



Council Meeting Agenda

C#32-21

Wednesday, June 23, 2021, 9:30 a.m.

(Electronic Meeting pursuant to Section 238(3.3) of the Municipal Act, 2001)

Acting Mayor Joe DiPaola

PUBLIC NOTICE

Due to efforts to contain the spread of COVID-19 and to protect all individuals, City facilities will not be open to the public to attend Council and Committee meetings until further notice. The public can observe meetings of Council and Committees by viewing the livestream of the open session part of these meetings which can be accessed on the City's website (Richmondhill.ca) or on the City's YouTube page (linked from the City's homepage).

Public Comments: The public may submit written correspondence regarding agenda matters by email to clerks@richmondhill.ca. Written correspondence must be submitted by 12 p.m. the day before the meeting. Comments submitted will be provided to all Members of Council, considered as public information and noted in the public record.

Public Forum: Any person who wishes to speak to Council on a matter not on the agenda must pre-register with the Office of the Clerk by 12 p.m. noon the day before the meeting by email to clerks@richmondhill.ca or by using the on-line form found on Richmondhill.ca. Public Forum will be by video conference via the internet or telephone only. A maximum of five persons will be allowed to register for the Public Forum on a first come first serve basis.

Electronic Delegations: The public may apply to appear as an electronic delegation by video conference or by telephone. Applications to appear as an electronic delegation must be submitted by 12 p.m. the day before the meeting by email to clerks@richmondhill.ca or by using the on-line application form found on Richmondhill.ca. The Office of the Clerk will provide instructions on appearing as an electronic delegation.

Pages

1. Call to Order/National Anthem
2. Public Forum (not to exceed 15 minutes)
3. Council Announcements
4. Introduction of Emergency/Time Sensitive Matters

5. **Adoption of Agenda**
6. **Disclosures of Pecuniary Interest and General Nature Thereof**
7. **Adoption of Previous Council Minutes**
 - 7.1. Council Public Meeting C#28-21 held June 2, 2021 13
 - 7.2. Council Meeting C#29-21 held June 9, 2021 19
 - 7.3. Special Council Meeting C#30-21 held June 9, 2021 37
8. **Identification of Items Requiring Separate Discussion**
9. **Adoption of Remainder of Agenda Items**
10. **Public Hearings**
11. **Presentations**
 - 11.1. Presentation by Dr. Patricia McCarney, President and CEO, and James Patava, Vice President, World Council on City Data (WCCD), to award the City's Year 2 ISO 37120 Platinum Certification

(Please note this is a 10 minute presentation)
 - 11.2. Presentation by Altaf Stationwala, Mackenzie Health President and CEO, regarding an update on continued enhanced care at Mackenzie Richmond Hill Hospital and at Cortellucci Vaughan Hospital during the third wave of the COVID-19 pandemic

(Please note this is a 15 minute presentation)
12. **Delegations**
 - 12.1. Kathy Mochnacki, Home on the Hill Supportive Housing, regarding the Affordable Housing Strategy - (refer to Item 13.6)
 - 12.2. Andrew Mullin, 99 Westwood Lane, regarding the Fence By-law Amendment Request for 99 Westwood Lane - (refer to Item 13.11)
13. **Committee and Staff Reports**
 - 13.1. Minutes - Heritage Richmond Hill meeting HRH#03-21 held May 4, 2021 43

- a) That the minutes of Heritage Richmond Hill meeting HRH#03-21 held May 4, 2021 be adopted.
- 13.2. Minutes - Youth Action Committee meeting RHYAC#08-21 held June 9, 2021 49
- a) That the minutes of Youth Action Committee meeting RHYAC#08-21 held June 9, 2021 be approved.
- 13.3. SRPI.21.066 - 2021/2022 Pole-Mounted Radar Message Board Program Locations 51
- a) That the following 18 locations be approved for the installation of pole-mounted speed radar board signs as part of the annual Radar Message Board program:
- Sunset Beach Road (Park Crescent to Park Crescent)
 - Puccini Drive (Aida Place to Kent Matthew Street)
 - Bond Crescent (Glenn Street to Littleton Street)
 - Woodstone Avenue (Florentine Crescent to Devonsleigh Boulevard)
 - Jefferson Forest Drive (Wings View Gate to Arden Valley Street)
 - Crosby Avenue (Osiris Drive to Newkirk Road)
 - Weldrick Road (Montclair Road to Highview Crescent)
 - Shirley Drive (Grover Hill Avenue to Futura Avenue)
 - Princeton Avenue (Sun Valley Drive to Manorheights Street/Sapphire Drive)
 - Rothbury Road (Mayan Avenue to Ridgestone Drive/Tentone Court)
 - Mill Street (Libby Boulevard/Bridgeport Street to Wood Lane/Trench Street)
 - Canyon Hill Avenue (Shaftsbury Avenue to Palomino Drive/Gracedale Drive)
 - Yongehurst Road (Kersey Crescent to Yonge Street)
 - Oak Avenue (Pearson Avenue to Yonge Street)
 - Roosevelt Drive (Denham Drive to Pearson Avenue)
 - Northern Heights Drive (Vanity Crescent to Vanity Crescent)

- **Weldrick Road East (Hanover Court/Bothfield Street to Lawson Court)**
 - **Red Maple Road (Colston Court to 16th Avenue)**
- 13.4. SRPI.21.071 - Authorization to Execute Amending Subdivision Agreement - Establish Lands as Public Highway - 19T-03019 Sedgewick Property Inc. - (Proposed By-law 57-21) 67
- a) That, upon the written recommendation of the Commissioner of Planning and Infrastructure, the Mayor and Clerk be authorized to execute an Amending Subdivision Agreement with Sedgewick Property Inc. to include external municipal servicing to facilitate additional lot development within Subdivision File 19T-03019;
- b) That Parts 2, 5, 6 and 7 on Plan 65R-37780 be established as public highway to become part of Longworth Avenue;
- c) That Parts 1 and 4 on Plan 65R-37780 be established as public highway to become part of Tempel Street.
- 13.5. SRPI.21.074 - Posted Speed Limit Review for a Number of City Streets - Reduction from 50 km/hour to 40 km/hour - (Proposed By-law 70-21) 71
- a) That staff report SRPI.21.074 regarding Speed Limit Review for a Number of City Streets be received;
- b) That By-law 70-21, attached as Attachment 1 to staff report SRPI.21.074, be enacted to amend Schedule "A" of Municipal Code Chapter 1126 in order to reduce the speed limit on a number of City of Richmond Hill roads to 40 km/hour.
- c) That York Regional Police be advised of the new reduced posted speed limits and be requested to provide enforcement along the roads as resources permit.
- 13.6. SRPI.21.052 - Request for Endorsement - Affordable Housing Strategy 103
- a) That staff report SRPI.21.052 regarding Request for Endorsement of Affordable Housing Strategy be received;
- b) That Council endorse the Affordable Housing Strategy, attached as Appendix A to staff report SRPI.21.052.
- 13.7. SRPI.21.067 - Request for Approval - Zoning By-law Amendment and Revised Draft Plan of Subdivision Applications - Country Wide Homes 187

(Jefferson) Inc. and Giuseppina Brunetto - City Files D02-20017, D03-14008 and D03-16002

30 Beech Avenue, 211, 223, 235, 251, 273, 291 and 305 Jefferson Sideroad, and 196, 210, 226, 234, 246, 260, 276 and 288 Harris Avenue

a) That the revised Zoning By-law Amendment and draft Plan of Subdivision applications submitted by Country Wide Homes (Jefferson) Inc. and Giuseppina Brunetto for lands known as Lots 1 to 5, Plan 9597 and Lots 11, 15 to 18, 20 to 24, 27 and 28, Plan 1916 (municipal addresses: 30 Beech Avenue, 211, 223, 235, 251, 273, 291 and 305 Jefferson Sideroad and 196, 210, 226, 234, 246, 260, 276 and 288 Harris Avenue), City Files D02-20017, D03-14008 and D03-16002, be approved, subject to the following:

- i. that a portion of the subject lands be rezoned from Single Detached Four (R4) Zone, Single Detached Six (R6) Zone and Semi-Detached One (RD1) Zone to Single Detached Two (R2) Zone, Single Detached Three (R3) Zone and Single Detached Six (R6) Zone under By-law 235-97, as amended, and that the amending Zoning By-law establish site specific development standards as outlined in staff report SRPI.21.067;**
- ii. that the revised and consolidated Plan of Subdivision as depicted on Map 8 to staff report SRPI.21.067 be draft approved subject to the conditions set out in Appendix "C" to this report; and**

b) That the original assignment of servicing allocation to the subject lands be repealed and that 532.06 persons equivalent of servicing allocation (111 single detached dwellings, 12 semi-detached dwellings and 35 street townhouse dwellings) be assigned to the subject lands, to be released by the Commissioner of Planning and Infrastructure in accordance with the provisions of By-law 109-11, as amended.

13.8. SRPI.21.055 - Request for Comments - York Region Official Plan Update Policy Directions

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a) That Council receive staff report SRPI.21.055 regarding Request for Comments – York Region Official Plan Update Policy Directions;

b) That City Council endorse the comments on the Region's proposed policy directions set out in SRPI.21.055, and in doing so, that Council also advise the Region of the following:

- i. That Council requests that the Region expand the Bathurst and Highway 7 Major Transit Station Area boundary to include additional lands to the north, as set out in Map 1 to this report (SRPI.21.055), and for the principle reasons set out in the report;
- ii. That Council request that the Region require local municipalities to identify resident-to-job target ratios for MTSA's in local Official Plans and that these target ratios are guided by the Region's MTSA analysis endorsed by Regional Council in September 2020, to ensure that an appropriate mix of residential and non-residential development is achieved based on the local context of each MTSA area;
- iii. That Council reiterates its request for the Region to approve the conversion of employment lands within the southeastern part of the Beaver Creek Business Park, as shown on Map 3 to this report (SRPI.21.055), for mixed-use development and exclude the lands from the Region's proposed Regional employment area designation mapping for the reasons previously set out by the City in staff report SRPRS.20.003;
- iv. That the Region consider providing direction in the ROP regarding cross-jurisdictional issues that may arise in relation to excess soil management; and
- v. That the Region be advised that the policy direction to identify future community or employment areas beyond the 2051 planning horizon is not supported, and that the decision to designate new urban areas should be determined through a future land needs assessment based on the policy and context that are in place at that time.

d) That the Region be advised of City Council's support for the recommendations set out in report SRPI.20.055, and that the City Clerk forward a copy of the report and its attachments to the Region of York as input to the Region's Municipal Comprehensive Review Process.

- 13.9. SRPI.21.072 - Request for Direction - Official Plan Amendment, Zoning By-law Amendment and Site Plan Applications - 2706379 Ontario Limited - 12600 Bayview Avenue

287

City Files D01-19004, D02-19021 and D06-20041 - LPAT Case No. PL210162

- a. That Staff Report SRPI.21.072 be received for information purposes;
- b. That the Local Planning Appeal Tribunal (LPAT) be advised as follows:
 - i. That Council supports in principle the proposed Official Plan Amendment, Zoning By-law Amendment and Site Plan applications submitted by 2706379 Ontario Limited for lands known as Block 226, Plan 65M-3802 (Municipal Address: 12600 Bayview Avenue), City Files D01-19004, D02-19021 and D06-20041, for the reasons set out in Staff Report SRPI.21.072, subject to the following:
 - a. that the subject lands be removed from Appendix 7 – Existing Neighbourhood Commercial Sites – of the City’s Official Plan to permit the proposed medium density residential development;
 - b. that the Local Planning Appeal Tribunal be requested to withhold the issuance of its Final Order respecting the Official Plan Amendment application until such time as the City advises the Tribunal that the draft Official Plan Amendment as set out in Appendix “B” to Staff Report SRPI.21.072 has been finalized to the satisfaction of the Commissioner of Planning and Infrastructure;
 - c. that the subject lands be rezoned from Neighbourhood Commercial (NC) Zone to Multiple Residential One (RM1) Zone under By-law 85-02, as amended, and that the amending Zoning By-law establish site specific development standards as outlined in Staff Report SRPI.21.072;
 - d. that the Local Planning Appeal Tribunal be requested to withhold the issuance of its Final Order respecting the Zoning By-law Amendment application until such time as the City advises the Tribunal that:
 - i. the draft Zoning By-law Amendment as set out in Appendix “C” to Staff Report SRPI.21.072 has been finalized to the satisfaction of the Commissioner of Planning and Infrastructure;
 - ii. the applicant’s Site Plan application has been finalized to the satisfaction of the Commissioner of Planning and Infrastructure; and,
 - iii. the applicant has registered restrictions over the subject lands under Section 118 of the Land Titles Act to the satisfaction of the City;

- e. that the Local Planning Appeal Tribunal be requested to withhold the issuance of its Final Order respecting the Site Plan application until such time as the City advises the Tribunal that a Site Plan Agreement has been finalized to the satisfaction of the Commissioner of Planning and Infrastructure;
 - c. That the authority to assign 56.81 persons equivalent of servicing allocation to the proposed development to be constructed on the subject lands be delegated to the Commissioner of Planning and Infrastructure subject to the criteria in the City's Interim Growth Management Strategy, and that the assigned servicing allocation be released in accordance with the provisions of By-law 109-11, as amended;
 - d. That the Commissioner of Planning and Infrastructure be authorized to approve and execute any agreements or documentation as necessary to implement the development proposal described in Staff Report SRPI.21.072; and,
 - e. That appropriate City staff be directed to appear at the Local Planning Appeal Tribunal in support of Council's position concerning the subject applications.

- 13.10. SRCM.21.07 - Indigenous Land Acknowledgement Statement 361
 - a) That staff be directed to research and consult with Indigenous communities to develop a Richmond Hill Land Acknowledgement Statement.

- 13.11. SRCS.21.10 - Fence By-law Amendment Request - 99 Westwood Lane - (Proposed By-law 86-21) 365
 - a) That staff report SRCS.21.10 regarding a Fence By-law amendment for 99 Westwood Lane be received;
 - b) That the Fence By-law 140-90 (Municipal Code Chapter 973) be amended via approval of By-law 86-21, to permit 1.82 metre (6 foot) high decorative metal fencing with stone pillar support structures in the front yards of lots on Westwood Lane between 73 Westwood Lane and 108 Westwood Lane, and on Denham Drive.

- 13.12. SRCS.21.12 - Amendments to the Refreshment Vehicle Licensing By-law 194-05 (Municipal Code Chapter 875) - (Proposed By-law 89-21) 373
 - a) That staff report SRCS.21.12 regarding amendments to the Refreshment Vehicle Licensing By-law be received;

b) That By-law 89-21 (Attachment 1 to staff report SRCS.21.12) be enacted to amend the Refreshment Vehicle Licensing By-law 194-05 (Municipal Code Chapter 875).

- 13.13. Memorandum from Sherry Adams, Commissioner of Corporate and Financial Services, dated June 15, 2021 regarding Staff Report SRCFS.21.030 - Revised Recommendations 381

a) That the memorandum from Sherry Adams, Commissioner of Corporate and Financial Services, dated June 15, 2021 regarding staff report SRCFS.21.030, Sole Source Acquisition with SAP Canada Inc. to Sustain the City of Richmond Hill's Enterprise Resource Planning (ERP) Footprint, Revised Recommendations, be received.

14. Other Business

- 14.1. Member Motion - Councillor Muench - Executive Staff Pay Increases 387

Moved by: Councillor Muench

WHEREAS Richmond Hill residents expect their government to be open and transparent;

WHEREAS the residents of Richmond Hill elect City Council to make decisions on their behalf as they can hold them accountable;

WHEREAS many important decisions are presently being made by staff;

WHEREAS many of these decisions including increased pay for executive staff are currently being made by the City Manager without the knowledge or final approval of Council;

THEREFORE BE IT RESOLVED that the delegated authority to increase pay for City staff in positions at the Director level or above be removed from the City Manager/ Commissioners effective today and that any future increases be brought to Council for approval;

THEREFORE BE IT FURTHER RESOLVED that any pay increases which have been awarded to staff at the Director or Commissioner level within the past 12 months be brought to the next Council meeting for review and possible action.

- 14.2. Member Motion - Councillor Muench - Mayor Dave Barrow Return 389

Moved by: Councillor Muench

WHEREAS at the February 24, 2021 Council meeting, Mayor Dave Barrow brought forward a time-sensitive motion asking Council for a medical leave of absence;

WHEREAS Council granted Mayor Dave Barrow the extended leave of absence by passing a Resolution (Item 15.1) which was confirmed by Confirming By-law 29-21 ("Mayor Barrow's Medical Leave of Absence Resolution");

WHEREAS it has been 4 months since the Mayor began his leave of absence;

WHEREAS Mayor Dave Barrow has sent an email to Council stating that "The medical treatments I've been receiving have been going well and at this time I'm hopeful that I will be able to return to work at the end of the summer,"

WHEREAS Mayor Dave Barrow was recently photographed by Metroland photographer Steve Somerville (Attachment 1) having breakfast at the 3 Coins Open Kitchen restaurant patio on June 11, the first day for patio reopening in the province;

WHEREAS Mayor Dave Barrow looked in fine health and was very talkative according to Metroland photographer Steve Somerville, who saw and talked to the Mayor;

WHEREAS rescinding Mayor Barrow's Medical Leave of Absence Resolution would give Mayor Dave Barrow a further 3 months absence before needing to attend a Council meeting;

WHEREAS a new By-law asking for a further medical leave of absence could be introduced should it be necessary;

THEREFORE BE IT RESOLVED that the resolution granting Mayor Barrow Medical Leave of Absence, passed at the February 24, 2021 Council meeting (Agenda Item 15.1), and confirmed by By-law 29-21, be rescinded as of the end of today's meeting.

15. Emergency/Time Sensitive Matters

16. By-laws

- 16.1. By-law 32-21 - A By-law to Establish an Area Specific Development Charges By-law for the City of Richmond Hill (Bayview North East Development Area)

393

- Explanation: Approved by Council at its Special meeting held June 9, 2021 pursuant to the *Development Charges Act* (Staff Report SRPI.21.026)
- 16.2. By-law 33-21 - A By-law to Establish an Area Specific Development Charges By-law for the City of Richmond Hill (Headford - Excluding Storm Development Area) 413
- Explanation: Approved by Council at its Special meeting held June 9, 2021 pursuant to the *Development Charges Act* (Staff Report SRPI.21.026)
- 16.3. By-law 34-21 - A By-Law to Amend By-Law 47-19, being a By-law to Enact a City-Wide Development Charges By-Law for the City of Richmond Hill 433
- Explanation: Approved by Council at its Special meeting held June 9, 2021 pursuant to the *Development Charges Act* (Staff Report SRPI.21.026)
- 16.4. By-law 57-21 - A By-law to establish lands as public highway 445
- Explanation: Item 13.4
- 16.5. By-law 70-21 - A By-law to amend Schedule "A", as amended, being Chapter 1126 of the City of Richmond Hill Municipal Code 447
- Explanation: Item 13.5
- 16.6. By-law 81-21 - A By-law to Amend By-law 2325-68, as amended, of the former Township of Markham and By-law 55-15, as amended, of The Corporation of the City of Richmond Hill 449
- Explanation: Approved by Council at its meeting held June 9, 2021 (Staff Report SRPI.21.053)
- 16.7. By-law 86-21 - A By-Law to amend By-law 140-90 of the Corporation of the City of Richmond Hill for the regulation of the height and description of fences, being Chapter 973 of the Municipal Code 453
- Explanation: Item 13.11
- 16.8. By-law 89-21 - A By-Law to amend By-law 194-05 of the Corporation of the City of Richmond Hill for the licensing of refreshment vehicles, as amended, being Chapter 875 of the Municipal Code 455

Explanation: Item 13.12

17. Closed Session

18. By-law to Confirm the Proceedings of Council at this Meeting

18.1. By-law 91-21

457

19. Adjournment



Council Public Meeting

Minutes

C#28-21

Wednesday, June 2, 2021, 7:30 p.m.

(Electronic Meeting pursuant to Section 238(3.3) of the Municipal Act, 2001)

An Electronic Council Public Meeting, pursuant to Section 238(3.3) of the *Municipal Act, 2001*, of the Council of the City of Richmond Hill was held on Wednesday, June 2, 2021 at 7:30 p.m. via videoconference.

Council Members Present: Acting Mayor DiPaola
 Regional and Local Councillor Perrelli
 Councillor Beros
 Councillor Muench
 Councillor Liu
 Councillor West
 Councillor Chan

Regrets: Mayor Barrow
 Councillor Cilevitz

The following members of Staff were present via videoconference:

K. Kwan, Commissioner of Planning and Infrastructure
G. Galanis, Director, Development Planning
D. Flaherty, Chief of Staff
D. Beaulieu, Manager of Development - Subdivisions
A. Dunn, Senior Planner - Development
S. Rene, Planner I - Development
K. Hurley, Council/Committee Coordinator

The following member of Staff was present on the 8th Floor:

R. Ban, Deputy City Clerk

Acting Mayor DiPaola read the Public Hearing Statement.

Acting Mayor DiPaola transferred the Chair to Deputy Mayor Perrelli at 7:53 p.m.

1. Adoption of Agenda

Moved by: Councillor Chan

Seconded by: Councillor West

That the agenda be adopted as distributed by the Clerk.

Carried

2. Disclosure of Pecuniary Interest and General Nature Thereof

There were no disclosures of pecuniary interest by members of Council under the *Municipal Conflict of Interest Act*.

3. Scheduled Business:**3.1 SRPI.21.062 - Request for Comments - Zoning By-law Amendment Application - Sezeyi Simsek - 22 Elm Grove Avenue - City File D02-21004**

Shareefah René of the Planning and Infrastructure Department provided an overview of the proposed Zoning By-law Amendment application to permit the construction of two semi-detached dwelling units on the subject lands.

Bishoi Shinoda, Evans Planning Inc., agent for the applicant, provided additional information regarding the site location and proposed Site Plan to create two semi-detached dwelling units. He noted the proposal conformed with the Elm Grove/Maple Grove/Aubrey Avenue Residential Infill Study area and with the existing neighbourhood, and displayed visual renderings of the front elevation plan. B. Shinoda reviewed the purpose of the proposed Zoning By-law Amendment application which would establish site specific development standards to permit a minimum lot frontage of 13.5 metres, and advised that he was in attendance to answer any questions.

Moved by: Councillor Beros

Seconded by: Councillor West

a) That staff report SRPI.21.062 with respect to the Zoning By-law Amendment application submitted by Sezeyi Simsek for the lands known as Part of Lots 157 and 158, Plan 202 (municipal address: 22 Elm Grove Avenue), City File D02-21004, be received for information purposes only and that all comments by referred back to staff.

Carried Unanimously

3.2 SRPI.21.063 - Request for Comments - Official Plan Amendment and Zoning By-law Amendment Applications - J-G Cordone Investments Ltd. - 12030 Yonge Street - City Files D01-20017 and D02-20032

Amanda Dunn of the Planning and Infrastructure Department provided an overview of the proposed Official Plan Amendment and Zoning By-law Amendment applications to permit the construction of a mid-rise, mixed-use development on the subject lands.

Joshua Butcher, Bousfields Inc., agent for the applicant, provided additional information related to the site location and proposal to permit the construction of a mid-rise, mixed-use development within the Harris Beech Neighbourhood Infill Study Area, noting the area was soon undergoing urbanization. He addressed the site context and advised they had submitted a Natural Heritage Evaluation (NHE) and an Oak Ridges Moraine Conformity Statement as part of their submission. He reviewed the proposed lot patterning, transit connectivity, Official Plan Land Use Plan, and guiding principles for the proposal, and displayed artist renderings to display transitions from the south elevation, west elevation, setbacks, site circulation and public realm that would include various landscaping features and outdoor amenity space. J. Butcher advised that in their opinion, the proposal was appropriate for the area, represented good planning and design principles, and he would be happy to answer any questions.

Allen Zhang, 90 Settlement Crescent, advised of his concerns with the proposed development as it would not benefit the community and would pose a number of safety issues for area residents including a higher volume of traffic, noting that a number of requests had been made for a speed display board to address fast driving in the community. He expressed his concern with the impact on surrounding facilities as they were already busy resulting in residents not being able to enjoy them, and having the additional density from the proposed apartment building would add to this issue. Mr. Zhang acknowledged the impact of the proposed development on local schools and the quiet environment and open space that local residents currently enjoyed, making it a less attractive neighbourhood if approved.

Jane Zhang, 27 Germani Court, advised of her concerns with the increased density in the community as a result of approved developments and the proposed apartment building with only one small park for local residents to enjoy, and concerns related to noise in the area and safety

issues as a result of an increase in the volume of traffic. J. Zhang advised that in her opinion, the proposed development would bring too many additional residents to the area and requested that the health and safety of the existing residents be considered.

Wayne Sheng, 15 Yuan Drive, advised that he was in agreement with the comments made by the previous two delegates and shared similar concerns that the proposed development would increase area traffic, impact local schools that were already over-crowded, and affect the safety of the neighbourhood. W. Sheng further advised of his concerns with the density of the proposed apartment building, noting there was only one small park for local residents to enjoy, and that he preferred a low density residential environment be maintained as the area was already crowded.

Ying Li (Nancy), 22 Germani Court, acknowledged that they lived in a quiet neighbourhood but since the addition of the new park, there had been an increase in the number of people that came to the area. She advised of her concerns with the increased density in the community as a result of approved developments and the proposed apartment building, and the effect it would have on noise and volume of traffic, and the impact on local schools. Ms. Li advised that she was opposed to the proposed development in this area and hoped the safety of the existing residents would be taken into consideration.

Jim Kotsopoulos, JKO Planning Services Inc., representing Metropole Developments Inc., advised that they owned two sites in the area, and that both sites had applications currently being processed by City staff. He noted that Metropole Developments Inc. would soon begin construction to urbanize the remaining portion of Harris Avenue to Yonge Street, and highlighted that this urbanization would benefit the subject lands, as well as the abutting lands to the north and the southwest corner, primarily for municipal servicing and access along the north side of Harris Avenue. J. Kotsopoulos requested that when the appropriate mechanisms were in place, specifically Site Plan approval and draft Plan of Subdivision, the applicable conditions be imposed upon those approvals and Metropole Developments Inc. be provided with the proportionate share through the reconstruction.

Eric Chen, 76 Settlement Crescent, advised that he was in agreement with the comments made by the previous delegates and shared similar concerns that the proposed development would affect the safety of the neighbourhood, increase area traffic, and impact the local park and schools. E. Chen advised that in his opinion, the proposed development would be an overdevelopment of the site as it was located in a low density area, the community did not need the proposed commercial uses, and it would impact the quality of life of the existing residents.

Jacky Tang, 89 Settlement Crescent, submitted an application to appear as an electronic delegation to address Council on this matter but was not in attendance.

Jessie Ling, 96 Settlement Crescent, advised that she was opposed to the proposed development as it was out of character for the existing neighbourhood and would compromise the integrity of the area. She noted that the proposed height and density were in contrast to the low density residential use in the neighbourhood, and advised that a number of issues would arise from the proposed development including an increase in traffic, noise and pollution; safety issues; would negatively impact the ecological system and wildlife; and would have a negative impact on the privacy of the existing residents. J. Ling advised that many residents in the area of the subject lands were opposed to the proposed development but were unable to attend the meeting.

Moved by: Councillor West
Seconded by: Councillor Beros

a) That staff report SRPI.21.063 with respect to the Official Plan Amendment and Zoning By-law Amendment applications submitted by J-G Cordone Investments Ltd. for lands known as Part of Lot G, Plan 1916 (municipal address: 12030 Yonge Street), City Files D01-20017 and D02-20032, be received for information purposes only and that all comments be referred back to staff.

Carried Unanimously

4. Adjournment

Moved by: Councillor Liu
Seconded by: Councillor West

That the meeting be adjourned.

Carried Unanimously

The meeting was adjourned at 8:26 p.m.

Joe DiPaola, Acting Mayor

Ryan Ban, Deputy City Clerk



Council Meeting

Minutes

C#29-21

Wednesday, June 9, 2021, 9:30 a.m.

(Electronic Meeting pursuant to Section 238(3.3) of the Municipal Act, 2001)

An electronic Council meeting, pursuant to Section 238(3.3) of the *Municipal Act, 2001*, of the Council of the City of Richmond Hill was held on Wednesday, June 9, 2021 at 9:33 a.m. in Committee Room 1 via videoconference.

Council Members present via videoconference:

Acting Mayor DiPaola
Regional and Local Councillor Perrelli
Councillor Beros
Councillor Muench
Councillor Liu
Councillor Cilevitz
Councillor West
Councillor Chan

Regrets: Mayor Barrow

Staff Members present via videoconference:

D. Joslin, Acting City Manager and Commissioner of Community Services
S. Adams, Commissioner of Corporate and Financial Services
K. Kwan, Commissioner of Planning and Infrastructure
A. Dimilta, City Solicitor
P. Masaro, Executive Director, Infrastructure and Engineering Services
D. Flaherty, Chief of Staff
D. Dexter, Director, Financial Services/Treasurer
G. Galanis, Director, Development Planning
P. Lee, Director, Policy Planning
B. Levesque, Director, Infrastructure Delivery
D. Beaulieu, Manager, Development Subdivisions
D. Giannetta, Manager, Development Site Plan
S. Cham, Manager, Development Zoning
S. Tsenis, Manager, Corporate Asset Management

S. von Kursell, Manager, Policy
C. Chu, Senior Planner - Policy
F. Toniolo, Senior Planner - Development

Staff Members present in Committee Room 1:

S. Huycke, City Clerk
R. Ban, Deputy City Clerk
L. Sampogna, Council/Committee Coordinator

Statement from Richmond Hill Acting Mayor Joe DiPaola

Acting Mayor DiPaola, on behalf of Council, extended united grief and solidarity to the Muslim community on the devastating tragedy that killed a Muslim family in an alleged hate-motivated attack on Sunday in London, Ontario. He extended deepest sympathies to the 9-year-old surviving child who lost his entire family to an unspeakable act of terror, and stated that Richmond Hill stood with the Muslim community and did not tolerate hate or bigotry of any kind. Acting Mayor DiPaola requested that a moment of silence be observed.

A moment of silence was observed by all those in attendance.

1. Call to Order/National Anthem

The Acting Mayor called the meeting to order at 9:33 a.m.

2. Public Forum (not to exceed 15 minutes)

There were no members of the public who addressed Council during the Public Forum.

3. Council Announcements

Regional and Local Councillor Perrelli, thanked Acting Mayor DiPaola for making a statement on the recent tragedy in London, Ontario.

Regional and Local Councillor Perrelli, advised that with the Province's recent reopening announcement, his Enviro Day event was scheduled to be held on two weekends at Elgin Barrow Arena: June 12 and 13, and June 19 and 20. He advised that over 7,000 residents registered for the event, and indicated that all registrants would be receiving an email with a timeslot in order to ensure the safety of everyone. Regional and Local Councillor Perrelli extended thanks to

Council Members who were joining him at the event and indicated he looked forward to seeing everyone.

Councillor Muench, on behalf of himself and Ward 2 residents, expressed appreciation to Acting Mayor DiPaola for making a statement on the recent tragedy in London, Ontario.

Acting Mayor DiPaola extended his appreciation to Council Members and advised that later today he would seek Council's consensus to lower all flags at City facilities to half-mast to honour the victims of the London, Ontario tragedy.

4. Introduction of Emergency/Time Sensitive Matters

There were no emergency/time sensitive matters raised by Members of Council.

5. Adoption of Agenda

Moved by: Regional and Local Councillor Perrelli

Seconded by: Councillor Cilevitz

That the agenda be adopted as distributed by the Clerk with the following changes:

a) Presentation by Darlene Joslin, Acting City Manager, titled "COVID-19 Update to Council: Planning for a gradual, safe reopening" – (Item 11.2)

b) Verbal Update by Stephen Huycke, City Clerk, regarding Mayor Barrow's Medical Leave of Absence– (Item 13.8)

c) Petition submitted by Marian Nalley, on behalf of the Council Accountability Group Richmond Hill Inc., regarding Municipal Elections - Voting Methods – (Item 13.9)

d) Withdraw delegation from Joanna Fast, Evans Planning Inc., regarding the proposed Official Plan and Zoning By-law Amendments for the Lake Wilcox Special Policy Area - (Proposed By-laws 64-21 and 65-21)

Carried

6. Disclosures of Pecuniary Interest and General Nature Thereof

There were no disclosures of pecuniary interest by Members of Council under the *Municipal Conflict of Interest Act*.

7. Adoption of Previous Council Minutes

7.1 Special Council Meeting Education and Training Session C#25-21 held May 17, 2021

Moved by: Regional and Local Councillor Perrelli

Seconded by: Councillor Beros

That the minutes of Special Council Meeting Education and Training C#25-21 held on May 17, 2021 be adopted.

Carried

7.2 Council Public Meeting C#26-21 held May 19, 2021

Moved by: Regional and Local Councillor Perrelli

Seconded by: Councillor Beros

That the minutes of Council Public Meeting C#26-21 held on May 19, 2021 be adopted.

Carried

7.3 Council Meeting C#27-21 held May 26, 2021

Moved by: Regional and Local Councillor Perrelli

Seconded by: Councillor Beros

That the minutes of Council Meeting C#27-21 held on May 26, 2021 be adopted.

Carried

8. Identification of Items Requiring Separate Discussion

Council consented to separate Items 13.3, 13.6, 13.8 and 14.1 for discussion.

9. Adoption of Remainder of Agenda Items

On a motion of Regional and Local Councillor Perrelli, seconded by Councillor Liu, Council adopted those items not identified for separate discussion.

10. Public Hearings

There were no public hearings.

11. Presentations

11.1 Presentation by Paolo Masaro, Executive Director, Infrastructure and Engineering Services; and Steve Tsenis, Manager, Corporate Asset Management, regarding the City's 2021 Asset Management Plan - (Agenda Item 13.3)

Paolo Masaro, Executive Director, Infrastructure and Engineering Services, provided introductory remarks regarding the City's 2021 Asset Management Plan. He explained how the Enterprise Asset Management Software System generates outputs that informs the capital budget processes and improves forecasting, and advised that the Asset Management Plan was aligned with Council's Strategic Priorities of fiscal responsibly. He indicated that regulatory requirements governed core municipal infrastructure (roads, water, wastewater, stormwater), and noted additional assets such as recreation facilities and active transportation (Core+) were also included in the Plan. P. Masaro advised that as of 2020, 90 percent of Richmond Hill's core assets were in good to very good asset condition.

Steve Tsenis, Manager, Corporate Asset Management, made a presentation to Council regarding the City's 2021 Asset Management Plan. He reviewed the Asset Management timeline, highlighted the regulatory requirements in a phased-in approach, and noted that the Asset Management Plan informed the capital budget, forecast level of service, risks and prioritization, investment needs, and funding gaps. He reviewed the structure of the Asset Management Plan, which included state of infrastructure, level of service, asset management strategy, and investment and financial strategy. He summarized the State of Infrastructure for core assets by asset condition, asset valuation and asset age, and reviewed the three technical strategies that were developed (levels of service, lifecycle management and risk management strategies). S. Tsenis explained the rehabilitation and replacement needs and financial strategy based on four funding scenarios, defined the estimated funding gap as the difference between status quo versus maintaining level of service, and reviewed the analysis for the Core+ assets, highlighting the backlog, maintaining levels of service, status quo funding and funding gap. He reviewed the two additional requirements under the regulation being a 10-year growth capital and operating forecast, and concluded the presentation by recapping how the Asset Management Plan would inform the capital budget process and forecast, noting that the City was achieving compliance one year ahead of the regulatory deadline for the Core assets.

Moved by: Councillor Cilevitz

Seconded by: Councillor West

a) That the presentation by Paolo Masaro, Executive Director, Infrastructure and Engineering Services; and Steve Tsenis, Manager, Corporate Asset Management, regarding City's 2021 Asset Management Plan, be received with thanks.

Carried

11.2 Presentation by Darlene Joslin, Acting City Manager, titled "COVID-19 Update to Council: Planning for a gradual, safe reopening"

Darlene Joslin, Acting City Manager, provided Council with an update on a gradual and safe reopening following the new provincial framework including timeframes for opening East Beaver Creek. She advised that the City's priority continued to be the safe delivery of services to residents. Acting City Manager Joslin reiterated the Ontario Roadmap to Reopen which included the new three-step framework of which Ontario announced it would enter Step 1 on June 11. She noted that with each step, new health and safety guidelines and details on restrictions would become available, and advised that the City continued to focus on a safe and financially responsible approach to reopening. She reviewed what was open in Richmond Hill, what would be available in Step 1, and what was anticipated in Step 2, Step 3 and in the September-Fall period, noting that should the Province accelerate the rollout of reopening, staff would review the City's reopening plan and update Council accordingly. Acting City Manager Joslin advised of a comprehensive communication and marketing strategy to drive awareness of reopening plans, welcoming the community back to the City's facilities, and concluded the presentation by outlining staff's recommendations for Council's consideration.

Moved by: Councillor Cilevitz

Seconded by: Councillor West

a) That the presentation by Darlene Joslin, Acting City Manager, titled "COVID-19 Update to Council: Planning for a gradual, safe reopening", be received with thanks;

b) That, in response to the ongoing COVID-19 pandemic, Council endorse and, where required, approve the reopening plan and recommendations in City Manager's June 9, 2021 Council presentation, titled "*COVID-19 Update to Council: Planning for a gradual, safe reopening*", including, but not limited to, the recommendation to reopen the Main Municipal Offices

and the Operations Centre to the public for in-person services beginning in September, if permitted under the provincial framework and other applicable regulations or health and safety guidelines.

Carried

12. Delegations

12.1 Carol Davidson, 25 Green Meadow Crescent, regarding Municipal Elections - Voting Methods; Compliance Audit Committee; and Use of Corporate Resources Policy - (Proposed By-laws 74-21 and 75-21) - (refer to Item 13.6)

Carol Davidson, 25 Green Meadow Crescent, addressed Council regarding Municipal Elections - Voting Methods, specifically with introducing the option of online voting as a voting method for the 2022 Municipal Elections to make it more inclusive and accessible to all Richmond Hill residents. She advised of a petition submitted from the Council Accountability Group Richmond Hill Inc., included as Agenda Item 13.9, containing approximately 336 signatures of those who supported online voting, noting it would allow residents to choose which method was best for them when time to vote. She advised that in 2014 and 2018 Richmond Hill Council voted against electronic voting. C. Davidson compared statistics from the 2018 Municipal election for voter turnout and number of voting days in Richmond Hill to neighbouring municipalities, and highlighted positive outcomes from Dr. Nicole Goodman's Survey for the 2020 York Region District School Board Trustee online election. She advised that online voting would encourage the younger age group to vote and would eliminate barriers for individuals unable to attend a polling station. Ms. Davidson requested Council to join other municipalities and approve an online voting component for the 2022 Municipal Election.

12.2 Mike Gurski, 159 Avenue Road, regarding Municipal Elections - Voting Methods; Compliance Audit Committee; and Use of Corporate Resources Policy - (Proposed By-laws 74-21 and 75-21) - (refer to Item 13.6)

Mike Gurski, 159 Avenue Road, addressed Council regarding Municipal Elections - Voting Methods specifically with introducing online voting as one of the methods for residents to vote in the 2022 Municipal Election. He shared his opinion regarding concerns raised by some Council members at a previous Council meeting, stated that there are secure

online voting applications used around the world that have been proven and studied, and noted Richmond Hill could use online voting as an option and avoid fostering voter suppression. Mr. Gurski expressed his desire to see a greater voter turnout in Richmond Hill and advised of his support to include online voting as an option for the 2022 Municipal Election.

12.3 Joanna Fast, Evans Planning Inc., regarding the proposed Official Plan and Zoning By-law Amendments for the Lake Wilcox Special Policy Area - (Proposed By-laws 64-21 and 65-21) - (refer to Item 13.5)

Joanna Fast, Evans Planning Inc., withdrew her request to speak regarding the proposed Official Plan and Zoning By-law Amendments for the Lake Wilcox Special Policy Area.

13. Committee and Staff Reports

13.1 Minutes - David Dunlap Observatory Park Project Steering Committee meeting DDOP#01-19 held April 24, 2019

Moved by: Regional and Local Councillor Perrelli

Seconded by: Councillor Liu

a) That the minutes of the David Dunlap Observatory Park Project Steering Committee meeting DDOP#01-19 held April 24, 2019, be adopted.

Carried Unanimously

13.2 Extract - David Dunlap Observatory Park Project Steering Committee Meeting DDOP#01-21 held May 25, 2021

13.2.1 SRPI.21.061 - Richmond Hill David Dunlap Observatory Park Early Priorities Project Update

Moved by: Regional and Local Councillor Perrelli

Seconded by: Councillor Liu

a) That staff report SRPI.21.061 regarding the Richmond Hill David Dunlap Observatory Park Early Priorities Project Update be received;

b) That the David Dunlap Observatory Park Project Steering Committee recommend continued support of the David Dunlap Observatory Project;

c) That the 10 Year Capital forecast include the early priorities identified in staff report SREIS.19.007 with an extended timeframe for implementation following the outcome of the Capital Sustainability Steering Committee review;

d) That staff continue with the implementation of the early priorities as well as the woodlot restoration work approved through the Corsica development agreement.

Carried Unanimously

13.3 SRPI.21.075 - 2021 Asset Management Plan

Moved by: Councillor Cilevitz

Seconded by: Councillor West

a) That Staff Report SRPI.21.075 regarding the 2021 Asset Management Plan, be received;

b) That the City's 2021 Asset Management Plan, Attachment 'A' to Staff Report SRPI.21.075, be approved.

Carried

13.4 SRPI.21.053 – Request for Approval – Zoning By-law Amendment and Draft Plan of Subdivision Applications – 2468390 Ontario Inc.– 850 Elgin Mills Road East - City Files D02-16010 and D03-16004

Moved by: Regional and Local Councillor Perrelli

Seconded by: Councillor Liu

a) That the revised Zoning By-law Amendment and draft Plan of Subdivision applications submitted by 2468390 Ontario Inc. for lands known as Part of Lot 26, Concession 2, E.Y.S. (Municipal Address: 850 Elgin Mills Road East), City Files D02-16010 and D03-16004, be approved, subject to the following:

- i. that the subject lands be rezoned from Rural Residential Four (RR4) Zone under By-law 2325-68, as amended, to Institutional (INST.) Zone under By-law 2325-68, as amended, Residential Wide Shallow Two (RWS2) Zone and Open Space (O) Zone under By-law 55-15, as amended, and that the amending Zoning By-law establish site specific development standards as outlined in Staff Report SRPI.21.053;

- ii. that Blocks 1, 4 and 5 on the draft Plan of Subdivision be designated as a “Class 4 Area” as defined by the Ontario Ministry of the Environment, Conservation and Parks in its “Environmental Noise Guideline: Stationary and Transportation Noise Sources – Approval and Planning (Publication NPC-300)”;
 - iii. that the Plan of Subdivision as depicted on Map 6 to Staff Report SRPI.21.053 be draft approved subject to the conditions set out in Appendix “C” hereto;
 - iv. that prior to draft approval being granted, the applicant pay the applicable processing fee in accordance with the City’s Tariff of Fees By-law;
- b) That Site Plan Control By-law 137-09, as amended, be further amended to include the subject lands within a Site Plan Control Area for the purposes of securing the applicant’s sustainability commitments, and that said by-law be brought forward to Council for consideration and enactment;
- c) That 143.52 persons equivalent of servicing allocation (48 townhouse dwelling units) be assigned to the subject lands, to be released by the Commissioner of Planning and Infrastructure in accordance with the provisions of By-law 109-11, as amended.

Carried Unanimously

13.5 SRPI.21.051 - Request for Approval – Official Plan Amendment and Zoning By-law Amendment for the Lake Wilcox Special Policy Area- (By-laws 64-21 and 65-21)

Moved by: Regional and Local Councillor Perrelli
 Seconded by: Councillor Liu

- a) That Staff Report SRPI.21.051 regarding the Official Plan Amendment and Zoning By-law Amendment for the Lake Wilcox Special Policy Area be received;
- b) That Council adopt Official Plan Amendment 22 (OPA 22) with respect to the Lake Wilcox Special Policy Area (attached as Appendix A to SRPI.21.051);
- c) That Council enact By-law 64-21 to amend Zoning By-law 256-88 in order to implement OPA 22 (attached as Appendix B to SRPI.21.051);

d) That City staff be directed to submit a request for approval of Official Plan Amendment 22 to the Region of York.

Carried Unanimously

13.6 SRCFS.21.025 – Municipal Elections - Voting Methods; Compliance Audit Committee; and Use of Corporate Resources Policy - (By-law 74-21)

Moved by: Councillor West
Seconded by: Councillor Cilevitz

a) That staff report SRCFS.21.025 regarding Municipal Elections - Voting Methods; Compliance Audit Committee; and Use of Corporate Resources Policy, be received;

b) That Council, pursuant to section 42(1)(a) of the *Municipal Elections Act, 1996* (the “Act”), enact By-law 74-21 (Attachment A), to authorize the use of optical scanning vote tabulators for all municipal and school board elections and By-elections held in the City of Richmond Hill in such manner as determined by the City Clerk;

c) That Council, pursuant to section 42(1)(b) of the Act, enact draft By-law 75-21 (Attachment B) to authorize the use of Internet Voting (also known as online voting) as a voting method that is in addition to optical scan tabulators, for all municipal and school board elections and By-elections held in the City of Richmond Hill in such manner as determined by the City Clerk;

d) That, in respect to the establishment of a compliance audit committee required under Section 88.37 of the Act:

- i. Council approve the establishment of a joint compliance audit committee for the 2022 to 2026 Term of Council with other interested York Region municipalities and the process for establishing the joint compliance audit committee as generally described in Staff Report SRCFS.21.025;
- ii. In the event that no other York Region municipality decides to participate in a joint compliance audit committee, Council direct the City Clerk to recruit members of a Richmond Hill Compliance Audit Committee for the 2022–2026 Term of Council using a process similar to the process for establishing a joint compliance audit committee as generally described in Staff Report SRCFS.21.025; and

iii. The City Clerk be authorized to present any by-law required to establish a compliance audit committee, and any by-law required to appoint members of the compliance audit committee directly to Council for enactment.

e) That Council, in compliance with its obligations under Section 88.18 of the Act, approve the amended "Use of Corporate Resources for Election Campaign Purposes Policy", Attachment D to Staff Report SRCFS.21.025;

f) That the financial strategy for funding any enhancements and post-election expenses, as describe in Staff Report SRCFS.21.025, be approved.

A recorded vote was taken on Clauses A, B, D, E and F:

In favour: (8): Councillor Cilevitz, Acting Mayor DiPaola, Regional and Local Councillor Perrelli, Councillor Beros, Councillor Chan, Councillor West, Councillor Muench, Councillor Liu

Clauses A, B, D, E and F Carried Unanimously (8 to 0)

A recorded vote was taken on Clause C:

In favour: (4): Councillor Cilevitz, Councillor Chan, Acting Mayor DiPaola, Councillor West

Opposed: (4): Councillor Beros, Regional and Local Councillor Perrelli, Councillor Muench, Councillor Liu

Clause C Failed to Carry on a Tie Vote (4 to 4)

The complete motion to read as follows:

Moved by: Councillor West
Seconded by: Councillor Cilevitz

a) That staff report SRCFS.21.025 regarding Municipal Elections - Voting Methods; Compliance Audit Committee; and Use of Corporate Resources Policy, be received;

b) That Council, pursuant to section 42(1)(a) of the *Municipal Elections Act, 1996* (the "Act"), enact By-law 74-21 (Attachment A), to authorize the use of optical scanning vote tabulators for all municipal and school board elections and By-elections held in the City of Richmond Hill in such manner as determined by the City Clerk;

c) That, in respect to the establishment of a compliance audit committee required under Section 88.37 of the Act:

- i. Council approve the establishment of a joint compliance audit committee for the 2022 to 2026 Term of Council with other interested York Region municipalities and the process for establishing the joint compliance audit committee as generally described in Staff Report SRCFS.21.025;
- ii. In the event that no other York Region municipality decides to participate in a joint compliance audit committee, Council direct the City Clerk to recruit members of a Richmond Hill Compliance Audit Committee for the 2022–2026 Term of Council using a process similar to the process for establishing a joint compliance audit committee as generally described in Staff Report SRCFS.21.025; and
- iii. The City Clerk be authorized to present any by-law required to establish a compliance audit committee, and any by-law required to appoint members of the compliance audit committee directly to Council for enactment.

d) That Council, in compliance with its obligations under Section 88.18 of the Act, approve the amended “Use of Corporate Resources for Election Campaign Purposes Policy”, Attachment D to Staff Report SRCFS.21.025;

e) That the financial strategy for funding any enhancements and post-election expenses, as describe in Staff Report SRCFS.21.025, be approved.

Carried

13.7 Proclamation - Brain Injury Awareness Month - June 2021

Moved by: Regional and Local Councillor Perrelli
Seconded by: Councillor Liu

That the month of June 2021 be proclaimed as Brain Awareness Month in the City of Richmond Hill.

Carried Unanimously

13.8 Verbal Update by Stephen Huycke, City Clerk, regarding Mayor Barrow's Medical Leave of Absence (as directed by Council at its meeting held on May 26, 2021)

The City Clerk read an email from Mayor Barrow in respect to the Mayor's Medical Leave of Absence.

13.9 Petition submitted by Marian Nalley, on behalf of the Council Accountability Group Richmond Hill Inc., regarding Municipal Elections - Voting Methods - (refer to Item 13.6)

Moved by: Regional and Local Councillor Perrelli
Seconded by: Councillor Liu

a) That the petition submitted by Marian Nalley, 406-249 Major Mackenzie Drive East, on behalf of the Council Accountability Group Richmond Hill Inc. (CAG), received June 8, 2021, regarding Municipal Elections - Voting Methods; Compliance Audit Committee; and Use of Corporate Resources Policy, be received.

Carried Unanimously

14. Other Business

14.1 Member Motion - Councillor Muench - Discussion on personal matters about identifiable individuals in closed session

Moved by: Councillor Muench
Seconded by: Regional and Local Councillor Perrelli

Whereas, a discussion regarding an identifiable individual or individuals within the organization of the City of Richmond Hill is required; and

Whereas, the protection of the individual or individuals privacy is of the utmost importance to the City of Richmond Hill; and

Whereas, the Municipal Act permits Council to discuss personal matters about identifiable individuals in a closed session meeting in order to protect the individual or individuals privacy

Therefore, be it resolved that;

That Council approve resolving into a closed session meeting to discuss personal matters of an identifiable individuals at the June 9, 2021 Council meeting.

A recorded vote was taken:

In favour: (4): Regional and Local Councillor Perrelli, Councillor Liu, Councillor Beros, Councillor Muench

Opposed: (4): Acting Mayor DiPaola, Councillor West, Councillor Chan, Councillor Cilevitz

Motion Failed to Carry on a Tie Vote (4 to 4)

15. Emergency/Time Sensitive Matters

There were no emergency/time sensitive matters.

16. By-laws

Moved by: Councillor Chan

Seconded by: Councillor Cilevitz

That the following By-laws be approved:

- 16.1 By-law 44-21 - A By-law to Amend By-law 313-96, as amended, of The Corporation of the City of Richmond Hill and By-law 1275, as amended, of the former Township of King
- 16.2 By-law 64-21 - A By-law to Amend By-law 256-88 of The Corporation of the City of Richmond Hill, as amended
- 16.3 By-law 65-21 - A By-law to Adopt Amendment No. 22 to the Richmond Hill Official Plan
- 16.4 By-law 66-21 - A By-law to Amend By-law 2325-68, as amended, of the former, Township of Markham and By-law 55-15, as amended, of the Corporation of the City of Richmond Hill
- 16.5 By-law 74-21 - A By-law to authorize the use of voting and vote counting equipment, namely optical scan vote tabulators, for municipal and school board elections and by-elections
- 16.7 By-law 77-21 - A By-law to Remove Certain Lands from Part Lot Control

Carried

- 16.6 By-law 75-21 - A By-law to authorize the use of alternative voting methods, namely internet voting (also known as online voting), for municipal and school board elections and by-elections was not approved – (see Agenda Item 13.6)

17. Closed Session

17.1 Resolution to Move into Closed Session and General Nature Thereof:

Moved by: Councillor West
Seconded by: Councillor Cilevitz

That Council move into closed session:

a) To consider matters related to the receiving of advice that is subject to: solicitor-client privilege, including communications necessary for that purpose; and related to potential litigation affecting the municipality regarding the construction of the Oak Ridges Community Centre (Section 239(2)(e) and (f) of the *Municipal Act, 2001*, S.O. 2001, c. 25).

Carried

17.2 Resolution to Reconvene in Open Session

Council moved into closed and then returned to open session (11:51 a.m. to 12:37 p.m.)

17.3 Adoption of Recommendations Arising from the Closed Session Meeting (if required)

The City Clerk advised that confidential direction was provided to staff in closed session and there were no recommendations to be made in open session.

18. By-law to Confirm the Proceedings of Council at this Meeting

18.1 By-law 82-21

Moved by: Councillor Chan
Seconded by: Regional and Local Councillor Perrelli

That By-law 82-21, A By-law to confirm the proceedings of Council at this meeting, be passed.

Carried

19. Adjournment

Moved by: Councillor Cilevitz
Seconded by: Councillor Liu

That the meeting be adjourned.

Carried

The meeting was adjourned at 12:39 p.m.

Joe DiPaola, Acting Mayor

Stephen M.A. Huycke, City Clerk



Special Council Meeting

Minutes

C#30-21

Wednesday, June 9, 2021, 7:00 p.m.

**(Electronic Meeting pursuant to Section 238(3.3) of the Municipal Act, 2001
and in accordance with the Development Charges Act)**

An electronic Special Council meeting, pursuant to Section 238(3.3) of the *Municipal Act, 2001*, of the Council of the City of Richmond Hill was held on Wednesday, June 9, 2021 at 7:00 p.m. via videoconference.

Council Members present via videoconference:

Acting Mayor DiPaola
Regional and Local Councillor Perrelli
Councillor Beros
Councillor Muench
Councillor Liu
Councillor West
Councillor Cilevitz
Councillor Chan

Regrets: Mayor Barrow

Staff Members present via videoconference:

D. Joslin, Acting City Manager
S. Adams, Commissioner of Corporate and Financial Services
K. Kwan, Commissioner of Planning and Infrastructure
A. Dimilta, City Solicitor
D. Flaherty, Chief of Staff
D. Dexter, Director, Financial Services and Treasurer
P. Lee, Director, Policy Planning
D. Terzievski, Director, Infrastructure Planning and Development Engineering
M. Dobbie, Manager, Park and Natural Heritage Planning
G. Li, Manager, Fiscal Planning and Strategy
H. Ng, Manager, Transportation and Traffic
J. Walters, Manager, Engineering Subdivisions and Infrastructure Planning
I. Treiger, Financial Management Advisor

Staff Members present in Committee Room 1:

S. Huycke, City Clerk
R. Ban, Deputy City Clerk
K. Hurley, Council/Committee Coordinator

Gary Scandlan, Managing Partner, Watson & Associates, and Nancy Neale, Manager, Watson & Associates were also in attendance.

1. Adoption of Agenda

Moved by: Councillor Cilevitz
Seconded by: Councillor West

That the agenda be adopted as distributed by the Clerk with the following addition:

a) Correspondence received regarding the 2021 Development Charges Update - Item 3.3.2.

Carried

2. Disclosures of Pecuniary Interest and General Nature Thereof

There were no disclosures of pecuniary interest by Members of Council under the *Municipal Conflict of Interest Act*.

3. Scheduled Business

3.1 Presentation by David Dexter, Director, Financial Services and Treasurer, and Gary Scandlan, Watson & Associates, regarding the 2021 Development Charges Update

David Dexter, Director, Financial Services and Treasurer, provided introductory remarks regarding the 2021 Development Charges Update and noted this was a follow up to the May 5, 2021 public meeting being held in accordance with the *Development Charges Act*. He explained that the City wide Development Charge (DC) By-law required updating to reflect legislative changes, as well as two area specific By-laws that were expiring in July, and advised that Gary Scandlan, Managing Partner, Watson & Associates, would be making a detailed presentation regarding the update and legislative impact.

Gary Scandlan, Managing Partner, Watson & Associates, highlighted the purpose of this evening's public meeting; reviewed the process used and

timelines associated with the Development Charges Background Study; and provided an overview of Development Charges including:

- Purpose and History;
- Relationship between Needs to Service New Development versus Funding;
- Overview of the DC Calculation;
- Methodology;
- Local Service Policies;
- Service Standards; and
- Capital Costs.

G. Scandlan reviewed changes to the *Development Charges Act* since the previous background study in 2019, advised of DC Exemptions and Policies, provided an overview of the history of City-wide Richmond Hill DC's and City-wide services being updated, and reviewed the details of the proposed changes as well as the results of the DC Rate Survey.

D. Dexter provided an overview of the proposed Area Specific Development Charges for the Bayview North East Development Area and Headford - Excluding Storm Development Area, and the financial impact of maintaining current DC rates. He concluded the presentation by advising of upcoming stakeholder consultation meetings and next steps in the process.

Moved by: Councillor Muench

Seconded by: Councillor Cilevitz

a) That the presentation by David Dexter, Director, Financial Services and Treasurer, and Gary Scandlan, Watson & Associates, regarding the 2021 Development Charges Update, be received.

Carried

3.2 Memorandum from David Dexter, Director, Financial Services and Treasurer, dated June 3, 2021, regarding correspondence received related to the 2021 Development Charges Update

Moved by: Councillor Muench

Seconded by: Councillor Cilevitz

a) That the memorandum from David Dexter, Director, Financial Services and Treasurer, dated June 3, 2021, regarding correspondence related to the 2021 Development Charges Update from Michael Melling, Davies Howe LLP, dated May 3, 2021, be received.

Carried

3.3 SRCFS.21.026 - 2021 Development Charges Update

Moved by: Councillor West

Seconded by: Councillor Cilevitz

a) That staff report SRCFS.21.026 regarding the 2021 Development Charges Update be received;

b) That draft By-law 34-21, A By-Law to Amend By-Law 47-19, being a By-law to Enact a City-Wide Development Charges By-Law for the City of Richmond Hill, attached as Appendix "B" to staff report SRCFS.21.026, be brought forward to the June 23, 2021 Council meeting for adoption;

c) That draft By-law 32-21, A By-law to Establish an Area Specific Development Charges By-law for the City of Richmond Hill (Bayview North East Development Area), and draft By-law 33-21, A By-law to Establish an Area Specific Development Charges By-law for the City of Richmond Hill (Headford - Excluding Storm Development Area), attached as Appendix "B" to staff report SRCFS.21.026, be brought forward to the June 23, 2021 Council meeting for adoption; and

d) That no further Public Meetings be required under Section 12 of the *Development Charges Act*, 1997, as amended.

Carried Unanimously

3.3.1 Delegation received regarding the 2021 Development Charges Update

Randy Grimes, on behalf of North Leslie Landowners' Group Inc., addressed Council regarding the 2021 Development Charges Update and regarding the memorandum from the Director of Financial Services and Treasurer in response to the correspondence from Michael Melling, Davies Howe LLP, dated May 3, 2021. He advised that he was in support of discussions commencing with the parties to the Minutes of Settlement in June 2021 to address issues that had been identified, and noted that it was not clear whether there would be an inflation/cost increase adjustment in the 2019 capital program to allow for catch-up of inflation that had not been accounted for in the 2019 update. Mr. Grimes requested clarification regarding the historic level of service method and addressed the interest rate applicable to frozen applications.

3.3.2 Correspondence received regarding the 2021 Development Charges Update

Moved by: Councillor West
Seconded by: Councillor Cilevitz

That the following correspondence regarding the 2021 Development Charges Update be received:

- a) Jeffrey Streisfield, Land Law, dated May 5, 2021;
- b) Mike Gurski, 159 Avenue Road, dated June 8, 2021.

Carried Unanimously

4. By-law to Confirm the Proceedings of Council at this Meeting**4.1 By-law 76-21**

Moved by: Councillor Chan
Seconded by: Councillor Liu

That By-law 76-21, A By-law to confirm the proceedings of Council at this meeting, be passed.

Carried Unanimously

5. Adjournment

Moved by: Councillor West

Seconded by: Councillor Liu

That the meeting be adjourned.

Carried Unanimously

The meeting was adjourned at 8:48 p.m.

Joe DiPaola, Acting Mayor

Stephen M.A. Huycke, City Clerk



Heritage Richmond Hill

Minutes

HRH#03-21

Tuesday, May 4, 2021, 7:00 p.m.

(Electronic Meeting pursuant to Section 238(3.3) of the Municipal Act, 2001)

An Electronic Heritage Richmond Hill Meeting, pursuant to Section 238(3.3) of the *Municipal Act, 2001*, of the Council of the City of Richmond Hill was held on Tuesday, May 4, 2021 at 7:03 p.m. via videoconference.

Committee Members present via videoconference:

Morteza Behrooz (Ward 2) Chair
Marj Andre (Richmond Hill Historical Society) Vice-Chair
James Counter (Ward 1)
Helen Lu (Ward 3)
Dan Kelly (Ward 4)
Barbara DiMambro (Ward 5)
Doris Dumais (Ward 6)
Jenica Veenstra (Richmond Hill Public Library)

Regrets:

Councillor West
Councillor Cilevitz
Al Itwar (Member at Large)
Anthony Yeung (Education Community)

Staff member present via videoconference:

J. Leung, Manager, Heritage and Urban Design
P. Vega, Heritage and Urban Design Planner
S. Huycke, City Clerk
L. Sampogna, Council/Committee Coordinator

The Chair called the meeting to order at 7:03 p.m. and provided opening remarks with respect to tonight's electronic Heritage Richmond Hill meeting.

1. Adoption of Agenda

Moved by: M. Andre

That the agenda be adopted as distributed by the Clerk.

Carried

2. Disclosures of Pecuniary Interest and General Nature Thereof

There were no disclosures of pecuniary interest by members of the Committee under the *Municipal Conflict of Interest Act*.

3. Minutes of Previous Meeting

3.1 Minutes - Heritage Richmond Hill meeting HRH#02-21 held February 9, 2021

Moved by: M. Andre

a) That the minutes of Heritage Richmond Hill meeting HRH#02-21 held February 9, 2021 be adopted.

Carried

4. Delegations

4.1 Joyce Horner, 32 Love Court, regarding the 2021 Heritage Grant Applications - (refer to Item 5.2)

Joyce Horner, 32 Love Court, addressed Committee regarding the 2021 Heritage Grant Applications. She advised of her reasons for applying for a heritage grant and noted that the windows to her family's heritage home were inoperable, broken and had missing sidelights. Ms. Horner also provided comments on other building deficiencies.

Committee members requested clarification from the delegate on how she would have preferred having the windows dealt with, if the grant amount was sufficient, and if a window estimate was submitted to staff.

Committee questioned staff on whether a deficiency/quality control inspection was conducted on the building before City staff signed-off on construction completion. J. Leung, Manager, Urban Design and Heritage responded to the inquiry.

5. Scheduled Business

5.1 SRPI.21.046 - Heritage Permit Application - 16 Bawden Drive - Hilts/Bawden House – File D12-07267

Joanne Leung, Manager, Urban Design and Heritage, informed Committee that the property located at 16 Bawden Drive had been previously visited by Wayne Morgan, President of Community Heritage Ontario, and noted that he had found the property interesting and had discovered a considerable amount of historic documents in the basement.

Committee members did not have any questions or comments related to the Heritage Permit Application for 16 Bawden Drive (Hilts/Bawden House).

Moved by: D. Dumais

That the Heritage Richmond Hill Committee recommends to Council:

- Approved by Council
at the May 26, 2021
meeting

a) That the Heritage Permit Application to amend the approved Conservation Plan for 16 Bawden Drive, as described in Appendix C to staff report SRPI.21.046, be approved.

Carried

5.2 SRPI.21.042 - 2021 Heritage Grant Applications - 7 Properties

- 11225 Leslie Street, 9875 Leslie Street, 217 Gormley Road West, 16 Bawden Drive, 32 Love Court, 26 Gormley Court and 97 Centre Street West

Committee members did not have any questions or comments related to the 2021 Heritage Grant Applications for seven heritage designated properties: 11225 Leslie Street, 9875 Leslie Street, 217 Gormley Road West, 16 Bawden Drive, 32 Love Court, 26 Gormley Court and 97 Centre Street West.

Moved by: B. Di Mambro

- Approved by
Council at the May
26, 2021 meeting

That the Heritage Richmond Hill Committee recommends to Council:

a) That a Heritage Grant in the amount of \$5,000 be approved towards the cost of replacing six single-hung, round top windows for the Ontario Heritage Act Part IV designated structure located at 11225 Leslie Street, as outlined in staff report SRPI.21.042;

b) That a Heritage Grant in the amount of \$5,000 be approved towards the cost of repainting and repairing the exterior of the Ontario Heritage Act Part IV designated structure located at 9875 Leslie Street, as outlined in staff report SRPI.21.042;

- c) That a Heritage Grant in the amount of \$2,700 be approved towards the cost of restoring front porch of the Ontario Heritage Act Part V designated structure located at 217 Gormley Road West, as outlined in staff report SPRI.21.042;
- d) That a Heritage Grant in the amount of \$5,000 be approved towards the cost of restructuring the roof of the Ontario Heritage Act Part IV designated structure located at 16 Bawden Drive, as outlined in staff report SRPI.21.042;
- e) That a Heritage Grant in the amount of \$5,000 be approved towards the cost of replacing the windows of the Ontario Heritage Act Part IV designated structure located at 32 Love Court, as outlined in staff report SPRI.21.042;
- f) That a Heritage Grant in the amount of \$5,000 be approved towards the cost of repairing the foundations of the Ontario Heritage Act Part V designated structure located at 26 Gormley Court, as outlined in staff report SRPI.21.042;
- g) That a Heritage Grant in the amount of \$2,300 be approved towards the cost of repainting the exterior of the Ontario Heritage Act Part IV designated structure at 97 Centre Street West, as outlined in staff report SPRI.21.042.

Carried

5.3 Designation Sub-committee - Verbal Update

Dan Kelly, Designation Sub-Committee, requested a status update on two matters: a presentation to Heritage Richmond Hill Committee from staff regarding the City's Official Plan Update; and an update from Property Standards staff regarding the presentation and recommendations with respect to "Protecting Heritage Properties - Monitoring, Maintenance and Enforcement" from the January 19, 2021 Heritage Richmond Hill Committee meeting.

Joanne Leung, Manager, Urban Design and Heritage, advised that a presentation regarding the City's Official Plan Update was scheduled for the June 8, 2021 Heritage Richmond Hill Committee meeting, and noted that Heritage staff would provide Committee members with a summary of the Heritage Policies currently in the Official Plan in advance of the meeting.

J. Leung advised that with respect to the January 21, 2021, Committee recommendations, Heritage staff were reviewing how to best monitor vacant properties, and noted she was unable to address items of the Property Standards section, but indicated that should Committee's feedback be required on by-laws or any other matter, she would bring it to the Committee's attention.

5.3.1 Presentation by Dan Kelly, Designation Sub-Committee, regarding proposed process improvements for listing properties on the Heritage Richmond Hill register

Dan Kelly, on behalf of the Designation Sub-Committee, made a verbal presentation regarding proposed process improvements for listing properties on the municipal Heritage Register. He provided an overview of the history and development of the draft materials on the improvement process for listing properties, and noted that best practices from the federal, provincial and municipal governments, Heritage Policies in the Official Plan, and feedback from consultations with City staff and the Historical Society had been incorporated in the draft materials. He recognized that the new process could increase demands on City staff resources, and indicated that Committee members were available to assist with the workload as a resource. D. Kelly concluded the presentation by noting that he emailed Committee members the draft materials for review, inquired if any members had questions, and outlined the recommendations for consideration.

Moved by: H. Lu

a) That the verbal update and draft materials provided by Dan Kelly, Designation Sub-Committee, regarding proposed process improvements for listing properties on the Richmond Hill Heritage Register, be received.

Carried

Moved by: D. Kelly

That the Heritage Richmond Hill Committee recommends to Council:

a) That City Heritage staff be directed to conduct a review of the Heritage Richmond Hill Designation Sub-Committee's draft

- Approved by
Council at the May
26, 2021 meeting

materials on the improvement of the process of listing properties in the Richmond Hill Heritage Register, and report back to the Committee.

Carried

6. Date of Next Meeting

The next meeting of Heritage Richmond Hill was scheduled on Tuesday, June 8, 2021 at 7:00 p.m.

7. Adjournment

Moved by: M. Andre

That the meeting be adjourned.

Carried

The meeting was adjourned at 7:47 p.m.



Richmond Hill Youth Action Committee

Minutes

RHYAC#08-21

Wednesday, June 9, 2021, 5:00 p.m.

Zoom Meeting

Committee Members Present:

R. Cao, V. Chen, J. Cui, V. Fernandes, S. Hambali, V. Illamperuma, S. Joneja, A. Kang, J. Lee, J. Lee, T. Kwan, N. Li, C. Lou, A. Ng Sui Hing, S. Prajapati, A. Selvaganesh, O. Tieu, R. Toivis, B. Wang, J. Wu, B. Yau Tam Sang, K. Yong, R. Zeng-Xu,

Regrets:

P. Ali, S. Bansal, I. Illamperuma, J. Moon, I. Pan, R. Singh, Z. Talawala, M. Yang Zhao, A. Xu,

Staff Members Present:

K. Ash, Manager of Cultural Services

Call to Order:

The meeting was called to order by Co-Chair R. Cao at 5:00 p.m.

Race Around the Hill:

- The Director of Logistics debriefed the committee on how the event will run on June 26, explaining each member's roles and what to do on the day of.
 - The logistics committee will continue working on the final challenge during the meeting today and wrap up the challenges and clues.
- The Directors of Marketing updated the committee on the graphics which have been launched.
 - Members are expected to repost the graphics on Facebook, Instagram and meet the quota on inviting members.
- The Directors of Finance updated the committee on what sponsorships have been collected so far.
- Each subcommittee went to their breakout room to work on their respective tasks.

Date of Next Meeting:

Wednesday, June 23, 2021 5 p.m.

Adjournment:

Moved by: Co- Chair C. Lou

That the meeting be adjourned.

Carried Unanimously

The meeting was adjourned at 6:30 p.m.



Staff Report for Council Meeting

Date of Meeting: June 23, 2021

Report Number: SRPI.21.066

Department: Planning and Infrastructure
Division: Infrastructure and Engineering Services

**Subject: SRPI.21.066 – 2021/2022 Pole-Mounted Radar
Message Board Program Locations**

Purpose:

To seek Council approval for the installation of pole-mounted driver speed feedback signs at various locations within the City for 2021/2022, as part of the annual Radar Message Board program.

Recommendation(s):

- a) That the following 18 locations be approved for the installation of pole-mounted speed radar board signs as part of the annual Radar Message Board program:
- I. Sunset Beach Road (Park Crescent to Park Crescent)
 - II. Puccini Drive (Aida Place to Kent Matthew Street)
 - III. Bond Crescent (Glenn Street to Little Side Street)
 - IV. Woodstone Avenue (Florentine Crescent to Devonsleigh Boulevard)
 - V. Jefferson Forest Drive (Wings View Gate to Arden Valley Street)
 - VI. Crosby Avenue (Osiris Drive to Newkirk Road)
 - VII. Weldrick Road (Montclair Road to Highview Crescent)
 - VIII. Shirley Drive (Grover Hill Avenue to Futura Avenue)
 - IX. Princeton Avenue (Sun Valley Drive to Manorheights Street/Sapphire Drive)
 - X. Rothbury Road (Mayan Avenue to Ridgestone Drive/Tentone Court)
 - XI. Mill Street (Libby Boulevard/Bridgeport Street to Wood Lane/Trench Street)
 - XII. Canyon Hill Avenue (Shaftsbury Avenue to Palomino Drive/Gracedale Drive)
 - XIII. Yongehurst Road (Kersey Crescent to Yonge Street)
 - XIV. Oak Avenue (Pearson Avenue to Yonge Street)
 - XV. Roosevelt Drive (Denham Drive to Pearson Avenue)
 - XVI. Northern Heights Drive (Vanity Crescent to Vanity Crescent)
 - XVII. Weldrick Road East (Hanover Court/Bothfield Street to Lawson Court)
 - XVIII. Red Maple Road (Colston Court to 16th Avenue)

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Contact Person:

Hubert Ng, Manager of Transportation, 905-771-6501, and/or
Ben Robertson, Supervisor of Traffic Safety and Operations, 905-771-6455

Report Approval:

Submitted by: Kelvin Kwan, Commissioner of Planning and Infrastructure Department

Approved by: Mary-Anne Dempster, City Manager

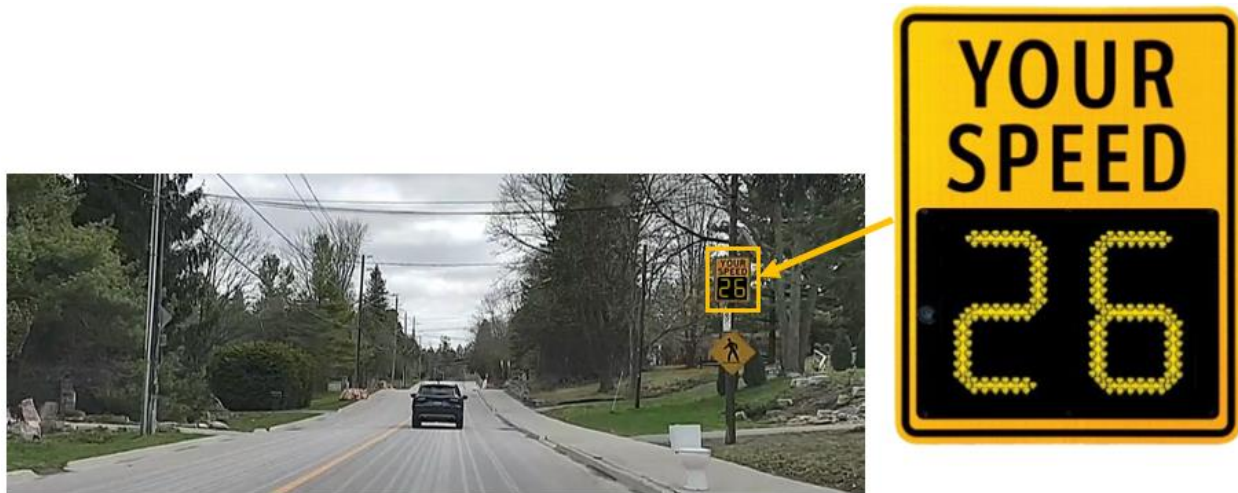
All reports are electronically reviewed and/or approved by the Division Director, Treasurer (as required), City Solicitor (as required), Commissioner, and City Manager. Details of the reports approval are attached.

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Background:

Pole-mounted radar speed boards have been well received as a community education tool to raise awareness of driver travel speeds on various roads. The City has implemented the Pole-Mounted Radar Speed Board Program to remind and encourage motorists to reduce their speeds and obey the posted speed limit. The program is based on the principle that many motorists are somewhat unaware that they are travelling at an excessive rate of speed. Most motorists generally drive at a speed deemed comfortable, depending on road geometry and surrounding land use. The operating speed electronically displayed on the board is a strong visual reminder to motorists to comply with the posted speed limit. Figure 1 depicts one of the pole-mounted radar speed boards on the City's roadside.

Figure 1 – Pole-Mounted Radar Speed Board on Sunset Beach Road, Eastbound



The current program includes 36 pole-mounted radar boards, which are deployed at 18 key locations (2 boards per location) for a period of approximately one year, with three locations/six radar boards for each City Council Ward.

Attachment 2 provides the list of current (2020/2021) pole-mounted radar board locations that were approved by Council through Staff Report SRPRS.20.093.

At the end of the 12-month period, the boards are relocated to other key areas where their presence is needed and deemed beneficial.

The process for selecting the new locations is based on a combination of community inquiries and requests received throughout the year as well as an assessment of road links based on traffic criteria outlined in Staff Report SREPW.09.097 (included as **Attachment 1** for reference). Candidate locations in each ward are then reviewed collaboratively with each Ward Councillors before the final list of locations is brought forward for approval.

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Based on the review and analysis undertaken by staff, and in consultation with Council, the following 18 locations have been identified as priority areas for pole-mounted radar speed boards:

- I. Sunset Beach Road (Park Crescent to Park Crescent)
- II. Puccini Drive (Aida Place to Kent Matthew Street)
- III. Bond Crescent (Glenn Street to Littlefield Street)
- IV. Woodstone Avenue (Florentine Crescent to Devonsleigh Boulevard)
- V. Jefferson Forest Drive (Wings View Gate to Arden Valley Street)
- VI. Crosby Avenue (Osiris Drive to Newkirk Road)
- VII. Weldrick Road (Montclair Road to Highview Crescent)
- VIII. Shirley Drive (Grover Hill Avenue to Futura Avenue)
- IX. Princeton Avenue (Sun Valley Drive to Manorheights Street/Sapphire Drive)
- X. Rothbury Road (Mayan Avenue to Ridgestone Drive/Tentone Court)
- XI. Mill Street (Libby Boulevard/Bridgeport Street to Wood Lane/Trench Street)
- XII. Canyon Hill Avenue (Shaftsbury Avenue to Palomino Drive/Gracedale Drive)
- XIII. Yongehurst Road (Kersey Crescent to Yonge Street)
- XIV. Oak Avenue (Pearson Avenue to Yonge Street)
- XV. Roosevelt Drive (Denham Drive to Pearson Avenue)
- XVI. Northern Heights Drive (Vanity Crescent to Vanity Crescent)
- XVII. Weldrick Road East (Hanover Court/Bothfield Street to Lawson Court)
- XVIII. Red Maple Road (Colston Court to 16th Avenue)

Attachment 3 includes maps for each City Council Ward, showing the proposed locations.

As such, staff recommend that the existing 36 pole-mounted radar speed boards be redeployed to these 18 locations (2 boards per location) for a period of approximately one year, as part of the City's 2021-2022 Pole-Mounted Radar Speed Board program.

Climate Change Considerations

The radar message board program is expected to help reduce overall, and promote more consistent, travel speeds on the roads where they are installed, which can contribute to climate change mitigation by reducing fuel consumption.

Financial/Staffing/Other Implications:

The cost to relocate all 36 radar boards is included in the Community Services operating budget, approved by Council through SRPRS.17.111.

Therefore, there are no further financial Implications associated with the redeployment of the pole-mounted radar boards as outlined in this report.

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Reference to Council's Strategic Priorities 2020-2022:

The recommendations of this report are consistent with Council's Strategic Priorities to create a "Strong Sense of Belonging" and improve "Getting Around the City" through promotion of awareness of safe travel speeds.

Conclusion:

Staff have reviewed community and Councillor requests, and completed an assessment of various road sections within the City in order to identify the proposed locations of the driver speed feedback signs noted herein. Based on their findings, it is recommended that the 18 locations noted herein for the City's Pole-Mounted Radar Message Board Program be approved and that the signs are installed and in-place for a period approximately of one year.

Attachments:

The following attached documents may include scanned images of appendices, maps and photographs. If you require an alternative format please call the contact person listed in this document.

- Attachment 1: Traffic Criteria Scoring for the Deployment of Driver Speed Feedback Signs
- Attachment 2: List of Current (2020-2021) and New (2021/2022) Locations
- Attachment 3: City Council Ward Maps of Proposed (2021/2022) Locations

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Report Approval Details

Document Title:	SRPI.21.066_2021-2022 Pole-Mounted Radar Message Board Program Locations.docx
Attachments:	- SRPI.21.066_Attachment 1 Scoring Criteria.docx - SRPI.21.066_Attachment 2 Lists of Locations.docx - SRPI.21.066_Attachment 3 Maps.docx
Final Approval Date:	May 31, 2021

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

Dan Terzievski - May 26, 2021 - 9:37 AM

Paolo Masaro - May 26, 2021 - 9:55 AM

Kelvin Kwan - May 26, 2021 - 2:32 PM

MaryAnne Dempster - May 31, 2021 - 9:52 AM

Attachment 1 - SRPI.21.066

Traffic Criteria Scoring for the Deployment of Driver Speed Feedback Signs

Traffic Criteria Scoring for the Deployment of the Pole Mounted Radar Speed Boards

Traffic Criteria	Pole Mounted Radar Speed Boards - - - Scoring Categories				Criteria Scoring
	Extreme (6 points)	High (4 points)	Medium (2 points)	Low (1 point)	
Daily Traffic (veh. per day)	> 8,000	≤ 8,000 and > 5,000	≤ 5,000 and > 2,500	≤ 2,500	
85 th Percentile Speed Difference over Speed Limit	> 15	≤ 15 and > 10	≤ 10 and > 5	≤ 5	
Number of Reported Collisions over past three years	> 8	≤ 8 and > 5	≤ 5 and > 3	≤ 3	
Spacing between Stop Signs	> 750	≤ 750 and > 500	≤ 500 and > 250	≤ 250	
Overall Score	(See Note 1 for tied scores)				

Note 1 - Competing values will be prioritized based on the following:

- 1st - School Zone
- 2nd - Parks and Community Centres
- 3rd - Major Collector Roads
- 4th - Minor Collector Roads
- 5th - Local Roads

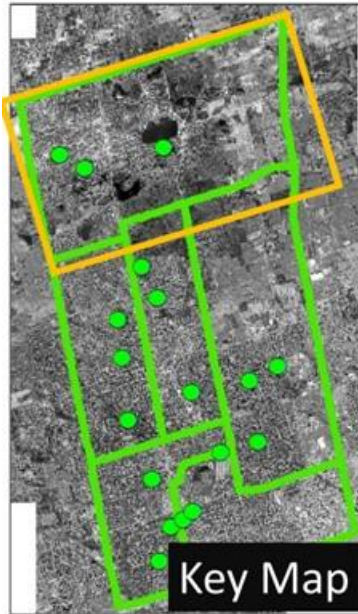
Attachment 2 - SRPI.21.066

List of Current (2020-2021) and New (2021/2022) Locations

Existing Locations (2020 - 2021)	Proposed Locations (2021 - 2022)	Ward
I. Sunset Beach Road (Lake Avenue to Bayview Park Lane)	I. Sunset Beach Road (Park Crescent to Park Crescent)	1
II. Puccini Drive (Vitlor Drive to Bathurst Street)	II. Puccini Drive (Aida Place to Kent Matthew Street)	1
III. Bond Crescent (Yonge Street to Newbridge Avenue)	III. Bond Crescent (Glenn Street to Littlefield Street)	1
IV. Woodstone Avenue (Devonsleigh Boulevard to Devonsleigh Boulevard)	IV. Woodstone Avenue (Florentine Crescent to Devonsleigh Boulevard)	2
V. Jefferson Forest Drive (Yonge Street to Arden Valley Street)	V. Jefferson Forest Drive (Wings View Gate to Arden Valley Street)	2
VI. Crosby Avenue (Bayview Avenue to Newkirk Road)	VI. Crosby Avenue (Osiris Drive to Newkirk Road)	2
VII. Weldrick Road East (Strathearn Avenue to Spadina Road)	VII. Weldrick Road (Montclair Road to Highview Crescent)	3
VIII. Shirley Drive (Farmstead Road to Redstone Road)	VIII. Shirley Drive (Grover Hill Avenue to Futura Avenue)	3
IX. Princeton Avenue (Redstone Road to Leslie Street)	IX. Princeton Avenue (Sun Valley Drive to Manorheights Street/Sapphire Drive)	3
X. Rothbury Road (Brookside Road to Gamble Road)	X. Rothbury Road (Mayan Avenue to Ridgestone Drive/Tentone Court)	4
XI. Mill Street (Trench Street to Lucas Street)	XI. Mill Street (Libby Boulevard/Bridgeport Street to Wood Lane/Trench Street)	4
XII. Canyon Hill Avenue (Shaftsbury Avenue to Palomino Crescent)	XII. Canyon Hill Avenue (Shaftsbury Avenue to Palomino Drive/Gracedale Drive)	4
XIII. Yongehurst Road (Kersey Crescent to Yonge Street)	XIII. Yongehurst Road (Kersey Crescent to Yonge Street)	5
XIV. Oak Avenue (Avenue Road to Yonge Street)	XIV. Oak Avenue (Pearson Avenue to Yonge Street)	5
XV. Roosevelt Drive (Denham Drive to Pearson Avenue)	XV. Roosevelt Drive (Denham Drive to Pearson Avenue)	5
XVI. Northern Heights Drive (Yonge Street to 16th Avenue)	XVI. Northern Heights Drive (Vanity Crescent to Vanity Crescent)	6
XVII. Weldrick Road East (Sussex Avenue to Bayview Avenue)	XVII. Weldrick Road East (Hanover Court/Bothfield Street to Lawson Court)	6
XVIII. Red Maple Road (Bantry Avenue to 16th Avenue)	XVIII. Red Maple Road (Colston Court to 16th Avenue)	6

Attachment 3 - SRPI.21.066

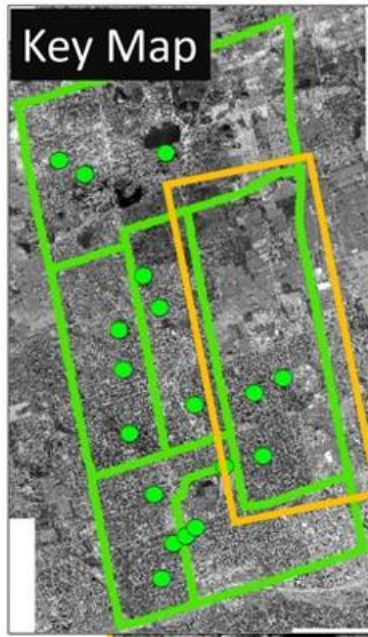
City Council Ward Maps of Proposed (2021/2022) Locations



Ward #1



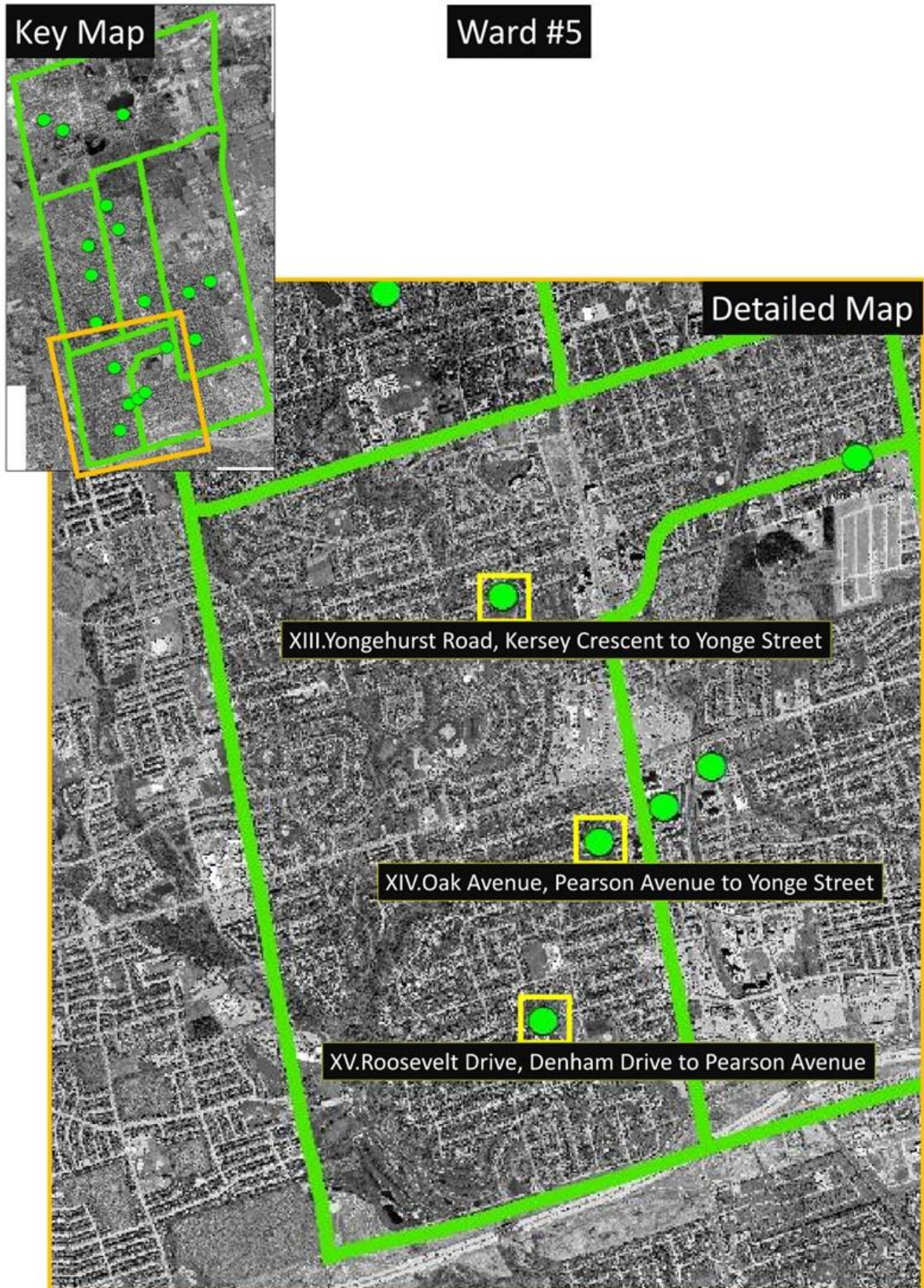


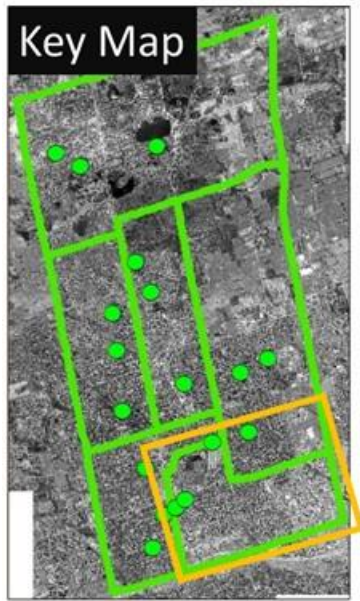


Ward #3

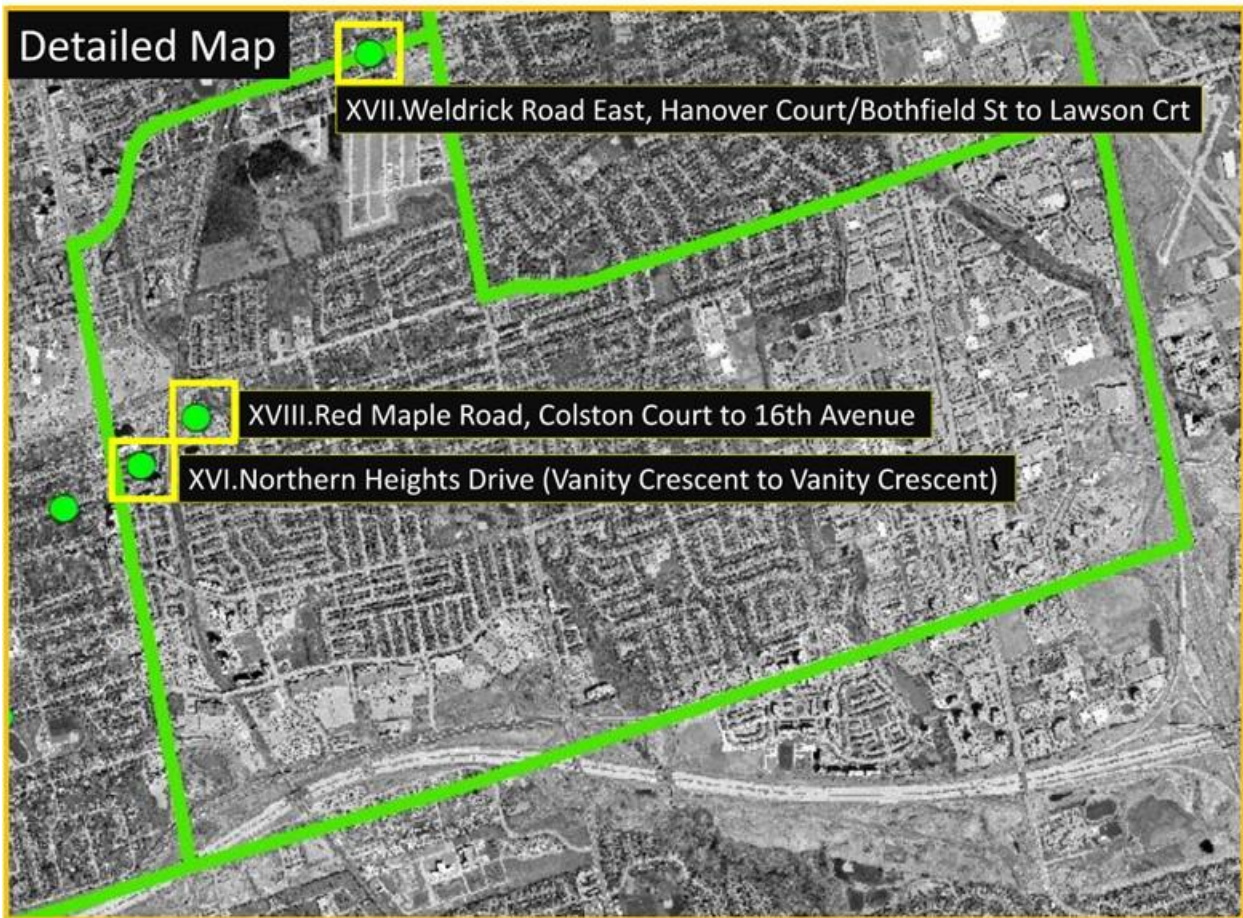








Ward #6





Staff Report for Council Meeting

Date of Meeting: June 23, 2021

Report Number: SRPI.21.071

Department: Planning and Infrastructure
Division: Infrastructure and Engineering Services

Subject: **SRPI.21.071 Authorization to Execute Amending Subdivision Agreement, Establish Lands as Public Highway, 19T-03019 Sedgewick Property Inc.**

Purpose:

To obtain authorization to execute an Amending Subdivision Agreement with Sedgewick Property Inc. (Subdivision File 19T-03019) and to establish lands as public highway.

Recommendation(s):

- a) That, upon the written recommendation of the Commissioner of Planning and Infrastructure, the Mayor and Clerk be authorized to execute an Amending Subdivision Agreement with Sedgewick Property Inc. to include external municipal servicing to facilitate additional lot development within Subdivision File 19T-03019.
- b) That Parts 2, 5, 6 and 7 on Plan 65R-37780 be established as public highway to become part of Longworth Avenue.
- c) That Parts 1 and 4 on Plan 65R-37780 be established as public highway to become part of Tempel Street.

Contact Person:

Jeff Walters, Manager Engineering Subdivisions and Infrastructure Planning,
905-747-6380

Report Approval:

Submitted by: Kelvin Kwan, Commissioner of Planning and Infrastructure

Approved by: Mary-Anne Dempster, City Manager

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All reports are electronically reviewed and/or approved by the Division Director, Treasurer (as required), City Solicitor (as required), Commissioner, and City Manager. Details of the reports approval are attached.

Background:

In May of 2018, Sedgewick Property Inc. entered into a Subdivision Agreement with the City to advance municipal servicing within Subdivision File 19T-03019, (located within the West Gormley planning area) in order to facilitate building permits for a number of the lots within registered plan 65M-4685. Construction of this municipal servicing is well underway.

However, there were also a number of lots within registered plan 65M-4685 (including Lots 100 to 107, 121 to 162, 170 to 218, and 245 to 249) that were dependent on external municipal servicing from adjacent Subdivisions (Subdivision Files 19T-03020 and 19T-03021). As such, the May 2018 Subdivision Agreement for Subdivision File 19T-03019 contained a clause whereby the Owner agreed that Lots 100 to 107, 121 to 162, 170 to 218, and 245 to 249 would not be developed until such time as adequate external municipal services were available to service these Lots.

Unfortunately, these adjacent Subdivision Owners have not yet entered into Subdivision Agreements with the City.

In order to facilitate the development of the remainder of their lots, Sedgewick Properties Inc. has agreed to construct the necessary external services in the adjacent subdivisions as part of their project, and have requested that the Subdivision Agreement for File 19T-03019 be amended to include these external works. The external services to be constructed include sewers, access roads and a storm water management facility.

Staff support this request for an amending Subdivision Agreement, as the external municipal servicing will help to facilitate development of these lots in advance of the timing for the adjacent subdivisions.

The amending agreement will include obligations to construct the required servicing including appropriate securities, the conveyance of easements over these external municipal services so that these services can be accessed and maintained, and removal of the development restrictions on these specific Lots.

In order to proceed with this Amending Subdivision Agreement, Council approval is required for the Mayor and Clerk to execute this agreement as outlined in this report.

The current Subdivision Agreement with Sedgewick Properties Inc. also required the conveyance of lands to the City (within the adjacent Subdivision File 19T-03021) to provide a secondary municipal road access to Leslie Street.

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With the registration of the Sedgewick subdivision plan completed and Phase 1 of the adjacent Subdivision File 19T-03021 proceeding to final approvals, the timing is now appropriate to also establish these lands as public highway.

These City lands are described as Parts 2, 5, 6 and 7 on Plan 65R-37780 (which will become part of Longworth Avenue), and Parts 1 and 4 on Plan 65R-37780 (which will become part of Tempel Street). Establishing these lands as public highway will ensure that lot owners within these subdivisions have public access to Leslie Street.

Financial/Staffing/Other Implications:

There are no financial implications associated with this report. Sedgewick Properties Inc. will be required to pay all fees and securities associated with this amending agreement.

Relationship to Council's Strategic Priorities 2020-2022:

Execution of this Amending Subdivision Agreement supports the Council's strategic priority of balancing growth and financial responsibility.

Climate Change Considerations:

Climate change considerations are not applicable to this staff report.

Conclusion:

Staff recommend that the Mayor and Clerk be authorized to execute an Amending Subdivision Agreement with Sedgewick Property Inc. to include external municipal servicing, and that necessary lands be established as public highway, as outlined in this report.

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Report Approval Details

Document Title:	SRPI.21.071 Authorization to Execute Amending Agreement 19T-03019.docx
Attachments:	
Final Approval Date:	May 31, 2021

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

Dan Terzievski - May 26, 2021 - 9:39 AM

Paolo Masaro - May 26, 2021 - 10:23 AM

Kelvin Kwan - May 26, 2021 - 2:30 PM

MaryAnne Dempster - May 31, 2021 - 9:48 AM



Staff Report for Council Meeting

Date of Meeting: June 23, 2021

Report Number: SRPI.21.074

Department: Planning and Infrastructure
Division: Infrastructure and Engineering Services

Subject: SRPI.21.074 – Posted Speed Limit Review for a Number of City Streets – Reduction from 50 km/h to 40 km/h

Purpose:

To seek Council approval to respond to requests for a reduction in the regulatory speed limit from 50 km/hour to 40 km/hour along various City roads.

Recommendation(s):

- a) That Council receive Staff Report SRPI.21.074, entitled “Speed Limit Review for a Number of City Streets”.
- b) That By-law No. 70-21 (**Attachment 1** to Staff Report SRPI.21.074) be enacted to amend Schedule “A” of Municipal Code Chapter 1126 in order to reduce the speed limit on a number of City of Richmond Hill roads to 40 km/hour.
- c) That York Regional Police be advised of the new reduced posted speed limits and be requested to provide enforcement along the roads as resources permit.

Contact Person:

Hubert Ng, Manager of Transportation and Traffic, 905-771-6501,
Ben Robertson, Supervisor, Traffic Safety and Operations, 905-771-6455

Report Approval:

Submitted by: Kelvin Kwan, Commissioner, Planning and Infrastructure Department

Approved by: Mary-Anne Dempster, City Manager

All reports are electronically reviewed and/or approved by the Division Director, Treasurer (as required), City Solicitor (as required), Commissioner, and City Manager. Details of the reports approval are attached.

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Background:

Transportation staff have received requests from local residents to reduce speed limits along the following roads:

- i. Briggs Avenue (Bayview Avenue to Blackmore Avenue)
- ii. Driscoll Road (Bradstock Park to Lucas Street)
- iii. Estate Garden Drive (Yonge Street to westerly limit of Estate Garden Drive)
- iv. Forest Ridge Road (Bayview Avenue to easterly limit of Forest Ridge Road)
- v. Greenhill Avenue (Leslie Street to Clarendon Drive)
- vi. Kingshill Road (Bathurst Street to King Road)
- vii. Larratt Lane (Shaftsbury Avenue to Elgin Mills Road West)
- viii. Laverock Avenue (Bradstock Park to Trayborn Drive)
- ix. Lucas Street (Mill Street to Trayborn Drive)
- x. Montiel Road (Driscoll Road to Laverock Avenue)
- xi. Old Colony Road (Yonge Street to Bayview Avenue)
- xii. Princeton Avenue (Leslie Street to Redstone Road)
- xiii. Tampico Road (Driscoll Road to Laverock Avenue)
- xiv. Toporowski Avenue (Leslie Street to Melbourne Drive)

Maps of the above noted roads are illustrated in **Attachment 2**.

Following completion of technical assessments in accordance with the Transportation Association of Canada (TAC) Guidelines, it is recommended that the speed limit on a number of City roads be reduced from 50 km/h to 40 km/h

Speed limits on City roads are prescribed in accordance with the Highway Traffic Act. The default speed limit on roads within the City of Richmond Hill is 50 km/h, unless otherwise posted, in accordance with Section 128(1) of the Highway Traffic Act. Nonetheless, Section 128(2) of the Highway Traffic Act provides municipalities the authority, through Council, to prescribe a different rate of speed from the rate set out in the Highway Traffic Act. In the City of Richmond Hill, the prescription of different rates of speed is done by enacting a By-law amending Schedule A of Chapter 1126 of the Municipal Code (Speed Restrictions).

A technical assessment of the speed limit for each of the above noted roads was carried out to ensure that it is consistent with the current local context and environment along the roads. Staff referenced the methodology outlined in the Transportation Association of Canada (TAC) Guidelines for Establishing Posted Speed Limits to determine an appropriate speed limit on these roads. The recommendations of the technical assessments are summarized in **Attachment 3**.

The methodology provides an objective assessment based on engineering principles, and was developed to enhance road safety through the provision of credible and appropriate posted speed limits that match the expectation of drivers for a given roadway and its surrounding area.

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Staff considered specific parameters including, but not limited to, the road classification, function, and physical characteristics as input to the overall technical assessment.

The following describes the characteristics of each of roads recommended for speed limit reductions:

- **Briggs Avenue** is a residential collector road (23-metre right-of-way) that extends from Bayview Avenue to Blackmore Avenue. It has a pavement width of 9.75 metres and there are sidewalks along both sides of the road except two small segments on the north side.
- **Driscoll Road** is a residential local road (20-metre right-of-way) that extends from Lucas Street to Bradstock Park. It has a pavement width of 8.5 metres and there is sidewalk along the north side of the road.
- **Estate Garden Drive** is a residential local road (20-metre right-of-way) that extends from Yonge Street to the westerly limit of Estate Garden Drive. It has a pavement width of 8.5 metres and there is sidewalk along the north side of the road between Snowy Meadow Avenue east and Snowy Meadow Avenue west leg.
- **Forest Ridge Road** is a residential local road (20-metre right-of-way) that extends from Bayview Avenue to the easterly limit of Forest Ridge Road. There is no sidewalk along the road.
- **Greenhill Avenue** is a residential collector road (variable right-of-way starting at 28.5m at the Leslie Street intersection and dropped down to 20m about 60m west of Leslie Street). The road extends from Leslie Street to Clarendon Drive. It has a pavement width of 8.5 metres and there are sidewalks on both sides of the road.
- **Kingshill Road** is a residential collector road (23-metre right-of-way) that extends from Bathurst Street to King Road. It has a pavement width of 9.75 metres and there are sidewalks along both sides of the road.
- **Larratt Lane** is a residential collector road (23-metre right-of-way) that extends from Shaftsbury Avenue to Elgin Mills Road West. It has a pavement width of 9.75 metres and there are sidewalks along both sides of the road.
- **Laverock Avenue** is a residential local road (20-metre right-of-way) that extends from Trayborn Drive to Bradstock Park. It has a pavement width of 8.5 metres and there is sidewalk along the north side of the road.
- **Lucas Street** is a residential local road (20-metre right-of-way) that extends from Mill Street to Trayborn Drive. It has a pavement width of 8.5 metres and there is a sidewalk along the east side of the road.
- **Montiel Road** is a residential local road (20-metre right-of-way) that extends from Driscoll Road to Laverock Avenue. It has a pavement width of 8.5 metres and there is no sidewalk along the road.

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- **Old Colony Road** is a residential collector road (23-metre right-of-way) that extends from Yonge Street to Bayview Avenue. It has a pavement width of 9.75 metres and there are sidewalks along both sides of the road.
- **Princeton Avenue** is a residential collector road (26-metre right-of-way) that extends from Leslie Street to Redstone Road. It has a pavement width of 11 metres and there are sidewalks along both sides of the road.
- **Tampico Road** is a residential local road (20-metre right-of-way) that extends from Driscoll Road to Laverock Avenue. It has a pavement width of 8.5 metres and there is no sidewalks along the road.
- **Toporowski Avenue** is a residential collector road (26-metre right-of-way) that extends from Leslie Street to Melbourne Drive. It has a pavement width of 9.75 metres and there are sidewalks along both sides of the road.

Based on this information and the warrant parameters, the assessments determined that the appropriate speed limit for all of the noted roads is 40 km/h. Therefore, it is recommended that the speed limit on each of these roads be reduced from 50 km/h to 40 km/h.

For Lucas Street, the analysis of the physical characteristics of the road resulted in a recommendation for a 50 km/h speed limit. However, because Lucas Street is a Community Safety Zone (established by By-law 14-21) and has an elementary/middle school (O.M. MacKillop Public School), a speed limit of 40 km/h is recommended based on engineering judgment of the full context of the road. This is consistent with the TAC Guidelines for Establishing Posted Speed Limits.

Further, the City is partnered with York Regional Police to ensure safe and efficient traffic operations within the City's road network. York Regional Police will be notified once the speed reduction signage has been implemented, and will request assistance for any initial traffic enforcement, as required.

Upon implementation of the recommended speed limit reduction, staff will continue to monitor the above noted roads in order to determine the level of effectiveness of the speed reduction measure.

Climate Change Considerations

The reduced speed limits are expected to help reduce overall travel speeds on the roads where they are implemented, which can contribute to climate change mitigation by reducing fuel consumption and greenhouse gas emissions.

Financial/Staffing/Other Implications:

The cost to supply and install the new signage for the speed limit reductions along the subject roads is estimated to be approximately \$15,000.00.

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There is provision within the Community Services Department Operating Budget to accommodate this scope of work, as such there are no further financial implications associated with this report.

Reference to Council's Strategic Priorities 2020-2022:

The recommendation of this report is consistent with the Council's Strategic Priorities to create a "Strong Sense of Belonging" through promotion of appropriate vehicular travel speeds, compatible with the residential character of the subject roads.

Conclusion:

Staff have investigated requests from residents for speed reduction on various roads. Following field investigations and application of engineering principles in accordance with TAC Guidelines, staff recommend that the posted speed on the subject roads be reduced from 50 km/h to 40 km/h.

Introducing a 40 km/h speed limit along with the rotational speed watch program will be effective in reducing motorists' speeds and will enhance safety and efficiency of the roads.

Attachments:

The following attached documents may include scanned images of appendices, maps and photographs. If you require an alternative format, please call the contact staff listed in this document.

- Attachment 1: Proposed draft By-law 71-21
- Attachment 2: TAC Speed Limit Warrant Analysis
- Attachment 3: Map of Roads for Speed Reduction

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Report Approval Details

Document Title:	SRPI.21.074_Speed Limit Review for a Number of City Streets.docx
Attachments:	- SRPI.21.074_Attachment 1_Bylaw 70-21.docx - SRPI.21.074_Attachment 2_Maps.docx - SRPI.21.074_Attachment 3_TAC Spreadsheets.pdf
Final Approval Date:	May 31, 2021

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

Dan Terzievski - May 25, 2021 - 1:22 PM

Paolo Masaro - May 25, 2021 - 5:26 PM

Kelvin Kwan - May 26, 2021 - 2:34 PM

David Dexter - May 26, 2021 - 2:41 PM

MaryAnne Dempster - May 31, 2021 - 9:54 AM

The Corporation of the City of Richmond Hill

By-Law 70-21

A By-law to amend Schedule “A”, as amended, being Chapter 1126 of the City of Richmond Hill Municipal Code, relating to the Speed of Motor Vehicles

WHEREAS Section 128 (2.1) of the Highway Traffic Act, R.S.O. 1990, C. H.8 (the “HTA”) provides that the council of a municipality may prescribe a rate of speed different from the rate set out in Section 128 (1) of the HTA for motor vehicles driven on a highway, or portion thereof, under its jurisdiction;

AND WHEREAS Council at its meeting of June 23, 2021 adopted the recommendation in SRPI.21.074 to reduce the maximum speed limit on the roads noted below to 40 kilometres per hour.

Now Therefore The Council Of The Corporation Of The City Of Richmond Hill Enacts As Follows:

1. That, notwithstanding the general provisions of the Highway Traffic Act, R.S.O. 1990, Chapter H.8, Schedule “A” in Chapter 1126 of the City of Richmond Hill’s Municipal Code be amended by adding the following roads:

Street	From	To
Briggs Avenue	Bayview Avenue	Blackmore Avenue
Driscoll Road	Bradstock Park	Lucas Street
Estate Garden Drive	Yonge Street	westerly Limit of Estate Garden Drive
Forest Ridge Road	Bayview Avenue	easterly Limit of Forest Ridge Road
Greenhill Avenue	Leslie Street	Clarendon Drive
Kingshill Road	Bathurst Street	King Road
Larratt Lane	Shaftsbury Avenue	Elgin Mills Road West
Laverock Avenue	Bradstock Park	Trayborn Drive
Lucas Street	Mill Street	Trayborn Drive
Montiel Road	Driscoll Road	Laverock Avenue
Old Colony Road	Yonge Street	Bayview Avenue
Princeton Avenue	Leslie Street	Redstone Road
Tampico Road	Driscoll Road	Laverock Avenue
Toporowski Avenue	Leslie Street	Melbourne Drive

2. That, Schedule “A” in Chapter 1126 of the City of Richmond Hill’s Municipal Code be amended by removing the following roads:

Street	From	To
Kingshill Road	Routledge Drive	Newbridge Avenue
Larratt Lane	a point approximately 150 m (493 ft.) north of the north limit of Father Henri J. M. Nouwen Catholic School	a point approximately 150 m (493 ft.) south of the south limit of Father Henri J.M. Nouwen Catholic School
Lucas Street	Rumble Avenue	Trayborn Drive
Old Colony Road	Trish Drive	Dovetail Drive
Toporowski Avenue	Goode Street	Manorheights Street

The Corporation of the City of Richmond Hill
By-law 70-21

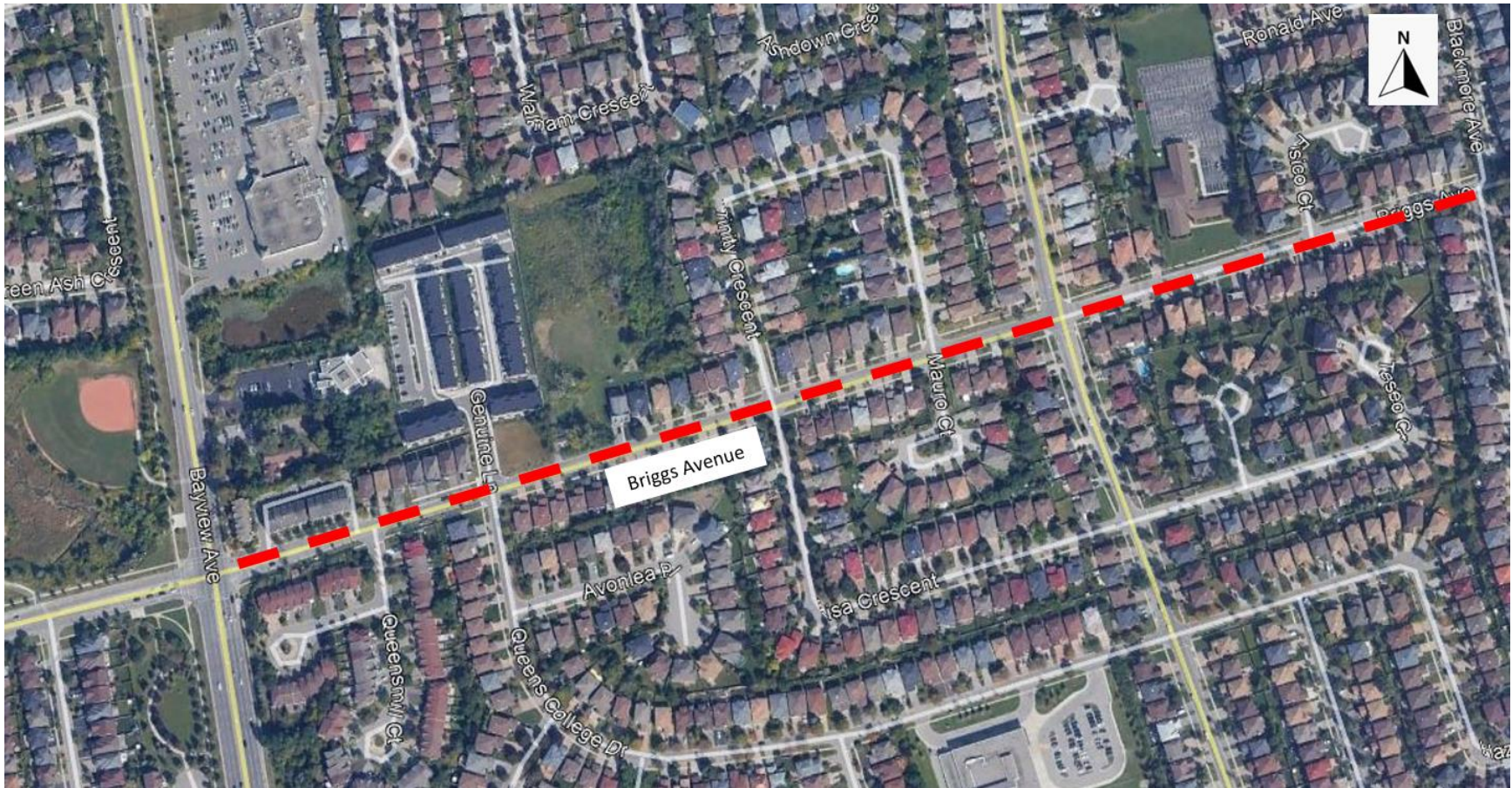
Page 2

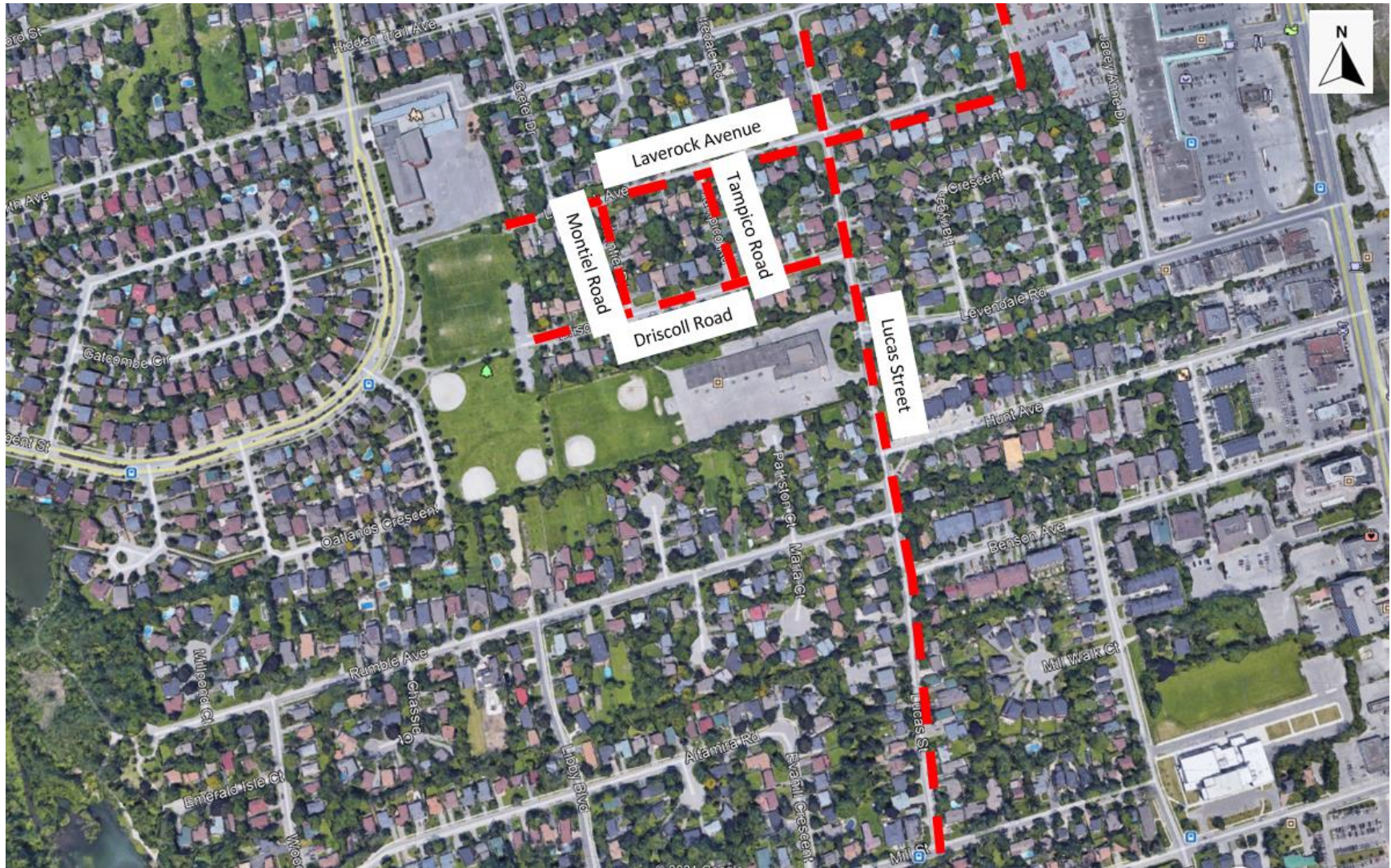
(continued)

Passed this 23rd day of June, 2021.

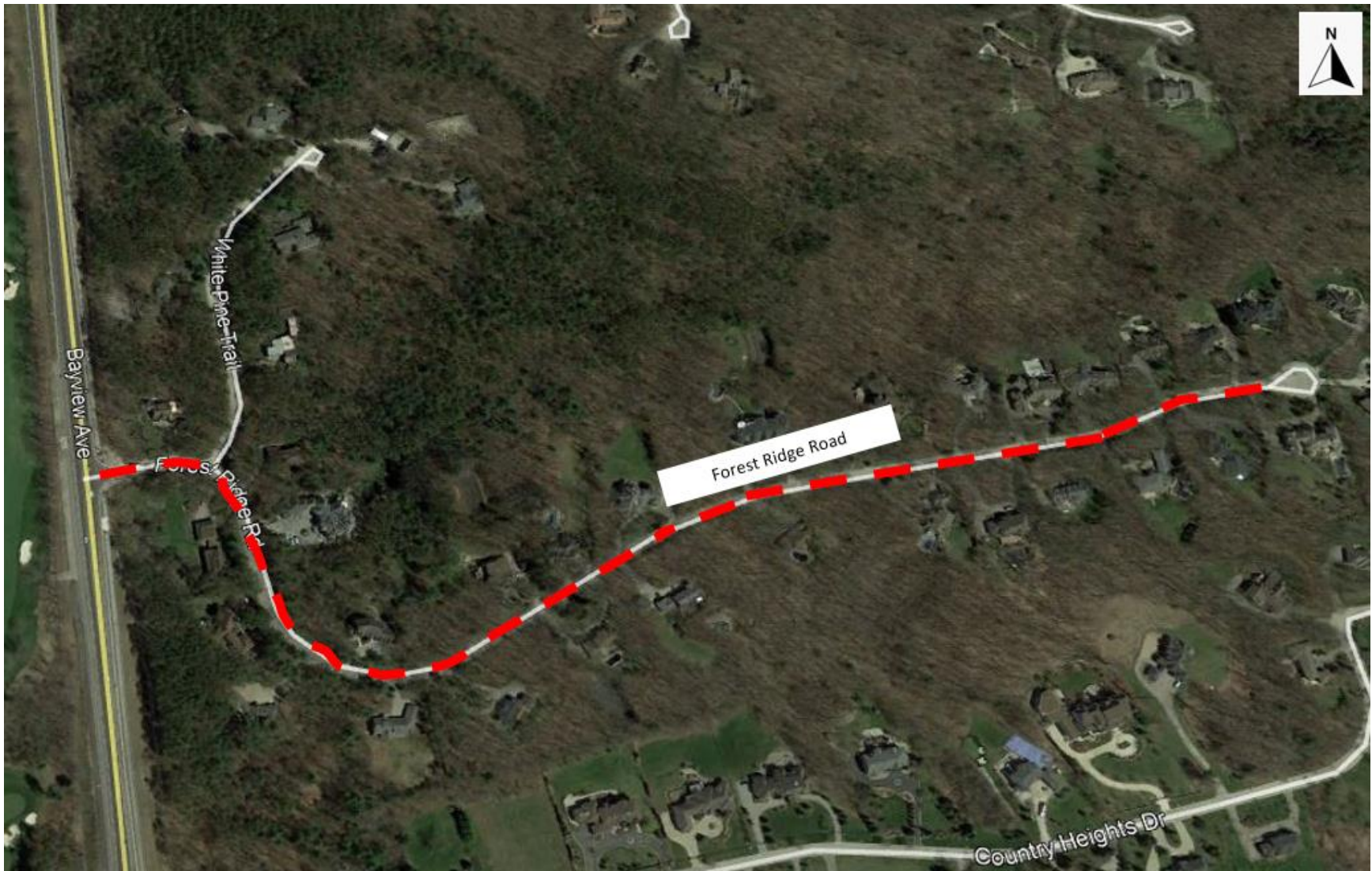
Joe DiPaola
Acting Mayor

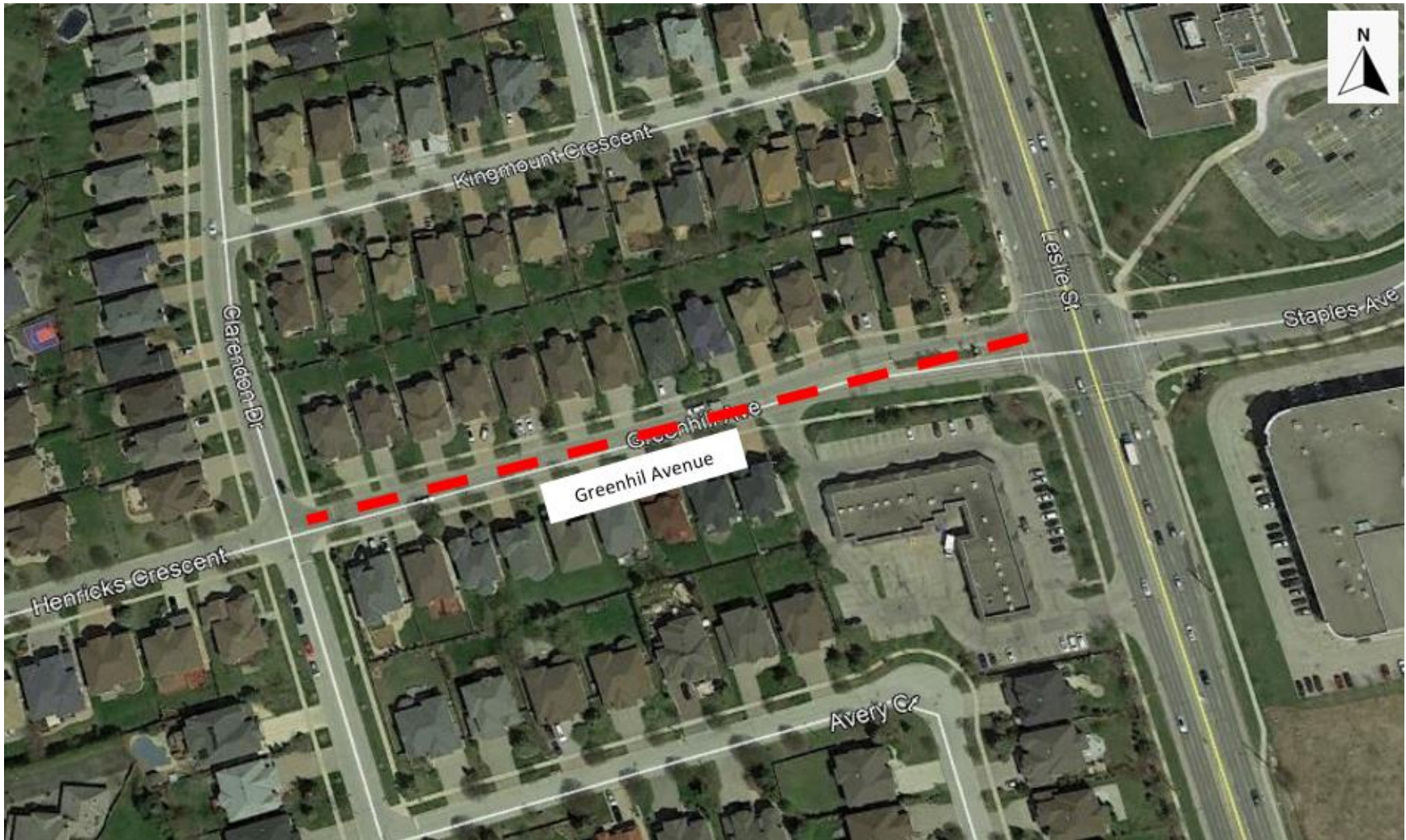
Stephen M.A. Huycke
City Clerk



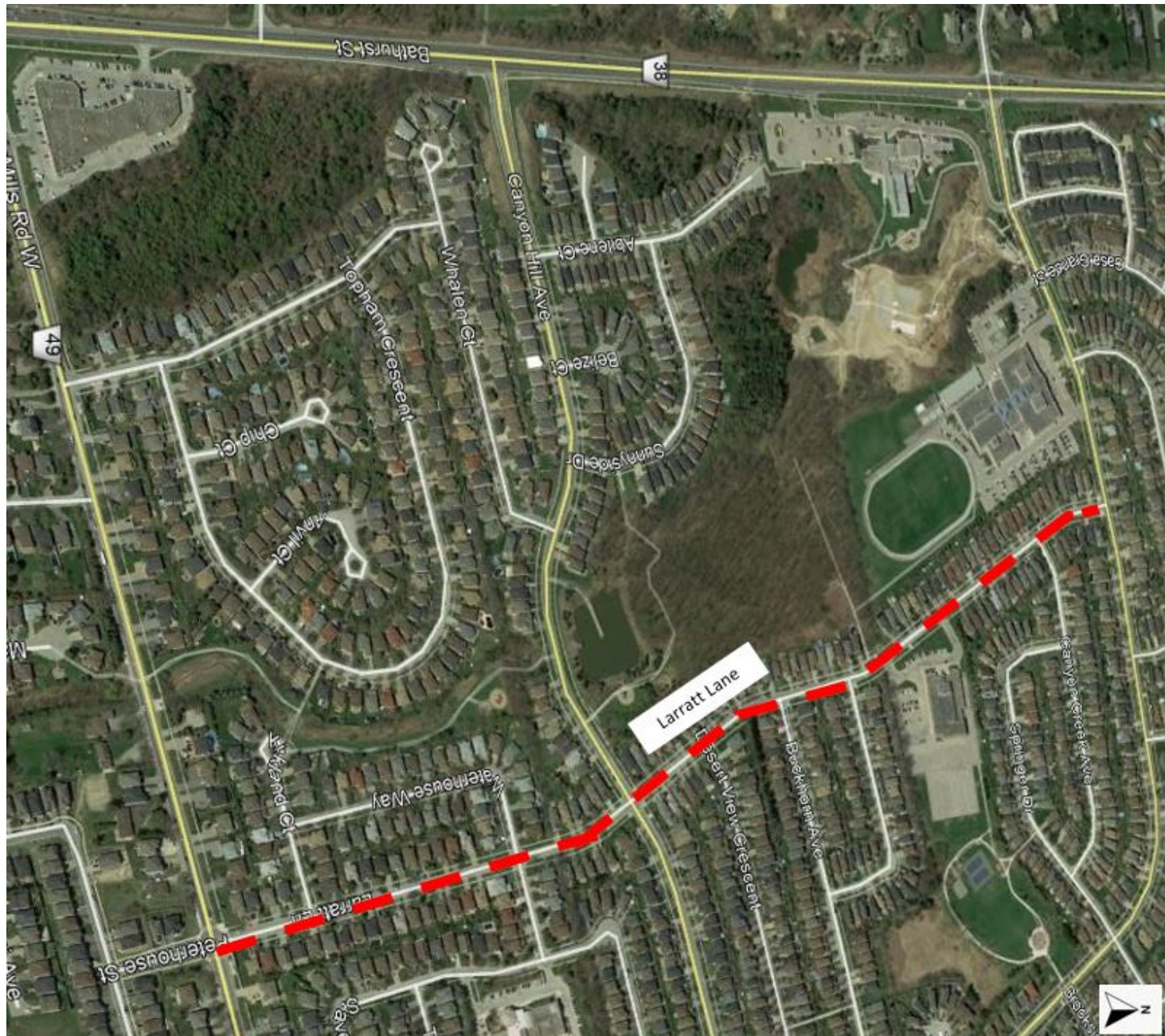


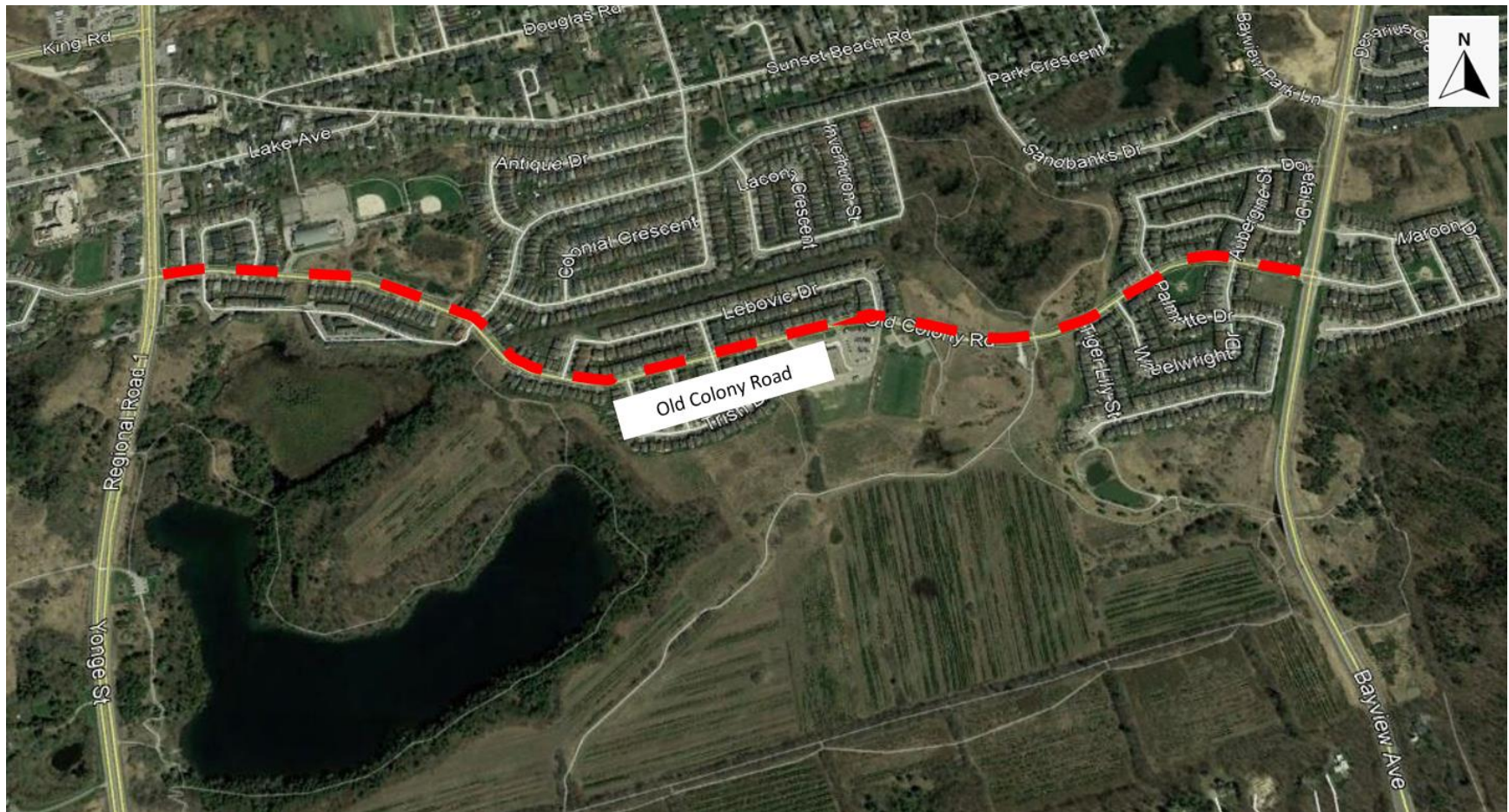
















Automated Speed Limit Guidelines

FORM A - Automated Speed Limit Guidelines Spreadsheet

Version:
10-Apr-09

Name of Corridor:	Briggs Avenue		
Segment Evaluated:	Bayview Avenue	to	Blackmore Avenue
Geographic Region:	Ontario		
Road Agency:	City of Richmond Hill		
Road Classification:	Collector	Length of Corridor:	965 m
Urban / Rural:	Urban	Design Speed: (Required for Freeway, Expressway, Highway)	km/h
Divided / Undivided:	Undivided	Current Posted Speed: (For information only)	50 km/h
Major / Minor:	Minor	Prevailing Speed: (85th Percentile - for information only)	54 km/h
# Through Lanes Per Direction:	1 lane	Policy: (Maximum Posted Speed)	50 km/h

		RISK	Score
A1	GEOMETRY (Horizontal)	Lower	1
A2	GEOMETRY (Vertical)	Lower	1
A3	AVERAGE LANE WIDTH	Medium	4
B	ROADSIDE HAZARDS	Lower	1
C1	PEDESTRIAN EXPOSURE	Lower	3
C2	CYCLIST EXPOSURE	Higher	9
D	PAVEMENT SURFACE	Lower	1
E1	NUMBER OF INTERSECTIONS WITH PUBLIC ROADS	<i>Number of Occurrences</i>	17
	STOP controlled intersection	2	
	Signalized intersection	1	
	Roundabout or traffic circle	0	
	Crosswalk	1	
	Active, at-grade railroad crossing	0	
	Sidestreet STOP-controlled or lane	7	
E2	NUMBER OF INTERSECTIONS WITH PRIVATE ACCESS DRIVEWAYS	<i>Number of Occurrences</i>	15
	Left turn movements permitted	69	
	Right-in / Right-out only	0	
E3	NUMBER OF INTERCHANGES	<i>Number of Occurrences</i>	0
	Number of interchanges along corridor	0	
F	ON-STREET PARKING	Higher	9

Total Risk Score:

61

Recommended Posted Speed Limit (km/h):

As determined by road characteristics

40

As determined by policy

50

The recommended posted speed limit may be checked against the prevailing speeds of the roadway and the road's safety performance.

Comments:



Automated Speed Limit Guidelines

FORM A - Automated Speed Limit Guidelines Spreadsheet

Version:
10-Apr-09

Name of Corridor:	Driscoll Road			
Segment Evaluated:	Lucas Street	to	Bradstock Park	
Geographic Region:	Ontario			
Road Agency:	City of Richmond Hill			
Road Classification:	Local	Length of Corridor:	500	m
Urban / Rural:	Urban	Design Speed: (Required for Freeway, Expressway, Highway)		km/h
Divided / Undivided:	Undivided	Current Posted Speed: (For information only)	50	km/h
Major / Minor:		Prevailing Speed: (85th Percentile - for information only)	45	km/h
# Through Lanes Per Direction:	1 lane	Policy: (Maximum Posted Speed)	50	km/h

		RISK	Score
A1	GEOMETRY (Horizontal)	Lower	1
A2	GEOMETRY (Vertical)	Lower	1
A3	AVERAGE LANE WIDTH	Medium	4
B	ROADSIDE HAZARDS	Lower	1
C1	PEDESTRIAN EXPOSURE	Lower	3
C2	CYCLIST EXPOSURE	Higher	9
D	PAVEMENT SURFACE	Lower	1
E1	NUMBER OF INTERSECTIONS WITH PUBLIC ROADS	Number of Occurrences	2
	STOP controlled intersection	1	
	Signalized intersection	0	
	Roundabout or traffic circle	0	
	Crosswalk	0	
	Active, at-grade railroad crossing	0	
	Sidestreet STOP-controlled or lane	2	
E2	NUMBER OF INTERSECTIONS WITH PRIVATE ACCESS DRIVEWAYS	Number of Occurrences	15
	Left turn movements permitted	27	
	Right-in / Right-out only	0	
E3	NUMBER OF INTERCHANGES	Number of Occurrences	0
	Number of interchanges along corridor	0	
F	ON-STREET PARKING	Higher	9

Total Risk Score:

46

Recommended Posted
Speed Limit (km/h):

As determined by road characteristics

40

As determined by policy

50

The recommended posted speed limit may be checked against the prevailing speeds of the roadway and the road's safety performance.

Comments:



Automated Speed Limit Guidelines

FORM A - Automated Speed Limit Guidelines Spreadsheet

Version:
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Name of Corridor:	Estate Garden Drive			
Segment Evaluated:	Snowy Meadow Avenue (East Leg)	to	Westerly Limit of Estate Garden Drive	
Geographic Region:	Ontario			
Road Agency:	City of Richmond Hill			
Road Classification:	Local	Length of Corridor:	870	m
Urban / Rural:	Urban	Design Speed: (Required for Freeway, Expressway, Highway)		km/h
Divided / Undivided:	Undivided	Current Posted Speed: (For information only)	50	km/h
Major / Minor:		Prevailing Speed: (85th Percentile - for information only)	53	km/h
# Through Lanes Per Direction:	1 lane	Policy: (Maximum Posted Speed)	50	km/h

		RISK	Score
A1	GEOMETRY (Horizontal)	Medium	2
A2	GEOMETRY (Vertical)	Lower	1
A3	AVERAGE LANE WIDTH	Medium	4
B	ROADSIDE HAZARDS	Lower	1
C1	PEDESTRIAN EXPOSURE	Lower	3
C2	CYCLIST EXPOSURE	Higher	9
D	PAVEMENT SURFACE	Lower	1
E1	NUMBER OF INTERSECTIONS WITH PUBLIC ROADS	<i>Number of Occurrences</i>	3
	STOP controlled intersection	0	
	Signalized intersection	1	
	Roundabout or traffic circle	0	
	Crosswalk	1	
	Active, at-grade railroad crossing	0	
	Sidestreet STOP-controlled or lane	3	
E2	NUMBER OF INTERSECTIONS WITH PRIVATE ACCESS DRIVEWAYS	<i>Number of Occurrences</i>	15
	Left turn movements permitted	117	
	Right-in / Right-out only	0	
E3	NUMBER OF INTERCHANGES	<i>Number of Occurrences</i>	0
	Number of interchanges along corridor	0	
F	ON-STREET PARKING	Higher	9

Total Risk Score:

48

Recommended Posted Speed Limit (km/h):

As determined by road characteristics

40

As determined by policy

50

The recommended posted speed limit may be checked against the prevailing speeds of the roadway and the road's safety performance.

Comments:



Automated Speed Limit Guidelines

FORM A - Automated Speed Limit Guidelines Spreadsheet

Version:
10-Apr-09

Name of Corridor:	Forest Ridge Road		
Segment Evaluated:	Bayview Avenue	to	Easterly Limit of Forest Ridge Road
Geographic Region:	Ontario		
Road Agency:	City of Richmond Hill		
Road Classification:	Local	Length of Corridor:	1,040 m
Urban / Rural:	Urban	Design Speed: (Required for Freeway, Expressway, Highway)	km/h
Divided / Undivided:	Undivided	Current Posted Speed: (For information only)	50 km/h
Major / Minor:		Prevailing Speed: (85th Percentile - for information only)	41 km/h
# Through Lanes Per Direction:	1 lane	Policy: (Maximum Posted Speed)	50 km/h

		RISK	Score
A1	GEOMETRY (Horizontal)	Medium	2
A2	GEOMETRY (Vertical)	Lower	1
A3	AVERAGE LANE WIDTH	Medium	4
B	ROADSIDE HAZARDS	Lower	1
C1	PEDESTRIAN EXPOSURE	Medium	6
C2	CYCLIST EXPOSURE	Higher	9
D	PAVEMENT SURFACE	Lower	1
E1	NUMBER OF INTERSECTIONS WITH PUBLIC ROADS	<i>Number of Occurrences</i>	1
	STOP controlled intersection	1	
	Signalized intersection	0	
	Roundabout or traffic circle	0	
	Crosswalk	0	
	Active, at-grade railroad crossing	0	
	Sidestreet STOP-controlled or lane	1	
E2	NUMBER OF INTERSECTIONS WITH PRIVATE ACCESS DRIVEWAYS	<i>Number of Occurrences</i>	15
	Left turn movements permitted	41	
	Right-in / Right-out only	0	
E3	NUMBER OF INTERCHANGES	<i>Number of Occurrences</i>	0
	Number of interchanges along corridor	0	
F	ON-STREET PARKING	Higher	9

Total Risk Score:

49

Recommended Posted Speed Limit (km/h):

As determined by road characteristics

40

As determined by policy

50

The recommended posted speed limit may be checked against the prevailing speeds of the roadway and the road's safety performance.

Comments:



Automated Speed Limit Guidelines

FORM A - Automated Speed Limit Guidelines Spreadsheet

Version:
10-Apr-09

Name of Corridor:	Greenhill Avenue			
Segment Evaluated:	Leslie Street	to	Clarendon Drive	
Geographic Region:	Ontario			
Road Agency:	City of Richmond Hill			
Road Classification:	Collector	Length of Corridor:	500	m
Urban / Rural:	Urban	Design Speed: (Required for Freeway, Expressway, Highway)		km/h
Divided / Undivided:	Undivided	Current Posted Speed: (For information only)	50	km/h
Major / Minor:	Minor	Prevailing Speed: (85th Percentile - for information only)	54	km/h
# Through Lanes Per Direction:	1 lane	Policy: (Maximum Posted Speed)	50	km/h

		RISK	Score
A1	GEOMETRY (Horizontal)	Lower	1
A2	GEOMETRY (Vertical)	Lower	1
A3	AVERAGE LANE WIDTH	Medium	4
B	ROADSIDE HAZARDS	Lower	1
C1	PEDESTRIAN EXPOSURE	Lower	3
C2	CYCLIST EXPOSURE	Higher	9
D	PAVEMENT SURFACE	Lower	1
E1	NUMBER OF INTERSECTIONS WITH PUBLIC ROADS	Number of Occurrences	15
	STOP controlled intersection	1	
	Signalized intersection	1	
	Roundabout or traffic circle	0	
	Crosswalk	0	
	Active, at-grade railroad crossing	0	
	Sidestreet STOP-controlled or lane	0	
E2	NUMBER OF INTERSECTIONS WITH PRIVATE ACCESS DRIVEWAYS	Number of Occurrences	15
	Left turn movements permitted	24	
	Right-in / Right-out only	0	
E3	NUMBER OF INTERCHANGES	Number of Occurrences	0
	Number of interchanges along corridor	0	
F	ON-STREET PARKING	Higher	9

Total Risk Score:

59

Recommended Posted
Speed Limit (km/h):

As determined by road characteristics

40

As determined by policy

50

The recommended posted speed limit may be checked against the prevailing speeds of the roadway and the road's safety performance.

Comments:



Automated Speed Limit Guidelines

FORM A - Automated Speed Limit Guidelines Spreadsheet

Version:
10-Apr-09

Name of Corridor:	Kignshill Road			
Segment Evaluated:	Bathurst Street	to	King Road	
Geographic Region:	Ontario			
Road Agency:	City of Richmond Hill			
Road Classification:	Collector	Length of Corridor:	595	m
Urban / Rural:	Urban	Design Speed: (Required for Freeway, Expressway, Highway)		km/h
Divided / Undivided:	Undivided	Current Posted Speed: (For information only)	50	km/h
Major / Minor:	Minor	Prevailing Speed: (85th Percentile - for information only)	54	km/h
# Through Lanes Per Direction:	1 lane	Policy: (Maximum Posted Speed)	50	km/h

		RISK	Score
A1	GEOMETRY (Horizontal)	Lower	1
A2	GEOMETRY (Vertical)	Lower	1
A3	AVERAGE LANE WIDTH	Medium	4
B	ROADSIDE HAZARDS	Lower	1
C1	PEDESTRIAN EXPOSURE	Lower	3
C2	CYCLIST EXPOSURE	Medium	6
D	PAVEMENT SURFACE	Lower	1
E1	NUMBER OF INTERSECTIONS WITH PUBLIC ROADS	<i>Number of Occurrences</i>	38
	STOP controlled intersection	2	
	Signalized intersection	2	
	Roundabout or traffic circle	0	
	Crosswalk	2	
	Active, at-grade railroad crossing	0	
	Sidestreet STOP-controlled or lane	11	
E2	NUMBER OF INTERSECTIONS WITH PRIVATE ACCESS DRIVEWAYS	<i>Number of Occurrences</i>	15
	Left turn movements permitted	127	
	Right-in / Right-out only	0	
E3	NUMBER OF INTERCHANGES	<i>Number of Occurrences</i>	0
	Number of interchanges along corridor	0	
F	ON-STREET PARKING	Medium	6

Total Risk Score:

76

Recommended Posted Speed Limit (km/h):

As determined by road characteristics

40

As determined by policy

50

The recommended posted speed limit may be checked against the prevailing speeds of the roadway and the road's safety performance.

Comments:



Automated Speed Limit Guidelines

FORM A - Automated Speed Limit Guidelines Spreadsheet

Version:
10-Apr-09

Name of Corridor:	Larratt Lane		
Segment Evaluated:	Elgin Mills Road West	to	Shaftsbury Avenue
Geographic Region:	Ontario		
Road Agency:	City of Richmond Hill		
Road Classification:	Collector	Length of Corridor:	1,205 m
Urban / Rural:	Urban	Design Speed: (Required for Freeway, Expressway, Highway)	60 km/h
Divided / Undivided:	Undivided	Current Posted Speed: (For information only)	50 km/h
Major / Minor:	Minor	Prevailing Speed: (85th Percentile - for information only)	55 km/h
# Through Lanes Per Direction:	1 lane	Policy: (Maximum Posted Speed)	50 km/h

		RISK	Score
A1	GEOMETRY (Horizontal)	Lower	1
A2	GEOMETRY (Vertical)	Lower	1
A3	AVERAGE LANE WIDTH	Medium	4
B	ROADSIDE HAZARDS	Lower	1
C1	PEDESTRIAN EXPOSURE	Lower	3
C2	CYCLIST EXPOSURE	Higher	9
D	PAVEMENT SURFACE	Lower	1
E1	NUMBER OF INTERSECTIONS WITH PUBLIC ROADS	Number of Occurrences	20
	STOP controlled intersection	4	
	Signalized intersection	1	
	Roundabout or traffic circle	0	
	Crosswalk	2	
	Active, at-grade railroad crossing	0	
	Sidestreet STOP-controlled or lane	4	
E2	NUMBER OF INTERSECTIONS WITH PRIVATE ACCESS DRIVEWAYS	Number of Occurrences	15
	Left turn movements permitted	81	
	Right-in / Right-out only	0	
E3	NUMBER OF INTERCHANGES	Number of Occurrences	0
	Number of interchanges along corridor	0	
F	ON-STREET PARKING	Higher	9

Total Risk Score:

64

Recommended Posted
Speed Limit (km/h):

As determined by road characteristics

40

As determined by policy

50

The recommended posted speed limit may be checked against the prevailing speeds of the roadway and the road's safety performance.

Comments:



Automated Speed Limit Guidelines

FORM A - Automated Speed Limit Guidelines Spreadsheet

Version:
10-Apr-09

Name of Corridor:	Laverock Avenue		
Segment Evaluated:	Trayborn Drive	to	Bradstock Park
Geographic Region:	Ontario		
Road Agency:	City of Richmond Hill		
Road Classification:	Local	Length of Corridor:	600 m
Urban / Rural:	Urban	Design Speed: (Required for Freeway, Expressway, Highway)	km/h
Divided / Undivided:	Undivided	Current Posted Speed: (For information only)	50 km/h
Major / Minor:		Prevailing Speed: (85th Percentile - for information only)	45 km/h
# Through Lanes Per Direction:	1 lane	Policy: (Maximum Posted Speed)	50 km/h

		RISK	Score
A1	GEOMETRY (Horizontal)	Lower	1
A2	GEOMETRY (Vertical)	Lower	1
A3	AVERAGE LANE WIDTH	Medium	4
B	ROADSIDE HAZARDS	Lower	1
C1	PEDESTRIAN EXPOSURE	Higher	9
C2	CYCLIST EXPOSURE	Higher	9
D	PAVEMENT SURFACE	Lower	1
E1	NUMBER OF INTERSECTIONS WITH PUBLIC ROADS	<i>Number of Occurrences</i>	3
	STOP controlled intersection	2	
	Signalized intersection	0	
	Roundabout or traffic circle	0	
	Crosswalk	0	
	Active, at-grade railroad crossing	0	
	Sidestreet STOP-controlled or lane	5	
E2	NUMBER OF INTERSECTIONS WITH PRIVATE ACCESS DRIVEWAYS	<i>Number of Occurrences</i>	15
	Left turn movements permitted	38	
	Right-in / Right-out only	0	
E3	NUMBER OF INTERCHANGES	<i>Number of Occurrences</i>	0
	Number of interchanges along corridor	0	
F	ON-STREET PARKING	N/A	0

Total Risk Score:

44

Recommended Posted Speed Limit (km/h):

As determined by road characteristics

40

As determined by policy

50

The recommended posted speed limit may be checked against the prevailing speeds of the roadway and the road's safety performance.

Comments:



Automated Speed Limit Guidelines

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Version:
10-Apr-09

Name of Corridor:	Lucas Street			
Segment Evaluated:	Mill Street	to	Trayborn Avenue	
Geographic Region:	Ontario			
Road Agency:	City of Richmond Hill			
Road Classification:	Local	Length of Corridor:	770	m
Urban / Rural:	Urban	Design Speed: (Required for Freeway, Expressway, Highway)		km/h
Divided / Undivided:	Undivided	Current Posted Speed: (For information only)	50	km/h
Major / Minor:		Prevailing Speed: (85th Percentile - for information only)	47	km/h
# Through Lanes Per Direction:	1 lane	Policy: (Maximum Posted Speed)	50	km/h

		RISK	Score
A1	GEOMETRY (Horizontal)	Medium	2
A2	GEOMETRY (Vertical)	Lower	1
A3	AVERAGE LANE WIDTH	Medium	4
B	ROADSIDE HAZARDS	Lower	1
C1	PEDESTRIAN EXPOSURE	Lower	3
C2	CYCLIST EXPOSURE	Medium	6
D	PAVEMENT SURFACE	Lower	1
E1	NUMBER OF INTERSECTIONS WITH PUBLIC ROADS	Number of Occurrences	3
	STOP controlled intersection	4	
	Signalized intersection	0	
	Roundabout or traffic circle	0	
	Crosswalk	0	
	Active, at-grade railroad crossing	0	
	Sidestreet STOP-controlled or lane	4	
E2	NUMBER OF INTERSECTIONS WITH PRIVATE ACCESS DRIVEWAYS	Number of Occurrences	15
	Left turn movements permitted	53	
	Right-in / Right-out only	0	
E3	NUMBER OF INTERCHANGES	Number of Occurrences	0
	Number of interchanges along corridor	0	
F	ON-STREET PARKING	Lower	3

Total Risk Score:

39

Recommended Posted Speed Limit (km/h):

As determined by road characteristics

50

As determined by policy

50

The recommended posted speed limit may be checked against the prevailing speeds of the roadway and the road's safety performance.

Comments:

Lucas Street is a Community Safety Zone, established by By-law 14-21 and has an elementary/middle school (OM MacKillop PS). Total Risk Score of 39 is the upper limit for recommending 50 km/h. A risk score of 40 would result in a 40 km/h recommendation. Considering the full context, a speed limit of 40 km/h is recommended.



Automated Speed Limit Guidelines

FORM A - Automated Speed Limit Guidelines Spreadsheet

Version:
10-Apr-09

Name of Corridor:	Montiel Road			
Segment Evaluated:	Driscoll Road	to	Laverock Avenue	
Geographic Region:	Ontario			
Road Agency:	City of Richmond Hill			
Road Classification:	Local	Length of Corridor:	500	m
Urban / Rural:	Urban	Design Speed: (Required for Freeway, Expressway, Highway)		km/h
Divided / Undivided:	Undivided	Current Posted Speed: (For information only)	50	km/h
Major / Minor:		Prevailing Speed: (85th Percentile - for information only)	45	km/h
# Through Lanes Per Direction:	1 lane	Policy: (Maximum Posted Speed)	50	km/h

		RISK	Score
A1	GEOMETRY (Horizontal)	Lower	1
A2	GEOMETRY (Vertical)	Lower	1
A3	AVERAGE LANE WIDTH	Medium	4
B	ROADSIDE HAZARDS	Lower	1
C1	PEDESTRIAN EXPOSURE	Higher	9
C2	CYCLIST EXPOSURE	Higher	9
D	PAVEMENT SURFACE	Lower	1
E1	NUMBER OF INTERSECTIONS WITH PUBLIC ROADS	Number of Occurrences	1
	STOP controlled intersection	2	
	Signalized intersection	0	
	Roundabout or traffic circle	0	
	Crosswalk	0	
	Active, at-grade railroad crossing	0	
	Sidestreet STOP-controlled or lane	0	
E2	NUMBER OF INTERSECTIONS WITH PRIVATE ACCESS DRIVEWAYS	Number of Occurrences	7
	Left turn movements permitted	7	
	Right-in / Right-out only	0	
E3	NUMBER OF INTERCHANGES	Number of Occurrences	0
	Number of interchanges along corridor	0	
F	ON-STREET PARKING	Higher	9

Total Risk Score:

43

Recommended Posted
Speed Limit (km/h):

As determined by road characteristics

40

As determined by policy

50

The recommended posted speed limit may be checked against the prevailing speeds of the roadway and the road's safety performance.

Comments:



Automated Speed Limit Guidelines

FORM A - Automated Speed Limit Guidelines Spreadsheet

Version:
10-Apr-09

Name of Corridor:	Old Colony Road		
Segment Evaluated:	Yonge Street	to	Bayview Avenue
Geographic Region:	Ontario		
Road Agency:	City of Richmond Hill		
Road Classification:	Collector	Length of Corridor:	2,065 m
Urban / Rural:	Urban	Design Speed: (Required for Freeway, Expressway, Highway)	km/h
Divided / Undivided:	Undivided	Current Posted Speed: (For information only)	50 km/h
Major / Minor:	Minor	Prevailing Speed: (85th Percentile - for information only)	56 km/h
# Through Lanes Per Direction:	1 lane	Policy: (Maximum Posted Speed)	50 km/h

		RISK	Score
A1	GEOMETRY (Horizontal)	Medium	2
A2	GEOMETRY (Vertical)	Lower	1
A3	AVERAGE LANE WIDTH	Medium	4
B	ROADSIDE HAZARDS	Lower	1
C1	PEDESTRIAN EXPOSURE	Lower	3
C2	CYCLIST EXPOSURE	Lower	3
D	PAVEMENT SURFACE	Lower	1
E1	NUMBER OF INTERSECTIONS WITH PUBLIC ROADS	Number of Occurrences	17
	STOP controlled intersection	4	
	Signalized intersection	2	
	Roundabout or traffic circle	0	
	Crosswalk	4	
	Active, at-grade railroad crossing	0	
	Sidestreet STOP-controlled or lane	15	
E2	NUMBER OF INTERSECTIONS WITH PRIVATE ACCESS DRIVEWAYS	Number of Occurrences	15
	Left turn movements permitted	14	
	Right-in / Right-out only	0	
E3	NUMBER OF INTERCHANGES	Number of Occurrences	0
	Number of interchanges along corridor	0	
F	ON-STREET PARKING	Higher	9

Total Risk Score:

56

Recommended Posted
Speed Limit (km/h):

As determined by road characteristics

40

As determined by policy

50

The recommended posted speed limit may be checked against the prevailing speeds of the roadway and the road's safety performance.

Comments:



Automated Speed Limit Guidelines

FORM A - Automated Speed Limit Guidelines Spreadsheet

Version:
10-Apr-09

Name of Corridor:	Princeton Avenue			
Segment Evaluated:	Leslie Street	to	Redstone Road	
Geographic Region:	Ontario			
Road Agency:	City of Richmond Hill			
Road Classification:	Collector	Length of Corridor:	560	m
Urban / Rural:	Urban	Design Speed: (Required for Freeway, Expressway, Highway)		km/h
Divided / Undivided:	Undivided	Current Posted Speed: (For information only)	50	km/h
Major / Minor:	Minor	Prevailing Speed: (85th Percentile - for information only)	54	km/h
# Through Lanes Per Direction:	1 lane	Policy: (Maximum Posted Speed)	50	km/h

		RISK	Score
A1	GEOMETRY (Horizontal)	Lower	1
A2	GEOMETRY (Vertical)	Lower	1
A3	AVERAGE LANE WIDTH	Medium	4
B	ROADSIDE HAZARDS	Lower	1
C1	PEDESTRIAN EXPOSURE	Lower	3
C2	CYCLIST EXPOSURE	Higher	9
D	PAVEMENT SURFACE	Lower	1
E1	NUMBER OF INTERSECTIONS WITH PUBLIC ROADS	Number of Occurrences	15
	STOP controlled intersection	1	
	Signalized intersection	1	
	Roundabout or traffic circle	0	
	Crosswalk	0	
	Active, at-grade railroad crossing	0	
	Sidestreet STOP-controlled or lane	2	
E2	NUMBER OF INTERSECTIONS WITH PRIVATE ACCESS DRIVEWAYS	Number of Occurrences	15
	Left turn movements permitted	54	
	Right-in / Right-out only	0	
E3	NUMBER OF INTERCHANGES	Number of Occurrences	0
	Number of interchanges along corridor	0	
F	ON-STREET PARKING	Higher	9

Total Risk Score:

59

Recommended Posted
Speed Limit (km/h):

As determined by road characteristics

40

As determined by policy

50

The recommended posted speed limit may be checked against the prevailing speeds of the roadway and the road's safety performance.

Comments:



Automated Speed Limit Guidelines

FORM A - Automated Speed Limit Guidelines Spreadsheet

Version:
10-Apr-09

Name of Corridor:	Tampico Road		
Segment Evaluated:	Driscoll Road	to	Laverock Avenue
Geographic Region:	Ontario		
Road Agency:	City of Richmond Hill		
Road Classification:	Local	Length of Corridor:	500 m
Urban / Rural:	Urban	Design Speed: (Required for Freeway, Expressway, Highway)	km/h
Divided / Undivided:	Undivided	Current Posted Speed: (For information only)	50 km/h
Major / Minor:		Prevailing Speed: (85th Percentile - for information only)	45 km/h
# Through Lanes Per Direction:	1 lane	Policy: (Maximum Posted Speed)	50 km/h

		RISK	Score
A1	GEOMETRY (Horizontal)	Lower	1
A2	GEOMETRY (Vertical)	Lower	1
A3	AVERAGE LANE WIDTH	Medium	4
B	ROADSIDE HAZARDS	Lower	1
C1	PEDESTRIAN EXPOSURE	Higher	9
C2	CYCLIST EXPOSURE	Higher	9
D	PAVEMENT SURFACE	Lower	1
E1	NUMBER OF INTERSECTIONS WITH PUBLIC ROADS	Number of Occurrences	1
	STOP controlled intersection	2	
	Signalized intersection	0	
	Roundabout or traffic circle	0	
	Crosswalk	0	
	Active, at-grade railroad crossing	0	
	Sidestreet STOP-controlled or lane	0	
E2	NUMBER OF INTERSECTIONS WITH PRIVATE ACCESS DRIVEWAYS	Number of Occurrences	8
	Left turn movements permitted	8	
	Right-in / Right-out only	0	
E3	NUMBER OF INTERCHANGES	Number of Occurrences	0
	Number of interchanges along corridor	0	
F	ON-STREET PARKING	Higher	9

Total Risk Score:

44

Recommended Posted
Speed Limit (km/h):

As determined by road characteristics

40

As determined by policy

50

The recommended posted speed limit may be checked against the prevailing speeds of the roadway and the road's safety performance.

Comments:



Automated Speed Limit Guidelines

FORM A - Automated Speed Limit Guidelines Spreadsheet

Version:
10-Apr-09

Name of Corridor:	Toporowski Avenue			
Segment Evaluated:	Leslie Street	to	Melbourne Drive	
Geographic Region:	Ontario			
Road Agency:	City of Richmond Hill			
Road Classification:	Collector	Length of Corridor:	870	m
Urban / Rural:	Urban	Design Speed: (Required for Freeway, Expressway, Highway)		km/h
Divided / Undivided:	Undivided	Current Posted Speed: (For information only)	50	km/h
Major / Minor:	Minor	Prevailing Speed: (85th Percentile - for information only)	54	km/h
# Through Lanes Per Direction:	1 lane	Policy: (Maximum Posted Speed)	50	km/h

		RISK	Score
A1	GEOMETRY (Horizontal)	Lower	1
A2	GEOMETRY (Vertical)	Lower	1
A3	AVERAGE LANE WIDTH	Medium	4
B	ROADSIDE HAZARDS	Lower	1
C1	PEDESTRIAN EXPOSURE	Lower	3
C2	CYCLIST EXPOSURE	Higher	9
D	PAVEMENT SURFACE	Lower	1
E1	NUMBER OF INTERSECTIONS WITH PUBLIC ROADS	Number of Occurrences	18
	STOP controlled intersection	3	
	Signalized intersection	0	
	Roundabout or traffic circle	0	
	Crosswalk	1	
	Active, at-grade railroad crossing	0	
	Sidestreet STOP-controlled or lane	6	
E2	NUMBER OF INTERSECTIONS WITH PRIVATE ACCESS DRIVEWAYS	Number of Occurrences	15
	Left turn movements permitted	97	
	Right-in / Right-out only	0	
E3	NUMBER OF INTERCHANGES	Number of Occurrences	0
	Number of interchanges along corridor	0	
F	ON-STREET PARKING	Medium	6

Total Risk Score:

59

Recommended Posted
Speed Limit (km/h):

As determined by road characteristics

40

As determined by policy

50

The recommended posted speed limit may be checked against the prevailing speeds of the roadway and the road's safety performance.

Comments:



Staff Report for Council Meeting

Date of Meeting: June 23, 2021

Report Number: SRPI.21.052

Department: Planning and Infrastructure

Division: Policy Planning

Subject: **SRPI.21.052 Request for Endorsement –
Affordable Housing Strategy**

Purpose:

The purpose of this report is to receive Council endorsement of the Affordable Housing Strategy.

Recommendation(s):

- a) That Council receive staff report SRPI.21.052 regarding Request for Endorsement of Affordable Housing Strategy, and
- b) That Council endorse the Affordable Housing Strategy, attached as Appendix A to staff report SRPI.21.052.

Contact Person:

Chun Chu, Senior Planner, phone number 905-771-5493

Report Approval:

Submitted by: Kelvin Kwan, Commissioner of Planning and Infrastructure Department

Approved by: Mary-Anne Dempster, City Manager

All reports are electronically reviewed and/or approved by the Division Director, Treasurer (as required), City Solicitor (as required), Commissioner, and City Manager. Details of the reports approval are attached.

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Executive Summary:

This staff report seeks Council endorsement for the Affordable Housing Strategy. Endorsement of the Strategy will not commit the City to the use of any specific tools at this time, rather, it will provide direction to staff to undertake the work necessary to identify the details associated with each tool, consult with the public and stakeholders, as appropriate, on those details, and seek Council's approval of the individual tools accordingly. Utilization of the tools identified in this Strategy will assist in addressing housing gaps in Richmond Hill and improve housing affordability for current and future residents.

The Strategy consists of seven categories of actions and proposes a total of 45 discrete actions. The seven categories are as follows: Implementation Oversight, Policy, Guidelines and Standards, Regulatory Tools, Financial Tools and Incentives, Land Inventory, and Capacity Building. Some of the actions identified in each category are predicated on a preceding action being completed and in effect; and other actions are exploratory and require further investigation before there is a commitment to undertake the action.

Endorsement of the Strategy provides staff with the necessary direction to pursue the research/consultation that is necessary to advance the City's goals related to the provision of affordable housing. The Oversight Committee will play an important role in determining timing of actions, consultation process for each, and their readiness to be brought to Council for adoption / approval of specific tools.

Background:

In February 2019, Council approved the business case for developing an Affordable Housing Strategy through its Capital Budget approval. Later that year, the City retained SHS Consulting to assist with the development of the Strategy. Since then, SHS Consulting, in collaboration with the City and various partners and stakeholders, has delivered a number of milestones, including:

- Seven stakeholder consultation meetings conducted in 2020 and 2021.
- A public open house held on November 5, 2020.
- The Affordable Housing Strategy Background Report made available to the public on March 16, 2021.
- Factsheets on Affordable Housing Tools and Incentives published on the City's website on April 22, 2021.
- A Special Council Education and Training Meeting held on May 4, 2021, where a draft Affordable Housing Strategy was shared and proposed tools of the Strategy were explained to Council and the public.

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Why an Affordable Housing Strategy Now?

Housing affordability is a growing concern in Ontario, but it is especially pronounced in the Greater Toronto and Hamilton Area.¹ The Region of York reiterated the housing crisis through its 2021 Report, emphasizing that the Region has not been able to achieve housing affordability targets in recent years.² Locally, according to Census 2016, Richmond Hill has the highest proportion of households experiencing housing unaffordability out of all of the local municipalities in the Region. More than half (56%) of all renter households and over one-third (34%) of owner households are spending 30% or more of their income on shelter costs. Housing affordability is a crisis that needs to be addressed at the national, provincial, regional, and local levels. More than ever, the City has a responsibility for tackling this important issue now.

Affordable housing is also necessary for supporting population growth. According to York Region, the lack of affordable housing contributed to the slower growth in the Region over the past decade. A slower than anticipated growth can adversely affect the recuperation of development charges and the timing of planned infrastructure.³ As the City embarks on its Official Plan Update, it is vital that we plan for affordable housing in order to attract more people and jobs to our City. An Affordable Housing Strategy will help bolster the local economy and fuel future growth.

Furthermore, during consultation on the Affordable Housing Strategy and during Phase 1 of the City's Official Plan Update process, many survey respondents voiced their concerns regarding the growing lack of affordable housing. The comments and concerns raised support the data and research that the consultants have prepared in support of the Affordable Housing Strategy. These comments and concerns demonstrate that developing and implementing this Strategy is a public interest in Richmond Hill.

What is Affordable Housing?

Based on Provincial Policy Statement (2020), housing is deemed to be affordable if moderate and low-income households pay no more than 30% of their annual income towards annual shelter costs.⁴ Moderate and low-income households make up 60% of the total number of households in the City. In other words, they are within the 60th percentile of the household income distribution (see Figure 1 below). According to Census 2016 data that is indexed to 2019 dollars, the annual income of the top earning moderate income ownership household is \$118,300. When this same calculation is undertaken for renter households only, the highest earning moderate income renter household has an annual income of \$56,000. Household income by percentile for all households and rental households is shown in the graph below. The threshold income

¹ Canada and Mortgage and Housing Corporation (2021), Housing Market Assessment, March 2021.

² Region of York (2021), Innovative Housing Options to Support Affordable Housing.

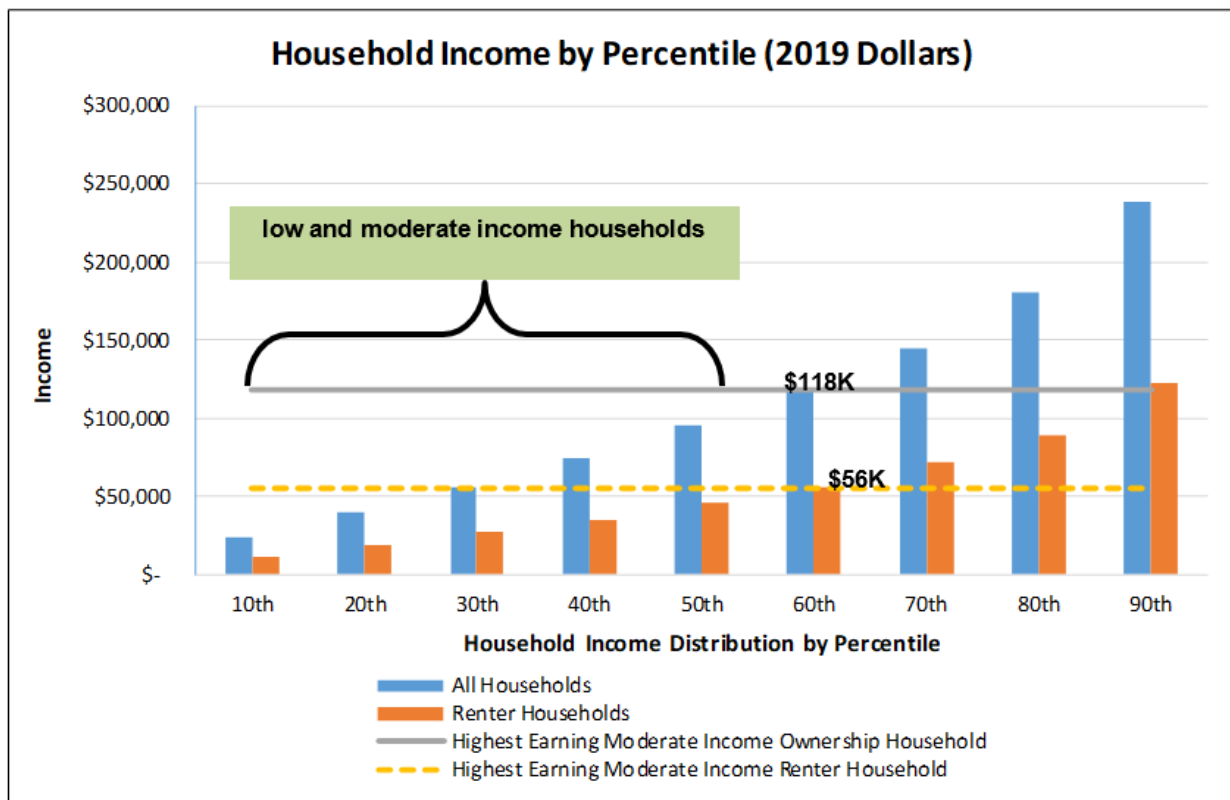
³ Region of York (2021), Regional Official Plan Update – Housing Challenges and Opportunities, January 14, 2021.

⁴ For renter households, shelter costs are rents. For owner households, shelter costs are mortgages, property taxes, utilities and if applicable, condominium fees.

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for all households and renter households is based on the maximum income for households in the 60th percentile. As noted in the graph, this level of affordability is not likely to serve the needs of low-income households given the exponential growth in household income moving up from one percentile to the other.

Figure 1: Household Income by Percentile⁵



Affordable Housing in the Housing Continuum

The housing continuum in Ontario considers a spectrum of housing from homelessness to ownership housing, as illustrated in Figure 2 below. The Region of York is primarily responsible for addressing households with deep core need; the Region owns or manages emergency shelters, transitional housing, and social housing. The City of Richmond Hill, on the other hand, has a supporting role to the Region and other stakeholders in creating more housing options. To that end, the City's focus through the Affordable Housing Strategy will be to foster development of housing options that will be suitable for moderate income households and the higher end of low-income households, who are not generally served by the Region's programs.

⁵ Source: SHS Consulting, City of Richmond Hill Affordable Housing Strategy, Background Report

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Figure 2: Housing Continuum⁶



The Affordable Housing Strategy:

The Affordable Housing Strategy provides Goals and Targets related to the provision of affordable housing. These were shared with Council during the May 4, 2021 Council Education session. The Strategy also provides a list of tools and actions within seven categories, which are noted below. Many of the tools provided in the Strategy were explained during the Council Education Session.

Housing Targets

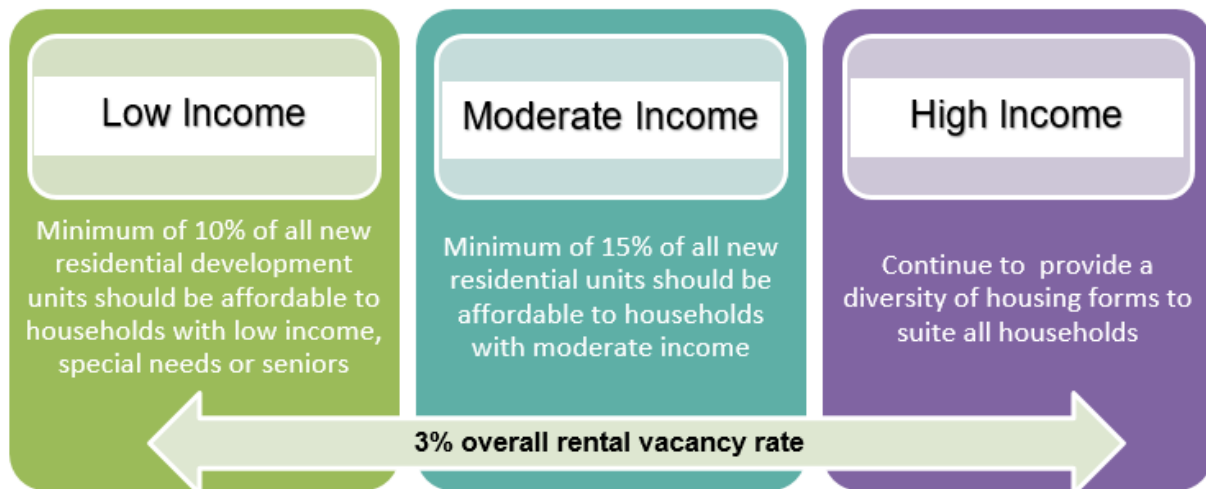
The current 2010 Official Plan promotes a wide range of housing forms, and it sets a city-wide target of 25% of all new residential units to be affordable (Policy 3.1.5(3)). Within the City's Regional Centre and Key Development Areas, the affordability target is 35% (Policy 3.1.5(2)). In addition, the Official Plan directs that secondary plans for the Richmond Hill Centre, Key Development Areas and Local Centres should provide for larger sized family units within each housing type (Policy 5.1(5)(r)).

The Affordable Housing Strategy continues to support the goal of requiring 25% of all new residential units to be affordable on a city-wide basis, but the Strategy further refines this target by allocating the target by certain households in the income distribution. More specifically, 10% of all new residential units should be affordable to households with low incomes, including those with special needs and seniors housing. The remaining 15% of new residential units should be affordable to households with moderate incomes. Lastly, the city-wide vacancy rate for rental housing should be 3%, which is widely accepted as a "healthy" market rate. Additionally, there is also a recognition that the provision of new housing should expand the diversity of housing types within Richmond Hill, with no specific target provided at this time.

⁶ Ministry of Municipal Affairs and Housing (2011), Municipal Tools for Affordable Housing; Retrieved from [Municipal Affairs and Housing web link](#).

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Figure 3: Housing Targets in the Strategy



Who Will Benefit from an Affordable Housing Strategy?

People of all age groups and background at some point or another in their lifetime will likely need affordable housing. The [Affordable Housing Strategy Background Study](#) found that millennials aged 25 to 44 years old need more affordable rental or ownership options. This particular age group is delaying household formation by living with their parents, or they are leaving the City to settle elsewhere. The Background Report also found that older adults and seniors need affordable housing to be able to age in place and remain within their neighbourhoods. In addition, new residents to Richmond Hill who are recent immigrants also tend to need affordable housing. From an economic development perspective, the research also found that the majority of individuals employed in industries with moderate incomes commuted from another municipality to work in Richmond Hill. This suggests they are unable to find affordable housing in the City.

An affordable Housing Strategy will serve the millennials, the seniors, recent immigrants, and people who work in Richmond Hill. Essentially, the Strategy will help to accommodate a wide range of people and at the same time, support a robust labour force. Ensuring that these households have suitable and affordable accommodation benefits all residents in Richmond Hill. Having access to affordable housing means that people are commuting less and have more income that can be used towards other essential / non-essential local purchases. Providing affordable housing attracts business investment when employers know that their employees can settle locally. Furthermore, these households are more likely to have positive health outcomes, which would reduce their reliance on social services to assist with their daily lives.

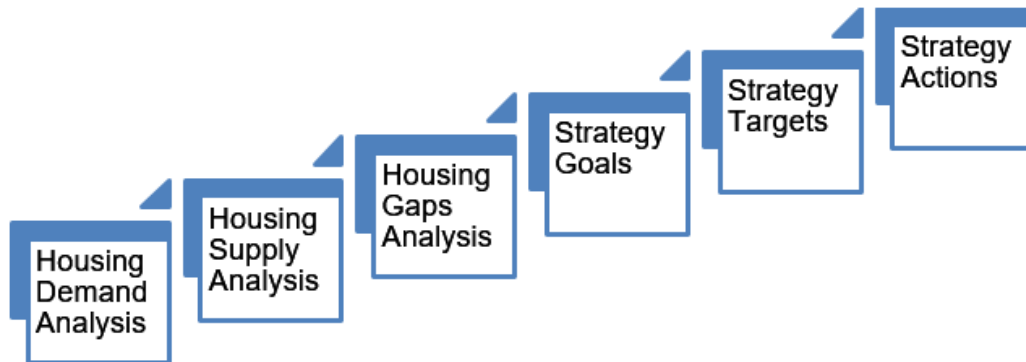
How Was the Strategy Developed?

The Affordable Housing Strategy was developed through a holistic approach that spread over three phases. The first phase was the completion a background research.

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Phase two was consultation with key stakeholders and housing experts. And lastly, phase three was the preparation of the draft Strategy through collaboration with key stakeholders and partners.

Figure 4: Approach for Developing a Strategy



The background research examined housing supply and housing demand. It looked at current and future socio-demographic trends that will impact housing need. It dove deep into the different segments of the population and the workforce in Richmond Hill to identify what housing forms and what affordability levels are needed. On the supply side, the research looked at current and past construction trends as well as development applications in the pipeline. When the supply and demand are reconciled against each other, the net output are the housing gaps, which ultimately led to the formulation of housing goals for the Strategy.

The second part of the background research was a review of the current housing development environment and to identify barriers for building affordable housing. In addition, the research looked at existing and emerging programs, tools, and opportunities for creating affordable housing. The study included a jurisdictional scan to identify best practices employed by other municipalities and organizations. Information gathered through this review helped the City to better assess what tools and measures are most appropriate and practical for Richmond Hill.

Consultation with key stakeholders and partners is vital because housing development is complex and there are many players in the sector. It was imperative that the City engender “buy-in” from our stakeholders so that collectively, we share the same goals, and we can deliver affordable housing more efficiently and expeditiously. For that reason, the City involved our partners and housing experts since the start of the project.

The development of an Affordable Housing Strategy also took into consideration provincial and regional requirements. These are summarized below.

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Provincial Framework

The Provincial Policy Statement (2020) and the Provincial Plan - A Place to Grow, Growth Plan for the Greater Golden Horseshoe requires municipalities to plan for housing in accordance with regional Housing and Homelessness Plans (Policy 2.2.6(c)). In this regard, the City worked closely with the Region to develop the Strategy, and consequently, the actions and targets of the Strategy aligns with York Region's Housing and Homelessness Plan.

Regional Framework

The Strategy conforms with the Region's definition of affordable housing⁷ and it aligns with the Regional Housing and Homelessness Plan (2019 to 2023). In particular, the Strategy supports the objectives of the Regional Plan by contributing to a full mix and range of housing types. Additionally, the Strategy targets the same groups of low and moderate income households. And lastly, the Strategy includes tools and incentives that will help spur an increase in the supply of affordable housing.

The Region, through its municipal comprehensive review, is considering setting a new target specific for increasing the supply of rental housing. The City will monitor the progress of this work and the Strategy will be updated accordingly when such a target becomes finalized.

Proposed Tools and Measures in the Strategy:

The recommended actions in the Strategy are grouped into seven categories and are further described in the table below. More details can be found in the proposed Strategy as attached in Appendix A.

Action	Description
Implementation Oversight	Establish a committee for overseeing and monitoring the implementation of the Strategy. Also, the committee will advocate to other levels of government for support.

⁷ The definition is explained in the Region of York, Affordable Housing Measuring and Monitoring Guidelines, 2018.

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Action	Description
Policy Tools	Adopt policies in the Official Plan to enable tools for building complete communities and increasing affordable housing. These policies include: • Identifying Protected Major Transit Station Areas (PMTSA) in accordance with the York Region Official Plan • Enabling the use of Inclusionary Zoning that will require a portion of market housing to be affordable units over the long term • Enabling the use of Community Planning Permit System that combines zoning, site plan, and minor variances into one streamlined process and to impose conditions of development including the provision of affordable housing • Enabling gentle density in existing Neighbourhoods through additional residential units and creation of multiple units within existing building envelopes • Prohibiting the demolition and conversion of rental housing when vacancy rates are less than 3% to protect existing purpose built rental housing • Requiring larger sized units (3+ bedrooms) in multi-residential buildings with 20 units or more • Prioritizing the use of public surplus lands for affordable housing • Directing for the development of complete communities by designating areas for a mix of land uses and transit-oriented development • Permitting more inclusive and innovative housing forms • Adopting a Community Improvement Plan to provide land, grants or loans to incentivize provision of affordable housing. • Adopting a Corporate policy regarding the disposition of surplus City lands that prioritizes the sale to providers of affordable housing. Once these policies are adopted, the City will need to undertake further work to enact zoning and municipal by-laws to implement those policies. In the update of policies and zoning by-laws, the City will also need to conduct public consultation in accordance with the <i>Planning Act</i> and other legislation related to developing policies.

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Action	Description
Guidelines and Standards	Update development standards and design guidelines to reduce construction costs. These include: • Parking requirements • Stratification of parks or public spaces • Urban design standards These alternative standards should be considered in accordance with recommendations resulting from associated studies. For example, the Parking and Transportation Demand Management Study, as well as the Stratification and Public Easement Study will help determine the appropriate alternative standards, if warranted.
Regulatory Tools	Subject to approval of policies listed above, develop, consult on and adopt the following by-laws, as appropriate: • Inclusionary Zoning By-law • Community Planning Permit System By-law • Comprehensive Zoning By-law, including provisions related to: ○ minimum and maximum density and height within PMTSAs; ○ no barriers to shared housing ○ permissions for innovative housing design, modular housing, tiny homes, etc. • Demolition and Conversion By-law that prohibits demolition or conversion of purpose built rental housing when the vacancy rate is below 3%. • Community Benefits Charge By-law that collects fees to support affordable housing financial programs or receives “in kind” benefit in the form of affordable housing. • Parkland Dedication By-law that permits rebates/discounts for qualified affordable housing. • Development Charges By-law that allows for deferral or grants back all or a portion of charge relative to the provision of qualified affordable housing.

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Action	Description
Financial Tools	Update or create programs and grants that help incent affordable housing, and where appropriate, develop revenue generating programs to fund affordable housing financial incentive programs. <u>Potential financial incentives</u> to create affordable housing: • Grants or loans administered under a Community Improvement Plan (CIP) to support affordable housing projects • Tax increment equivalent grant administered under a Community Improvement Plan to help reduce property taxes of the newly constructed affordable housing • Reduction in, deferral to, or grant-in-lieu of fees relating to development applications and associated municipal charges The aforementioned financial tools will need to be drawn from <u>potential revenue sources</u>, which could include: • Community Benefits Charge, which limits a charge up to 4% of the land value. Prior to passing a by-law for this tool, as noted above, a community benefits charge strategy must be prepared • Vacant Homes Tax on residential units that are unoccupied for a certain period of time during the year, subject to further investigation in terms of the quantity and duration of vacant homes • Property Tax Levy that would be administered over a number of years, subject to further investigation of other viable means of funding CIP programs All of the potential financial incentives and revenue sources listed here will require further investigation into their merits and how they may be implemented and also subject to public consultation.
Land Inventory	Review existing City real estate to determine opportunities for contributing land towards affordable housing projects.
Capacity Building	Create resources and guides to help the development sector navigate through various affordable housing programs. At the same time, build capacity within City departments to improve the approval process for affordable housing. Lastly, facilitate partnerships between the non-profit and for-profit housing sectors.

It should be noted that four of the actions identified in the Strategy were also motions passed at the Regional Council meeting on February 25, 2021. Namely, Regional Council resolved to:

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- Request Regional and local staff to review the Regional Official Plan and Local Official Plans to help facilitate rental development and more affordable housing in strategic growth areas
- Prioritize and fast-track approvals for rental and affordable housing
- Request all lower-tier municipalities to amend parkland dedication by-laws to exempt Housing York Inc. from being required to pay parkland fees
- Request lower-tier municipalities to pass a resolution, in principle, of providing two acres of land over the next five years for affordable housing

While it is acknowledged that the Strategy aligns with the Regional Council resolutions, it would be prudent to further investigate into these actions following City Council endorsement of the Strategy before a City resolution is provided to the Region.

How Will the Strategy Be Implemented?

If endorsed by Council, the Affordable Housing Strategy tools will be developed over the next three years; its implementation will occur from now and beyond until the targets of the plan are consistently being met. This timeline accounts for the timing of other city-led projects that are currently underway. These parallel streams of work are excellent opportunities for integrated planning. As an example, the Parking and Transportation Demand Masterplan will consider alternative parking standards for affordable housing. If such standards are warranted and viable, they will then be incorporated into the Official Plan Update and the Comprehensive Zoning By-law Review.

There are three main ingredients for a successful implementation of the Strategy: oversight, partnerships, and capacity building. These are elaborated below:

Oversight

An implementation committee will coordinate and oversee the implementation of the Strategy. The committee would be responsible for monitoring and measuring the success of the Strategy and help provide priority and directions for the proposed actions. Establishing such a committee will give rise to accountability and transparency for the Affordable Housing Strategy. Following endorsement of the Strategy, staff will report back to Council with a Terms of Reference for this Committee.

Partners

The Strategy relies on partnerships between different levels of government, the non-profit sector, and the development sector. Woven throughout the Strategy are actions that facilitate the building of relationships with different sectors, whether it is through advocacy, networking and information sharing opportunities, or through program frameworks that encourage the partnering of non-profit and for-profit housing providers.

Capacity Building

Capacity building is crucial if the City and its partners are to increase the supply of affordable housing. Internally, City staff will need training to learn about new tools and

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incentives, as well as any accepted alternative development standards. Externally, the Strategy and its actions will be promoted through our communication channels with the Region and with the non-profit housing providers as well as the development sector. The provision of a Handbook for Affordable Housing Development will also help educate our partners on the various available affordable programs and incentives, provide contact information to enable partnerships, and also provide a simple tool for them to demonstrate how their development proposal (i.e. site plan or plan of subdivision application) is addressing the City's Official Plan policies related to affordable housing.

Public Consultation:

The Strategy was developed in partnership with City departments and external stakeholders and housing experts. The City involved the following organizations:

- For profit housing developers and property managers,
- Ontario Association of Architects
- Real Estate Board
- Financial Institutions
- Local Business Association and Board
- Land Economists and other advisors
- Canada Mortgage and Housing Corporation (CMHC)
- Ministry of Municipal Affairs and Housing
- Region of York
- Social/ co-op/ non-profit housing developers and operators
- Community agencies, other non-profits, and health care providers
- Housing advocate groups

A total of seven workshops and focus group meetings, as well as two key informant interviews were conducted with key stakeholders and housing experts. The City worked with the above listed organizations to validate the findings of the background report, review proposed tools and incentives, and deliberate on actions to implement the Strategy.

The City involved the stakeholders early and often so that City staff can understand how the Strategy will affect residents, businesses, and key players in the housing sector. And perhaps just as important, the workshops brought together the non-profit and for-profit sectors so that new relationships can be formed as we find synergy to create housing solutions together. For a more detailed overview of the consultation, please see Section 6 of the [Background Report](#).

In addition to stakeholder workshops, a public open house was held on November 5, 2020 with over 75 participants. The public was also engaged through an online survey that inquired about affordable housing in general and about secondary suites. Over 120 people responded to the survey (select results from the survey are found in Appendix C to this staff report). Survey respondents indicated that the greatest issues renters in

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Richmond Hill face is a low supply of rental housing options to meet the needs of different households. For first-time homebuyers, the greatest issue is the high level of mortgage debt and having little income lefts for other expenses. When asked about what the City could do to facilitate affordable housing, most survey respondents suggested requiring affordable units as a part of market housing developments near Major Transit Station Areas, followed by giving incentives to housing developers, and prioritizing surplus public lands for affordable housing. Respondents also indicated that it was important to have stricter rules for safety and property maintenance to protect tenants from substandard living conditions.

Next Steps:

After Council endorses the Affordable Housing Strategy, City Staff will begin in earnest to implement the Strategy. Some of the immediate steps are to promote the Strategy and to establish the Affordable Housing Committee. The Handbook for Affordable Housing Development will also be made publicly available in July. In the near term, the Official Plan Update and the Comprehensive Zoning By-law Review will consider actions in the Strategy and update relevant policies and provisions to support affordable housing. Some of the other actions in the Strategy will require further exploration and their implementation may occur over a longer term.

Financial/Staffing/Other Implications:

This staff report will not result in any immediate financial impacts, but, the proposed Affordable Housing Strategy contains a number of tools and incentives that may involve the City's resources. However, it should be noted that many of the actions in the Strategy are already a part of current City initiatives that are underway. These include: the Official Plan Update, the Comprehensive Zoning Review, the Parking and Transportation Demand Management Study, Stratification and Public Easement Study, the Community Benefits Charge Strategy, the Parks Plan and related update to the Parkland Dedication By-law, and the Development Charges (DC) Background Study and related update to the DC charges. Consequently, the actions considered in each of the City initiatives to support affordable housing will be absorbed into each respective project budgets.

For actions that will require further exploration, such as the development of potential financial incentives and funding sources, the degree of fiscal impact will depend on how and if the such tools will be implemented. As City staff makes progress with these investigations, Council will be presented with future staff reports with more details, including any requests for budgetary approval.

Relationship to Council's Strategic Priorities 2020-2022:

The draft Affordable Housing Strategy supports Council's Strategic Priority for "A Strong Sense of Belonging" by providing more housing options and creating diverse and inclusive communities.

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Climate Change Considerations:

The proposed Affordable Housing Strategy has tools and programs that may impact built form and the natural environment. Some of these tools will also support climate change mitigation. Specifically, the Strategy promotes complete communities by encouraging mixed use and transit-oriented development. These types of development will create compact built forms and reduce automobile dependency while lowering greenhouse gas emissions. Furthermore, the Strategy also recognizes that development that applies sustainable design measures may also have a positive impact on housing affordability as well as provide climate change mitigation over the long term.

Conclusion:

The City is fulfilling its 2019 commitment to developing an Affordable Housing Strategy that will provide our present and future residents with sufficient choice in housing form and tenure. The implementation of the Strategy will help develop the tools and actions needed to accommodate the millennials, the seniors, recent immigrants, and workers in Richmond Hill. Moreover, it will support the City's growth aspirations and bolster the local economy by attracting talent and labour.

The Affordable Housing Strategy is a multi-phased and multi-pronged Strategy involving a range of partners. Council's endorsement of this Strategy will enable City staff to begin implementing and exploring the proposed tools and incentives in order to address the housing gaps in Richmond Hill.

Attachments:

The following attached documents may include scanned images of appendixes, maps and photographs. All attachments have been reviewed and made accessible. If you require an alternative format please call the contact person listed in this document.

- Appendix A Affordable Housing Strategy
- Appendix B Select Results from the Survey on Affordable Housing and Additional Residential Units

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Report Approval Details

Document Title:	SRPI.21.052 Request for Endorsement - Affordable Housing Strategy.docx
Attachments:	- SRPI.21.052-Appendix A-Affordable Housing Strategy.pdf - SRPI.21.052-Appendix B-Affordable Housing Survey Responses.pdf
Final Approval Date:	Jun 3, 2021

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

Patrick Lee - Jun 2, 2021 - 4:53 PM

Kelvin Kwan - Jun 3, 2021 - 8:54 AM

MaryAnne Dempster - Jun 3, 2021 - 11:13 AM

Appendix A to SRPI.21.052
Affordable Housing Strategy

The City of Richmond Hill | Affordable Housing Strategy

Strategy Report



May 2021

Acknowledgement

The Richmond Hill Affordable Housing Strategy was undertaken on behalf of the City of Richmond Hill. This report is the result of a collaborative process and would not have been possible without the active involvement of City of Richmond Hill staff and members from the Regional and Provincial government, as well as CMHC, as well as a number of key housing stakeholders and residents. We would like to especially thank the Technical Advisory Committee for their continued support and feedback during the process of creating this Strategy report.

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1.0 Introduction

Purpose of this Project

The purpose of this project is to:

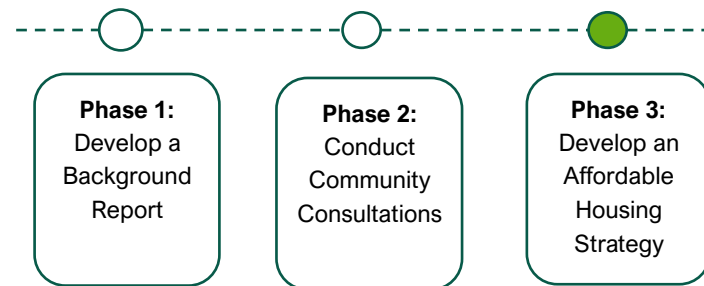
1. Develop a “Made in Richmond Hill Housing Strategy” to identify what the City can do to provide housing that is affordable to moderate-income households in the City
2. Provide a framework for the City to deliver affordable housing through partnerships with other levels of government, developers, landowners and residents

Approach and Report Format

This study is being undertaken in three phases. The first phase of work included the development of a Background Report. The second phase of the project included a number of stakeholder consultations to validate the findings in the background report. The third phase of

work involved developing an Affordable Housing Strategy to address the identified housing needs and gaps.

Figure 1: Project Phases



This Strategy Report is part of phase three, and builds on the findings from phase one and two, to develop a long-term strategic action plan that will help the City ensure more affordable housing is developed in the community. In parallel to this report, a Handbook for Developing Affordable Housing has been developed to help the development sector in Richmond Hill navigate the housing system, identify potential partners, learn about design considerations and find instructions on how to structure a planning report.

2.0 Defining Housing Affordability

The Official Plan¹ for the City of Richmond Hill defines affordable housing for rental and ownership housing. These definitions are in line with the definitions used in the Region of York's Affordable Housing Measuring and Monitoring Guidelines Update (2018).

The definitions are based on household income deciles² as well as corresponding affordable prices and rents for ownership and renter households accordingly. The thresholds of the definitions change annually based on updated household income deciles, house prices and rents, and based on the most appropriate approach for calculating the affordability thresholds (see Background Report for more information on the methodology for determining affordability thresholds.) This section defines affordable rental and ownership thresholds for the City of Richmond Hill.

For the purposes of this definition, “low- and- moderate-income households” means in the case of ownership housing, households with incomes in the lowest 60% of the income distribution or, in the case of rental housing, households with incomes in the lowest 60% of the income distribution for renter households for the regional market area.

While the Provincial Policy Statement mentions affordability is based on the **regional market area** (i.e. Region of York), research found that using Regional information would lead to affordable house prices and rents being higher than what would be considered affordable if Richmond Hill information were to be used. This is because incomes in the Region of York as a whole are, on average, higher than those in Richmond Hill. This

¹ [The City of Richmond Hill 2010 Official Plan, Chapter 7 – Definitions.](#)

² Household income deciles divide the total universe of households into ten equally portioned income groups. This means that there is one tenth (or 10%) of all households in each income decile.

is because incomes in the Region of York vary depending on the location, and as a result, the average incomes are higher than those reflected in Richmond Hill. The PPS sets out minimum standards and local municipalities can create higher standards by defining deeper affordability thresholds. Therefore, it is recommended to use the household income deciles for Richmond Hill to define housing affordability in the city as these would lead to a more accurate representation of affordability in Richmond Hill.

It is important to note that should the City's affordability threshold yield more expensive housing prices or rents compared to the Regional affordability threshold, then the Regional affordability threshold will apply.

The following information is provided to demonstrate what this affordable threshold looks like for Richmond Hill based on 2019 data. Each year, these figures need to be updated as new information is released.

In 2019, this means that affordable **ownership** housing should be priced at a maximum of **\$466,888**. This amount was calculated based on what is affordable to the lowest 60% of the Richmond Hill household income distribution.

Figure 2: Affordable Ownership Thresholds by Richmond Hill Household Income Deciles; 2019

	Percentile	Income	Affordable Ownership
100 th			
90 th			
80 th			
70 th	Richmond Hill	\$118,317	\$466,888
60 th			
50 th			
40 th			
30 th			
20 th	Housing that costs less than 30% of household income for the lowest 60% of household income levels		
10 th			

Source: Statistics Canada Custom Tabulations; 2016, SHS Calculations for Ownership Affordability

For **rental** housing, while low- to moderate-income renter households are identified by the income distribution, the affordable rent threshold is based on the market approach instead of the income approach. Hence, affordable rents should not exceed **\$1,650**, which was 125% of the average market rent according to CMHC for Richmond Hill in 2019³.

Figure 3: Affordability Thresholds for Rental Housing by Richmond Hill Household Income Deciles; 2019

Renter Households		
	Percentile	Income
100 th		
90 th		
80 th		
70 th	Richmond Hill	\$56,045
60 th		
50 th		
40 th		
30 th		
20 th		
10 th		
125% AMR – meets York Region and Richmond Hill OP definitions		
		Affordable Rental 125% AMR \$1,650

Source: Statistics Canada Custom Tabulations; 2016, SHS Calculations for Rental Affordability; CMHC Housing Information Portal 2020

³ This rental threshold is based on the average market rent for all bedroom types as reported by CMHC, however CMHC also reports on the average market rent by bedroom type.

3.0 Goals and Outcomes of the Strategy

This section of the report includes a summary of the key housing gaps in Richmond Hill identified in the Background Report, a vision for housing in Richmond Hill, and the goals and anticipated outcomes of the Strategy. In the Appendix of this report, the goals achieved by the recommended actions in the Action Plan in Section 4 are identified.

Summary of Gaps

The figure below summarizes the key housing gaps in Richmond Hill identified in the Background Report. The findings are based on the estimated number of households in Richmond Hill in 2019, the proportion of households with low, moderate and high incomes who are facing housing affordability issues, and the household types who are experiencing the highest need.

The figure also shows what households in each income category (based on Richmond Hill household incomes) can afford in terms of monthly rents and house prices, and what is currently available to them in terms of housing options in the city.

Finally, the figure shows what the housing targets are along the continuum for this Strategy. These housing targets will be used to measure the success of the Strategy. The current target for new affordable housing development defined by the City's Official Plan is that in the city overall, 25% of all new residential development should be affordable. Of all those affordable housing units (25% of all new residential units), 10% should be affordable to households with low incomes (serving households with special needs as well). The remaining 15% of affordable units should be affordable to households with moderate incomes. In addition, the City has incorporated actions in this Plan to achieve a 3% vacancy rate for rental housing, which is widely accepted as a "healthy" vacancy rate.

Figure 4: Summary of Housing Gaps and Affordable Housing Targets within the Housing System in the City of Richmond Hill; 2019

		Households with Low Incomes (\$56,244 or less)	Households with Moderate Incomes (\$56,245 - \$118,317)	Households with High Income (\$118,318 or more)
Housing Demand	HOUSEHOLDS	25,525 households (34.9% of all households)	20,457 households (28.0% of all households)	27,082 households (37.1% of all households)
	WHAT IS AFFORDABLE?	rent of up to \$1,406 house price of up to \$221,941	rent of up to \$2,958 house price of up to \$466,888	rent at \$2,959 + price at \$466,889 +
	THE NEED			
	Spending 30%+ on housing	19,510 households (76.4%)	6,899 households (33.7%)	1,147 households (4.2%)
	Spending 50%+ on housing	13,438 households (52.6%)	1,495 households (7.3%)	86 households (0.3%)
	In core housing need	11,082+ households (43.4%)	183+ households (0.9%)	0+ households (0%)
	Small Households (1-2 persons)	15,889 households (62.2%)	8,551 households (41.8%)	5,552 households (20.5%)
	Large Households (3+ persons)	9,619 households (37.7%)	11,906 households (58.2%)	21,524 households (79.5%)
	Household Types	Youth, recent immigrant households, couples with children, lone parent households, households with two- or more unrelated persons and immigrant households	Recent immigrant households, couples with children and immigrant households	N/A
Housing Supply	SYSTEM CAPACITY	302 shelter beds including 66 seasonal beds, 4 crisis beds and 72 beds for women who experienced domestic violence 42 transitional housing beds/apartments 83 supportive housing units 1,419 subsidized housing units including 56 rent supplements 1,069 affordable units including 250 AHP/IAH units 73 Bachelor units in the primary rental market 645 1-bedroom units in the primary rental sector	884 2-bedroom apartments in the primary rental sector 108 3-bedroom apartments in the primary rental sector 8,566 units in the secondary rental market 60,210 owner occupied units	
The Gap	THE GAP	6,286 non-senior & 6,261 senior households on the wait list for subsidized housing (2018) 514 people waiting for supportive housing 11,082 households in core need	1.2% vacancy rate in the primary rental market (2019)	average of 30 days on the market
	What Housing Is Required?	affordable rental, family sized units, smaller units, units with accessibility features, and housing with supports	purpose-built rental, affordable ownership, and family sized units.	housing affordable to households with incomes in the 7 th to 9 th income decile, housing affordable to first-time home buyers
AFFORDABLE HOUSING TARGETS as a % of all new residential development		A minimum of 10% of all new residential development units should be affordable to households with low incomes	A minimum of 15% of all new residential development units should be affordable to households with moderate incomes	Continue to provide a diversity of housing forms
Overall target of 3% rental housing vacancy rate				

Source: Statistics 2016 Canada Custom Tabulation data, household projections from the Regional Municipality of York, CMHC Rental Market Report: Greater Toronto Area 2019,

Notes: Household counts have been estimated for 2019 based on the household projections provided by the Regional Municipality of York but proportions in housing need are based on 2016 Statistics Canada data.

Housing Vision

As part of the Strategic Plan developed in 2009, directions for a vision on affordable housing were created. These are still relevant today.

“Create better options for where to live by planning for a range of housing that provides options for people at all stages of life.”

Source: Richmond Hill Strategic Plan 2009

Housing Goals

The housing needs assessment undertaken as part of phase one of this project identified five housing gaps in Richmond Hill. Based on these gaps, a number of goals and outcomes for the Strategy have been developed.

Goal 1: Support further diversification of the housing stock by creating a range of housing options for seniors to age in place and for younger households to settle in the community.

- **Outcomes:**

- An increased proportion of the overall housing stock as medium- and- high-density dwellings like apartment buildings, triplexes or fourplexes, and townhouses
- An increased diversity in the size of apartment dwellings including family-sized apartments with two or three bedrooms
- An increase in the number of younger households aged 25 to 44 settling in Richmond Hill, through an increased supply of housing units affordable to these households and which meet their needs

Goal 2: Increase the number of rental and specifically purpose-built rental housing options that are in a good state of repair and affordable to moderate- and- low-income households.

- **Outcomes:**

- An increase in the number of market and affordable purpose-built rental housing starts and completions

- An increase in the average vacancy rate for purpose-built rental apartment buildings to a healthier level
- An increase in the number of secondary suites throughout the existing and anticipated supply of housing
- A decrease in the proportion of rental units that need major and minor repairs
- A decrease in the proportion of moderate-income households that spend 30% or more of their income on shelter and low-income households that are in core housing need⁴

Goal 3: Attract new accessible and supportive housing options to Richmond Hill that are suitable for seniors and households with a member with a disability or mental health issue by establishing partnerships and collaborating with stakeholders.

⁴ A household is considered to be in core housing need if the dwelling they occupy falls below the adequacy, suitability, or affordability standard and if the household would be required to spend more than 30% of its before-tax household income to pay the median rent for alternative housing which meets all three standards in the area. According to CMHC, **adequate**

- **Outcomes:**

- An increase in the number of supportive housing options located in Richmond Hill
- A decrease in the number of individuals waiting for supportive housing in Richmond Hill
- Increase the number of housing units with accessibility options and enable seniors to age in their communities

Goal 4: Increase the number of ownership options in Richmond Hill that are affordable to moderate-income households.

- **Outcomes:**

- An increase in the number of starts and completions of owned dwellings with more than one bedroom that are affordable to households in the 6th income decile or below

housing is housing that does not require any major repairs. **Suitable housing** is housing with enough bedrooms for the size and make-up of the household. **Affordable housing** is housing which costs no more than 30% of a household's income.

- An increase in the number of younger households aged 25 to 44 settling in Richmond Hill

4.0 A Housing Action Plan for Richmond Hill

A Housing Action Plan has been developed, in collaboration with key housing stakeholders and residents of Richmond Hill to support the Housing Vision and help achieve the housing goals and outcomes identified above.

The recommended actions were formulated based on the key housing gaps, the identified barriers to housing, the current housing system and roles of key stakeholders, engagement sessions with residents and key housing stakeholders, as well as a review of the tools and incentives available to municipalities such as Richmond Hill.

The recommended actions below are also in line with the actions identified in the Region of York's updated Housing and Homelessness Plan: Housing Solutions: A Place for Everyone – Phase 2⁵.

Timelines for implementation have been established in collaboration with the City of Richmond Hill and key stakeholders. The implementation of all actions should occur from 2021-2023. This timeline takes into consideration the timing of work that is currently underway such as: Official Plan Update, the updating of the Transportation Master Plan, Parks Plan, and preparation of a Comprehensive Zoning By-law Review.

It is important to acknowledge that the Background Report identified a number of housing gaps in Richmond Hill related to the housing needs of households with the lowest incomes (households in the bottom 30% of the income continuum and earning \$65,017 or less in 2019). While there are a number of tools the City of Richmond Hill can implement to help the creation of affordable housing to support these low-income households, generally, the Region of York, as the Service Manager for

⁵ Regional Municipality of York 2019. Housing and Homelessness Plan: Solutions: A Place for Everyone – Phase 2. Accessed from: [https://www.york.ca/wps/wcm/connect/yorkpublic/f5710944-144c-402c-ba60-64bd520dc359/Housing+Solutions+Phase+2+Plan%2C+2019+to+2023.pdf?](https://www.york.ca/wps/wcm/connect/yorkpublic/f5710944-144c-402c-ba60-64bd520dc359/Housing+Solutions+Phase+2+Plan%2C+2019+to+2023.pdf?MOD=AJPERES&CVID=mTLI.du#:~:text=In%202014%2C%20The%20Regional%20Municipality.and%20Homelessness%20Plan%2C%20Housing%20Solutions.&text=Phase%20%20of%20the%20plan,prevention%20and%20related%20support%20services.)

[MOD=AJPERES&CVID=mTLI.du#:~:text=In%202014%2C%20The%20Regional%20Municipality.and%20Homelessness%20Plan%2C%20Housing%20Solutions.&text=Phase%20%20of%20the%20plan,prevention%20and%20related%20support%20services.](https://www.york.ca/wps/wcm/connect/yorkpublic/f5710944-144c-402c-ba60-64bd520dc359/Housing+Solutions+Phase+2+Plan%2C+2019+to+2023.pdf?MOD=AJPERES&CVID=mTLI.du#:~:text=In%202014%2C%20The%20Regional%20Municipality.and%20Homelessness%20Plan%2C%20Housing%20Solutions.&text=Phase%20%20of%20the%20plan,prevention%20and%20related%20support%20services.)

housing, is primarily responsible for addressing the housing needs of these households.

In general, the tools and funding sources from higher levels of government available to cities such as Richmond Hill are not sufficient to completely achieve the depths of affordability required to meet the needs of these households. Accordingly, the actions below focus on the City of Richmond Hill's abilities to attract affordable housing options for low-income households through partnerships with the Region of York and local housing providers, while supporting the development of market housing options which are more suitable for moderate-income households.

Action Plan

The recommended actions fall within seven categories. The implementation of these actions, in most cases, will require additional public and stakeholder consultation in accordance with the applicable legislation and City protocols.

1 Implementation Oversight

2 Policy

3 Guidelines and Standards

4 Regulatory Tools

5 Financial Tools

6 Land Inventory

7 Capacity Building

1

Implementation Oversight

Create an Affordable Housing Strategy Implementation Committee

The purpose of this Affordable Housing Strategy Implementation Committee is to meet on a regular basis to help coordinate and oversee implementation of the Strategy as approved by City Council. It would also include identifying opportunities and making recommendations about how to better align the roles and resources of partner organizations to meet the goals and implement the actions of the Plan. It is proposed that the Committee be comprised of decision makers from different community agencies, housing providers from both the not-for-profit and for-profit sectors, Regional Staff from Long Range Planning and Housing Services Branch and Municipal staff, City councillors and at least one Regional councillor. Consideration should also be given to including individuals with lived experience and members from the supportive housing sector as Committee members. The governance and members of the committee will be finalized upon careful consideration of reporting structure, representation, and other matters. A Terms of Reference, which includes the composition of the committee, should be established, and approved by Council.

The Committee would be responsible for monitoring implementation of the Strategy and determining whether the desired outcomes are being achieved. In addition, the Committee would be responsible for advocating to higher levels of government on the need for affordable housing in Richmond Hill. The Committee would identify where and when advocacy should take place and bring affordable housing issues to the attention of Council where appropriate.

The Committee would play a role in facilitating the development of new affordable housing in Richmond Hill by guiding the implementation of all recommended actions within the Plan by 2023.

1.1 Recommended Action: Create an Affordable Housing Strategy Implementation Committee to guide the implementation of the Strategy.

a) Monitoring

It is recommended that, in accordance with policy 3.1.5.7, the Affordable Housing Implementation Committee work with the City and the Region of York to update common measuring and reporting tools to monitor progress towards implementing this Plan.

The Region of York Affordable Housing Measuring and Monitoring Guidelines provide a standard approach to implementing the Regional Official Plan affordable housing targets. The number and percent of ownership and rental housing units achieving the affordability thresholds in Richmond Hill should be reported on annually and compared with the Region's requirements that 35% of new housing in the Region's Centres and key development areas be affordable and that 25% of new housing overall in the city be affordable. Achieving the affordable housing targets helps to ensure communities are healthy, economically stable and environmentally sustainable.

The provision of a full mix and range of housing options is a legislated requirement and a key component of building complete communities. The standardized approach put into effect by the Region in 2015 allows for a consistent identification and measurement framework of the supply of new affordable units, which support evidence-based policy responses to housing needs. Monitoring the implementation of the Plan will help to identify cases where policies are not working as they should, and then policies can be updated where applicable.

The Committee should also work with the Region to monitor the addition of new supportive housing units, including mental health, developmental disabilities, physical disabilities, etc.

1.2 Recommended Action: In accordance with policy 3.1.5.7, the Committee should work with the City and the Region of York to update common measuring and reporting tools to monitor progress towards implementing this Plan and achieving its targets.

2

Policy

Update the City of Richmond Hill's Official Plan

The City of Richmond Hill is updating the current Official Plan to guide land use and development to 2041 and this update is targeted to be complete by the end of 2022. The following are elements of the Official Plan related to housing that need to be considered and updated.

a) Inclusionary zoning policy

It is recommended that the Official Plan be updated to include an inclusionary zoning policy for Protected Major Transit Station Areas (PMTSAs) that sets out the approach to authorizing inclusionary zoning in Richmond Hill. The policy design should be informed by the findings from the inclusionary zoning impact analysis conducted as part of this study (see Background Report for more detailed information) and consultations with for-profit developers, not-for-profit housing providers, and other housing stakeholders and government officials.

The policy should include provisions for monitoring the impacts of the policy every five years (at minimum). This recommended timing coincides with the Planning Act's requirement to prepare an updated needs assessment at least every five years. The policy should also set out the approach for the procedure required to monitor and ensure that the required affordable housing units are maintained for the required period of time. In addition, the inclusionary zoning regulation requires a status report be provided to Council every two years to track performance.

Prior to implementing the inclusionary zoning policy, the impact analysis must be reviewed by a third party.

If an inclusionary zoning policy is enabled, an inclusionary zoning by-law can then be passed to give effect to the policy. **See Regulatory Tools for more details on the outcomes for affordable housing that can be achieved when the inclusionary zoning policy is implemented by the corresponding by-law.**

Details regarding the implementation of inclusionary zoning should be addressed when preparing the Official Plan policies as well as the inclusionary zoning by-law.

2.1 Recommended Action: Develop and incorporate an inclusionary zoning policy for Protected Major Transit Station Areas in Richmond Hill.

b) Community Planning Permit System (CPPS) policies

It is recommended that the City updates CPPS policies to enable the use of this tool. The implementation of this system creates faster and more predictable approvals processes and may assist with getting housing to market quicker. It is recognized that the implementation of this permit system requires considerable upfront work, as such if it is determined that there are competitive advantages to using CPPS over traditional zoning, these policies and the subsequent regulations should be pursued.

Lengthy and cumbersome application and approval processes for permits could be reduced through the implementation of CPPS policies and result in the creation of an environment where more affordable housing can be built in less time. If CPPS policies are able to expedite the development review, evaluation and approval timelines, unnecessary costs can be reduced and regulatory barriers to new residential construction will be curtailed. By streamlining the approvals process, there will also be increased transparency and efficiency between regulatory departments at the City and the development community.

The community planning permit system can be applied to the whole city or certain neighbourhoods or areas. The community planning permit by-law can be developed at the same time as, or after, the official plan amendment.

2.2 Recommended Action: Update Official Plan policies to enable the City to implement CPPS policies. Working through the Comprehensive Zoning By-law development process, determine whether or not to implement Community Planning Permit System (CPPS) by-law(s) in appropriate areas of the city.

c) Permit gentle density in Neighbourhood designation

It is recommended that the Official Plan be updated to optimize the development potential in existing Neighbourhoods. To support more gentle density of the housing stock in Neighbourhoods, the City should amend its Official Plan to introduce policies to enable a multi-tach zoning category to allow, as of right, multi-unit buildings that fit within the existing envelope in low density zones. Multi-tach is a multi-family, detached building containing three to five condominium/rental units that complies to all existing height and setback limits. This policy would enable multi-tach zoning to be established in these typically low-density areas of the city and provide more housing supply within the same land area.

In advance of finalizing this Strategy, the City has taken action to expand its policy for permitting additional residential units within ground related (i.e. single detached, semi-detached and townhouse) units, and in a structure accessory to the primary unit in most areas within the City where ground related units are permitted. The introduction of an additional residential units policy allows homeowners to earn income by renting out a second unit in their home, making mortgage payments more affordable; creates new rental supply for households who cannot afford or do not want to own a home; and is an efficient use of the existing housing stock.

As part of the Official Plan Update, there is also the opportunity to accommodate some limited intensification through infill and redevelopment in Neighbourhoods. Furthermore, the City should ensure there are no barriers to building innovative housing forms such as laneway homes, garden homes and micro/tiny homes, etc. in appropriate areas provided they meet health and safety standards.

2.3 Recommended Action: Introduce policies to enable a multi-tach zoning category to allow, as of right, multi-unit buildings that fit within the existing envelope in low density zones, as a way to introduce gentle density in established residential areas.

2.4 Recommended Action: Ensure there are no barriers in the Official Plan to building innovative housing forms, such as smaller units, laneway homes or garden homes as well as micro/tiny homes etc. in appropriate areas, provided they meet health and safety standards.

d) Revise definition of affordable housing

It is recommended that, as part of the Official Plan Update, the threshold⁶ of affordable housing in the Official Plan is updated to reflect the definition and methodology described in the Background Report. It is also recommended that thresholds of affordable rent and house price be shared with the public annually. It is recommended that these updates be done through communications published on the City's Affordable Housing Strategy webpage.

2.5 Recommended Action: Update the definition of affordable housing in the Official Plan and update the affordable threshold for prices and rents on an annual basis based on the methodology identified in the Background Report.

e) Demolition and rental conversion control policy

It is recommended that, as part of the Official Plan Update, policy 3.1.5.4 be strengthened to implement a demolition and conversion control policy that prohibits the demolition and conversion of rental properties into another tenure. This policy should apply city-wide. It is recommended that the Official Plan be updated to include the following policy criteria under policy 3.1.5.4:

- Conversion of rental housing to condominium tenure must be prohibited unless the vacancy rate of market rate purpose-built rental housing, as reported by CMHC, is above 3% for the preceding three-year reporting period.
- Demolition of rental units must be prevented unless replacement units are provided. If the rents of the units proposed for demolition are considered affordable at the time of application, these must be replaced by units that have affordable rents enforced through an agreement on title. If rents of the units proposed for demolition are at

⁶ The methodology for determining the threshold of affordable housing is presented in the Background Report.

market rates at the time of the application, these units may be replaced with rental units with no restrictions to the price of the rents.

The key housing gaps analysis conducted as part of this Strategy (see Background Report) identified that there is a need to increase the number of rental housing options that are in a good state of repair and affordable to households with moderate and low incomes in Richmond Hill. The demolition and conversion policy in the Official Plan should therefore be strengthened to preserve the existing supply and increase the supply of rental housing in the city.

2.6 Recommended Action: Strengthen policy 3.1.5.4 in the Official Plan to implement a demolition and conversion control policy that prevents the demolition and conversion of rental properties into another tenure.

f) Policy requiring larger sized units in all multi-residential buildings with 20 units or more

It is recommended that policy 3.1.5.6 in the Official Plan be updated and refined to require 5% of units in all new multi-residential buildings with 20 or more units be built to include 3 or more bedrooms (except for developments providing supportive housing and/or affordable housing).

It is important that families and larger households have the opportunity to rent or buy housing that is suitable throughout the city. While it is important to protect and replenish the existing supply of larger sized housing units, a policy requiring larger sized units in all new multi-residential buildings would ensure the availability of housing suitable for families and larger households into the future.

The recent housing completions data demonstrate that higher-density apartments are increasing in number in Richmond Hill as apartment completions made up the largest share in Richmond Hill in 2019 at 39.0%. However, very few housing units with three-bedrooms or more, that may be considered appropriate for families, are being provided in these buildings, based on building permit data. The building permit applications from 2016 to 2019 suggest that 3.6% of the apartment dwellings will be three-bedroom units.

2.7 Recommended Action: Update policy 3.1.5.6 in the Official Plan to require 5% of units in all new multi-residential buildings with 20 or more units be built to include 3 or more bedrooms (except for supportive housing and/or affordable housing).

g) Policy to prioritize surplus land for affordable housing

It is recommended that the City adopt a policy that encourages public agencies to develop a hierarchy of priority when considering the sale or lease of land or buildings (where housing is permitted), which identifies developers who commit to creating affordable purpose-built rental housing second in priority to other public agencies.

To reduce the burden of high land costs on developers of affordable housing, the City of Richmond Hill could identify surplus City land where housing is permitted within the city and make it available for the development of affordable rental housing and especially supportive housing. Priority should be given to not-for-profits or to private developers who have partnered with not-for-profits in the bidding process for these sites. These lands could be provided through long-term leases for nominal costs. While the land sales dollar value may not result in immediate profits, the City will incur long term financial gains through increased property tax, as well as multiple economic spinoff benefits that result from increased jobs and consumers within the area.

Implementation of this policy might involve identifying an appropriate period of time for this site to be bid on. If this timeline expires with no buyer from a public agency or buyer who has purchased the property for affordable housing, the property can then be opened for sale or lease for other purposes.

2.8 Recommended Action: Adopt a policy in the Official Plan that encourages public agencies to make surplus or underutilized public land or buildings where housing is permitted, where other public agencies have not expressed an interest in them, available to developers who commit to creating affordable, purpose-built rental, and especially supportive housing at no cost or a nominal cost.

2.9 Recommended Action: The City should update its land disposition policies, pursuant to the Municipal Act, to prioritize the sale or lease of land first to other public authorities, and then to providers of affordable rental or supportive housing.

h) Policy to promote more complete community building

It is recommended that the City update its Official Plan to further promote the creation of complete communities to address the wealth creation initiatives provided in the Background Report. The intent of this recommendation is to help households create wealth by providing residents with options that reduce the cost of living for them (e.g., strategies that reduce reliance on automobiles and their associated costs) and/or creating opportunities to gain income (e.g., renting out a portion of their home) or having access to better paying jobs near where they live (e.g., more mixed-use developments).

The City's Official Plan contains "A Complete Community" as one of its five core policy directions. Through the update of the Official Plan, more policy permissions may be warranted to ensure that home, work and mobility options are expanded within the City.

2.10 Recommended Action: Update the Official Plan to further promote the creation of complete communities by addressing the wealth creation initiatives related to mobility, mix of uses, access to jobs, and housing options among others that are provided in the Background Report.

3

Guidelines and Standards

Update Parking Standards

It is recommended that current in force parking requirements be reduced for residential developments in Major Transit Station Areas and other appropriate areas (e.g. areas that are well-served by public transit) based on the findings from the Transportation Masterplan Update.

The City should consider approving further reductions of parking requirements for affordable, supportive and purpose-built rental housing projects where the proponent can demonstrate that the demand for parking will be less than what is otherwise required. Consideration should also be given to how the project will prevent social isolation that might occur due to a lack of transportation options to residents (e.g. by providing car-sharing services in the building or providing parking options in non-residential buildings in the same area). In cases where parking requirements are reduced, ensure that “rent-a-car” or other car sharing facilities are incorporated into the operations of the development.

Demand for parking should be monitored on an ongoing basis to determine whether parking standards are defined appropriately.

The City should also consider permitting above ground structured parking in mid-rise and high-rise buildings across the city where these developments are zoned.

Decreasing parking requirements in new buildings and/or permitting above ground structured parking can result in decreased construction costs and could facilitate the development of new housing units. Parking standards for Major Transit Station Areas vary by location (key development areas) and they vary by unit type. Developments that occur within Major Transit Station Areas could likely sustain lower ratios of parking spots to units, as residents can access public transit easily. By reducing costs associated with constructing underground parking spaces, through lowering parking requirements, developers can offset the decreased revenue stream incurred by providing affordable housing units in their developments while still maintaining financial viability overall.

3.1 Recommended Action: Assign parking requirements for residential developments in Major Transit Station Areas and other appropriate areas (e.g. areas that are well-served by public transit) that are commiserate with the walkability and existing and planned transit for that area. Based on the findings from the Parking Strategy Update, consider permitting further reductions of parking requirements for affordable, supportive and purpose-built rental housing projects where appropriate and where the proponent can demonstrate that the demand for parking will be less than what is otherwise required.

3.2 Recommended Action: Consider permitting above ground structured parking in mid-rise and high-rise buildings across the city where these developments are zoned.

Update Standards for Alternative Design and Development

It is recommended that the City consider revising non-regulatory standards that may have the effect of reducing capital and/or operating costs of housing and enable more flexible and innovative residential development throughout the city. Alternative development standards could replace many traditional standards. For example, right-of-way and road pavement widths can be reduced without compromising safety, resulting in land cost savings; and lots can be smaller or configured differently to increase densities, resulting in more development at a lesser land value per capita cost.

The City may also change urban design requirements for particular tenures (e.g. purpose-built rental buildings) to allow for concrete slabs and simple designs or permit stratification of infrastructure by allowing parking for private use under or

above City or other public infrastructure. Furthermore, municipalities could use this tool to facilitate the construction of modular homes, pre-fabricated homes, shipping container housing, and/or tiny homes.

Alternative design and development standards can encourage developers to use the available land and building materials more efficiently. This is especially powerful when combined with a requirement to apply cost savings to rents/house prices or other community benefits. This could provide incentives for private developers to create units that include purpose-built rental housing or affordable ownership housing. In addition, it could attract non-profit, as well as supportive housing providers to the City of Richmond Hill as these alternate standards can make them more competitive with the private sector.

3.3 Recommended Action: Consider revising non-regulatory standards that may have the effect of reducing capital and/or operating costs of housing and enable more flexible and innovative residential development.

4

Regulatory Tools

Update the Comprehensive Zoning By-law (CZBL)

The City is in the process of conducting a comprehensive Zoning By-law review (to be completed by 2023). It is the intent that the comprehensive Zoning By-law review will create one document that will establish "as-of-right" permissions for all properties in the City and enable residents and landowners to develop their lands in a predictable and consistent manner.

As part of this process, the CZBL should be updated to conform with all relevant updates to the Official Plan. It would be important to ensure that the review includes an analysis of all land-use policies to identify if there are policies that might prevent the diversification of the housing stock, as well as the creation of affordable and supportive housing. It would also be important to identify any policies that might be discriminatory (e.g., distancing requirements for supportive housing and group-homes).

The following are elements of the CZBL that need to be considered and updated.

a) As-of-right zoning for mid- and high-rise developments

It is recommended that the City provide as-of-right zoning for multi-residential developments in areas identified for mid- and high-rise developments to ensure zoning provisions conform with Official Plan policies. This would allow for intensification in these areas to occur more easily and it creates transparency and certainty for developers.

4.1 Recommended Action: Ensure the Comprehensive Zoning By-Law conforms with the Official Plan policies to provide as-of-right zoning for multi-residential developments in areas identified in the Official Plan for mid- and- high-rise developments.

b) Shared housing/co-housing

It is recommended that as part of the Comprehensive Zoning By-Law review, ensure there are no barriers to shared housing/co-housing and co-living arrangements in appropriate areas, as-of-right, in Richmond Hill. By-laws that refer to “single-family” units should be revised to be more inclusive of unrelated people living within the same dwelling.

The City is presently preparing a technical paper on short term and shared residential accommodations. Shared accommodations offer affordable housing and needed services, where residents live within a building comprised of units or suites, which have either a kitchen or bathroom, but not both. Some of these facilities, or common areas, are shared by the residents. Examples include rooming houses, boarding houses, lodging houses, and institutional housing. The technical paper will explore this form of accommodation and determine how it fits in with the character of surrounding neighbourhoods and whether regulations are required.

Shared housing can help support the creation of more affordable housing units for certain demographic groups, such as young adults, seniors and persons with disabilities. As the housing gaps analysis in the Background Report shows, Richmond Hill’s population is aging and while some seniors would prefer their own housing unit, others may wish to share housing with friends or other seniors, whether or not they are receiving services. Having the option to share housing would not only address the issue of having more housing options for seniors, but it would also allow seniors to share other costs, such as housekeeping, outdoor maintenance, meals, and vehicle maintenance. It also helps ensure seniors are not isolated and have the option to stay socially connected as they age. In addition, the key housing gaps analysis demonstrated that younger households (aged 25 to 44 years) have been leaving Richmond Hill. This exodus might be caused by challenges to obtain suitable and affordable housing in the city. Shared housing may be a means of retaining and attracting younger households in the city. Furthermore, shared housing would also help address the need for supportive housing in the city by having a group of persons with similar needs living together and receiving services.

4.2 Recommended Action: As part of the Comprehensive Zoning By-law review, ensure there are no barriers to shared housing/co-housing and co-living arrangements where dwellings are permitted or currently exist, as-of-right, in Richmond Hill.

c) Innovative housing forms

If the Official Plan is updated to ensure there are no barriers to building innovative housing forms in appropriate areas of the city, it is recommended that the zoning by-law also be updated to remove barriers to building innovative housing forms such as smaller units, laneway homes or garden homes as well as micro/tiny homes etc., provided these units meet health and safety standards.

Household trends show that smaller households are increasing in Richmond Hill. This demonstrates a need for smaller housing options as well. This need is further reinforced by the aging population and a need for housing options that are suitable for aging in place. Building these innovative smaller units, can enhance affordability due to lower development costs. Promoting innovative housing forms will contribute to facilitating the production of housing that is affordable and suitable to these residents.

The outcome of this recommendation would be to support the diversification of the housing stock.

4.3 Recommended Action: As part of the Comprehensive Zoning By-Law review, ensure there are no barriers to building innovative housing forms, such as modular units, smaller units, laneway homes or garden homes as well as micro/tiny homes etc. in appropriate areas, provided they meet health and safety standards.

d) Multi-tach zoning

If policies to enable a multi-tach zoning category are introduced in the Official Plan Update, it is recommended that zoning in areas throughout the city where new housing development is restricted to low-density, single-family detached homes be modified to allow for multi-tach zoning. Multi-tach is a multi-family, detached building containing three to five condominium units that complies to all existing height and setback limits. Introducing multi-tach zoning therefore contributes to modest

densification in these typically low-density areas without affecting the character of the neighbourhood.

4.4 Recommended Action: As part of the Comprehensive Zoning By-law review, introduce a multi-tach zoning category to allow, as of right, multi-unit buildings that fit within the existing envelope in low density zones, as a way to introduce gentle density in established residential areas.

e) Additional residential units

In advance of finalizing this Strategy, the City has taken action to update its zoning by-law to permit an additional residential unit within a ground related (i.e. single detached, semi-detached and townhouse) unit, and in a structure accessory to the primary unit in most areas within the city where ground related units are permitted. This by-law amendment enables homeowners to create an additional residential unit without having to request a site-specific amendment to the zoning by-law. This amendment also generally legalizes any additional residential units that may have been created prior to the by-law having been enacted. In this way, improvements to existing units can be done and any new units can be created in compliance with building and fire code requirements when building permits are issued for these units.

Inclusionary Zoning By-Law

If an inclusionary zoning policy is put in place, it is recommended that the City determine where an inclusionary zoning by-law should come into effect and with what provisions.

Some additional information is needed in the inclusionary zoning by-law that is distinct from the inclusionary zoning policies in the Official Plan. These include:

- Development standards for the affordable units
- Whether measures and incentives may be provided, and what these are
- Requirement that prices/rents be affordable when they are sold/leased
- Requirement for any agreements to be entered into with the City

- Procedure for monitoring and maintaining units to be affordable over the affordable period

The analysis conducted as part of this study (see Background Report) reviewed the expected impact of a potential inclusionary zoning policy and by-law through a pro forma model that evaluates the impact on land values. This type of zoning provides developers and the public with certainty regarding development permissions within these areas. It is noted that inclusionary zoning by-laws and the height and densities of buildings set in the PMTSAs are not subject to appeal to the Local Planning Appeal Tribunal (except by the Minister of Municipal Affairs and Housing.)

Once implemented, the inclusionary zoning units of the building will remain affordable over the predetermined period of time stipulated in the by-law, this ensures long-term affordability of units. The inclusionary zoning pro forma analysis shows that there is a strong correlation between the viable rate of inclusion of affordable housing and the increased density. As such, the maximum permitted density of each PMTSA considered for implementation of the inclusionary zoning policy must be reviewed and the maximum density increased by a sufficient amount to create viable development projects.

As mentioned in the Policy section of this Plan, the needs assessment report is required to be updated every five years to determine whether the official plan policies require amending. A report detailing the performance of the inclusionary zoning by-law is required to be prepared every two years and address prescribed matters.

If it is determined that an inclusionary zoning by-law will be implemented, the inclusionary zoning regulation requires a status report be provided to Council every two years to track performance.

4.5 Recommended Action: Once an inclusionary zoning policy for Protected Major Transit Station Areas has been adopted, develop and incorporate an implementing inclusionary zoning by-law.

Community Planning Permit System (CPPS) By-law

If Community Planning Permit System policies have been put in place, it is recommended that the City determine where a CPPS by-law should come into effect and with what provisions.

Like a traditional zoning by-law, the community planning permit by-law would contain a list of permitted uses and development standards, such as height and density specifications (for example, how tall a building can be or how many units it can have). It could also contain other elements not found in a traditional zoning by-law, such as:

- land uses that are allowed, subject to certain conditions including conditions that require the provision of affordable units over the long term
- classes of development or uses of land exempt from requiring a permit (for example, garages, pools, sheds)

Once a community planning permit by-law is in effect, municipalities can issue permits to allow development to occur if an application meets the standards set out in the community planning permit by-law.

The expected outcomes of implementing a CPPS are to:

- make the provision of affordable housing a condition of development approval
- make development approval processes more streamlined and efficient
- get housing to market quicker
- create certainty and transparency for the community, landowners, and developers

4.6 Recommended Action: If CPPS policies have been adopted, develop a CPPS by-law.

Community Benefits Charge (CBC) By-law

It is recommended that the City consider preparing a strategy for implementing a CBC, which will include the estimated charges as well as the annual reports on the amounts in the CBC special account.

The More Homes, More Choice Act provides municipalities with the authority to charge for community benefits with respect to land to be developed or redeveloped. Community Benefits Charges (CBC) are intended to fund municipal

infrastructure for community services, such as land for parks, affordable housing, and childcare facilities, that are needed to support new residents and businesses associated with new development. The CBC is meant to complement development charges and parkland dedication requirements. A CBC may not exceed 4% of the land value on the day before a building permit is submitted. The CBC can be paid "in kind", as such, a development that provides affordable units would not have to pay the charge.

Municipalities are required to pass a CBC By-law by September 18, 2022. Non-profit and affordable developments are excluded from a potential CBC.

To implement a Community Benefits Charge by-law, a municipality must prepare a Community Benefits Charge Strategy which identifies the items such a by-law intends to support through the collected funds. Such a strategy must contain:

- The anticipated type, amount and location of development or redevelopment that would be subject to a community benefits charge
- The anticipated increase in the need for a specific community service (for example, **affordable housing**) resulting from new development or redevelopment
- The capital costs associated with the increased need for a specific community service resulting from new development or redevelopment
- The excess capacity that exists in those specific services (for example, the extra capacity that exists in a service that is not currently being used)
- Whether the increased provision of those specific services would also serve existing residents (for example, existing residents may also benefit from new childcare facilities that are needed as a result of new development or redevelopment)
- Any capital grants, subsidies, or contributions from other levels of government or other sources like donations that are anticipated to be made to support those specific services

As part of the Community Benefits Charge Strategy, the City may want to examine opportunities for using some revenue from the CBC to fund potential financial incentives to support affordable housing including the Community Improvement Plan or to acquire land to be provided to developers of affordable housing.

4.7 Recommended Action: Undertake a Community Benefits Charge Strategy and adopt a Community Benefits Charge By-law in accordance with the Community Benefits Charge Strategy.

Demolition and Rental Conversion Control By-law

It is recommended that the demolition and rental conversion control by-law be updated to conform with the updated demolition and rental conversion control policy (policy 3.1.5.4) in the Official Plan. In the Policy section of this Plan, it is recommended that policy 3.1.5.4 be strengthened to implement a demolition and conversion control policy that prohibits the demolition and conversion of rental properties into another tenure. It is further recommended that the policy be amended to include the following specifications:

- Conversion of rental housing to condominium tenure must be prohibited unless the vacancy rate of market rate purpose-built rental housing, as reported by CMHC, is above 3% for the preceding three-year reporting period.
- Demolition of rental units must be prevented unless replacement units are provided. If the rents of the units proposed for demolition are considered affordable at the time of application, these must be replaced by units that have affordable rents enforced through an agreement on title. If rents of the units proposed for demolition are at market rates of the time of the application, these units may be replaced with rental units with no restrictions to the price of the rents.

With the implementation of such a by-law, the City would be able to protect a greater number of rental housing properties subject to demolition or conversion activities.

4.8 Recommended Action: If policy 3.1.5.4 in the Official Plan is updated, strengthen the demolition and rental conversion control by-law in accordance.

5

Financial Tools and Incentives

Community Improvement Plan (CIP)

It is recommended that the City explore the use of a Community Improvement Plan (CIP) to incentivize purpose-built rental and affordable housing in areas where inclusionary zoning is applied, or city-wide. The outcome of this recommendation would be to assist in the development of rental housing in the city by providing an incentive to encourage the creation of these housing units.

The resulting CIP could include one or more programs which may be in the form of a grant, loan, or provision of land. A loan program may be suitable for the creation of additional residential units (also known as secondary suites). The outcome of such an incentive would be to encourage homeowners to develop new supply of affordable rental housing on their currently existing lot. Alternatively, a capital grant would be effective for building renovations to existing rental buildings, or the development of new rental buildings. The provision of a Tax Increment Equivalent Grant (TIEG) may be suitable to offset operating costs associated with rental buildings. The granting of lands may be suitable for supportive not-for profit housing; but this too needs to be recognized in a CIP.

The CIP may also include energy efficient programs and incentives, which may reduce operating costs of the development and also support City priorities related to the reduction of greenhouse gas emissions.

A key barrier for developers to provide affordable housing is the cost associated with planning approvals, building permits, development charges, and increased tax rates, all of which contribute to higher rents and ownership costs. These CIPs

would contribute to decreases in these costs, which in turn could result in greater supply of affordable housing and significantly lower average rents and prices.

The possible outcomes of implementing these CIPs are an investment in affordable housing by the City, an incentive that encourages the private sector to invest in the provision of affordable housing, and an increased the supply of rental and affordable housing in Richmond Hill.

5.1 Recommended Action: It is recommended that the City explore the use of a Community Improvement Plan (CIP) to incentivize purpose-built rental, additional residential units, and affordable housing, in areas where inclusionary zoning is applied, or city-wide.

Purpose Built Rental Housing - Building Renovation Program (CIP)

It is recommended that the City implement a repair program for purpose-built rental housing (6+ units) to offer grants or forgivable loans to rental properties where modifications are needed to make their buildings accessible or to address critical repairs to improve the safety and/or energy efficiency of their buildings. This program could compliment other programs which help with critical repairs or accessible modifications. This program could address matters, such as:

- Ramp and/or elevator installations
- Urgent repairs to roofs, windows, balconies, or other areas that jeopardize safety
- Critical furnace repairs or replacements that jeopardize the ability for a tenant to continue to live safely
- Improvements to the building's electrical and mechanical systems as well as insulation that improves energy conservation to reduce GHG emissions and reduce operating costs to sustain current rent rates within the building

An important requirement of this program is that the proponent commit to not increasing rent rates to cover the costs of the building renovation that are otherwise addressed by this program.

5.2 Recommended Action: The City should implement a Purpose-Built Rental Housing - Building Renovation Program (CIP) to offer grants or forgivable loans to rental properties that require improvements to improve accessibility or require critical repairs to improve the safety.

Reduce, Defer, or Grant-in-lieu of Fees for Affordable Housing Development

It is recommended that municipal fee by-law(s) be reviewed and amended, where practicable, to reduce or provide grant-in-lieu of fees associated with the provision of new affordable, purpose-built rental, rental, and/or supportive housing. Municipal fees such as development charges, parkland dedication fees, and property taxes which contribute to the soft costs of a development can be onerous. High soft costs associated with construction can contribute to limitations on the level of housing affordability that is possible. Incentives applicable to affordable and purpose-built rental buildings such as the reduction or deferral of or exemptions from development charges and other municipal fees, deferrals of municipal tax payments, etc. could reduce the costs of construction and increase affordability of new units. The purpose of this recommendation is to incentivize the development of these housing types.

The Region of York has its own Development Charges Deferral for Affordable, Purpose-Built Rental Buildings policy. It should be noted that the Region will only enter into a Development Charges Deferral agreement if the local municipality has provided a similar, if not better, deferral, exemption, or other incentive, for the proposed development. It is, therefore, recommended that the City develop its own similar, if not better, program. It should be noted that local matching incentive(s) do not need to be monetary.

The policy could include eligibility requirements based on building height, distribution of bedroom sizes, level of affordability, etc. to meet the needs of the community. The incentives should be tied directly to the affordable housing units created and should be aligned with the Region's programs and incentives. The City could consider introducing this as a pilot program prior to introducing the full program to evaluate its impacts.

If a community benefits charges by-law is passed, this policy should be expanded to include the deferral of the community benefits charges applicable to purpose-built rental, and/or supportive housing units in new developments if the CBC does not include contributions for affordable housing.

In addition, it is recommended that the City consider allowing developers to provide parkland offsite in lieu of in situ or cash in lieu. This may benefit developers who are able to offer up the amount of parkland elsewhere, in appropriate locations, where there are lower land values. This also results in the City receiving the amount of parkland it needs, while the developer pays less than the land value of the land on which they are developing. If the offsite parkland area is relatively close by to the residential development, this would still meet the needs of new residents, while enhancing park areas and housing generally.

To consider parkland offsite in lieu of in situ or cash-in-lieu, there should be clear parameters regarding when this could be applied, including providing alternate sites proximate to the development site. Further, there should be clear thresholds for determining affordable housing and how many affordable units would be required.

5.3 Recommended Action: Review and, where practicable, amend fee by-law(s) to reduce, defer or provide grant-in-lieu of fees associated with the provision of affordable housing, purpose-built rental housing, and/or supportive housing in new residential developments.

5.4 Recommended Action: Consider allowing developers to provide parkland offsite, in appropriate locations, in lieu of in situ or cash in lieu.

Vacant Homes Tax

It is recommended that the City conduct consultations on the potential implementation and design of a tax on vacant homes with key housing stakeholders who would be impacted by such a tax, including property owners and the general public. The Province of Ontario recently introduced legislation that would empower the City to implement a tax on vacant residential units, encourage property owners to sell unoccupied units or rent them out, and address concerns about

residential units potentially being left vacant. The objective of such a tax is to encourage homeowners to rent out these empty units, increasing the supply of rental housing immediately available with no additional development required.

The revenues collected through a Vacant Homes Tax could be used to finance incentives (such as the CIP) and/or other initiatives related to the development of affordable and rental housing in the City. Although revenues will be collected through the Vacant Homes Tax, the main objective of the tool is to incentive the occupancy of vacant housing.

If the City proceeds with implementing a Vacant Homes Tax, it may consider using the City of Vancouver's administrative approach for identifying vacant units used in its Empty Homes Tax program. The City of Vancouver requires all residential property owners to make a mandatory Status Declaration of their property on an annual basis. Owners are required to declare their property's occupancy status for the preceding year. Failure to declare status after a notice period would deem the property vacant and trigger tax liability ("negative billing"). Substantial penalties act as deterrence from making false declarations.

5.5 Recommended Action: Investigate whether a Vacant Homes Tax for residential properties that are empty for several months during the year should be implemented.

Property Tax Levy

It is recommended that the City investigate whether a property tax levy should be imposed on residential and non-residential properties to develop an ongoing fund to be used towards affordable housing and purpose-built rental housing projects. Such a property tax levy could be introduced on all tax classes or certain non-residential tax classes which benefit from the presence of affordable housing in the city.

The outcome of this financial tool is to provide an ongoing source of funds to be dedicated to affordable housing. The revenues generated from the property tax levy could be used by the City to fund some of the financial incentives described throughout this Plan, such as the CIP. In addition, the City could use these funds to acquire private lands following certain considerations such as existing City real estate, planning and zoning considerations, condition of the site,

access to public transit, local amenities and services, etc. The design of the property tax levy should clearly identify where and how the funds collected will be used as well as measure how quickly funds are being used.

Before introducing a property tax levy, it is imperative that the City pursue a community consultation process to gain acceptance and buy-in from residents on the design and implementation of the levy.

5.6 Recommended Action: Investigate whether a property tax levy should be imposed on residential and non-residential properties to develop an ongoing fund to be used towards affordable housing and purpose-built rental housing projects.

6

Land Inventory

Identify Surplus or Underutilized Land or Buildings for Affordable Housing

It is recommended that the City identify all surplus municipally owned properties that are appropriate for the development of housing and consider selling or leasing some or all of these properties at a discounted price to be developed as affordable housing. This action would reduce the cost of acquiring land for developers of affordable housing and ultimately increase the supply of affordable units throughout Richmond Hill.

During consultations with key stakeholders, it was suggested that the City should also identify land currently occupied for a municipal function such as a library, community centre, municipal parking lots, etc. that could accommodate affordable housing on additional top floors. An example of this could be a multi-purpose development with a library on the ground floor and several levels of affordable housing on the higher levels. Not only will land costs be reduced for the developer and for affordability to be promoted, but mixed-use developments also increase density and create diverse and complete neighborhoods. Creating affordable housing at these sites will help address the need for affordable housing while also providing housing that is affordable to future area employees close to places of work.

To implement this recommendation, the City may consider designating a department to lead the process of identifying and allocating these surplus properties. In developing such a program, the City should explore options and opportunities to maximize the participation of non-profit housing providers, in these offerings for City-owned sites, and provide greater consideration to submissions from non-profits that are financially viable, meet all other program requirements under the program and provide greater levels of affordability.

6.1 Recommended Action: Identify surplus or underutilized City-owned land or buildings for the purpose of developing affordable housing. In addition, consider options to re-develop/use City land to include affordable housing on these sites where appropriate (e.g., above or next to libraries and/or other City owned properties or land such as municipal parking sites).

7

Capacity Building

Handbook for Developing Affordable Housing

Building on action 3.3 (Goal 1) of the Region's updated Housing Solutions Plan and as part of an education campaign, it is recommended that the City work with the Region to promote the Handbook for Developing Affordable Housing, develop educational material and facilitate workshops to increase the capacity and knowledge of housing developers and community agencies on how to build affordable housing in Richmond Hill, including available funding programs, incentives, and partnership opportunities. This should also include presentations of successful partnerships among community agencies and private developers as well as the successful management of the Region and community agencies of affordable units located within private market rate rental and condominium buildings.

The Handbook for Developing Affordable Housing should be updated on a regular basis to include the most recent information on available funding programs that help reduce the cost of affordable residential development, promising innovations in residential development, potential partnership opportunities between the private and not-for-profit sectors, and any other information that could encourage the provision of affordable housing.

In addition, the City should continue to work with the Region to explore and promote alternative forms of affordable home ownership models, such as rent-to-own, shared equity, unbundling, and life lease, within the development community.

7.1 Recommended Action: Work with the Region to promote the Handbook for Developing Affordable Housing.

7.2 Recommended Action: Update the Handbook for Developing Affordable Housing on a regular basis.

7.3 Recommended Action: Building on the Region's updated Housing Solutions Plan, continue to work with the Region to explore and promote alternative forms of affordable home ownership models, such as rent-to-own, shared equity, unbundling, and life lease, within the development community. This could be an additional section incorporated within the Handbook for Developing Affordable Housing.

Additional Residential Units' Guidance

It is recommended that the City develop guidance material to help homeowners plan and build additional residential units on their lot that has a ground related house. This material could supplement and reference similar guides published by the Province of Ontario⁷ to provide homeowners with a user-friendly guide and checklist to help build legal additional residential units.

The guidance material should include information related to:

- Municipal zoning requirements and standards for second units, including parking requirements, exits and entrances, servicing and minimum or maximum unit size, etc.
- Instructions for getting a building permit
- References to guides on landlord and tenant rights and responsibilities
- References to City's Fire Retrofit Program for making existing dwelling units fire-safe

If any incentives are to be provided to households that develop an additional residential unit these should be highlighted.

⁷ Province of Ontario, Adding a Second Unit in an Existing House. Accessed from: https://files.ontario.ca/mmah-adding-a-second-unit-in-an-existing-house-en_0.pdf

The desired outcome of this guidance material is to facilitate and encourage homeowners to incorporate an additional residential unit within their home, which helps to meet the need for affordable rental housing throughout the city.

7.4 Recommended Action: Once the City has brought into effect its Official Plan Amendment and Zoning By-law Amendment to permit additional residential units, update the relevant sections of the City's website to help homeowners plan and build additional residential units on their lot.

Update Affordable Housing Website

It is recommended that the City's Affordable Housing website be updated on an ongoing basis to increase the awareness of housing needs in Richmond Hill and of programs available to support the development of affordable and rental housing. The Affordable Housing Strategy provides a framework for action focused on meeting the housing needs of residents of Richmond Hill into the future. The Affordable Housing website should be updated regularly to inform the public and key housing stakeholders of the progress towards delivering on the actions identified in the Affordable Housing Strategy. The outcome of this action is to increase accountability and clarity between the City and the public when it comes to the City's role in improving housing outcomes for residents.

It is on the Affordable Housing website where the thresholds of affordable housing are to be updated and published on an annual basis. The Affordable Housing website should also be updated to include information on upcoming consultation sessions/activities related to the implementation of the actions outlined in this Plan.

7.5 Recommended Action: Continue to update the City's Affordable Housing website on an ongoing basis to increase the awareness of housing needs in Richmond Hill and the benefits of including affordable and rental housing in all communities.

7.6 Recommended Action: Share updated affordable housing price and rent thresholds with the public annually through communications published on the City's Affordable Housing Strategy webpage.

Prioritize Processing of Affordable Housing Applications

It is recommended that the City expand its concierge program, RH Concierge, to not-for-profit housing providers and supportive housing providers to prioritize these types of residential development. This recommendation involves a non-financial incentive the City could pursue to encourage the development of affordable housing. Currently RH Concierge is only eligible to office and industrial developments, however by expanding the program to these affordable housing providers it would help to facilitate the development application process and encourage developing more of these specialized forms of affordable housing.

By expediting the development review, evaluation and approval timelines, costs associated with long approval timelines can be reduced and regulatory barriers to new residential construction will be curtailed. Furthermore, by streamlining the approvals process, transparency and efficiency will be enhanced between regulatory departments at the City and the development community. According to stakeholders, faster approvals will have a great impact on the ability to expand the supply of new housing that is affordable to households in Richmond Hill.

To implement the expansion of the RH Concierge program would involve a coordinated inter-departmental effort led by Economic Development staff in partnership with Development Planning staff in the Planning and Infrastructure Department.

7.7 Recommended Action: Expand the City's concierge program, RH Concierge, to not-for-profit housing providers and supportive housing providers to prioritize these types of residential development. This service should have as its goal to fast-track affordable housing developments as well as make City Planning staff available to help developers of these projects navigate the approvals' process.

Educate Staff and Industry on Alternative Design and Development Standards

It is recommended that the City educate staff and development and construction industry on alternative design and development standards which can promote the development of new affordable residential units. Factory manufacturing of the components of a housing project can reduce construction costs and time and be applicable to both temporary and

permanent dwellings. It can also improve worker safety, reduce transportation costs, and mitigate site congestion and disruption. Modular construction is also a requirement for some funding programs, such as CMHC's Rapid Housing Initiative as the shorter construction timelines support the program's goal of housing people in need in as short a time as possible. Educating City staff on the alternative design and development standards would lead to an adaptation of the approval processes to account for these different standards, including how alternative design standards are translated in site plan agreements and other contracts between the City and the applicant.

As part of this recommendation, the City could consider fostering a partnership with an organization such as the University of Toronto's Mass Timber Institute to provide City staff and the industry with leading edge research and education on sustainable mass timber products and technologies.

7.8 Recommended Action: Work with the development and construction industry to promote the use of alternative construction materials and methods (e.g. mass timber, 3D concrete printing etc.) to reduce the cost of construction for new projects in Richmond Hill. This could potentially be achieved through partnerships with organizations like the University of Toronto's Mass Timber Institute.

7.9 Recommended Action: Train City staff on alternative design and development standards to ensure these are recognized in the approvals process.

Monitoring the Inclusionary Zoning Policy and By-law

As mentioned in the Policy and Regulatory Tools sections of this Plan, it is required that the needs assessment report be updated every five years to determine whether the inclusionary zoning Official Plan policies require amending. A report detailing the performance of the inclusionary zoning by-law is also required to be prepared every two years and address prescribed matters.

7.10 Recommended Action: If it is determined that an inclusionary zoning policy and by-law will be implemented, the inclusionary zoning regulation requires a status report be provided to Council every two years to track performance.

Foster Partnerships

There are several opportunities for the City to foster partnerships between different players in the housing system to encourage the development of more affordable housing and create more complete and diverse communities. These partnerships could include, but are not limited to:

a) Partnerships between the non-profit sector and other players in the housing system

It is recommended that the City initiate efforts to support non-profit housing providers in Richmond Hill in their quest to expand their affordable housing portfolio by facilitating collaboration with private sector developers, advocating on their behalf to high orders of government, as appropriate, and involving them in education and networking initiatives sponsored by the City or Region. The 12,547 households on the centralized wait list for subsidized housing who indicated they would prefer to live in Richmond Hill demonstrate that the existing stock of affordable and subsidized rental housing in Richmond Hill is not sufficient to meet the need in the community.

To encourage the development of more affordable housing throughout Richmond Hill, the City should update the partners list in the Handbook for Developing Affordable Housing to facilitate collaboration between the non-profit providers and private sector developers. While some not-for-profits have the financial resources and capacity to develop affordable housing on their own, others can seek out partnerships with private developers to do so. As competitiveness for government housing funds increases, partnerships are a potential strategy for improving a project's ability to compete for these limited funds. As such, socially motivated private developers can also benefit from partnerships with the not-for-profit sector. In addition, not-for-profits and for-profit housing developers may consider forming partnerships to share capital, lands, real estate, and expertise in the operations and management of housing portfolio.

Along with the above, the City might consider conducting an annual housing forum where private developers and not-for-profits can come together to discuss with City staff the partnership opportunities and challenges they face.

The Affordable Housing Strategy Implementation Committee may also advocate on behalf of the non-profits to high orders of government, as appropriate, and involve the non-profits in education initiatives sponsored by the City or Region.

7.11 Recommended Action: Support non-profits in their quest to expand their affordable housing portfolio by facilitating collaboration with private sector developers, advocating on their behalf to high orders of government, as appropriate, and involving them in education initiatives sponsored by the City or Region.

b) Partnerships between the City and owners of property appropriate for residential development in Richmond Hill

It is recommended that the Affordable Housing Strategy Implementation Committee consider advocating to its partners to identify and dedicate surplus lands in Richmond Hill for the development of affordable housing. These potential partners include the federal and provincial governments, charities and faith groups, non-profit and cooperative housing organizations and private sector organizations.

The City should consider setting a target for the amount of land to be made available for the development of affordable housing and report on the achievements of such a program.

7.12 Recommended Action: Continue to facilitate partnerships among property owners, non-profit and for-profit residential developers, and community agencies to redevelop vacant or underutilized lands, homes, and non-residential buildings, including heritage buildings, to increase the supply of affordable and supportive housing.

7.13 Recommended Action: Facilitate partnerships among faith groups, non-profit and for-profit residential developers, and community agencies to redevelop vacant or underutilized property, including church-owned property, to increase the supply of affordable and supportive housing, as well as market rate rental.

Support a Land Trust

It is recommended that the City support investigations by the Region of York, other local municipalities, and community-based organizations in the exploration of establishing a land trust for the purposes of affordable and supportive housing development in the Region of York.

A land trust can take on several forms including where a non-profit corporation or where the City or Region itself obtains and holds land and housing for the benefit of the community. The goal of the land trust is to remove land and housing from the real estate market through either purchase or donation, and perpetually hold it in a trust to preserve the affordability of that land and housing asset. There is evidence that a land trust can be an effective model to obtain and secure land for housing and provides greater opportunity for households with low and moderate incomes to access housing that is affordable.

A key feature that allows land trusts to maintain affordability is dual ownership, the separation of land ownership (owned by the land trust) from ownership of the housing or buildings on the land itself, which is leased out to individuals or non-profit organizations over a long-term period. Long-term land leases to non-profit housing partners helps to ensure that public investment and affordable housing is preserved over the long term.

7.14 Recommended Action: Support investigations by the Region of York, other local municipalities, and community-based organizations in the exploration of establishing a land trust for the purposes of affordable and supportive housing development.

5.0 Appendix: Recommended Actions & Goals

Each recommended action within this Plan addresses one or many of the goals and outcomes for the Strategy. In the table below, the goals addressed by the actions are identified. The goals of this Strategy are:

- **Goal 1:** Support further **diversification of the housing stock** by creating a range of housing options for seniors to age in place and for younger households to settle in the community.
- **Goal 2:** **Increase** the number of **rental** and specifically purpose-built rental housing options that are in a good state of repair and affordable to low- and moderate-income households.
- **Goal 3:** **Attract** new accessible and **supportive housing options** to Richmond Hill that are suitable for seniors and households with a member with a disability or mental health issue by establishing partnerships and collaborating with stakeholders.
- **Goal 4:** Increase the number of **ownership options** in Richmond Hill that are **affordable to moderate-income households**.

Recommended Actions	Goals Addressed			
	Goal 1	Goal 2	Goal 3	Goal 4
1. Implementation Oversight				
1.1.Create an Affordable Housing Strategy Implementation Committee to guide the implementation of the Strategy.				
1.2.In accordance with policy 3.1.5.7, the Committee should work with the City and the Region of York to update common measuring and reporting tools to monitor progress towards implementing this Plan and achieving its targets.	✓	✓	✓	✓
2. Policy				
2.1.Develop and incorporate an inclusionary zoning policy for Protected Major Transit Station Areas in Richmond Hill.	✓	✓	✓	✓
2.2.Update Official Plan policies to enable the City to implement CPPS policies. Working through the Comprehensive Zoning By-law development process, determine whether or not to implement Community Planning Permit System (CPPS) by-law(s) in appropriate areas of the city.	✓	✓		✓
2.3.Introduce policies to enable a multi-tach zoning category to allow, as of right, multi-unit buildings that fit within the existing envelope in low density zones, as a way to introduce gentle density in established residential areas.	✓	✓		✓
2.4.Ensure there are no barriers in the Official Plan to building innovative housing forms, such as smaller units, laneway homes or garden homes as well as micro/tiny homes etc. in appropriate areas, provided they meet health and safety standards.	✓	✓		✓

Recommended Actions	Goals Addressed			
	Goal 1	Goal 2	Goal 3	Goal 4
2.5.Update the definition of affordable housing in the Official Plan and update the affordable threshold for prices and rents on an annual basis based on the methodology identified in the Background Report.				
2.6.Strengthen policy 3.1.5.4 in the Official Plan to implement a demolition and conversion control policy that prevents the demolition and conversion of rental properties into another tenure.	✓	✓	✓	
2.7.Update policy 3.1.5.6 in the Official Plan to require 5% of units in all new multi-residential buildings with 20 or more units be built to include 3 or more bedrooms (except for supportive housing and/or not-for-profit housing).	✓			
2.8.Adopt a policy in the Official Plan that encourages public agencies to make surplus or underutilized public land or buildings where housing is permitted, where other public agencies have not expressed an interest in them, available to developers who commit to creating affordable, purpose-built rental, and especially supportive housing at no cost or a nominal cost.	✓	✓	✓	✓
2.9.The City should update its land disposition policies, pursuant to the Municipal Act, to prioritize the sale or lease of land first to other public authorities, and then to providers of affordable rental or supportive housing.	✓	✓	✓	✓
2.10. Update the Official Plan to further promote the creation of complete communities by addressing the wealth creation initiatives related to mobility, mix of uses, access to jobs, and housing options among others that are provided in the Background Report.	✓	✓	✓	✓
3. Guidelines and Standards				

Recommended Actions	Goals Addressed			
	Goal 1	Goal 2	Goal 3	Goal 4
3.1.Assign parking requirements for residential developments in Major Transit Station Areas and other appropriate areas (e.g. areas that are well-served by public transit) that are commiserate with the walkability and existing and planned transit for that area. Based on the findings from the Parking Strategy Update, consider permitting further reductions of parking requirements for affordable, supportive and purpose-built rental housing projects where appropriate and where the proponent can demonstrate that the demand for parking will be less than what is otherwise required.	✓	✓	✓	✓
3.2.Consider permitting above ground structured parking in mid-rise and high-rise buildings across the city where these developments are zoned.	✓	✓	✓	✓
3.3.Consider revising non-regulatory standards that may have the effect of reducing capital and/or operating costs of housing and enable more flexible and innovative residential development.	✓	✓	✓	✓
4. Regulatory Tools				
4.1.Ensure the Comprehensive Zoning By-law conforms with the Official Plan policies to provide as-of-right zoning for multi-residential developments in areas identified in the Official Plan for mid- and- high-rise developments.	✓	✓		✓
4.2.As part of the Comprehensive Zoning By-Law review, ensure there are no barriers to shared housing/co-housing and co-living arrangements where dwellings are permitted or currently exist, as-of-right, in Richmond Hill.		✓	✓	✓
4.3.As part of the Comprehensive Zoning By-Law review, ensure there are no barriers to building innovative housing forms, such as modular units, smaller units, laneway homes or garden homes as well as micro/tiny homes etc. in appropriate areas, provided they meet health and safety standards.	✓	✓		✓

Recommended Actions	Goals Addressed			
	Goal 1	Goal 2	Goal 3	Goal 4
4.4.As part of the Comprehensive Zoning By-Law review, introduce a multi-tach zoning category to allow, as of right, multi-unit buildings that fit within the existing envelope in low density zones, as a way to introduce gentle density in established residential areas.	✓	✓		✓
4.5.Once an inclusionary zoning policy for Protected Major Transit Station Areas has been adopted, develop and incorporate an implementing inclusionary zoning by-law.	✓	✓	✓	✓
4.6.If CPPS policies have been adopted, develop a CPPS by-law.	✓	✓		✓
4.7.Undertake a Community Benefits Charge Strategy and adopt a Community Benefits Charge by-law in accordance with the Community Benefits Charge Strategy.	✓	✓	✓	✓
4.8.If policy 3.1.5.4 in the Official Plan is updated, strengthen the demolition and rental conversion control by-law in accordance.	✓	✓	✓	
5. Financial Tools and Incentives				
5.1.It is recommended that the City explore the use of a Community Improvement Plan (CIP) to incentivize purpose-built rental, additional residential units, and affordable housing, in areas where inclusionary zoning is applied, or city-wide.	✓	✓	✓	✓
5.2.The City should implement a Purpose-Built Rental Housing - Building Renovation Program (CIP) to offer grants or forgivable loans to rental properties that require improvements to improve accessibility or require critical repairs to improve the safety.		✓	✓	✓
5.3.Review and, where practicable, amend fee by-law(s) to reduce, defer or provide grant-in-lieu of fees associated with the provision of affordable housing, purpose-built rental housing, and/or supportive housing in new residential developments.	✓	✓	✓	✓
5.4.Consider allowing developers to provide parkland offsite, in appropriate locations, in lieu of in situ or cash in lieu.	✓	✓	✓	✓

Recommended Actions	Goals Addressed			
	Goal 1	Goal 2	Goal 3	Goal 4
5.5. Investigate whether a Vacant Homes Tax for residential properties that are empty for several months during the year should be implemented.		✓		✓
5.6. Investigate whether a property tax levy should be imposed on residential and non-residential properties to develop an ongoing fund to be used towards affordable housing and purpose-built rental housing projects.	✓	✓	✓	✓
6. Land Inventory				
6.1. Identify surplus or underutilized City-owned land or buildings for the purpose of developing affordable housing. In addition, consider options to re-develop/use City land to include affordable housing on these sites where appropriate (e.g., above or next to libraries and/or other City owned properties or land such as municipal parking sites).	✓	✓	✓	✓
7. Capacity Building				
7.1. Work with the Region to promote the Handbook for Developing Affordable Housing.	✓	✓	✓	✓
7.2. Update the Handbook for Developing Affordable Housing on a regular basis.	✓	✓	✓	✓
7.3. Building on the Region's updated Housing Solutions Plan, continue to work with the Region to explore and promote alternative forms of affordable home ownership models, such as rent-to-own, shared equity, unbundling, and life lease, within the development community. This could be an additional section incorporated within the Handbook for Developing Affordable Housing.	✓			✓
7.4. Once the City has brought into effect its Official Plan Amendment and Zoning By-law Amendment to permit additional residential units, update the relevant sections of the City's website to help homeowners plan and build additional residential units on their lot.	✓	✓	✓	

Recommended Actions	Goals Addressed			
	Goal 1	Goal 2	Goal 3	Goal 4
7.5.Continue to update the City's Affordable Housing website on an ongoing basis to increase the awareness of housing needs in Richmond Hill and the benefits of including affordable and rental housing in all communities.	✓	✓	✓	✓
7.6.Share updated affordable housing price and rent thresholds with the public annually through communications published on the City's Affordable Housing Strategy webpage.		✓		✓
7.7.Expand the City's concierge program, RH Concierge, to not-for-profit housing providers and supportive housing providers to prioritize these types of residential development. This service should have as its goal to fast-track affordable housing developments as well as make City Planning staff available to help developers of these projects navigate the approvals' process.		✓		✓
7.8.Work with the development and construction industry to promote the use of alternative construction materials and methods (e.g., mass timber, 3D concrete printing etc.) to reduce the cost of construction for new projects in Richmond Hill. This could potentially be achieved through partnerships with organizations like the University of Toronto's Mass Timber Institute.		✓		✓
7.9.Train City staff on alternative design and development standards to ensure these are recognized in the approvals process.	✓	✓	✓	✓
7.10. If it is determined that an inclusionary zoning policy and by-law will be implemented, the inclusionary zoning regulation requires a status report be provided to Council every two years to track performance.	✓	✓	✓	✓
7.11. Support non-profits in their quest to expand their affordable housing portfolio by facilitating collaboration with private sector developers, advocating on their behalf to		✓		✓

Recommended Actions	Goals Addressed			
	Goal 1	Goal 2	Goal 3	Goal 4
high orders of government, as appropriate, and involving them in education initiatives sponsored by the City or Region.				
7.12. Continue to facilitate partnerships among property owners, non-profit and for-profit residential developers, and community agencies to redevelop vacant or underutilized lands, homes, and non-residential buildings, including heritage buildings, to increase the supply of affordable and supportive housing.	✓	✓	✓	✓
7.13. Facilitate partnerships among faith groups, non-profit and for-profit residential developers, and community agencies to redevelop vacant or underutilized property, including church-owned property, to increase the supply of affordable and supportive housing, as well as market rate rental.	✓	✓	✓	✓
7.14. Support investigations by the Region of York, other local municipalities, and community-based organizations in the exploration of establishing a land trust for the purposes of affordable and supportive housing development.	✓	✓	✓	✓



Survey on Affordable Housing and Additional Residential Units

Survey Results

Period: November 6 to December 16, 2020

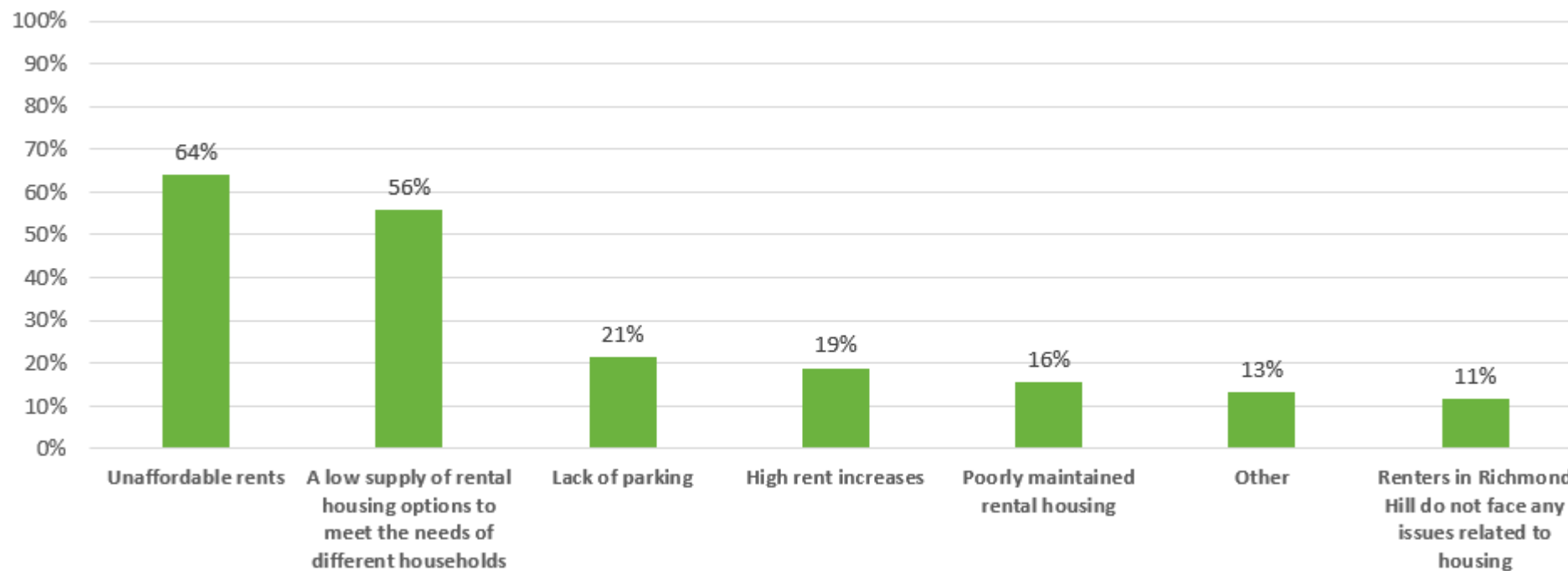
Total Respondents: 122





Housing Survey Results

Q1. What do you think are the greatest issues renters in Richmond Hill face?

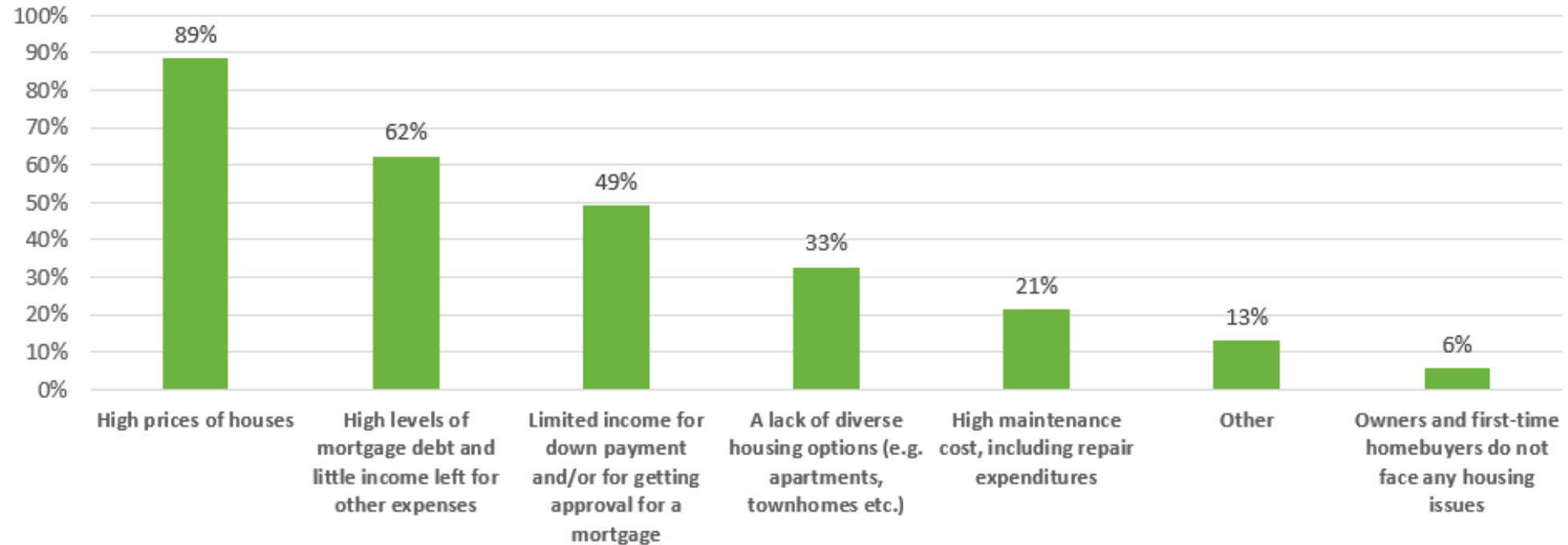


Richmond Hill



Housing Survey Results

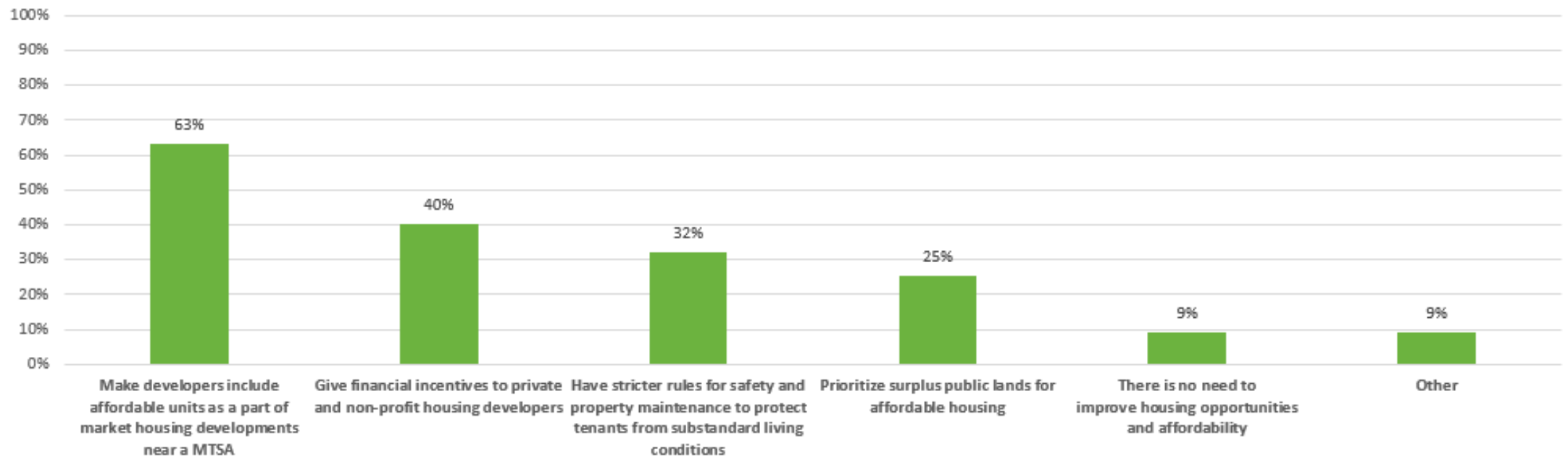
Q2. What do you think are the greatest issues owners / first-time homebuyers face?





Housing Survey Results

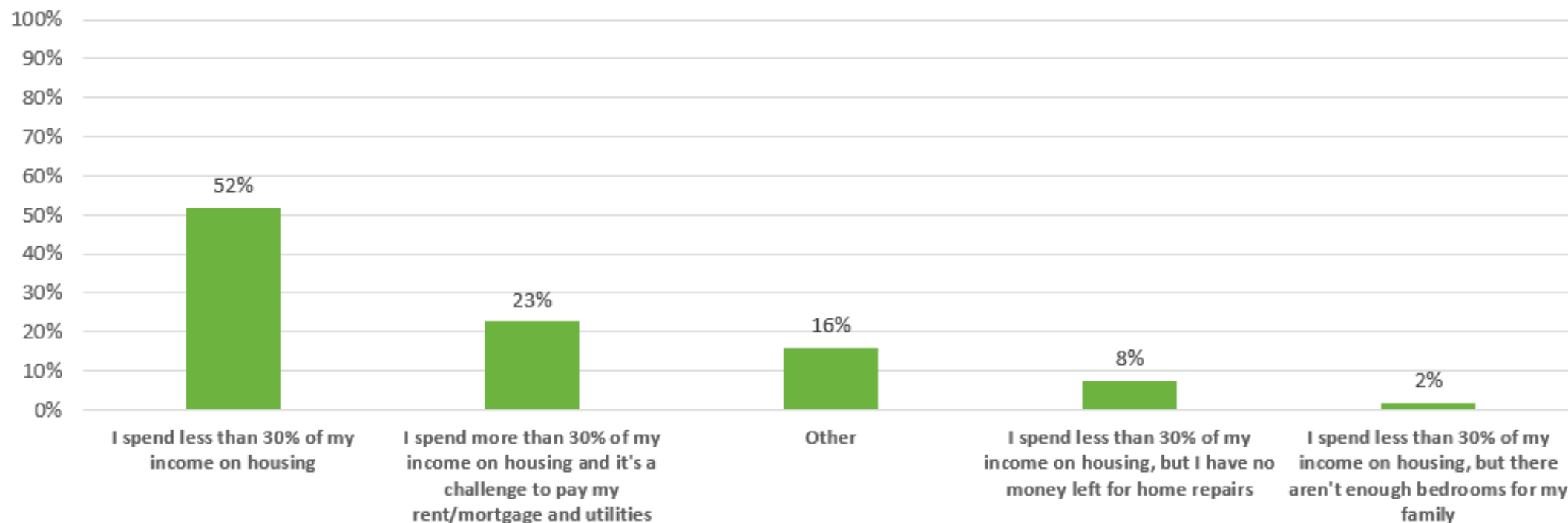
Q3. In addition to updating the Zoning By-law to permit ARUs, what could be done to improve housing opportunities and affordability in the community?





Housing Survey Results

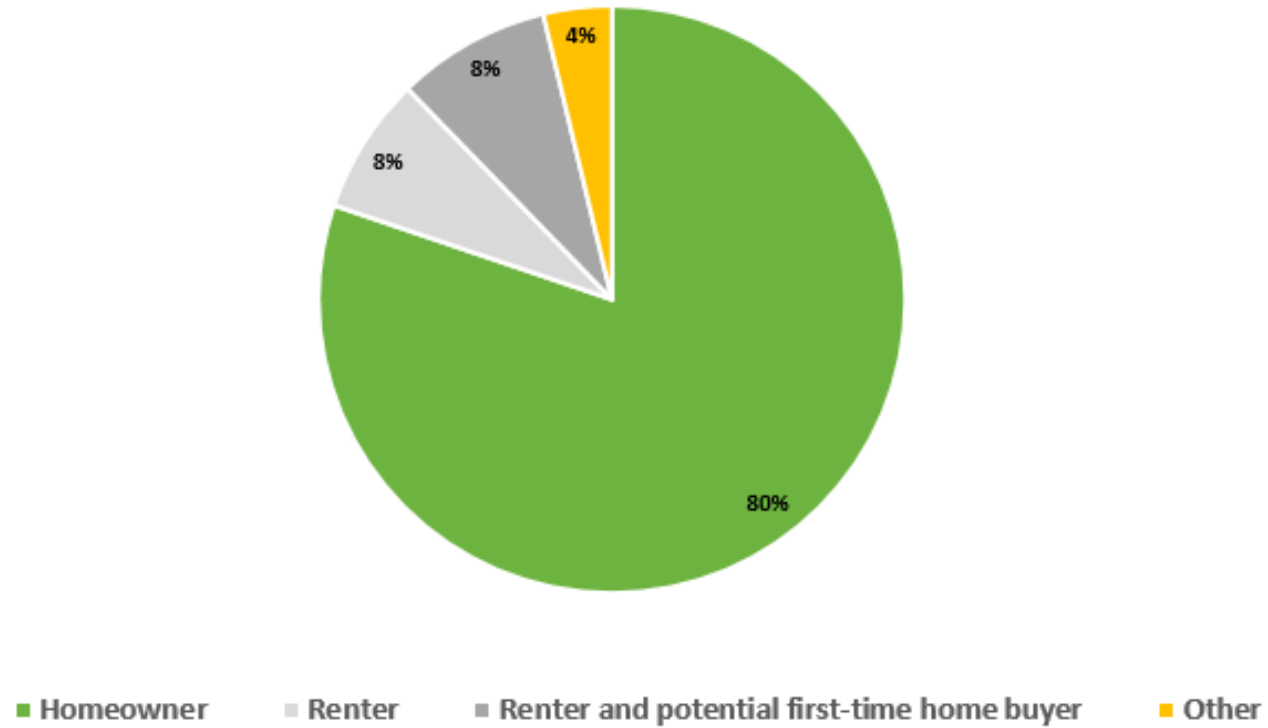
Q8. How would you best describe your current housing situation?





Profile of Respondents

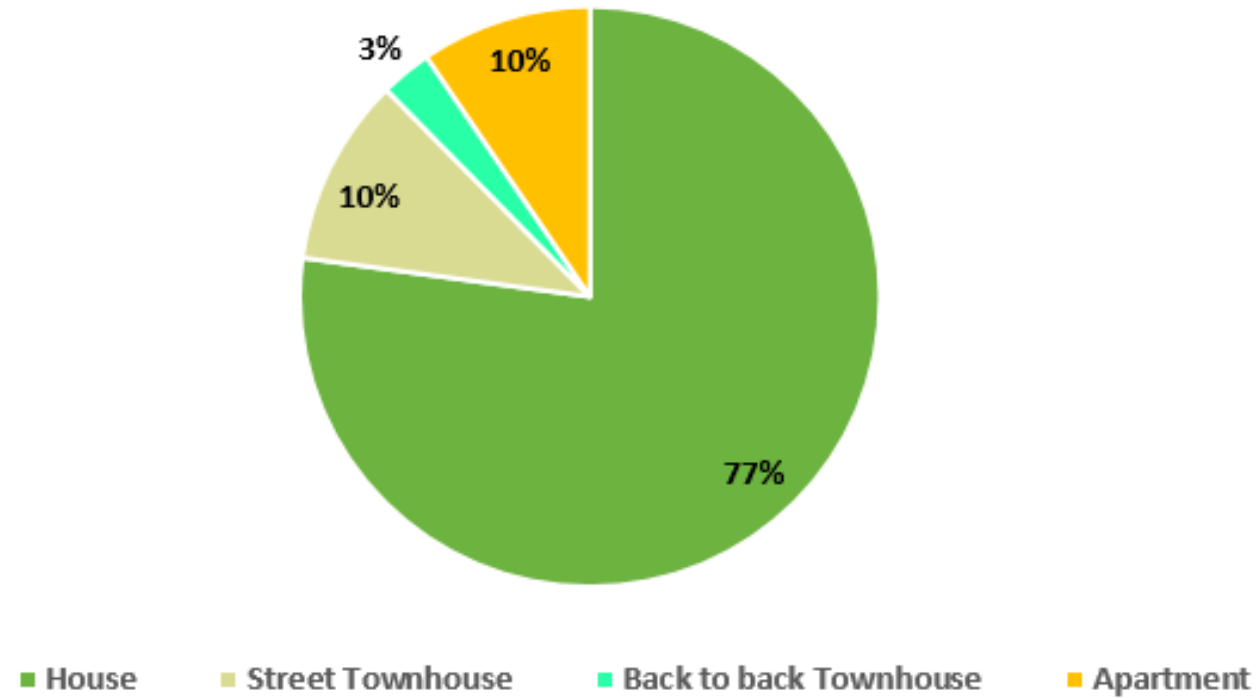
Q10. "I am currently a..."





Profile of Respondents

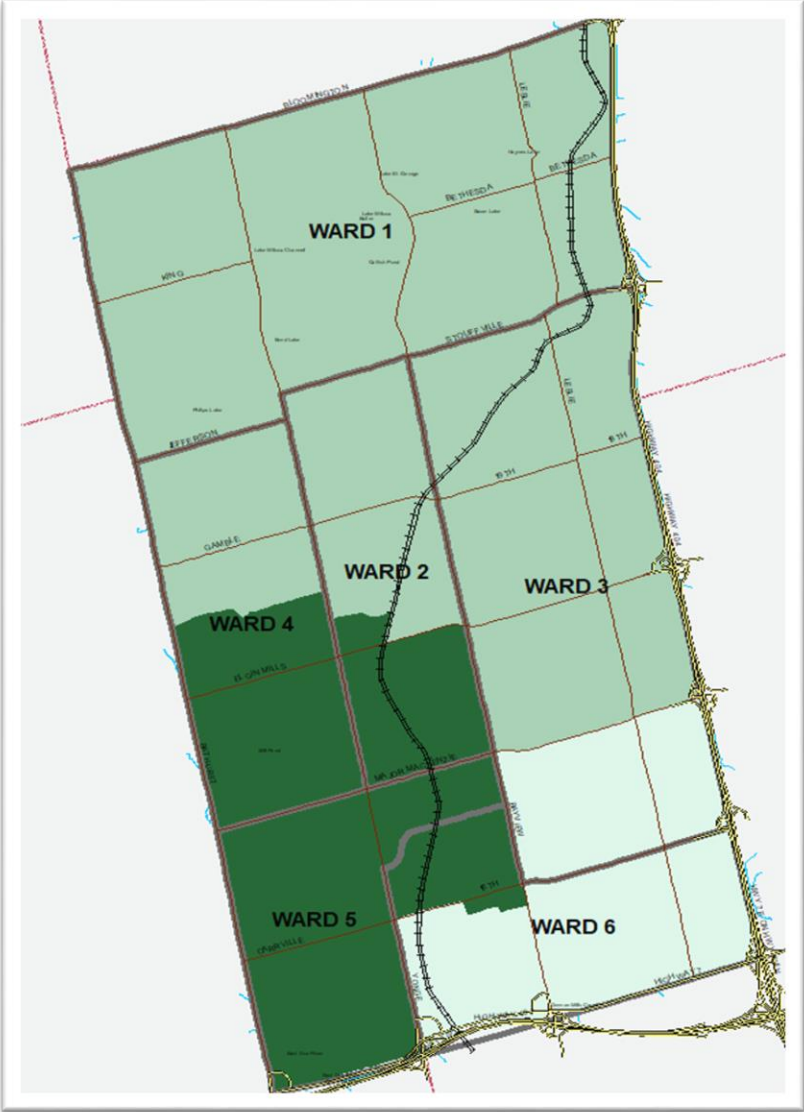
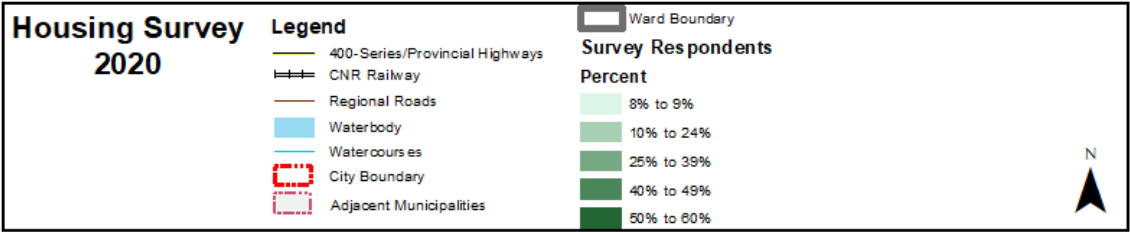
Q12. What kind of dwelling do you live in?





Location of Respondents

Map of Respondent locations in Richmond Hill





Staff Report for Council Meeting

Date of Meeting: June 23, 2021

Report Number: SRPI.21.067

Department: Planning and Infrastructure
Division: Development Planning

Subject: SRPI.21.067 – Request for Approval – Zoning By-law Amendment and Revised Draft Plan of Subdivision Applications – Country Wide Homes (Jefferson) Inc. and Giuseppina Brunetto – City Files D02-20017, D03-14008 and D03-16002

Owners:

Country Wide Homes (Jefferson) Inc.
1500 Highway 7
Concord, Ontario
L4K 5Y4

Giuseppina Brunetto
115 Duncan Road
Richmond Hill, Ontario
L4C 6J4

Agent:

Evans Planning Inc.
8481 Keele Street, Unit 12
Vaughan, Ontario
L4K 1Z7

Location:

Legal Description: Lots 1 to 5, Plan 9597 and Lots 11, 15 to 18, 20 to 24, 27 and 28, Plan 1916
Municipal Addresses: 30 Beech Avenue, 211, 223, 235, 251, 273, 291 and 305 Jefferson Sideroad, and 196, 210, 226, 234, 246, 260, 276 and 288 Harris Avenue

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Purpose:

A request for approval concerning revised Zoning By-law Amendment and draft Plan of Subdivision applications to facilitate a residential development to be comprised of 111 single detached dwelling units, 12 semi-detached dwelling units and 35 street townhouse dwelling units on the subject lands.

Recommendations:

- a) **That the revised Zoning By-law Amendment and draft Plan of Subdivision applications submitted by Country Wide Homes (Jefferson) Inc. and Giuseppina Brunetto for lands known as Lots 1 to 5, Plan 9597 and Lots 11, 15 to 18, 20 to 24, 27 and 28, Plan 1916 (Municipal Addresses: 30 Beech Avenue, 211, 223, 235, 251, 273, 291 and 305 Jefferson Sideroad and 196, 210, 226, 234, 246, 260, 276 and 288 Harris Avenue), City Files D02-20017, D03-14008 and D03-16002, be approved, subject to the following:**
 - (i) **that a portion of the subject lands be rezoned from Single Detached Four (R4) Zone, Single Detached Six (R6) Zone and Semi-Detached One (RD1) Zone to Single Detached Two (R2) Zone, Single Detached Three (R3) Zone and Single Detached Six (R6) Zone under By-law 235-97, as amended, and that the amending Zoning By-law establish site specific development standards as outlined in Staff Report SRPI.21.067;**
 - (ii) **that the revised and consolidated Plan of Subdivision as depicted on Map 8 to Staff Report SRPI.21.067 be draft approved subject to the conditions set out in Appendix “C” to this report; and**
- b) **That the original assignment of servicing allocation to the subject lands be repealed and that 532.06 persons equivalent of servicing allocation (111 single detached dwellings, 12 semi-detached dwellings and 35 street townhouse dwellings) be assigned to the subject lands, to be released by the Commissioner of Planning and Infrastructure in accordance with the provisions of By-law 109-11, as amended.**

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Contact Person:

Jeff Healey, Senior Planner - Subdivisions, phone number 905-771-6452 and/or
Denis Beaulieu, Manager of Development, Subdivisions, phone number 905-771-2540

Report Approval:

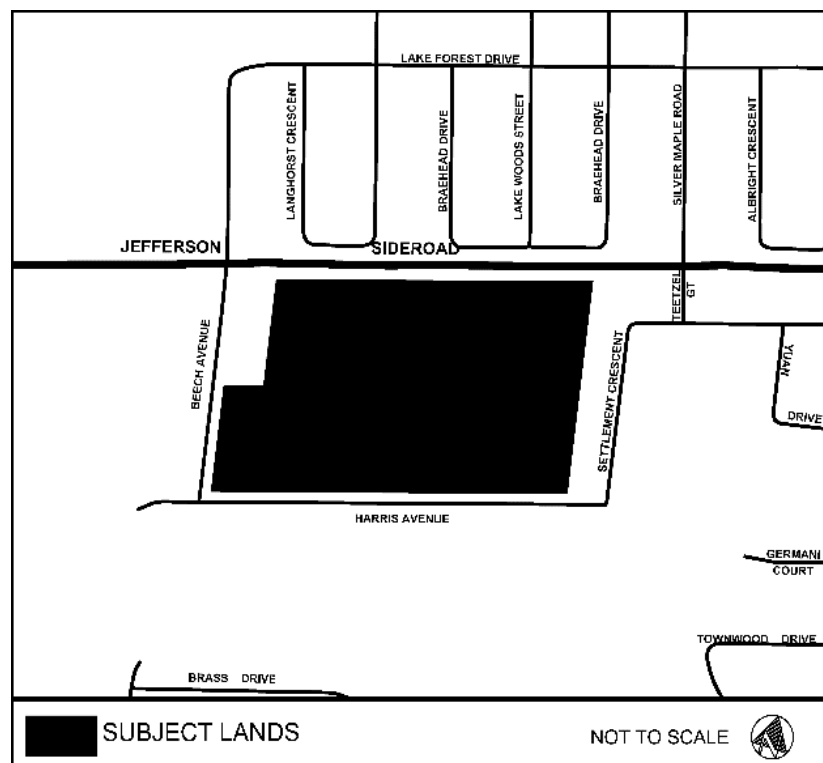
Submitted by: Kelvin Kwan, Commissioner of Planning and Infrastructure

Approved by: Mary-Anne Dempster, City Manager

All reports are electronically reviewed and/or approved by the Division Director, Treasurer (as required), City Solicitor (as required), Commissioner, and City Manager. Details of the reports approval are attached.

Location Map:

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



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Background:

The subject Zoning By-law Amendment and revised draft Plan of Subdivision applications were originally considered at a statutory Council Public Meeting held on November 4, 2020 wherein Council received Staff Report SRPI.20.001 and directed that all comments be referred back to staff for consideration.

A number of comments and concerns were raised at the meeting which are addressed in the later sections of this report. Since the applications were filed in 2020, the applicant has made a formal resubmission with revisions to the overall development proposal, including the following (refer to Maps 7 and 8):

- modifications to the alignment of the proposed north–south public walkway between Street “A” and Street “B”; and,
- modifications to the distribution of units, resulting in a reduction of one single detached dwelling unit on the north side of Street “B”.

All comments from circulated City departments and external agencies have now been satisfactorily addressed by the applicant. Accordingly, the purpose of this report is to seek Council’s approval of the applicant’s revised Zoning By-law Amendment and draft Plan of Subdivision applications.

Summary Analysis:

Site Location and Adjacent Uses

The subject lands are located at the southeast quadrant of Jefferson Sideroad and Beech Avenue and have a total lot area of 6.84 hectares (16.90 acres) (refer to Map 1). The lands are presently vacant as a result of preliminary grading and tree removal. The lands abut Jefferson Sideroad to the north, an existing single detached dwelling and Beech Avenue to the west, Harris Avenue to the south and existing single detached dwellings to the east.

Revised Development Proposal

The applicant is seeking Council’s approval of its revised development proposal to permit a residential development comprised of 111 single detached dwellings, 12 semi-detached dwellings and 35 street townhouse dwellings, in addition to blocks for stormwater management, public walkways and road purposes on the subject lands (refer to Maps 8 to 11).

The following is a summary table outlining the relevant statistics of the applicant’s revised development proposal based on the plans and drawings submitted to the City:

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- **Total Lot Area:** 6.84 hectares (16.90 acres)
 - **Single Detached Lots:** 3.72 hectares (9.19 acres)
 - **Semi-Detached Lots:** 0.38 hectares (0.94 acres)
 - **Townhouse Blocks:** 0.70 hectares (1.73 acres)
 - **Stormwater Management Pond Block:** 0.45 hectares (1.11 acres)
 - **Walkway Blocks:** 0.06 hectares (0.15 acres)
 - **Road, Widening and Reserve Blocks:** 1.53 hectares (3.78 acres)
- **Total Number of Units:** 158
 - **Single Detached (15.2 metres):** 13
 - **Single Detached (11.0 metres):** 34
 - **Single Detached (7.6 metres):** 64
 - **Semi-Detached:** 12
 - **Street Townhouse:** 35
- **Proposed Building Heights:** 2 and 3 storeys
- **Proposed Density:** 23.1 units per hectare (9.35 units per acre)

Planning Analysis:

City of Richmond Hill Official Plan

The subject lands are designated **Neighbourhood** in accordance with Schedule A2 – Land Use of the City’s Official Plan (the “Plan”). Permitted uses include single detached, semi-detached and street townhouse dwellings subject to specific locational criteria (refer to Map 3). In this regard, medium density residential development is permitted on lands fronting onto an arterial road or lands identified within an Infill Plan approved by Council pursuant to **Policy 4.9.1.1 (1)** of the Plan. The subject lands are located within a priority infill area and are subject to the Harris-Beech Infill Study which is subject to the Council-approved City-Wide Architectural Control Guidelines and the Heathwood Homes Architectural Control Guidelines. The applicant is proposing a mix of single detached, semi-detached and street townhouse dwellings on the subject lands, all of which are consistent with the applicable land use policies of the Plan.

Pursuant to **Policy 4.9.1.2 (3)** and where permitted in accordance with the policy criteria outlined in the Plan, a maximum site density of 50 units per hectare (20 units per acre) is permitted for medium density residential uses within the **Neighbourhood** designation. The medium density component of the proposed development conforms with the maximum density stipulated by the Plan.

Pursuant to **Policy 4.9.1.4**, development within the **Neighbourhood** designation shall have a maximum building height of three storeys, except on an arterial street where the maximum building height shall be four storeys. The proposed development comprises both two and three storey dwelling units, which is in accordance with the Plan.

The **Neighbourhood** designation provides opportunities for small-scale infill development. In accordance with **Section 4.9.2** of the Plan, development shall be compatible with the character of the adjacent and surrounding areas with respect to the predominant building forms and types, massing, general patterns of streets, blocks, and

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lots, landscaped areas and treatments, and the general pattern of yard setbacks. The proposed development is located within the Harris-Beech Infill Study, which has pre-determined the type of infill development to be permitted within the neighbourhood.

The subject lands are also situated within the **Settlement Area** of the Oak Ridges Moraine, as defined in accordance with the *Oak Ridges Moraine Conservation Plan* (“ORMCP”). In accordance with **Section 3.2.1.1(18)** of the Plan, all uses, including the creation of new lots which are otherwise permitted under the Plan, shall be permitted within the **Settlement Area** and permitted uses shall be subject to the requirements of Section 19(3) and 31(4) of the ORMCP. The applicant has addressed the applicable policies of the Plan and the ORMCP as it relates to development within a **Settlement Area**. The lands are also located within an Area of High Aquifer Vulnerability in accordance with Schedule A5 – ORM Areas of High Aquifer Vulnerability and Wellhead Protection Areas of the Plan. The proposed development is not anticipated to affect the Area of High Aquifer Vulnerability.

The lands are located within a Category 2 Oak Ridges Moraine Landform Conservation Area in accordance with Schedule A6 – Landform Conservation Areas of the Plan. A determination was made through the previous development approvals that development on the subject lands was in conformity with the Landform Conservation Area policies. In this regard, the applicant has submitted a Landform Conservation Assessment which confirms that a significant majority of the lands did not meet the Landform Conservation criteria outlined in the ORMCP Technical Papers. Therefore, the proposed development is in accordance with the Landform Conservation Area policies of the ORMCP.

Harris-Beech Infill Study (2013)

As noted previously, the subject lands are located within the Harris-Beech Infill Study area (the “Study”) in accordance with **Policy 4.9.1.1.1(j)** of the Plan. Approved by Council in 2013, the Study provides guidance for infill development within the Harris-Beech neighbourhood. Specifically, the Study provides a number of findings intended to guide the redevelopment of the Harris-Beech neighbourhood and provides four Development Scenarios for both low and medium density residential uses, including development on the subject lands. The applicant has submitted a Concept Plan of the western portion of the Harris-Beech Infill area, depicting proposed and draft approved developments (refer to Map 9). Outlined below is a summary of the subject proposal’s conformity to the Study:

- low density residential uses in the form of single detached and semi-detached dwellings on public streets are permitted throughout the Infill Plan and are consistent with Development Scenarios “A”, “C” and “D” of the Study (refer to Maps 4 to 6);
- the proposed medium density residential uses in the form of townhouse dwellings adjacent to Jefferson Sideroad remain largely unchanged from the previous draft approved and red-lined plans which is consistent with Development Scenarios “A” and “C” of the Study (refer to Maps 4 and 5);

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- the proposed street network remains unchanged from the previous draft approved plans and is consistent with the public street network identified within Development Scenario “D” of the Study (refer to Map 6);
- the proposed semi-detached dwellings with lot frontages of 15.2 metres (49.86 feet) along Beech Avenue remain unchanged from the previous draft approved plan and are consistent with the minimum lot frontage requirement of 15 metres (49.21 feet) on existing streets in the Study;
- the proposed single detached dwellings with lot frontages of 15.2 metres (49.86 feet) along the north side of Harris Avenue remain unchanged from the previous draft approved plan and are consistent with the minimum lot frontage requirement of 15 metres (49.21 feet) on existing streets in the Study;
- the proposed single detached dwellings with lot frontages of 11 metres (36.09 feet) along Streets “A” and “B” are considered a minor reduction and generally conform with the minimum lot frontage requirement of 12 metres (39.37 feet) on new streets in the Study; and,
- the proposed single detached dwellings with lot frontages of 7.6 metres (24.93 feet) and building heights of three (3) storeys along Streets “A” and “B” represent a departure from the direction in the Infill Study. Notwithstanding, the proposed lots are concentrated within an area that may have otherwise been permitted to accommodate medium density residential uses at a maximum building height of three (3) storeys (refer to Map 5). Furthermore, the proposed 7.6 metre lots provide an appropriate transition in built form and height between the proposed street townhouses along Jefferson Sideroad and the larger single detached lots fronting onto the south side of Street “B”, the north side of Harris Avenue, and the east side of Street “A”.

Given all of the above, staff is satisfied that the proposed development conforms with the applicable policies of the Plan and the *Oak Ridges Moraine Conservation Plan*, is generally consistent with the Council-approved Harris-Beech Infill Study, is appropriate for this specific property and location, and constitutes good and orderly planning.

Revised Zoning By-law Amendment Application

The subject lands are zoned **Multiple Residential One (RM1) Zone**, **Semi-Detached One (RD1) Zone**, **Single Detached Four (R4) Zone**, **Single Detached Six (R6) Zone** and **Open Space (O) Zone**, with site specific exceptions under By-law 235-97, as amended (refer to Map 2). The existing zoning of the subject lands implements the form of development contemplated in the previously draft approved Plans of Subdivision.

The applicant has submitted a revised Zoning By-law Amendment application that proposes to rezone a portion of the subject lands to new residential zone categories under By-law 235-97 in order to implement its revised/consolidated draft Plan of Subdivision. In this regard, the applicant is proposing to rezone a portion of the lands to site specific **Single Detached Two (R2) Zone** and **Single Detached Three (R3) Zone**, in addition to the inclusion of site specific provisions in the current **Single Detached Six (R6) Zone** under By-law 235-97, as amended (refer to Appendix “B”). No changes are

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proposed to the existing **Multiple Residential One (RM1) Zone, Semi-Detached One (RD1) Zone** and **Open Space (O) Zone** categories or standards on the subject lands.

Outlined below is a comparison of the proposed development standards relative to those of the associated parent zone category, with requested site specific exceptions noted in bold:

Single Detached Dwellings (7.6 metres) – Lots 14 to 27 and 36 to 86

Development Standard	R2 Zone Standards, By-law 235-97, as amended	Proposed R2 Zone Standards
Minimum Lot Frontage	9.0 metres (29.52 feet) (interior lot) 11.0 metres (36.08 feet) (corner lot)	7.6 metres (24.93 feet) (interior lot) 9.0 metres (29.52 feet) (corner lot)
Minimum Lot Area	300 square metres (3,229.17 square feet) (interior lot) 365 square metres (3,928.82 square feet) (corner lot)	200.0 square metres (2,152.78 square feet) (interior lot) 280.0 square metres (3,013.89 square feet) (corner lot)
Maximum Lot Coverage	40%	47.5%
Minimum Required Front Yard	4.5 metres (14.76 feet) (to dwelling) 5.8 metres (19.02 feet) (to garage)	Complies
Minimum Required Side Yard	Special Provision Note #13: 1.2 metres (3.93 feet) on one side, 0.6 metres (1.96 feet) on the other side	Complies
Minimum Required Flankage Yard	3.0 metres (9.84 feet)	2.4 metres (7.87 feet) – Lots 36 and 61 only
Minimum Required Rear Yard	7.5 metres (24.60 feet)	7.0 metres (22.96 feet)
Maximum Building Height	11.0 metres (36.08 feet)	12.6 metres (41.33 feet)
Minimum Parking Standards	2 spaces per unit	Complies
Minimum Setback to Daylighting Triangle	0.6 metres (1.97 feet)	Complies

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Single Detached Dwellings (11.0 metres) – Lots 7 to 13, 28 to 35 and 87 to 104

Development Standard	R3 Zone Standards, By-law 235-97, as amended	Proposed R3 Zone Standards
Minimum Lot Frontage	10.5 metres (34.44 feet) (interior lot) 12.0 metres (39.37 feet) (corner lot)	Complies
Minimum Lot Area	350 square metres (3,767.36 square feet) (interior lot) 415 square metres (4,467.02 square feet) (corner lot)	340 square metres (3,659.72 square feet) (interior lot) – Lots 7 to 13 300 square metres (3,229.17 square feet) (interior lot) – Lots 28 to 35 Interior Lot – Complies - Lots 87 to 104 400 square metres (4,305.56 square feet) (Corner lot) – Lots 7 to 13 Corner Lot – Complies – Lots 28 to 35 and 87 to 104
Maximum Lot Coverage	40%	47.5%
Minimum Required Front Yard	4.5 metres (14.76 feet) (to dwelling) 5.8 metres (19.02 feet) (to garage)	Complies
Minimum Required Side Yard	Special Provision Note #13: 1.2 metres (3.93 feet) on one side, 0.6 metres (1.96 feet) on the other side	Complies
Minimum Required Flankage Yard	3.0 metres (9.84 feet)	Complies
Minimum Required Rear Yard	7.5 metres (24.60 feet)	Complies
Maximum Building Height	11.0 metres (36.08 feet)	Complies
Minimum Parking Standards	2 spaces per unit	Complies
Minimum Setback to Daylighting Triangle	0.6 metres (1.97 feet)	Complies

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Single Detached Dwellings (15.2 metres) – Lots 105 to 117

Development Standard	R6 Zone Standards, By-law 235-97, as amended	Proposed R6 Zone Standards
Minimum Lot Frontage	15.0 metres (49.21 feet) (interior lot) 17.0 metres (55.77 feet) (corner lot)	Complies
Minimum Lot Area	500 square metres (5,381.95 square feet) (interior lot) 565 square metres (6,081.60 square feet) (corner lot)	Complies
Maximum Lot Coverage	40%	47.5%
Minimum Required Front Yard	4.5 metres (14.76 feet) (to dwelling) 5.8 metres (19.02 feet) (to garage)	Complies
Minimum Required Side Yard	1.5 metres (4.92 feet)	1.2 metres (3.93 feet)
Minimum Required Flankage Yard	3.0 metres (9.84 feet)	Complies
Minimum Required Rear Yard	7.5 metres (24.60 feet)	Complies
Maximum Building Height	11.0 metres (36.08 feet)	Complies
Minimum Parking Standards	2 spaces per unit	Complies

The applicant is proposing an increase in maximum lot coverage from 40% to 47.5% for all lots subject to amendments to the Zoning By-law. An increase in lot coverage to 47.5% can be found in several locations within By-law 235-97, and is largely a result of the applicant taking advantage of the reduced interior side yard setback permissions as indicated in Special Provision Notes #1 and #13 of the Zoning By-law. The applicant has demonstrated through a revised Functional Servicing Memorandum that the function of the proposed stormwater management pond will be maintained despite the increased lot coverage. In this regard, the proposed increase in lot coverage is considered to be appropriate for the proposed development.

The applicant is proposing a reduction in the minimum lot area for Lots 8 to 13 and 31 to 34, which fall below the minimum lot area requirement of 350 square metres for the **R3 Zone**. The reduction to the minimum lot area is a largely a function of the proposed lot depth and does not result in any impacts from a streetscaping perspective.

The applicant is also proposing an increase in the maximum building height for the 7.6 metre single detached dwellings from 11.0 metres (36.08 feet) to 12.6 metres (41.33 feet). Reduced lot area, minimum required rear yard and flankage yard specifications are also requested for the **R2 Zone**. The requested reductions are largely a result of the

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applicant introducing a 7.6 metre single detached product not originally envisioned in the Zoning By-law. The proposed building height increase will accommodate a three storey built form for the 7.6 metre single detached dwelling units, which are to front onto interior streets and be buffered by single detached dwellings and townhouse dwellings to the north, east and south. Furthermore, a reduction of the minimum required rear yard from 7.5 metres (24.60 feet) to 7.0 metres (22.96 feet) is appropriate as it will maintain appropriate rear yard amenity and privacy to abutting residential uses.

Given all the above, staff is of the opinion that the subject Zoning By-law Amendment application implements the applicant's revised draft Plan of Subdivision application, conforms with the Official Plan, is generally consistent with the Harris Beech Infill Study and represents good planning.

Revised Draft Plan of Subdivision Application

The applicant has submitted a revised draft Plan of Subdivision that proposes to consolidate two draft approved Plans of Subdivision and facilitate a residential development comprised of 111 single detached dwellings, 12 semi-detached dwellings and 35 street townhouse dwellings, in addition to blocks for stormwater management, public walkways and road purposes on the subject lands (refer to Map 8). The following is an overview of the various components of the submitted draft plan:

- Lots 1 to 6 on the draft plan are intended to accommodate semi-detached dwellings, which is reflective of the previous draft plan approval (File D03-14008);
- Lots 7 to 13, 15, 28 to 35 and 87 to 104 on the draft plan are intended to accommodate single detached dwellings with minimum lot frontages of 11.0 metres (36.09 feet);
- Lot 14 on the draft plan is intended to accommodate a single detached dwelling with a minimum lot frontage of 9.2 metres (30.18 feet);
- Lots 16 to 27 and 36 to 86 on the draft plan are intended to accommodate single detached dwellings with minimum lot frontages of 7.6 metres (24.93 feet);
- Lots 105 to 117 on the draft plan are intended to accommodate single detached dwellings with minimum lot frontages of 15.2 metres (49.87 feet), which is reflective of the previous draft plan approvals (Files D03-14008 and D03-16002). Future development blocks from the previous draft approved plans have been consolidated;
- Blocks 118 to 122 on the draft plan are intended to accommodate 35 street townhouse dwellings, which is reflective of previous draft plan approvals and red-line revisions (Files D03-14008 and D03-16002). Future development blocks from the previous draft approved plans have been consolidated;
- Street "A" on the draft plan provides a north-south and east-west local road which serves as vehicular and pedestrian access from Harris Avenue for the western and northern portions of the draft plan, which includes single detached dwellings and street townhouse dwellings;
- Street "B" on the draft plan provides an east-west local road which connects to Street "A" and Settlement Crescent, and serves as a vehicular and pedestrian

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access for the eastern portion of the draft plan which includes single detached dwellings;

- Block 123 on the draft plan is a stormwater management pond, which is reflective of the previous draft plan approval (File D03-14008);
- Block 124 on the draft plan is a daylighting triangle at the northeast intersection of Harris Avenue and Beech Avenue, and is to be conveyed to the City;
- Blocks 125 and 126 on the draft plan are intended to be 6.0 metre walkway blocks. Block 125 connects Jefferson Sideroad to the north to Street “A” in the south, and Block 126 connects Street “A” to the north to Street “B” in the south;
- Block 127 on the draft plan is a 3.0 metre road widening abutting Jefferson Sideroad, and is to be conveyed to the City; and,
- Blocks 128 to 130 on the draft plan serve as 0.3 metre residential reserve blocks to be conveyed to the City.

Subject to the conditions of draft approval contained in Appendix “C” attached hereto, staff is of the opinion that the revised draft Plan of Subdivision application conforms with the Official Plan, is generally consistent with the Harris Beech Infill Study Area and has appropriate regard for the criteria under Section 51(24) of the *Planning Act*.

Council and Public Comments:

The following is an overview of and response to comments and/or concerns expressed by the public and members of Council at the Council Public Meeting held on November 4, 2020 and through written correspondence received by the City:

- **Proximity to Existing Residential Uses**

Concerns were raised with respect to the proximity of the proposed development and adjacent existing residential dwellings on the west side of Settlement Crescent. In this regard, there are currently six (6) single detached dwellings on the west side of Settlement Crescent, north of proposed Street “B”, with lot frontages ranging from 13.1 metres (42.98 feet) to 18.4 metres (60.37 feet). The current draft approved plans on the subject lands propose six (6) semi-detached lots (12 units) with lot frontages of 15.0 metres (49.21 feet) adjacent to the existing lots on Settlement Crescent.

The applicant’s revised draft Plan of Subdivision now proposes to replace the approved semi-detached lots with seven (7) single detached dwellings to have lot frontages ranging from 11.0 metres (36.09 feet) to 16.9 metres (55.45 feet). As a result, fewer dwelling units are now proposed adjacent to existing development along Settlement Crescent, and the applicant is proposing to comply with the minimum rear yard setback standard of 7.5 metres (24.61 feet) and the maximum building height standard of 11.0 metres (36.09 feet), thereby providing an appropriate separation and interface between the proposed development and existing dwellings on Settlement Crescent.

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A further concern was raised by a resident in regards to the eastern interface between Lot 87 and an existing single detached lot fronting Settlement Crescent, south of proposed Street “B”. In this regard, the applicant has confirmed that no side door will be placed on the east side of Lot 87, and the proposal will comply with the minimum interior side yard setback of 1.2 metres (3.93 feet).

- **Road Network**

Concerns were raised regarding the proposed road network, and more specifically with respect to proposed Street “A” being accessed from Harris Avenue rather than Beech Avenue, as well as the desire for an additional vehicular entrance to handle traffic volumes. In this regard, the proposed road network remains unchanged from the already draft approved Plans of Subdivision on the subject lands. The overall road network not only includes an access (Street “A”) from Harris Avenue, but also another access (Street “B”) that connects to Settlement Crescent. The proposed road network is consistent with the Harris-Beech Infill Study and Transportation Engineering staff are satisfied with the Traffic Study submitted in support of the approved road network.

- **Semi-Detached Dwellings on Beech Avenue**

A concern was raised with respect to the proposed semi-detached dwellings on Beech Avenue, and a request was made to convert these lots to single detached dwellings. In this regard, save and except for the elimination of a walkway block, the proposed semi-detached dwellings along Beech Avenue remain unchanged from the already draft approved Plans of Subdivision on the subject lands, and are consistent with the recommendations of the Harris-Beech Infill Study.

- **Transition of Lots from Existing Streets to New Streets**

A request was made to increase the proposed lot frontages along the west side of Street “A”, opposite the proposed stormwater management pond, from 11.0 metres (36.09 feet) to 13.71 metres (45.0 feet). In this regard, the draft approved Plan of Subdivision on the subject lands accommodates 6 semi-detached dwelling lots (12 units) with frontages of 15.0 metres (49.21 feet) on the west side of Street “A”. The applicant’s revised draft Plan of Subdivision proposes 9 single detached dwellings with lot frontages of 11.0 metres (36.09 feet) on this portion of the lands. The revised proposal results in fewer dwelling units along this section of Street “A”, and is generally consistent with the recommended minimum lot frontage of 12 metres (39.37 feet) for lots on new streets within the Harris-Beech Infill Study.

- **Landscaping on the Proposed Stormwater Pond Block**

A request was made to implement landscaping around the proposed stormwater management pond in order to provide privacy and screening to the existing homes on the south side of Harris Avenue. In this regard, staff notes that the current Landscaping Plans for the stormwater management pond propose seven boulevard trees, a wood rail fence with stone pilasters and additional trees and shrubbery

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within the block. Park and Natural Heritage Planning staff has reviewed the Landscaping Plans and determined that the proposed trees and shrubbery are appropriate for the stormwater management pond. The selected shrub species are fast growing and will further assist in blocking views of the stormwater management pond from the south side of Harris Avenue.

- **Stormwater Outlet Location**

A concern was raised regarding the use of an existing drainage outlet through lands on the south side of Harris Avenue as a permanent outlet for the proposed stormwater management pond. In this regard, Development Engineering staff are currently working with the applicant to address this concern and explore opportunities to relocate the outlet to another suitable location. The stormwater management scheme and outfall location will be finalized as part of the detailed design process for the revised Plan of Subdivision.

- **Road Connection to Wicker Drive**

A request was made to reconsider requiring Beech Avenue to connect with Wicker Drive to the south as originally envisioned through the approval of the Autumn Grove subdivision. The current road configuration, as approved by Council for the proposed development at 307 Harris Avenue, will terminate Beech Avenue in a modified cul-de-sac rather than extending the road to connect with Wicker Drive. Servicing connections between Wicker Drive and Beech Avenue will be installed in order to service the western portion of the Harris-Beech Infill Study Area. As Council has already made its decision respecting the extension of Wicker Drive, staff is not proposing that this matter be revisited.

- **Lack of Parkland**

A concern was raised from a resident regarding the implementation of additional parkland on the subject lands. In this regard, the Harris-Beech Infill Study does not envision a park on the subject lands, and Park and Natural Heritage Planning staff has already made a determination that additional parkland in this location is not required. Park facilities are planned with the Heathwood subdivision to the east and there are existing and planned trail systems to the south and west of the subject lands.

- **Sidewalk Connections**

A concern was raised regarding the existing condition of the road stub connecting Street “B” and Settlement Crescent. In this regard, the applicant will be required to construct Street “B” and the existing road stub to municipal standards with sidewalks on both the north and south sides of the Street “B” road allowance.

Department and External Agency Comments:

All circulated City Departments and external agencies have indicated no objections and/or have provided conditions of draft approval with respect to the applicant’s revised

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draft Plan of Subdivision application, including the City's Park and Natural Heritage Planning Section and Development Engineering Division, in addition to the Regional Municipality of York and the Toronto and Region Conservation Authority. The schedule of draft plan conditions is attached as Appendix "C".

Development Engineering Division

The City's Development Engineering Division has provided conditions of draft approval with respect to the applicant's draft Plan of Subdivision application, including comments to be addressed as part of the detailed design phase of the proposed development. In this regard, Development Engineering staff has determined that the proposed development conforms with the engineering requirements of the Harris-Beech Master Environmental Servicing Plan (MESP). As noted above, Development Engineering staff will continue to work with the applicant to address on-site matters, including the location of the stormwater outfall, during the detailed design phase of the development process.

Development Planning Division

Development Planning staff has completed a review of the applicant's revised development proposal and provides the following comments:

- staff supports the applicant's proposed zoning provisions and finds them appropriate for the subject development. The by-law structure and details of the site specific provisions will be finalized prior to enactment by Council;
- the proposed development has demonstrated conformity with the Harris-Beech MESP;
- it is noted that the draft plan conditions for each of the original draft approved Plans of Subdivision have now been consolidated into a single schedule of draft plan conditions by virtue of the consolidation of the two draft Plans of Subdivision; and,
- the applicant will be required to submit a Part Lot Control Exemption application(s) in order to facilitate the creation of lots for the proposed semi-detached dwellings and street townhouses following registration of the Plan of Subdivision and construction of the proposed dwellings.

Interim Growth Management Strategy:

Council has approved and implemented a comprehensive strategy comprised of eight growth management criteria as a means of assessing and prioritizing development applications for the receipt of servicing allocation. The criteria are as follows:

1. *Providing community benefits and completion of required key infrastructure.*
2. *Developments that have a mix of uses to provide for live-work relationships.*
3. *Developments that enhance the vitality of the Downtown Core.*
4. *Higher-order transit supportive development.*
5. *Developments that represent sustainable and innovative community and building design.*
6. *Completion of communities.*

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7. *Small scale infill development.*
8. *Opportunities to provide affordable housing.*

The applicant has submitted a Sustainability Performance Metrics Tool for consideration by the City as part of its review and approval of its revised draft Plan of Subdivision demonstrating an overall application score of 21 points (refer to Appendix “D”) which achieves a “good” score and meets the threshold of 21 points for such applications.

Servicing allocation was previously assigned to the original draft approved Plans of Subdivision on the subject lands through Staff Report SRPRS.18.044 and a subsequent delegated authority memorandum from the Commissioner. Given the proposed revisions to and consolidation of the draft approved Plans of Subdivision, staff recommends that the original servicing allocation assigned be revoked and that a total of 532.06 persons equivalent of servicing allocation (111 single detached dwellings, 12 semi-detached dwellings and 35 street townhouse dwellings) be assigned to the subject lands.

Financial/Staffing/Other Implications:

The recommendations of this report do not have any financial, staffing or other implications.

Relationship to Council’s Strategic Priorities 2020-2022:

The recommendations of this report are aligned with **Balancing Growth and Green** in recognizing the balance between economic development and environmental protection.

Climate Change Considerations:

The proposed development considers climate change mitigation by facilitating infill development within an existing built-up area, thereby utilizing land more efficiently.

Conclusion:

The applicant is seeking approval of its revised Zoning By-law Amendment and draft Plan of Subdivision applications to permit a residential development to be comprised of 111 single detached dwellings, 12 semi-detached dwellings and 35 street townhouse dwellings, in addition to blocks for stormwater management, public walkways and road purposes on its land holdings.

Staff has completed a comprehensive review and evaluation of the applicant’s revised development proposal and is of the opinion that the submitted applications conform with the applicable policies of the Official Plan, are consistent with the Harris-Beech Infill Study and the approved Master Environmental Servicing Plan (MESP) for the Harris-Beech Area and have regard for the criteria described under Subsection 51(24) of the *Planning Act*. Staff is also of the opinion that the applicant’s revised applications are appropriate and represent good planning. On the basis of the preceding, staff

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recommends that Council approve the subject applications in accordance with the conditions and directions outlined in this report.

Attachments:

The following attached documents may include scanned images of appendixes, maps and photographs. If you require an alternative format please call the contact person listed in this document.

- Appendix A, Extract from Council Public Meeting C#46-20 held on November 4, 2020
- Appendix B, Draft Zoning By-law
- Appendix C, Schedule of Draft Plan of Subdivision Conditions
- Appendix D, Sustainability Metrics
- Map 1, Aerial Photograph
- Map 2, Existing Zoning
- Map 3, Official Plan Designation
- Map 4, Harris-Beech Infill Study Demonstration - Scenario A
- Map 5, Harris-Beech Infill Study Demonstration - Scenario C
- Map 6, Harris-Beech Infill Study Demonstration - Scenario D
- Map 7, Original Draft Plan of Subdivision (2020)
- Map 8, Revised Draft Plan of Subdivision (2021)
- Map 9, Concept Plan
- Map 10, Conceptual Elevations – 11 m Single Detached
- Map 11, Conceptual Elevations – 7.6 m Single Detached

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Report Approval Details

Document Title:	SRPI.21.067-Request for Approval - Country Wide Homes (Jefferson).docx
Attachments:	- SRPI.21.067 - Appendix A - Council Extract.docx - SRPI.21.067 - Appendix B - Draft Zoning By-law.docx - SRPI.21.067- Appendix C- Schedule of Draft Plan Conditions.docx - SRPI.21.067 -Appendix D Sustainability Metrics.pdf - SRPI.21.067 -Map 1 - Aerial Photograph.docx - SRPI.21.067 -Map 2- Existing Zoning.docx - SRPI.21.067 -Map 3 - Official Plan Designation.docx - SRPI.21.067 -Map 4 - Harris-Beech Infill Study Demonstration - Scenario A.docx - SRPI.21.067 -Map 5 - Harris-Beech Infill Study Demonstration - Scenario C.docx - SRPI.21.067 -Map 6 - Harris-Beech Infill Study Demonstration - Scenario D.docx - SRPI.21.067 -Map 7 - Original Draft Plan of Subdivision (2020).docx - SRPI.21.067 -Map 8 - Revised Draft Plan of Subdivision (2021).docx - SRPI.21.067 -Map 9 - Concept Plan.docx - SRPI.21.067 -Map 10 - Conceptual Elevations - 11m Single Detached.docx - SRPI.21.067 -Map 11 - Conceptual Elevations - 7.6m Single Detached.docx
Final Approval Date:	Jun 3, 2021

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

Gus Galanis - Jun 2, 2021 - 3:28 PM

Kelvin Kwan - Jun 3, 2021 - 8:48 AM

MaryAnne Dempster - Jun 3, 2021 - 3:03 PM

3. Scheduled Business:

3.2 SRPI.20.001 - Request for Comments - Zoning By-law Amendment and Revised Draft Plan of Subdivision Applications - Country Wide Homes (Jefferson) Inc. and Giuseppina Brunetto - 30 Beech Avenue, 211, 223, 235, 251, 273, 291 and 305 Jefferson Sideroad, and 196, 210, 226, 234, 246, 260, 276 and 288 Harris Avenue - City Files D02-20017, D03-14008 and D03-16002

Jeff Healey of the Planning and Infrastructure Services Department provided an overview of the proposed Zoning By-law Amendment and revised draft Plan of Subdivision applications to permit a residential development comprising of 112 single detached dwelling units, 12 semi-detached dwelling units and 35 street townhouse dwelling units on the subject lands.

Murray Evans, Evans Planning Inc., agent for the applicant, advised that the proposed Zoning By-law Amendment and revised draft Plan of Subdivision applications were to revise the existing draft approved Plan of Subdivision to re-lot the internal portion of the property to accommodate fewer semi-detached dwellings and a larger number of single detached dwellings with reduced lot frontages. He reviewed the details of the approved 2018 draft Plan of Subdivision in comparison to the proposed 2020 plan and confirmed that there were no changes to be made to the periphery of the subdivision, road pattern or storm water management pond. Mr. Evans addressed the concerns that were identified in the correspondence received from area residents, advised that they were working with staff to find a solution for the storm drainage and impact on abutting properties to bring forward to the Toronto and Region Conservation Authority, and noted that he was in attendance to answer any questions.

Ying Li, 16 Settlement Crescent, representing the residents of 6, 8, 10 and 12 Settlement Court, advised that this was their first opportunity to provide comments regarding the proposed draft Plan of Subdivision as they did not live in their homes when the original applications for the subject lands were submitted in 2018, and noted that they paid a lot premium to back onto a forested area. She highlighted their concerns with the proposed development because of the close proximity of the new dwellings to the existing homes which would impact their privacy and access to sunlight. Ms. Li further advised that in their opinion, the proposed development did not fit with the character of the adjacent neighbourhood and made suggestions to improve the new development as further detailed in her correspondence distributed as part of Item 3.2.1.

Sridhar Methuku, 257 Harris Avenue, expressed his concerns with drainage from the storm water management pond within the proposed development and the impact it would have on his property, quality and enjoyment of life for him and his family, and property value. He provided a detailed history of his experience since purchasing his home in 2007 in relation to the Harris-Beech Infill Study and Harris-Beech Master Environmental Servicing Plan (MESP). Mr. Methuku requested that staff continue to work with the applicant and Toronto and Region Conservation Authority (TRCA) to find a solution for the drainage of the storm water management pond as further detailed in his correspondence distributed as part of Item 3.2.1.

Moved by: Councillor West

Seconded by: Regional and Local Councillor Perrelli

a) That staff report SRPI.20.001 with respect to the Zoning By-law Amendment and revised Draft Plan of Subdivision applications submitted by Country Wide Homes (Jefferson) Inc. and Giuseppina Brunetto for lands known as Lots 1 to 5, Plan 9597 and Lots 11, 15 to 18, 20 to 24, 27 and 28, Plan 1916 (municipal addresses: 30 Beech Avenue, 211, 223, 235, 251, 273, 291 and 305 Jefferson Sideroad and 196, 210, 226, 234, 246, 260, 276 and 288 Harris Avenue), City Files D02-20017, D03-14008 and D03-16002, be received for information purposes only and that all comments be referred back to staff.

Carried

For Your Information and Any Action Deemed Necessary

The Corporation of the City of Richmond Hill

By-law **-21

A By-law to Amend By-law 235-97, as amended, of
The Corporation of the City of Richmond Hill

Whereas the Council of The Corporation of the City of Richmond Hill (the "Corporation") at its Meeting of June 23, 2021, directed that this by-law be brought forward to Council for its consideration;

The Council of The Corporation of the City of Richmond Hill enacts as follows:

1. That By-law 235-97, as amended, of The Corporation of the City of Richmond Hill ("By-law 235-97") be and hereby is further amended as follows:
- a) by rezoning those lands shown on Schedule "A" to this By-law **-21 (the "Lands") to "Single Detached Two (R2) Zone", "Single Detached Three (R3) Zone" and "Single Detached Six (R6) Zone" under By-law 235-97, as amended;

b) by deleting and adding the following to Section 7 - Exceptions

"7.50

Notwithstanding any inconsistent or conflicting provisions of By-law 235-97 of the Corporation, as amended, the following special provisions shall apply to the lands zoned "Single Detached Six (R6) Zone" and more particularly shown as "R6" on Schedule "A" to By-law **-21 and denoted by a bracketed number (50):

i) Maximum **Lot Coverage**:47.5%

ii) Minimum Required **Side Yard**:1.2 metres (3.93 feet)"

c) by deleting and adding the following to Section 7 - Exceptions

"7.51

Notwithstanding any inconsistent or conflicting provisions of By-law 235-97 of the Corporation, as amended, the following special provisions shall apply to the lands zoned "Single Detached Three (R3) Zone" and more particularly shown as "R3" on Schedule "A" to By-law **-21 and denoted by a bracketed number (51):

i) Minimum **Lot Area** (Interior Lot):340.0 square metres
(3,659.73 square feet)

ii) Minimum **Lot Area** (Corner Lot):400.0 square metres
(4,305.56 square feet)

iii) Maximum **Lot Coverage**:47.5%"

d) by adding the following to Section 7 - Exceptions

"7.59

Notwithstanding any inconsistent or conflicting provisions of By-law 235-97 of the Corporation, as amended, the following special provisions shall apply to the lands zoned "Single Detached Two (R2) Zone" and more particularly shown as "R2" on Schedule "A" to By-law **-21 and denoted by a bracket number (59):

i) Minimum **Lot Frontage** (Interior Lot):7.6 metres (24.93 feet)

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- ii) Minimum **Lot Frontage** (Corner Lot): 9.0 metres (29.53 feet)
- iii) Minimum **Lot Area** (Interior Lot): 200.0 square metres
(2,152.78 square feet)
- iv) Minimum **Lot Area** (Corner Lot): 280.0 square metres
(3,013.89 square feet)
- v) Maximum **Lot Coverage**: 47.5%
- iv) Minimum Required **Rear Yard**: 7.0 metres (22.97 feet)
- v) Maximum Building **Height**: 12.6 metres (41.34 feet)
- vi) The following provisions shall apply to **Single Detached Dwellings** on the lands zoned “Single Detached Two (R2) Zone” as shown on Schedule “A” to this By-law *-21 and denoted as “A” on Schedule “B” to this By-law *-21:

- a. Minimum Required **Flankage Yard**: 2.4 metres (7.87 feet)”

- e) by adding the following to Section 7 - Exceptions

“7.60

Notwithstanding any inconsistent or conflicting provisions of By-law 235-97 of the Corporation, as amended, the following special provisions shall apply to the lands zoned “Single Detached Three (R3) Zone” and more particularly shown as “R3” on Schedule “A” to By-law *-21 and denoted by a bracketed number (60):

- i) Maximum **Lot Coverage**: 47.5%”

- f) by adding the following to Section 7 - Exceptions

“7.61

Notwithstanding any inconsistent or conflicting provisions of By-law 235-97 of the Corporation, as amended, the following special provisions shall apply to the lands zoned “Single Detached Three (R3) Zone” and more particularly shown as “R3” on Schedule “A” to By-law *-21 and denoted by a bracketed number (61):

- i) Minimum **Lot Area** (Interior Lot): 300.0 square metres
(3,229.17 square feet)
 - ii) Maximum **Lot Coverage**: 47.5%”

- 2. All other provisions of By-law 235-97, as amended, not inconsistent with the foregoing, shall continue to apply to the lands shown on Schedule “A” attached hereto.
- 3. The imperial measurements found in this by-law in brackets are provided for information purposes only and are intended to be an approximate conversion of the metric measurements. The metric or SI measurements shall be deemed to be the standards established by this by-law and, wherever there is a variance between the metric or SI measurements and the imperial measurements, the metric or SI measurement shall apply.
- 4. Schedules “A” and “B” attached to By-law *-21 are declared to form a part of this by-law.

Passed this day of , 2021.

Joe DiPaola

Acting Mayor

Stephen M.A. Huycke
City Clerk

File: D02-20017 (JH)

DRAFT

The Corporation of the City of Richmond Hill

Explanatory Note to By-law **-21

By-law **-21 affects the lands described as Lots 1 to 5, Plan 9597 and Lot 11, 15 to 18, 21 to 24, 27 and 28, Plan 1916, municipally known as 196, 210, 226, 234, 246, 260, 276 and 288 Harris Avenue, and 211, 223, 235, 251, 273, 291 and 305 Jefferson Sideroad.

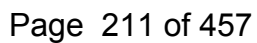
By-law 235-97, as amended, zones the subject lands “Single Detached Four (R4) Zone”, “Single Detached Four (R4(50)) Exception Zone”, “Single Detached Six (R6) Zone” and “Semi-Detached One (RD1(51)) Exception Zone”.

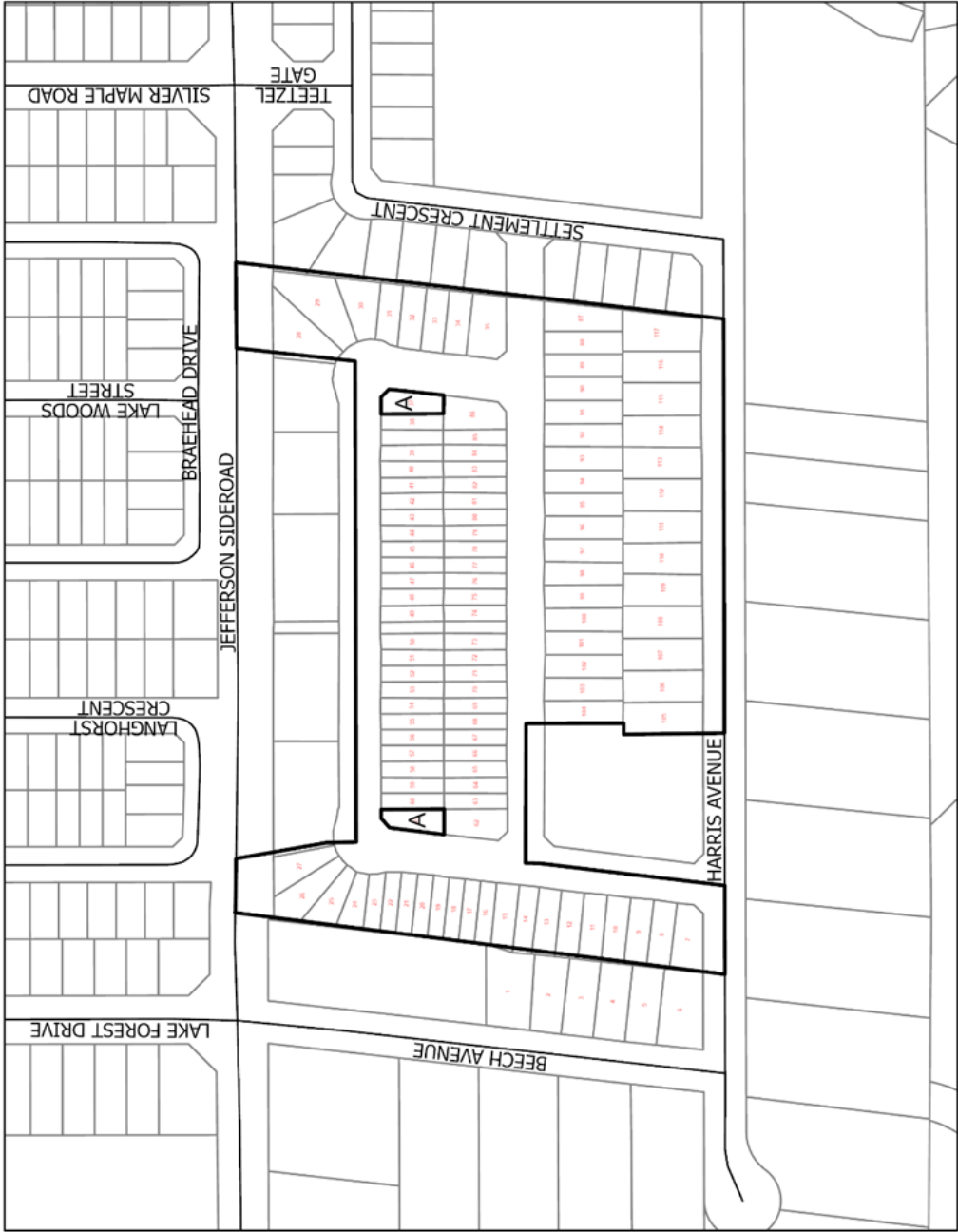
By-law **-21 will have the effect of rezoning the subject lands to Single Detached Two (R2) Zone”, “Single Detached Three (R3) Zone” and “Single Detached Six (R6) Zone” under By-law 235-97, as amended. By-law **-21 also contains site-specific provisions to permit a residential development comprised of 111 single detached dwellings on the subject lands.

DRAFT

This is Schedule "A" to By-Law
xxx-21 passed by the Council
of the Corporation of the
City of Richmond Hill on the
__th day of ____, 2021

Joe DiPaola Acting Mayor	Stephen M.A. Huycke City Clerk
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SCHEDULE " B "
TO BY-LAW NO. XX-21

This is Schedule "B" to By-Law
xxx-21 passed by the Council
of the Corporation of the
City of Richmond Hill on the
__th day of ____, 2021

Joe DiPaola
Acting Mayor

Stephen M.A. Huycke
City Clerk

The Corporation of the City of Richmond Hill

Schedule of Conditions

Draft Plan of Subdivision

Files 19T(R)-14008 and 19T(R)-16002

Country Wide Homes (Jefferson) Inc. and Giuseppina Brunetto

Lots 1 to 5, Plan 9597 and Lots 11, 15 to 18, 20 to 24, 27 and 28, Plan 1916

City of Richmond Hill

City of Richmond Hill

Development Planning Division

1. Approval shall relate to a draft Plan of Subdivision prepared by Evans Planning Inc., dated June 25, 2014 with a revision date of January 9, 2021 incorporating the following revisions:
 - a) any revisions, if necessary, to meet the requirements of the Toronto and Region Conservation Authority pursuant to Condition 61 herein.
2. The lands within this draft Plan of Subdivision shall be appropriately zoned by a Zoning By-law which has come into effect in accordance with the provisions of the *Planning Act*.
3. Prior to final approval of the Plan, the Owner shall provide the City with evidence in the form of an Ontario Land Surveyor Certificate that:
 - a) any existing buildings or structures on the lands as of the date of final approval, are situated so as to comply with applicable Zoning By-laws after registration of the plan; and,
 - b) all lot frontages and lot areas within the plan conform to the applicable Zoning By-law.
4.
 - a) The road allowances included within this draft Plan of Subdivision shall be named to the satisfaction of the City and the York Region Planning and Development Services Department. The Owner shall agree in the Subdivision Agreement that all street names shall be identified to the satisfaction of the City prior to construction of any buildings.
 - b) The Owner shall agree in the Subdivision Agreement that no building permit application will be submitted for any individual lot or block until the Owner has submitted architectural design plans of the building facades, for all lots and/or blocks within the plan and obtained the approval of the

City through the Architectural Design Control process. Such architectural design plans shall be in accordance with City approved Architectural Design Control Guidelines and the Addendum to Heathwood Homes Architectural Control Guidelines. The Owner shall agree to build in accordance with the approved plans.

5. The Owner shall enter into a Sustainable Building Design Agreement, if required to do so by the City, to implement the sustainability components approved as part of the allocation of municipal servicing capacity to the proposed draft Plan of Subdivision on the subject lands.

Development Engineering Division

6. The road allowances and road widenings included within this draft Plan of Subdivision shall be dedicated as public highways to the City without monetary consideration and free of all charges and encumbrances.
7. Any dead ends, open sides of road allowances, or entrances from existing road allowances created by this draft Plan of Subdivision shall be terminated in 0.3 metre reserves, to be conveyed to the City without monetary consideration and free of all charges and encumbrances.
8.
 - a) Prior to final approval of the draft plan or any portion thereof, the Owner shall enter into one or more Subdivision Agreements with the City in order to satisfy the financial, servicing and other requirements of the City, including the construction and installation of municipal services (including, inter alia, roads, curbs, gutters, sidewalks, watermains, sanitary sewers, storm sewers, street lights, traffic lights, street name and regulatory signs) at the Owner's expense, both upon the lands within the draft plan and upon lands external thereof, provision of insurance, payment of Development Charges and prepayment of Local Improvement charges as required by the City.
 - b) The Owner shall agree in the Subdivision Agreement to pay all processing fees in accordance with the City's Tariff of Fees By-law with respect to the subdivision of lands, and shall pay any new or additional costs or fees imposed upon the City by the Province of Ontario or The Regional Municipality of York which relate to the lands within the draft plan and which may arise prior to the final execution of the Subdivision Agreement. Payment of applicable Regional, Educational and City-wide Development Charges will be required prior to the issuance of any building permit upon the subdivision lands.
9. Prior to final approval of the draft plan or in any portion thereof, the Owner shall enter into an agreement with a distributor as that term is defined in the Electricity Act, 1998, respecting the provisions of electric service and street lighting.
10. Such easements as may be required for utility, municipal servicing or drainage purposes, or grading alteration shall be granted to the City or other appropriate

authority in priority to all charges and encumbrances. Such easements to be conveyed to the City, Region, the Province or the Toronto and Region Conservation Authority shall be conveyed without monetary consideration.

11. Prior to entering into any agreement with any telecommunications service provider, any natural gas or electricity service distributor or transmitter or any other public utility provider for the use of any lands within the Plan, which is to be deeded or dedicated to the City, the Region, Her Majesty the Queen in the Right of the Province of Ontario or any other public authority, including, inter alia, land which is to be dedicated to the City, the Region, Her Majesty the Queen in the Right of the Province of Ontario as public highways, the Owner shall obtain the approval of the City of the location of any services permitted by such agreement and the wording of the agreement.

Wherever any agreement with a telecommunications service provider, any natural gas or electricity service distributor or transmitter or any other public utility provider for the use of any lands within the Plan, and any easement which has been transferred or is to be transferred to a telecommunications service provider, any natural gas or electricity service distributor or transmitter or any other public utility provider for the use of any lands within the Plan, permits or will permit the installation of aboveground services or facilities, prior to entering into the agreement or transferring such easement, the Owner shall obtain the approval of the City of the design of such services and facilities. The Owner shall agree in the Subdivision Agreement to not construct or permit to be constructed any aboveground services or facilities inconsistent with or not in accordance with approved design drawings.

The Owner shall agree in the Subdivision Agreement to provide evidence satisfactory to the City that the aforesaid restrictions have been complied with prior to registration of the Subdivision Agreement.

12. The Owner shall agree in the Subdivision Agreement to obtain the approval of the appropriate authority for the installation of electric, gas, telephone and telecommunication services and that the installation of those services shall be underground within the road allowances or within other appropriate easements.
13. The Owner shall permit any telephone or telecommunications service provider to locate its plant within the proposed subdivision prior to the registration provided the telephone or telecommunications services provider has executed a Municipal Access Agreement with the City. The Owner shall ensure that any such provider will be permitted to install its plant so as to permit connection to individual dwelling units within the subdivision as and when each dwelling unit is constructed. The Owner shall agree to the foregoing in the Subdivision Agreement.
14. Public highways shall be designed in accordance with the City's standards for road and intersection design, temporary turning circles, day lighting triangles, and 0.3 metre reserves. For public highways designated as local roads, curb radii

shall be designed to provide a 9.5 metre pavement width within the horizontal curve at all changes in horizontal alignment between 60 to 90 degrees.

15. The Owner shall agree in the Subdivision Agreement that construction access shall be provided only in a location approved by the City and the Regional Transportation Department.
16. The Owner shall agree in the Subdivision Agreement that all portions of public highways which are not paved and all drainage swales on public or private property shall be graded and sodded in accordance with the standards of the City.
17. The Owner shall agree in the Subdivision Agreement to grade and seed all undeveloped lands within the plan, other than conservation lands, and to maintain, to the satisfaction of the City, all undeveloped lands within the plan.
18. The Owner shall agree in the Subdivision Agreement that maintenance of any retaining walls constructed within this draft Plan of Subdivision shall be the responsibility of the Owner, and of subsequent Owners. Retaining walls shall not be constructed upon lands to be transferred to the City, unless otherwise approved by the Commissioner of Planning and Infrastructure.
19. Prior to final approval, a soils report with respect to the sufficiency and adequacy of the soil within the draft plan to sustain the municipal services and buildings and other structures to be constructed within the draft plan shall be submitted to the City for review and approval.
20. The Owner shall provide to the City, engineering drawings for, and shall agree in the Subdivision Agreement to install, to the satisfaction of the City, watermains, sanitary sewage works, storm sewage works, adequate pavement width for roadways, curbs, gutters, sidewalks, street lighting, traffic signals, regulatory signs, street name signs, and any other services or facilities as required. The Owner shall not connect any watermain or sewer to existing municipal systems without the written approval of the City. All lands to be conveyed to the City for open space purposes and all easements shall be shown on the engineering drawings. The Owner shall obtain the approval of the Region and/or the Ministry of the Environment, Conservation and Parks, by way of certificate of approval, for the installation of watermains, sanitary sewage works, and storm sewage works.

Further, the Owner shall agree in the Subdivision Agreement that the plan or any portion thereof shall not be granted final approval and registered until:

- a) adequate sanitary sewage is available as determined by the City and has been allocated, by the City, to the plan; and,
- b) adequate water supply capacity is available, as determined by the City, and has been allocated, by the City, to the plan.

And further, the Owner shall agree in the Subdivision Agreement that the Owner shall save harmless the City and the Regional Municipality of York from any claim or action as a result of water or sanitary sewer service not being available when anticipated.

21. The Owner shall agree in the Subdivision Agreement that the sanitary and storm sewers shall be connected and drained to outlets approved by the Ministry of the Environment, Conservation and Parks, the Region of York, the City of Richmond Hill and where applicable, the Toronto and Region Conservation Authority.
22. The Owner shall agree in the Subdivision Agreement that the water distribution system for this draft Plan of Subdivision shall be looped within this draft Plan of Subdivision and with the existing watermain system on the periphery of this draft Plan of Subdivision as necessary, and that allowance shall be made for the future servicing of parcels of land abutting this draft Plan of Subdivision as required by the City.
23. The Plan of Subdivision or any portion thereof shall not be given final approval for registration until such time as storm and sanitary sewer outlets, water distribution systems, and site access via local and collector road systems are available or other arrangements satisfactory to the City have been made.
24. The Owner shall agree in the Subdivision Agreement that no building permits will be applied for or issued for any individual lot or block until the Owner has submitted an individual house siting and grading plan and obtained the approval of the City for such individual lot or block plan showing inter alia, the driveway location(s) within the road allowance and the building(s) on the lot. The Owner shall agree to build in accordance with the approved plan.
25. The pattern of streets and the layout of reserve blocks within this draft Plan of Subdivision shall be designed to align precisely with the pattern and layout for existing plans or any adjoining proposed Plan of Subdivision.
26. The Owner shall agree in the Subdivision Agreement:
 - a) to be responsible for the proper drainage within this draft Plan of Subdivision and the effect of such drainage on all lands abutting this draft plan;
 - b) that all lot and block grading plans shall be prepared by the engineer for the Owner in accordance with the City's Design Criteria and Design Standards and to provide individual lot grading plans for each lot on the plan prior to the issuance of building permits;
 - c) that for the purpose of preparation of the overall lot and/or block grading plans and the individual lot grading plans, the Owner shall comply with the City policy with respect to usable yard criteria;

- d) to develop the lands within the plan in accordance with the approved grading plans and individual lot grading plans; and,
 - e) that the overall lot and/or block grading plans and the individual lot grading plans shall reflect the Tree Inventory and Management Plan and shall minimize grade changes in areas of trees to be retained.
27. The Owner(s) shall agree in the Subdivision Agreement to provide the City with digital copies of the draft and final Plan of Subdivision and all reference plans in accordance with the City's digital submission requirements. These plans shall be tied to horizontal control at a minimum of three (3) locations at the extreme corners of the plan. The Owner(s) shall agree in the Subdivision Agreement to provide as built engineering drawings (including tributary areas drawings), in accordance with the digital and hard copy submission requirements specified in City Standards and shall include the database required to satisfy the City's Infrastructure Management System.
28. Prior to final approval of the draft plan or any portion thereof, arrangements satisfactory to the City shall be in place to provide for the following community services (at a time and with securities satisfactory to the City and with the conveyance of the necessary lands or easements for the community services to the City at a time satisfactory to it), which community services are in accordance with, or necessarily incidental to the Master Environmental Servicing Plan (MESP) for the Harris Beach Infill Area and the Functional Servicing Report (FSR) prepared by Masongsong Associates Engineering Limited:
- a) Construction of one primary means public road access from the roads within the draft plan to Harris Avenue, together with all appurtenant watermain(s), sanitary sewer(s) and storm drainage sewer(s) thereunder;
 - b) Construction of a secondary means of public road access from the roads within the draft plan to Settlement Crescent, together with all appurtenant watermain(s), sanitary sewer(s) and storm drainage sewer(s) thereunder;
 - c) Construction of a municipal services associated with the urbanization of portions of Beech Avenue and Harris Avenue to the satisfaction of the City;
 - d) Construction of the piped water supply system and appurtenances external to the draft plan, including upgrades to the existing system, for the pressure district servicing the draft plan (to the satisfaction of the Region as well as the City) and construction of the piped water supply system to service the draft plan, all as outlined in the MESP and FSR;
 - e) Construction of the sanitary sewer system and appurtenances external to the draft plan to an established outlet and construction of sanitary sewers and appurtenances to service the draft plan, all as outlined in the MESP and FSR;

- f) Construction of the stormwater system to service the draft plan, including Storm Water Management (SWM) Facilities as shown in the MESP and FSR, together with required outlet(s) to the existing watercourse(s) for stormwater management and municipal servicing purposes; and,
 - g) Conveyance of all lands external to the draft plan required for municipal servicing purposes, all as outlined in the MESP and FSR.
29. Prior to final approval of the Plan of Subdivision or any portion thereof, the Owner shall enter into one or more agreements, satisfactory to the City, pertaining to the provision of the community services referenced in Condition 28, which said agreement(s) shall address, among other things, credits under the Development Charges Act to the satisfaction of the City.
30. Prior to any grading, stripping or servicing of the lands included within the draft plan, the Owner shall provide a detailed Stormwater Management Report. This report shall be completed to the satisfaction of the Commissioner of Planning and Infrastructure and shall address:
- a) the selection of stormwater management source, conveyance, low impact development and end-of pipe practices to be implemented within and external to the draft plan to address water quantity, water quality, and erosion control;
 - b) the protection of groundwater quality and quantity;
 - c) the stormwater management design, inspection, operation and maintenance procedures and associated costs;
 - d) a water balance analysis for the groundwater system to compare pre and post development conditions, identify the annual water balance deficit and proposed measures to remediate any deficit;
 - e) erosion and sediment control measures to be implemented before stripping and grading of the subject lands to protect downstream watercourses and environmental features; and,
 - f) monitoring plans, programs, equipment, procedures and associated costs required to address stormwater management performance in accordance with the requirements of the MESP and FSR.

Such report(s) shall utilize as guidelines the Ministry of the Environment, Conservation and Parks Stormwater Management Planning and Design Manual, and the City of Richmond Hill Stormwater Management Design Criteria. The Owner shall incorporate the recommendations of this report into the applicable engineering plans to be prepared for approval by the Commissioner of Planning and Infrastructure.

31. The Owner shall agree in the Subdivision Agreement:
- a) to implement the recommendations of the Stormwater Management Report;
 - b) to undertake the performance monitoring program specified in the MESP and FSR and to provide appropriate securities to carry out or cause to be carried out the performance monitoring program; and,
 - c) to convey lands to the City for the necessary stormwater management facilities without monetary consideration and free of all charges and encumbrances to the satisfaction of the Commissioner of Planning and Infrastructure.
32. The Owner shall agree in the Subdivision Agreement:
- a) to demonstrate that, prior to assumption of municipal services, all stormwater management facilities are performing in accordance with their approved design to the satisfaction of the Commissioner of Planning and Infrastructure; and,
 - b) to satisfy the quality and quantity performance monitoring requirements during construction and for assumption specified in the City of Richmond Hill Stormwater Management Design.
33. The Owner shall engage the services of a certified noise consultant to complete a noise study recommending noise control features satisfactory to the City, the Regional Transportation and Works Department and in accordance with Ministry of the Environment, Conservation and Parks noise guidelines.
34. The Owner shall agree in the Subdivision Agreement that the noise control features recommended by the study referred to in Condition 33, shall be implemented as approved. Prior to final approval of the Plan of Subdivision, a copy of the fully executed Subdivision Agreement shall be forwarded to the Regional Transportation and Works Department.
35. Where the noise study has determined that a noise level of between 55 dBA to 60 dBA will remain, despite the implementation of the recommendations of that study, the following warning clause shall be included in the registered Subdivision Agreement with respect to the lots or blocks affected:
- “Purchasers are advised that despite the inclusion of noise control features within the development area and within the individual building units, noise levels may continue to be of concern, occasionally interfering with some activities of the building occupants.”

Such clause shall be required to be included in all offers of purchase and sale for the lots or blocks affected.

36. Prior to final approval, the Owner shall agree in the Subdivision Agreement to retain a qualified hydrogeologist to assess the condition of all private wells with respect to quantity of water produced and its quality for drinking purposes. The hydrogeologist will identify the potential area of impact of the proposed construction and assess and report on the potential for construction activity, associated with the servicing of the subdivision, to detrimentally impact any of the wells. In the event any of the identified wells deteriorate as a result of this development, as determined by the hydrogeological assessment, the Owner agrees to provide the services of a hydrogeologist to investigate claims and recommend appropriate solutions, in a timely manner, and that the cost of any or all investigations and remedies will be the sole responsibility of the Owner.
37. The Owner shall:
- i) pay **Duke of Richmond Developments Inc. and Autumn Grove Builders Ltd.** the following amounts and provide the City with a written acknowledgment from **Duke of Richmond Developments Inc. and Autumn Grove Builders Ltd.** of receipt of the monies, or, at the sole option of the City; and,
 - ii) make such other arrangements satisfactory to the City for these payments to **Duke of Richmond Developments Inc. and Autumn Grove Builders Ltd.**

The amount of such payment is **\$57,865** to **Duke of Richmond Developments Inc.** and **\$10,212** to **Autumn Grove Builders Ltd.**, subject to adjustment in accordance with the index of Statistics Canada Quarterly, Construction Price Statistics, Catalogue Number 62-007, Table 6.1, Toronto, Institutional Building (School), Index P-10019 or such other index as determined by the City, at its sole discretion, from the date of issuance of draft approval of the plan to the date of payment as aforesaid. Adjustments to the date of the giving of draft approval shall be based on the change in the said Index from that date for the periods (monthly, semi-annual or otherwise) as determined by the City in its sole discretion.

Policy Planning Division – Park and Natural Heritage Planning Section

38. The Owner shall agree in the Subdivision Agreement to convey to the City at no cost, stormwater management Block 123 and walkway Blocks 125 and 126.
39. The Owner shall convey to the City Blocks 123, 125 and 126 free and clear of all encumbrances and/or encroachments unless otherwise directed in writing by the City.
40. Prior to registration of the plan, the Owner shall submit a Phase 1 Environmental Site Assessment (ESA) for Blocks 123, 125 and 126 carried out consistent with the Canadian Standards Association Standard Z768-01. The Owner shall agree in the Subdivision Agreement to implement the recommendations of the Phase 1

Environmental Site Assessments including the undertaking of a Phase II ESA and/or a Remedial Plan (if such work is recommended) and to pay for all costs associated with the implementation. Any required ESA/Remedial Plan should not contain a limitation upon the right of the City to rely upon it and/or the information contained therein.

41. The Owner shall not undertake any of the following works without specific permission from the City:
 - a) Construction of permanent or temporary stormwater management facilities and/or storage of construction related debris or materials (including topsoil) in or on any park or natural heritage blocks identified within or external the draft plan;
 - b) Installation of any subdivision services within parkland (other than those that are required to service the park itself); or,
 - c) Construction or use of any temporary or permanent access routes through any park or natural heritage lands (other than those required to grade/service the park or stormwater management facilities itself).
42. Prior to the removal or alteration of any trees, vegetation or environmentally significant features the Owner shall obtain written clearance from the City confirming approval to proceed with such removal or alteration. Further, in the event that any trees, vegetation or environmentally significant features within or external the draft plan are removed or altered without the written consent of the City, the Owner shall restore the lands and/or provide compensation to the municipality as required by the City.
43. Prior to any grading, development, pre-servicing or site alteration the Owner shall submit a Tree Inventory and Preservation Plan completed consistent with the City's guidelines for the preparation of such reports and to the satisfaction of the City. The Owner shall agree to implement the recommendations of Tree Inventory and Preservation Plan finally approved by the City, to pay all costs associated with implementation, to replace the loss of tree cover either through replanting and/or cash-in-lieu of planting, and provide associated securities upon request to guarantee undertaking of the work.
44. The Owner shall agree in the Subdivision Agreement to remove all hazardous trees from within the plan area in a timely manner until such time as the above and below ground services associated with the subdivision are assumed.
45. Prior to execution of the Subdivision Agreement the Owner shall prepare and submit Landscape Plans which provide for the following items:
 - a) Landscaping of traffic islands and circles;
 - b) Boulevard/street trees;

- c) Planting, restoration and enhancement of all disturbed areas within the natural heritage block valleyland (Block 117 on Plan 65M-4482), or as recommended in the approved Environmental Impact Statement/NHE;
- d) Pedestrian/trail linkages and associated landscaping through Blocks 125 and 126, from Block/Street B to Jefferson Sideroad;
- e) Entrance features;
- f) Any landscaping indicated in the applicant's IGMS/Sustainability Metrics proposal;
- g) Landscaping of the stormwater management block (Block 123 and Block 117 on Plan 65M-4482);
- h) Landscape measures (including locations of increased topsoil) necessary to maintain seasonal water balance in the key natural heritage features or street tree trenches;
- i) Tree cover replacement; and,
- j) Any other specific landscaping required.

The Owner shall agree in the Subdivision Agreement to implement the Landscape Plans as finally approved by the City, to pay all costs associated with implementation, and to provide associated securities as requested to guarantee undertaking of the work.

- 46. The Owner shall agree in the Subdivision Agreement to pay for all trees and planting within the road allowance in accordance with the policies of the City. Note that the required Utility Coordination Plan must demonstrate that there is adequate space within the boulevard for planting street trees consistent with City standards.
- 47. The Owner shall agree in the Subdivision Agreement that topsoil used throughout the Plan will be fertile and consistent with City standards. Further, the Owner shall confirm that such is the case by submitting reports and soil test results as requested by the City. If the results of the reports and soil tests indicate that the topsoil is not fertile and/or does not meet City standards, reports must recommend how the topsoil should be amended to meet such requirements.
- 48. The Owner shall agree in the Subdivision Agreement to implement grading and servicing plans and utility coordination plans, which provide for:
 - a) Consistency with the recommendations of the approved Tree Inventory and Preservation Plan;
 - b) Grading within Blocks 125 and 126 to generally result in between two (2%) percent and five (5%) percent grade differential across the entire block;
 - c) Permanent 1.5 metre chain link fencing consistent with City standards, where parkland, valleylands, stormwater management facilities and pedestrian walkway blocks abut non-municipal lands;
 - d) Temporary post and wire fencing along the perimeter of Blocks 125 and 126 where they abuts road allowances or other potential access points, to

- prohibit access to such lands until such time as parkland improvements proceed; and,
- e) Adequate space within the boulevard for planting street trees consistent with City standards.
49. The Owner shall agree in the Subdivision Agreement to provide topsoil on Blocks 125 and 126 to City standards.
50. The Owner shall agree in the Subdivision Agreement to sod/seed Blocks 125 and 126 if requested to do so by the City.
51. The Owner shall agree in the Subdivision Agreement that warning clauses will be included in all agreements of purchase and sale, and that information will be provided on all community information maps and promotional sales materials, providing notice as follows:
- a) that encroachments of any kind are not permitted in natural heritage blocks, valleylands, valleyland buffers, stormwater management blocks, walkways or park lands;
 - b) that Block 123 will be used for stormwater detention purposes and may have a pond retaining from time to time a level of water that may be dangerous to unattended children or to other persons not adequately supervised. Neither the Owner nor the City shall be responsible to provide any supervision on the said land of any kind and purchasers agree to release, indemnify and save harmless the Owner and City from any and all claims arising from the use or occupation of Block 123, by the purchasers, their family, friends or invitees;
 - c) that it is the intention of the City that all or part of the stormwater management lands are to be naturalized and left in its natural state, provided the Purchasers acknowledge that nothing in this notice shall in any manner whatsoever preclude or be interpreted as precluding the City from undertaking any improvements to the said lands at any further date; and,
 - d) that Block(s) 125 and 126 are intended to include public walkways and trails and that such uses may result in increased vehicular and pedestrian traffic on the street and adjacent to or in the vicinity of the property and a high volume of pedestrian traffic on the walkways. Purchasers are further advised that properties adjacent to such Blocks may be affected by noise and lighting from such uses.

Regional Municipality of York

Regional Planning and Development Services Department

Conditions to be Included in the Subdivision Agreement

52. The Owner shall save harmless York Region from any claim or action as a result of water or sanitary sewer service not being available when anticipated.

Conditions to be Satisfied Prior to Final Approval

53. The Owner shall provide to the Region the following documentation to confirm that water and wastewater services are available to the subject development and have been allocated by the City of Richmond Hill:
- a) A copy of the Council Resolution confirming that the City of Richmond Hill has allocated servicing capacity, specifying the specific source of the capacity, to the development proposed within this draft plan, or any phase thereof; and,
 - b) A copy of an email confirmation by the City of Richmond Hill staff stating that the allocation to the subject development remains valid at the time of the request for Regional clearance of this condition.
54. The Owner shall provide an electronic copy of the site servicing plan showing the watermains and sewers for the proposed development to the Community Planning and Development Services Division and the Infrastructure Asset Management Branch for record.
55. The Owner shall provide a letter of approval to agree to implement the Travel Demand Management recommendations to the satisfaction of the Region.
56. The Owner shall agree to provide a copy of the executed Subdivision Agreement to the Regional Corporate Services Department, outlining all requirements of the Corporate Services Department.
57. The Owner shall enter into an agreement with York Region, to satisfy all conditions, financial and otherwise, and state the date at which development charge rates are frozen, of the Regional Corporation; Regional Development Charges are payable in accordance with Regional Development Charges By-law in effect at the time that Regional development charges, or any part thereof, are payable.

Toronto and Region Conservation Authority

58. That prior to any development, pre-servicing or site alteration, or registration of this plan or any phase thereof, the applicant shall submit, provide and/or attain the approval from the TRCA for:

- a) a detailed engineering report stamped by a professional engineer that in addition to describing the storm drainage system for the proposed development of the subject lands, includes:
 - i) location and description of all outlets and other facilities, grading, site alterations or development which may require a permit pursuant to Ontario Regulation 166/06, the Authority's Development, Interference with Wetlands and Alterations to Shorelines and Watercourse Regulation;
 - ii) confirmation that TRCA's stormwater management criteria and the criteria requirements for water balance have been met or exceeded;
 - iii) water balance measures with supporting calculations;
 - iv) detail drawings, locations and plans for proposed water balance and LID measures on the appropriate drawings; and,
 - v) detailed grading plans and site servicing plans.
 - b) A detailed and comprehensive Erosion and Sediment Control Report, which complies with the TRCA's *Erosion and Sediment Control Guidelines for Urban Construction* (available at www.sustainabletechnologies.ca); and,
 - c) A comprehensive Monitoring Plan for potential downstream erosion resulting from the stormwater management facility is prepared to our satisfaction. This monitoring plan must include monitoring throughout construction and post-construction (5 years after municipal assumption).
59. That the applicant obtain all Ontario Regulation 166/06 (as amended) permits from the TRCA for all works proposed on the subject property for which permits would be required.
60. That the Owner agrees in the Subdivision Agreement, in wording acceptable to the TRCA:
- a) to carry out, or cause to be carried out, to the satisfaction of the TRCA, the recommendations of the technical reports and analyses to be approved by TRCA, including water balance and infiltration measures identified in the engineering report;
 - b) to agree to, and implement, the requirements of the TRCA's conditions in wording acceptable to the TRCA;
 - c) to design and implement on-site erosion and sediment controls in accordance with the Erosion and Sediment Control Report and current TRCA standards;

- d) to maintain all stormwater management and erosion and sedimentation control structures operating in good repair during the construction period, in a manner satisfactory to the TRCA;
- e) to obtain all necessary TRCA permits pursuant to Ontario Regulation 166/06 (as amended) from the TRCA;
- f) to provide and install the LID measures identified in the engineering report for the purchaser prior to occupancy, these include increased topsoil depth and any other LID measures proposed and found acceptable to the City and TRCA;
- g) to provide securities for the long-term monitoring of the downstream receiving system (5 years after municipal assumption) in accordance with the Monitoring Plan to the satisfaction of the TRCA and the City;
- h) to provide securities to conduct remediation works to the downstream receiving system in the event of erosion caused by discharge from the stormwater management facility (which forms a part of this subdivision) during the monitoring period to the satisfaction of the TRCA and the City; and,
- i) that a warning clause be included in all agreements of purchase and sale, and information is to be highlighted on all community information maps and promotional sales materials for lots which contain LID / infiltration measures which identifies the following:

“The Low Impact Development measure(s) located on the subject property form an integral part of the stormwater management infrastructure for the community. It is the Owner’s responsibility to maintain this system and to ensure that proper drainage is maintained.”

61. That the draft plan be red-line revised (if necessary), to meet the requirements of TRCA’s conditions, or to meet current established standards in place as of the date of a request for registration of the Plan or any phase thereof.

Ministry of Heritage, Sport, Tourism and Culture Industries

62. Prior to final approval, and prior to the initiation of any grading, the Owner shall carry out an archaeological assessment of the entire area within this draft Plan of Subdivision and shall prepare a report which will identify significant archaeological sites to the satisfaction of the City of Richmond Hill and the Archaeology and Heritage Planning Unit of the Ministry of Heritage, Sport, Tourism and Culture Industries.
63. The Owner shall agree in the Subdivision Agreement that no development or grading shall occur on any site identified as being archaeologically significant by the assessment referred to in Condition 62, until archaeological excavations of all significant sites within any phase for which final approval is sought has been

carried out to the satisfaction of the City of Richmond Hill and the Archaeology and Heritage Planning Unit of the Ministry of Heritage, Sport, Tourism and Culture Industries.

Clearance Conditions

64. The City of Richmond Hill shall advise that Conditions 1 to 51 inclusive have been satisfied; the clearance letter shall contain a brief statement detailing how each condition has been met.
65. The Regional Municipality of York shall advise that Conditions 52 to 57 inclusive have been satisfied; the clearance letter shall contain a brief statement detailing how each condition has been met.
66. The Toronto and Region Conservation Authority shall advise that Conditions 58 to 61 inclusive have been satisfied; the clearance letter shall contain a brief statement detailing how each condition has been met.
67. The Ministry of Heritage, Sport, Tourism and Culture Industries shall advise that Conditions 62 and 63 have been satisfied; the clearance letter shall contain a brief statement detailing how each condition has been met.

NOTE: Where final approval for registration has not been given within three (3) years after the date upon which approval to the proposed Plan of Subdivision was given, The City of Richmond Hill may, in its discretion, and pursuant to the *Planning Act*, R.S.O. 1990, withdraw its approval to this proposed Plan of Subdivision, unless approval has been sooner withdrawn, but The City of Richmond Hill may from time to time extend the duration of the approval.

Sustainability Metrics Tool

Home / /.../Planning Development / /Sustainability Metrics / /Sustainability Metrics Tool

Summary Report

Schedule B:

City File No: D02-20017

Property Address: 30 BEECH AVENUE, 211, 223, 235, 251, 273, 291 AND 305 JEFFERSON SIDEROAD, 196, 210, 226, 234, 246, 260, 278 AND 288 HARRIS AVENUE.

Date : 29-Dec-20 12:12 PM

Metric	Item	Description, Plan and Location	# of Points
1.B.1	Amenities within 800 metres walking distance	Autumn Grove Park	2
1.B.2	Amenities within 800 metres walking distance	Flood Farmstead Park Proposed development at 12050 Yonge Street.	2
1.C.2	Arborist's Report been generated that identifies and evaluates where on-site healthy mature trees will be protected (in-situ or moved) or removed.	Provided on Landscape plans at detailed design	2
1.I.1	Percentage of new residential-only roads are being designed with traffic calming strategies.	Details to be provided at detailed design	2
1.J.4	Street trees provided on both sides of new and existing streets, within the project and on the project side of bordering streets, between the vehicle travel lane and walkway (in meters).	Landscape plan to be provided at detail design	2
2.E.1	Streets with continuous sidewalks, or equivalent provisions, provided on both sides of streets.	Provided at detail design	4
2.E.1	Pedestrian amenities be provided to further encourage walkable streets.	Landscape plan to be provided	2
4.A.2	Draft Plan – Energuide rating that 75% of single family homes and multi-unit residential buildings will be built to.	To be provided at detailed design	2
4.C.2	Up lighting will not be included in the design and all exterior lighting fixtures >1,000 lumens will be shielded to prevent night sky lighting.	Lighting details will be provided at detailed design	1
4.C.3	LEDs and/or photocells will be used on all lighting fixtures exposed to the exterior.	Lighting details will be provided at detailed design	2

MAP 1 - AERIAL PHOTOGRAPH



LEGEND

 SUBJECT LANDS

30 Beech Avenue,
211, 223, 235, 273, 291 and 305 Jefferson Sideroad,
196, 210, 226, 234, 246, 260, 276 and 288 Harris Avenue

JH/VC SRPI.21.067

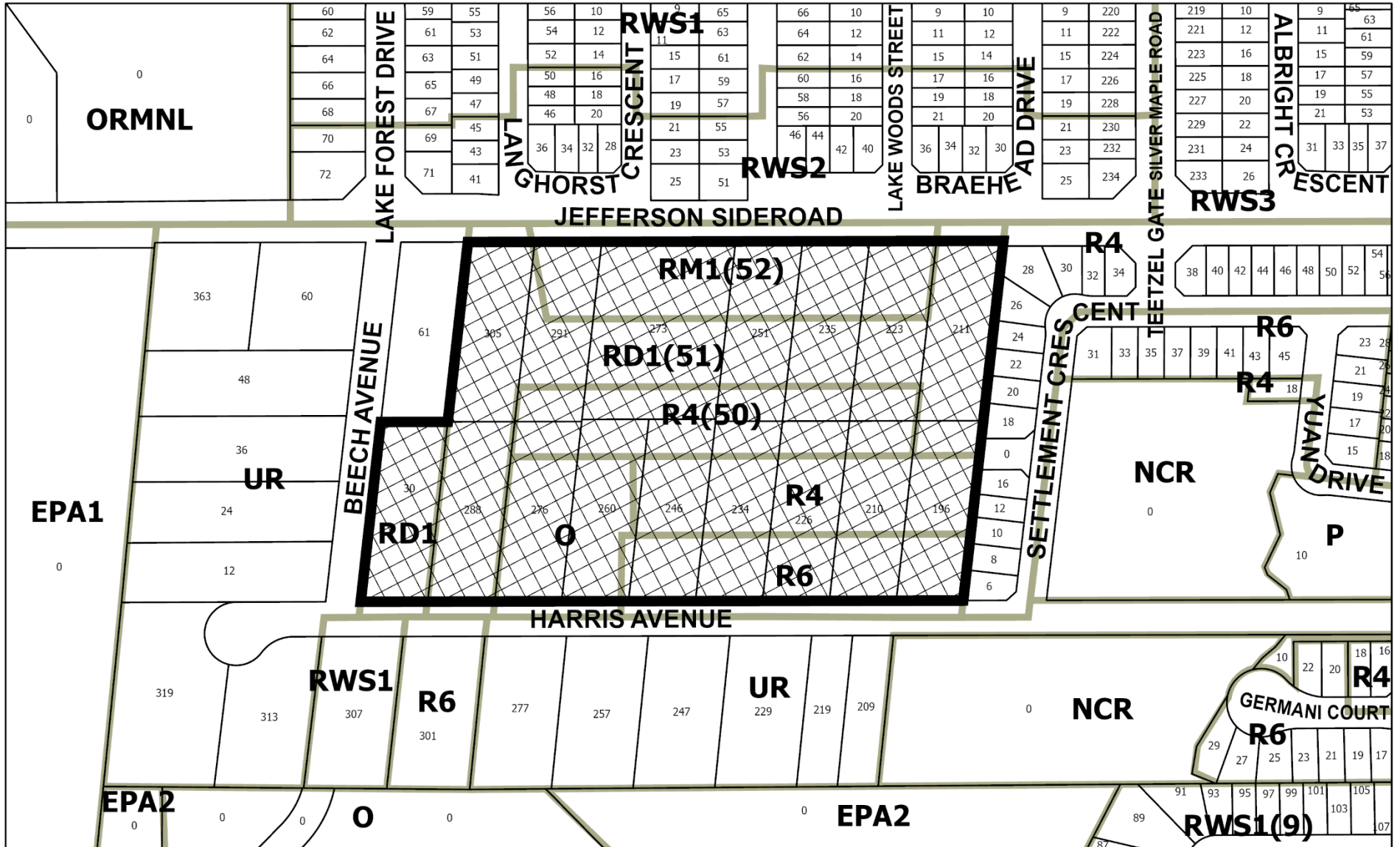
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BLOCK 09 File Nos. D02-20017, D03-14008, and D03-16002

CITY OF RICHMOND HILL
PLANNING AND INFRASTRUCTURE
DEPARTMENT



MAP 2 - EXISTING ZONING



Legend



Subject Lands

30 Beech Avenue,
211, 223, 235, 251, 273, 291 and 305 Jefferson Sideroad,
196, 210, 226, 234, 246, 260, 276 and 288 Harris Avenue

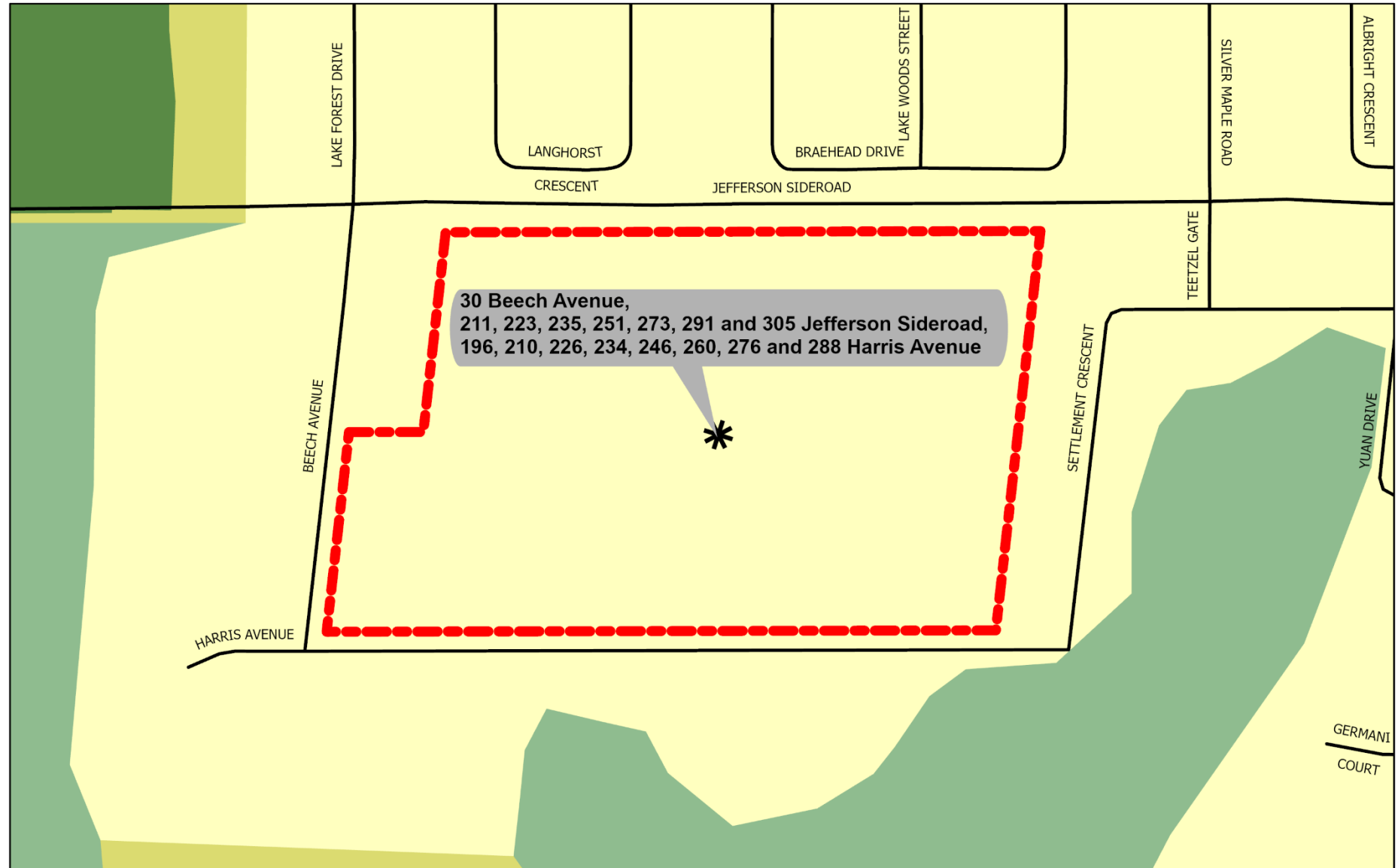
JH/VC SRPI.21.067



BLOCK 09 File Nos. D02-20017, D03-14008, and D03-16002

CITY OF RICHMOND HILL
PLANNING AND INFRASTRUCTURE
DEPARTMENT

MAP 3 - OFFICIAL PLAN DESIGNATION



Legend



Subject Lands



Natural Core

Natural Linkage

ORM Natural Linkage

Neighbourhood

30 Beech Avenue,
211, 223, 235, 251, 273, 291 and 305 Jefferson Sideroad,
196, 210, 226, 234, 246, 260, 276 and 288 Harris Avenue

NOTE: The information provided in this map is a depiction of a portion of the Richmond Hill Official Plan. For accurate reference, the schedules and policies of the Richmond Hill Official Plan must be consulted. In the case of a discrepancy between the schedules and policies of the Richmond Hill Official Plan, the policies shall take precedence.

BLOCK 09 File Nos. D02-20017, D03-14008, and D03-16002



**CITY OF RICHMOND HILL
PLANNING AND INFRASTRUCTURE
DEPARTMENT**

JH/VC SRPI.21.067

MAP 4 - HARRIS-BEECH INFILL STUDY DEMONSTRATION - SCENARIO A



--- Study Boundary

■ Natural Feature

■ Park

■ Low Density (Single/Semi Detached)

■ Medium Density

■ Mixed-Use/Commercial

↔ Potential Pedestrian Link/Vista Block

↔ Urban Hedgerow

* Potential Stormwater Management Pond Location

--- Public Road

--- Potential Private Road/Lane

== Potential Driveway Access

30 Beech Avenue,
211, 223, 235, 251, 273, 291 and 305 Jefferson Sideroad,
196, 210, 226, 234, 246, 260, 276 and 288 Harris Avenue

BLOCK 09 File Nos. D02-20017, D03-14008 and D03-16002

CITY OF RICHMOND HILL
PLANNING AND INFRASTRUCTURE
DEPARTMENT

JH/VC SRPI.21.067

MAP 5 - HARRIS-BEECH INFILL STUDY DEMONSTRATION - SCENARIO C



- Study Boundary
- Natural Feature
- Park
- Low Density (Single/Semi Detached)
- Medium Density
- Mixed-Use/Commercial

- ↔ Potential Pedestrian Link/Vista Block
- ↔ Urban Hedgerow
- * Potential Stormwater Management Pond Location
- Public Road
- Potential Private Road/Lane
- Potential Driveway Access

30 Beech Avenue,
211, 223, 235, 251, 273, 291 and 305 Jefferson Sideroad,
196, 210, 226, 234, 246, 260, 276 and 288 Harris Avenue

JH/VC SRPI.21.067

BLOCK 09 File Nos. D02-20017, D03-14008 and D03-16002

CITY OF RICHMOND HILL
PLANNING AND INFRASTRUCTURE
DEPARTMENT

MAP 6 - HARRIS-BEECH INFILL STUDY DEMONSTRATION - SCENARIO D



--- Study Boundary

■ Natural Feature

■ Park

■ Low Density (Single/Semi Detached)

■ Medium Density

■ Mixed-Use/Commercial

↔ Potential Pedestrian Link/Vista Block

↔ Urban Hedgerow

* Potential Stormwater Management Pond Location

— Public Road

- - - Potential Private Road/Lane

= = Potential Driveway Access

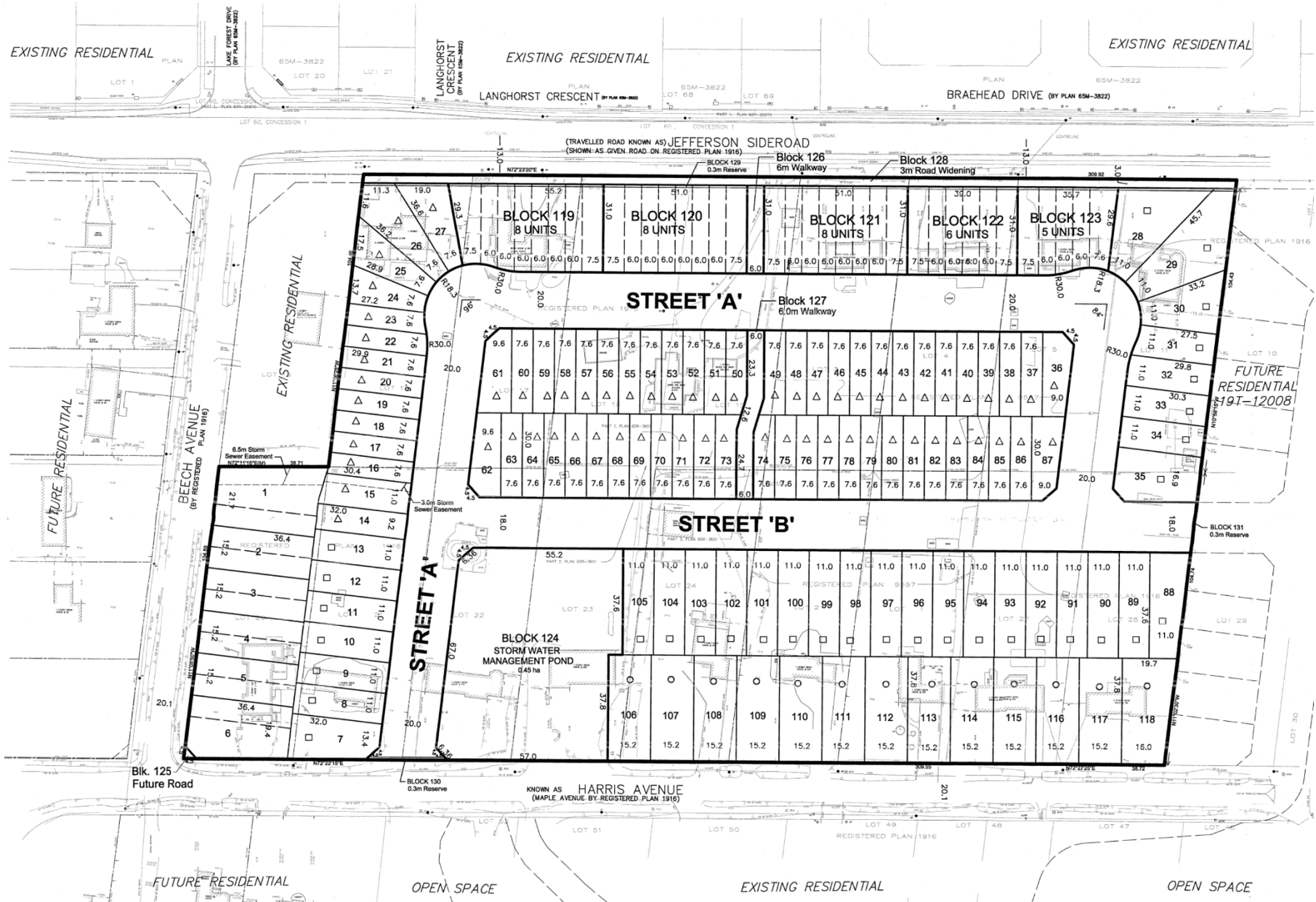
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211, 223, 235, 251, 273, 291 and 305 Jefferson Sideroad,
196, 210, 226, 234, 246, 260, 276 and 288 Harris Avenue

BLOCK 09 File Nos. D02-20017, D03-14008 and D03-16002

CITY OF RICHMOND HILL
PLANNING AND INFRASTRUCTURE
DEPARTMENT

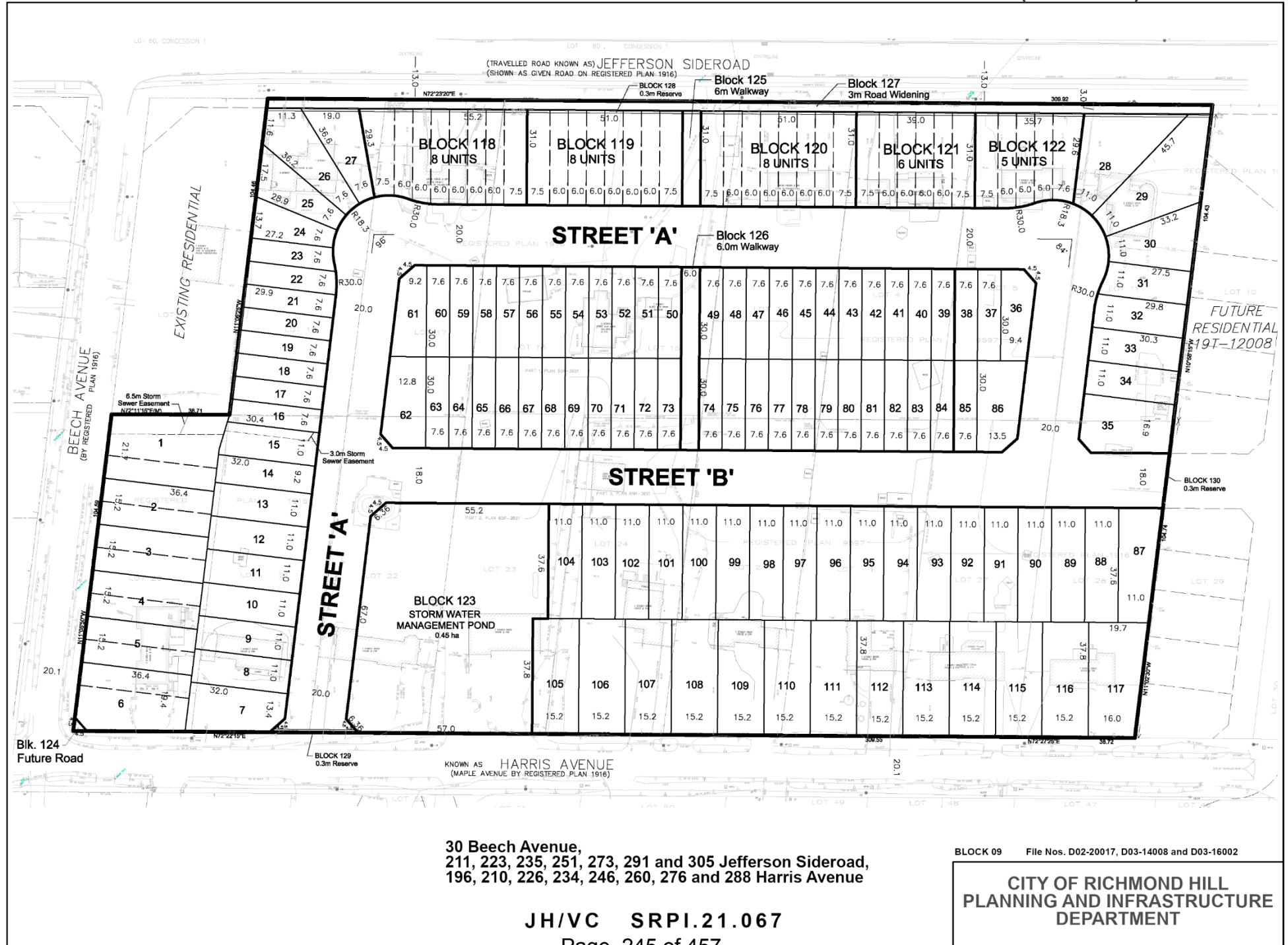
JH/VC SRPI.21.067

MAP 7 - ORIGINAL DRAFT PLAN OF SUBDIVISION (2020)



30 Beech Avenue,
211, 223, 235, 251, 273, 291 and 305 Jefferson Sideroad,
196, 210, 226, 234, 246, 260, 276 and 288 Harris Avenue

MAP 8 - REVISED DRAFT PLAN OF SUBDIVISION (2021)



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BLOCK 09 File Nos. D02-20017, D03-14008 and D03-16002

**CITY OF RICHMOND HILL
PLANNING AND INFRASTRUCTURE
DEPARTMENT**

30 Beech Avenue,
211, 223, 235, 251, 273, 291 and 305 Jefferson Sideroad,
196, 210, 226, 234, 246, 260, 276 and 288 Harris Avenue

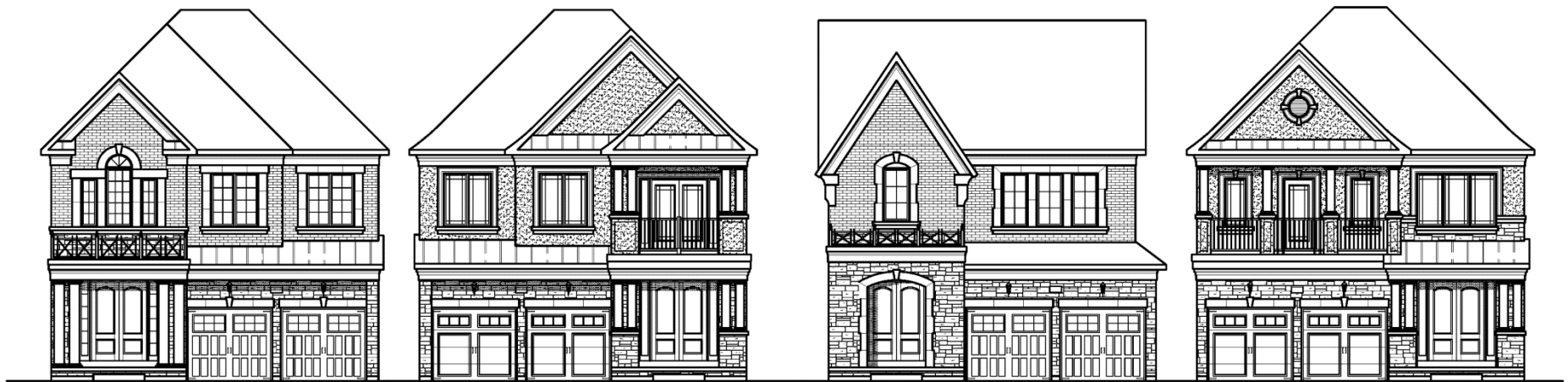
JH/VC SRPI.21.067

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DEPARTMENT

CITY OF RICHMOND HILL
PLANNING AND INFRASTRUCTURE
DEPARTMENT

JH/VC SRPI.21.067

MAP 10 - CONCEPTUAL ELEVATIONS - 11M SINGLE DETACHED



30 Beech Avenue,
211, 223, 235, 251, 273, 291 and 305 Jefferson Sideroad,
196, 210, 226, 234, 246, 260, 276 and 288 Harris Avenue

JH/VC SRPI.21.067

BLOCK 09 File Nos. D02-20017, D03-14008 and D03-16002

CITY OF RICHMOND HILL
PLANNING AND INFRASTRUCTURE
DEPARTMENT

MAP 11 - CONCEPTUAL ELEVATIONS - 7.6M SINGLE DETACHED



30 Beech Avenue,
211, 223, 235, 251, 273, 291 and 305 Jefferson Sideroad,
196, 210, 226, 234, 246, 260, 276 and 288 Harris Avenue

JH/VC SRPI.21.067

BLOCK 09 File Nos. D02-20017, D03-14008 and D03-16002

CITY OF RICHMOND HILL
PLANNING AND INFRASTRUCTURE
DEPARTMENT



Staff Report for Council Meeting

Date of Meeting: June 23, 2021

Report Number: SRPI.21.055

Department: Planning and Infrastructure

Division: Policy Planning

Subject: **SRPI.21.055 Request for Comments – York
Region Official Plan Update Policy Directions**

Purpose:

To provide a summary of the proposed policy directions emerging through the York Region Official Plan Update, and to seek Council's endorsement of Staff's comments on same which are to be forwarded to the Region of York for consideration through its Municipal Comprehensive Review process.

Recommendation(s):

- a) That Council receive staff report SRPI.21.055 regarding Request for Comments – York Region Official Plan Update Policy Directions;
- b) That City Council endorse the comments on the Region's proposed policy directions set out in SRPI.21.055, and in doing so, that Council also advise the Region of the following:
 - 1. That Council requests that the Region expand the Bathurst and Highway 7 Major Transit Station Area boundary to include additional lands to the north, as set out in Map 1 to this report (SRPI.21.055), and for the principle reasons set out in the report;
 - 2. That Council request that the Region require local municipalities to identify resident-to-job target ratios for MTSA's in local Official Plans and that these target ratios are guided by the Region's MTSA analysis endorsed by Regional Council in September 2020, to ensure that an appropriate mix of residential and non-residential development is achieved based on the local context of each MTSA area;
 - 3. That Council reiterates its request for the Region to approve the conversion of employment lands within the southeastern part of the Beaver Creek Business Park, as shown on Map 3 to this report (SRPI.21.055), for mixed-use development and exclude the lands from the

Page 2

Region's proposed Regional employment area designation mapping for the reasons previously set out by the City in staff report SRPRS.20.003;

4. That the Region consider providing direction in the ROP regarding cross-jurisdictional issues that may arise in relation to excess soil management; and
 5. That the Region be advised that the policy direction to identify future community or employment areas beyond the 2051 planning horizon is not supported, and that the decision to designate new urban areas should be determined through a future land needs assessment based on the policy and context that are in place at that time.
- c) That the Region be advised of City Council's support for the recommendations set out in report SRPI.20.055, and that the City Clerk forward a copy of the report and its attachments to the Region of York as input to the Region's Municipal Comprehensive Review Process.

Contact Person:

Brian DeFreitas, Senior Planner (Policy) 905-771-5431
Sybelle von Kursell, Manager of Policy 905-771-2472

Report Approval:

Submitted by: Kelvin Kwan, Commissioner of Planning and Infrastructure Department
Approved by: Mary-Anne Dempster, City Manager

All reports are electronically reviewed and/or approved by the Division Director, Treasurer (as required), City Solicitor (as required), Commissioner, and City Manager. Details of the reports approval are attached.

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Summary:

This staff report is the third report in a series of staff reports brought forward to Council respecting the Region's Municipal Comprehensive Review (MCR) process. The first two reports were considered by City Council on February 26, 2020 (refer to SRPRS.20.003 and SRPRS.20.004) and highlighted recommendations related to the conversion of Employment Lands (refer to SRPRS.20.003) and Major Transit Station Areas and Prime Agricultural Areas (refer to SRPRS.20.004). Those reports were subsequently endorsed by City Council, and forwarded to the Region to be considered as local municipal input into the Region's MCR.

This report is a continuation of the aforementioned City staff reports. It provides a summary of the preliminary policy directions emerging through the Region's Official Plan (ROP) Update on several policy areas that are being considered to inform the development of an updated Regional Official Plan. This report also identifies Staff's comments on same and their anticipated impacts, if any, on the update of the City's Official Plan ("City Plan 2041"). The policy themes summarized herein cover several topic areas that were presented to Regional Council in December 2020 and March 2021, these cover topic areas of the ROP not previously reported to Council, and highlight Staff's assessment of the proposed Regional direction. Accordingly, this staff report is being brought forward to Council now as the Region is seeking input on the draft policy directions within an expedited timeframe to help inform policy formulation for the ROP, and with ultimate goal of releasing a draft Regional Official Plan by November 2021.

Six recommendations are provided herein, where staff recommend that the Region reconsider a policy direction prior to releasing a draft of the Regional Official Plan.

These recommendations relate to:

- 1) an adjustment to the Bathurst and Highway 7 MTSA boundary;
- 2) the requirement for local Official Plans to provide targets related to the ratio of jobs to residents for each MTSA and that these targets are guided by the Region's analysis of September 2020;
- 3) confirmation of an employment area conversion for lands located at East Beaver Creek and Highway 7;
- 4) provision of policy to address cross jurisdictional issues related excess soil; and
- 5) not proceeding with including policies that would permit the identification of community or employment areas beyond those that are required to accommodate growth to 2051.

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Background:

Regional Municipal Comprehensive Review Process

York Region is currently in the process of reviewing and updating its Official Plan in order to plan for and accommodate growth in York Region. The Regional Official Plan (ROP) is being reviewed to identify required policy updates and mapping changes to the ROP in order to respond to and implement changes in Provincial Policies, and to plan for an increase in the Region's forecasted population and employment to the year 2051.

On December 17, 2020, Regional Council endorsed preliminary policy directions ("Policy Directions I") in several themed areas which was summarized in a report to Regional Committee of the Whole by York Region Staff in support of the development of draft policies to inform an update of the Region's Official Plan¹. The Region's report focused on the following themed areas as follows, and builds on a series of previously released reports to Regional Council outlining background analyses respecting, among other matters, [Major Transit Station Areas](#), [Planning for Employment](#), [Agriculture](#) and [Natural Systems Planning](#).

The Region's December 3rd, 2020 Staff Report outlined preliminary policy directions on the following policy themes:

- Regional Structure;
- Employment;
- Environment; and
- Healthy Communities and Servicing;

Subsequent to the aforementioned report, on March 18, 2021, Regional Council considered additional staff reports summarizing: (1) the Region's proposed 2051 Forecast and Land Needs Assessment², (2) additional policy directions in several topic areas affecting the ROP that were not previously brought forward to Regional Council ("Policy Directions II")³.

The two aforementioned regional reports provide important updates and additional details respecting changes to Provincial planning policies, forecasted population and employment growth for each of the nine local municipalities in York Region to 2051, and proposed policy directions for the ROP Update in the following themed areas:

- Aligning Growth and Infrastructure;
- Agriculture and Rural Areas;

¹ Refer to Agenda Item H.2.1, Regional Committee of the Whole Meeting, December 3, 2020, <https://yorkpublishing.escribemeetings.com/filestream.ashx?DocumentId=17317>

² Refer to Agenda Item F.1, Regional Council Special Meeting, March 18, 2021, <https://yorkpublishing.escribemeetings.com/filestream.ashx?DocumentId=20344>

³ Refer to Agenda Item F.2, Regional Council Special Meeting, March 18, 2021, <https://yorkpublishing.escribemeetings.com/filestream.ashx?DocumentId=20350>

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- Diversity and Inclusion; and
- Regional Official Plan Mapping

In light of the preceding, this staff report provides a summary of the emerging policy directions in the aforementioned eight (8) themed areas that are being considered as part of the 2051 ROP Update, and outlines City Staff's comments on same for Council's consideration and endorsement as input to the Region's municipal comprehensive review process.

Staff note that Council's endorsement of the Region's preliminary policy directions set out in this staff report will serve as a framework to inform and establish key directions for the City's Official Plan Update. Undertaking an update to City's Official Plan concurrently with the Region's review will ensure that the City is appropriately engaged in both review processes, and ensures a timely adoption of an up-to-date Official Plan for the City that conforms to Regional planning policies. As articulated in each of the geographic workshops for the OP Update carried out throughout May 2021, a report on the emerging Key Directions that will inform the update to the City's Official Plan is anticipated to be brought forward to City Council in Q4 2021. This aligns with the Region's Official Plan update process, which anticipates a draft ROP containing updated policies to be shared with Regional Council and the public for comment in November 2021.

“City Plan 2041” Process

The City's Official Plan update is being undertaken in accordance with the requirements of Section 26 of the *Planning Act*. Accordingly, this update will include policy changes to the Official Plan that address changes to the *Planning Act* since 2010, including recent changes in provincial legislation affecting land use planning. In addition, the City Plan 2041 update process will also consider new policy direction resulting from an update to the York Region Official Plan and other important land use planning documents. Details of the areas of focus for the City's Official Plan update are set out in staff report SRPRS.19.053, which was approved by Council in November 2019.

Previous Council Direction Respecting Major Transit Station Areas and Conversion of Employment Lands

As part of the ongoing process to monitor and respond to the emerging regional policy changes from the Region's Municipal Comprehensive Review, on February 26, 2020 City Staff brought forward a two-part staff report to City Council respecting employment land conversions, and planning for major transit station areas (refer to SRPRS.20.003 and SRPRS.20.004 respectively). These reports served as initial input and culminated in Council direction respecting planning for employment lands and major transit station areas in the City. The reports were then forwarded to the Region as input into the Region's MCR process in accordance with Council's direction. Accordingly, Staff note that the proposed policy directions summarized in this staff report build upon, and do not reiterate, the directions previously set out in the preceding staff reports.

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Proposed Regional Policy Directions:

Set out below is a summary of the proposed regional policy directions organized by policy theme. As noted earlier, these policy directions reflect two regional reports previously considered by Regional Council on December 3, 2020 and March 18, 2021 respectively.

In preparing this summary, City Staff have identified the anticipated policy directions that will be forthcoming in an update to the Regional Official Plan. In addition, Staff have also attempted to identify anticipated impacts of the Region's emerging policy directions on the policies of the City's Official Plan where applicable.

Regional Structure

The Region's urban structure sets out a framework for how and where population and employment growth is to be accommodated throughout York Region while also identifying, protecting, and enhancing agricultural and natural heritage systems. The policies of the ROP direct that growth be accommodated in accordance with the policies of the Regional urban structure and support intensification within a network of key centres and corridors.

Recent updates to the Provincial Plans including A Place to Grow, Growth Plan for the Greater Golden Horseshoe 2019 ("Growth Plan") have resulted in additional requirements being placed on single and upper-tier municipalities that are to be addressed at the time of a municipal comprehensive review. This includes, among other policy requirements, requirements for the Region to designate employment areas, delineate major transit station areas, and implement recently updated mapping respecting agricultural areas and the natural heritage system. The Region understands that these requirements will result in a more detailed Regional Urban Structure than what is currently set out in the Region's 2009 Official Plan, and will require comprehensive updates to both the policies and mapping of the Plan.

In support of these aforementioned updates, the Region is assessing the following matters related to the Regional Structure that are relevant to Richmond Hill, and which result from the recent changes in Provincial policy direction:

- Connecting the Yonge Street Regional Corridor through Richmond Hill and Aurora having regard for the context being located within the Oak Ridges Moraine;
- Considering the level of policy direction and detail in the Regional OP versus the local municipal OP's; and
- A more simplified intensification hierarchy consisting of the following urban structure areas:
 - Regional Centres / Subway Stations
 - Major Transit Station Areas

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- Regional Corridors
- Local Centres and Corridors
- Applying complete community principles more broadly across the Region beyond new community areas.

Regional staff have worked closely with local municipal staff to determine how best to incorporate these proposed policy directions in an implementable manner through local municipal official plans. The proposed changes to the Regional Structure policies are intended to build upon the current policy direction provided in the Region's Official Plan, with changes aimed at responding to new Provincial requirements and providing additional clarity. The proposed direction is in conformity with Provincial Plans, and provides for a planning framework that makes efficient use of land and infrastructure while providing for environmentally, socially and economically sustainable development.



Figure: Proposed ROP
Intensification Hierarchy

Furthermore, it should be noted that in light of the proposed direction to expand the Yonge Street Regional corridor north of Gamble/19th Avenue, City staff have already initiated consultation regarding planning for this corridor through its recent City Plan 2041 workshop related to the Oak Ridges Centre area on May 18, 2021.

Major Transit Station Areas (MTSAs)

Major Transit Station Areas are an important emerging component of the Region's urban structure. To that end, on February 26, 2020 City Council considered and endorsed the recommendations set out in SRPRS.20.004, which provided, among other matters, input on the identification, boundary delineation, and resident to job ratios respecting 18 emerging MTSAs within Richmond Hill⁴. Through that report, City Council also endorsed specific recommendations respecting several proposed MTSAs within the City as follows, as well as recommendations to consider two additional MTSAs along the GO Rail line, which were recommended to the Region to be incorporated through the Region's MCR:

- A Recommendation requesting that the Region consider linking the Richmond Hill Centre and Bayview MTSAs together;
- A Recommendation requesting that the Region consider the lands on the east side of Bathurst Street and include them in the boundary of the Bathurst and Highway 7 MTSA;

⁴ Refer to Item 13.10, City Council Meeting February 26, 2020 <https://pub-richmondhill.escrimetings.com/Meeting.aspx?Id=cdea7eb3-d159-47a3-a8cd-026bdd70314c&Agenda=PostMinutes&lang=English>

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- A Recommendation requesting that the Region increase the ratio of residents to jobs in the Bayview MTSA and Weldrick MTSA to reflect a ratio of 80% (residential) to 20% (jobs); and
- A Recommendation requesting that the Region consider the areas surrounding the Richmond Hill GO Station at Newkirk Road and Gormley GO Station in the Hamlet of Gormley as additional MTSA's, with supporting minimum density targets.

In light of the foregoing, Staff note that the aforementioned recommendations were considered by Regional Council at its meeting on September 10, 2020. Regional Council's deliberation and disposition of these matters are summarized below.

Linking the Richmond Hill Centre and Bayview MTSA's

Staff note that in considering the recommendations for MTSA's, Regional Council has since endorsed expansions to both the Bayview and Richmond Hill Centre MTSA's. Accordingly, the Region has created two contiguous MTSA boundaries with different minimum MTSA targets. Expanding both MTSA's allows for a smoother and more gradual transition of density moving eastward from Richmond Hill Centre to Bayview Avenue.

The Richmond Hill Center MTSA (MTSA #4) has a proposed density target of 500 people and jobs per hectare supported by the proposed extension of the Yonge Subway north to Richmond Hill Centre, which recently received partial funding from the Federal Government⁵. The Bayview and Highway 7 MTSA has a proposed density target of 160 people and jobs per hectare, which will be supported by the VIVA bus rapid transit that operates along Highway 7. City Staff expect the achievement of the density target for the Richmond Hill Centre MTSA to be unproblematic given the vision and principles emerging through the Secondary Plan process. With respect to the Bayview and Highway 7 MTSA however, City Staff note that the City's Official Plan currently designates the land within this MTSA as "Neighbourhood" and "Utility Corridor", which if built out to the maximum permissions would not meet the minimum density targets required by the Growth Plan. On that basis, there is potential to utilize these lands in a more efficient manner and at higher densities, which could enable them to meet the minimum density targets in the Growth Plan, and to achieve a balance of people and jobs. To achieve this objective, the City has identified the Bayview and Highway 7 MTSA as a geographic area of interest to be addressed through the City's OP Update, and is actively planning for this area as one of several emerging centres throughout the City. A City Plan 2041 workshop was held on May 13th to discuss planning for this area.

Expanding the Bathurst and Highway 7 MTSA

The boundary of the Bathurst and Highway 7 MTSA (MTSA #20) was expanded by Regional Council to include additional lands to the north and east, and to encompass a

⁵ <https://www.canada.ca/en/office-infrastructure/news/2021/05/largest-public-transit-investment-in-gta-history-will-create-jobs-and-kickstart-the-economy.html>

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portion of the lands occupied by the existing Richmond Hill Golf Course⁶. Staff note however, that the Region's proposed MTSA boundary does not consider the full extent of the golf course lands, and lands north of the golf course that are presently under application for high density residential development which fall within the 500-800 metre walking distance prescribed by the Growth Plan. Upon further review of this area, City Staff recommend that Council request that the Region extend the Bathurst and Highway 7 MTSA boundary further north, as shown on Map 1 to this staff report, to include lands that are contiguous to the MTSA. There is a natural boundary formed by the valley to the north and east, which would limit the boundary of this MTSA to end at the lands municipally known as 8905 Bathurst Street. Additionally, extending the boundary as proposed will allow the City to comprehensively plan for lands that have been or are proposed to be removed by the Province from the Parkway Belt West Plan, and which are within proximity to the Bathurst and Highway 7 bus rapid transit station. Similar to the Bayview and Highway 7 MTSA, City staff have commenced consultation on the Bathurst and Highway 7 area to determine the vision, character and function of this emerging centre, during the May 4th City Plan 2041 workshop.

Recommendation #1: Based on the foregoing, staff recommend:

That Council requests that the Region expand the Bathurst and Highway 7 Major Transit Station Area boundary to include additional lands to the north, as set out in Map 1 to this report (SRPI.21.055), and for the principle reasons set out in the report.

Altering Resident-to-Job Ratios for Specific MTSAs

While City Council requested alterations to proposed ratios related to residents and jobs within MTSAs, Regional Staff are not proposing to specify through policy a targeted ratio of residents to jobs within the Regional Official Plan. Rather, providing such ratios within Official Plans will be at the discretion of lower tier municipalities. This will therefore be a matter that will warrant consideration as part of the City's OP Update and will need to be addressed in the forthcoming Key Directions report.

Provision of residents to jobs ratios in Official Plan policy clarify to development proponents the City's expectations in relation to how much of a mix of use a particular MTSA is expected to provide. Staff note that target ratios for MTSA's were identified by the Region in the analysis brought forward to Regional Committee of the Whole in September 2020 and later endorsed by Regional Council. Understanding that local planning may change as noted in the preceding sections, Regional staff opted not to prescribe ratios but rather to encourage local municipalities to do so through their Official Plan conformity exercises. City staff believe that the Region has a roll in the determination of these targets and the Region's work to date provides an important guide to determining what those targets could be. By requiring targets in all lower tier plans, there is consistency in developing Official Plan policies and there is assurance that the principles of developing complete transit oriented communities are achieved over the long term. Providing these ratios ensures that future development provides an

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appropriate mix of uses that results in transit oriented development and complete communities. This mix will also assist with achieving goals related to modal split, greenhouse gas reduction, and providing more choice for places to live and work.

Recommendation #2: Based on the foregoing, staff recommend:

That Council request that the Region require local municipalities to identify resident-to-job target ratios for MTSA's in local Official Plans, and that these targets are guided by the Region's MTSA analysis endorsed by Regional Council in September 2020 to ensure that an appropriate mix of residential and non-residential development is achieved based on the local context of each MTSA area.

Considering Areas Surrounding the Richmond Hill GO Station and Gormley GO Station as additional MTSA's

Consistent with the City's request to Regional Council, the Richmond Hill GO Station at Newkirk Road and the Gormley GO Station adjacent to the Hamlet of Gormley were approved as MTSA's by Regional Council and were included in the Region's MTSA and intensification framework⁶.

With respect to the Gormley GO Station, Staff note that the area surrounding this GO Station is unique. This GO Station is located within a rural area of the Oak Ridges Moraine and is subject to the Oak Ridges Moraine Conservation Plan (ORMCP), Greenbelt Plan, and is adjacent to the Gormley Heritage Conservation District. In considering the request to account for the Gormley GO Station as an MTSA, Regional Staff noted that there is limited development potential for the area surrounding this GO Station due to Provincial policy restrictions. Notwithstanding this context, on September 24, 2020 York Region Council supported an MTSA boundary that includes lands located in the West Gormley Secondary Plan area, north of Stouffville Road and west of Leslie Street, and within the ORMCP Rural Settlement Area located south of Stouffville Road. Regional Council also proposed a density target of 50 residents and jobs per hectare for the Gormley GO MTSA, which was an increase from the 10-15 residents and jobs target initially proposed by Regional Staff⁷. Accordingly, the identification of the area surrounding the Gormley GO Station as an MTSA will have implications on the City's current policy framework. Staff will continue to work with the Region on the implementation of this MTSA through the OP Update work and report back to Council as necessary through its Key Directions Report anticipated to be brought forward to City Council in Q4 2021.

⁶ Refer to Agenda Item H.2.1, Regional Council Meeting, September 24, 2020
<https://yorkpublishing.escibemeetings.com/Meeting.aspx?Id=3beab14e-3d48-42e3-8d7a-f98c8ebc94d3&Agenda=PostMinutes&lang=English&Item=37&Tab=attachments>

⁷ Refer to Item F.3, Regional Council Meeting September 24, 2020,
<https://yorkpublishing.escibemeetings.com/Meeting.aspx?Id=3beab14e-3d48-42e3-8d7a-f98c8ebc94d3&Agenda=PostMinutes&lang=English&Item=33&Tab=attachments>

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Proposed Regional Policy Direction Respecting MTSA's

With respect to policy direction for MTSA's, the Region has set out the following emerging policy directions through the ROP Update, which are summarized briefly below:

- Policies to clarify the role of local municipalities, which include providing detailed land use planning for MTSA's, Official Plan designations, zoning standards, height, and inclusionary zoning;
- Policies for MTSA's in employment areas to protect employment area lands, and to ensure that employment area designations continue to apply while still encouraging higher density employment uses to meet the applicable MTSA minimum density targets;
- Classifying MTSA's as Protected MTSA's;
- Minimum density targets and detailed mapping of the boundary delineation for each individual MTSA to be determined by Region; however, local municipalities are to undertake detailed context specific planning for each MTSA for which the City may choose to include, but not require, target resident to job ratios for each MTSA;
- Policies regarding additional approvals required prior to development occurring for specific MTSA's (e.g. Provincial confirmation on a planned potential GO/subway stations and approval for lands to be removed from the Parkway Belt West Plan);
- Policies addressing future refinements to MTSA delineations and/or minimum density targets;
- Policies to monitor and report on planning and development activity within MTSA's;
- Policy direction to prioritize and optimize infrastructure investment for MTSA's; and
- Policies directing the Region to work with local municipalities to provide transit facilities and amenities that support existing and planned transit infrastructure

The proposed direction respecting MTSA's are in conformity with Provincial policies, which direct that these areas be prioritized for transit with a mix and range of uses and activities. Overall, Staff support the proposed direction, including the direction to identify MTSA's as "Protected MTSA's". This will afford MTSA's protection from appeals on policies respecting, among other matters, boundary delineations, minimum and maximum densities, building heights, and approved land uses. In addition, the establishment of Protected MTSA's will allow the City to implement inclusionary zoning to require the provision of affordable housing in areas that are within proximity to public rapid transit. In regards to setting minimum density targets and municipal planning for MTSA's based on local context, Staff support the Region's proposed direction to provide flexibility for local municipalities to determine how best to meet the minimum density

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targets for each MTSA. However, to bolster this direction, as noted above Staff also recommend that the Region require (not simply encourage) local municipalities to identify resident-to-job target ratios for MTSA's in local Official Plans to ensure that an appropriate mix of residential and non-residential development is achieved based on the local context of each area, and that that these targets be guided by the Region's MTSA analysis endorsed by Regional Council in September 2020.

Employment

Employment areas play a strategic role in planning for employment growth. This is true at both the Regional and local planning levels. The protection of employment lands for employment uses is vital to ensure a balanced Regional Structure, but also to ensure that lands are protected over the long term to allow for the changing nature of employment trends, and to align with the Region's economic development objectives.

Recent updates to Provincial policies require that the Region designate employment lands in the ROP, while also protecting and planning for employment areas and setting minimum density targets. Provincial policies also encourage the Region to identify, but not designate, future strategic employment lands beyond the 2051 planning horizon. These Provincial requirements will require that the Region update its policies and mapping to reflect the inclusion of a new Regional employment land use designation in the ROP, while providing policy direction to local municipalities to consider context, protect employment lands for traditional employment uses, and consider permissions for a broader mix of employment uses. The Region's proposed employment lands to be designated in the ROP are illustrated on Map 2 appended to this staff report.

Alongside the requirement to designate employment lands region-wide, the Region has also developed draft policy directions relating to employment lands that are being considered through the ROP update. These policy directions are briefly summarized as follows:

- Incorporate an employment area land use designation in the ROP;
- Policies to strengthen land use permissions and policies in employment areas to protect core employment areas for traditional employment area uses, while permitting mixed employment uses in suitable locations;
- Policies to set minimum density targets for each employment area and policies for their implementation;
- Policies to identify and protect future strategic employment areas outside of existing settlement areas for long term employment uses beyond 2051;
- Updating policies around conversion of Employment Areas through the Regional MCR subject to the Region's employment conversion criteria; and
- Policies directing for high quality, transit supportive urban environments that support growth of knowledge-based industries and attract and develop a skilled workforce

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Overall, the Region's proposed policy directions add clarity and bolster the Region's policies respecting planning for employment lands, and Staff are generally in support of the emerging directions set out by the Region, however there are a number of considerations Staff recommend the Region consider when preparing the Draft ROP which are set out below.

Council's Request for Employment Conversion in the Beaver Creek Business Park

As noted in the earlier sections of this report, in February 2020 City Council endorsed recommendations respecting the conversion of employment lands within the City. In doing so, Council approved 5 out of 8 site-specific conversion requests that were submitted by private landowners, and 3 area-specific conversion requests recommended to be initiated by the City (refer to SRPRS.20.003). These sites have since been supported for conversion by Regional Council with the exception of the City's request to convert the lands in the southern part of the Beaver Creek Business Park at Highway 7 and East Beaver Creek Road.⁸ In this instance, Staff note that while Regional Council did approve the two site-specific conversion requests submitted by Sheraton Parkway Hotels and Convention Centre Inc. and Crestpoint Real Estate (YYC) Inc. that are located within the broader conversion area recommended by the City, it did not formally approve the City's request to consider the broader area for conversion. The area recommended for conversion put forward by City Council in February 2020 is illustrated on Map 3 to this report.

In light of the foregoing, City Staff note that there is still an opportunity for the Region to re-consider City Council's desire to convert the lands shown on Map 3. The southern part of the Beaver Creek Business Park has a unique context. This area is located close to Highway 7 and the bus rapid transit that operates along the corridor, and consists of a mix and range of uses that are not typically found within traditional suburban business parks. To consider the future long term potential of the lands at this location as an MTSA, City Council directed that the lands be considered as a candidate for conversion from employment to mixed-use through the Region's MCR process. The Region is still in the process of drafting its Official Plan, and in doing so, there is still opportunity for the Region to formally consider these lands again as a candidate for conversion when a draft of the ROP is brought forward to Regional Council.

Recommendation #3: Based on the foregoing, staff recommend:

That Council reiterates its request for the Region to approve the conversion of employment lands within the southeastern part of the Beaver Creek Business Park, as shown on Map 3 to this report, for mixed-use development and exclude the lands from the Region's proposed Regional employment area designation

⁸ Refer to Agenda Item F.1, Regional Council Meeting Minutes October 15, 2020, <https://yorkpublishing.escrimeetings.com/filestream.ashx?DocumentId=16196>

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mapping for the reasons previously set out by the City in staff report SRPRS.20.003.

Following the establishment of a Regional employment area designation in the ROP, the City's OP will be updated to conform to the employment area policies and mapping designations set out by the Region. The City's policy framework will be updated to reflect the site-specific conversions that have been approved and to conform to the Region's corresponding policy directions respecting employment lands. To that end, City Staff have initiated consultation with the public regarding the planning for three of the proposed employment conversion areas. These are the areas located on Yonge Street and within and around the Richmond Hill GO Station, and also the area located at East Beaver Creek and Highway 7, which were the topic of discussion during the May 11th and 20th City Plan 2041 centres workshops, respectively.

Environment

The Growth Plan directs that watershed planning support the protection of water resources, land and aquatic life, and the management of human activities within a watershed. The policies of the current ROP recognize the importance of watershed planning and includes requirements for watershed and subwatershed scale studies.

Direction in the Provincial Growth Plan, Greenbelt Plan and Oak Ridges Moraine Conservation Plan require that watershed planning inform the identification of water resource systems, decisions on implementation of growth, and inform planning for water and stormwater services. In light of this direction, the Region is proposing additional policies to be included in the ROP respecting the environment. These policies aim to strengthen watershed planning approaches and protect water resource systems and are briefly summarized below:

- Updates to watershed planning policies to assist in implementation of new watershed requirements in provincial plans;
- Updating water resource systems mapping and policies;
- Updating stormwater management policies to recognize watershed planning requirements; and
- Policy considerations to include identification of a region-wide tree canopy target, as established in the York Region Forest Management Plan in addition to the existing woodland cover target; and
- Updating policies to reflect new Provincial direction related to Species At Risk, including updating definitions for the habitat of endangered and threatened species, referencing provincial and federal species at risk procedures, and updating requirements for natural heritage evaluation where the only feature is the habitat of endangered or threatened species, in accordance with Provincial plans.

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In general, the proposed policy directions are supported by City Staff and in some cases reflect initiatives that are already being implemented by the City. With respect to the Region's direction to include a region-wide tree canopy target, City Staff will closely monitor the proposed policy target when it is made available to ensure that the Region's target is reflective of the municipal context, and to ensure alignment with the City's recommendations emanating from the Urban Forest Management Plan.

Healthy Communities and Servicing

Recent updates to the Provincial Plans direct municipalities to prepare for the impacts of climate change through land use and development patterns, and require that they develop Official Plan policies that aim to reduce greenhouse gas emissions, address climate change adaptation, and promote energy and water conservation.

The Region's existing policies related to climate change, energy, and sustainability already provide strong support in these areas and acknowledge the impacts of climate change on land use planning and development. On that basis, the Region has indicated that it intends to carry forward the existing policy direction provided in the ROP to ensure support for implementation continues in these areas, while assessing the need for further updates once the Region's Climate Change Action Plan and Community Energy Plan is completed. City Staff will monitor these changes and incorporate any requirements into the City's OP as necessary to ensure conformity with the Region's climate change objectives.

With respect to servicing, updates to the Provincial Plans direct for the integration of growth and infrastructure. The Region is currently updating its Transportation Master Plan (TMP) and Water and Wastewater Master Plan concurrently with the update of the ROP to ensure that actions and objectives from these master plans are aligned with updated ROP policies. The Region's TMP is exploring consideration for more flexibility to respond to current and emerging issues, policy changes that respond to mobility trends, and direction to recognize options in transportation for businesses and residents.

In light of the foregoing, the following policy directions relating to the healthy communities and servicing are proposed through the ROP update.

- Determining the appropriate level of detail on energy efficiency and water conservation policies and targets;
- Assessing options to promote human health and well-being and human services
- Enhancing message for complete communities;
- Updating policy regarding importance of cultural heritage to establish a sense of place through conservation of built heritage and cultural heritage resources
- Updating policy regarding indigenous engagement in relation to identifying, protecting and managing archaeological resources.

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- Update the ROP policies to conform with approved Source Protection Plans to protect municipal drinking water sources from water quality and water quantity impacts
- Continue to limit private communal systems for residential developments, given the risk to the Region and its residents; and
- Consider private communal systems for employment developments on an interim basis until full municipal servicing is available

Overall, staff are in support of the aforementioned policy directions and will monitor the release of more detailed policies through the Draft ROP. With respect to the proposed direction respecting Source Water Protection Plans, Staff note that the CTC Source Protection Plan policies apply to land within Richmond Hill. While there is no municipal drinking water system in Richmond Hill, there are systems in adjacent municipalities for which lands in Richmond Hill are within their area of influence. As such, some policies and mapping from the CTC and the Lake Simcoe Source Protection Plans are applicable. To that end, Staff support the direction to conform to the requirements of the Source Protection Plans and will continue to monitor the Region's proposed policies and any corresponding requirements that are applicable to the City.

2051 Population and Employment Forecasts

Schedule 3 of the Growth Plan, 2019 identifies the distribution of population and employment forecasts for the Greater Golden Horseshoe to 2051, and sets out policies requiring municipalities to plan and achieve these forecasts by the intended planning horizon. To accomplish this, the policies require that the upper-tier municipalities like the Region determine if an expansion to the boundary of the settlement area is required to accommodate forecasted growth, and if so, whether the Region's supply of "Whitebelt" lands are sufficient to meet the demand. "Whitebelt" lands are lands that are not located within the Provincially delineated Greenbelt Area and that are not presently designated settlement area. Expansions to the settlement area are a matter of consequence; they require careful consideration of land use planning, balancing need for urbanization and the need to preserve and protect the rural, agricultural and natural heritage systems of the Region along with consideration of infrastructure requirements to service new communities and their long term fiscal and environmental impact.

Forecasts

From a forecast perspective, the Growth Plan projects York Region to house 2.02 million residents and 990,000 jobs in the Region by 2051. This equates to an estimated growth of 800,000 people and 345,000 jobs over the next 30 years, marking York Region as one of the highest attractors of growth in the GTHA, and accounting for approximately 22% of the population growth forecasted for the entire GTHA region. The Region's forecast analysis indicates that each of its nine local municipal forecasts to 2051 reflect recent growth trends, urban expansion needs, vacant greenfield areas, and market demand for intensification. To support assumptions on market demand, the Region retained Watson Consulting to understand macro-economic conditions and real

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estate trends influencing housing across the Region, indicating a robust approach to the development of a forecast to 2051.

As a share of this growth, Richmond Hill is forecasted to grow to 317,000 people and 122,600 jobs by 2051, representing an overall share of 15.6% of the Region's population growth, and approximately 12.3% of the Region's forecasted employment growth. Overall, Richmond Hill's share of growth in the Region has increased since the adoption of the City's 2010 Official Plan.

A number of local municipalities in York Region are forecasted to have lower 2031 employment forecasts than what is set out in the current 2010 ROP. For Richmond Hill, the City's employment forecast to 2031 is projected to decrease from the current estimate of 99,400 jobs to 97,000 jobs. Overall, this represents a decrease of 2,400 jobs by 2031. The largest share of employment is forecasted to be "population-related employment" (47%) with traditional "employment land employment" representing approximately 17% of total projected employment in the City. The balance of jobs is largely anticipated to be in relation to major office employment.

The proposed forecast for Richmond Hill averages a population growth of 1.3% annually. This rate is slightly higher than the actual average annual growth rate measured over the last 10 years. Local municipalities will be required to update their OP's to be in conformity with the updated forecasts within one year of the ROP being approved by the Province. Consequently, when updating the Official Plan, these projections will need to be updated to address the 2041 planning horizon of the City's Official Plan. Updating the Regional forecast to conform to the Growth Plan and distributing that growth to the local municipalities is a key component of the Region's MCR. Local municipal Council positions on the draft forecast is being requested to be provided no later than July 15, 2021.

Land Needs

As part of the MCR process, the Region must consider how to accommodate the forecasted growth. To do this, the Region must undertake a land needs assessment using the Provincial methodology. This assessment considers current land supply within settlement areas and proposed intensification and density targets, among many other factors. Through this assessment, the Region can determine whether or not an expansion to its settlement area supply is warranted. Based on Provincial and Regional policy, the priority area for settlement area expansion are lands that are located in the "Whitebelt."

From a land needs perspective in Richmond Hill, it is important to note that there are no "Whitebelt" lands in the City, and there are only a few remaining Designated Greenfield Area lands left in the City that are expected to be built out by 2051. These include lands in the North Leslie and West Gormley Secondary Plan areas, which are planned and/or built out through comprehensive plans of subdivision. Accordingly, the majority of growth that the City will experience over the next 30 years is expected to come in the

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form of intensification, and through small-scale infill within existing established neighborhoods.

The Region's land needs assessment has determined a need for additional urban expansion lands totaling approximately 3,400 hectares, with the majority of this land (67.6%) accounting for 'community land needs' (e.g. lands for residential and population related employment uses) and the remaining (32.3%) accounting for 'Employment Land needs' (e.g. lands for employment and job growth). Of the 3,400 hectares proposed for urban expansion, there are no expansion lands identified to be accommodated within the City of Richmond Hill.

Site-specific requests for urban expansion of employment uses into the Protected Countryside of the Greenbelt have been received by the Councils of Richmond Hill, Township of King and Town of Whitchurch-Stouffville. In the case of Richmond Hill, these lands include a request on behalf of the Leslie Stouffville Landowners Association to consider lands in the northeast portion of the City, south of Bethesda Sideroad for redesignation from "Countryside" to "Settlement Area". City Council have made several resolutions in relation to all or parts of these areas, supporting consideration of an urban boundary expansion. To that end, staff began consultation with the public with respect to consideration of a boundary expansion in February 2021 during the City Plan 2041 open house and follow-up public survey. The overwhelming response from the public was that these Countryside lands should not be considered for urbanization.⁹

In a memo to Regional Council dated January 26, 2021, Regional Staff reiterated that Provincial Policy in the Greenbelt Plan and Oak Ridges Moraine Conservation Plan explicitly sets out limited circumstances under which the Region can expand settlement area boundaries into the Protected Countryside of the Greenbelt¹⁰. Based on the Region's land needs assessment, there is no justified need for expansion onto lands that are located within the Greenbelt Area to accommodate growth to 2051. It is City staff's understanding that without such justification, the Province will not consider amendments to the Provincial Plans which would authorize such an expansion, and without such amendments neither the City nor the Region are permitted to amend their Official Plans to redesignate Countryside lands to allow for urban settlement land uses.

Based on the foregoing, City staff will consider how to update the Official Plan to promote the many potential rural land uses that are permitted within the Countryside designation. These uses would complement both the urban areas to the south and east of these lands, and the agricultural areas that are located to the north and west of the lands within Richmond Hill and beyond.

⁹ Refer to City Plan 2041 What We Heard Phase 1 Summary Report, <https://www.richmondhill.ca/en/shared-content/resources/documents/City-Plan-2041---Phase-1---What-We-Heard-Report.pdf>

¹⁰ Refer to Agenda Item F.4, Regional Council Meeting dated January 28, 2021 <https://yorkpublishing.escrimetings.com/filestream.ashx?DocumentId=18555>

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Intensification Targets

In addition to the growth forecasts, a key policy direction prescribed under the Growth Plan is the requirement that the Region accommodate and achieve a minimum region-wide target of 50% intensification. This means that half of the Region's residential growth will be accommodated in the existing built-up areas through intensification and more compact development. This is a key input into the Region's forecast and land needs assessment, which has influenced the distribution of the local municipal area forecasts.

For Richmond Hill, the Region's proposed intensification target translates into a requirement for the City to accommodate approximately a minimum of 33,100 new residential units within its "built-up" area by 2051, representing a minimum intensification rate of 77% of all new residential units. This means that the balance of new units (up to 23%) would be located within Designated Greenfield Areas such as North Leslie and West Gormley.

It should be noted that the Region's data shows that on average it is exceeding this 50% rate of intensification across the Region. Accordingly, the local municipal targets that have been proposed by the Region are considered reasonable as they reflect, on average, the achievement of a 50% rate of intensification across York Region. Among other matters, the proposed intensification targets support the Region's investment in bus rapid transit and the continued championing for additional rapid transit investments into York Region, including the extension of the Yonge Subway from Toronto to Richmond Hill, and the future provision of a Bus Rapid Transit system along Major Mackenzie Drive.

When considering the City's emerging urban structure, current work related to Major Transit Station areas in the City, and the development industry's aspirations for accommodating growth within the City, we can see that the City is well poised to be able to meet and potentially exceed the Region's proposed intensification target rate.

In support of the foregoing, the Region has set out the following policy directions related to its growth forecast and intensification targets through the ROP Update, which are briefly summarized as follows:

- Local municipalities will be required to update population and job forecasts and intensification and density targets in their OP's to be consistent with the Region's new forecasts and targets, and undertake any additional official plan and/or secondary plan updates that may be required to meet or exceed the minimum targets;
- Assignment of a designated greenfield area density target of 70 residents and jobs per hectare for Richmond Hill to be required to be incorporated into the OP and implemented through secondary plans, as required, to ensure the minimum region-wide target of 60 residents and jobs per hectare is achieved in DGA's across the Region; and

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- The intensification target for Richmond Hill will be that 77% of all new residential growth will be directed to the City's built up area. This is estimated to be an additional 33,100 units to be located in the built up area, by 2051.

In addition to the foregoing, the Region will be considering direction on the phasing of growth in a forthcoming report to Regional Council in late Q2 2021. This report will form part of a third policy direction report on the ROP update. At this time, preliminary considerations for phasing have already been highlighted by the Region and may include: staging urban expansion areas, achievement of population thresholds, prioritizing areas with a higher level of certainty, and requirements to provide a progression of development. Staff will continue to monitor these emerging directions and report back to Council as necessary through the City's forthcoming Key Directions Report in relation to the OP Update.

With respect to Designated Greenfield Areas, it is noted that while the Region-wide target is 60 residents and jobs per hectare the minimum density target for DGA's within Richmond Hill, Markham and Vaughan is proposed to be 70 residents and jobs per hectare. Staff note that based on current plans for the largest DGA sub-areas in the City which include North Leslie and West Gormley, these communities provide for a diverse range of housing types and include permissions for a mix of land uses within specific areas. On that basis, Staff anticipate the proposed DGA targets to be generally achievable over the long term.

Based on the foregoing, City Staff are in support of the emerging policy directions respecting the Region's growth forecast, intensification, and land needs assessment work as it relates to Richmond Hill.

Aligning Growth and Infrastructure:

As noted in the earlier sections of this staff report, the Region's 2051 Population and Employment Forecast and Lands Needs Assessment sets out the distribution of growth for the Region to the year 2051 as prescribed by Provincial Policy. The Provincial Plans also direct that growth align with investment in infrastructure. In order to support sustainable investments in infrastructure that are fiscally responsible, the Region is proposing to include phasing policies in the ROP to address the orderly distribution of growth and to ensure that decisions around growth are made with due consideration to infrastructure requirements. Phasing policies are aimed at optimizing the timing of development to maximize the efficient uses of existing and new Regional infrastructure.

In light of the foregoing, the Region has set out the following policy directions, which are briefly summarized below.

- Articulating the need for a more agile and adaptive approach to growth management in response to the changing nature and pace of growth, market demand, and/or other factors;

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- Enhancing the objective of optimizing growth in areas serviced with existing infrastructure capacity before making new investments;
- Strengthening phasing policies at the Regional scale such that the delivery and operation of infrastructure is phased in a fiscally sustainable manner;
- Strengthening connections between the timing and scale of growth in intensification areas and the existing and/or planned infrastructure and water and wastewater capacity in infrastructure Master Plans; and
- Identifying remaining Agriculture or Rural Whitebelt lands not required by the Provincial land needs assessment by 2051 as future urban

In light of the foregoing, City Staff are generally in support of the proposed emerging directions respecting growth and infrastructure with the exception of future urban areas (see section below “Future Growth Areas” for additional comment on this matter).

Agriculture and Rural Areas

Recent updates to the policies of the Growth Plan 2019 direct the Province and the Ontario Ministry of Agriculture, Food and Rural Affairs (OMAFRA) in particular to identify an Agriculture System across the Greater Golden Horseshoe (GGH). A Provincial agricultural system was introduced as part of the updates to the Provincial Plans, and in 2019 the Province produced draft mapping for municipalities to use as the basis for identifying the agricultural system in Official Plans. The Provincial Plans require upper-tier municipalities to implement the agricultural system through updated policy and mapping. This is occurring through the Region’s MCR process. The purpose of identifying the Agricultural System is to ensure a consistent approach to agriculture production across the GGH, and to support a diversified economy by promoting the agri-food sector.

To undertake a review of the Region’s agricultural land base, the Region retained a consultant to undertake analyses to consider the long term viability of its agricultural areas given their existing and future context with urban areas. For Richmond Hill, the Region is considering to designate Prime Agricultural Areas in the northeastern part of the City (refer to Map 3 attached), which include the lands located between Leslie Street, Bloomington Road, Bethesda Side Road and Highway 404. This area is being considered for inclusion into the Region’s agricultural designation as illustrated on Map 8 of the current ROP¹¹. City Council supported this designation through its endorsement of the February 2020 staff report regarding the Regional MCR. Regional staff indicate that consultation with the public and area landowners have taken place in terms of the proposed mapping change. City Staff understand that there were no objections from

¹¹ Map 8, Agricultural and Rural Area, York Region Official Plan
<https://www.york.ca/wps/wcm/connect/yorkpublic/dfbb3257-35a1-455e-a225-7f7e04a21cb7/yropOfficeConsolidation2019Map8Accessible.pdf?MOD=AJPERES&CVID=mLW2ro>

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Richmond Hill landowners. Once approved, the City will be required to amend its Official Plan to reflect the new Prime Agricultural designation.

Provincial Plans and the Provincial Policy Statement direct municipalities to provide policies related to the management of excess soil. While the preference is for excess soil resulting from development, including infrastructure, to remain in situ, this is not always a viable option. To that end, there may be instances where the management of excess soil may result in cross-jurisdictional issues. For that reason, Regional policy should not only direct local municipalities to develop strategies and apply best practices; but, also to identify how cross jurisdictional matters related to excess soil may be addressed and resolved.

Recommendation #4. Based on the foregoing, staff recommend:

That the Region consider providing direction in the ROP regarding cross-jurisdictional issues that may arise in relation excess soil management.

In light of the foregoing, the Region has set out the following draft policy direction for both agricultural and rural lands that is applicable to Richmond Hill:

- Continue to require permitted uses within areas identified as prime agriculture that are located within Oak Ridges Moraine Conservation Plan area conforms to the applicable ORMCP policies; and
- Integrate new excess soil policies in the ROP that align with Provincial plans that direct local municipalities to develop excess soil strategies and incorporate best practices for the management of excess soils

Overall, Staff are generally in support of the proposed policy directions respecting agriculture and rural areas that are applicable to the City, but are seeking more Regional direction related to addressing cross jurisdictional issues related to excess soil.

Diversity and Inclusion;

There is a growing body of academic research and evidence which shows that diversity and inclusivity is foundational to the creation of complete communities. Provincial policies direct that urban centres be vibrant and characterized by compact development patterns to provide a diversity of opportunities for living, working and enjoying culture. Accordingly, a core principle prescribed under the Growth Plan to support the achievement of complete communities is to provide for different approaches to manage growth that recognize the diversity of communities. Planning for complete communities includes support for people of all ages and at all stages of life and abilities which allow them to live, work and play in their community.

To build on this direction, the Region is proposing to include stronger policy direction respecting inclusion and to highlight it as a core principle when planning for

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communities. In doing so, the Region is considering to include the following policy direction consistent with Provincial direction:

- Integrating inclusionary language throughout the Plan and identifying inclusions as a core principle of Planning in York Region; and
- Enhancing partnership and engagement policies to support inclusive engagement throughout the planning process

Overall, Staff are in support of the above-noted policy direction respecting diversity and inclusion.

ROP Mapping

There are a number of corresponding mapping updates that need to be implemented together with the proposed updates to the policies of the ROP. The ROP's mapping is an important operative component of the Region's OP, and like the policies articulated through the text of the Plan, they provide context to support and visualize the Region's urban structure, Greenlands System, Agricultural Areas and the regional transportation network.

In addition to the updates respecting the Region's agricultural mapping, recent updates to Provincial policies have necessitated the need for changes to the mapping in the Regional OP. Changes to the Provincial Plans require new mapping to delineate major transit station areas, as well as built up areas, greenfield areas, settlement areas and employment areas across the Region. Updates to natural heritage and water resource mapping will also be required to ensure that the Region conforms to Provincial Policy direction respecting natural heritage.

In light of the foregoing, the following updates to the ROP mapping are being considered through the update of the ROP:

- Simplifying Map 1 and displaying land use designations and land use categories on separate sub-schedules;
- Grouping water resource components on one or a series of maps;
- Incorporating Provincial layers on ROP maps (Natural Heritage System and Agriculture Areas); and
- Updating mapping containing Regional infrastructure to align with Transportation, Water and Wastewater Master Plans

Overall, Staff are generally in support of the aforementioned proposed changes to the ROP mapping, and will use this information to determine the appropriate changes needed to the City's OP to ensure conformity and to implement the Region's objectives. To augment the Region's proposed directions, when developing the new maps/schedules, the Region should also consider the scale in which maps and schedules of the ROP are displayed at to improve readability and interpretation of

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linework. In addition, appropriate policies respecting interpretation should accompany the Region's mapping changes so as to address, among other matters, instances where a discrepancy between the policies and a related map/schedule exist, and/or where the same lands are subject to two or more land use designations. These policies should help clarify how ROP policies are intended to be interpreted and applied.

Future Growth Areas

As noted above, there are two instances in the proposed policy directions that suggest the Region predetermine future growth areas beyond 2051. This is noted in the proposed policy directions related to employment and in the proposed policy directions related to aligning growth and infrastructure. The Region is required to review and update its Official Plan within 10 years of its approval and within 5-years thereafter. During that review period, the Region will also need to undertake another land needs assessment, and if warranted, consider appropriate areas for an urban expansion. Should the Region predetermine where those future urban areas should be, whether for employment or community uses, during the current review period, the Region will be identifying these areas based on the current context; rather than the context that may be quite different from today during which time the decision to expand is made. In order to provide future decision makers with the opportunity to consider the most current policy direction and local context, it would be best to not pre-identify future urban areas. This approach also provides certainty to rural and agricultural land owners that they may continue to operate their property based on the current planning permissions for those areas over the long term. For these reasons, Staff recommend that the Region be advised that policy direction for future uses beyond the 2051 planning horizon is not supported.

Recommendation #5. Based on the foregoing, staff recommend:

That the Region be advised that the policy direction to identify future community or employment areas beyond the 2051 planning horizon is not supported, and that the decision to designate new urban areas should be determined through a future land needs assessment based on the policy and context that are in place at that time.

Local Municipal Impact

The proposed policy directions described herein emanate from the Region's MCR process. Overall, these directions will impact the City's land use planning framework in many ways, and will serve to shape how growth occurs within Richmond Hill over the long-term. The City's current OP builds on the Region's Plan in many ways, and has drawn from the Plan as being a source of progressive and forward thinking approaches to planning for complete communities. The City is currently in the process of updating its Official Plan in response to new policy direction resulting from updated Provincial land use planning documents, and in response to the emerging Regional policy direction. The update is being undertaken concurrently with the Region's MCR, which

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will ensure that the City is appropriately engaged in both review processes. This streamlined process will also ensure a timely adoption of an up-to-date Official Plan for the City that ultimately conforms to the anticipated new Regional Official Plan.

This staff report identifies a number of emerging Regional policy directions that will impact the City's Official Plan policy framework, resulting in the need for updates to the City's OP policies and associated mapping. These emerging policy directions will be addressed comprehensively through the City's OP Update process and a forthcoming Key Directions Report.

Financial/Staffing/Other Implications:

This report has no financial or staffing implications.

Relationship to Council's Strategic Priorities 2020-2022:

The recommendations of this report are in relation to proposed policy directions for the development of a new Regional Official Plan. When updating the City's Official Plan, we will need to ensure that policies and mapping conform with those of the Regional Official Plan. Accordingly, it is important for the City to provide comment to the Region for its consideration when developing the new Regional Official Plan to ensure that City interests are addressed. Providing timely responses to this important Regional initiative supports Council's strategic priorities by ensuring that the future ROP provides appropriate land use planning direction to ensure that Council priorities can be met when updating the City's Official Plan, without a risk of conflict between the two planning documents.

The proposed policy directions and the City's response to these directions align Council's Strategic Priorities as follows:

Balancing Growth and Green

The proposed policy directions provide a framework to accommodate growth and development, while protecting what is valuable including consideration of natural heritage areas, species at risk, consideration of watershed planning, preserving cultural heritage resources and by applying complete community principles more broadly, which serve to improve the quality of life within the City.

Strong Sense of Belonging

The proposed policy directions include direction to improve human-health, human services and well-being through complete communities and by including inclusionary language through the proposed policies that focus on inclusion, diversity, and engagement opportunities to support inclusive engagement throughout the planning process.

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Getting Around the City

The proposed policy directions emphasize the need to align growth with infrastructure, including the Region's Transportation Master Plan. Furthermore, the policy direction recognizes areas associated with subway stations, such as the Richmond Hill Centre as the top of the Region's intensification hierarchy. Reemphasizing the importance of the future expansion of the Yonge subway line to Richmond Hill.

Fiscal Responsibility

The proposed policy directions include consideration of investment attraction at both a Regional level and a local level through protection of employment areas and the consideration of flexible policies within parts of those areas to attract a diverse range of businesses and employers to the Region. Furthermore, many of the proposed policy directions take into consideration fiscal impact of accommodating growth and development and provide for opportunity to optimize and prioritize development to areas where there is existing infrastructure to support growth.

Climate Change Considerations:

The proposed policy directions being introduced through the Region's MCR touches on many aspects of land use planning, including climate change. The Region's proposed policies include the incorporation of climate change considerations to prepare for impacts of climate change through land use and development patterns. These policy directions focus on actions to reduce greenhouse gas emissions, address climate change adaptation goals, and promote energy and water conservation. Accordingly, this report recommends that Council support the proposed policy directions tabled by Regional staff.

Conclusion:

The Region's Official Plan Update is occurring concurrently with the City's OP Update process. In doing so, the Region has released policy directions on several topic areas that will shape the update of the Region's OP. This staff report provides a summary of the Region's proposed policy directions and provides Staff's comments on same as input to the Region's Municipal Comprehensive Review process. A draft new Regional Official Plan is expected to be shared with Regional Council and the public in November 2021 for consultation. Providing input on the proposed policy directions raised with Regional Council to date will help inform the drafting of new Regional Official Plan policies.

In the meantime, the proposed policy directions presented herein will be used by City Staff to inform the City's OP Update and the preparation of the City's Key Directions Report. Accordingly, this staff report recommends that Council receive the report, endorse the Staff recommendations presented herein, and forward a copy of the report to the Region for consideration as input into the MCR.

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Attachments:

The following attached documents may include scanned images of appendices, maps and photographs. All attachments have been reviewed and made accessible. If you require an alternative format please call the contact person listed in this document.

Map 1: Recommended Bathurst and Highway 7 MTSA Boundary Refinement

Map 2: York Region Employment Lands Designation Mapping

Map 3: Beaver Creek Business Park Recommended Area for Employment Conversion

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Report Approval Details

Document Title:	SRPI.21.055 - Request for Comments – York Region Official Plan Update Policy Directions.docx
Attachments:	- SRPI.21.055_Map 1_Recommended Bathurst and Highway 7 MTSA Boundary Refinement.docx - SRPI.21.055_Map 2_YR Employment Lands Designation Mapping.docx - SRPI.21.055_Map 3_Beaver Creek Employment Area.docx
Final Approval Date:	Jun 6, 2021

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

Patrick Lee - Jun 3, 2021 - 5:35 PM

Kelvin Kwan - Jun 3, 2021 - 5:46 PM

Task assigned to MaryAnne Dempster was completed by delegate Darlene Joslin

Darlene Joslin on behalf of MaryAnne Dempster - Jun 6, 2021 - 10:05 AM

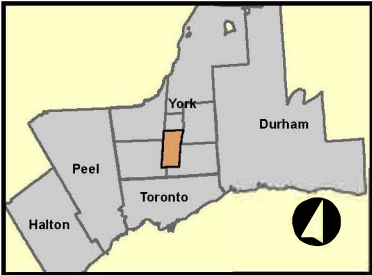


MAP 1 to SRPI.21.055 - Recommended Bathurst and Highway 7 MTSA Boundary Refinement (MTSA #20))

Legend

- GIS Parcels
- Roads
- Oak Ridges Moraine Conservation Plan
- Greenbelt Plan Area
- C.N.R
- Proposed Major Transit Station Area Station Location
- Proposed MTSA Boundary
- Waterbodies
- Watercourses

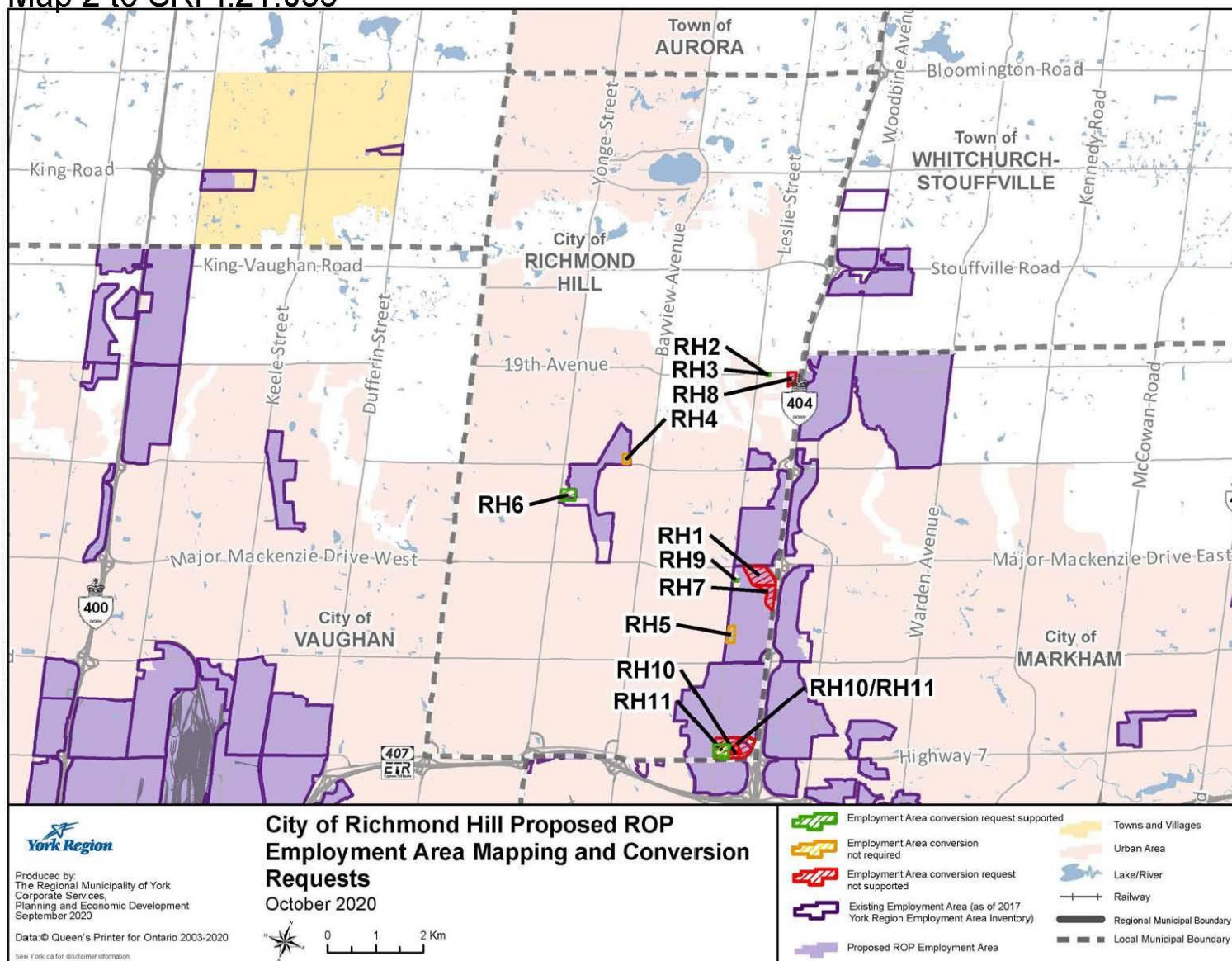
NOTE: The information provided in this ScheduleMap is for information purposes only. While every effort has been made to ensure the accuracy, currency and completeness, it is not a plan of survey. Due to size constraints and changes that occur over time, the information may not be current. Interested parties are therefore urged to make enquiries with the City of Richmond Hill Planning and Infrastructure Department to ensure that the information depicted in this ScheduleMap is accurate, current and complete in all respects.



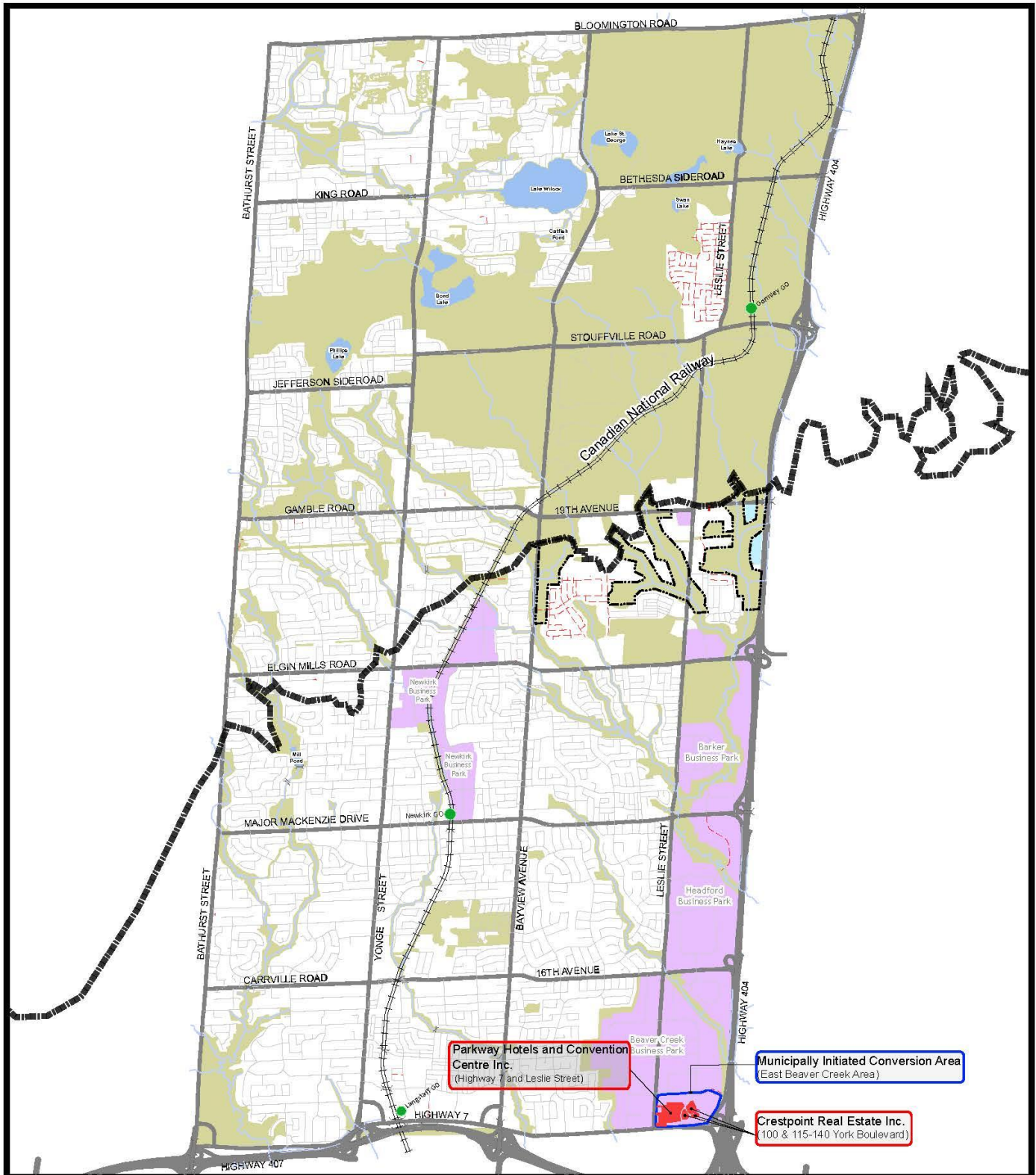
Richmond Hill
PLANNING AND REGULATORY SERVICES
DEPARTMENT

Scale 1:45,000
0 25 50 100 150 Meters

Map 2 to SRPI.21.055



The City of Richmond Hill has requested an alternate boundary for conversion request RH10 and RH11. Please refer to the RH10/RH11 profile in Attachment 4 for additional information.



MAP 3 - Beaver Creek Business Park Recommended Area for Employment Conversion

LEGEND

- | | | |
|---|--|--|
| ■ Site-specific Lands Approved for Conversion by York Region | — Provincial Highway | — Watercourses |
| ■ Lands Proposed for Conversion by Municipality (Not Yet Approved by York Region) | — Arterial Street | ■ Waterbodies |
| ■ Employment Lands | — Street | — Greenbelt Plan Area |
| ■ Office Lands | --- Proposed Street Extension | ■ Oak Ridges Moraine Conservation Plan Area |
| ■ Greenway System | — Canadian National Railway | |
| ● Existing GO Rail Station | — Bridge | |



Scale: 100,000 50,000 0 100,000 Meters

Richmond Hill
PLANNING & REGULATORY SERVICES
DEPARTMENT



Staff Report for Council Meeting

Date of Meeting: June 23, 2021

Report Number: SRPI.21.072

Department: Planning and Infrastructure

Division: Development Planning

Subject: SRPI.21.072 – Request for Direction – Official Plan Amendment, Zoning By-law Amendment and Site Plan Applications – 2706379 Ontario Limited – City Files D01-19004, D02-19021 and D06-20041 – LPAT Case No. PL210162

Owner:

2706379 Ontario Limited
2499 Rutherford Road, Unit 12
Concord, ON L4K 0J9

Agent:

Evans Planning Inc.
8481 Keele Street, Unit 12
Vaughan, ON L4K 1Z7

Location:

Legal Description: Block 226, Plan 65M-3802
Municipal Address: 12600 Bayview Avenue

Purpose:

A request for direction concerning proposed Official Plan Amendment, Zoning By-law Amendment and Site Plan applications to permit a medium density residential development comprised of 19 townhouse dwelling units fronting on a private condominium lane on the subject lands.

Recommendations:

- a) That Staff Report SRPI.21.072 be received for information purposes;
- b) That the Local Planning Appeal Tribunal (LPAT) be advised as follows:
 - i) That Council supports in principle the proposed Official Plan Amendment, Zoning By-law Amendment and Site Plan applications submitted by 2706379 Ontario Limited for lands known as Block 226,

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Plan 65M-3802 (Municipal Address: 12600 Bayview Avenue), City Files D01-19004, D02-19021 and D06-20041, for the reasons set out in Staff Report SRPI.21.072, subject to the following:

- (a) that the subject lands be removed from Appendix 7 – Existing Neighbourhood Commercial Sites – of the City’s Official Plan to permit the proposed medium density residential development;**
- (b) that the Local Planning Appeal Tribunal be requested to withhold the issuance of its Final Order respecting the Official Plan Amendment application until such time as the City advises the Tribunal that the draft Official Plan Amendment as set out in Appendix “B” to Staff Report SRPI.21.072 has been finalized to the satisfaction of the Commissioner of Planning and Infrastructure;**
- (c) that the subject lands be rezoned from Neighbourhood Commercial (NC) Zone to Multiple Residential One (RM1) Zone under By-law 85-02, as amended, and that the amending Zoning By-law establish site specific development standards as outlined in Staff Report SRPI.21.072;**
- (d) that the Local Planning Appeal Tribunal be requested to withhold the issuance of its Final Order respecting the Zoning By-law Amendment application until such time as the City advises the Tribunal that:**
 - (i) the draft Zoning By-law Amendment as set out in Appendix “C” to Staff Report SRPI.21.072 has been finalized to the satisfaction of the Commissioner of Planning and Infrastructure;**
 - (ii) the applicant’s Site Plan application has been finalized to the satisfaction of the Commissioner of Planning and Infrastructure; and,**
 - (iii) the applicant has registered restrictions over the subject lands under Section 118 of the *Land Titles Act* to the satisfaction of the City;**
- (e) that the Local Planning Appeal Tribunal be requested to withhold the issuance of its Final Order respecting the Site Plan application until such time as the City advises the Tribunal that a Site Plan Agreement has been finalized to the satisfaction of the Commissioner of Planning and Infrastructure;**

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- c) **That the authority to assign 56.81 persons equivalent of servicing allocation to the proposed development to be constructed on the subject lands be delegated to the Commissioner of Planning and Infrastructure subject to the criteria in the City's Interim Growth Management Strategy, and that the assigned servicing allocation be released in accordance with the provisions of By-law 109-11, as amended;**
- d) **That the Commissioner of Planning and Infrastructure be authorized to approve and execute any agreements or documentation as necessary to implement the development proposal described in Staff Report SRPI.21.072; and,**
- e) **That appropriate City staff be directed to appear at the Local Planning Appeal Tribunal in support of Council's position concerning the subject applications.**

Contact Person:

Leigh Ann Penner, Senior Planner – Subdivisions, phone number 905-771-2462 and/or Denis Beaulieu, Manager of Development, Subdivisions, phone number 905-771-2540

Report Approval:

Submitted by: Kelvin Kwan, Commissioner of Planning and Infrastructure

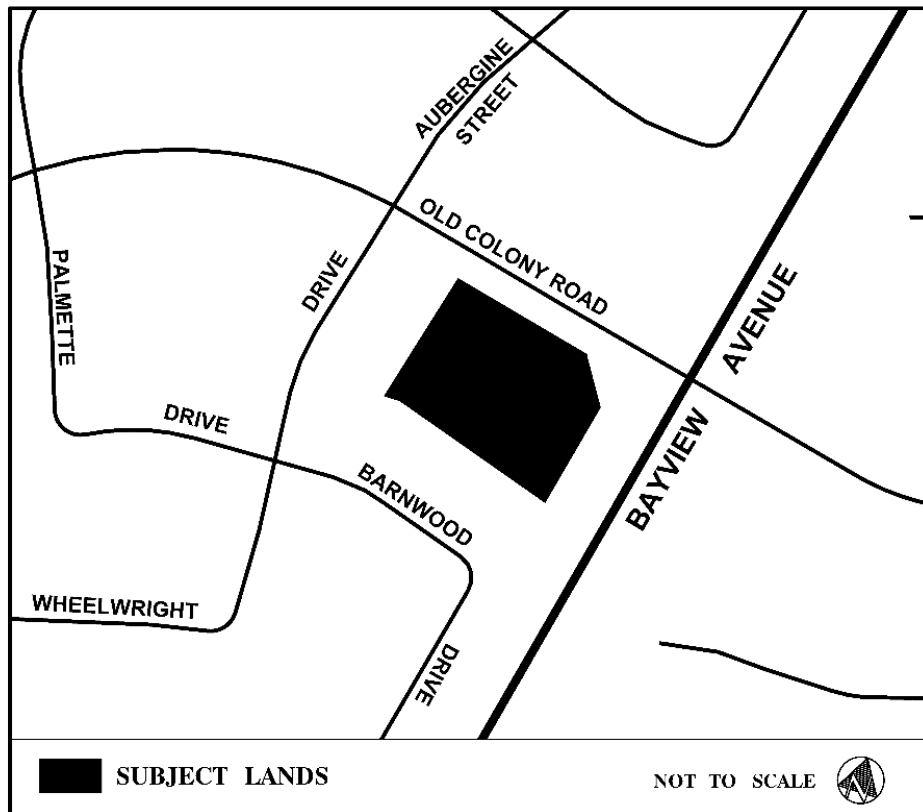
Approved by: Mary-Anne Dempster, City Manager

All reports are electronically reviewed and/or approved by the Division Director, Treasurer (as required), City Solicitor (as required), Commissioner, and City Manager. Details of the reports approval are attached.

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Location Map:

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



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Background:

The subject Official Plan Amendment and Zoning By-law Amendment applications were considered at a statutory Council Public Meeting held on March 4, 2020 wherein Council received Staff Report SRPRS.20.032 for information purposes and directed that all comments be referred back to staff (refer to Appendix “A”). At the public meeting, concerns were raised by several members of Council and the public with respect to the applicant’s development proposal. The main issues raised at the public meeting pertained to the lack of commercial uses in the area, building height compatibility with the existing two storey dwellings in the surrounding residential area and concerns regarding the use of the proposed private lane for emergency services access. These concerns are discussed in the later sections of this report.

On August 27, 2020, the applicant submitted a Site Plan application to the City which was deemed complete on September 8, 2020. The subject application and supporting materials, including a revised draft Zoning By-law Amendment, were subsequently circulated to relevant City departments and external agencies for review and comment, and serve to implement the applicant’s townhouse development proposal.

On February 24, 2021, the applicant filed appeals of its Official Plan Amendment, Zoning By-law Amendment and Site Plan applications to the Local Planning Appeal Tribunal (LPAT) on the basis that the City had failed to make a decision respecting same within the statutory timelines as outlined in the *Planning Act*. A Case Management Conference (CMC) with respect to the subject applications and appeals will be held on July 8, 2021 to identify Parties and Participants, and to address procedural and administrative matters.

The purpose of this report is to seek Council’s direction with respect to the applicant’s development proposal and to direct City staff to appear at the LPAT in support of Council’s position concerning the subject applications.

Summary Analysis:

Site Location and Adjacent Uses

The subject lands are located at the southwest corner of Old Colony Road and Bayview Avenue (refer to Map 1). The lands have a total lot area of approximately 0.39 hectares (0.96 acres) and lot frontages of approximately 42.65 metres (139.93 feet) on Bayview Avenue and approximately 58.07 metres (190.52 feet) on Old Colony Road. The lands are presently vacant and abut existing semi-detached dwellings to the west, townhouse dwellings to the south, Old Colony Road to the north and Bayview Avenue to the east (refer to Map 2).

York Region Transit (YRT) bus stops are presently located along Bayview Avenue and Old Colony Road, with a bus stop located on the south side of Old Colony Road, directly adjacent to the subject lands.

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Revised Development Proposal

The applicant is seeking the LPAT's approval of its Official Plan Amendment, Zoning By-law Amendment and Site Plan applications to facilitate the construction of a medium density residential development to be comprised of 19 townhouse dwelling units on its land holdings (refer to Maps 7 to 10). The applicant's development proposal contemplates a three storey built form and includes eight townhouse dwelling units to front onto Bayview Avenue, five townhouse dwelling to front onto Old Colony Road and six townhouse dwelling units to front onto an internal private laneway.

The three storey street facing townhouses (Blocks 1 and 3) are designed with principal front entrances facing Bayview Avenue and Old Colony Road, rear facing garages to be accessed from the internal private road, and outdoor amenity space for each unit to be provided by way of above-grade patios over the garages (refer to Map 8). The three storey lane facing townhouses (Block 2) are designed with principal front entrances and garages to be accessed from an internal private road, and outdoor amenity space for each unit to be provided by way of traditional rear yards (refer to Map 9).

Vehicular access to the site is proposed from Old Colony Road with no access to adjacent lands to the east (Bayview Avenue), west or south (refer to Map 7). The proposed private 6.0 metre laneway is designed with a hammerhead turnaround at the northern and southern limits of the development to facilitate movements for municipal waste collection and emergency services vehicles within the site. Furthermore, a 1.5 metre concrete sidewalk is proposed along the laneway adjacent to Blocks 1 and 2. A sidewalk connection is also proposed along the site's Bayview Avenue frontage which will connect to the existing sidewalk located on the south side of Old Colony Road. A surface visitor parking area comprised of five parking spaces is to be provided within the southern portion of the development adjacent to Block 2, west of the private laneway.

The following is a summary table outlining the relevant statistics of the applicant's revised development proposal based on the plans and drawings submitted to the City:

• Total Lot Area:	0.393 hectares (0.971 acres)
• Number of Buildings:	3
• Number of Dwelling Units:	19
• Dwelling Unit Widths:	
○ 6.0 metres (19.68 feet):	6
○ 5.76 metres (18.90 feet):	13
• Number of Storeys:	3
• Density:	48.35 units per hectare (19.57 units per acre)
• Lot Coverage:	33.25%
• Landscape Area:	23.89%
• Total Parking Spaces:	43 (2.25 spaces per unit required)
○ Residential:	38 (2.0 spaces per unit required)
○ Visitor:	5 (including 2 accessible spaces)
• Bicycle Parking Spaces:	6

The only modifications made to the applicant's development proposal between the original and revised submissions are as follows:

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- the location of proposed waste storage areas within the private garages and waste setout areas on the private driveways are denoted on the applicant's revised Site Plan, which accounts for a reduction in the number of parking spaces reported on the drawing. Notwithstanding the preceding, the proposed development complies with the minimum parking requirements for residential and visitor parking spaces; and,
- the location of fire hydrants, light standards and catch basins are denoted on the applicant's revised Site Plan.

Draft Plan of Condominium, Private Street Naming and Part Lot Control Exemption applications will also be required in the future to facilitate the intended form of development and to implement common element condominium tenure. This includes establishing the future parcels of tied land and assigning a street name for the proposed private lane to be established as part of the development.

Planning Analysis:

Staff has undertaken a comprehensive review and evaluation of the applicant's development proposal based on the policy framework contained within the *Provincial Policy Statement* (2020) (the "PPS"), the *Growth Plan for the Greater Golden Horseshoe* (2019) (the "Growth Plan"), the *Oak Ridges Moraine Conservation Plan* (2017) (the "ORMCP"), the *Regional Official Plan* (2010) (the "ROP") and the City of Richmond Hill Official Plan (the "Plan").

Provincial Policy Regime

The PPS sets the policy foundation for land use planning in the Province of Ontario. It is complemented by the Growth Plan, which focuses on the land use challenges and opportunities of the region. Through its policies, these documents provide direction on growth management, transportation, infrastructure, urban form, housing, natural heritage and resource protection. Municipalities are responsible for implementing the broader Provincial policy framework at the local level through the development of Regional and Municipal Official Plan documents.

Staff notes that the City's in-force Plan is consistent with the PPS and conforms with the Growth Plan, the ORMCP and the ROP that were in force at the time of its approval. Since the Plan's approval, the PPS was updated in 2020, the ORMCP was updated in 2017, and the Growth Plan was updated in 2019. In this regard, both York Region and the City are currently conducting Municipal Comprehensive Reviews (MCRs) to update their respective Official Plans as necessary to align with more recent Provincial planning direction.

Notwithstanding the preceding, Planning staff can advise that the applicant's development proposal is consistent with the PPS, and conforms with the Growth Plan, the ORMCP and the ROP. Furthermore, Planning staff can advise that the subject development proposal maintains the general intent of the goals, objectives and policies of the Plan. Outlined below is a more detailed discussion of the applicant's proposal relative to the current Regional and City Official Plans and the ORMCP.

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York Region Official Plan

The subject lands are designated **Urban Area** in accordance with Map 1 (Regional Structure) to the ROP. The **Urban Area** policies permit a full range and mix of urban uses which would permit a residential development, as proposed in the subject applications. Comments have been received from the Region which confirm that the proposal is consistent with the ROP and that the proposed Official Plan Amendment would not adversely affect Regional planning policies or interests (refer to Appendix “F”). The Region has also advised that the proposed Official Plan Amendment is considered to be of local significance and is therefore exempt from Regional approval, albeit the LPAT is now the final approval authority. Given the preceding, Planning staff is of the opinion that the applicant’s development proposal and Official Plan Amendment application conform to the ROP.

City of Richmond Hill Official Plan

The subject lands are designated **Neighbourhood** in accordance with Schedule A2 (Lane Use) of the Plan (refer to Map 4) and are identified as an **Existing Neighbourhood Commercial Site** on Appendix 7 of the Plan (refer to Map 6). The lands are also situated within the **Settlement Area** of the ORMCP in accordance with Schedule A3 (Settlement Area) to the Plan and are located within an **Area of High Aquifer Vulnerability** in accordance with Schedule A5 (ORM Areas of High Aquifer Vulnerability and Wellhead Protection Areas) and a **Category 2 – Landform Conservation Area** in accordance with Schedule A6 (ORM Landform Conservation Areas) of the Plan (refer to Map 5).

The **Neighbourhood** designation is intended to accommodate limited intensification through small-scale infill and redevelopment (**Section 4.9**). Permitted uses within the **Neighbourhood** designation include low-density residential uses such as single detached, semi-detached and duplex dwellings, medium density residential uses such as townhouses and walk-up apartments, neighbourhood commercial and community uses, parks and urban open spaces, and automotive service commercial uses subject to specific policy criteria (**Policy 4.9.1.2**).

In accordance with the policies of the Plan, development within the **Neighbourhood** designation shall be compatible with the character of the adjacent and surrounding areas with respect to the predominant building forms and types, massing, general patterns of streets, blocks and lots and lanes, landscaped areas and treatments, and the general pattern of yard setbacks (**Policy 4.9.2.4**) and shall have a maximum building height of four storeys where the lands are located on an arterial street (**Policy 4.9.1.4**) and a maximum density of 50 units per hectare (20 units per acre) for medium density development (**Policy 4.9.1.2.3**). In this regard, the proposed three storey townhouse dwellings are consistent with the applicable policies for residential development within the **Neighbourhood** designation. Furthermore, the proposed density of 48.35 units per hectare (19.57 units per acre) conforms with the density criteria as set out in the Plan.

The subject lands are also identified as an **Existing Neighbourhood Commercial Site** as shown on Appendix 7 of the Plan and are subject to the provisions of **Policy 4.9.1.3**

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of the Plan. This policy provides for the retention of existing neighbourhood commercial sites and encourages the development of these sites to include residential development in a mixed-use form subject to the design policies of **Section 4.9.2** of the Plan as well as additional policy criteria. In accordance with the policies of the Plan, the submission of a Commercial Needs Study was required to determine the appropriateness of the applicant's proposal and to assess the market in terms of local retail/service commercial space requirements in the area and the commercial viability of the site.

The submitted Commercial Needs Study was peer reviewed by Kircher Research Associates Ltd. on behalf of the City. The findings of the peer review indicate that while the residential areas in the vicinity of the lands are fully developed and the retail and related service needs of the residing population are currently being satisfied in other areas, the subject lands would serve as an ideal location for a neighbourhood convenience centre development. Notwithstanding, the findings of the peer review also concluded that the subject site may never be developed as a neighbourhood convenience centre due to cost factors and tenant shortages, and therefore, it was concluded that determining the appropriateness of the applicant's development proposal would be more of a planning matter than a market demand issue. Given all of the above, and in addition to the fact that the **Neighbourhood** policies of Plan contemplate the establishment of townhouse development along arterial streets, staff is of the opinion that the applicant's request to remove the subject lands from Appendix 7 - **Existing Neighbourhood Commercial Sites** is supportable from a planning perspective.

The subject lands are situated within the **Settlement Area** of the Oak Ridges Moraine, as defined by the ORMCP and are also located within a **Landform Conservation Area Category 2** in accordance with Schedule A6 (ORM Landform Conservation Areas) of the Plan (refer to Map 5). In accordance with **Section 3.2.1.1.18** of the Plan, all uses, including the creation of new lots which are otherwise permitted under the Plan and applicable Secondary Plans, shall be permitted within the **Settlement Area**. In addition, permitted uses shall be subject to the requirements of Sections 19(3) and 31(4) of the ORMCP and **Section 3.2.1.1** of the Plan. As previously noted, the subject lands are located within an **Area of High Aquifer Vulnerability** in accordance with Schedule A5 (ORM Areas of High Aquifer Vulnerability and Wellhead Protection Areas) of the Plan and such lands may be susceptible to contamination. Certain uses that may cause contamination or negatively impact water quality, as described in **Policy 3.2.1.1.37**, are prohibited in these areas. The proposed residential use does not conflict with these policies.

The landform conservation policies of the Plan implement the ORMCP and serve to ensure that development and site alteration minimize disturbances to landform character (**Policy 3.2.1.1.35**). In this regard, when reviewing development applications within **Settlement Areas** in the ORMCP, approval authorities and proponents of development must identify planning, design and construction practices that will keep disturbances to landform character to a minimum where possible, including:

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1. maintaining significant landform features such as steep slopes, kames, kettles, ravines and ridges in their natural undisturbed form;
2. limiting the portion of the net developable area of the site that is disturbed to not more than 50 percent of the total area of the site; and,
3. limiting the portion of the net developable area of the site that has impervious surfaces to not more than 20 per cent of the total area of the site.

In this regard, an Oak Ridges Moraine Conformity Report (“ORM Conformity Report”) prepared by Evans Planning was submitted by the applicant in support of the proposed development. A Landform Conservation Area Assessment was also provided as part of the required ORM Conformity Report in accordance with **Policies 3.2.1.1.18** and **3.2.1.1.35** of the Plan. The purpose of this report was to assess the applicant’s development proposal for conformity with the ORMCP, to determine the location of any Key Natural Heritage Features (KNHFs) and Key Hydrologic Features (KHF) on and within a 120 metre area of influence to the lands, to confirm the developable limits, required buffers and mitigation measures, and to minimize disturbance to landform character.

The report acknowledges that the Ministry of Natural Resources and Forestry (MNR) mapping identified two Woodland features in the vicinity of the subject lands; however, review of aerial photography and existing development in the area confirmed that both Woodland features do not exist. The report concluded that there are no KNHFs or KHF present on the subject lands and that the lands are not situated within the Minimum Area of Influence or Minimum Vegetation Protection Zone of any other such features. It is further noted that the subject lands were previously approved for development and graded through the construction of Registered Plan of Subdivision 65M-3802.

City staff has undertaken a comprehensive review of the ORM Conformity Report submitted in support of the subject development and are satisfied that no landform features exist on the site and that the proposed residential use of the property would not result in the generation or storage of contaminants, nor have an impact on the underlying aquifer.

In consideration of the preceding, staff is of the opinion that the applicant’s development proposal constitutes good planning on the basis that it is in keeping with the broader policy direction for this part of the City as outlined in both the ROP and the Plan, as well as the relevant policies of the ORMCP applicable to the subject lands.

Official Plan Amendment Application

The applicant submitted an Official Plan Amendment application to remove the subject lands from the list of existing neighbourhood commercial sites (**Policy 4.9.1.3**) in order to permit the proposed medium density residential development in accordance with the provisions of the **Neighbourhood** designation. In this regard, the applicant’s development proposal is to be comprised of 19 townhouse dwelling units, and no neighbourhood commercial uses are proposed on the subject lands. The applicant’s draft Official Plan Amendment is attached to this report as Appendix “B”.

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Revised Zoning By-law Amendment Application

The subject lands are zoned **Neighbourhood Commercial (NC) Zone** under By-law 85-02, as amended (refer to Map 3). Permitted uses in the **NC Zone** include, among other uses, an automobile service station, business and professional offices, convenience retail store, fast food restaurant, gas bar, laundromat, pet store, supermarket and veterinary clinic uses.

The **NC Zone** does not permit townhouse dwellings as proposed by the subject applications. Accordingly, the applicant is seeking approval to rezone its land holdings to **Multiple Residential One (RM1) Zone** under By-law 85-02, as amended, to permit Block Townhouse dwellings on the lands and to establish appropriate site specific development standards to implement its development proposal. Additional detail with respect to the requested site specific provisions can be found in the applicant's draft Zoning By-law attached to this report as Appendix "C". The following summary table outlines the relevant statistics of the applicant's development proposal relative to the **RM1 Zone** requirements for Block Townhouse dwellings, with requested and required site specific exceptions outlined in bold. Staff note that the block townhouse development standards for each individual parcel of tied land may vary:

Development Standard	RM1 Zone Standards By-law 85-02, as amended	Proposed Standard
Minimum Lot Frontage Interior Lot: Corner Lot:	20.0 metres (65.61 feet) 30.0 metres (98.43 feet)	Parcel A: Complies Parcel B: Complies Parcel C: Complies
Minimum Lot Area	N/A	Parcel A: Complies Parcel B: Complies Parcel C: Complies
Maximum Number of Units	N/A	Parcel A: 8 Parcel B: 5 Parcel C: 6
Maximum Lot Coverage	50%	Complies
Minimum Front Yard	4.5 metres (14.76 feet)	3.5 metres (11.48 feet) (Bayview Avenue)
Minimum Side Yard	1.5 metres (4.92 feet)	Complies
Minimum Flankage Yard	3.0 metres (9.84 feet)	Complies
Minimum Rear Yard	4.5 metres (14.76 feet)	1.5 metres (4.92 feet)
Minimum Setback to a Regional Daylight Triangle	0.6 metres (1.97 feet)	Complies
Maximum Building Height	11.0 metres (36.09 feet)	12.0 metres (39.37 feet)
Density	25 to 75 UPH	48.35 UPH
Parking Requirements	2.25 spaces per unit of which 0.25 spaces per unit shall be for visitor parking	Complies

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Staff has undertaken a comprehensive review and analysis of the applicant's revised draft Zoning By-law Amendment, including the requested site specific provisions, and considers them to be appropriate for the following reasons:

- the proposed townhouse dwellings are compatible with the character of the existing residential development and the Zoning By-law permissions in the area;
- the proposed **RM1 Zone** under By-law 85-02, as amended, is appropriate in the context of the subject lands and consistent with similar townhouse developments in the surrounding area;
- the zoning standards being applied to the proposed building lots are consistent with the lot fabric in the overall context of the surrounding neighbourhood, which includes townhouse dwellings;
- the requested site specific provisions for the proposed dwelling setbacks are appropriate in terms of providing sufficient separation from Bayview Avenue, Old Colony Road, the proposed private laneway and existing residential uses to the south and west of the subject lands; and,
- the proposed development standards are in keeping with newer development standards applied throughout the City.

Notwithstanding the preceding, it is noted that the draft Zoning By-law prepared by the applicant will be subject to further modifications from a formatting and content perspective. In this regard, the applicant has confirmed that Section 118 restrictions under the *Land Titles Act* will be registered over the subject lands, thus the by-law will need to be structured to facilitate the creation of individual parcels of tied land prior to condominium registration. Additional revisions are also likely as the applicant finalizes the Site Plan approval process and the content of the by-law is refined to be consistent with the City's formatting.

Based on the preceding, staff is of the opinion that the development proposal represents proper and orderly planning. Given that the final form of the by-law and standards will be further refined through the Site Plan approval process, staff recommends that the LPAT be requested to withhold its Final Order pertaining to the Zoning By-law Amendment until the related Site Plan application has been finalized.

Revised Site Plan Application

The applicant's revised Site Plan serves to facilitate its development proposal, including matters such as architectural design, building and siting setbacks, landscaping, tree planting, landform conservation, site servicing, grading, drainage and lighting (refer to Maps 7 to 10). As noted previously, the proposal involves a medium density residential development comprised of 19, three storey townhouse dwelling units arranged in three blocks on the subject lands. The three storey street facing townhouses (Blocks 1 and 3) are designed with principal front entrances facing Bayview Avenue and Old Colony Road, rear facing garages to be accessed from an internal private road, and outdoor amenity space for each unit to be provided by way of above-grade patios over the garages (refer to Map 8). The three storey lane facing townhouses (Block 2) are designed with principal front entrances and garages to be accessed from an internal private road, and outdoor amenity space for each unit to be provided by way of rear

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yards (refer to Map 9). Vehicular access to the site is proposed from Old Colony Road via a private laneway with no access to adjacent lands to the east (Bayview Avenue), west or south. The applicant's proposal contemplates the location of visitor parking in between Blocks 1 and 2 within the southern portion of the site.

While the revised Site Plan application remains under review at this time, staff is generally satisfied with same. The applicant will be required to address all remaining comments and technical requirements identified by City departments and external agencies prior to finalizing the form and content of the implementing draft Official Plan and draft Zoning By-law documents to the satisfaction of the Commissioner of Planning and Infrastructure. Staff will continue to work cooperatively with the applicant to finalize same.

Staff recommends that the LPAT be requested to withhold the issuance of its Final Order with respect to the Site Plan application until such time as the City advises the Tribunal that the Site Plan approval process has been completed and a Site Plan Agreement is ready to be executed.

Council and Public Comments:

As noted previously, the applicant's Official Plan Amendment and Zoning By-law Amendment applications were considered at the March 4, 2020 Council Public Meeting wherein a number of comments and/or concerns were raised by the public and members of Council. These comments along with staff's responses are outlined below:

- **Commercial Uses in the Area**

Concerns were raised with respect to the lack of commercial uses and amenities to serve the needs of the surrounding residential area. Comments received also indicated a preference for the development proposal to include a commercial component as part of the site development. In this regard, the findings of the applicant's Commercial Needs Study and the City's peer review note that retail commercial developments of all types have become increasingly more difficult in the recent past on account of the increasing prominence of e-commerce, rising development costs and a shortage of suitable tenants. Furthermore, the subject lands would have a very small geographic area of influence due to the size of the property (approximately 0.9 acres). Lastly, it was also noted that the residing population is currently satisfying any retail and related service needs in other parts of Oak Ridges and beyond. Staff have reviewed the findings of the peer review and are satisfied with its conclusions in this regard.

- **Number of Dwelling Units**

A concern was raised with respect to the total number of dwelling units proposed on the subject lands. In this regard, the Official Plan allows a maximum density of 50 units per hectare (20 units per acre) for medium density development within the **Neighbourhood** designation. The applicant's development proposal is comprised of 19 townhouse dwelling units with a proposed density of 48.35 units per hectare (19.57 units per acre) which conforms with the density policy as set out in the Plan.

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- **Building Height**

Concerns were raised that the proposed height of the townhouse dwellings is not in keeping with the character of the neighbourhood. Privacy concerns as a result of the proposed three storey building heights relative to the existing two storey semi-detached and townhouse dwellings abutting the subject lands were also noted. In this regard, the proposed building height conforms with the Official Plan as a maximum building height of up to four storeys is permitted for properties on an arterial road such as Bayview Avenue, and three storeys elsewhere. While the applicant is seeking an increase in the permitted physical height of the buildings from 11.0 metres (36.09 feet) to 12.0 metres (39.37 feet) based on the standard **RM1 Zone** provisions, the proposed building heights of three storeys are less than what is permitted from a policy perspective, and are also consistent with the built form being implemented for new townhouse developments in other areas of the City.

- **Safety and Access**

Safety concerns were raised with respect to the proposed 6.0 metre wide private lane access into the subject development. In addition, access concerns were raised related to waste management and emergency services vehicles being able to access the subject development. In accordance with the City's Waste Management Design and Collection Standards for Development, access routes, including points of ingress and egress that are designed for two-way traffic, must have a minimum width of 6.0 metres and a minimum inside turning radius of 9.0 metres. In cases where the size of a site does not allow for continuous forward motion throughout the site, it is acceptable to use the *Private Road – "T" Turnaround Minimum Standard* design as detailed in the City's Standards and Specifications Manual. Furthermore, the City's Fire and Emergency Services Division has advised that the minimum fire route and turning radius requirements are achieved for this development, and the City's Development Engineering Division is satisfied with the proposed laneway design.

- **Impact on Local School**

A concern was raised that the proposed development will cause added pressure on the local school in the area. In this regard, comments were received from the York Region District School Board following the circulation of the applications which advised of no comments or objections to the subject development proposal.

City Department and External Agency Comments:

All City departments and external agencies that were circulated the proposed Official Plan Amendment, Zoning By-law Amendment and Site Plan applications have indicated no objections or have provided comments to be addressed through the Site Plan approval process, including the City's Development Engineering Division, Park and Natural Heritage Planning Section, Urban Design and Heritage Section, Community Services Department – Public Works Operations, Building Section, Zoning Section, Financial Services Division and Fire and Emergency Services Division, in addition to the Toronto and Region Conservation Authority (TRCA), Alectra Utilities, Rogers Cable,

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Canada Post, Enbridge Gas, Hydro One, Bell Canada, the York Region District School Board and the Regional Municipality of York.

The following sections provide an overview of the comments received from circulated departments and external agencies based on the review of the subject applications and the associated background studies and reports submitted in support of same. The applicant will be required to address all comments prior to final Site Plan approval.

Development Engineering Division

The City's Development Engineering Division has reviewed the subject applications and advises that they do not object to approval of the proposal in principle, subject to the resolution of outstanding technical matters as part of the Site Plan application (refer to Appendix "D"). In this regard, the applicant is required to address detailed comments respecting the submitted Hydrogeological Site Assessment, Servicing Plan, Grading Plan, Erosion and Sediment Control Plans, Functional Servicing Report, Stormwater Management Report and the provision of a Construction Management Plan.

Furthermore, the City's Transportation Engineering staff advise that a sidewalk on the south side of Block 1 will be required to allow a continuous pedestrian connection to the proposed sidewalk on Bayview Avenue. Alternatively, staff advise that this sidewalk connection can be accommodated by breaking up Block 1 into two townhouse blocks and placing the sidewalk between Units 4 and 5. Either option will require modifications to the applicant's development proposal (e.g. reduction in the width of the end units).

Urban Design and Heritage Section

The City's Urban Design Section has reviewed the subject applications and advises that the proposed three storey townhouses appropriately address the transition criteria for developments adjacent to existing low and medium density neighbourhoods. Staff also note that the proposed setbacks appear adequate, but require the applicant to update the Site Plan drawing to include the dimensions of the proposed outdoor amenity spaces for the townhouse units (refer to Appendix "E"). The applicant will be required to address this comment through the Site Plan approval process.

Regional Municipality of York

The Region has no objection to the proposed Official Plan Amendment and Zoning By-law Amendment applications and has also advised that the proposed Official Plan Amendment is considered to be of local significance and is therefore exempt from Regional approval (refer to Appendix "F"). Detailed Site Plan comments have been provided respecting the applicant's development proposal which will need to be addressed through the Site Plan approval process. In addition, Regional Transportation Services staff advise that no vehicular access will be permitted to Bayview Avenue and that all vehicular access shall be through local roads.

Toronto and Region Conservation Authority

The Toronto and Region Conservation Authority has provided technical comments related to stormwater management and water balance for the proposed development.

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The applicant will be required to address the remaining comments through the Site Plan approval process and the related Site Plan Agreement.

Development Planning Division

Development Planning staff has undertaken a comprehensive review of the applicant's development proposal and provides the following comments:

- the proposed development is consistent with the PPS and conforms to the Growth Plan and the ROP;
- the proposed medium density residential development conforms with the applicable policies of the **Neighbourhood** designation, including permitted land use, maximum building height and maximum density as set out in the Plan;
- the proposed residential land use is considered appropriate in consideration of the applicable policies of the Plan, the abutting residential properties, and the surrounding residential uses;
- the proposed townhouse development provides for appropriate built form, massing and setbacks that are compatible with adjacent and surrounding lands as required pursuant to **Section 4.9.2** of the Plan;
- the subject development proposal does not meet **Policy 4.9.1.3** of the Plan which provides for the retention of existing neighbourhood commercial sites. The submitted Official Plan Amendment application proposes to remove the subject lands from the existing neighbourhood commercial inventory of sites in this area. Staff has reviewed the applicant's development proposal and is supportive of the removal of the lands as an **Existing Neighbourhood Commercial Site** as shown on Appendix 7 of the Plan as there will not be an adverse impact on the local commercial needs of the community, as determined through the Commercial Needs Study submitted in support of the proposed development;
- while staff is supportive of the proposed land use and general layout of the proposed development, the final design, development standards and implementation details must still be sorted out through the Site Plan approval process. In addition to addressing technical comments, a pedestrian connection from the internal sidewalk adjacent to Block 1 to the proposed sidewalk along Bayview Avenue is required;
- the proposed site specific **RM1 Zone** category under By-law 85-02, as amended, is generally consistent with the surrounding context of the neighbourhood;
- staff supports the applicant's proposed development standards and find them appropriate for the subject development and in the context of the area. The by-law structure and details of the site specific provisions will be refined through the finalization of the Site Plan approval process, and the applicant shall confirm the POTL limits and the lands that are to be included within the future common elements;
- the applicant will be required to address all outstanding comments and technical requirements provided by circulated City departments and external agencies through the Site Plan approval process prior to finalizing the form and content of the implementing draft Official Plan and draft Zoning By-law documents;
- the applicant will be required to register Section 118 restrictions on the lands pursuant to the *Land Titles Act* prior to finalization and approval of the amending

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Zoning By-law. This restriction is intended to prevent the transfer of lands unless consent is provided by the City's Commissioner of Planning and Infrastructure, thereby ensuring that the Plan of Condominium is registered prior to the conveyance of parcels to future homebuyers;

- the applicant will be required to submit draft Plan of Condominium (Common Element), Part Lot Control Exemption, Private Street Naming and Municipal Addressing applications to facilitate the approvals for the proposed residential development; and,
- the applicant will be required to submit a revised Sustainability Performance Metrics Tool in support of the Site Plan application to ensure that the minimum threshold score for Site Plans is satisfied and that servicing allocation assignment is warranted.

Planning staff has undertaken a comprehensive review and analysis of the applicant's development proposal and finds that it has appropriate regard for, and is consistent with the broader policy direction for this part of the City as outlined within the Plan. On the basis of the preceding, it is recommended that Council support the applicant's Official Plan Amendment, Zoning By-law Amendment and Site Plan applications in principle and that the LPAT be advised of the City's position in this regard in accordance with the recommendations contained in this report.

Interim Growth Management Strategy:

Council has approved and implemented a comprehensive strategy comprised of eight growth management criteria as a means of assessing and prioritizing development applications for the receipt of servicing allocation. The criteria are as follows:

1. *Providing community benefits and completion of required key infrastructure.*
2. *Developments that have a mix of uses to provide for live-work relationships.*
3. *Developments that enhance the vitality of the Downtown Core.*
4. *Higher-order transit supportive development.*
5. *Developments that represent sustainable and innovative community and building design.*
6. *Completion of communities.*
7. *Small scale infill development.*
8. *Opportunities to provide affordable housing.*

The applicant has submitted a Sustainability Performance Metrics Tool (the "Metrics") in support of its development proposal and for consideration by the City as part of its review and approval of the related Site Plan application, including the allocation of servicing capacity. The Metrics submitted in support of the submitted Site Plan application demonstrates an overall application score of 32 points, which is within the acceptable threshold range of 32 to 45 points for Site Plan applications. At the time of writing of this report, the applicant's Site Plan application and metrics remain under review with respect to the feasibility and appropriateness of the proposed sustainability measures. Staff will continue to work with the applicant to explore opportunities to ensure that the applicant achieves a "good" score as part of the finalization of the related Site Plan application for the development.

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Staff further notes that the Metrics proposed by the applicant in support of its allocation request are comprised of both site works and building design measures. These commitments will be secured through the Site Plan approval process and reflected in the Site Plan Agreement, where applicable. The approved plans forming part of the Site Plan Agreement must denote the applicable metrics and depict the requisite information on said plans. A response letter directing staff to where the information is depicted or denoted would assist staff's review of the associated plans.

The proposed total unit count of 19 townhouse dwelling units is equivalent to 56.81 persons for the purposes of municipal servicing allocation. In consideration of the above and in order to streamline the servicing allocation assignment process for the proposed development, staff recommends that Council delegate its authority to assign allocation to the Commissioner of Planning and Infrastructure, subject to compliance with the City's IGMS.

Financial/Staffing/Other Implications:

The recommendations of this report do not have any financial implications, however, in light of the appeals to the LPAT there will be further draw on staff time and resources to attend and participate in LPAT proceedings as necessary.

Relationship to Council's Strategic Priorities 2020-2022:

The recommendations of this report are aligned with **Balancing Growth and Green** in recognizing the balance between economic development and environmental protection, and **Getting Around the City** by improving active transportation networks for cyclists and pedestrians.

Climate Change Considerations:

The recommendations of this report are aligned with Council's climate change considerations as the development proposal is providing low impact development (LID) measures such as infiltration trenches, which will help to manage stormwater runoff from increased precipitation. The development proposal will also include the provision of rain barrels for 10 of the 19 dwelling units (53%) in order to reduce the use of potable water for irrigation which will help to support water conservation and reduce the amount of water entering the municipal storm sewer. Furthermore, the proposed internal sidewalk will provide connections to the existing sidewalk along Old Colony Road which will enable pedestrian access to the City's Larchmere Parkette (401 Old Colony Road), existing trails, cycling routes as well as a YRT bus stop adjacent to the subject lands, thereby contributing to encouraging zero-emission modes of transportation.

Conclusion:

The applicant is seeking approval of Official Plan Amendment, Zoning By-law Amendment and Site Plan applications from the LPAT in order to permit the construction of a medium residential development to be comprised of 19 townhouse dwelling units on its land holdings. In this regard, the LPAT has scheduled a first Case Management Conference on July 8, 2021. Staff has undertaken a comprehensive

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review and evaluation of the applicant's development proposal and is of the opinion that the submitted applications constitute good planning on the basis that they are in keeping with the *Provincial Policy Statement*, the *Growth Plan*, the Region's Official Plan and the principles and policies of the City's Official Plan. Accordingly, staff recommends that the LPAT be advised that the City supports the applications in principle, as outlined in the recommendations of Staff Report SRPI.21.072.

Attachments:

The following attached documents may include scanned images of appendixes, maps and photographs. All attachments have been reviewed and made accessible. If you require an alternative format please call the contact person listed in this document.

- Appendix A – Extract from Council Public Meeting C#07-20, held March 4, 2020
- Appendix B – Applicant's Draft Official Plan Amendment
- Appendix C – Applicant's Draft Zoning By-law
- Appendix D – Consolidated comments from the Development Engineering Division, dated March 26, 2020, December 4, 2020 and May 19, 2021
- Appendix E – Comments from the Urban Design and Heritage Section, dated January 22, 2020
- Appendix F – Letter from the Regional Municipality of York, dated January 17, 2020
- Map 1 – Aerial Photograph
- Map 2 – Neighbourhood Context
- Map 3 – Existing Zoning
- Map 4 – Official Plan (2010) Schedule A2 – Land Use
- Map 5 – Official Plan Schedule A6 – ORM Landform Conservation Areas
- Map 6 – Official Plan Appendix 7 – Existing Neighbourhood Commercial Sites
- Map 7 – Proposed Context Site Plan
- Map 8 – Proposed Townhouse Elevations (Street Facing)
- Map 9 – Proposed Townhouse Elevations (Lane Facing)
- Map 10 – Proposed Landscape Plan

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Report Approval Details

Document Title:	SRPI.21.072 - Request for Direction - 2706379 Ontario Limited - D01-19004, D02-19021 and D06-20041.docx
Attachments:	- Appendix A - Extract from CPM C07-20 AODA.pdf - Appendix B - Applicant's Draft Official Plan.pdf - Appendix C - Applicant's Draft Zoning By-law.pdf - Appendix D - Consolidated Comments from the Development Engineering Division.pdf - Appendix E - Comments from the Urban Design and Heritage Section AODA.pdf - Appendix F - Letter from the Region of York AODA.pdf - SRPI.21.072 - Map 1 - Aerial Photograph.docx - SRPI.21.072 - Map 2 - Neighbourhood Context.docx - SRPI.21.072 - Map 3 - Existing Zoning.docx - SRPI.21.072 - Map 4 - Official Plan Schedule A2 - Land Use.docx - SRPI.21.072 - Map 5 - Official Plan Schedule A6 - ORM Landform Conservation Areas.docx - SRPI.21.072 - Map 6 - Official Plan Appendix 7 - Existing Neighbourhood Commercial Sites.docx - SRPI.21.072 - Map 7 - Proposed Context Site Plan.docx - SRPI.21.072 - Map 8 - Proposed Townhouse Elevations (Street Facing).docx - SRPI.21.072 - Map 9 - Proposed Townhouse Elevations (Lane Facing).docx - SRPI.21.072 - Map 10 - Proposed Landscape Plan.docx
Final Approval Date:	Jun 8, 2021

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

Gus Galanis - Jun 7, 2021 - 4:14 PM

Kelvin Kwan - Jun 7, 2021 - 4:37 PM

Task assigned to MaryAnne Dempster was completed by delegate Darlene Joslin

Darlene Joslin on behalf of MaryAnne Dempster - Jun 8, 2021 - 7:52 AM

3. Scheduled Business:

3.2 SRPRS.20.032 - Request for Comments - Official Plan and Zoning By-law Amendment Applications - 2706379 Ontario Limited - 12600 Bayview Avenue - City Files D01-19004 and D02-19021

Leigh Ann Penner of the Planning and Regulatory Services Department provided an overview of the proposed Official Plan amendment and Zoning By-law amendment applications to permit the construction of a medium density residential development comprised of 19 townhouse dwelling units fronting on a private condominium lane on the subject lands.

Joanna Fast, Evans Planning Inc., representing the applicant, provided background information on past commercial applications for the subject lands, and reviewed the development proposal, noting it was consistent with the neighbourhood permissions for a medium density development adjacent to an arterial road. She displayed renderings of the proposed 3-storey development and explained how the height and elevation was an appropriate transition to the surrounding area. She advised that the subject lands had been regraded and did not have significant landforms; a Commercial Needs Study was submitted and was peer reviewed and highlighted the findings stating that in their opinion, the proposed development was appropriate for the area and would allow for the final piece of the subdivision to be developed in the community.

Shabir Mandan, 19 Barnwood Drive, advised that he was opposed to the proposed residential development and noted his preference for a proposal that would include a combination of residential and commercial development on the subject lands. He reviewed the distance to the nearest stores in the area and noted the need for local amenities for the neighbourhood. Mr. Mandan expressed concerns with the proposed development as it would add pressures to the neighbourhood school, advised that the proposed height was not compatible with the existing neighbourhood, and that the proposed development could depreciate the property values in the neighbourhood.

Jane Jawantie, 23 Barnwood Drive, advised that she was not opposed to the proposed residential development, but had concerns with the number of proposed units and height, safety issues with narrow lane access and emergency services access, and the effect the proposed development would have on property values in the area.

**Extract from
Council Public Meeting
C#07-20 held March 4, 2020**

Moved by: Councillor Beros

Seconded by: Regional and Local Councillor DiPaola

a) That staff report SRPRS.20.032 with respect to the Official Plan Amendment and Zoning By-law Amendment applications submitted by 2706379 Ontario Limited for lands known as Block 226, Plan 65M-3802 (municipal address: 12600 Bayview Avenue), City Files D01-19004 and D02-19021, be received for information purposes only and that all comments be referred back to staff.

Carried Unanimously

Amendment _____ to the Richmond Hill Official Plan

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(i)

Richmond Hill Official Plan

Official Plan Amendment ____

The attached schedule and explanatory text constitute Amendment ____ to the Richmond Hill Official Plan.

This amendment was prepared and recommended by the Richmond Hill Council and was adopted by the Council of the Corporation of the City of Richmond Hill by By-law ____-____ in accordance with Sections 17 and 21 of the *Planning Act* on the ____ day of _____, 2019.

Dave Barrow
Mayor

Stephen M.A. Huycke
City Clerk

(ii)

The Corporation of The City of Richmond Hill

By-Law _____

A By-law to Adopt Amendment ____ to the
Richmond Hill Official Plan

The Council of the Corporation of the City of Richmond Hill, in accordance with provisions of the Planning Act, R.S.O. 1990, hereby enacts as follows:

1. That Amendment ____ to the Richmond Hill Official Plan, consisting of the attached Part Two and Schedule 1 is hereby adopted.
2. This by-law shall come into force and take effect on the day of the final passing thereof.

Passed this ____ day of _____, 202__.

Dave Barrow
Mayor

Stephen M.A. Huycke
Town Clerk

Part One – The Preamble is not a part of the Amendment.

Part Two – The Amendment, consisting of text and maps, constitutes Amendment ___ to the Richmond Hill Official Plan.

PART ONE – THE PREAMBLE

1.1 Purpose

The purpose of this Amendment to the Richmond Hill Official Plan is to delete the subject lands from Appendix 7, Existing Neighbourhood Commercial Site, in the Plan. The Amendment will facilitate the development of a nineteen unit common element townhouse development on the subject lands.

1.2 Location

The lands affected by this Amendment are located at the south west corner of Bayview Avenue and Old Colony Road, and are described as Block 226, Registered Plan 65M-3802, municipally known as 12600 Bayview Avenue. The subject lands have a total site area of approximately 0.393 hectares (0.971 acres), and are shown on Schedule 1 attached to Amendment ____ to the Richmond Hill Official Plan.

1.3 Basis

The proposed amendment is considered by Council to be appropriate for the following reasons:

- the development proposal is consistent with the *Provincial Policy Statement*, which designates the subject lands “Settlement Area”, which requires that municipalities plan for and accommodate intensification and redevelopment to create more sustainable communities and to use land and infrastructure more efficiently;
- the development proposal conforms to the *Growth Plan for the Greater Golden Horseshoe* 2019;
- the development proposal conforms to the York Region Official Plan (2010), which designates the subject lands Urban Area, and encourages intensification and redevelopment within the Urban Area boundary;
- the use of the lands for commercial purposes was determined not to be required to serve the existing and future commercial needs of the neighbourhood and therefore residential use of the lands is appropriate; and
- the proposed medium density residential development is consistent with the Neighbourhood designation of the City of Richmond Hill Official Plan.

Part Two – The Amendment

2.1 Introduction

All of this part of the document entitled **Part Two –The Amendment**, consisting of the following text and the attached schedule designated as Schedule “1”, constitute Amendment ____ to the Richmond Hill Official Plan.

2.2 Details of Amendment

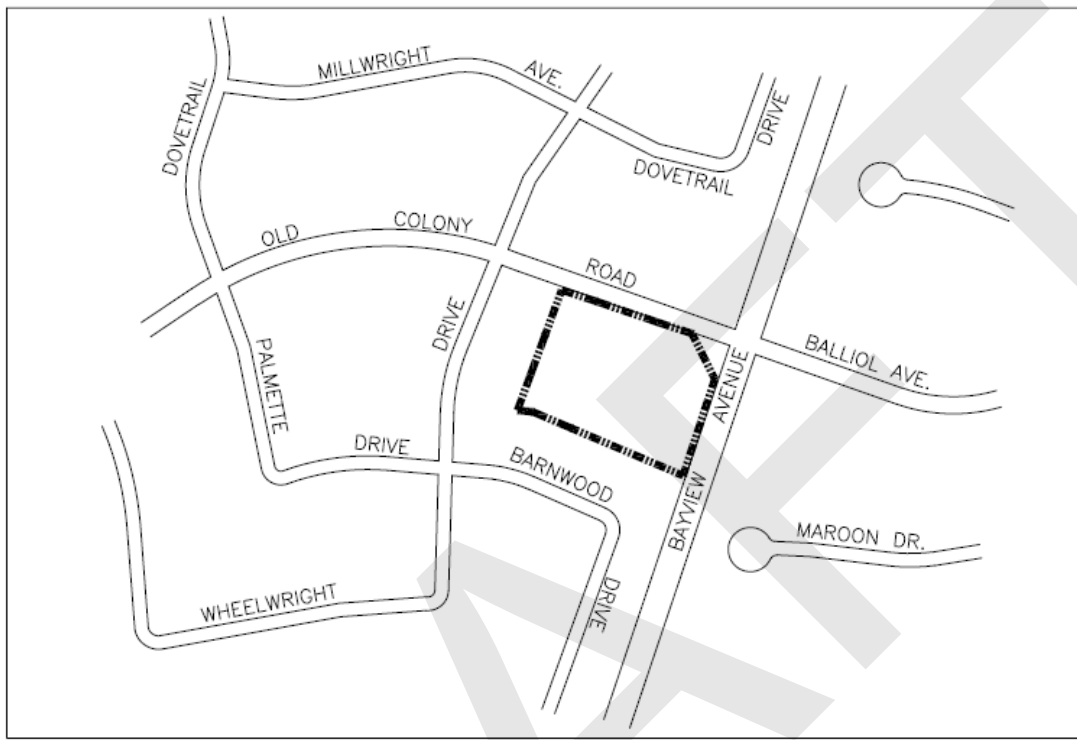
The Richmond Hill Official Plan is amended as follows:

That Appendix 7 (Existing Neighbourhood Commercial Sites) to the Richmond Hill Official Plan be amended to delete the lands identified on Schedule 1, of Amendment ____ to the Richmond Hill Official Plan.

2.3 Implementation and Interpretation

The implementation of this Amendment shall be in accordance with the provisions of the *Planning Act*, R.S.O. 1990, and the respective policies of the City of Richmond Hill Official Plan.

The provisions of the Official Plan as amended from time to time, regarding the interpretation of the Official Plan of the City of Richmond Hill, apply in regard to this Official Plan Amendment. In the event of conflict with the Official Plan or any amendment thereto, the provisions of Amendment ____ shall prevail unless otherwise specified.



**AMENDMENT No. ___ TO THE
OFFICIAL PLAN OF THE RICHMOND HILL PLANNING AREA
SCHEDULE 1
LAND USE PLAN**

NOTE: THIS SCHEDULE FORMS PART OF AMENDMENT No. ___ TO THE
OFFICIAL PLAN OF THE RICHMOND HILL PLANNING AREA
AND MUST BE READ IN CONJUNCTION WITH THE WRITTEN TEXT



Area affected by this amendment



Neighbourhood

THE CORPORATION OF THE CITY OF RICHMOND HILL

BY-LAW NO. ____-20

A By-law to Amend By-law No. 85-02 of the Corporation of the City of Richmond Hill, as amended

WHEREAS the Council of The Corporation of the City of Richmond Hill at its meeting of _____, directed that this by-law be brought forward to Council for its consideration;

NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE CITY OF RICHMOND HILL ENACTS AS FOLLOWS:

1. That By-law No. 85-02 of the Corporation of the City of Richmond Hill, as amended, be further amended as follows:

- a) The lands shown on Schedule 'A' to By-law No. ____-20 are hereby zoned "Multiple Residential One (RM1) Zone" according to By-law No. 85-02, as amended;
- b) By adding the following to **Section 7 – EXCEPTIONS** of By-law No. 85-02, as amended, as follows:

“7.____ Block 226, Registered Plan 65M-3802:

- a) Notwithstanding any other provisions of By-law No. 85-02, as amended, to the contrary, on those lands zoned "RM1" and shown on Schedule 'A' to By-law No. ____-20 and denoted by the bracketed number (____) (the Lands), the following special provisions shall apply:

- i. For the purposes of this By-law, the Lands shall be deemed to be one Lot;

- ii. Minimum Front Yard Setback (Bayview Avenue): 3.5 metres (11.5 feet)

- iii. Minimum Rear Yard Setback: 1.5 metres (4.9 feet)

- iv. Minimum Setback to a Regional Daylight Triangle: 0.7 metres (2.3 feet)

- v. Maximum Building Height of 12.0 metres (39.4 feet)

- b) The following provisions shall apply to the further division of the Lands shown on Schedule B into those parcels denoted on Schedule B to By-law No. ____-19 as Parcel A, Parcel B and Parcel C, each of which shall be deemed to be a Lot:

- i. The private laneway shall be deemed to be a street.

- ii. Minimum Lot Frontage:

- i. Parcel A: 42 metres (138 feet)

- ii. Parcel B: 33 metres (108 feet)

- iii. Parcel C: 36 metres (118 feet)

- ii. For the purposes of this subsection, the front lot line shall be deemed to be the following:
 - i. Parcel A: The lot line that abuts Bayview Avenue
 - ii. Parcel B: The lot line that abuts Old Colony Road
 - iii. Parcel C: The lot line that abuts the private laneway
 - iii. Minimum Lot Area:
 - i. Parcel A: 997 square metres (10,732 square feet)
 - ii. Parcel B: 673 square metres (7,244 square feet)
 - iii. Parcel C: 969 square metres (10,430 square feet)
 - iv. Permitted Number of Units
 - i. Parcel A: 8
 - ii. Parcel B: 5
 - iii. Parcel C: 6
 - v. For the purposes of the further division of Parcels A, B, and C, each parcel of tied land shall have frontage on a street or a lane.”
3. All other provisions of By-law No. 85-02 as amended, not inconsistent with the foregoing, shall continue to apply to the lands shown on Schedule “A” attached hereto.
4. The imperial measurements found in this By-law in brackets are provided for information only and are intended to be an approximate conversion of the metric measurements. The metric or SI measurements shall be deemed to be the standards established by this By-law and, wherever there is a variance between the metric or SI measurements and the imperial measurements, the metric or SI measurement shall apply.
5. Schedules “A” and “B” attached to By-law No. ____-20 are declared to form a part of this By-law.

PASSED THIS ____ DAY OF _____, 2020.

Mayor

City Clerk

SCHEDULE "A"

TO BY-LAW NO. _____

This is Schedule "A" to By-Law
No. _____ passed by the
Council of the Corporation of the
Town of Richmond Hill on the
_____ Day of _____, 20____

Mayor

Clerk

OLD COLONY ROAD

WHEELWRIGHT DRIVE

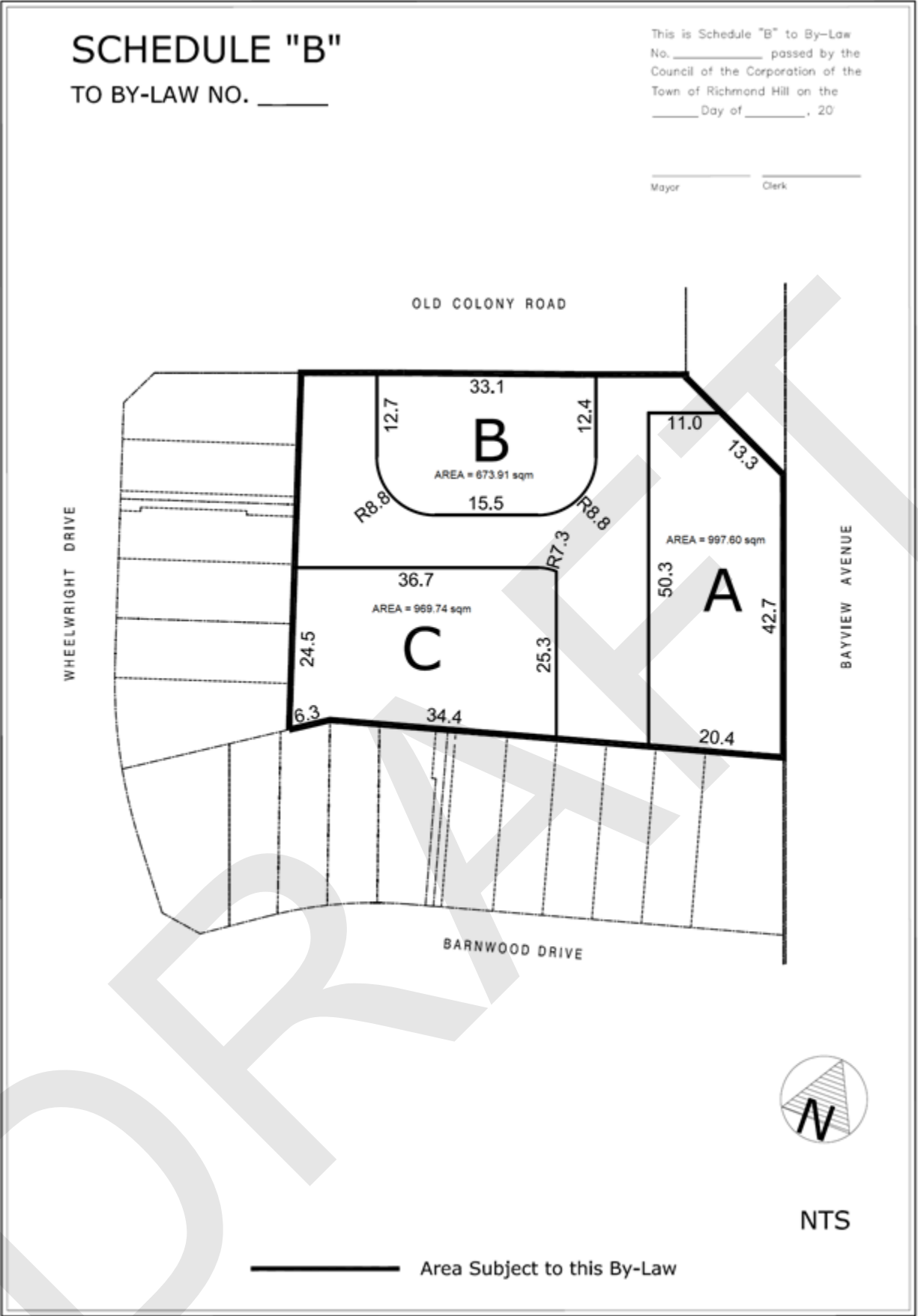
BARNWOOD DRIVE

BAYVIEW AVENUE

RM1(____)

NTS

Area Subject to this By-Law



THE CORPORATION OF THE CITY OF RICHMOND HILL

EXPLANATORY NOTE TO BY-LAW NO. ____-20

This By-law affects lands legally described as Block 226, Registered Plan 65M-3802 (municipal address: 12600 Bayview Avenue)

This By-law amends By-law No. 85-02, as amended. and would have the following effect:

- Zone the lands Multiple Residential One (RM1) Zone;
- Establish appropriate development standards for the subject lands to facilitate the construction of a 19-unit residential development comprised of common element condominium block townhouses.



**PLANNING AND REGULATORY SERVICES DEPARTMENT
DEVELOPMENT ENGINEERING DIVISION**

March 26, 2020

MEMO TO: Leigh Ann Penner, Senior Planner

FROM: Paul Guerreiro, Manager of Development Engineering - Site Plans

SUBJECT: **D02-19021 (Zoning By-Law Amendment) & D01-19004**
2706379 ONTARIO LIMITED
12600 BAYVIEW AVENUE

The Development Engineering Division has reviewed the above noted application.

The applicant/consultant shall confirm that all comments noted below have been addressed by ensuring each box is checked off, initialed and included with the next submission.

Transportation and Traffic - Please contact Habibur Rahman, Traffic Analyst at (905) 771-5447 if you have any questions or concerns.

Concept Site Plan

Initial

- ☐ Provide a sidewalk at the south of Block 1 to allow a continuous pedestrian connection to the proposed sidewalk on Bayview Avenue. Alternatively, this sidewalk could be accommodated at the middle of Block 1 between unit 4 and unit 5.
- ☐ Include the Fire Route Sign in the legend.

Drawings based on: Concept Site Plan-drawing number: A-01, revision: 4, prepared by: Jardin Design Group Inc, dated: October 21, 2019

Traffic Impact Brief and TDM Report

No further comments.

Comments based on: Traffic Impact Brief and TDM Report - prepared by: Trans-Plan, dated: October, 2019

Bylaw

Initial

- ☐ Parking requirement rates should be included in the draft Zoning By-Law.

Comments based on: By-Law No.-19

OPA Amendment

No further comments.

Comments based on: Amendment to the Richmond Hill Official Plan

Noise Study - Please contact Samson Wat, Transportation Engineer at (905) 771-5472 if you have any questions or concerns.

- The noise report is acceptable for zoning approval.
- The following summarizes the required noise mitigation measures for the development. See Table IV of the report for noise mitigation measures required for applicable dwelling units.
 - o Provision for installation of central air conditioning
 - o Supply of central air conditioning.
- The following comments shall be addressed at the site plan approval process
 - o When building envelop information including architectural drawings, floor plans and building elevations are available. A noise study update is required to review and refine the required noise mitigation measures recommended in this report. The need for additional noise mitigation measures including exterior wall upgrade, window glazing upgrade, etc. shall be confirmed in the noise study update.
- The following comments shall be addressed at the building permit and occupancy permit process.
 - o All relevant builders' plan for the dwelling units requiring noise control measures should be certificated by an acoustic engineer, as being in conformance with the recommendations of the approved noise study. The acoustic certification should be based on the final dwelling unit floor plan, final grading and required noise control measures.
 - o Prior to final inspection and release for occupancy, these dwelling should be certified as being in compliance with the certified builder's plans and the recommendations of the approved Noise Study.

Comments based on: Noise Feasibility Study, prepared by HGC Engineering, dated October 18, 2019

Servicing, Grading, Storm Water Management & ESC - Please contact Rob Nicoll, Project Coordinator at (905) 771-5457 if you have any questions or concerns.

FSR

We have reviewed the submission package dated Nov. 27, 2019, circulated for detailed review and comment of the above mentioned Zoning By-law and Official Plan amendment applications. Absent from the package is the Functional Servicing Report (FSR) required to evaluate the effects of the development proposal on municipal servicing infrastructure. Please advise the applicant that an FSR is required to support the zoning application and that detailed review and comment will be provided following submission of the same.

These comments have been addressed by:

Name: _____

Contact Number: _____


 Paul Guerreiro

PG/ph



**PLANNING AND INFRASTRUCTURE DEPARTMENT
DEVELOPMENT ENGINEERING DIVISION**

December 4, 2020

MEMO TO: Leigh Ann Penner, Senior Planner

FROM: Paul Guerreiro, Manager of Development Engineering - Site Plans

SUBJECT: D06-20041 (Site Plan), D01-19004 and D02-19021
2706379 ONTARIO LIMITED
12600 BAYVIEW AVENUE

The Development Engineering Division has reviewed the above noted application.

The applicant/consultant shall confirm that all comments noted below have been addressed by ensuring each box is checked off, initialed and included with the next submission.

Site Plan (D01-19004/D02-19021)

Servicing, Grading, Storm Water Management & ESC - Please contact Rob Nicoll, Project Coordinator at (905) 771-5457 if you have any questions or concerns.

Although not expressly identified through the 'Request for Comments' memo issued by Planning, we have no comments or objections to the Zoning By-law Amendment application.

Transportation and Traffic - Please contact Samson Wat, Transportation Engineer at (905) 771-5472 if you have any questions or concerns.

Comments to follow.

Site Plan (D06-20041)

Transportation and Traffic - Please contact Samson Wat, Transportation Engineer at (905) 771-5472 if you have any questions or concerns.

Comments to follow.

Noise Report - Please contact Samson Wat, Transportation Engineer at (905) 771-5472 if you have any questions or concerns.

Comments to follow.

Lighting - Please contact Darlene Myrie, Sustainable Transportation Coordinator at (905) 771-5476 if you have any questions or concerns.

No further comments.

Hydrogeological - Please contact Jeff Walters, Manager of Stormwater Management & Subdivision at (905) 747-6380 if you have any questions or concerns.

Initial

- ☐ Please update this assessment based on final groundwater level monitoring information and final building design information and report needs to be signed and stamped.
- ☐ Section 2.4.5 – Continue groundwater level monitoring confirm seasonal fluctuations and to confirm maximum groundwater levels for dewatering assessment.
- ☐ Section 4.1 – Update assessment based on final building design and site servicing elevations and maximum excavation depths.
- ☐ Section 4.3 and 4.4 – Update preliminary calculations based on final building design elevations and confirmed highest seasonal groundwater level. Confirm if factor of safety has been used to estimate dewatering flows.
- ☐ Section 5.6 – Engage Geotechnical Engineer to estimate potential for settlement for existing structures within dewatering ZOI.
- ☐ Section 7.2 - Prior to construction, permission will be required from the City to discharge dewatering flows to a City sewer. Below is a list of typical information to be submitted with a formal written request to discharge temporary construction dewatering to a City sewer. Please note that discharge to a sanitary sewer is generally not supported unless there are some extenuating circumstances.
 - Supporting geotechnical and hydrogeological reports used to determine dewatering requirements, zone of influence, to assess impacts to existing wells, structures and natural heritage system, and proposed monitoring plan/mitigation measures.
 - Provide estimated dewatering flow to City sewer and duration.
 - Assess impacts of dewatering flow to capacity of City sewer.
 - Provide copy of MECP PTTW or EASR if applicable.
 - Provide plan showing details of location and type of connection to City sewer.
 - Provide lab results for quality testing of groundwater sample and compare to Regional sewer use bylaw – identify any issues and method of treatment to comply with bylaw.
 - Assess impacts to natural heritage system at point source sewer discharge location to existing watercourse.

Comments based on: Preliminary Hydrogeological Site Assessment prepared by GeoPro Consulting Limited dated June 25, 2019

Servicing, Grading, Storm Water Management & ESC - Please contact Rob Nicoll, Project Coordinator at (905) 771-5457 if you have any questions or concerns.

Servicing, Grading & ESC

Initial

- ☐ Please provide a storm drainage area plan and storm sewer design sheet specific to the Site Plan.
- ☐ The storm design appears to propose the implementation of a underground infiltration system with no gravity and/or mechanical method of discharge, please revise the design to include a header pipe for storm downspout connections with a gravity outlet in the event of surcharge.

- ☐ Please provide cross-sections and details of the proposed infiltration gallery.
- ☐ Please review grading design alternatives to limit the length of retaining wall required.
- ☐ Please provide cross sections where indicated on the Grading Plan, including existing and proposed elevations.
- ☐ The townhouse typical storm, sanitary and water service connection details are required for the individual block types. Service connections to be in accordance with MOECC procedure F-6-1.
- ☐ Sump pumps are to discharge to storm laterals unless it is demonstrated that no practical lateral connection can be made. Provide a hydraulic grade line analysis to demonstrate the feasibility of storm lateral connections. Where sump pumps are to discharge at grade, the Servicing Plan is to identify such sump pumps and indicate the discharge location.
- ☐ For units requiring sump pumps, the builder is to include a clause in the Sales/Purchase Agreement about the presence of such pumps.
- ☐ Where water service connections are proposed under garage slabs, the water service is to be constructed in a sleeve to allow for repair/replacement of the water service without open cut construction. A sleeve detail is to be included on the drawings for review and approval.
- ☐ Where water service curb stops are located within driveways, they are to be constructed with frost collars and a frost collar detailed is to be provided.
- ☐ Please revise the existing water service to the property to provide a bulk Neptune Protectus III combined domestic and fire water meter in chamber at the street line. The water meter size & location to be identified on the site servicing plan complete with details. See the typical detail included in the comment package.
- ☐ The site driveway entrances are to be designed in accordance with the City's Standards and Specification Manual. Sidewalk is to be constructed through all driveway entrances.
- ☐ Please provide additional cross sections where indicated on the Grading Plan, complete with existing and proposed elevations.
- ☐ The Grading Plan should identify the storm emergency overland flow route throughout the site.
- ☐ Revisions are required in accordance with the redline drawings attached.

Comments based on:

Drawing No. GR-1 Grading Plan, prepared by RVSantos and Associates Limited, Dated June, 2020

Drawing No. SR-1 Servicing Plan, prepared by RVSantos and Associates Limited, Dated June, 2020

Drawing No. ND-1 Notes and Details, prepared by RVSantos and Associates Limited, Dated June, 2020

Drawing No. SC-1 Sections, prepared by RVSantos and Associates Limited, Dated June, 2020

Drawing No. ESC-1 Erosion and Sediment Control Plan, prepared by RVSantos and Associates Limited, Dated June, 2020

Drawing No. CMP-1 Construction Management Plan, prepared by RVSantos and Associates Limited, Dated June, 2020

Storm Water Management (SWM)

Initial

- ☐ A Stormwater Management Report (SWM) prepared by RVSantos and Associates Limited, dated July 2020 was reviewed.
- ☐ Please provide a storm drainage area plan and storm sewer design sheet specific to the Site Plan.
- ☐ Please provide an inlet analysis to demonstrate that the 100-yr capture flow can enter the storm system and utilize the proposed underground storage.
- ☐ Please include in the report a post development storm drainage area plan.
- ☐ A Hydrogeological Site Assessment prepared by GeoPro Consulting Limited includes a Water Balance assessment for the site. Please confirm with the TRCA that the Water Balance analysis meets the requirements of the Source Water Protection Plan.

Please summarize the results of the assessment in Section 3.3.3 of the report.

- ☐ We note that the Water Balance Section 3.3.3 of the report only speaks to the annual water balance deficit. Please present in the brief, a Water Balance/Volume discussion to identify requirements to achieve the minimum 5mm retention on a per event basis and demonstrate through supporting calculations that the requirements have been met.
- ☐ Please provide full size plans of the City record drawings referenced in the report. Include the associated design sheets for Storm Drainage Plan 3.

Functional Servicing Report

Initial

- ☐ A Functional Servicing Report (FSR) prepared by RVSantos and Associates Limited, dated July 2020 was reviewed.
- ☐ To ensure adequate municipal water supply & pressure is available to support the water demand calculations for this development, a hydrant flow test shall be coordinated with the City of Richmond Hill Operations Centre. The results of which to be included in the FSR.
- ☐ Include in the report the fire flow requirements for this development based on the Fire Underwriter Survey assessment.
- ☐ Please provide full size plans of the City record drawings referenced in the report. Include the associated design sheets for Sanitary Drainage Plan 3.
- ☐ Please provide a Sanitary Drainage Area plan to support the sanitary sewer analysis design sheets included in the report.
- ☐ Additional revisions are required in accordance with the red-lined excerpts of the FSR attached.

General

Initial

- ☐ Please ensure future drawing submissions include engineering plans of a presentation quality acceptable for a Site Plan submission. Plans should clearly distinguish existing site topographic information from proposed site layout, grading and servicing information.
- ☐ Standard information required on drawings:
 - Reference to City File
 - Label proposed Lots/Blocks
 - Identify all downspout discharge locations
 - Clearly identify existing easements/widening and dimensions (if applicable)
 - Updated revision block
- ☐ Please provide a cost estimate for proposed site works to include, but not limited to the following breakdown:
 - Removals
 - Grading/Site Servicing
 - Pavement structures/curbing
 - Erosion and Sediment Control
 - Retaining Walls
 - Fencing
 - Exterior Lighting
- ☐ Engineering fee, inspection fee and Letter of Credit will be required.
- ☐ All plans and reports are to be revised to ensure reference to Town is replaced with City.
- ☐ A road occupancy permit will be required for works carried out within Old Colony Road and must be coordinated with the Operations Centre. Please contact the Utility Permit Coordinator at 905-771-9996.
- ☐ Further to the above, prior to connecting to City infrastructure, the applicant is required to coordinate the works with the City's Operation Centre. Please contact the Supervisor of Water and Wastewater at 905-771-9996.

Construction Management Plan

Initial



- ☐ A Construction Management Plan (CMP) will be required and shall be prepared by the Engineer in consultation with the site construction manager during the final stage of approval and upon receiving clearances from all approval agencies / departments. The CMP is to be completed prior to issuance of any permit or agreement and will be referenced when complaints arise with respect to the site's construction activities and construction traffic. The CMP is to include but not be limited to the following:

- Construction Contact Information
- Construction vehicle (i.e. tandem trucks) queuing plan.
- Construction access point to the site.
- Construction site protection and details (hoarding, fencing, gate swing, etc.)
- Construction trailer location
- Temporary construction dewatering, dewatering rates, quality control measures and proposed point of discharge (if applicable).
- Location of on-site parking for construction and personal vehicles by the trades and other construction staff. Alternatively, provide a letter confirming the arrangement of off-site parking at a nearby site. Parking on the municipal street is not permitted.
- Adjacency inspection (on pre-construction condition)
- Material management (stockpile location, etc.)
- Dust and mud control plan

The following notes should be included on the Construction Management Plan:

- Reference to the Erosion and Sediment Control Plan
- York Region approval and ROP is required prior to construction for any work within the Regional ROW.
- All existing public sidewalks shall remain free, clear and passable at all times
- No throughway traffic on Old Colony Road will be permitted."
- Construction schedule and hours of construction in accordance with the City's Noise By-Law.

Acknowledgement

These comments have been addressed by (to be completed by the owner's consultant):

Name: _____

Company: _____

Contact Number: _____



For Paul Guerreiro

PG/ph



**INFRASTRUCTURE PLANNING AND DEVELOPMENT ENGINEERING
PLANNING AND INFRASTRUCTURE DEPARTMENT**

May 19, 2021

MEMO TO: Leigh Ann Penner, Senior Planner

FROM: Paul Guerreiro, Manager of Development Engineering - Site Plans

SUBJECT: D06-20041 (Site Plan), D01-19004 and D02-19021
2706379 ONTARIO LIMITED
12600 BAYVIEW AVENUE

The Development Engineering Division has reviewed the above noted application.
The applicant/consultant shall confirm that all comments noted below have been addressed by ensuring each box is checked off, initialed and included with the next submission.

Site Plan (D01-19004/D02-19021)

Servicing, Grading, Storm Water Management & ESC - Please contact Rob Nicoll, Project Coordinator at (905) 771-5457 if you have any questions or concerns.

Comments previously provided – December 4, 2020

Transportation and Traffic - Please contact Tony Chiu, Transportation Engineer at (905) 771-5472 if you have any questions or concerns.

The Transportation comments below are based on the most current available reference documents, including the 2010 Richmond Hill Parking Strategy - Final Draft Report, Richmond Hill Standards and Specification Manual, the Richmond Hill Sustainability Metrics, and the York Region's Transportation Mobility Plan Guidelines for Development Applications.

Draft Zoning

Initial

- ☐ The proposed parking supply meets the Condo Townhouse (with private garage) parking requirement for rest of the Richmond Hill area, as per the 2010 Richmond Parking Strategy draft report. Transportation staff accepted the proposed parking supply. Please include the parking rates (2 spaces per unit for residents and 0.25 space per unit for visitors) in the draft zoning by-law.

Comments based on Draft Zoning By-law No. -20. Dated August 2020.

Transportation and Traffic - Please contact Tony Chiu, Transportation Engineer at (905) 771-5472 if you have any questions or concerns.

Concept Site Plan

Initial

- ☐ Fire route signs shall be installed at intervals not to exceed 30 m as per the Municipal Code 1090. Please add another fire route sign to the north of Unit 13/14.
- ☐ Confirm the type of fire route signs (e.g. FR1, FR2, FR3, etc.) as per Schedule A of the Municipal Code 1090. Update the legend to reflect the different type of signage if necessary.
- ☐ Reduce the width of the visitor parking space (V1) to meet the City of Richmond Hill zoning by-law requirement. Hatch the spacing immediately to the south of V1 to accommodate passenger car movements.

Comments based on Concept Site Plan, by Jardin Design Group Inc. Revision July 22, 2020.

Noise Impact Study - Please contact Tony Chiu, Transportation Engineer at (905) 771-5472 if you have any questions or concerns

Initial

- ☐ No comment. The subject document is acceptable as part of the OPA/Zoning By-law Amendment and Site Plan application.
- ☐ The following comments shall be addressed at the building permit and occupancy permit process.
 - All relevant builders' plan for the dwelling units requiring noise control measures should be certificated by an acoustic engineer, as being in conformance with the recommendations of the approved noise study. The acoustic certification should be based on the final dwelling unit floor plan, final grading and required noise control measures.
 - Prior to final inspection and release for occupancy, these dwelling should be certified as being in compliance with the certified builder's plans and the recommendations of the approved Noise Study.

Comments based on Noise Impact Study, by HGC Engineering. Dated August 13, 2020.

Lighting - Please contact Darlene Myrie, Sustainable Transportation Coordinator at (905) 771-5476 if you have any questions or concerns.

Comments previously provided December 4, 2020

Hydrogeological - Please contact Jeff Walters, Manager of Stormwater Management & Subdivision at (905) 747-6380 if you have any questions or concerns.

Comments previously provided December 4, 2020

Servicing, Grading, Storm Water Management & ESC - Please contact Rob Nicoll, Project Coordinator at (905) 771-5457 if you have any questions or concerns.

Comment previously provided December 4, 2020

Acknowledgement

These comments have been addressed by (to be completed by the owner's consultant):

Name: _____

Company: _____

Contact Number: _____

Paul Guerreiro

Paul Guerreiro

PG/sg



January 22, 2020

Appendix "E"
SRPI.21.072
Files: D01-19004, D02-19021
& D06-20041

MEMO TO: Leigh Ann Penner, Senior Planner- Site Plans
FROM: Isa James, Senior Urban Designer
SUBJECT: Official Plan Amendment and Zoning By-Law Amendment

Applicant: 2706379 ONTARIO LIMITED
Location: 12600 Bayview Avenue
PLAN 65M3802 BLK 226
Town File No.: D01-19004
D02-19021

The subject lands are located at the southwest corner of Bayview Avenue and Old Colony Road. The lands are currently designated "Neighbourhood" overlain by "Existing Neighbourhood Commercial Site" per Appendix 7 (under appeal) in the Official Plan.

2-storey single detached and semi-detached houses are located to the north, south, east and west of the subject lands.

The subject applications involve a proposal to build a 3-block medium density, 3-storey townhouse complex totaling 19 units to be accessed by a private 6m laneway. 1.5m wide sidewalks are situated to allow for the direct connection of every proposed unit to existing or anticipated municipal sidewalks.

Urban Design comments are provided below.

The proposed 3-storey townhouse complex appropriately addresses the transition criteria for developments adjacent to existing low-density neighbourhoods. Proposed site set-backs appear adequate, but the dimensions of proposed outdoor amenity spaces for the units are not identified on the site plan. Minimum outdoor amenity requirements should be included in the zoning by-law amendment.

Detailed architectural review will be undertaken through a draft plan of subdivision or site plan approval process.



January 17, 2020

Mr. Kelvin Kwan
Planning and Regulatory Services Department
City of Richmond Hill
225 East Beaver Creek Road
Richmond Hill, ON L4B 3P4

Attention: Leigh Ann Penner, Senior Planner

**RE: Official Plan Amendment D01-19004 (LOPA.19.R.0051)
Zoning By-law Amendment D02-19021 (ZBA.19.R.0123)
12600 Bayview Avenue
(2706379 Ontario Limited)
City of Richmond Hill**

This is in response to your circulation and request for comments for the above-captioned Official Plan Amendment (OPA) and zoning by-law amendment application. The subject site is located at 12600 Bayview Avenue, north of Stouffville Road and on the west side of Bayview Avenue, in the City of Richmond Hill. The applications are submitted in support of a proposed development comprised of 19 townhouse units.

Official Plan Amendment

Purpose and Effect of the Proposed Amendment

The subject lands are designated "Neighbourhood" by the City of Richmond Hill Official Plan (RHOP). This designation permits medium-density residential uses subject to Section 4.9.1.2 of the RHOP, which provides policies for the medium density uses. The proposed OPA deletes the subject lands identified as "Existing Neighbourhood Commercial Sites" from Appendix 7 of the RHOP.

2010 York Region Official Plan

The subject lands are designated "Urban Area" by the York Region Official Plan (YROP), which permits a wide range of residential, commercial, industrial and institutional uses. Section 5.3 of YROP sets out policies related to addressing residential and employment intensification within York Region. Based on our review, the proposed OPA generally conforms to the Regional Official Plan as it will assist in building complete communities and will help in ensuring that a minimum of 40% of all residential development in York Region occurs within the built-up area as defined by the Province's Built Boundary in Places to Grow: Growth Plan for the Greater Golden Horseshoe (YROP Policy 5.3.1).

To promote sustainable new residential developments beyond Ontario Building Code requirements, the Region offers development incentive programs that benefit local municipalities and development proponents/applicants. More specifically, the Servicing Incentive Program (SIP) program provides water and wastewater servicing capacity assignment credits (up to 20 per cent) for new residential grade-related developments that are a maximum of three storeys in height. The applicant is encouraged to participate in this program and more information is available at www.york.ca/waterincentives.

Residential development requires servicing capacity allocation prior to final approval. If the City does not grant this development allocation from the existing capacity assignments to date, the proposal may require additional Regional infrastructure based on conditions of future capacity assignments.

Regional staff encourages the proposed development to have an integrated and innovative approach to water management, be water efficient, and minimize stormwater volumes and contaminant loads and maximize infiltration through an integrated treatment approach (YROP Policy 5.2.11). We would also recommend the development be designed to achieve energy efficiency levels that exceed the Ontario Building Code (YROP Policy 5.2.20); to achieve 10% greater water efficiency than the Ontario Building Code (YROP Policy 5.2.22); be designed to maximize solar gains, be constructed in a manner that facilitates future solar installations (i.e. solar ready) (YROP Policy 5.2.26); and, incorporate green building standards, such as LEED®, ENERGY STAR®, or other emerging technologies (YROP Policy 7.5.12).

Exemption from Regional Approval

Based on our review, the proposed OPA appears to be a routine matter of local significance. Furthermore, in accordance with Regional Official Plan Policy 8.3.8, the proposed Amendment does not adversely affect Regional planning policies or interests.

Pursuant to Council authorization specified in By-law A-0265-1999-017, this application is hereby exempted from approval by Regional Planning Committee and Council. This allows the Amendment to come into effect following its adoption by the City of Richmond Hill and the expiration of the required appeal period.

Zoning By-law Amendment

The zoning by-law amendment proposes to rezone the subject lands from “Neighbourhood Commercial” to “Multiple Residential One Zone (RM1)” with additional exceptions. This is considered a matter of local significance and Regional Planning staff do not have comments on the amendment.

Summary

York Region has no objection to the proposed Official Plan Amendment (OPA) and zoning by-law amendment (ZBLA). We request that a copy of the Notice of Decision for the OPA and ZBA be forwarded to this office.

Should you have any questions regarding the above, please contact Justin Wong, Planner, at 1-877-464-9675 ext. 71577 or by email at Justin.Wong@york.ca should you require further assistance.

Sincerely,

A handwritten signature in blue ink, appearing to read "Karen Whitney".

Karen Whitney, M.C.I.P., R.P.P
Director of Community Planning and Development Services

JW/

YORK-#10467371-v1-D01-19004_&_D02-19021_-_Regional_Comment_Letter

MAP 1 - AERIAL PHOTOGRAPH



Copyright J.D. Barnes Limited 2020 Orthophotography

LEGEND

 SUBJECT LANDS

12600 Bayview Avenue

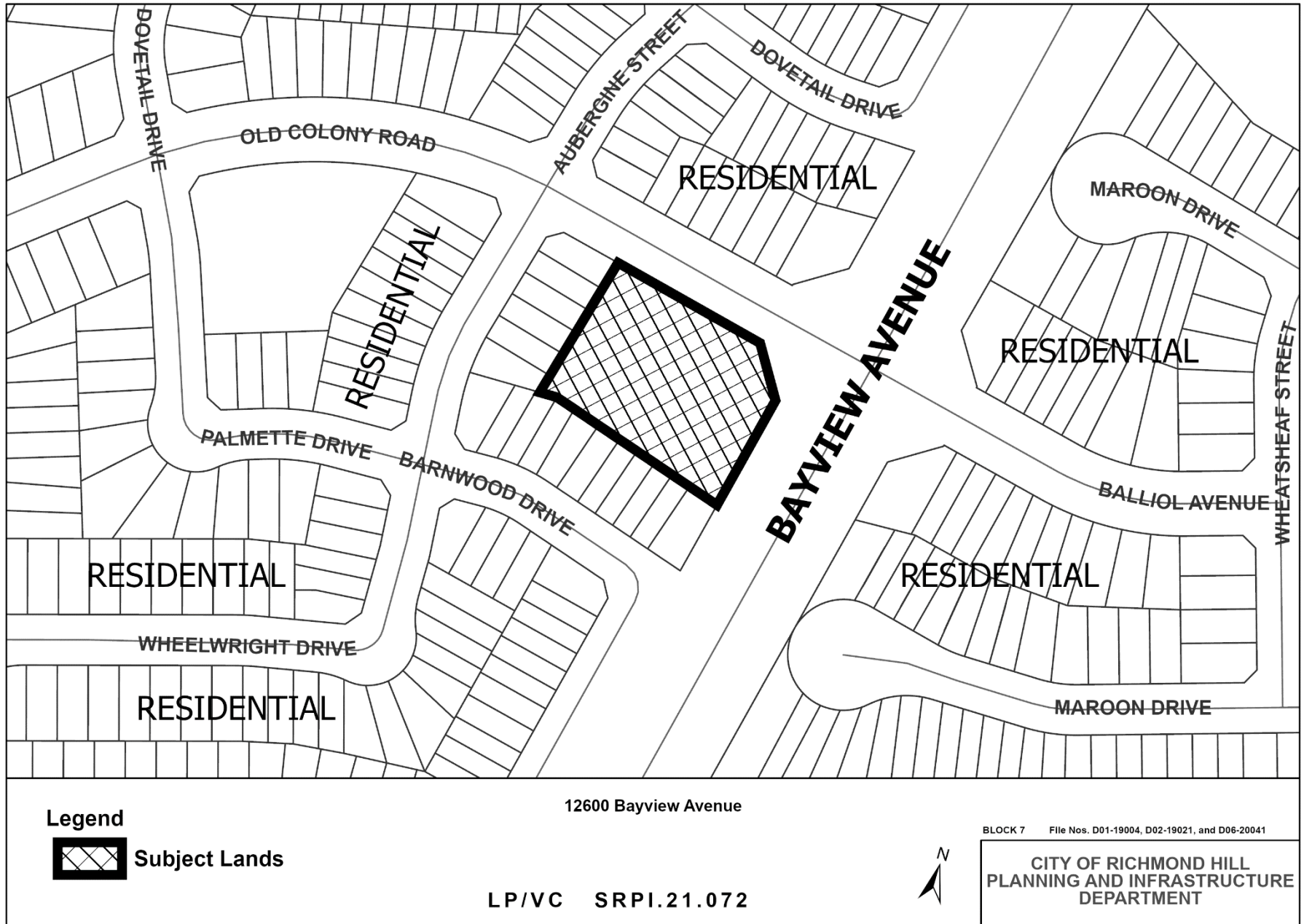
LP/VC SRPI.21.072



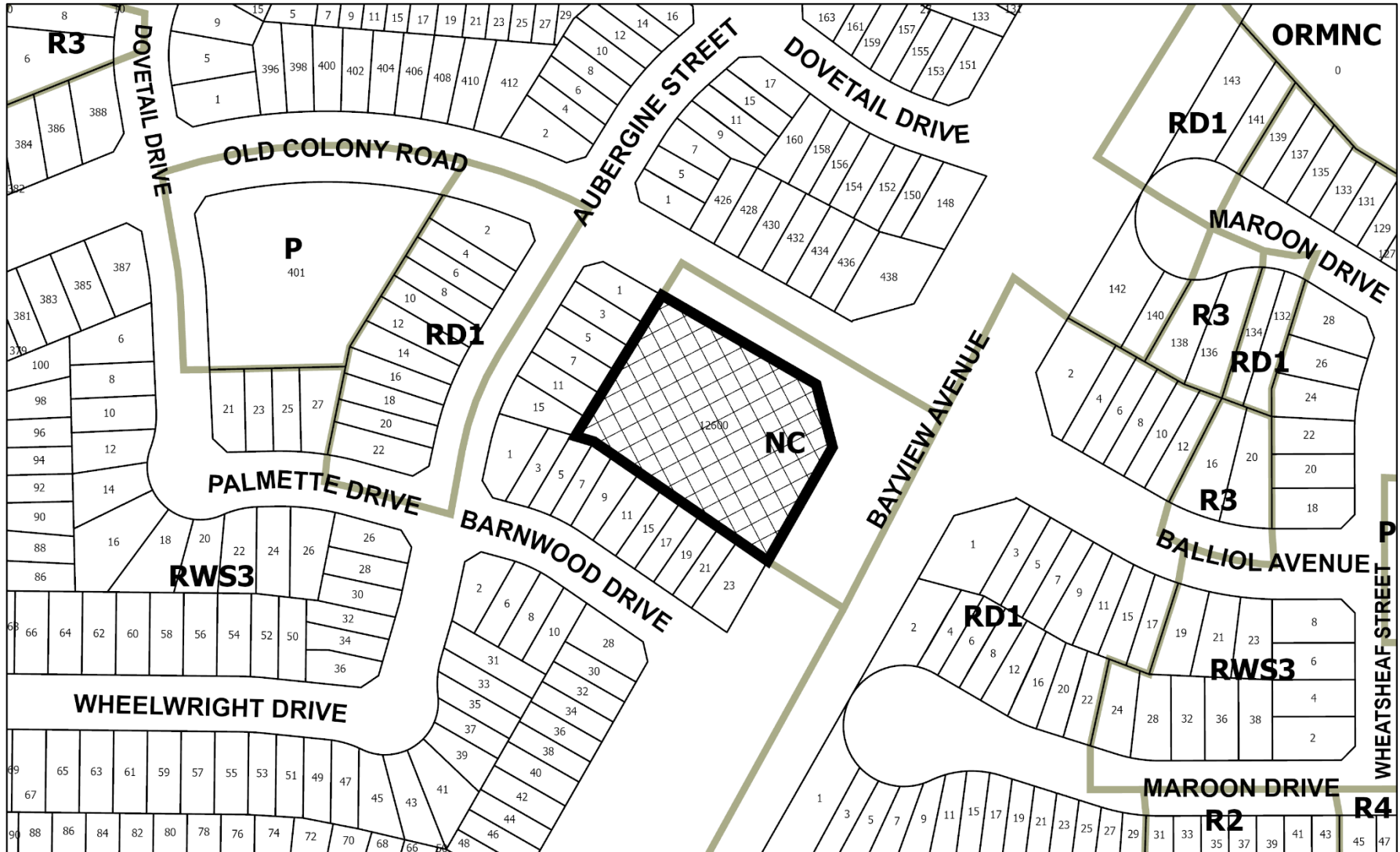
BLOCK 7 File Nos. D01-19004, D02-19021, and D06-20041

CITY OF RICHMOND HILL
PLANNING AND INFRASTRUCTURE
DEPARTMENT

MAP 2 - NEIGHBOURHOOD CONTEXT



MAP 3 - EXISTING ZONING



Legend



Subject Lands

12600 Bayview Avenue

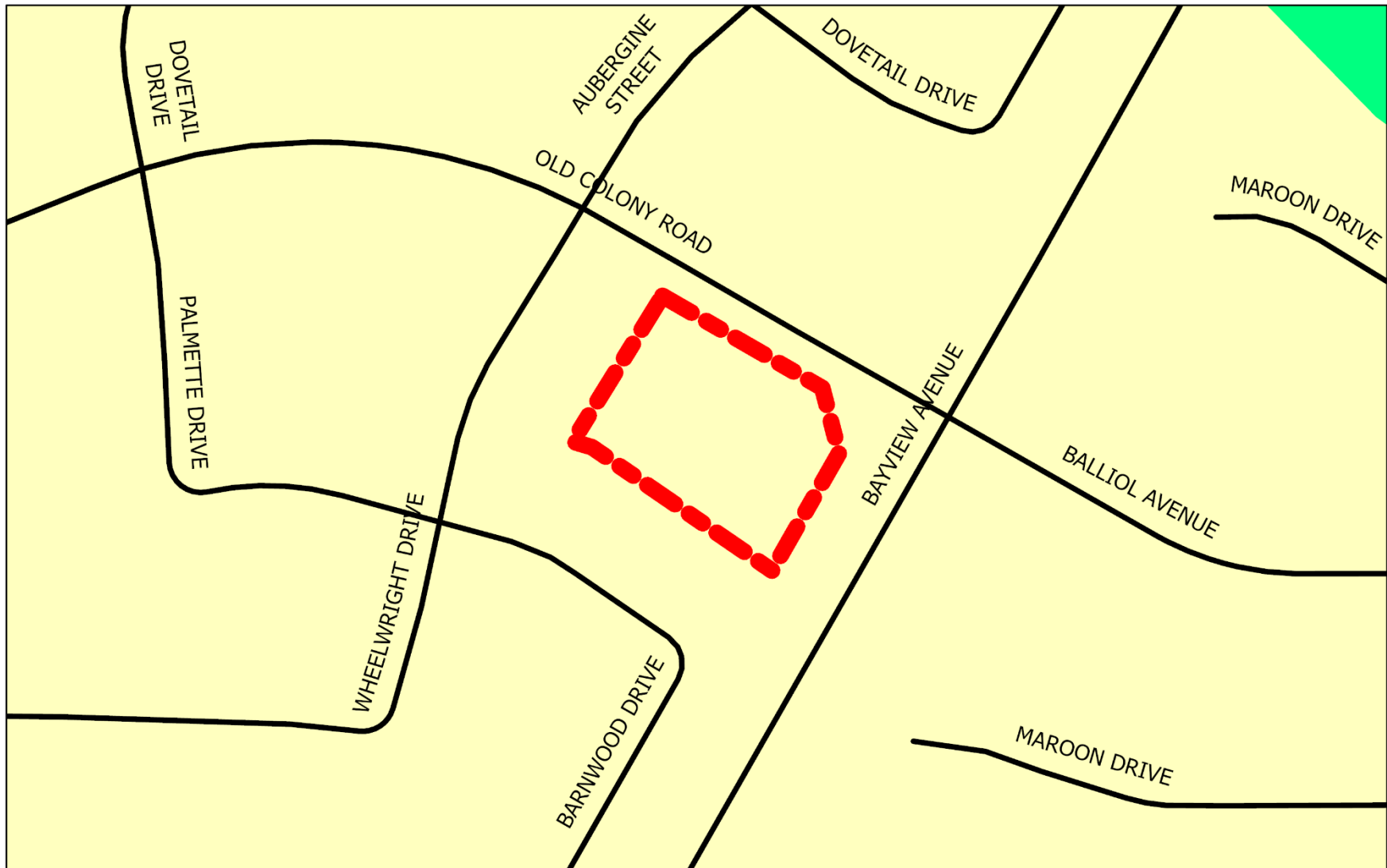
LP/VC SRPI.21.072



BLOCK 7 File Nos. D01-19004, D02-19021, and D06-20041

CITY OF RICHMOND HILL
PLANNING AND INFRASTRUCTURE
DEPARTMENT

MAP 4 - OFFICIAL PLAN SCHEDULE A2 - LAND USE



Legend

- ▬ Subject Lands
- ORM Natural Core
- Neighbourhood

12600 Bayview Avenue

LP/VC SRPI.21.072

NOTE: The information provided in this map is a depiction of a portion of the Richmond Hill Official Plan. For accurate reference, the Schedules and policies of the Richmond Hill Official Plan must be consulted. In the case of a discrepancy between the schedules and policies of the Richmond Hill Official Plan, the policies shall take precedence.

BLOCK 7 File Nos. D01-19004, D02-19021, and D06-20041



**CITY OF RICHMOND HILL
PLANNING AND INFRASTRUCTURE
DEPARTMENT**

MAP 5 - OFFICIAL PLAN SCHEDULE A6 FORM LANDFORM CONSERVATION AREAS



Legend



Subject Lands

Landform Conservation Areas



Category 1



Category 2

12600 Bayview Avenue

LP/VC SRPI.21.072

NOTE: The information provided in this map is a depiction of a portion of the Richmond Hill Official Plan. For accurate reference, the schedules and policies of the Richmond Hill Official Plan must be consulted. In the case of a discrepancy between the schedules and policies of the Richmond Hill Official Plan, the policies shall take precedence.

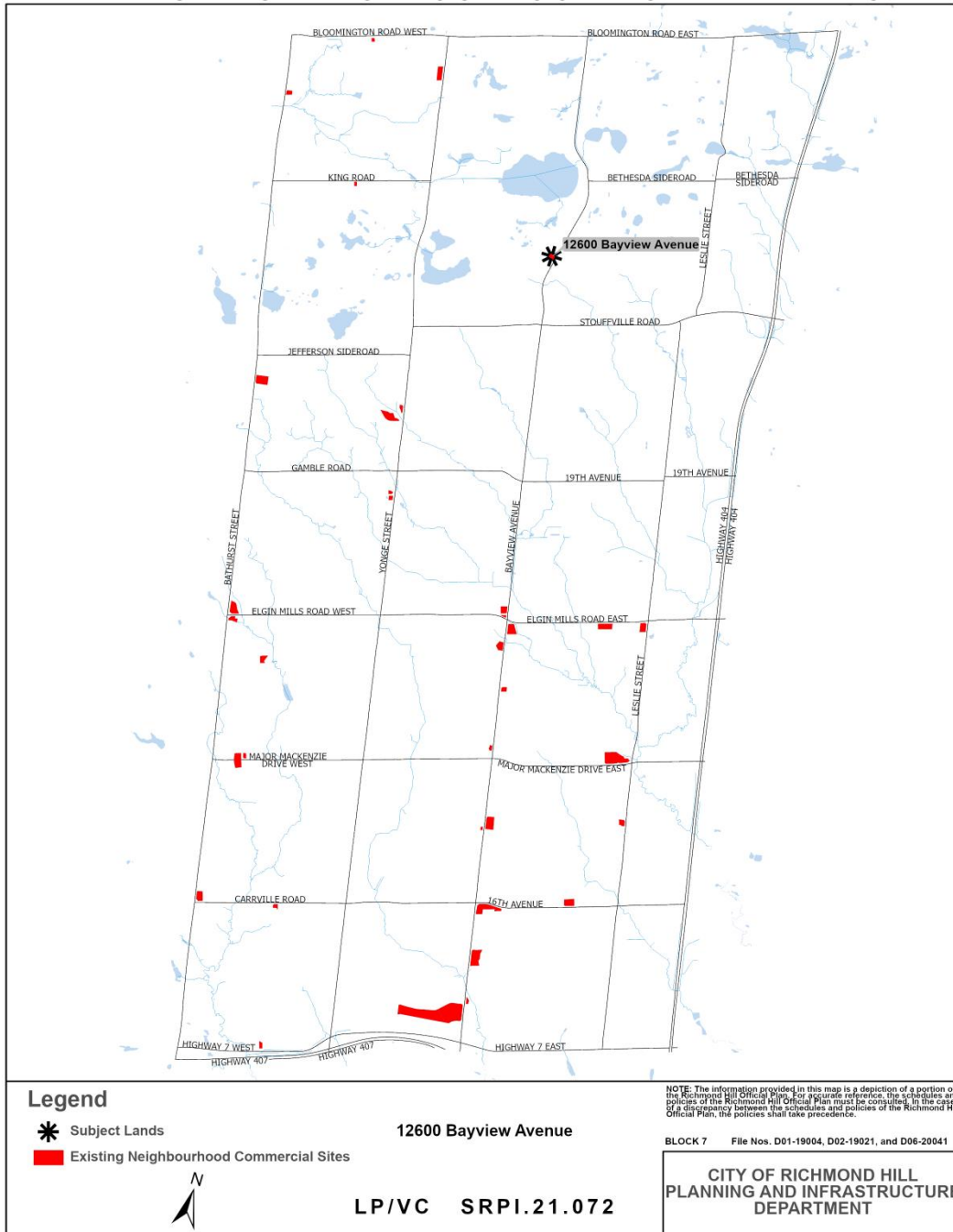
BLOCK 7

File Nos. D01-19004, D02-19021, and D06-20041



**CITY OF RICHMOND HILL
PLANNING AND INFRASTRUCTURE
DEPARTMENT**

**MAP 6 - OFFICIAL PLAN APPENDIX 7
EXISTING NEIGHBOURHOOD COMMERCIAL SITES**



MAP 7 - PROPOSED CONTEXT SITE PLAN



12600 Bayview Avenue

BLOCK 7 File Nos. D01-19004, D02-19021, and D06-20041

LP/VC SRPI.21.072

CITY OF RICHMOND HILL
PLANNING AND INFRASTRUCTURE
DEPARTMENT

MAP 8 - PROPOSED TOWNHOUSE ELEVATIONS (STREET FACING)



12600 Bayview Avenue

LP/VC SRPI.21.072

BLOCK 7 File Nos. D01-19004, D02-19021, and D06-20041

CITY OF RICHMOND HILL
PLANNING AND INFRASTRUCTURE
DEPARTMENT

MAP 9 - PROPOSED TOWNHOUSE ELEVATIONS (LANE FACING)



12600 Bayview Avenue

LP/VC SRPI.21.072

BLOCK 7 File Nos. D01-19004, D02-19021, and D06-20041

CITY OF RICHMOND HILL
PLANNING AND INFRASTRUCTURE
DEPARTMENT

[illegible]



Staff Report for Council Meeting

Date of Meeting: June 23, 2021

Report Number: SRCM.21.07

Department: Office of the City Manager
Division: Strategy and Government Relations

Subject: **SRCM.21.07 – Indigenous Land
Acknowledgement Statement**

Purpose:

The purpose of this report is to review how land acknowledgement statements are created and used, their purpose, and to seek Council approval to create a Richmond Hill Land Acknowledgement Statement as part of the City's Diversity, Equity and Inclusion initiative.

Recommendation(s):

- a) That staff be directed to research and consult with Indigenous communities to develop a Richmond Hill Land Acknowledgement Statement.

Contact Person:

Lise Conde, Manager of Strategy and Government Relations

Manpreet Abrol, Coordinator, Strategy and Government Relations

Report Approval:

Submitted by: Lise Conde, Manager, Strategy and Government Relations

Approved by: Mary-Anne Dempster, City Manager

All reports are electronically reviewed and/or approved by the Division Director, Treasurer (as required), City Solicitor (as required), Commissioner, and City Manager. Details of the reports approval are attached.

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Background:

Staff have commenced work on a Diversity, Equity and Inclusion initiative, as directed by Council in their 2020-2022 Council Strategic Priorities under the priority of “A Strong Sense of Belonging.” One of the early emerging themes of research and benchmarking has been the value of using an Indigenous land acknowledgement to recognize the traditional lands on which municipalities exist.

In March 2019, Council considered a motion to establish a land acknowledgement for use at Council meetings. At that time, Council declined to do so, but directed staff to create a course available for employees “to provide education and training on the history of Aboriginal peoples, including the history and legacy of residential schools [...] so that we may provide a better level of service to the indigenous members of our community.” This course, entitled The Path – Your Journey through Indigenous Canada has been in place since August 2019.

There is a building and ongoing national discourse on the history of Indigenous peoples in Canada, the horrors revealed during the Truth and Reconciliation Commission and the recent discovery of the remains of 215 Indigenous children at the site of a former residential school in Kamloops. Additionally, June is Canada’s Indigenous History Month. As a result, this report is being brought forward at this time should Council wish to approve the use of a land acknowledgement for Richmond Hill.

Indigenous Land Acknowledgments

The acknowledgement of traditional territory demonstrates recognition and respect for Indigenous peoples and supports education on the history of the lands on which we live and work. This acknowledgement appropriately takes place at the beginning of meetings, conferences, and presentations.

A land acknowledgement statement typically references specific peoples (such as the Anishinabek, the Haudenosaunee and the Huron-Wendat), treaty areas, and/or neighbouring communities. This is sometimes followed by a statement of thanks, goodwill and/or intentions for reconciliation.

A key part of stating a land acknowledgement at the beginning of a meeting is for participants to reflect on its meaning, what happened in the past and what changes can be made going forward in order to further the reconciliation process. Land acknowledgements mark a small but important part of the process of reconciliation and building a positive relationship between the settler community (non-indigenous people) and Indigenous peoples.

Best Practices and Benchmarking

Land acknowledgements are, by their nature, unique to every place. However, research to date provides some context for Council’s consideration of the recommendation in this report.

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The Association of Municipalities of Ontario (AMO) provides guidance on traditional land acknowledgement statements. Key principles of their advice include the need to research the history of the land within and near a municipality, including treaties and Indigenous histories. They note that Indigenous communities may no longer be located on their traditional lands, so engagement beyond the municipality's borders is necessary. AMO recommends engagement of Indigenous communities and stakeholders and suggests providing municipal elected representatives and staff with cultural awareness training before implementing the use of a statement (as stated earlier, the City currently offers this).

Staff have canvassed other York Region municipalities and determined that Markham, Vaughan, Newmarket, Stouffville, Georgina and York Region itself use land acknowledgements at the beginning of Council meetings. King and Aurora do not. East Gwillimbury advised that they do not currently use a land acknowledgement, but they are in the process of developing one.

City staff have benchmarked other municipalities beyond York Region as part of our work on the Diversity Equity and Inclusion initiative. Others that use land acknowledgements include: Toronto, Hamilton, Ottawa, London, Guelph, Ajax and Oshawa.

Financial/Staffing/Other Implications:

There are no financial implications to the recommendations in this staff report.

Relationship to Council's Strategic Priorities 2020-2022:

Consideration of establishing an Indigenous land acknowledgement for Richmond Hill is part of the development of Diversity, Equity and Inclusion initiative, as directed by Council's Strategic Priority of "A Strong Sense of Belonging."

Conclusion:

As a result of the increasing national discourse on Indigenous-settler relations, this staff report invites Council to consider having a land acknowledgement statement for Richmond Hill by directing staff to research and develop one in consultation with Indigenous Peoples, in accordance with established best practices.

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Report Approval Details

Document Title:	SRCM.21.07 - Land Acknowledgement Statement.docx
Attachments:	
Final Approval Date:	Jun 14, 2021

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

Task assigned to MaryAnne Dempster was completed by delegate Darlene Joslin

Darlene Joslin on behalf of MaryAnne Dempster - Jun 14, 2021 - 5:03 PM



Staff Report for Council Meeting

Date of Meeting: June 23, 2021

Report Number: SRCS.21.10

Department: Community Services
Division: Community Standards

Subject: **SRCS.21.10 – Fence By-law Amendment
Request – 99 Westwood Lane**

Purpose:

To respond to an application for site-specific amendments to the Fence By-law for 99 Westwood Lane.

Recommendations:

- a) That Staff Report SRCS.21.10 regarding a Fence By-law amendment for 99 Westwood Lane be received.
- b) That the Fence By-law No. 140-90 (Municipal Code Chapter 973) be amended via approval of By-law 86-21, to permit 1.82 metre (6 foot) high decorative metal fencing with stone pillar support structures in the front yards of lots on Westwood Lane between 73 Westwood Lane and 108 Westwood Lane, and on Denham Drive.

Contact Persons:

Don Guy, Manager of By-law and Licensing Enforcement, extension 2427

Tracey Steele, Director of Community Standards, extension 2476

Report Approval:

Submitted by: Darlene Joslin, Commissioner of Community Services

Approved by: Mary-Anne Dempster, City Manager

All reports are electronically reviewed and/or approved by the Division Director, Treasurer (as required), City Solicitor (as required), Commissioner, and City Manager. Details of the reports approval are attached.

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Background:

The Fence By-law No. 140-90, as amended (Municipal Code Chapter 973; the “Fence By-law”) sets out maximum heights, design criteria, and maintenance standards for fences, pool enclosures and privacy screens. The Fence By-law establishes standards that provide a compromise between function and aesthetics, with the intent of balancing competing desires and establishing consistency across the community.

If a property owner wants to construct a fence that is not in compliance with the Fence By-law, the owner can apply for a site-specific amendment to the by-law. Applications are received and reviewed by the Community Standards Division with consideration given to:

- whether the requested amendment would be consistent with the intent of the by-law,
- whether there are any unique site-specific conditions warranting an exemption to the community standards set out in the by-law (e.g., grade changes, noisy or high-activity uses on adjacent sites),
- Council decisions on past exemption requests, and
- any additional relevant circumstances (e.g., environmental, aesthetic, cost or safety considerations).

The owner of 99 Westwood Lane (the “Owner”) has submitted an application requesting site-specific exemptions to the Fence By-law to allow for:

1. exceedance of the 1.22 metre (4 foot) maximum height standard for residential lot front yard fencing by 0.61 metres (2 feet), and
2. exceedance of the 2.44 metre (8 foot) maximum privacy screen height by 0.61 metres (2 feet).

Staff have reviewed this application and discussed options with the Owner. The Owner has decided to proceed with a request for by-law exemptions.

Discussion:

99 Westwood Lane is a single family residential lot within Ward 5 bounded on its west, east and south sides by the side yards of other single-family residential lots. The Owner is in the process of major landscape renovations including an in-ground swimming pool, deck, and the subject front yard fencing and privacy screen.

The Owner is requesting a front yard fence height exemption on the basis that the fencing proposed would be consistent with existing fencing in the immediate area and the general aesthetic of the neighborhood. The request for extra privacy screen height is requested on the basis that the higher screen will provide a sight-line benefit for both the subject property and the neighboring property to the north-east.

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Front Yard Fence Height Exemption Request

Respecting the requested front yard fence height exemption, Staff note the following:

- The Owner is requesting an exemption to construct front yard fencing which is comprised of decorative metal elements and stone pillar support structures with a maximum height of 1.82 metres (6 feet).
- There are 13 properties in the immediate area, which are currently in contravention of the front yard fencing height standard as a result of existing fences similar to that which the Owner is requesting. The Community Standards Division has no record of ever receiving a complaint regarding the existing fences.
- Front yard fencing comprised of decorative metal fencing and stone pillar support structures up to 1.83 metres (6 feet) in height would be consistent with the established aesthetic of the neighbourhood. With the addition of 99 Westwood Lane, 34% of the lots in this area will have this specific style of fencing.
- Since 2010, four requests for site-specific amendments to exceed the front yard fence height have been considered by Council. All four of those requests were denied due to inconsistency with the surrounding neighborhood and impacts to neighbouring properties.

Based on the above, Staff recommend approval of a general front yard fence height exemption for the entirety of Denham Drive and on Westwood Lane between the points at which it intersects with Denham Drive (i.e., from 73 Westwood Lane and 108 Westwood Lane). This exemption would allow all lots in this area to have front yard fencing comprised of decorative metal and stone pillars up to 6 feet in height.

The recommended amendment to the Fence By-law No. 140-90 (Municipal Code Chapter 973) is attached to this report as Attachment 1 – By-law No. 86-21, and is included on the Council agenda for approval.

Privacy Screen Height Exemption Request

Regarding the privacy screen exemption requested, Staff note the following:

- The requested exemption is not consistent with the by-law intent to provide consistency in fence and screen heights across the neighbourhood.
- There are no unique site-specific conditions warranting an exemption to the privacy screen height maximum set out in the by-law.
- Council has considered one other request for additional privacy screen height since 2010 and this request was denied.

Based on the above, staff recommend that the requested privacy screen exemption for 99 Westwood Lane be denied.

Financial/Staffing/Other Implications:

There are no financial or staffing implications associated with this report.

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Relationship to Council's Strategic Priorities 2020-2022:

The recommendations of this report are consistent with the Strategic Priority of a Strong Sense of Belonging given that by-laws aim to establish community standards that are consistent and fair for all.

Climate Change Considerations:

Climate change considerations are not applicable to this staff report.

Conclusion:

The Fence By-law sets standards that provide a compromise between function and aesthetics, with the intent of balancing competing desires and establishing consistency across the community.

The Owner of 99 Westwood Lane has submitted an application requesting site-specific exemptions to the Fence By-law to allow for construction of a 6 foot high front yard fence and a 10 foot high privacy screen (exceeding the by-law maximum standards by 0.61 metres (2 feet) in both cases).

Staff recommend approval of a general front yard fence height exemption for the entirety of Denham Drive, and the portion of Westwood Lane between its intersections with Denham Drive (i.e., from 73 Westwood Lane to 108 Westwood Lane). This exemption brings all of the lots in the area with front yard fencing comprised of decorative metal and stone pillars up to 6 feet in height into compliance with the by-law.

Staff recommend that the privacy screen exemption request be denied as there is no unique circumstance warranting an exemption to the Fence By-law standard.

Attachment:

The following attached documents may include scanned images of appendixes, maps and photographs. All attachments have been reviewed and made accessible. If you require an alternative format please call the contact person listed in this document.

- Attachment 1 – By-law 86-21 to amend the Fence By-law 140-90

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Report Approval Details

Document Title:	SRCS.21.10 Fence By-law Amendment Request - 99 Westwood Lane.docx
Attachments:	- By-law 86-21 - WestwoodDenhamFrontYardFence.doc
Final Approval Date:	Jun 11, 2021

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

Tracey Steele - Jun 10, 2021 - 11:59 AM

Darlene Joslin - Jun 10, 2021 - 3:03 PM

Task assigned to MaryAnne Dempster was completed by delegate Kelvin Kwan

Kelvin Kwan on behalf of MaryAnne Dempster - Jun 11, 2021 - 11:00 AM

The Corporation of the City of Richmond Hill

By-Law 86-21

A By-Law to amend By-law 140-90 of the Corporation of the City of Richmond Hill for the regulation of the height and description of fences, being Chapter 973 of the Municipal Code

Whereas pursuant to Section 11(3) of the *Municipal Act 2001*, S.O. 2001, c.25, lower-tier municipalities may pass by-laws respecting structures, including fences;

And Whereas in 1990, the Council of the Corporation of the City of Richmond Hill (the “City”) enacted By-law 140-90, being Chapter 973 of the Municipal Code, to regulate the height and description of fences within the City (the “Fence By-law”);

And Whereas on June 23rd, 2021, Council of the City adopted the recommendations set out in Staff Report SRCS.21.10 and directed staff to bring forward this by-law to amend the Fence By-law;

Now Therefore The Council Of The Corporation Of The City Of Richmond Hill Enacts As Follows:

1. That the Fence By-law be amended by adding the following new exemption to Article 9 Special Provisions:

973.9.21 Exemption – All of Denham Drive, 73 to 108 Westwood Lane

Notwithstanding anything in this Chapter to the contrary, the provisions respecting the permissible height of a front yard fence shall not apply to any property on Denham Drive, and to those properties municipally known as 73 to 108 Westwood Lane, inclusive, to permit 1.82 metre (6 foot) high decorative metal fencing with stone pillar support structures in the front yards of the properties.

2. Except as herein provided and as required to give effect to the amendments in this By-law 86-21, the provisions of the Fence By-law continue in full force and effect without amendment.

Passed this 23rd day of June, 2021.

Joe DiPaola
Acting Mayor

Stephen M.A. Huycke
City Clerk



Staff Report for Council Meeting

Date of Meeting: June 23, 2021

Report Number: SRCS.21.12

Department: Community Services
Division: Community Standards

Subject: **SRCS.21.12 - Amendments to the Refreshment Vehicle Licensing By-law No. 194-05 (Municipal Code Chapter 875)**

Purpose:

To amend the Refreshment Vehicle Licensing By-law No. 194-05 (Municipal Code Chapter 875).

Recommendations:

- a) That Staff Report SRCS.21.12 regarding amendments to the Refreshment Vehicle Licensing By-law be received; and,
- b) That the By-law No. 89-21 (Attachment 1 to Staff Report SRCS.21.12) be enacted to amend the Refreshment Vehicle Licensing By-law No. 194-05 (Municipal Code Chapter 875).

Contact Person:

Tracey Steele, Director of Community Standards, Extension 2476

Dolly Anand, Manager of Policy and Licensing, Extension 6572

Report Approval:

Submitted by: Darlene Joslin, Commissioner of Community Services

Approved by: Mary-Anne Dempster, City Manager

All reports are electronically reviewed and/or approved by the Division Director, Treasurer (as required), City Solicitor (as required), Commissioner, and City Manager. Details of the reports approval are attached.

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Background:

The City of Richmond Hill first enacted a by-law requiring refreshment vehicles to be licensed in 1971. The current 2005 Refreshment Vehicle Licensing By-law No. 194-05 (the “By-law”) is a re-enactment of previous refreshment vehicle regulations, incorporating administrative updates to accommodate changes in overarching provincial legislation (e.g., the Municipal Act and the Provincial Offences Act). The By-law establishes the requirement for refreshment cart and vehicle operators and drivers to obtain annual licences, and identifies operational requirements for refreshment carts and vehicles including locational and duration limitations.

In the early 2000’s the City was issuing around 20 refreshment vehicle licences annually to catering truck-style refreshment vehicles serving coffee and pre-packaged food in industrial, commercial and construction sites. From 2016 to 2019, the number of licences dropped to less than 10 as a result of a decline in the catering-truck style business.

Over past few years, the refreshment vehicle business has been evolving. There has been increased interest from vehicle owners wishing to operate modern “food truck” style vehicles in which food is prepared and served to order. As this type of food service was not considered in the development of the existing By-law, its emergence has resulted in elements of the existing By-law being unnecessarily prohibitive and unclear. For example, Hillcrest Mall recently initiated an area in their parking lot called “Street Eats” featuring a number of food trucks. Technically, these vehicles are not in compliance with existing by-law restrictions, which prohibit vehicles from being in one place in excess of fifteen minutes. Further, there has been increased refreshment vehicle participation at City-led events authorized by City permit, but the Refreshment Vehicle By-law does not clearly exempt these vehicles from the annual licence requirement.

Discussion:

Food trucks are common in municipalities across North America. They provide on-the-go dining choices, add character and variety to the local food service industry, and facilitate small business options for entrepreneurs. Any concerns potentially arising as a result of food trucks (e.g., lack of contribution to municipal taxes, safety and locational issues) are typically mitigated through municipal business licensing programs. It is therefore recommended that the existing Refreshment Vehicle Licensing By-law be amended to facilitate the operation of contemporary food trucks within the same framework that catering vehicles have been permitted to operate in Richmond Hill for many years. At the same time, the By-law should be amended to provide clarity and relief from existing regulations that are unnecessary or inefficient in the current context.

Proposed Refreshment Vehicle By-law Amendments

Recommended amendments to the Refreshment Vehicle Licensing By-law were determined through municipal benchmarking and discussions with various stakeholders

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including refreshment vehicle owners, restaurant owners, and representatives from the Ontario Restaurant Hotel & Motel Association (ORHMA). The recommended by-law amendments are set out in amending By-law No. 89-21 (Attachment 1) and are as follows:

1. Allow refreshment vehicle operation on City property without an annual Refreshment Vehicle Licence, provided a City permit is obtained

The City often solicits refreshment vehicles to participate in City-led events and activities. These operators secure a permit through the Recreation and Culture Division and there is no need for the same vehicles to apply through two separate processes. The proposed amendments will provide clarity that those refreshment vehicles participating in City-led activities are exempt from the requirement to obtain and pay for an annual Refreshment Vehicle Licence when they have a City permit to operate on City property.

2. Allow refreshment carts to sell a variety of items when operating with property owner permission

The By-law currently limits refreshment carts to either operating indoors or only selling dairy and related products outdoors. The proposed amendment will allow refreshment carts to offer a variety of hot and cold refreshments outdoors provided they are within one of the permitted service areas and they have permission from the property owner where they are operating.

3. Remove the requirement for a vehicle inspection provided a valid vehicle safety certificate is submitted

In order to streamline the application process and eliminate duplication with Ministry of Transportation vehicle licensing requirements, the licence application requirement for a vehicle inspection will be eliminated, provided a valid vehicle safety certificate is submitted.

4. Repeal the requirement for refreshments to be wrapped and sold in individual packages

This requirement was specific to catering truck-style vehicles and causes unnecessary confusion in the contemporary context.

5. Clarify that permitted service areas for refreshment vehicles are industrial, commercial and retail zones, and construction sites

The By-law currently indicates that the operation of refreshment vehicles is restricted to “industrial establishments, construction projects and places of employment.” These terms are unclear and have caused confusion. It is proposed that permitted service areas be clarified through use of zoning terminology (i.e., permitted service areas are industrial, commercial, and retail zones). Operation on construction sites will continue to be allowed, as will operation on City property with a permit (as described above).

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6. Allow refreshment vehicles to remain in one place for longer than fifteen minutes with written consent from the property owner

The By-law currently limits the length of time that a refreshment vehicle can remain in one place to a maximum of fifteen minutes. While this was appropriate for catering-style vehicles serving pre-packaged food, it is not reasonable for a food truck that prepares and serves food to order. The proposed amendment will allow vehicles to remain at a specific site for an extended duration provided they have written permission from the property owner, the use is compliant with applicable zoning, and the property is within one of the defined service areas.

In the coming years, the Community Standards Division anticipates undertaking an overall modernization of the City's business licensing program. As part of this process, it is anticipated that the Refreshment Vehicle Licensing By-law will be subject to a comprehensive review and update. Until such time that the By-law can be comprehensively reviewed, the proposed amendments will provide the ability for refreshment vehicles to operate within a reasonable regulatory framework.

Financial/Staffing/Other Implications:

Based on requests received, it is estimated that going forward, the City will be issuing approximately 20 to 25 refreshment vehicle licences annually. This is an increase of 10 to 15 licences from the previous year, and will result in approximately \$3,000 to \$8,000 in additional annual licensing revenue. Given the efficiencies gained through the reduction of vehicle inspections, staff resources are currently adequate to process and oversee the enforcement of the additional licences.

Relationship to Council's Strategic Priorities 2020-2022:

By-law amendments recommended by this report are consistent with the Council Priority of creating a Strong Sense of Belonging by helping create communities and ensuring refreshment vehicle businesses operate safely and fairly.

Climate Change Considerations:

There are no climate change considerations associated with this report.

Conclusion:

The current 2005 Refreshment Vehicle Licensing By-law is a re-enactment of previous refreshment vehicle regulations, incorporating administrative updates to accommodate changes in overarching provincial legislation. The By-law was developed contemplating catering truck-style vehicles serving coffee and pre-packaged food. Over the past few years, the refreshment vehicle business has been evolving and there has been increased interest from owners wishing to operate modern "food truck" style vehicles in which food is prepared and served to order.

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As the preparation and service of food to order was not considered in the development of the existing By-law, its emergence has resulted in elements of the existing By-law being unnecessarily prohibitive and unclear. It is recommended that the existing Refreshment Vehicle Licensing By-law be amended to facilitate the operation of contemporary food trucks within the same framework that catering vehicles have been permitted to operate in Richmond Hill for many years. Recommended amendments to the Refreshment Vehicle Licensing By-law are set out in amending By-law No. 89-21 (Attachment 1).

In the coming years, the Community Standards Division anticipates undertaking an overall modernization of the City's business licensing program. As part of this process, it is anticipated that the Refreshment Vehicle Licensing By-law will be subject to a comprehensive review and update.

Attachments:

The following attached documents may include scanned images of appendixes, maps and photographs. All attachments have been reviewed and made accessible. If you require an alternative format please call the contact person listed in this document.

- Attachment 1 – By-law 89-21 to amend the Refreshment Vehicle Licensing By-law 194-05

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Report Approval Details

Document Title:	SRCS.21.12 - Refreshment Vehicle By-law Amendment.docx
Attachments:	Attachment 1 – By-law 89-21 to amend the Refreshment Vehicle Licensing By-law 194-05
Final Approval Date:	Jun 14, 2021

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

Tracey Steele - Jun 14, 2021 - 5:02 PM

Darlene Joslin - Jun 14, 2021 - 5:05 PM

Task assigned to MaryAnne Dempster was completed by delegate Kelvin Kwan

Kelvin Kwan on behalf of MaryAnne Dempster - Jun 14, 2021 - 7:09 PM

The Corporation of the City of Richmond Hill

By-Law 89-21

A By-Law to amend By-law 194-05 of the Corporation of the City of Richmond Hill for the licensing of refreshment vehicles, as amended, being Chapter 875 of the Municipal Code

Whereas pursuant to Section 150 of the *Municipal Act, 2001 S.O. 2001, c. 25*, Council of the Corporation of the City of Richmond Hill (the “City”) enacted By-law 194-05, being Chapter 875 of the Municipal Code, to regulate the operation of refreshment vehicles within the City (the “Refreshment Vehicle By-law”);

And Whereas on June 9th, 2021, Council of the City adopted the recommendations set out in staff report SRCS.21.12 and directed staff to bring forward this by-law to amend the Refreshment Vehicle By-law;

Now Therefore The Council Of The Corporation Of The City Of Richmond Hill Enacts As Follows:

1. That the Refreshment Vehicle By-law be amended as follows:
 - a. Section 875.2.6 titled “Expiry – annually – June 30th” shall be repealed and replaced by the following:

875.2.6 Expiry – annually June 30 – City-Led Events and Activities

The licenses for the several trades, callings, businesses and occupations set out in this Chapter shall terminate on the 30th day of June in the year endorsed upon the license certificate, unless they are obtained solely for the purpose of participation in City-led events or activities, in which case they will expire in accordance with the applicable City permission.

- b. Section 875.2.8 titled “Fee – license” shall be repealed and replaced by the following:

875.2.8 Fee – license – special event exception

Prior to obtaining a license under this Chapter, every applicant shall pay to the City the fee set forth in the City’s most recent by-law imposing fees and charges known as the Tariff of Fees By-law. Notwithstanding the foregoing, no license fee shall be payable for a license obtained pursuant to the requirements of this Chapter solely for the purpose of participation in City-led events or activities.

- c. Section 875.2.16 titled “Fee – license” shall be repealed and replaced by the following:

875.2.16 Sales – prohibitions – from refreshment cart

No person shall hawk, peddle or sell refreshments from a refreshment cart except:

- (a) Within a building by or on behalf of the person who is the lawful owner or tenant of such building, or part thereof, that person carries on a full-time commercial business therein related to the hawking, peddling or selling of refreshments; or
 - (b) Outside a building described in paragraph (a) with the written permission of the lawful owner or tenant of such building.

Items hawked, peddled or sold from a refreshment cart may only include items such as dairy, hot dogs and related products.

- d. Section 875.4.4 titled “Inspection – vehicle – at appointed place – time” shall be repealed.
- e. Section 875.9.9 titled “Refreshments – wrapped – sold – individual packages” shall be repealed.
- f. Section 875.10.6 titled “Service – restricted areas” shall be repealed and replaced by the following:

875.10.6 Service – restricted areas

The operation of a Refreshment Vehicle shall be restricted to locations within industrial, commercial or retail zones, or at temporary construction sites. Notwithstanding the foregoing, a Refreshment Vehicle may be operated on City property for the purpose of participation in a City-led event provided that, in addition to compliance with this Chapter, approval of the City’s Commissioner of Community Services (or any successor position) or their designate has been obtained for such participation.

- g. Section 875.10.6 titled “Service – restricted areas” shall be repealed and replaced by the following:

875.10.7 Service – duration – fifteen minutes – in one place

The operation of a Refreshment Vehicle shall be restricted such that the vehicle goes from place to place and does not remain in one place, while operating for a length of time in excess of fifteen minutes, unless written permission has been provided by the property owner for a longer duration.

- 2. Except as herein provided and as required to give effect to the amendments in this By-law 89-21, the provisions of the Refreshment Vehicle By-law continue in full force and effect without amendment.

Passed this 23rd day of June, 2021.

Joe DiPaola
Acting Mayor

Stephen M.A. Huycke
City Clerk

Memorandum

June 15, 2021

Memo To: Mayor and Members of Council

Copy To: Executive Leadership Team

From: Sherry Adams, Commissioner of Corporate and Financial Services

Subject: **SRCFS.21.030 - Sole Source Acquisition with SAP Canada Inc. to Sustain the City of Richmond Hill's Enterprise Resource Planning (ERP) Footprint - Revised Recommendations**

At the Council meeting on May 26th, 2021, Council considered and passed a resolution in consideration of Staff Report SRCFS.21.030 Sole Source Acquisition with SAP Canada Inc. to Sustain the City of Richmond Hill's Enterprise Resource Planning (ERP) Footprint. SRCFS.21.030 included a clerical error when naming the sole source vendors for software license acquisitions. The sole source acquisition request should have included both SAP Canada Inc. and Concur Technologies, Inc., a corporation fully owned by SAP. The total acquisition costs, software licenses and contract durations remain the same.

Below are revised recommendations for Council's consideration.

Revised Recommendation(s):

- a) That Council reconsider its decision that a portion of the non-competitive acquisition costs, previously awarded to SAP Canada Inc. for a total acquisition value of \$1,678,000, exclusive of taxes, be awarded to Concur Technologies Inc., a corporation fully owned by SAP Canada Inc. This portion amounts to \$257,000, exclusive of taxes;
- b) That Council reconsider its decision that a portion of the non-competitive acquisition costs, previously awarded to SAP Canada Inc. for a total acquisition value of \$1,678,000, exclusive of taxes, be awarded to the same vendor, SAP Canada Inc. for a total of \$1,421,000 exclusive of taxes;
- c) That Council reconsider its decision that the Commissioner of Corporate and Financial Services, and upon the recommendations of the Chief Information Officer, be authorized to execute any necessary documentation to effect the contract(s).

Attachments:

Attachment 1 - SRCFS.21.030 - Sole Source Acquisition with SAP Canada Inc. to Sustain the City of Richmond Hill's Enterprise Resource Planning (ERP) Footprint

Submitted by:

"Signed version on file in the Office of the Clerk"

Sherry Adams
Commissioner of Corporate and Financial Services



Staff Report for Council Meeting

Date of Meeting: May 26, 2021

Report Number: SRCFS.21.030

Department: Corporate and Financial Services

Division: Information Technology

Subject: SRCFS.21.030 - Sole Source Acquisition with SAP Canada Inc. to Sustain the City of Richmond Hill's Enterprise Resource Planning (ERP) Footprint

Purpose:

The Information Technology Division is seeking Council approval for a non-competitive acquisition greater than \$100,000, in accordance with the Procurement By-law 116-13.

Recommendation(s):

- a) That the sole source acquisition of SAP software licenses, maintenance and support be awarded non-competitively to SAP Canada Inc. for a contract duration of three (3) years and a cost not exceeding \$1,678,000, exclusive of taxes, pursuant to Appendix "B" Part I, Section (c) of the Procurement By-law No. 113-16 in order to ensure compatibility with existing SAP software used and maintained by the City of Richmond Hill staff.
- b) That the Commissioner of Corporate and Financial Services, and upon the recommendations of the Chief Information Officer, be authorized to execute any necessary documentation to effect the contract(s).

Contact Person:

[Asher Jaffri](#), Manager Application Services (905) 771-9996, ext. 2445

[Rob Jones](#), Chief Information Officer (905) 771-9996, ext. 5510

Report Approval:

Submitted by: Sherry Adams, Commissioner of Corporate and Financial Services

Approved by: Mary-Anne Dempster, City Manager

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All reports are electronically reviewed and/or approved by the Division Director, Treasurer (as required), City Solicitor (as required), Commissioner, and City Manager. Details of the reports approval are attached.

Background:

The City of Richmond Hill started its journey with SAP Canada Inc. in 2019, with the promise of running as a true intelligent enterprise and modernizing core aspects of its operations including Finance, Procurement, Human Resources, and Payroll. The selection and procurement of SAP (as an ERP platform) was conducted via a competitive process – whereby an SAP partner/vendor (Blue IT Group) was awarded the contract to implement and support the systems at Richmond Hill.

On February 9, 2021, the City received correspondence from SAP Canada Inc. outlining that it had terminated its partnership with Blue IT Group as a reseller of licenses and third party technical support provider as of January 17, 2021. The email indicated that Richmond Hill has two options to manage their software procurement, licensing and annual support: either seek another third party SAP partner (vendor) or engage directly with SAP Canada Inc.

Procurement By-law No. 113-16, Appendix “B”, Part I - Sole Source Acquisition clause (c) stipulates that sole source acquisitions may be made:

- to ensure compatibility with existing products, to recognize exclusive rights such as patent, copyright or license, or to maintain specialized products that must be maintained by the manufacturer or its representative;

Staff are recommending that the contract be awarded non-competitively pursuant to Appendix “B” Part I, Section (c) of the Procurement By-law No. 113-16 as a direct partnership with SAP Canada Inc., provides the following benefits:

- Receive direct and specialized support from SAP Canada Inc.
- Recognize annual cost savings while enabling more features

Keeps the capitably funded ERP Program on schedule through the implementation of Concur, an Account Payable automation solution

Financial/Staffing/Other Implications:

There is no 2021 operating impact as SAP support and maintenance fees are budgeted annually from the Information Technology Division’s Operating Budget. The City will recognize \$15,000 in annual savings beginning in 2022 even when enabling new Account Payable automation solution Concur.

The total of the proposed three-year award to SAP Canada Inc. in the amount of \$1,678,000, exclusive of taxes, breaks down in accordance with the following table:

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Module	Year 1	Year 2	Year 3
Success Factors	\$255,000	\$255,000	\$255,000
S4HANA	\$195,000	\$200,000	\$200,000
SAP SAC	\$2,000	\$2,000	\$2,000
SAP Concur	\$97,000	\$80,000	\$80,000
License Growth	\$5,000	\$25,000	\$25,000
Total	\$554,000	\$562,000	\$562,000

Relationship to Council's Strategic Priorities 2020-2022:

Working directly with SAP Canada Inc. allows the City to adhere to the notion of Balancing Growth and Green, and illustrating Fiscal Responsibility.

Maintaining transparent operational relationship with SAP Canada Inc. allows the City to run its Enterprise Resource Planning (ERP) system at an optimal capacity – adding supplementary products and services to strategically grow the City's ERP footprint. The sustainment of the ERP system enables staff to deliver adequate Finance, Procurement, Human Resources, and Payroll operations. Operations that are vital to run a truly intelligent municipal enterprise – all whilst maintaining a healthy balance between economic development, data consciousness and environmental protection in the long run. Additionally, by working directly with SAP, the City continues to follow industry best practice, maintains a proactive approach towards IT Software Maintenance, Capital Planning and Forecasting, and hence avoids unnecessary expenditures in order to emerge financially strong from the current pandemic.

Climate Change Considerations:

Climate change considerations are not applicable to this staff report.

Conclusion:

Staff are recommending that the sole source acquisition of SAP software licenses, maintenance and support be awarded non-competitively to SAP Canada Inc. for a contract duration of three (3) years and a cost not exceeding \$1,678,000, exclusive of taxes, pursuant to Appendix "B" Part I, Section (c) of the Procurement By-law No.113-16

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Report Approval Details

Document Title:	SRCFS.21.030 - Sole Source Acquisition with SAP Canada Inc.docx
Attachments:	- SRCFS.21.030 Sole Source Acquisition with SAP Canada Inc.docx
Final Approval Date:	May 6, 2021

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

Rob Jones - May 5, 2021 - 4:03 PM

Sherry Adams - May 5, 2021 - 7:37 PM

MaryAnne Dempster - May 6, 2021 - 1:16 PM



MEMBER MOTION

Section 5.4.4(b) of Procedure By-law

Meeting:	Council
Meeting Date:	June 23, 2021
Subject/Title:	Executive Staff Pay Increases
Submitted by:	Councillor Muench

WHEREAS Richmond Hill residents expect their government to be open and transparent;

WHEREAS the residents of Richmond Hill elect City Council to make decisions on their behalf as they can hold them accountable;

WHEREAS many important decisions are presently being made by staff;

WHEREAS many of these decisions including increased pay for executive staff are currently being made by the City Manager without the knowledge or final approval of Council;

THEREFORE BE IT RESOLVED that the delegated authority to increase pay for City staff in positions at the Director level or above be removed from the City Manager/ Commissioners effective today and that any future increases be brought to Council for approval;

THEREFORE BE IT FURTHER RESOLVED that any pay increases which have been awarded to staff at the Director or Commissioner level within the past 12 months be brought to the next Council meeting for review and possible action.

Moved by: Councillor Muench

Seconded by:



MEMBER MOTION

Section 5.4.4(b) of Procedure By-law

Meeting:	Council
Meeting Date:	June 23, 2021
Subject/Title:	Mayor Dave Barrow Return
Submitted by:	Councillor Muench

WHEREAS at the February 24, 2021 Council meeting, Mayor Dave Barrow brought forward a time-sensitive motion asking Council for a medical leave of absence;

WHEREAS Council granted Mayor Dave Barrow the extended leave of absence by passing a Resolution (Item 15.1) which was confirmed by Confirming By-law 29-21 ("Mayor Barrow's Medical Leave of Absence Resolution");

WHEREAS it has been 4 months since the Mayor began his leave of absence;

WHEREAS Mayor Dave Barrow has sent an email to Council stating that "The medical treatments I've been receiving have been going well and at this time I'm hopeful that I will be able to return to work at the end of the summer,"

WHEREAS Mayor Dave Barrow was recently photographed by Metroland photographer Steve Somerville (Attachment 1) having breakfast at the 3 Coins Open Kitchen restaurant patio on June 11, the first day for patio reopening in the province;

WHEREAS Mayor Dave Barrow looked in fine health and was very talkative according to Metroland photographer Steve Somerville, who saw and talked to the Mayor;

WHEREAS rescinding Mayor Barrow's Medical Leave of Absence Resolution would give Mayor Dave Barrow a further 3 months absence before needing to attend a Council meeting;

WHEREAS a new By-law asking for a further medical leave of absence could be introduced should it be necessary;

THEREFORE BE IT RESOLVED that the resolution granting Mayor Barrow Medical Leave of Absence, passed at the February 24, 2021 Council meeting (Agenda Item 15.1), and confirmed by By-law 29-21, be rescinded as of the end of today's meeting.

Moved by: Councillor Muench

Seconded by:

DRAFT

Attachment 1 - Member Motion submitted by Councillor Muench -
Mayor Dave Barrow Return



The Corporation of the City of Richmond Hill

By-Law 32-21

A By-Law to Establish an Area Specific Development

Charges By-law for the City of Richmond Hill

Bayview North East Development Area

WHEREAS subsection 2(1) of the *Development Charges Act*, 1997, S.O. 1997, c.27, as amended (“the Act”) provides that the council of a municipality may pass by-laws for the imposition of development charges against land to pay for increased capital costs required because of increased needs for services arising from development of the area to which the by-law applies;

AND WHEREAS the Council of the City of Richmond Hill has received and considered a Development Charges Study dated April 9, 2021, respecting the imposition of new development charges for the City of Richmond Hill Bayview North East Development Area which reflect the servicing scheme provided for in the said Study;

AND WHEREAS subsection 9(1) of the Act provides that a development charge by-law expires five years after the day it comes into force unless it expires or is repealed earlier;

AND WHEREAS the Council of the City of Richmond Hill held a public meeting on the 5th day of May, 2021 to consider the enactment of this By-law, and has given appropriate notice in accordance with the Act;

Now Therefore The Council Of The Corporation Of The City Of Richmond Hill Enacts As Follows:

Definitions

1. In this By-law,
 - (b) "Act" means the Development Charges Act, 1997, S.O. 1997, c. 27, as amended or superseded;
 - (c) “accessory building” means a building or structure that is naturally and normally incidental to or subordinate in purpose or both, and exclusively devoted to a principal use, building or structure;
 - (d) “ancillary residential building” means a residential building that would be ancillary to a detached dwelling, semi-detached dwelling, or row dwelling and includes an accessory dwelling.
 - (e) “apartment building” means any residential building containing two or more dwelling units where the dwelling units are connected by an interior corridor whether or not any of the units have an independent entrance either directly or through a common vestibule. Despite the foregoing, stacked townhouse dwellings are considered the same as an apartment building for the purposes of the applicable development charge;
 - (f) “back-to-back townhouse dwelling” means a building where each dwelling unit is divided vertically by common walls, including a common rear wall and common side wall, and has an independent entrance to the dwelling unit from grade level;
 - (g) “banquet hall” means buildings or structures or any part of a building or structure used or designed or intended for use primarily for the purpose of catering to banquets, weddings, receptions or similar social functions for which food and beverages are served;

The Corporation of the City of Richmond Hill
By-law 32-21

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- (h) "Building Code Act" means the Building Code Act, 1992, S.O. 1992, c.23, as amended or superseded;
- (i) "City" means the Corporation of the City of Richmond Hill;
- (j) "class" means a grouping of services combined to create a single service for the purposes of this By-law and as provided in Section 7 of the Development Charges Act.
- (k) "development" means any activity or proposed activity in respect of land that requires one or more of the approvals referred to in section 3 of this By-law and includes the development or redevelopment of land or the redevelopment, expansion, extension or alteration of use of a building or structure;
- (l) "development charge" means a charge imposed pursuant to this By-law;
- (m) "*Development Charges Act*" means the *Development Charges Act*, 1997, S.O. 1997, Chapter 27, as amended or superseded;
- (n) "derelict building" means a building or structure that is vacant, neglected, poorly maintained, and unsuitable for occupancy which may include a building or structure that: (a) is in a ruinous or dilapidated condition; (b) the condition of which seriously depreciates the value of land or buildings in the vicinity; (c) is in such a state of non-repair as to be no longer suitable for human habitation or business purposes; (d) is an allurements to children who may play there to their danger; (e) constitutes a hazard to the health or safety of the public; (f) is unsightly in relation to neighboring properties because the exterior finish of the building or structure is not maintained, or; (g) is a fire hazard to itself or to surrounding lands or buildings;
- (o) "dwelling unit" means any part of a building or structure used, designed or intended to be used as a domestic residence in which one or more persons may sleep and are provided with culinary and sanitary facilities for their exclusive use;
- (p) "existing industrial building" has the meaning set out in the *Ontario Regulation 82/98* under the *Development Charges Act*;
- (q) "grade" means the average level of finished ground adjoining a building or structure at all exterior walls;
- (r) "gross floor area" means,
 - (i) in the case of a residential building or structure, or in the case of a mixed-use building or structure with respect to the residential portion thereof, the aggregate of the areas of each floor above grade of a dwelling unit measured between the exterior faces of the exterior walls of the building or structure or from the center line of a common wall separating a dwelling unit from another dwelling unit or other portion of a building;
 - (ii) in the case of a non-residential building or structure, or in the case of a mixed-use building or structure with respect to the non-residential use portion thereof, the aggregate of the areas of each floor, whether above or below grade, measured between the exterior faces of the exterior walls of the building or structure or from the center line of a common wall separating a non-residential use and a residential use, excluding, in the case of a building or structure containing an atrium, the sum of the areas of the atrium at the level of each floor surrounding the atrium above the floor level of the atrium, and excluding, in the case of a building containing parking spaces other than a parking structure, the sum of the areas of each floor used, or designated or intended for use for the parking of motor vehicles unless the parking of motor vehicles is the principal use of the

building or structure, and, for the purposes of this definition, the non-residential use portion of a mixed-use building is deemed to include one-half of any area common to the residential use and non-residential use portions of such mixed-use building or structure but shall not include any common area used exclusively by or for the residential use portion of such mixed-use buildings or structures;

- (s) “heritage building” means a building or structure which is designated to be of cultural heritage value or interest, or that is included in the register as a property of cultural value or interest, pursuant to the Ontario Heritage Act, R.S.O. 1990, c. O.18, as amended or superseded;
- (t) “hospice” means a building or portion of a mixed-use building designed and intended to provide palliative care and emotional support to the terminally ill in a home or homelike setting so that quality of life is maintained, and family members may be active participants in care.
- (u) “hotel” means a commercial establishment offering lodging mainly to travelers and sometimes to permanent residents, and may include other services such as restaurants, meeting rooms and stores, that are available to the general public;
- (v) “industrial” means lands, buildings or structures used or designed or intended for use for manufacturing, processing, fabricating or assembly of raw goods, warehousing or bulk storage of goods, and includes office uses and the sale of commodities to the general public where such uses are accessory to an industrial use, includes cannabis production facilities, but does not include the sale of commodities and the supplying of personal services, self-storage facilities, or mini-self-storage facilities, or as otherwise defined in the zoning by-law;
- (w) “institution” means buildings or structures used or designed or intended for use by an organized body, society or religious group for promoting a public or non-profit purpose and shall include, but without limiting the generality of the foregoing, places of worship;
- (x) “Interest Rate” means the annual rate of interest calculated as per the City’s Development Charges Interest Policy (Attachment A – SRCFS.20.009), as may be revised from time to time.
- (y) “Institutional Development” means development of a building or structure intended for use:
 - (i) as a long-term care home within the meaning of Subsection 2(1) of the Long-Term Care Homes Act, 2007, S.O. 2007, c. 8, as amended or superseded;
 - (ii) as a retirement home within the meaning of Subsection 2(1) of the Retirement Homes Act, 2010, S.O. 2010, c. 11, as amended or superseded;
 - (iii) by any of the following post-secondary institutions for the objects of the institution:
 1. a university in Ontario that receives direct, regular, and ongoing operating funding from the Government of Ontario,
 2. a college or university federated or affiliated with a university described in subclause (1), or
 3. an Indigenous Institute prescribed for the purposes of Section 6 of the Indigenous Institutes Act, 2017, S.O. 2017, c. 34, Sched. 20, as amended or superseded;

- (iv) as a memorial home, clubhouse, or athletic grounds by an Ontario branch of the Royal Canadian Legion; or
- (v) as a hospice to provide end of life care;
- (z) “large apartment” means a row dwelling or a dwelling unit in a low density multiple building or an apartment building that is 700 square feet or larger in size;
- (aa) “live work unit” means any part of a building or structure that includes a dwelling unit as well as a space intended for non-residential use;
- (bb) “local board” has the meaning set out in Section 1 of the Development Charges Act;
- (cc) “other multiple dwelling” means all dwellings other than single detached dwellings, semi-detached dwellings, apartment building, ancillary residential dwellings, and includes but is not limited to: row dwellings, back-to-back townhouse dwellings, and the residential portion of the live work unit;
- (dd) “mixed-use buildings” means land, buildings or structures used, or designed or intended for use, for a combination of non-residential and residential uses;
- (ee) “net hectare” means the area of land in hectares net of:
 - (i) all lands conveyed or to be conveyed without the payment or provision of valuable consideration pursuant to Sections 42, 51.1 and 53 of the *Planning Act*, R.S.O. 1990, c. P.13;
 - (ii) all lands conveyed or to be conveyed to the City or any local board thereof, to the Regional Municipality of York or any local board thereof without the payment or provision of valuable consideration;
 - (iii) all lands conveyed or to be conveyed to the Ministry of Transportation for the construction of provincial highways, and
 - (iv) all lands conveyed or to be conveyed to and to be used by a school board for the purposes of such school board,and, for greater particularity, “to be conveyed” when used aforesaid means that such lands are to be conveyed to the specified entity forthwith following the applicable approval referred to in Section 3 and that such conveyance is secured by an unconditional agreement with the specified entity and “to be conveyed” does not mean or include a situation where the conveyance of such lands is secured by a conditional agreement or by an option in favour of such entity. Notwithstanding the foregoing and for greater particularity, where the development of land is by way of an approval of a plan of subdivision under Section 51 of the *Planning Act*, such lands shall be deemed not to be lands to be conveyed to the applicable entity unless such conveyance is secured by the subdivision agreement; and where the development of land is by way of a consent under Section 53 of the *Planning Act*, such lands shall be deemed not to be lands to be conveyed to the applicable entity unless such conveyance is secured by the conditions of the provisional consent and the condition is satisfied prior to the giving of the consent;
- (ff) “non-profit housing development” means development of a building or structure intended for use as residential premises by,
 - (i) a corporation without share capital to which the Corporations Act applies, that is in good standing under that Act and whose primary object is to provide housing;

- (ii) a corporation without share capital to which the Canada Not-for-profit Corporations Act applies, that is in good standing under that Act and whose primary object is to provide housing; or
- (iii) a non-profit housing co-operative that is in good standing under the Co-operative Corporations Act, or any successor legislation;
- (gg) "non-residential use" means a building or structure used for other than a residential use and shall include retail uses;
- (hh) "non-retail uses" means all non-residential uses other than retail uses and shall include offices;
- (ii) "offices" means lands, buildings or structures used or designed or intended for use for the practice of a profession, the carrying on of a business or occupation or the conduct of a nonprofit organization and shall include but not be limited to the office of a physician, lawyer, dentist, architect, engineer, accountant, real estate or insurance agency, veterinarian, surveyor, appraiser, financial institution, contractor, builder, and developer;
- (jj) "owner" means the owner of land or a person who has made application for an approval for the development of land;
- (kk) "parking structure" means a building or structure principally used for the parking of motor vehicles and shall include a building or structure, or any part thereof, where motor vehicles are stored prior to being sold or rented to the general public;
- (ll) "place of worship" means a building or structure, or that part thereof, that would be exempt from taxation as a place of worship pursuant to the *Assessment Act*, R.S.O. 1990, c. A.31, as amended or superseded;
- (mm) "Planning Act" means the Planning Act, R.S.O. 1990, c. P.13, as amended or superseded;
- (nn) "public hospital" means a hospital governed by the Public Hospitals Act, R.S.O. 1990, c. P.40, as amended or superseded;
- (oo) "Region" means the Regional Municipality of York;
- (pp) "rental housing" means development of a building or structure with four or more dwelling units all of which are intended for use as rented residential premises;
- (qq) "residential use" includes all buildings or structures or portions thereof used for residential occupancy and includes buildings or structures used for single detached dwellings, semi-detached dwellings, low density multiple and apartment units, stacked townhouse dwelling units and back-to-back townhouse dwelling units;
- (rr) "retail uses" means all buildings or structures used for the sale or rental or offer for the sale or rental of goods or services to the general public for consumption or use and shall include but not be limited to a banquet hall, parking structure and a hotel, as well as any building or structure used for the sale or rental of goods or services where membership is a precondition to a person being able to acquire the goods or services at that place, but shall exclude an office;
- (ss) "row dwelling" means a dwelling unit in a residential building consisting of more than two dwelling units having one or more vertical walls, but no other parts, attached to another dwelling;
- (tt) "school board" means a board as defined in Section 1(1) of the Education Act, R.S.O. 1990, c. E.2, as amended or superseded;

- (uu) “semi-detached dwelling” means a dwelling unit in a residential building consisting of two dwelling units having one vertical wall, but no other parts, attached to another dwelling unit, where the residential units are not connected by an interior corridor;
- (vv) "services" means services designated in this By-law;
- (ww) “single detached dwelling” means a residential building consisting of one dwelling unit that is not attached to another structure; and
- (xx) “stacked townhouse dwelling” means a building containing two or more dwelling units where each dwelling unit is separated horizontally and/or vertically from another dwelling unit by a common wall or floor;
- (yy) "zoning by-law" means the current Zoning By-Laws of the City of Richmond Hill, or any successor thereof.

Designation of Services/Class of Services

- 2. The class/category of services for which development charges are imposed under this by-law are described in Schedule “C”.

Lands Affected

- 3. This By-law applies to all land within the Bayview Northeast Development Area of the City, as shown on Schedule “A” to this By-law.

Approvals for Development

- 4. A development charge is payable by the owner pursuant to this By-law in connection with the following approvals for the development of land:
 - (a) the passing of a zoning by-law or of an amendment to a zoning by-law under Section 34 of the *Planning Act*;
 - (b) the approval of a minor variance under Section 45 of the *Planning Act*;
 - (c) a conveyance of land to which a by-law passed under subsection 50(7) of the *Planning Act* applies;
 - (d) the approval of a plan of subdivision under Section 51 of the *Planning Act*;
 - (e) a consent under Section 53 of the *Planning Act*;
 - (f) the approval of a description under Section 9 of the *Condominium Act*, 1998 S.O. 1998, c. 19; or
 - (g) the issuing of a permit under the *Building Code Act* in relation to a building or structure.

Multiple Approvals

- 5. (a) Where two or more of the actions described in subsections 4(a) to (g) inclusive, are required before land to which a development charge applies can be developed, only one development charge shall be levied in accordance with the provisions of this By-law.
- (b) Notwithstanding subsection 5(a) above, if two or more of the actions described in subsections 4(a) to 4(g) inclusive occur at different times with respect to the same lands and result in additional development of those lands, an additional development charge in respect of such additional development shall be calculated and paid in accordance with the provisions

of this By-law and the provisions of Sections 6, 8, 10, 11 12 and 13 shall be applicable in calculating the additional development charge.

Calculation of Development Charges

6. (a) The development charge with respect to the development of any land, buildings or structures shall be calculated in the case of a residential use and a non-residential use development, based upon the number of net hectares of land related to the development.
- (b) Notwithstanding subsection 6(a) where the proposed development is one single detached dwelling and the land related to that development is greater than .0929 net hectares, that portion of the land area greater than .0929 net hectares shall be exempt from the development charge calculation.
- (c) Notwithstanding subsection 6(a), where:
- (i) the development is for any lot created prior to November 21, 1991;
 - (ii) there is on the lot, immediately prior to the development, a non-residential use; and
 - (iii) the development is for a non-residential use,
- the development charge with respect to the development of the lot, shall be calculated according to the following formula:

$$\frac{A}{(A + B)} \times C$$

And, for the purposes of this formula, the following definitions shall apply:

- A = The gross floor area of the development
- B = The gross floor area of the non-residential use on the lot immediately prior to the development
- C = The development charge as otherwise determined in accordance with subsection 6(a)

For the purposes of this subsection, “lot” shall mean a parcel or tract of land:

- (i) which is a whole lot as shown on a registered plan of subdivision, but a registered plan of subdivision for the purpose of this definition does not include a registered plan of subdivision which has been deemed not to be a registered plan of subdivision under a By-law passed pursuant to the *Planning Act*, or
- (ii) is a separate parcel of land without any adjoining lands being owned by the same owner or owners, or
- (iii) the description of which is the same as that for which a consent as defined in Section 50(1) of the *Planning Act* has been given,

provided that, for the purposes of this definition no parcel or tract of land ceases to be a lot by reason only of the fact that part or parts of it has or have been conveyed to or acquired by the City, Her Majesty in the Right of Canada, the Province of Ontario, or the Region.

Schedule of Services for Development Charges

7. (a) The services for which the development charge is imposed and the amount of the development charge payable with respect to any of the approvals mentioned in subsections (a) to (g) of Section 4 of this By-law shall be calculated in accordance with Schedule “B” to this By-law, subject to any exemptions, reductions, credits and other qualifications provided in this By-law.
- (b) Development Charges shall be imposed under this by-law for Class/Category of Services as set out in Schedule “C”.

Indexing of Development Charges

8. Development charges imposed pursuant to this By-law shall be adjusted annually, without amendment to this By-law, commencing on the first day of July in the year following the enactment of this By-law and every subsequent year, in accordance with the Act.

Timing of Calculation and Payment

9. (a) The development charge shall be calculated as of, and shall be payable, on the date a building permit is issued in relation to a building or structure on land to which the development charge applies.
- (b) Notwithstanding subsection 9(a), development charges for rental housing and institutional developments are due and payable in 6 installments commencing with the first installment payable on the date of occupancy, and each subsequent installment, including interest at a rate that is set out in the City’s Development Charges Interest Policy, payable on the anniversary date each year thereafter.
- (c) Notwithstanding subsection 9(a), development charges for non-profit housing developments are due and payable in 21 installments commencing with the first installment payable on the date of occupancy, and each subsequent installment, including interest at a rate that is set out in the City’s Development Charges Interest Policy, payable on the anniversary date each year thereafter.
- (d) Where the development of land results from the approval of a site plan or zoning by-law amendment received on or after January 1, 2020, and the approval of the application occurred within two years of building permit issuance, the development charges under subsection 6 shall be calculated on the rates set out in Schedule “B” on the date of the planning application, including interest. Where both planning applications apply development charges under subsection 6, shall be calculated on the rates, including interest rate set out in the City’s Development Charges Interest Policy, payable on the anniversary date each year thereafter, set out in Schedule “B” on the date of the later planning application, including interest.
- (e) Notwithstanding subsections 9(a) - 9(d) an owner and the City may enter into an agreement respecting the timing of the payment of a development charge, or a portion thereof, and the terms of such agreement shall then prevail over the provisions of this By-law.

Exemptions for Intensification of Residential Land Uses and Enlargement of Existing Industrial Buildings

10. (a) This By-law does not apply with respect to approvals related to the residential use of land, buildings or structures that would have the effect only:

- (i) of permitting the enlargement of an existing residential dwelling unit; or
- (ii) of permitting one or two additional dwelling units in an existing residential building single as set out in the Regulations to the Development Charges Act, 1997;
- (iii) of permitting the creation of additional dwelling units equal to the greater of one Dwelling Unit or one percent of the existing Dwelling Units in existing Rental Housing or a prescribed ancillary residential dwelling structure to the existing residential building;
- (iv) of permitting the creation of one additional dwelling unit in any other existing residential building already containing at least one Dwelling Unit or prescribed ancillary residential dwelling structure to the existing residential building; or
- (v) permit the creation of a second dwelling unit in prescribed classes of proposed new residential buildings, including residential dwelling structures ancillary to dwellings, subject to the following restrictions:

Item	Name of Class of Proposed New Residential Buildings	Description of Class of Proposed New Residential Buildings	Restrictions
1	Proposed new detached dwellings	Proposed new residential buildings that would not be attached to other buildings and that are permitted to contain a second dwelling unit, that being either of the two dwelling units, if the units have the same gross floor area, or the smaller of the dwelling units.	The proposed new detached dwelling must only contain two dwelling units. The proposed new detached dwelling must be located on a parcel of land on which no other detached dwelling, semi-detached dwelling or row dwelling would be located.
2	Proposed new semi-detached dwellings or row dwellings	Proposed new residential buildings that would have one or two vertical walls, but no other parts, attached to other buildings and that are permitted to contain a second dwelling unit, that being either of the two dwelling units, if the units have the same gross floor area, or the smaller of the dwelling units.	The proposed new semi-detached dwelling or row dwelling must only contain two dwelling units. The proposed new semi-detached dwelling or row dwelling must be located on a parcel of land on which no other detached dwelling, semi-detached dwelling or row dwelling would be located.
3	Proposed new residential buildings that would be ancillary to a proposed new detached dwelling, semi-detached dwelling or row dwelling	Proposed new residential buildings that would be ancillary to a proposed new detached dwelling, semi-detached dwelling or row dwelling and that are permitted to contain a single dwelling unit.	The proposed new detached dwelling, semi-detached dwelling or row dwelling, to which the proposed new residential building would be ancillary, must only contain one dwelling unit. The gross floor area of the dwelling unit in the proposed new residential building must be equal to or less than the gross floor area of the detached dwelling, semi-detached dwelling or row dwelling to which the proposed new residential building is ancillary.

- (b) Notwithstanding subsection 10(a), development charges shall be imposed if the total gross floor area of the additional one or two units exceeds the gross floor area of the existing dwelling unit.
- (c) If a development includes the enlargement of the gross floor area of an existing industrial building, the amount of the development charge that is payable in respect of the enlargement, is determined in accordance with the following:
 - (i) Subject to subsection 10(b)(iii), if the gross floor area is enlarged by 50 per cent or less of the lesser of:
 - (A) the gross floor area of the existing industrial building, or
 - (B) the gross floor area of the existing industrial building before the first enlargement for which:
 - (i) an exemption from the payment of development charges was granted, or
 - (ii) a lesser development charge than would otherwise be payable under this By-law, or predecessor thereof, was paid,

pursuant to Section 4 of the Act and this subsection,

the amount of the development charge in respect of the enlargement is zero;

- (ii) Subject to subsection 10(b)(iii), if the gross floor area is enlarged by more than 50 per cent of the lesser of:

- (A) the gross floor area of the existing industrial building, or
- (B) the gross floor area of the existing industrial building before the first enlargement for which:
 - (i) an exemption from the payment of development charges was granted, or
 - (ii) a lesser development charge than would otherwise be payable under this By-law, or predecessor thereof, was paid,

pursuant to Section 4 of the Act and this subsection,

the amount of the development charge in respect of the enlargement is the amount of the development charge that would otherwise be payable multiplied by the fraction determined as follows:

- (A) determine the amount by which the enlargement exceeds 50 per cent of the gross floor area before the first enlargement, and
- (B) divide the amount determined under subsection (A) by the amount of the enlargement.

- (iii) For the purposes of calculating the extent to which the gross floor area of an existing industrial building is enlarged in subsections 10(b)(i) and 10(b)(ii), the cumulative gross floor area of any previous enlargements for which:

- (A) an exemption from the payment of development charges was granted, or
- (B) a lesser development charge than would otherwise be payable under this By-law, or predecessor thereof, was paid,

pursuant to Section 4 of the Act and this subsection,

shall be added to the calculation of the gross floor area of the proposed enlargement.

- (iv) For the purposes of this subsection (b), the enlargement must not be attached to the existing industrial building by means only of a tunnel, bridge, passageway, canopy, shared below grade connection, such as a service tunnel, foundation, footing or parking facility.
- (v) Notwithstanding the definition of “gross floor area” set out in Section 1 of this By-law, for the purposes of this subsection (b) only, “gross floor area” shall have the meaning set out in Ontario Regulation 82/98 made pursuant to the *Development Charges Act*.

Reduction of Charges for Redevelopment and Change of Use

11. (a) Where, as a result of the redevelopment of land, a building or structure existing on the land within 48 months prior to the date of payment of development charges in regard to such redevelopment was, or is to be demolished, in whole or in part, or converted from one principal use to another, in order to facilitate the redevelopment, the development charges

otherwise payable with respect to such redevelopment shall be reduced by the following amounts:

- (b) in the case of a residential building or structure, or in the case of a mixed-use building or structure, the residential uses in the mixed-use building or structure, an amount calculated by multiplying the applicable development charge under section 6 of this by-law by the number, according to type, of dwelling units that have been or will be demolished or converted to another principal use; and
 - (c) in the case of a non-residential building or structure or, in the case of mixed-use building or structure, the non-residential uses in the mixed use building or structure, an amount calculated by multiplying the applicable development charges under section 6 of this by-law by the gross floor area that has been or will be demolished or converted to another principal use, provided that such amounts shall not exceed, in total, the amount of the development charges otherwise payable with respect to the redevelopment. The 48 month time frame shall be calculated from the date of the issuance of the demolition permit.
12. For the purposes of section 11, the onus is on the applicant to produce evidence to the satisfaction of the City, acting reasonably, to establish the following:
- (i) the number of dwelling units that have been or will be demolished or converted to another principal use; or
 - (ii) the non-residential gross floor area that has been or will be demolished or converted to another principal use; and
 - (iii) in the case of a demolition, that the dwelling units and/or non-residential gross floor area were demolished within 48 months prior to the date of the payment of development charges in regard to the redevelopment.
13. Any building or structure, that is determined to be derelict, or the equivalent of derelict by the Council of the City, shall be eligible for development charge credits in accordance with section 14.
14. Any building or structure deemed derelict, or the equivalent of derelict in accordance with section 13 shall be eligible for development charge credits if a building permit is issued for a building or structure on the lands previously occupied by the deemed derelict residential building or structure within 120 months or less of the issuance of demolition permit for the deemed derelict building or structure. The calculation of the development charge credit shall be made in accordance with Section 11, the total amount of which shall be based on the time that has passed between the date of issuance of the demolition permit and the date of issuance of the building permit as set out in Schedule D.

No Refunds Arising Out of Reductions or Credits

15. Notwithstanding anything in this By-law to the contrary, whenever a reduction or credit is allowed against a development charge otherwise payable pursuant to this By-law and the total of such amounts exceeds the amount of the development charge payable pursuant to this By-law, no further reduction(s) or credit(s) shall be allowed and no refund shall be payable.

Exemptions

16. Notwithstanding the provisions of this by-law, development charges shall not be imposed with respect to:
- (a) buildings or structures to be owned by and used for the purposes of the City, the Region or a local board;

- (b) buildings or structures to be owned by a school board and used for school board purposes;
- (c) buildings or structures to be used as a public hospital;
- (d) the gross floor area of a place of worship up to a maximum of 464.5 square metres (or 5,000 square feet) or in respect of that portion of the gross floor area of a place of worship which is used as an area for worship, whichever is greater;
- (e) the relocation of a residential heritage building within the boundaries of the City of Richmond Hill; and
- (f) the creation or addition of an accessory building not exceeding 100 square metres (1,076.39 square feet) of gross floor area save and except for any live work units with a retail component, for which development charges will be payable on the retail portion.

Payment By Money Or Credits for The Provision of Services

17. (a) Payment of development charges shall be by cash or by certified cheque.
- (b) Where any development charge, or any part thereof, remains unpaid after the date on which it is payable, the amount unpaid shall be added to the tax roll and collected in the same manner as taxes.
- (c) In the alternative to payment by the means provided in subsection 17(a), the City may, by an agreement entered into with the owner, accept the provision of services in lieu of the payment of all or any portion of a development charge pursuant to subsection (1) of Section 38 of the Act.
- (d) If, pursuant to an agreement, the City allows an owner to perform work that relates to a service to which a development charge relates, the amount of the credit towards the development charge for such work shall be the reasonable cost of doing such work as agreed by the City and the owner, provided however, that no credit may be given for any part of the cost of the work that relates to an increase in the level of service that exceeds the average level of service described in paragraph 4 of subsection 5(1) of the Act.
- (e) In any agreement made in accordance with subsection 17(c) of this By-law, the City may agree to give a credit in relation to another service to which this By-law relates.
- (f) In any agreement respecting credits arising from a development charge payable under any other development charge by-law, the City may agree to give a credit related to a development charge payable under this By-law.

Reserve Funds

18. Development charge payments received by the City pursuant to this By-law shall be maintained in a separate reserve fund or funds for each service to which the development charge relates and shall be spent only for the capital costs determined under paragraphs 2 to 7 of subsection 5(1) of the Act.

Interest on Refunds

19. (a) Where this By-law, in whole or in part, or any development charge prescribed hereunder is amended or repealed by Order of the Ontario Municipal Board, or if a development charge that has already been paid is reduced by the Council of the City pursuant to Section 20 of the Act, or by the Ontario Municipal Board pursuant to Section 24 of the Act, the Treasurer

for the City shall calculate forthwith the amount of any refund or overpayment to be refunded as a result of the said amendment or repeal.

- (b) Refunds that are required to be paid under subsection 19(a) shall be paid to the owner who made the payment.
- (c) Refunds that are required to be paid under subsection 19(a) shall be paid with interest to be calculated as follows:
 - (i) Interest shall be calculated in accordance with the Bank of Canada rate from the date on which the overpayment was collected to the date on which the refund is paid;
 - (ii) Interest on refunds for the period for which interest is payable pursuant to subsection 19(c)(i) shall be calculated and paid on a fluctuating basis in accordance with the quarter-yearly adjustment of the interest rate as established in subsection 19(c)(iii);
 - (iii) The Bank of Canada interest rate in effect on the date of coming into force of this By-law shall be adjusted quarter-yearly thereafter on the first business day of January, April, July and October in each year to the rate established by the Bank of Canada on that date of the adjustment.

Exemption Where Development Charge Paid in Full

20. (a) Subject to subsection 20(b), notwithstanding any other provision in this By-law, no development charge shall be payable where the full amount of a development charge imposed pursuant to this By-law or a predecessor thereof has previously been paid on the net hectares of land related to the development.
- (b) Where,
- (i) the proposed development is related to land for which a development charge imposed pursuant to this By-law, or a predecessor thereof, has been paid and in the calculation of that development charge, the reduction provided for in subsection 6(b), or predecessor thereof, was applied, and
 - (ii) subsequent to the payment of the development charge provided for in subsection 20(b)(i), the land related to the development was the subject of a plan of subdivision pursuant to section 51 of the *Planning Act*, or a consent pursuant to section 53 of the *Planning Act*,
- the exemption provided for in subsection 20(a) shall not apply to any area of the land determined to be in excess of .0929 hectares in calculating the development charges paid previously.

Schedules

21. The following Schedules to this By-law form an integral part of this By-law:

Schedule "A":	Map Showing Boundary of Bayview Northeast Development Area
Schedule "B":	Area Specific Development Charges: Bayview Northeast Development Area
Schedule "C":	Category of Services

Schedule "D": Calculation of Development Charges Credits provided to
Derelict Buildings

Date By-law Effective

22. This By-law shall come into force and effect on the date of enactment.

Repeal of Existing By-law

23. By-law No.30-16 is hereby repealed.

Short Title

24. The short title of this By-law is the "City of Richmond Hill Area Specific Development Charges By-law, 2021 – Bayview Northeast Development Area".

PASSED THIS 23rd DAY OF JUNE, 2021.

Joe DiPaola
Acting Mayor

Stephen M.A. Huycke
City Clerk

SCHEDULE “A”

TO BY-LAW 32-21

CITY OF RICHMOND HILL

AREA SPECIFIC DEVELOPMENT CHARGES

BAYVIEW NORTHEAST DEVELOPMENT AREA

SCHEDULE “B”
TO BY-LAW 32-21
CITY OF RICHMOND HILL
AREA SPECIFIC DEVELOPMENT CHARGES
BAYVIEW NORTHEAST DEVELOPMENT AREA

AREA SPECIFIC SERVICES	COST (\$000)
Collector Roads	\$690.0
Watermains and Appurtenances	\$0.0
Sanitary Sewers and Appurtenances	\$0.0
Storm Sewers and Appurtenances	\$4,277.6
Boundary Roads	\$621.2
Valley Land Improvements	\$0.0
Consulting Studies	\$0.0
Credit Carryforwards	\$4,635.1
Total Costs before allocation of Existing Reserves	<u>\$10,223.9</u>
Existing Reserves	<u>\$2,116.5</u>
TOTAL COSTS AFTER ALLOCATION OF EXISTING RESERVES	<u>\$8,107.4</u>

Benefiting Area – 18.64 Net Hectares

Development Charge - \$434,900 per Net Hectare

NOTES:

All charges are subject to adjustment in accordance with the terms of Section 8 of this By-law.

Additional development charges may be imposed pursuant to other development charge by-laws.

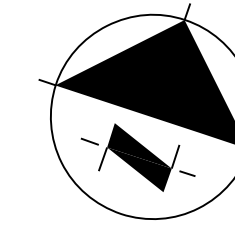
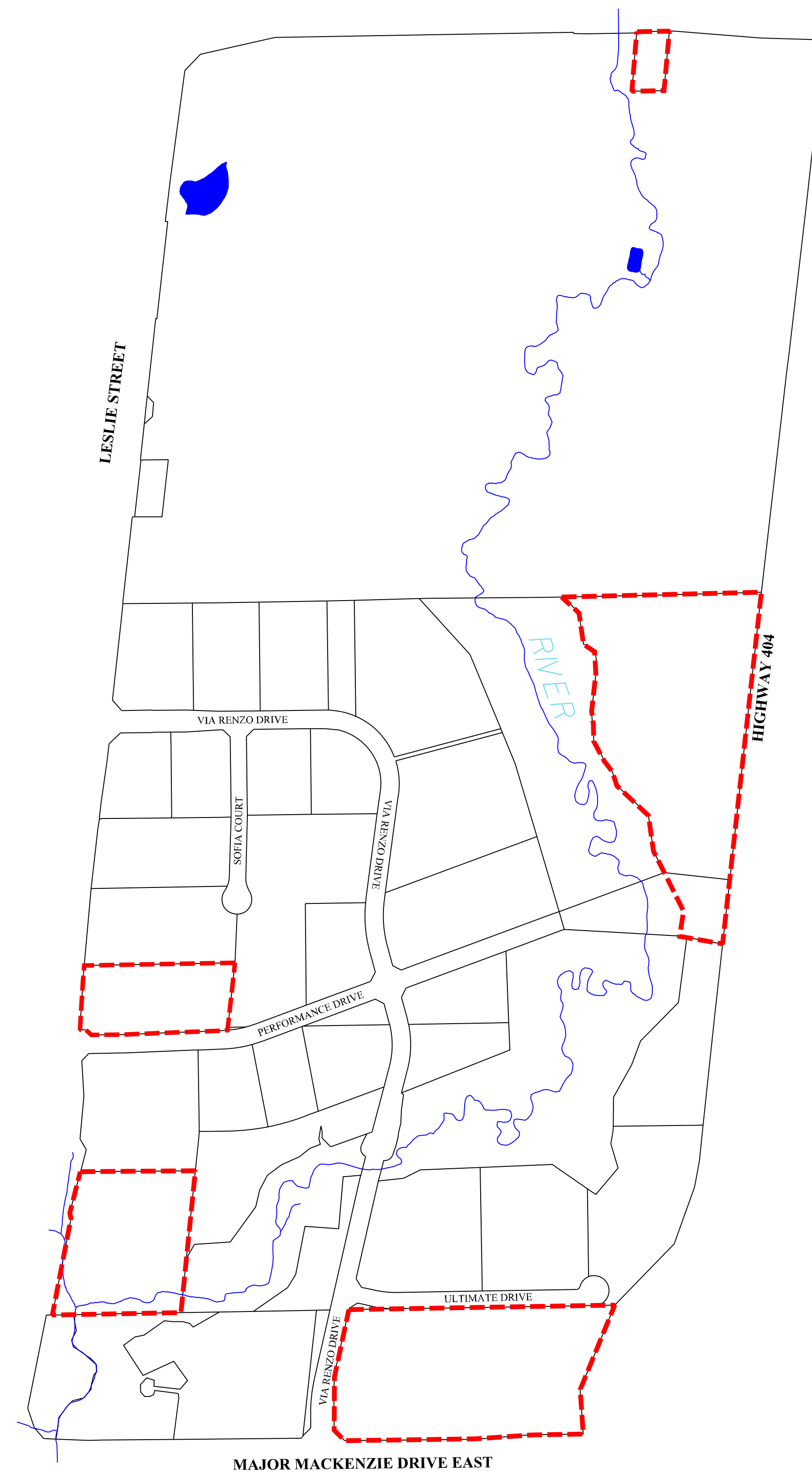
SCHEDULE “C”
TO BY-LAW 32-21
CITY OF RICHMOND HILL
AREA SPECIFIC DEVELOPMENT CHARGES
BAYVIEW NORTHEAST DEVELOPMENT AREA

CLASS/CATEGORY OF SERVICES

- Boundary Roads
- Road Works
- Storm Sewers and Appurtenances

SCHEDULE “D”
TO BY-LAW 32-21
CITY OF RICHMOND HILL
AREA SPECIFIC DEVELOPMENT CHARGES
BAYVIEW NORTHEAST DEVELOPMENT AREA
CALCULATION OF DEVELOPMENT CHARGES CREDITS PROVIDED TO
DERELICT BUILDINGS

Number of Months From Date of Demolition Permit to Date of Building Permit Issuance	Credit Provided (%)
Up to and including 48 months	100
Greater than 48 months up to and including 72 months	75
Greater than 72 months up to and including 96 months	50
Greater than 96 months up to and including 120 months	25
Greater than 120 months	0



DEVELOPMENT CHARGES

Bayview North East
Site Specific Area
All Services

Sheet 1 of 1
Block No. 20

LEGEND

Boundary of
Lands Included
in By-Law



J. DiPaola Acting Mayor

Date: _____

Stephen M.A. Huycke City Clerk

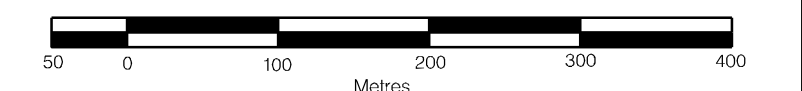
Date: _____

Schedule A To Area Specific Development Charges By-Law

Plot Date: 12/8/2021

By-Law No:

SCALE



The City of Richmond Hill

225 East Beaver Creek Road
Richmond Hill, Ontario
Canada L4B 3P4
Telephone: (905) 771-8810
Fax: (905) 771-2404

PLANNING & INFRASTRUCTURE
DEPARTMENT

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The Corporation of the City of Richmond Hill

By-Law 33-21

A By-Law to Establish an Area Specific Development

Charges By-law for the City of Richmond Hill

Headford – Excluding Storm Development Area

WHEREAS subsection 2(1) of the *Development Charges Act*, 1997, S.O. 1997, c.27, as amended (“the Act”) provides that the council of a municipality may pass by-laws for the imposition of development charges against land to pay for increased capital costs required because of increased needs for services arising from development of the area to which the by-law applies;

AND WHEREAS the Council of the City of Richmond Hill has received and considered a Development Charges Study dated April 9, 2021, respecting the imposition of new development charges for the City of Richmond Hill Headford Excluding Storm Development Area which reflect the servicing scheme provided for in the said Study;

AND WHEREAS subsection 9(1) of the Act provides that a development charge by-law expires five years after the day it comes into force unless it expires or is repealed earlier;

AND WHEREAS the Council of the City of Richmond Hill held a public meeting on the 5th day of May, 2021 to consider the enactment of this By-law, and has given appropriate notice in accordance with the Act;

Now Therefore The Council Of The Corporation Of The City Of Richmond Hill Enacts As Follows:

Definitions

1. In this By-law,
 - (b) "Act" means the Development Charges Act, 1997, S.O. 1997, c. 27, as amended or superseded;
 - (c) “accessory building” means a building or structure that is naturally and normally incidental to or subordinate in purpose or both, and exclusively devoted to a principal use, building or structure;
 - (d) “ancillary residential building” means a residential building that would be ancillary to a detached dwelling, semi-detached dwelling, or row dwelling and includes an accessory dwelling.
 - (e) “apartment building” means any residential building containing two or more dwelling units where the dwelling units are connected by an interior corridor whether or not any of the units have an independent entrance either directly or through a common vestibule. Despite the foregoing, stacked townhouse dwellings are considered the same as an apartment building for the purposes of the applicable development charge;
 - (f) “back-to-back townhouse dwelling” means a building where each dwelling unit is divided vertically by common walls, including a common rear wall and common side wall, and has an independent entrance to the dwelling unit from grade level;
 - (g) “banquet hall” means buildings or structures or any part of a building or structure used or designed or intended for use primarily for the purpose of catering to banquets, weddings, receptions or similar social functions for which food and beverages are served;

The Corporation of the City of Richmond Hill
By-law 33-21

Page 2

- (h) "Building Code Act" means the Building Code Act, 1992, S.O. 1992, c.23, as amended or superseded;
- (i) "City" means the Corporation of the City of Richmond Hill;
- (j) "class" means a grouping of services combined to create a single service for the purposes of this By-law and as provided in Section 7 of the Development Charges Act.
- (k) "development" means any activity or proposed activity in respect of land that requires one or more of the approvals referred to in section 3 of this By-law and includes the development or redevelopment of land or the redevelopment, expansion, extension or alteration of use of a building or structure;
- (l) "development charge" means a charge imposed pursuant to this By-law;
- (m) "*Development Charges Act*" means the *Development Charges Act*, 1997, S.O. 1997, Chapter 27, as amended or superseded;
- (n) "derelict building" means a building or structure that is vacant, neglected, poorly maintained, and unsuitable for occupancy which may include a building or structure that: (a) is in a ruinous or dilapidated condition; (b) the condition of which seriously depreciates the value of land or buildings in the vicinity; (c) is in such a state of non-repair as to be no longer suitable for human habitation or business purposes; (d) is an allurements to children who may play there to their danger; (e) constitutes a hazard to the health or safety of the public; (f) is unsightly in relation to neighboring properties because the exterior finish of the building or structure is not maintained, or; (g) is a fire hazard to itself or to surrounding lands or buildings;
- (o) "dwelling unit" means any part of a building or structure used, designed or intended to be used as a domestic residence in which one or more persons may sleep and are provided with culinary and sanitary facilities for their exclusive use;
- (p) "existing industrial building" has the meaning set out in the *Ontario Regulation 82/98* under the *Development Charges Act*;
- (q) "grade" means the average level of finished ground adjoining a building or structure at all exterior walls;
- (r) "gross floor area" means,
 - (i) in the case of a residential building or structure, or in the case of a mixed-use building or structure with respect to the residential portion thereof, the aggregate of the areas of each floor above grade of a dwelling unit measured between the exterior faces of the exterior walls of the building or structure or from the center line of a common wall separating a dwelling unit from another dwelling unit or other portion of a building;
 - (ii) in the case of a non-residential building or structure, or in the case of a mixed-use building or structure with respect to the non-residential use portion thereof, the aggregate of the areas of each floor, whether above or below grade, measured between the exterior faces of the exterior walls of the building or structure or from the center line of a common wall separating a non-residential use and a residential use, excluding, in the case of a building or structure containing an atrium, the sum of the areas of the atrium at the level of each floor surrounding the atrium above the floor level of the atrium, and excluding, in the case of a building containing parking spaces other than a parking structure, the sum of the areas of each floor used, or designated or intended for use for the parking of motor vehicles unless the parking of motor vehicles is the principal use of the

building or structure, and, for the purposes of this definition, the non-residential use portion of a mixed-use building is deemed to include one-half of any area common to the residential use and non-residential use portions of such mixed-use building or structure but shall not include any common area used exclusively by or for the residential use portion of such mixed-use buildings or structures;

- (s) “heritage building” means a building or structure which is designated to be of cultural heritage value or interest, or that is included in the register as a property of cultural value or interest, pursuant to the Ontario Heritage Act, R.S.O. 1990, c. O.18, as amended or superseded;
- (t) “hospice” means a building or portion of a mixed-use building designed and intended to provide palliative care and emotional support to the terminally ill in a home or homelike setting so that quality of life is maintained, and family members may be active participants in care.
- (u) “hotel” means a commercial establishment offering lodging mainly to travelers and sometimes to permanent residents, and may include other services such as restaurants, meeting rooms and stores, that are available to the general public;
- (v) “industrial” means lands, buildings or structures used or designed or intended for use for manufacturing, processing, fabricating or assembly of raw goods, warehousing or bulk storage of goods, and includes office uses and the sale of commodities to the general public where such uses are accessory to an industrial use, includes cannabis production facilities, but does not include the sale of commodities and the supplying of personal services, self-storage facilities, or mini-self-storage facilities, or as otherwise defined in the zoning by-law;
- (w) “institution” means buildings or structures used or designed or intended for use by an organized body, society or religious group for promoting a public or non-profit purpose and shall include, but without limiting the generality of the foregoing, places of worship;
- (x) “Interest Rate” means the annual rate of interest calculated as per the City’s Development Charges Interest Policy (Attachment A – SRCFS.20.009), as may be revised from time to time.
- (y) “Institutional Development” means development of a building or structure intended for use:
 - (i) as a long-term care home within the meaning of Subsection 2(1) of the Long-Term Care Homes Act, 2007, S.O. 2007, c. 8, as amended or superseded;
 - (ii) as a retirement home within the meaning of Subsection 2(1) of the Retirement Homes Act, 2010, S.O. 2010, c. 11, as amended or superseded;
 - (iii) by any of the following post-secondary institutions for the objects of the institution:
 1. a university in Ontario that receives direct, regular, and ongoing operating funding from the Government of Ontario,
 2. a college or university federated or affiliated with a university described in subclause (1), or
 3. an Indigenous Institute prescribed for the purposes of Section 6 of the Indigenous Institutes Act, 2017, S.O. 2017, c. 34, Sched. 20, as amended or superseded;

- (iv) as a memorial home, clubhouse, or athletic grounds by an Ontario branch of the Royal Canadian Legion; or
- (v) as a hospice to provide end of life care;
- (z) “large apartment” means a row dwelling or a dwelling unit in a low density multiple building or an apartment building that is 700 square feet or larger in size;
- (aa) “live work unit” means any part of a building or structure that includes a dwelling unit as well as a space intended for non-residential use;
- (bb) “local board” has the meaning set out in Section 1 of the Development Charges Act;
- (cc) “other multiple dwelling” means all dwellings other than single detached dwellings, semi-detached dwellings, apartment building, ancillary residential dwellings, and includes but is not limited to: row dwellings, back-to-back townhouse dwellings, and the residential portion of the live work unit;
- (dd) “mixed-use buildings” means land, buildings or structures used, or designed or intended for use, for a combination of non-residential and residential uses;
- (ee) “net hectare” means the area of land in hectares net of:
 - (i) all lands conveyed or to be conveyed without the payment or provision of valuable consideration pursuant to Sections 42, 51.1 and 53 of the *Planning Act*, R.S.O. 1990, c. P.13;
 - (ii) all lands conveyed or to be conveyed to the City or any local board thereof, to the Regional Municipality of York or any local board thereof without the payment or provision of valuable consideration;
 - (iii) all lands conveyed or to be conveyed to the Ministry of Transportation for the construction of provincial highways, and
 - (iv) all lands conveyed or to be conveyed to and to be used by a school board for the purposes of such school board,and, for greater particularity, “to be conveyed” when used aforesaid means that such lands are to be conveyed to the specified entity forthwith following the applicable approval referred to in Section 3 and that such conveyance is secured by an unconditional agreement with the specified entity and “to be conveyed” does not mean or include a situation where the conveyance of such lands is secured by a conditional agreement or by an option in favour of such entity. Notwithstanding the foregoing and for greater particularity, where the development of land is by way of an approval of a plan of subdivision under Section 51 of the *Planning Act*, such lands shall be deemed not to be lands to be conveyed to the applicable entity unless such conveyance is secured by the subdivision agreement; and where the development of land is by way of a consent under Section 53 of the *Planning Act*, such lands shall be deemed not to be lands to be conveyed to the applicable entity unless such conveyance is secured by the conditions of the provisional consent and the condition is satisfied prior to the giving of the consent;
- (ff) “non-profit housing development” means development of a building or structure intended for use as residential premises by,
 - (i) a corporation without share capital to which the Corporations Act applies, that is in good standing under that Act and whose primary object is to provide housing;

- (ii) a corporation without share capital to which the Canada Not-for-profit Corporations Act applies, that is in good standing under that Act and whose primary object is to provide housing; or
- (iii) a non-profit housing co-operative that is in good standing under the Co-operative Corporations Act, or any successor legislation;
- (gg) "non-residential use" means a building or structure used for other than a residential use and shall include retail uses;
- (hh) "non-retail uses" means all non-residential uses other than retail uses and shall include offices;
- (ii) "offices" means lands, buildings or structures used or designed or intended for use for the practice of a profession, the carrying on of a business or occupation or the conduct of a nonprofit organization and shall include but not be limited to the office of a physician, lawyer, dentist, architect, engineer, accountant, real estate or insurance agency, veterinarian, surveyor, appraiser, financial institution, contractor, builder, and developer;
- (jj) "owner" means the owner of land or a person who has made application for an approval for the development of land;
- (kk) "parking structure" means a building or structure principally used for the parking of motor vehicles and shall include a building or structure, or any part thereof, where motor vehicles are stored prior to being sold or rented to the general public;
- (ll) "place of worship" means a building or structure, or that part thereof, that would be exempt from taxation as a place of worship pursuant to the *Assessment Act*, R.S.O. 1990, c. A.31, as amended or superseded;
- (mm) "Planning Act" means the Planning Act, R.S.O. 1990, c. P.13, as amended or superseded;
- (nn) "public hospital" means a hospital governed by the Public Hospitals Act, R.S.O. 1990, c. P.40, as amended or superseded;
- (oo) "Region" means the Regional Municipality of York;
- (pp) "rental housing" means development of a building or structure with four or more dwelling units all of which are intended for use as rented residential premises;
- (qq) "residential use" includes all buildings or structures or portions thereof used for residential occupancy and includes buildings or structures used for single detached dwellings, semi-detached dwellings, low density multiple and apartment units, stacked townhouse dwelling units and back-to-back townhouse dwelling units;
- (rr) "retail uses" means all buildings or structures used for the sale or rental or offer for the sale or rental of goods or services to the general public for consumption or use and shall include but not be limited to a banquet hall, parking structure and a hotel, as well as any building or structure used for the sale or rental of goods or services where membership is a precondition to a person being able to acquire the goods or services at that place, but shall exclude an office;
- (ss) "row dwelling" means a dwelling unit in a residential building consisting of more than two dwelling units having one or more vertical walls, but no other parts, attached to another dwelling;
- (tt) "school board" means a board as defined in Section 1(1) of the Education Act, R.S.O. 1990, c. E.2, as amended or superseded;

- (uu) “semi-detached dwelling” means a dwelling unit in a residential building consisting of two dwelling units having one vertical wall, but no other parts, attached to another dwelling unit, where the residential units are not connected by an interior corridor;
- (vv) "services" means services designated in this By-law;
- (ww) “single detached dwelling” means a residential building consisting of one dwelling unit that is not attached to another structure; and
- (xx) “stacked townhouse dwelling” means a building containing two or more dwelling units where each dwelling unit is separated horizontally and/or vertically from another dwelling unit by a common wall or floor;
- (yy) "zoning by-law" means the current Zoning By-Laws of the City of Richmond Hill, or any successor thereof.

Designation of Services/Class of Services

- 2. The class/category of services for which development charges are imposed under this by-law are described in Schedule “C”.

Lands Affected

- 3. This By-law applies to all land within the Headford Excluding Storm Development Area of the City, as shown on Schedule “A” to this By-law.

Approvals for Development

- 4. A development charge is payable by the owner pursuant to this By-law in connection with the following approvals for the development of land:
 - (a) the passing of a zoning by-law or of an amendment to a zoning by-law under Section 34 of the *Planning Act*;
 - (b) the approval of a minor variance under Section 45 of the *Planning Act*;
 - (c) a conveyance of land to which a by-law passed under subsection 50(7) of the *Planning Act* applies;
 - (d) the approval of a plan of subdivision under Section 51 of the *Planning Act*;
 - (e) a consent under Section 53 of the *Planning Act*;
 - (f) the approval of a description under Section 9 of the *Condominium Act*, 1998 S.O. 1998, c. 19; or
 - (g) the issuing of a permit under the *Building Code Act* in relation to a building or structure.

Multiple Approvals

- 5.
 - (a) Where two or more of the actions described in subsections 4(a) to (g) inclusive, are required before land to which a development charge applies can be developed, only one development charge shall be levied in accordance with the provisions of this By-law.
 - (b) Notwithstanding subsection 5(a) above, if two or more of the actions described in subsections 4(a) to 4(g) inclusive occur at different times with respect to the same lands and result in additional development of those lands, an additional development charge in respect of such additional development shall be calculated and paid in accordance with the provisions

of this By-law and the provisions of Sections 6, 8, 10, 11 12 and 13 shall be applicable in calculating the additional development charge.

Calculation of Development Charges

6. (a) The development charge with respect to the development of any land, buildings or structures shall be calculated in the case of a residential use and a non-residential use development, based upon the number of net hectares of land related to the development.
- (b) Notwithstanding subsection 6(a) where the proposed development is one single detached dwelling and the land related to that development is greater than .0929 net hectares, that portion of the land area greater than .0929 net hectares shall be exempt from the development charge calculation.
- (c) Notwithstanding subsection 6(a), where:
- (i) the development is for any lot created prior to November 21, 1991;
 - (ii) there is on the lot, immediately prior to the development, a non-residential use; and
 - (iii) the development is for a non-residential use,
- the development charge with respect to the development of the lot, shall be calculated according to the following formula:

$$\frac{A}{(A + B)} \times C$$

And, for the purposes of this formula, the following definitions shall apply:

- A = The gross floor area of the development
- B = The gross floor area of the non-residential use on the lot immediately prior to the development
- C = The development charge as otherwise determined in accordance with subsection 6(a)

For the purposes of this subsection, “lot” shall mean a parcel or tract of land:

- (i) which is a whole lot as shown on a registered plan of subdivision, but a registered plan of subdivision for the purpose of this definition does not include a registered plan of subdivision which has been deemed not to be a registered plan of subdivision under a By-law passed pursuant to the *Planning Act*, or
- (ii) is a separate parcel of land without any adjoining lands being owned by the same owner or owners, or
- (iii) the description of which is the same as that for which a consent as defined in Section 50(1) of the *Planning Act* has been given,

provided that, for the purposes of this definition no parcel or tract of land ceases to be a lot by reason only of the fact that part or parts of it has or have been conveyed to or acquired by the City, Her Majesty in the Right of Canada, the Province of Ontario, or the Region.

Schedule of Services for Development Charges

7. (a) The services for which the development charge is imposed and the amount of the development charge payable with respect to any of the approvals mentioned in subsections (a) to (g) of Section 4 of this By-law shall be calculated in accordance with Schedule “B” to this By-law, subject to any exemptions, reductions, credits and other qualifications provided in this By-law.
- (b) Development Charges shall be imposed under this by-law for Class/Category of Services as set out in Schedule “C”.

Indexing of Development Charges

8. Development charges imposed pursuant to this By-law shall be adjusted annually, without amendment to this By-law, commencing on the first day of July in the year following the enactment of this By-law and every subsequent year, in accordance with the Act.

Timing of Calculation and Payment

9. (a) The development charge shall be calculated as of, and shall be payable, on the date a building permit is issued in relation to a building or structure on land to which the development charge applies.
- (b) Notwithstanding subsection 9(a), development charges for rental housing and institutional developments are due and payable in 6 installments commencing with the first installment payable on the date of occupancy, and each subsequent installment, including interest at a rate that is set out in the City’s Development Charges Interest Policy, payable on the anniversary date each year thereafter.
- (c) Notwithstanding subsection 9(a), development charges for non-profit housing developments are due and payable in 21 installments commencing with the first installment payable on the date of occupancy, and each subsequent installment, including interest at a rate that is set out in the City’s Development Charges Interest Policy, payable on the anniversary date each year thereafter.
- (d) Where the development of land results from the approval of a site plan or zoning by-law amendment received on or after January 1, 2020, and the approval of the application occurred within two years of building permit issuance, the development charges under subsection 6 shall be calculated on the rates set out in Schedule “B” on the date of the planning application, including interest. Where both planning applications apply development charges under subsection 6, shall be calculated on the rates, including interest rate set out in the City’s Development Charges Interest Policy, payable on the anniversary date each year thereafter, set out in Schedule “B” on the date of the later planning application, including interest.
- (e) Notwithstanding subsections 9(a) - 9(d) an owner and the City may enter into an agreement respecting the timing of the payment of a development charge, or a portion thereof, and the terms of such agreement shall then prevail over the provisions of this By-law.

Exemptions for Intensification of Residential Land Uses and Enlargement of Existing Industrial Buildings

10. (a) This By-law does not apply with respect to approvals related to the residential use of land, buildings or structures that would have the effect only:

- (i) of permitting the enlargement of an existing residential dwelling unit; or
- (ii) of permitting one or two additional dwelling units in an existing residential building single as set out in the Regulations to the Development Charges Act, 1997;
- (iii) of permitting the creation of additional dwelling units equal to the greater of one Dwelling Unit or one percent of the existing Dwelling Units in existing Rental Housing or a prescribed ancillary residential dwelling structure to the existing residential building;
- (iv) of permitting the creation of one additional dwelling unit in any other existing residential building already containing at least one Dwelling Unit or prescribed ancillary residential dwelling structure to the existing residential building; or
- (v) permit the creation of a second dwelling unit in prescribed classes of proposed new residential buildings, including residential dwelling structures ancillary to dwellings, subject to the following restrictions:

Item	Name of Class of Proposed New Residential Buildings	Description of Class of Proposed New Residential Buildings	Restrictions
1	Proposed new detached dwellings	Proposed new residential buildings that would not be attached to other buildings and that are permitted to contain a second dwelling unit, that being either of the two dwelling units, if the units have the same gross floor area, or the smaller of the dwelling units.	The proposed new detached dwelling must only contain two dwelling units. The proposed new detached dwelling must be located on a parcel of land on which no other detached dwelling, semi-detached dwelling or row dwelling would be located.
2	Proposed new semi-detached dwellings or row dwellings	Proposed new residential buildings that would have one or two vertical walls, but no other parts, attached to other buildings and that are permitted to contain a second dwelling unit, that being either of the two dwelling units, if the units have the same gross floor area, or the smaller of the dwelling units.	The proposed new semi-detached dwelling or row dwelling must only contain two dwelling units. The proposed new semi-detached dwelling or row dwelling must be located on a parcel of land on which no other detached dwelling, semi-detached dwelling or row dwelling would be located.
3	Proposed new residential buildings that would be ancillary to a proposed new detached dwelling, semi-detached dwelling or row dwelling	Proposed new residential buildings that would be ancillary to a proposed new detached dwelling, semi-detached dwelling or row dwelling and that are permitted to contain a single dwelling unit.	The proposed new detached dwelling, semi-detached dwelling or row dwelling, to which the proposed new residential building would be ancillary, must only contain one dwelling unit. The gross floor area of the dwelling unit in the proposed new residential building must be equal to or less than the gross floor area of the detached dwelling, semi-detached dwelling or row dwelling to which the proposed new residential building is ancillary.

- (b) Notwithstanding subsection 10(a), development charges shall be imposed if the total gross floor area of the additional one or two units exceeds the gross floor area of the existing dwelling unit.
- (c) If a development includes the enlargement of the gross floor area of an existing industrial building, the amount of the development charge that is payable in respect of the enlargement, is determined in accordance with the following:
 - (i) Subject to subsection 10(b)(iii), if the gross floor area is enlarged by 50 per cent or less of the lesser of:
 - (A) the gross floor area of the existing industrial building, or
 - (B) the gross floor area of the existing industrial building before the first enlargement for which:
 - (i) an exemption from the payment of development charges was granted, or
 - (ii) a lesser development charge than would otherwise be payable under this By-law, or predecessor thereof, was paid,

pursuant to Section 4 of the Act and this subsection,

the amount of the development charge in respect of the enlargement is zero;

- (ii) Subject to subsection 10(b)(iii), if the gross floor area is enlarged by more than 50 per cent of the lesser of:

- (A) the gross floor area of the existing industrial building, or
- (B) the gross floor area of the existing industrial building before the first enlargement for which:
 - (i) an exemption from the payment of development charges was granted, or
 - (ii) a lesser development charge than would otherwise be payable under this By-law, or predecessor thereof, was paid,

pursuant to Section 4 of the Act and this subsection,

the amount of the development charge in respect of the enlargement is the amount of the development charge that would otherwise be payable multiplied by the fraction determined as follows:

- (A) determine the amount by which the enlargement exceeds 50 per cent of the gross floor area before the first enlargement, and
- (B) divide the amount determined under subsection (A) by the amount of the enlargement.

- (iii) For the purposes of calculating the extent to which the gross floor area of an existing industrial building is enlarged in subsections 10(b)(i) and 10(b)(ii), the cumulative gross floor area of any previous enlargements for which:

- (A) an exemption from the payment of development charges was granted, or
- (B) a lesser development charge than would otherwise be payable under this By-law, or predecessor thereof, was paid,

pursuant to Section 4 of the Act and this subsection,

shall be added to the calculation of the gross floor area of the proposed enlargement.

- (iv) For the purposes of this subsection (b), the enlargement must not be attached to the existing industrial building by means only of a tunnel, bridge, passageway, canopy, shared below grade connection, such as a service tunnel, foundation, footing or parking facility.
- (v) Notwithstanding the definition of “gross floor area” set out in Section 1 of this By-law, for the purposes of this subsection (b) only, “gross floor area” shall have the meaning set out in Ontario Regulation 82/98 made pursuant to the *Development Charges Act*.

Reduction of Charges for Redevelopment and Change of Use

11. (a) Where, as a result of the redevelopment of land, a building or structure existing on the land within 48 months prior to the date of payment of development charges in regard to such redevelopment was, or is to be demolished, in whole or in part, or converted from one principal use to another, in order to facilitate the redevelopment, the development charges

otherwise payable with respect to such redevelopment shall be reduced by the following amounts:

- (b) in the case of a residential building or structure, or in the case of a mixed-use building or structure, the residential uses in the mixed-use building or structure, an amount calculated by multiplying the applicable development charge under section 6 of this by-law by the number, according to type, of dwelling units that have been or will be demolished or converted to another principal use; and
 - (c) in the case of a non-residential building or structure or, in the case of mixed-use building or structure, the non-residential uses in the mixed use building or structure, an amount calculated by multiplying the applicable development charges under section 6 of this by-law by the gross floor area that has been or will be demolished or converted to another principal use, provided that such amounts shall not exceed, in total, the amount of the development charges otherwise payable with respect to the redevelopment. The 48 month time frame shall be calculated from the date of the issuance of the demolition permit.
12. For the purposes of section 11, the onus is on the applicant to produce evidence to the satisfaction of the City, acting reasonably, to establish the following:
- (i) the number of dwelling units that have been or will be demolished or converted to another principal use; or
 - (ii) the non-residential gross floor area that has been or will be demolished or converted to another principal use; and
 - (iii) in the case of a demolition, that the dwelling units and/or non-residential gross floor area were demolished within 48 months prior to the date of the payment of development charges in regard to the redevelopment.
13. Any building or structure, that is determined to be derelict, or the equivalent of derelict by the Council of the City, shall be eligible for development charge credits in accordance with section 14.
14. Any building or structure deemed derelict, or the equivalent of derelict in accordance with section 13 shall be eligible for development charge credits if a building permit is issued for a building or structure on the lands previously occupied by the deemed derelict residential building or structure within 120 months or less of the issuance of demolition permit for the deemed derelict building or structure. The calculation of the development charge credit shall be made in accordance with Section 11, the total amount of which shall be based on the time that has passed between the date of issuance of the demolition permit and the date of issuance of the building permit as set out in Schedule D.

No Refunds Arising Out of Reductions or Credits

15. Notwithstanding anything in this By-law to the contrary, whenever a reduction or credit is allowed against a development charge otherwise payable pursuant to this By-law and the total of such amounts exceeds the amount of the development charge payable pursuant to this By-law, no further reduction(s) or credit(s) shall be allowed and no refund shall be payable.

Exemptions

16. Notwithstanding the provisions of this by-law, development charges shall not be imposed with respect to:
- (a) buildings or structures to be owned by and used for the purposes of the City, the Region or a local board;

- (b) buildings or structures to be owned by a school board and used for school board purposes;
- (c) buildings or structures to be used as a public hospital;
- (d) the gross floor area of a place of worship up to a maximum of 464.5 square metres (or 5,000 square feet) or in respect of that portion of the gross floor area of a place of worship which is used as an area for worship, whichever is greater;
- (e) the relocation of a residential heritage building within the boundaries of the City of Richmond Hill; and
- (f) the creation or addition of an accessory building not exceeding 100 square metres (1,076.39 square feet) of gross floor area save and except for any live work units with a retail component, for which development charges will be payable on the retail portion.

Payment By Money Or Credits for The Provision of Services

17. (a) Payment of development charges shall be by cash or by certified cheque.
- (b) Where any development charge, or any part thereof, remains unpaid after the date on which it is payable, the amount unpaid shall be added to the tax roll and collected in the same manner as taxes.
- (c) In the alternative to payment by the means provided in subsection 17(a), the City may, by an agreement entered into with the owner, accept the provision of services in lieu of the payment of all or any portion of a development charge pursuant to subsection (1) of Section 38 of the Act.
- (d) If, pursuant to an agreement, the City allows an owner to perform work that relates to a service to which a development charge relates, the amount of the credit towards the development charge for such work shall be the reasonable cost of doing such work as agreed by the City and the owner, provided however, that no credit may be given for any part of the cost of the work that relates to an increase in the level of service that exceeds the average level of service described in paragraph 4 of subsection 5(1) of the Act.
- (e) In any agreement made in accordance with subsection 17(c) of this By-law, the City may agree to give a credit in relation to another service to which this By-law relates.
- (f) In any agreement respecting credits arising from a development charge payable under any other development charge by-law, the City may agree to give a credit related to a development charge payable under this By-law.

Reserve Funds

18. Development charge payments received by the City pursuant to this By-law shall be maintained in a separate reserve fund or funds for each service to which the development charge relates and shall be spent only for the capital costs determined under paragraphs 2 to 7 of subsection 5(1) of the Act.

Interest on Refunds

19. (a) Where this By-law, in whole or in part, or any development charge prescribed hereunder is amended or repealed by Order of the Ontario Municipal Board, or if a development charge that has already been paid is reduced by the Council of the City pursuant to Section 20 of the Act, or by the Ontario Municipal Board pursuant to Section 24 of the Act, the Treasurer

for the City shall calculate forthwith the amount of any refund or overpayment to be refunded as a result of the said amendment or repeal.

- (b) Refunds that are required to be paid under subsection 19(a) shall be paid to the owner who made the payment.
- (c) Refunds that are required to be paid under subsection 19(a) shall be paid with interest to be calculated as follows:
 - (i) Interest shall be calculated in accordance with the Bank of Canada rate from the date on which the overpayment was collected to the date on which the refund is paid;
 - (ii) Interest on refunds for the period for which interest is payable pursuant to subsection 19(c)(i) shall be calculated and paid on a fluctuating basis in accordance with the quarter-yearly adjustment of the interest rate as established in subsection 19(c)(iii);
 - (iii) The Bank of Canada interest rate in effect on the date of coming into force of this By-law shall be adjusted quarter-yearly thereafter on the first business day of January, April, July and October in each year to the rate established by the Bank of Canada on that date of the adjustment.

Exemption Where Development Charge Paid in Full

20. (a) Subject to subsection 20(b), notwithstanding any other provision in this By-law, no development charge shall be payable where the full amount of a development charge imposed pursuant to this By-law or a predecessor thereof has previously been paid on the net hectares of land related to the development.
- (b) Where,
- (i) the proposed development is related to land for which a development charge imposed pursuant to this By-law, or a predecessor thereof, has been paid and in the calculation of that development charge, the reduction provided for in subsection 6(b), or predecessor thereof, was applied, and
 - (ii) subsequent to the payment of the development charge provided for in subsection 20(b)(i), the land related to the development was the subject of a plan of subdivision pursuant to section 51 of the *Planning Act*, or a consent pursuant to section 53 of the *Planning Act*,
- the exemption provided for in subsection 20(a) shall not apply to any area of the land determined to be in excess of .0929 hectares in calculating the development charges paid previously.

Schedules

21. The following Schedules to this By-law form an integral part of this By-law:

Schedule "A":	Map Showing Boundary of Headford Excluding Storm Development Area
Schedule "B":	Area Specific Development Charges: Headford Excluding Storm Development Area
Schedule "C":	Category of Services

Schedule "D": Calculation of Development Charges Credits provided to
Derelict Buildings

Date By-law Effective

22. This By-law shall come into force and effect on the date of enactment.

Repeal of Existing By-law

23. By-law 32-16 is hereby repealed.

Short Title

24. The short title of this By-law is the "City of Richmond Hill Area Specific Development Charges By-law, 2021 – Headford Excluding Storm Development Area".

PASSED THIS 23rd DAY OF JUNE, 2021.

Joe DiPaola
Acting Mayor

Stephen M.A. Huycke
City Clerk

SCHEDULE “A”

TO BY-LAW 33-21

CITY OF RICHMOND HILL

AREA SPECIFIC DEVELOPMENT CHARGES

HEADFORD EXCLUDING STORM DEVELOPMENT AREA

SCHEDULE “B”
TO BY-LAW 33-21
CITY OF RICHMOND HILL
AREA SPECIFIC DEVELOPMENT CHARGES
HEADFORD EXCLUDING STORM DEVELOPMENT AREA

AREA SPECIFIC SERVICES	COST (\$000)
Collector Roads	\$11,365.7
Watermains and Appurtenances	\$1,257.6
Sanitary Sewers and Appurtenances	\$0.0
Storm Sewers and Appurtenances	\$0.0
Boundary Roads	\$386.2
Valley Land Improvements	\$0.0
Consulting Studies	\$0.0
Credit Carryforwards	\$0.0
Total Costs before allocation of Existing Reserves	<u>\$13,009.4</u>
Existing Reserves	<u>\$1,913.6</u>
TOTAL COSTS AFTER ALLOCATION OF EXISTING RESERVES	<u>\$11,095.8</u>

Benefiting Area – 46.84 Net Hectares

Development Charge - \$236,900 per Net Hectare

NOTES:

All charges are subject to adjustment in accordance with the terms of Section 8 of this By-law.

Additional development charges may be imposed pursuant to other development charge by-laws.

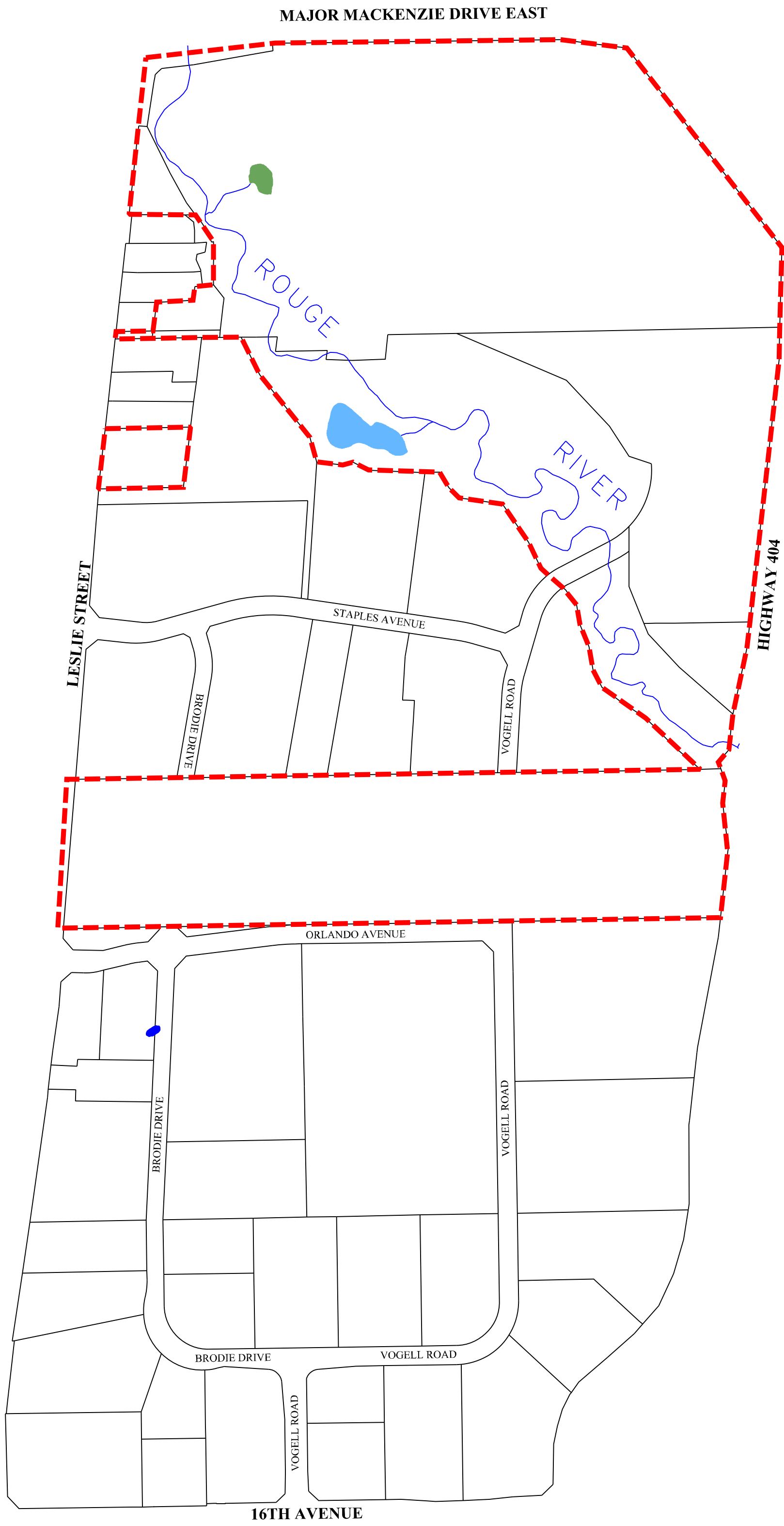
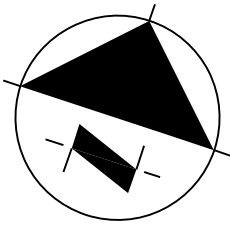
SCHEDULE “C”
TO BY-LAW 33-21
CITY OF RICHMOND HILL
AREA SPECIFIC DEVELOPMENT CHARGES
HEADFORD EXCLUDING STORM DEVELOPMENT AREA

CLASS/CATEGORY OF SERVICES

- Boundary Roads
- Collector Roads
- Water Mains and Appurtenances
- Road Works
- Storm Sewers and Appurtenances

SCHEDULE “D”
TO BY-LAW 33-21
CITY OF RICHMOND HILL
AREA SPECIFIC DEVELOPMENT CHARGES
HEADFORD EXCLUDING STORM DEVELOPMENT AREA
CALCULATION OF DEVELOPMENT CHARGES CREDITS PROVIDED TO
DERELICT BUILDINGS

Number of Months From Date of Demolition Permit to Date of Building Permit Issuance	Credit Provided (%)
Up to and including 48 months	100
Greater than 48 months up to and including 72 months	75
Greater than 72 months up to and including 96 months	50
Greater than 96 months up to and including 120 months	25
Greater than 120 months	0



DEVELOPMENT
CHARGES

Headford
Excluding Storm
All Services

Sheet 1 of 1
Block No. 21

LEGEND
Boundary of
Lands Included
in By-Law



J. DiPaola
Acting Mayor
Date: _____

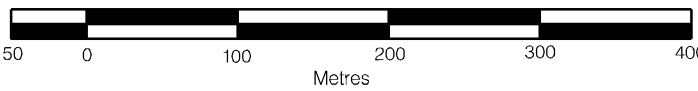
Stephen M.A. Huycke
City Clerk
Date: _____

Schedule A
To Area Specific
Development Charges By-Law

Plot Date: 1/22/2021

By-Law No:

SCALE



The City of Richmond Hill
225 East Beaver Creek Road
Richmond Hill, Ontario
Canada L4B 3P4
Telephone: (905) 771-8910
Fax: (905) 771-2404

PLANNING & INFRASTRUCTURE
DEPARTMENT

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The Corporation of the City of Richmond Hill

By-Law 34-21

A By-Law to Amend By-Law 47-19, being a By-law to Enact a City-Wide Development Charges By-Law for the City of Richmond Hill

Whereas the City of Richmond Hill (the “City”) enacted By-law 47-19 pursuant to the *Development Charges Act, 1997*, S.O. 1997, c. 27, as amended (the “Act”), which Act authorizes Council to pass By-laws for the imposition of development charges against land;

And Whereas the City has undertaken a study pursuant to the Act which has provided updated Schedule A (Table A2) to By-law 47-19;

And Whereas the Council of the City of Richmond Hill (“Council”) has before it a report entitled “City of Richmond Hill 2021 Development Charge Update Study” prepared by Watson & Associates Economists Ltd., dated April 9, 2021 (the “update study”);

And Whereas the update study and proposed amending By-law were made available to the public on April 9, 2021 and Council gave notice to the public pursuant to Section 12 of the Act.

And Whereas Council, on May 5, 2021 held a meeting open to the public, pursuant to Section 12 of the Act, at which Council considered the study, and written and oral submissions from the public;

Now Therefore The Council Of The Corporation Of The City Of Richmond Hill Enacts As Follows:

1. By-law 47-19 is hereby amended as follows:
 - A. By adding the following definition of “Ancillary Residential Building” as new item 1.(b.1) under the definitions listed in section 1 as follows:

(b.1) “Ancillary Residential Building” means a residential building that would be ancillary to a detached dwelling, semi-detached dwelling, or row dwelling and includes an accessory dwelling;
 - B. By adding the words “. Despite the foregoing, an apartment building includes stacked townhouse dwellings” after the word “vestibule” under the definition of “apartment building” contained in section 1(c) so that the definition of “apartment building” will read as follows:

1(c) “apartment building” means any residential building containing two or more dwelling units where the residential units are connected by an interior corridor whether or not any of the units have an independent entrance either directly or through a common vestibule. Despite the foregoing, stacked townhouse dwellings are considered the same as an apartment building for the purposes of the applicable development charge;
 - C. By adding the following definition of “back-to-back townhouse dwelling” as new item 1.(c.1) under the definitions listed in section 1 as follows:

(c.1) “back-to-back townhouse dwelling” means a building where each dwelling unit is divided vertically by common walls, including a common rear wall and

common side wall, and has an independent entrance to the dwelling unit from grade level;

- D. By adding the following definition of "class" as new item 1.(e.1) under the definitions listed in section 1 as follows:

(e.1) "class" means a grouping of services combined to create a single service for the purposes of this by-law and as provided in section 7 of the Act;

- E. By adding the following definition of "hospice" as new item 1.(n.1) under the definitions listed in section 1 as follows:

(n.1) "hospice" means a building or portion of a mixed-use building designed and intended to provide palliative care and emotional support to the terminally ill in a home or homelike setting so that quality of life is maintained, and family members may be active participants in care;

- F. By adding the following definition of "industrial" as new item 1.(o.1) under the definitions listed in section 1 as follows:

(o.1) "industrial" means lands, buildings or structures used or designed or intended for use for manufacturing, processing, fabricating or assembly of raw goods, warehousing, or bulk storage of goods, and includes office uses and the sale of commodities to the general public where such uses are accessory to an industrial use, includes cannabis production facilities, but does not include the sale of commodities and the supplying of personal services, self-storage facilities, or mini-self-storage facilities, or as otherwise defined in the zoning by-law;

- G. By adding the following definition of "interest rate" as new item 1.(p.2) under the definitions listed in section 1 as follows:

(p.2) "interest rate" means the annual rate of interest calculated as per the City's Development Charges Interest Policy , as may be revised from time to time;

- H. H. By adding the following definition of "institutional development" as new item 1.(p.1) under the definitions listed in section 1 as follows:

(p.1) "institutional development" means development of a building or structure intended for use:

- (i) as a long-term care home within the meaning of subsection 2 (1) of the Long-Term Care Homes Act, 2007;
- (ii) as a retirement home within the meaning of subsection 2 (1) of the Retirement Homes Act, 2010;
- (iii) by any of the following post-secondary institutions for the objects of the institution:
 - 1. a university in Ontario that receives direct, regular, and ongoing operating funding from the Government of Ontario,
 - 2. a college or university federated or affiliated with a university described in sub-clause (1), or

3. an Indigenous Institute prescribed for the purposes of section 6 of the Indigenous Institutes Act, 2017;
 - (iv) as a memorial home, clubhouse, or athletic grounds by an Ontario branch of the Royal Canadian Legion; or
 - (v) as a hospice to provide end of life care.
- I. By replacing the following definition of “low density multiple building” as it is identified in section 1.(t) with the following definition:
- (t) “other multiple dwelling” means all dwellings other than single detached dwellings, semi-detached dwellings, apartment building, ancillary residential dwellings, and includes but is not limited to: row dwellings, back-to-back townhouse dwellings, and the residential portion of the live work unit.
- J. By adding the following definition of “non-profit housing development” as new item 1.(u.1) under the definitions in section 1 as follows:
- (u.1) “non-profit housing development” means development of a building or structure intended for use as residential premises by,
- (i) a corporation without share capital to which the Corporations Act applies, that is in good standing under that Act and whose primary object is to provide housing;
 - (ii) a corporation without share capital to which the Canada Not-for-profit Corporations Act applies, that is in good standing under that Act and whose primary object is to provide housing; or
 - (iii) a non-profit housing co-operative that is in good standing under the Co-operative Corporations Act, or any successor legislation.
- K. By adding the following definition of “rental housing” as new item 1.(dd.1) under the definitions listed in section 1 as follows:
- (dd.1) “rental housing” means development of a building or structure with four or more dwelling units all of which are intended for use as rented residential premises;
- L. By adding the words “or more” before the words “vertical walls” within the definition of “row dwelling” identified as item 1.(gg) under the definitions listed in section 1 such that the revised definition will read as follows:
- (gg) “row dwelling” means a dwelling unit in a residential building consisting of more than two dwelling units having one or more vertical walls, but no other parts, attached to another dwelling.
- M. By adding the following definition of “stacked townhouse dwelling” as new item 1.(jj.1) under the definitions listed in section 1 as follows:
- (jj.1) “stacked townhouse dwelling” means a building containing two or more dwelling units where each dwelling unit is separated horizontally and/or vertically from another dwelling unit by a common wall or floor;

- N. By adding the following definition of “zoning by-law” as new items 1.(nn) under the definitions listed in section 1 as follows:

(nn) "zoning by-law" means the current Zoning By-Laws of the City of Richmond Hill, or any successor thereof.

- O. Replace Section titled “Designation of Services”, and Sections 10 and 11 with the following: by adding the words “/ Class of Services” after the words “Designation of Services” to the header listed above Section 2 so as to read as follows:

Designation of Services/Class of Services

- P. By: (i) adding the words “/classes of services” after the words “categories of services” in section 2; (ii) by deleting the words “Facilities & Fleet” in subsection 2(b); (iii) by deleting the word “Indoor” and replacing it with the words “Parks and” in subsection 2(d); (iv) by deleting 2(e) Outdoor Recreation Services; (v) by renumbering 2(f) Library Services to 2(e) Library Services; (vi) by deleting 2(g) Administration; and by (vii) by adding a new subsection 2(f) Growth Studies, such that the revised Section 2 shall read as follows:

2. The categories of services/classes of service for which development charges are imposed under this by-law are as follows:

- (a) Engineering
- (b) Public Works
- (c) Fire Protection Services
- (d) Parks and Recreation Services
- (e) Library Services
- (f) Growth Studies

- Q. Q. By adding the words “/Classes of Services” after the words “Schedule of Services” to the header listed above Section 7 so as to read as follows:

Schedule of Services/Classes of Services for Development Charges

- R. By replacing Section 7 subsection (a) with the following:

- (a) “The services/classes of services for which the development charge is imposed, as designated in Section 2 of this By-law, and the amount of the development charge payable with respect to any of the approvals mentioned in subsections (1) to (g) of Section 4 of this By-law shall be calculated in accordance with Schedules “B-1”, “B-2”, “C-1” and “C-2” to this By-law, subject to any exemptions, reductions, credits and other qualifications provided in this By-law.

- S. By deleting subsection 9(b) and replacing it with the following:

- (b) Notwithstanding subsection (a), development charges for rental housing and institutional developments are due and payable in 6 equal annual payments commencing with the first instalment payable on the date of occupancy, and each subsequent instalment, including interest as provided in the City’s Council approved development charges interest policy, as may be revised from time to time.

T. By adding new subsections (c), (d) and (e) under Section 9 as follows:

- (c) Notwithstanding subsection (a), development charges for non-profit housing developments are due and payable in 21 equal annual payments commencing with the first instalment payable on the date of occupancy, and each subsequent instalment, including interest as provided in the City's Council approved development charges interest policy, as may be revised from time to time.
- (d) Where the development of land results from the approval of a site plan or zoning by-law amendment application received on or after January 1, 2020, and the approval of the application occurred within two years of building permit issuance, the development charges under Sections 8 and 9 shall be calculated on the rates set out in Schedules "B-1", "B-2", "C-1" and "C-2" on the date of the planning application, including interest. Where both planning applications apply development charges under Sections 8 and 9 shall be calculated on the rates in effect on the day of the later planning application, including interest as provided in the City's Council approved Development Charges Interest Policy, as may be revised from time to time.
- (e) Notwithstanding subsection (a) an owner and the City may enter into an agreement respecting the timing of the payment of a development charge, or a portion thereof, and the terms of such agreement shall then prevail over the provisions of this By-law.

U. By adding a new subsection 10(a)(iii) as follows:

- (a) (iii) of creating a second dwelling unit in prescribed classes of proposed new residential buildings, including structures ancillary to dwellings, subject to the following restrictions:

Item	Name of Class of Proposed New Residential Buildings	Description of Class of Proposed New Residential Buildings	Restrictions
1	Proposed new detached dwellings	Proposed new residential buildings that would not be attached to other buildings and that are permitted to contain a second dwelling unit, that being either of the two dwelling units, if the units have the same gross floor area, or the smaller of the dwelling units.	The proposed new detached dwelling must only contain two dwelling units. The proposed new detached dwelling must be located on a parcel of land on which no other detached dwelling, semi-detached dwelling or row dwelling would be located.
2	Proposed new semi-detached dwellings or row dwellings	Proposed new residential buildings that would have one or two vertical walls, but no other parts, attached to other buildings and that are permitted to contain a second dwelling unit, that being either of the two dwelling units, if the units have the same gross floor area, or the smaller of the dwelling units.	The proposed new semi-detached dwelling or row dwelling must only contain two dwelling units. The proposed new semi-detached dwelling or row dwelling must be located on a parcel of land on which no other detached dwelling, semi-detached dwelling or row dwelling would be located.
3	Proposed new residential buildings that would be ancillary to a proposed new detached dwelling, semi-detached dwelling or row dwelling	Proposed new residential buildings that would be ancillary to a proposed new detached dwelling, semi-detached dwelling or row dwelling and that are permitted to contain a single dwelling unit.	The proposed new detached dwelling, semi-detached dwelling or row dwelling, to which the proposed new residential building would be ancillary, must only contain one dwelling unit. The gross floor area of the dwelling unit in the proposed new residential building must be equal to or less than the gross floor area of the detached dwelling, semi-detached dwelling or row dwelling to which the proposed new residential building is ancillary.

V. By removing subsection 16(f), as it no longer applies based on the change to the *Development Charges Act, 1997*.

W. By replacing Section 20 with the following:

Schedule "A" – "Designated Municipal Services/Classes of Services Under this By-law

Schedule “B-1” – City-Wide Residential Development Charges by Unit Type

Schedule “B-2” – City-Wide Residential Growth Studies – Parking Development Charges by Unit Type Effective Until September 18, 2022.

Schedule “C-1” – City-Wide Non-Residential Development Charges by Square Metre of Gross Floor Area by Retail Uses and Non-Retail Uses

Schedule “C-2” – City-Wide Non-Residential Growth Studies – Parking Development Charges by Square Metre of Gross Floor Area by Retail Uses and Non-Retail Uses Effective Until September 18, 2022.

Schedule “D” – Calculation of Development Charges Credits provided to Derelict Buildings.

- X. By replacing Schedule “A” to By-law 47-19 with Schedule “A” to this amending by-law 34-21;
- Y. By replacing Schedule “B” to By-law 47-19 with Schedule “B-1” to this amending By-law 34-21;
- Z. By adding Schedule “B-1” to By-law 47-19 through this amending By-law 34-21;
- AA. By replacing Schedule “C” to By-law 47-19 with Schedule “C-1” to this amending By-law 34-21;
- BB. By adding Schedule “C-1” to By-law 47-19 through this amending By-law 34-21.

PASSED THIS 23rd DAY OF JUNE, 2021.

Joe DiPaola
Acting Mayor

Stephen M.A. Huycke
City Clerk

SCHEDULE “A” TO BY-LAW 47-19
DESIGNATED MUNICIPAL SERVICES AND CLASSES OF SERVICES UNDER THIS
BY-LAW

City-Wide Services

Fire Protection Services

- Fire Facilities
- Fire Vehicles
- Small Equipment and Gear

Park and Recreation Services

- Outdoor Recreation and Park Development, Amenities and Trails
- Parks and Recreation Vehicles and Equipment
- Indoor Recreation Facilities

Library Services

- Library Facilities
- Library Materials

City-Wide Classes of Services

Engineering

- Services Related to a Highway
- Water Services
- Wastewater Services
- Stormwater Services

Public Works

- Facilities
 - Services Related to a Highway
 - Water Services
 - Wastewater Services
 - Stormwater Services
 - Parks and Recreation Services
 - Fire Projection Services
- Vehicles
 - Services Related to a Highway
 - Water Services
 - Wastewater Services
 - Stormwater Services

Growth Studies

- Engineering
- Public Works
- Fire Protection Services
- Library Services

Growth Studies

- Parking Services

SCHEDULE B-1, TO BY-LAW 47-19
CITY-WIDE DEVELOPMENT CHARGES
RESIDENTIAL DEVELOPMENT CHARGES BY UNIT TYPE

Service/Classes of Services	RESIDENTIAL			
	Single and Semi-Detached Dwelling	Other Multiples	Apartments & Stacked Townhouses - Large >=700 sq.ft.	Apartments & Stacked Townhouses - Small <700 sq.ft.
City-Wide Services/Classes:				
Engineering	7,498	6,089	4,925	2,882
Public Works	856	694	562	330
Fire Protection Services	456	371	300	175
Parks and Recreation	9,283	7,649	6,519	4,465
Library Services	1,336	1,101	938	643
Growth Studies	365	301	256	176
Total City-Wide Services/Classes	19,794	16,205	13,500	8,670

NOTE:

All charges are subject to adjustment in accordance with the terms of Section 8 of this by-law.

Additional development charges applicable to other services/classes of services and to specific areas may be imposed pursuant to other development charge by-laws.

SCHEDULE B-2, TO BY-LAW 47-19
CITY-WIDE DEVELOPMENT CHARGES – GROWTH STUDIES - PARKING
RESIDENTIAL DEVELOPMENT CHARGES BY UNIT TYPE
EFFECTIVE TO SEPTEMBER 18, 2022

Service/Classes of Services	RESIDENTIAL			
	Single and Semi-Detached Dwelling	Other Multiples	Apartments & Stacked Townhouses - Large >=700 sq.ft.	Apartments & Stacked Townhouses - Small <700 sq.ft.
City-Wide Services/Classes:				
Growth Studies - Parking	6	5	4	3
Total City-Wide Services/Classes	6	5	4	3

NOTE:

All charges are subject to adjustment in accordance with the terms of Section 8 of this by-law.

Additional development charges applicable to other services/classes of services and to specific areas may be imposed pursuant to other development charge by-laws.

SCHEDULE C-1, TO BY-LAW 47-19
CITY-WIDE DEVELOPMENT CHARGES
NON-RESIDENTIAL RESIDENTIAL DEVELOPMENT CHARGES BY
SQUARE METRE (AND SQUARE FEET) OF GROSS FLOOR AREA
BY REATIL USE AND NON-RETAIL USE

Service/Classes of Services	NON-RESIDENTIAL			
	Retail (per sq.m. of Gross Floor Area)	Non-Retail (per sq.m. of Gross Floor Area)	Retail (per sq.ft. of Gross Floor Area)	Non-Retail (per sq.ft. of Gross Floor Area)
City-Wide Services/Classes:				
Engineering	60.12	43.76	5.59	4.07
Public Works	6.30	4.63	0.59	0.43
Fire Protection Services	3.12	2.15	0.29	0.20
Parks and Recreation	12.30	9.13	1.14	0.85
Library Services	1.77	1.32	0.16	0.12
Growth Studies	2.19	1.63	0.20	0.15
Total City-Wide Services/Classes	85.79	62.62	7.97	5.82

NOTE:

All charges are subject to adjustment in accordance with the terms of Section 8 of this by-law.

Additional development charges applicable to other services/classes of services and to specific areas may be imposed pursuant to other development charge by-laws.

SCHEDULE C-2, TO BY-LAW 47-19
CITY-WIDE DEVELOPMENT CHARGES – GROWTH STUDIES - PARKING
NON-RESIDENTIAL RESIDENTIAL DEVELOPMENT CHARGES BY
SQUARE METRE (AND SQUARE FEET) OF GROSS FLOOR AREA
BY REATIL USE AND NON-RETAIL USE
EFFECTIVE TO SEPTEMBER 18, 2022

Service/Classes of Services	NON-RESIDENTIAL			
	Retail (per sq.m. of Gross Floor Area)	Non-Retail (per sq.m. of Gross Floor Area)	Retail (per sq.ft. of Gross Floor Area)	Non-Retail (per sq.ft. of Gross Floor Area)
City-Wide Services/Classes: Growth Studies - Parking	0.04	0.03	0.00	0.00
Total City-Wide Services/Classes	0.04	0.03	0.00	0.00

NOTE:

All charges are subject to adjustment in accordance with the terms of Section 8 of this by-law.

Additional development charges applicable to other services/classes of services and to specific areas may be imposed pursuant to other development charge by-laws.

The Corporation of the City of Richmond Hill

By-Law 57-21

A By-law to establish lands as public highway

Whereas Council at its meeting of June 23, 3021 adopted the recommendations contained in staff report SRP1.21.071 to establish lands as public highway;

Now Therefore The Council Of The Corporation Of The City Of Richmond Hill Enacts As Follows:

- 1. That Part Lot 2, Concession 2 (Whit), designated as Parts 1 and 4, Plan 65R-37780 be established as public highway to become part of Longworth Avenue.
- 2. That Part Lot 2, Concession 2 (Whit), designated as Parts 2, 5, 6 and 7, Plan 65R-37780 be established as public highway to become part of Tempel Street.

Passed this 23rd day of June, 2021.

Joe DiPaola
Acting Mayor

Stephen M.A. Huycke
City Clerk

The Corporation of the City of Richmond Hill
By-Law 70-21

A By-law to amend Schedule “A”, as amended, being Chapter 1126 of the City of Richmond Hill Municipal Code, relating to the Speed of Motor Vehicles

Whereas Section 128 (2.1) of the Highway Traffic Act, R.S.O. 1990, C. H.8 (the “HTA”) provides that the council of a municipality may prescribe a rate of speed different from the rate set out in Section 128 (1) of the HTA for motor vehicles driven on a highway, or portion thereof, under its jurisdiction;

And Whereas Council at its meeting of June 23, 2021 adopted the recommendation in SRPI.21.074 to reduce the maximum speed limit on the roads noted below to 40 kilometres per hour.

Now Therefore The Council Of The Corporation Of The City Of Richmond Hill Enacts As Follows:

1. That, notwithstanding the general provisions of the Highway Traffic Act, R.S.O. 1990, Chapter H.8, Schedule “A” in Chapter 1126 of the City of Richmond Hill’s Municipal Code be amended by adding the following roads:

Street	From	To
Briggs Avenue	Bayview Avenue	Blackmore Avenue
Driscoll Road	Bradstock Park	Lucas Street
Estate Garden Drive	Yonge Street	westerly Limit of Estate Garden Drive
Forest Ridge Road	Bayview Avenue	easterly Limit of Forest Ridge Road
Greenhill Avenue	Leslie Street	Clarendon Drive
Kingshill Road	Bathurst Street	King Road
Larratt Lane	Shaftsbury Avenue	Elgin Mills Road West
Laverock Avenue	Bradstock Park	Trayborn Drive
Lucas Street	Mill Street	Trayborn Drive
Montiel Road	Driscoll Road	Laverock Avenue
Old Colony Road	Yonge Street	Bayview Avenue
Princeton Avenue	Leslie Street	Redstone Road
Tampico Road	Driscoll Road	Laverock Avenue
Toporowski Avenue	Leslie Street	Melbourne Drive

2. That, Schedule “A” in Chapter 1126 of the City of Richmond Hill’s Municipal Code be amended by removing the following roads:

Street	From	To
Kingshill Road	Routledge Drive	Newbridge Avenue
Larratt Lane	a point approximately 150 m (493 ft.) north of the north limit of Father Henri J. M. Nouwen Catholic School	a point approximately 150 m (493 ft.) south of the south limit of Father Henri J.M. Nouwen Catholic School
Lucas Street	Rumble Avenue	Trayborn Drive
Old Colony Road	Trish Drive	Dovetail Drive
Toporowski Avenue	Goode Street	Manorheights Street

(continued)

The Corporation of the City of Richmond Hill
By-law 70-21

Page 2

Passed this 23rd day of June, 2021.

Joe DiPaola
Acting Mayor

Stephen M.A. Huycke
City Clerk

The Corporation of the City of Richmond Hill

By-Law 81-21

A By-law to Amend By-law 2325-68, as amended, of the former Township of Markham and By-law 55-15, as amended, of The Corporation of the City of Richmond Hill

Whereas the Council of The Corporation of the City of Richmond Hill (the “Corporation”) at its Meeting of June 9, 2021, directed that this by-law be brought forward to Council for its consideration;

The Council of The Corporation of the City of Richmond Hill enacts as follows:

1. That By-law 2325-68, as amended, of the former Township of Markham (“By-law 2325-68”), be and hereby is further amended by:
 - a) removing those lands shown as “Residential Wide Shallow Two (RWS2) Zone” and “Open Space (O) Zone” on Schedule “A” to this By-law 81-21 (the “Lands”) and any provisions of By-law 2325-68, as amended, that previously applied to the Lands shall no longer apply to the Lands; and,
 - b) rezoning a portion of those lands shown on Schedule “A” to this By-law 81-21 to “Institutional (INST.) Zone”.
2. That By-law 55-15, as amended, of The Corporation of the City of Richmond Hill (“By-law 55-15”) be and hereby is further amended by:
 - a) expanding the area of By-law 55-15 to include the Lands shown as “Residential Wide Shallow Two (RWS2) Zone” and “Open Space (O) Zone” on Schedule “A” to this By-law 81-21;
 - b) rezoning the Lands to “Residential Wide Shallow Two (RWS2) Zone” and “Open Space (O) Zone” as shown on Schedule “A” to this By-law 81-21; and,
 - c) adding the following to Section 7 – Exceptions
“7.57
Notwithstanding any inconsistent or conflicting provisions of By-law 55-15, as amended, the following special provisions shall apply to the lands zoned “Residential Wide Shallow Two (RWS2) Zone” and more particularly shown as “RWS2” on Schedule “A” to By-law 81-21 and denoted by a bracketed number (7.57):
 - i) The amendments to By-law 55-15 set out in Exception 7.3 (enacted through By-law 82-16) shall also apply to the lands zoned “Residential Wide Shallow Two (RWS2) Zone” as shown on Schedule “A” to By-law 81-21; and,
 - ii) Notwithstanding Section 5.1.9 a) Regulations for Decks and Porches, **porches** may not exceed 5.5 metres in **height**, with the **height** being measured from the **established grade** to the underside of the rafters or ceiling of the **porch** and with or without **basements**.”
3. All other provisions of By-law 2325-68, as amended, and By-law 55-15, as amended, not inconsistent with the foregoing, shall continue to apply to the lands shown on Schedule “A” attached hereto.

The Corporation of the City of Richmond Hill
By-law 81-21

Page 2

4. The imperial measurements found in this by-law in brackets are provided for information purposes only and are intended to be an approximate conversion of the metric measurements. The metric or SI measurements shall be deemed to be the standards established by this by-law and, wherever there is a variance between the metric or SI measurements and the imperial measurements, the metric or SI measurement shall apply.
5. Schedule “A” attached to By-law 81-21 is declared to form a part of this by-law.

Passed this 23rd day of June, 2021.

Joe DiPaola
Acting Mayor

Stephen M.A. Huycke
City Clerk

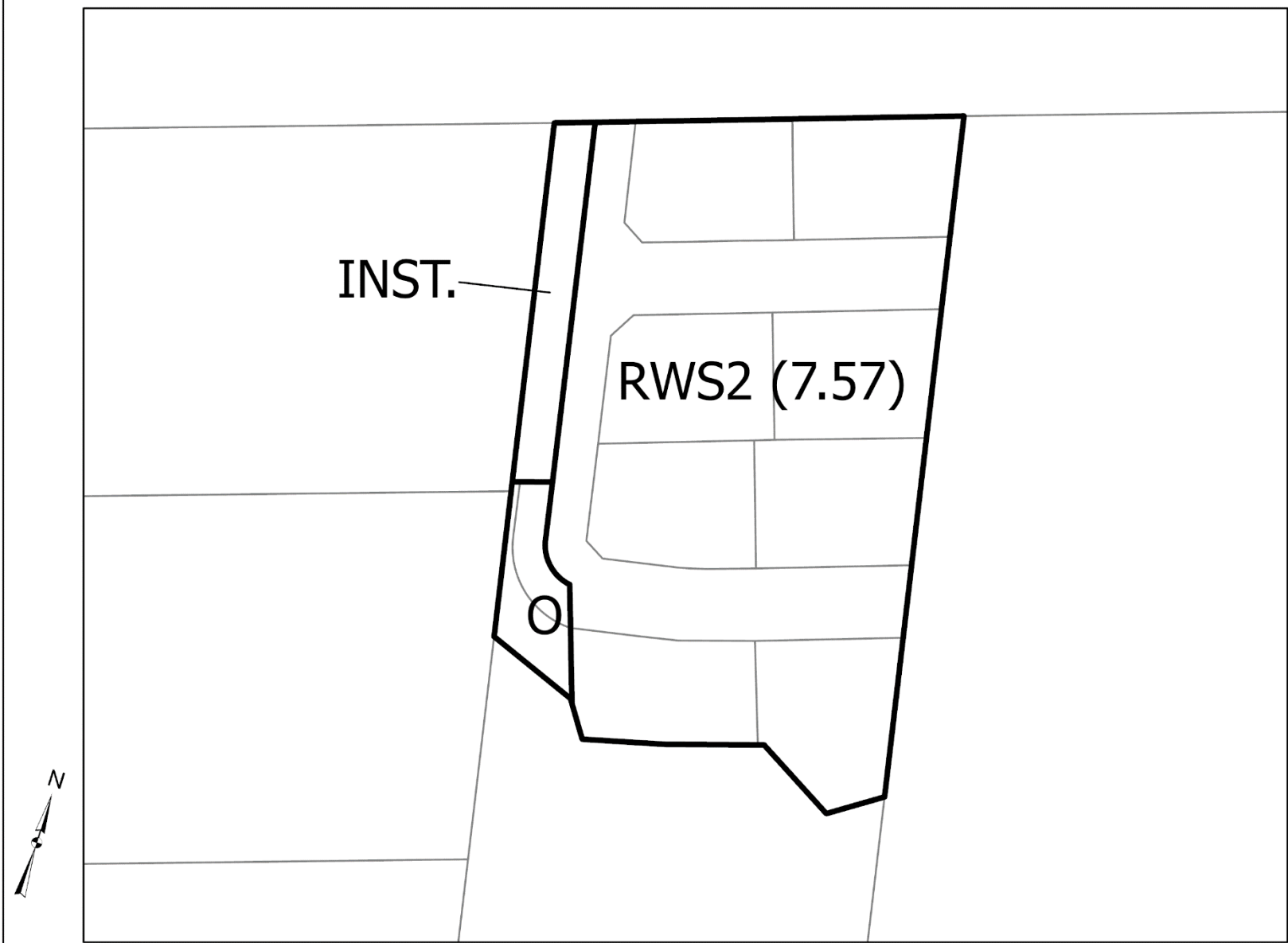
The Corporation of the City of Richmond Hill

Explanatory Note to By-law 81-21

By-law 81-21 affects the lands described as Part of Lot 26, Concession 2, E.Y.S, municipally known as 850 Elgin Mills Road East.

By-law 2325-68, as amended, of the former Township of Markham, zones the subject lands “Rural Residential Four (RR4) Zone.”

By-law 81-21 will have the effect of removing the majority of the lands from the provisions of By-law 2325-68, as amended, and rezoning the subject lands to “Institutional (INST.) Zone” under By-law 2325-68, as amended, and “Residential Wide Shallow Two (RWS2) Zone” and “Open Space (O) Zone” under By-law 55-15, as amended. By-law 81-21 also contains site-specific provisions to permit a residential development comprised of 48 street townhouse dwellings, in addition to blocks for open space, future development and road purposes on the subject lands.



SCHEDULE " A "

TO BY-LAW NO. 81-21

This is Schedule "A" to By-Law
81-21 passed by the Council
of the Corporation of the
City of Richmond Hill on the
23rd day of June, 2021

Joe DiPaola
Acting Mayor

Stephen M.A. Huycke
City Clerk

The Corporation of the City of Richmond Hill

By-Law 86-21

A By-Law to amend By-law 140-90 of the Corporation of the City of Richmond Hill for the regulation of the height and description of fences, being Chapter 973 of the Municipal Code

Whereas pursuant to Section 11(3) of the *Municipal Act 2001*, S.O. 2001, c.25, lower-tier municipalities may pass by-laws respecting structures, including fences;

And Whereas in 1990, the Council of the Corporation of the City of Richmond Hill (the “City”) enacted By-law 140-90, being Chapter 973 of the Municipal Code, to regulate the height and description of fences within the City (the “Fence By-law”);

And Whereas on June 23rd, 2021, Council of the City adopted the recommendations set out in Staff Report SRCS.21.10 and directed staff to bring forward this by-law to amend the Fence By-law;

Now Therefore The Council Of The Corporation Of The City Of Richmond Hill Enacts As Follows:

1. That the Fence By-law be amended by adding the following new exemption to Article 9 Special Provisions:

973.9.21 Exemption – All of Denham Drive, 73 to 108 Westwood Lane

Notwithstanding anything in this Chapter to the contrary, the provisions respecting the permissible height of a front yard fence shall not apply to any property on Denham Drive, and to those properties municipally known as 73 to 108 Westwood Lane, inclusive, to permit 1.82 metre (6 foot) high decorative metal fencing with stone pillar support structures in the front yards of the properties.

2. Except as herein provided and as required to give effect to the amendments in this By-law 86-21, the provisions of the Fence By-law continue in full force and effect without amendment.

Passed this 23rd day of June, 2021.

Joe DiPaola
Acting Mayor

Stephen M.A. Huycke
City Clerk

The Corporation of the City of Richmond Hill
By-Law 89-21

A By-Law to amend By-law 194-05 of the Corporation of the City of Richmond Hill for the licensing of refreshment vehicles, as amended, being Chapter 875 of the Municipal Code

Whereas pursuant to Section 150 of the *Municipal Act, 2001 S.O. 2001, c. 25*, Council of the Corporation of the City of Richmond Hill (the “City”) enacted By-law 194-05, being Chapter 875 of the Municipal Code, to regulate the operation of refreshment vehicles within the City (the “Refreshment Vehicle By-law”);

And Whereas on June 9th, 2021, Council of the City adopted the recommendations set out in staff report SRCS.21.12 and directed staff to bring forward this by-law to amend the Refreshment Vehicle By-law;

Now Therefore The Council Of The Corporation Of The City Of Richmond Hill Enacts As Follows:

1. That the Refreshment Vehicle By-law be amended as follows:
- a. Section 875.2.6 titled “Expiry – annually – June 30th” shall be repealed and replaced by the following:

875.2.6 Expiry – annually June 30 – City-Led Events and Activities

The licenses for the several trades, callings, businesses and occupations set out in this Chapter shall terminate on the 30th day of June in the year endorsed upon the license certificate, unless they are obtained solely for the purpose of participation in City-led events or activities, in which case they will expire in accordance with the applicable City permission.

- b. Section 875.2.8 titled “Fee – license” shall be repealed and replaced by the following:

875.2.8 Fee – license – special event exception

Prior to obtaining a license under this Chapter, every applicant shall pay to the City the fee set forth in the City’s most recent by-law imposing fees and charges known as the Tariff of Fees By-law. Notwithstanding the foregoing, no license fee shall be payable for a license obtained pursuant to the requirements of this Chapter solely for the purpose of participation in City-led events or activities.

- c. Section 875.2.16 titled “Fee – license” shall be repealed and replaced by the following:

875.2.16 Sales – prohibitions – from refreshment cart

No person shall hawk, peddle or sell refreshments from a refreshment cart except:

- (a) Within a building by or on behalf of the person who is the lawful owner or tenant of such building, or part thereof, that person carries on a full-time commercial business therein related to the hawking, peddling or selling of refreshments; or
- (b) Outside a building described in paragraph (a) with the written permission of the lawful owner or tenant of such building.

Items hawked, peddled or sold from a refreshment cart may only include items such as dairy, hot dogs and related products.

- d. Section 875.4.4 titled “Inspection – vehicle – at appointed place – time” shall be repealed.
- e. Section 875.9.9 titled “Refreshments – wrapped – sold – individual packages” shall be repealed.
- f. Section 875.10.6 titled “Service – restricted areas” shall be repealed and replaced by the following:

875.10.6 Service – restricted areas

The operation of a Refreshment Vehicle shall be restricted to locations within industrial, commercial or retail zones, or at temporary construction sites. Notwithstanding the foregoing, a Refreshment Vehicle may be operated on City property for the purpose of participation in a City-led event provided that, in addition to compliance with this Chapter, approval of the City’s Commissioner of Community Services (or any successor position) or their designate has been obtained for such participation.

- g. Section 875.10.6 titled “Service – restricted areas” shall be repealed and replaced by the following:

875.10.7 Service – duration – fifteen minutes – in one place

The operation of a Refreshment Vehicle shall be restricted such that the vehicle goes from place to place and does not remain in one place, while operating for a length of time in excess of fifteen minutes, unless written permission has been provided by the property owner for a longer duration.

- 2. Except as herein provided and as required to give effect to the amendments in this By-law 89-21, the provisions of the Refreshment Vehicle By-law continue in full force and effect without amendment.

Passed this 23rd day of June, 2021.

Joe DiPaola
Acting Mayor

Stephen M.A. Huycke
City Clerk

The Corporation of the City of Richmond Hill

By-Law 91-21

A By-law to Confirm the proceedings of Council
at its meeting held on the 23rd day of June, 2021

Whereas under subsection 5(3) of the *Municipal Act, 2001*, S.O. 2001, c. 25, the powers of a council of a municipal corporation shall be exercised by by-law;

And Whereas it is deemed expedient that the proceedings of the Council of The Corporation of the City of Richmond Hill at its meeting on the 23rd day of June, 2021, be confirmed and adopted by by-law;

The Council of The Corporation of The City of Richmond Hill enacts as follows:

1. That the actions by Council at its Council meeting held on the 23rd day of June, 2021, in respect of each motion, resolution and other action passed and taken by the Council at the said meeting is, except where prior approval of the Local Planning Appeal Tribunal (LPAT) is required, hereby adopted, ratified and confirmed as if each proceeding and action were expressly adopted and confirmed by by-law.
2. That the Mayor and the proper officers of the City are hereby authorized and directed to do all things necessary to give effect to the actions of Council referred to in Section 1 of this By-law.
3. Any document required to be executed on behalf of the City to give effect to the actions of Council referred to in Section 1 of this By-law shall be signed by the Mayor or the Deputy Mayor and by the City Clerk or a Deputy City Clerk except where otherwise provided, and the City Clerk or a Deputy City Clerk are authorized and directed to affix the City Seal to the document.

Passed this 23rd day of June, 2021.

Joe DiPaola
Acting Mayor

Stephen M.A. Huycke
City Clerk