



Office of the Chief Planner
Corporate Services Department

MEMORANDUM

To: Regional Chair Emmerson and Members of Regional Council

From: Paul Freeman
Chief Planner

Date: January 27, 2021

Re: Submission from Michael Manett, MPlan Inc. on behalf of the North Elgin Centre Inc.

North Elgin Centre Inc., with property located at the northeast corner of Yonge Street and Bernard Avenue, has expressed concerns with parking, housing affordability, complete communities and development review timeframes

There are opportunities within the Yonge and Bernard Key Development Area (KDA) Secondary Plan area for affordable housing with parking rates that promote transit-oriented development. This area is one of many KDAs on a Regional rapid transit corridor planned for intensification. Along with other landowners, the Yonge and Bernard KDA Secondary Plan is under appeal to the Local Planning Appeal Tribunal (LPAT) by North Elgin Centre (NEC) Inc. As part of their appeal, NEC Inc. has raised the issue with respect to direction in the Secondary Plan for reduced parking and this issue has not yet been adjudicated by the LPAT. It is also important to note that NEC Inc. has not submitted any development applications for the lands that would enable the City of Richmond Hill to assess site-specific matters, including zoning provisions for parking.

Parking policies in Regional Official Plan promote more active transportation and transit uses with detailed parking standards to be determined in local municipal zoning bylaws

The Regional Official Plan does not require minimum parking rates. Parking rates are locally determined as a zoning bylaw matter. The Regional Official Plan includes broad policies that promote reduced minimum parking standards in Regional Centres and Corridors as part of local parking management strategies, and to encourage transit-oriented development. The precise

parking rate is determined by local municipalities based on several factors including Secondary Plan objectives, demand, transit proximity and frequency, and local parking issues in the surrounding area.

Local municipal parking strategies include several measures as outlined in the Regional Official Plan:

- Reduced minimum and maximum parking requirements
- Shared parking requirements for complementary uses with different time of day demands
- On-Street parking
- Preferential locations for carpooling and car-sharing
- Site design and pedestrian friendly urban form

The City of Richmond Hill is currently updating their 2010 Parking Strategy that addressed these measures and provides a framework for reduced parking rates in key development areas on the Yonge Street Regional rapid transit corridor. The City of Richmond Hill has advanced the review of the KDA portion of the parking strategy to incorporate a framework to consider further reduced parking rates in the zoning bylaw for the Yonge and Bernard KDA Secondary Plan area. The Secondary Plan itself provides direction for Transportation Demand Management to reduce the amount of travel, shifting away from single occupant vehicles and peak period travel while supporting transit and active transportation uses.

As an appellant to the Yonge Bernard KDA Secondary Plan and the implementing zoning bylaw, NEC Inc. is seeking a further decrease in parking through the hearing. The direction of the Secondary Plan policies is to reduce parking as feasible, however, supporting a zero-car parking rate outside the context of this Secondary Plan and implementing Zoning Bylaw hearing, particularly in the absence of a site specific development application having been submitted would not be appropriate.

The Regional Official Plan review provides an opportunity to review the policies which currently promote transit and active transportation options to reduce automobile dependency. Policies resulting from the review of the Regional Official Plan will be presented to Council later this year as part of Draft Regional Official Plan.

York Region is committed to addressing housing affordability and building complete communities

To help facilitate development of complete communities, Council approved a new development charge deferral program in October 2019 for purpose-built rental housing and large office buildings. The incentives support more affordable housing and jobs for York Region's changing population and workforce, aligning with York Region's city building initiatives and vision of

creating complete communities. Council has demonstrated a commitment to building complete communities by planning to provide for a range and mix of housing types and addressing housing affordability issues, including leadership to promote rental housing. Staff will continue to endeavor to meet Planning Act development application review timeframes for these important housing projects where complete applications have been submitted.



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