys and height measures may cause confusion.
- Since the metric height limit is a simple, precise measurement and is the primary standard used by many municipalities across Ontario, the City of Richmond Hill may wish to consider only using this standard to regulate height of buildings in its new Comprehensive Zoning By-law.

⁶ As per City of Burlington Zoning By-law 2020, the definition Half Storey is that portion of a dwelling situated within the roof and having its floor level not lower than 1.2 metres, measured from the point where the roof and any exterior wall of the dwelling meet, and in which there is sufficient space to provide a height between finished floor and finished ceiling of at least 2.2 metres. OPA 129 designates various infill areas within the existing residential areas of the North Urban Development Area. For each infill area, the policies within OPA 129 require that council approve comprehensive concept plans prior to development and redevelopment of these areas. The policy requires comprehensive concept plans for infill areas shall be approved by Council prior to the amendment of the Zoning By-law and consideration of applications for development on individual parcels.

Lot Coverage

- Lot coverage can be a useful control to provide certainty regarding the size of the footprint of a building in a residential area. Many Ontario municipalities rely on lot coverage along with other controls to achieve compatibility of new infill development with existing buildings.
- Oakville's parent by-laws include maximum lot coverage restrictions of between 30% and 35% for low rise residential zones. Burlington by-laws define lot coverage as a function of storeys and presence of accessory buildings and garage. These vary from 27% to 40%.
- As with all of the other standards examined in this report, if restrictions on lot coverage are included as part of the new Comprehensive Zoning By-law, they will need to be calibrated to reflect local circumstances.

Lot Access Considerations

- For low rise residential zones, City of Markham differentiates provisions for lots that are accessed by a lane and ones not accessed by a lane. Typically, standards related to minimum front yard requirements, minimum lot frontage requirements, minimum required interior side yards, and minimum required rear yard are impacted. The lots accessed by a lane have lesser frontage requirements compared to ones not accessed by a lane.
- For example, minimum lot frontages for single detached and semi-detached dwellings on a lot accessed by a lane are 8 metres and 6.6 metres respectively, while ones not accessed by a lane require 9 meters and 7.5 meters respectively.

Lot Configuration

- Some municipalities vary development standards based on width and depth of the lots.
- For low rise residential zones, City of Markham specifies distinct provisions for Wide Shallow Lots. These are defined as residential lots with a lot depth of 26 metres or greater and less than 30 metres.

Depth of Dwelling

- A number of municipalities control the depth of dwellings including Oakville and Toronto.
- In Oakville, residential buildings may extend to a depth of 20 metres with a further 3-metre extension for a one storey addition provided it meets a 9-metre

setback requirement to the rear lot line. In Toronto, the building depth varies by residential zone and building type. For example, in the “R1” Zone the maximum building depth is 17 metres for detached and semi-detached dwellings and 14 metres for other types of residential buildings. In an “RD” Zone the maximum depth is 18 metres.

- Most other municipalities use a combination of setbacks to control building depth. As stated above, the provisions for shallow or deep lots may vary to facilitate appropriate building forms.

Garages

- Garage widths are restricted in a number of municipal bylaws.
- In Markham, it often varies by zone to reflect predominant building characteristics in an area.
- Zones in municipal zoning by-laws with rear lane access and zones that include certain types of townhouses may not permit garages along the frontage of buildings at all.
- Matters related to garage widths will be addressed through the Residential Parking Technical Paper.

5. Consultation Summary

City Survey

A survey on Residential Infill was shared by the City of Richmond Hill from June 4th to June 18th, 2021, during which period 83 people participated. Appendix B includes the survey questions. The survey results are as follows.

- The majority (90%) of the respondents have not considered residential infill for their property.
- The majority (76%) of respondents confirmed infill projects are a part of their neighbourhoods and the majority (75%) do not support residential infill in their neighbourhood.
- Participants were asked which infill mechanism and associated building type they would prefer if they have considered infill. The majority of respondents selected “severing the lands to create additional lots for single detached homes” and “demolishing the existing dwelling and rebuilding a newer single detached home”.
- Participants were asked if they would be interested in redeveloping their property as a 1) Tri-plex 2) Four-plex 3) Five-plex 4) Six-plex 5) Townhouses or 6) none of the above. While the majority of participants responded “none of the above”,

among the other respondents who wanted to add infill, four-plex was the preferred building type, followed by tri-plex and townhouses.

- Participants were asked which factors relating to residential infill on smaller lots are important to address through development standards within zoning by-laws. The responses demonstrate a range of factors, with the top three selections being lot coverage, followed by building setbacks, and number of parking spaces.
- Participants were asked which factors are important for zoning by-laws to regulate in relation to the demolition and rebuilding of new houses. The majority of respondents selected building height as a top priority, followed by lot coverage and building setbacks.
- Participants were asked which factors they considered important for zoning by-laws to address in relation to the conversion of a home into a multiplex or townhouse. The majority of respondents selected building height as a top priority, followed by lot coverage and building setbacks.
- Participants were asked where they wanted to see infill development being permitted within the Neighbourhood land use designation. The top three responses included along arterials, in neighbourhoods that have lots that are large enough to accommodate new streets, and none of the above, which was selected by almost 30% of the respondents.

Public Information Centre (PIC) Meeting Summary

Three online PIC meetings were held on Nov 16th to Nov 18th, 2021 for the North, Central and South Areas of the City regarding the Residential Infill Technical Paper. A total of 39 community members attended these meetings. Additional participants included Councillors and the Acting Mayor, who gave opening remarks at two of the meetings. The Study Consultant gave a presentation sharing the policy background and the proposed approach to introducing context sensitive infill, followed by a discussion session where participants were given opportunity to share comments and ask questions. Polls were conducted for two of the meetings. A summary of the meetings is noted below.

Participants selected the following as their top concerns related to introducing infill:

- Impact on neighborhood character;
- Impact on privacy and noise; and
- No concerns.

Participants selected the following factors as important for zoning by-laws to address regarding infill development:

- Height;
- Number of parking spaces;
- Lot coverage (how much of building covers the lot); and
- Building setbacks.

During the discussion session, the participants asked a number of questions related to neighborhood character and related infill standards – requesting that the term neighborhood character be clarified and emphasized the importance of respecting the context. Other questions were related to maintaining existing yard character and building heights, and minimizing impacts on traffic

6. Infill Considerations and Evaluation Framework

Considerations for infill

A successful residential infill development respects the character of the existing neighbourhood and local context. To ensure compatibility of the new infill development, each infill development will need to take a number of factors into consideration from local by-laws to the existing development in the immediate context, such as street or block characteristics. Specifically, three scales of evaluation can be identified: adjacent development, street and block, and the neighbourhood as a whole.

Developing a standard city-wide infill requirement is not plausible, as infill requires a strategic and context sensitive approach that can introduce density while not radically disrupting the character of the neighbourhood. City-wide Urban Design Guidelines provide a general guidance on ensuring compatibility with the context. More specific neighbourhood character guidelines could be developed as a compatibility tool for the residents, architects, home builders, and decision makers. However, there is no reason why infill development should be prohibited in any part of Richmond Hill, as long as the context specific policies noted above are in place. Extending the potential for infill development throughout Richmond Hill would align with provincial policy regarding intensification and could help achieve Richmond Hill's intensification targets. If done in a sensitive way, infill development will not disrupt neighbourhood character. It is therefore recommended that all Neighbourhoods in Richmond Hill be considered as appropriate locations for infill, provided the infill fits the existing context.

Low rise residential building types that can be considered in the Neighbourhood Designation include:

- a. Detached single dwelling (on a severed lot, or as a rebuild to maximum site potential)
- b. Semi-detached dwelling
- c. Duplex dwelling

- d. Townhouses
- e. Detached multiple dwellings (based on the multi-tach zoning concept)
- f. Low-rise apartments on arterial streets only (4 storey)
- g. Additional Residential Units

Presently, dwelling forms noted in (d) to (f) constitute medium density residential uses which are subject to Official Plan policies that require these forms to be identified in an infill study or tertiary plan. These dwelling forms will be further evaluated through the Official Plan update that is presently underway (see draft OPA 18-4). It should be noted, however, that ensuring that these forms of housing are compatible with surrounding areas and are contextually appropriate can occur through the development approval process through a plan of subdivision, consent and/or site plan control process, notwithstanding any Official Plan permissions or Zoning By-law provisions.

Evaluation Framework

The following key considerations and evaluation framework is recommended for introducing infill development in a given neighbourhood:

- a) Severance of lots on existing streets is possible as long as each proposed residential unit(s) can meet the following requirements:
 - a. Front yard setback: The front yard setback must be such that it meets minimum setback requirement as per applicable by-law or be an average of setbacks of the adjoining properties.
 - b. Side yard setback: The side yard setback must be such that it meets minimum setback requirement as per applicable by-law or can be shared in case of semi-detached units. This will vary for residential building type proposed.
 - c. Rear yard setback: The rear yard setback must be such that it meets minimum setback requirement as per applicable by-law or the average of adjoining properties.
 - d. Height requirement as per the applicable by-law measured in metres (and urban design guidelines).
 - e. Provide adequate parking spaces in accordance with City wide parking standards.
 - f. Minimum lot frontage: The frontage of infill unit(s) should match the average lot frontage of units on the street. For infill, that would mean a new single detached dwelling of same width, two semi-detached units with combined width that matches width of other houses on streets. When townhouses are introduced, they should follow the Urban Design Guidelines which prescribe a maximum limit of 8 units in a row. If the city wishes to promote more intensification, it could suggest lowering the lot

frontage requirements in some zones, even if the predominant pattern consists of large lot frontages. In certain areas of the city, where a reduced lot frontage has been established, the City may continue this permission to encourage redevelopment.

- g. Maximum lot coverage: Appropriate lot coverage be provided in context with the surrounding area.
 - h. All other requirements as per applicable by-law
- b) Plans of Subdivision to introduce back lot infill development can be considered if each proposed unit has:
 - a. Access by a new public street with required utilities. The City's official Plan prescribes right-of-way widths for different street classifications.
 - b. Setbacks in accordance with the context.
 - c. Height requirement as per the applicable by-law in metric measurements (and urban design guidelines).
 - d. Provide adequate parking spaces in accordance with City wide parking standards.
 - e. Minimum lot frontage: The frontage of infill unit(s) could match the average lot frontage of units on the existing street. For infill, that would mean a new single detached dwelling of the same width, two semi-detached dwellings with a combined width that matches the width of other houses on the street. When townhouses are introduced, they can follow the Urban Design Guidelines which prescribe where a limit of 8 units in a row is appropriate. Alternatively, the minimum lot frontage could be less than the average in the area, if infill is to be promoted.
 - f. Maximum lot coverage: Appropriate lot coverage be provided in context with the surrounding area.
 - g. All other requirements as per the applicable by-law.
- c) Demolition and Rebuild Construction:
 - a. A dwelling can be rebuilt to achieve full potential of the lot, while respecting the physical context as per requirements above.
 - b. Consider detached multi-unit housing to achieve maximum potential of the lot, provided these do not affect the light and privacy of adjacent buildings and match the overall neighbourhood context and characteristics.
 - c. It should be noted that the City's Affordable Housing Strategy recommends Official Plan policies and municipal by-laws to prevent the loss of rental housing via demolition and conversion (AHS: Actions 2.6 and 4.7)
- d) Provide provisions for both condominium and/or freehold townhouse dwellings, which could locate either on an existing street system or on a new street. Assembly of land will allow for landowners to plan cohesively.

- e) Planning for new street connections in the neighbourhood, parks and open spaces, and improvement to community services can be accomplished through Official Plan policies, secondary plans and tertiary plans.

7. Conclusion

This paper reviews Richmond Hill's development framework related to infill projects. It assesses whether changes in the City's Official Plan policies are warranted. It informs a zoning approach to address residential intensification in a manner compatible with Neighbourhoods and relevant to the City of Richmond Hill; and, it establishes a framework for developing appropriate performance standards to guide infill development.

A draft Official Plan amendment (OPA 18-4) was released in April 2022. It retains the concept of "Priority Infill Areas" which are identified in Appendix 9 of the Plan. The draft OPA could be further amended to eliminate the distinction between Priority infill Areas and other Neighbourhoods as recommended in this report, provided the infill fits the existing context and meets context specific development criteria. This report also recommends that infill potential be extended to all low rise building forms within Neighbourhoods.

The report proposes that the comprehensive zoning by-law incorporate context specific standards and regulations for residential development in Neighbourhoods covering front, side and rear setbacks, height, parking rates, lot frontage and lot coverage. Back lot development should be considered if there is access from a public street and contextual criteria regarding setbacks, height, lot frontage and lot coverage are respected. Demolition and rebuild of low rise residential buildings could achieve the full development potential on the lot, provided it is appropriate for the physical context. Furthermore, multi-unit housing in low rise forms should be encouraged.

Appendix A: Infill Studies Review Summary

1. Anglin Drive/Long Hill Drive/19th Avenue Infill Study (1999)

- Council recommends that new development should be designed to blend with existing conditions, including separation between units, existing trees and other vegetation with deep setback from streets to the houses; minimum disruption to areas with steep slopes and natural features; protection against noise from 19th Avenue and Yonge Street, and minimize direct access to 19th Avenue.

Under the current development process, in order to facilitate the splitting or "severance" of an existing residential lot, the RR1 zoning must be amended and the recommended R6 zoning must be implemented. The R6 zoning would be implemented on a site-specific basis.

	RR1	R6
Minimum lot area	0.4 hectare (1 acre)	500 square metres (5382 square feet)
Minimum lot frontage	45 metres (150 feet)	15.0 metres (49.2 feet)
Minimum front yard	7.6 metres (25 feet)	4.5 metres (14.8 feet)
Minimum interior side yard	3.0 metres (10 feet)	1.5 metres (4.92 feet)
Minimum rear yard	7.6 metres (25 feet)	7.5 metres (24.6 feet)

Given large building widths of primarily bungalow houses in the area, the creation of any more than one or two lots from an existing lot will most likely require the demolition of the existing house.

2. Bathurst Street Neighbourhood Infill Study (1998)

- Create a neighbourhood focus through the establishment of parkland, stormwater management facilities and open space.
- Allow for a transition in densities from medium density along Bathurst Street frontage to predominantly single detached dwelling type adjacent to the Elmway plan of subdivision.
- Maintain the existing grid system of streets with reduced numbers of access points to Bathurst Street.

The Hughey West Infill Study (2007) updated the Bathurst Street Neighbourhood (1998) with the following additions:

- Provides different design concepts for development/redevelopment of the area.
- Envisions single detached, semidetached and townhouse forms of housing throughout.
- Provides both condominium and freehold townhouses, which could locate on either on existing street system, on a new street or on lands that would include the road allowances of the streets that will ultimately be closed at Bathurst Street.
- Differentiates between “entrance streets” which will provide permanent access roads into the neighbourhood and “interior streets” which are intended to be closed at Bathurst Street in future. On the entrance streets, housing is restricted with a min frontage of 12.0 metres, semis with minimum frontage of 18.0 metres or rear lane townhouses. Interior streets can be developed with 10.5 metre singles, 14.6 metre semidetached, and 6.0 metre street townhouses or rear lane townhouses.

3. Residential Infill Study for Douglas Road Neighbourhood (1998)

- Council approved following urban design objectives to guide infill development
 - preserve, retain, integrate and manage natural systems
 - Provide for an interconnected open space linkage system

- Integrate new housing development into existing neighbourhoods
 - Provide clear street pattern that integrates easily into existing patterns
- Design guidelines to be used to guide the detailed planning and design of infill development in the Douglas Road Neighbourhood and the evaluation of future development applications.
- Zoning By-law 1703 applies to lands in Douglas Road Neighbourhood and reflect large lot development. An amendment to North Urban Area Zoning By-law 313-96, adopted as part of the OPA 129⁷ process, will be required for property owners who proceed either by severance or plan of subdivision.
- The recommended zoning standards include:
 - Minimum frontage on existing streets is 15 meters (50 feet) with a 1.2 metre (4 foot) side yard setback and a 6.0 metre (20 foot) front yard setback to the main wall of the dwelling
 - Minimum frontage along newly constructed streets (wide shallow lots) is to be 12.2 meters (40 foot)
 - Principles of small lot development such as the front face of the garage is not to extend beyond the front face of the living area should be implemented.
- Preferred concept plan and Douglas Road Neighbourhood infill report meets requirements in OPA 129 for preparation of comprehensive infill plan, and accordingly, applications for zoning amendments, plans of subdivisions and severance can be processed.

4. Puccini Drive Neighbourhood (1998)

- Three issues identified related to neighbourhood character and redevelopment
 - Need to establish a minimum lot width for properties fronting Puccini Drive
 - Appropriateness of medium density residential uses Bathurst Street and King Side Road
 - Need for minimum lot depth and lot width for rear lot development
- Zoning standards recommended
 - Minimum frontage on Puccini Drive, Verdi Road and Toscanini Road is 15 metres with 1.55 metre side yard setback and 4.5 metre front yard setback to the main wall of the dwelling
 - Wide shallow lots are to have a min 25 metre depth and min 12 metre frontage

⁷ OPA 129 designates various infill areas within the existing residential areas of the North Urban Development Area. For each infill area, the policies within OPA 129 require that council approve comprehensive concept plans prior to development and redevelopment of these areas. The policy requires comprehensive concept plans for infill areas shall be approved by Council prior to the amendment of the Zoning By-law and consideration of applications for development on individual parcels.

- Townhouses are to have minimum 6 metre frontage
- Principles of small lot development such as the front face of the garage is not to extend beyond the front face of the living area.

5. Elm Grove/Maple Grove/Aubrey Avenue Residential Infill Study (1999)

- Based on the following principles:
 - Protection of natural environment
 - Compatibility in character with existing uses
 - Provision of efficient and safe street patterns, and
 - Good urban design based on urban design objectives
- Proposed lot sizes throughout the study area are based on lot sizes of 13.5 metre (45 feet) minimum frontages and a lot area of 450.0 square metres (4,844 square feet). Using the lot area as a benchmark, a comparable sized wide shallow lot require 16.5 metre (55 feet) frontages based on a lot depth of 27 metres (90 feet). By using this benchmark, and varying lot frontages, a variety of lot sizes and housing designs throughout the neighbourhood can be accommodated.
- In order to facilitate severance of an existing residential lot, the current RU (Residential Urban) zoning must be amended. The infill study identifies a number of residential zoning categories from the North Urban Development Area Zoning By-law No. 313-96 that would be appropriate for the area, including the R5 and R6 zones, which have a which have a minimum lot frontage of 13.5 metres (44.3 feet), and 15.0m (49.2 feet), respectively, and the RM1 zoning category for the medium density area.

6. Bond Crescent Neighbourhood Infill Development Report Update (2016)

- Infill study was approved by Council on June 16, 1998. This report guides future infill development in Bond Crescent Neighbourhood by providing framework for evaluating development applications based on a proposed lotting framework and street network.
- This update is undertaken given the recent changes in policy, guidelines and approaches to sustainability, the City needs to ensure that the previous Infill Study remains relevant and appropriate in combination with current growth, design and environmental priorities.
- The preferred infill development plan proposes new connection opportunities, infill opportunities and recreational opportunities.
- The update also proposed revisions to design guidelines for infill development along existing streets, newly constructed streets, private streets, and for

properties that may redevelop as a commercial use.

7. Harris Beech Infill Study (2013)

- The Harris-Beech Infill Study Area is identified in the Official Plan as a 'Priority Infill Area', consisting primarily of the 'Neighbourhood' designation.
- The study adopts a set of guiding principles, framework plan, detailed urban design guidelines and presents four development scenarios to establish a framework to guide potential future development of these lands over the long-term.
- This study presents a series of development scenarios, which identify road layout, block/lot pattern and the open space system, together with a set of urban design guidelines, which address built form design, streetscape design and parks and open space development.

Appendix B: Survey Questionnaire

1. If you own a house in Richmond Hill, have you considered residential infill?
 - Yes
 - No
2. If you have considered infill, please select which of the following statements that apply (please check all that apply)
 - Severing the lands to create additional lots for single detached homes
 - Severing the lands to create additional lots for semi-detached homes
 - Severing the lands to create additional lots for duplexes
 - Demolishing the existing dwelling and rebuilding a newer single detached home
 - Demolishing the existing dwelling and building semi-detached homes
 - Demolishing the existing dwelling and building a duplex
 - Selling your property or a portion of your property to allow for a larger assembly of lands for infill development
3. Would you want to redevelop your property into any of the following low-rise residential building types (select all that apply)
 - Triplex
 - Four-plex
 - Five-plex
 - Six-plex
 - Townhouses
 - None of the Above
4. Do you support residential infill in your neighbourhood?
 - Yes

- No
5. Are there residential infill development projects happening in your neighbourhood?
- Yes
 - No
 - I don't know
6. Which of the following three factors are most important to you for a Zoning By-law to address for residential infill of smaller lots? (Select 3)
- Orientation of lots
 - Building setbacks (yards)
 - Lot Coverage
 - Lot Frontage
 - Lot Area
-
- Lot Depth
 - Number of Parking Spaces
7. Which of the following three factors are most important to you for a Zoning By-law to address the demolition and rebuilding of a new house? (Select 3)
- Building Height
 - Building Setbacks
 - Lot Frontage
 - Lot Depth
 - Lot Coverage
 - Building width (e.g. with attached garage for parking)
8. Which of the following three factors are most important to you for a Zoning By-law to address the building or conversion of a home into a multiplex (e.g. triplex or four-plex) or townhouses: (Select 3)
- Building Height
 - Building Setback (yards)
 - Lot Frontage
 - Lot Depth
 - Lot Coverage
 - Building width (e.g. with attached garage for parking)
9. Where do you most want to see infill development be permitted? (please select 4 that apply)
- In all neighbourhoods
 - In neighbourhoods that were built prior to 1980
 - In neighbourhoods that were built between the 1980s and 1990s
 - In neighbourhoods built after the 2000s

- Along arterial streets in neighbourhoods (e.g. King Road, Elgin Mills Road, Bathurst Street, Bayview Avenue, Carrville Avenue)
- Along collector streets in neighbourhoods (e.g. North Lake Road, Mill Street, Weldrick Road, Avenue Road)
- Along local streets in neighbourhoods (e.g. Puccini Drive, Duncan Road)
- New building forms (i.e. townhouses, duplexes, triplexes) should be permitted in neighbourhoods that have large lots
- In neighbourhoods that have lots that are large enough to accommodate new streets
- None of the above

10. To help us better understand our residents' needs, may we please ask the name of the street you live on. (optional)

11. Are you interested in attending a future information meeting about residential infill in your area? If yes, please provide your email address.