



## **Staff Report for Council Public Meeting**

**Date of Meeting:** June 29, 2020

**Report Number:** SRPRS.20.098

**Department:** Planning and Regulatory Services

**Division:** Development Planning

**Subject:** **SRPRS.20.098 - Request for Comments – Official Plan and Zoning By-law Amendment Applications – Quarre Properties Inc., Heartland (Seven) Limited and Orlando Corporation – City Files D01-17002 and D02-17005**

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### **Owner:**

Quarre Properties Inc., Heartland (Seven) Limited and Orlando Corporation  
6205B Airport Road, Suite 500  
Mississauga, Ontario  
L4V 1E3

### **Agent:**

Groundswell Urban Planners Inc.  
95 Mural Street, Suite 402  
Richmond Hill, Ontario  
L4B 3G2

### **Location:**

**Legal Description:** Blocks 2 and 3, Plan 65M-4080  
**Municipal Addresses:** 0 Brodie Drive and 0 Orlando Avenue

### **Purpose:**

A request for comments concerning proposed Official Plan and Zoning By-law Amendment applications to permit three automobile sales establishments on the subject lands.

### **Recommendation:**

- a) That Staff Report SRPRS.20.098 with respect to the Official Plan and Zoning By-law Amendment applications submitted by Quarre Properties Inc., Heartland (Seven) Limited and Orlando Corporation for the lands known as

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**Blocks 2 and 3, Plan 65M-4080 (Municipal Addresses: 0 Brodie Drive and 0 Orlando Avenue), City Files D01-17002 and D02-17005, be received for information purposes only and that all comments be referred back to staff.**

### Contact Person:

Doris Cheng, Senior Planner – Site Plans, phone number 905-771-5563 and/or  
Deborah Giannetta, Manager of Development, Site Plans, phone number 905-771-5542.

### Report Approval:

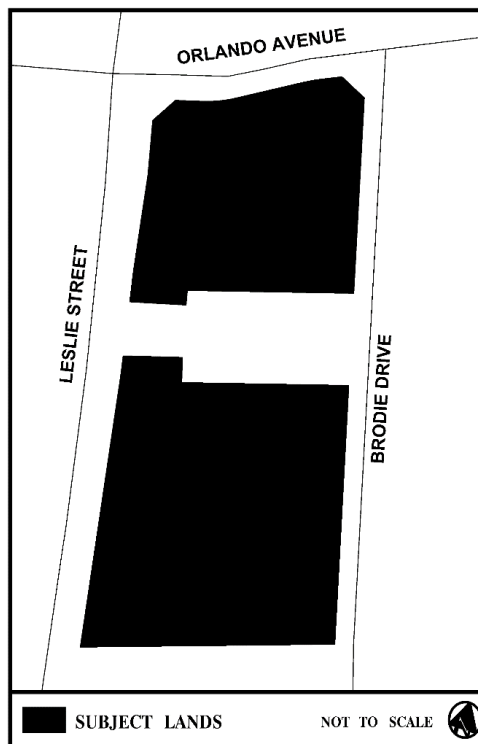
**Submitted by:** Kelvin Kwan, Commissioner of Planning and Regulatory Services

**Approved by:** Mary-Anne Dempster, Interim 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 Information:

The subject Official Plan and Zoning By-law Amendment applications were received by the City on March 3, 2017 and were deemed complete on April 10, 2017. The applications and supporting materials were subsequently circulated to relevant City departments and external agencies for review and comment. Staff reviewed the Official Plan (the Plan) policies applicable to the lands and determined that automobile dealerships were not a permitted use in the **Employment Area** designation. In accordance with **Section 3.3.1** of the Plan, the applications were deemed an employment land conversion. Employment land conversion requests are only to be considered as part of the Regional Municipal Comprehensive Review process.

Following the City's decision on the matter, the applicant referred the applications to the then Ontario Municipal Board; however, the *Planning Act* prevents appeals of employment land conversions and conversion policies in upper-tier official plans once they have been approved by the Province, and as such, the applications have remained dormant.

At the Council meeting of February 26, 2020, Council considered Staff Report SRPRS.20.003 entitled "*York Region's Municipal Comprehensive Review (Part 1): Requests for Employment Area Conversions*". The Staff Report outlined the Regional Municipal Comprehensive Review (MCR) Process currently underway to respond to evolving employment land trends within the Region as well as emerging policy changes to be considered as part of the update to York Region's Official Plan (the "ROP"). The report considered a number of employment land conversion requests received by the City and the Region among which was Quarre Properties Inc., Heartland (Seven) Limited and Orlando Corporation's request to permit automobile dealerships on their lands which are located within the City's **Employment Area** of Headford Business Park.

Council adopted the staff recommendation that the Region consider Staff Report SRPRS.20.003 as local municipal input into the MCR and the employment land conversion evaluation process. As part of the recommendation, City Council advised the Region of their support to permit automobile dealerships in employment land areas; however through this staff recommendation, rather than facilitating the request through an employment land conversion, staff were directed to work with the applicant to facilitate their request through the best available alternative means (refer to Appendix A).

To facilitate the above recommendations of Council and explore alternative means, City staff is undertaking a municipally initiated Official Plan Amendment (OPA 18.1) to expand the list of permitted uses to include automobile sales, repair and service within **Employment Area** designations. The details of OPA 18.1 are outlined in Staff Report SRPRS.20.097 and will be considered at a Special Council Meeting to be held on June 29, 2020. With respect to public consultation and the adoption of a municipally initiated amendments, the applicable sections of the *Planning Act* require Council to hold at least one Public Open House in advance of a Public Meeting. In accordance with these provisions, the Public Open House is scheduled on June 22, 2020, and following the

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Open House, the above noted Special Council Meeting will be held on June 29, 2020 to receive comments on the proposed amendments to the municipally initiated OPA 18.1.

The subject applications propose a site specific exception for the lands municipally known as 0 Orlando Avenue and 0 Brodie Drive within the City's **Employment Area** lands located in the Headford Business Park. These applications are to be considered in advance of the MCR process and concurrently with the municipally initiated OPA.

The purpose of this report is to seek comments from Council and the public with respect to the applicant's development proposal, pursuant to the statutory Public Meeting and associated notice requirements of the *Planning Act*.

## Summary Analysis:

### Site Location and Adjacent Uses

The subject lands are located at the southeast corner of Leslie Street and Orlando Avenue within the City's Headford Business Park (refer to Map 1). The lands are comprised of two separate parcels with a total combined lot area of approximately 4.24 hectares (10.48 acres), separated by City owned lands containing the Henricks-Brodie Heritage House. The lands at 0 Orlando Avenue have frontage on Leslie Street, Orlando Avenue and Brodie Drive, and have a site area of 1.7 hectares (4.2 acres). The lands at 0 Brodie Drive have frontage along both Leslie Street and Brodie Drive and have a site area of 2.54 hectares (6.28 acres). Both properties are currently vacant.

The properties abut a retail/commercial plaza and a self-storage facility to the south, Orlando Avenue and vacant employment lands to the north, Brodie Avenue, industrial/commercial buildings and a Canada Post facility to the east, and Leslie Street, a low density residential neighbourhood and a place of worship to the west.

### Development Proposal

The applicant is seeking Council's approval of its Official Plan and Zoning By-law Amendment applications to permit three automobile dealerships on its land holdings. Each dealership is proposed to be comprised of a two-storey motor vehicle sales building which will include a show room, office space, automobile rental centre and service repair facilities on the subject lands (refer to Map 5).

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

#### **0 Orlando Avenue:**

- |                              |                                    |
|------------------------------|------------------------------------|
| • <b>Total Lot Area:</b>     | <b>1.7 hectares (4.2 acres)</b>    |
| • <b>Total Lot Frontage:</b> |                                    |
| ○ <b>Orlando Avenue</b>      | <b>124.66 metres (408.99 feet)</b> |
| ○ <b>Brodie Drive</b>        | <b>135.0 metres (442.91 feet)</b>  |
| ○ <b>Leslie Street</b>       | <b>127.5 metres (418.31 feet)</b>  |
| • <b>Total GFA</b>           |                                    |

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- Building 'A' 3,151.74 square metres (33,925 square feet)
- Building Height 2 storeys
- Total Parking Spaces
  - Building 'A' 304

### **0 Brodie Drive:**

- Total Lot Area: 2.54 hectares (6.28 acres)
- Total Lot Frontage:
  - Brodie Drive: 161.5 metres (529.86 feet)
  - Leslie Street: 183.7 metres (602.69 feet)
- Total GFA:
  - Building 'B': 2,485.44 square metres (26,753 square feet)
  - Building 'C': 3,000.3 square metres (32,295 square feet)
- Building Height: 2 storeys (both buildings)
- Total Parking Spaces:
  - Building 'B': 200
  - Building 'C': 205

Building 'A' is proposed to be located on the 0 Orlando Avenue property with vehicular access to be provided from Leslie Street, Orlando Avenue and Brodie Drive. The proposal contemplates orienting the main entrance at the corner of Orlando Avenue and Leslie Street, with loading and service areas to be located at the rear of the building facing Brodie Drive.

Buildings 'B' and 'C' are to be located on the 0 Brodie Drive parcel. Vehicular access is proposed from Leslie Street and Brodie Drive, with both buildings oriented towards Leslie Street. While the proposed design of Building 'B' locates the proposed service bays at the south and east sides of the building, Building 'C' locates the proposed service bays at the north and east side of the building.

At the time of preparation of this report, a related Site Plan application had not been submitted in conjunction with the subject Official Plan and Zoning By-law Amendment applications. Prior to the enactment of the Zoning By-law, a Site Plan application must be submitted in order to inform the implementing zoning for the lands.

## **Supporting Documentation/Reports**

The applicant has submitted the following documents/information to the City in support of the proposed development:

- Planning Justification Report;
- Draft Official Plan Amendment;
- Draft Zoning By-law Amendment;
- Plan of Survey;
- Site Plan;

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- Floor Plans;
- Elevations;
- Tree Inventory and Preservation Plan Report and Plan;
- Streetscape and Landscape Concept Plan;
- Typical Streetscape Treatments
- Street Tree Planting Plan;
- Primary Entry Feature Plan and Elevation;
- Community Landscape Plan;
- Geotechnical Investigation Report;
- Hydrogeological Study;
- Phase 1 Environmental Site Assessment;
- Functional Servicing Report;
- Preliminary Servicing Scheme;
- Preliminary Grading Plan; and,
- Traffic Impact Study.

### Official Plan Amendment Application

The subject lands are designated **Employment Area** on Schedule A2: - Land Use of the Plan (refer to Map 3) and are located in the City's Headford Business Park. Permitted uses within the **Employment Area** designation includes a range of high performance industrial and office uses, including high-tech industries, knowledge-based businesses, manufacturing plants, corporate headquarters and research and development facilities. Within the **Employment Area**, **Policy 4.8.1** of the Plan permits secondary uses provided the use is secondary to and integrated with the primary use. This includes accessory retail uses (up to 15% of the GFA) with limited sales of goods which have been manufactured on the premises, day nurseries, and ancillary commercial uses to serve the primary use. Notwithstanding the preceding, the **Employment Area** designation also permits automotive service commercial and automotive repair, but this permission is geographically restricted to the Newkirk Business Park Area.

Since the Employment Area policies of the Plan do not permit retail and commercial uses as the primary use, the applicant has submitted an Official Plan Amendment (OPA) application to include retail and commercial uses including ancillary uses within the Employment Area designation to facilitate the subject proposal.

### Zoning By-law Amendment Application

The subject lands are zoned **High Performance Commercial Industrial (MC-1) Zone** under By-law 150-80, as amended (refer to Map 4). The **MC-1 Zone** permits warehousing, assembly and manufacturing of goods and materials, research and development facilities, data processing centres, ancillary retail sales, banks and financial establishments, technical and commercial schools, restaurants, parking garages, business and professional offices, and hotels (subject to site specific standards). Retail sales are not permitted as proposed by the subject applications. As such, the applicant is proposing to rezone the subject lands to add a site specific exception to permit

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automobile dealerships and accessory uses within the existing **MC-1 Zone** under Zoning By-law 150-80, as amended, as well as site specific development standards to facilitate the subject proposal.

The following is a summary of the relevant development standards permitted under the By-law relative to the development standards proposed by the applicant:

<b>Development Standards</b>	<b>MC-1 Zone Standards</b>	<b>Proposed MC-1 Zone Standards Building 'A'</b>	<b>Proposed MC-1 Zone Standards Building 'B'</b>	<b>Proposed MC-1 Zone Standards Building 'C'</b>
Minimum Lot Frontage	60.0 metres (196.85 feet)	120.0 metres (393.7 feet)	100.5 metres (329.72 feet)	83.2 metres (272.97 feet)
Minimum Lot Area	0.8 hectares (1.98 acres)	1.7 hectares (4.2 acres)	1.28 hectares (3.16 acres)	1.26 hectares (3.12 acres)
Maximum Floor Area Ratio <ul style="list-style-type: none"> <li>Industrial Uses</li> <li>Non-Industrial Uses</li> </ul>	75% 100%	48%	25%	31%
Minimum Ground Floor Area	900 square metres (9,687.52 square feet)	3,495.4 square metres (37,624 square feet)	2,485.44 square metres (26,753 square feet)	3,000.3 square metres (32,295 square feet)
Minimum Front Yard Setback (From Leslie Street)	21.0 metres (68.9 feet)	21.0 metres (68.9 feet)	21.0 metres (68.9 feet)	21.0 metres (68.9 feet)
Minimum Distance from all Streets	12.0 metres (39.37 feet)	12.0 metres (39.37 feet)	N/A	N/A
Minimum Rear Yard Setback (From Brodie Drive)	12.0 metres (39.37 feet)	53.0 metres (173.88 feet) (Brodie Drive)	53.0 metres (173.88 feet) (Brodie Drive)	53.0 metres (173.88 feet) (Brodie Drive)
Minimum Flankage Yard Setback	6.0 metres (19.69 feet)	TBD	N/A	N/A
Minimum Side Yard Setback <ul style="list-style-type: none"> <li>Interior</li> <li>Exterior</li> </ul>	6.0 metres (19.69 feet) 6.0 metres (19.69 feet)	21.0 metres (68.9 feet) 14.0 metres (45.93 feet)	21.0 metres (68.9 feet) 14.0 metres (45.93 feet)	21.0 metres (68.9 feet) 14.0 metres (45.93 feet)
Maximum Building Height <ul style="list-style-type: none"> <li>Industrial Buildings</li> <li>Non-Industrial Buildings</li> </ul>	14.0 metres (45.93 feet) 30.5 metres (100.07 feet)	2 storeys  (Measured Height TBD)	2 storeys  (Measured Height TBD)	2 storeys  (Measured Height TBD)

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The appropriateness of the proposed zoning provisions and the need for additional standards and/or restrictions will continue to be evaluated through the review of the applications with regard to policy conformity, urban design, and function. Prior to the finalization of the ZBA, the applicant will be required to submit a Site Plan application to inform the submitted applications.

### Planning Analysis:

Staff has undertaken a preliminary review 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 (2017)* (the "Growth Plan"), the Regional Official Plan (2010), and the City's Official Plan. Staff notes that the City's in-force Plan is consistent with the PPS, and conforms to the Growth Plan, and the ROP that were in-force at the time of approval. Since the Plan's approval, the PPS and the Growth Plan have been updated. Below is an outline of the proposal relative to Provincial Policy, the ROP and the Plan.

### Provincial Policy Regime

The *Provincial Policy Statement (2020)* sets the policy foundation for land use planning in the Province of Ontario. It is complemented by the *Growth Plan for the Greater Golden Horseshoe*, which focuses on development challenges and opportunities. Through these policies, the documents provide direction on growth management, transportation, infrastructure, urban form, housing, natural heritage and resource protection. Municipalities are responsible for implementing the Provincial Policy framework at the local level. A more detailed review and evaluation of the applicable Provincial policies will be brought forward (as appropriate) as part of a future recommendation report.

### York Region Official Plan

The subject lands are designated **Urban Area** and in accordance with Map 1 (Regional Structure) of the Regional Official Plan ("ROP"). Lands designated **Urban Area** are intended to support a wide range and mix of uses to accommodate a significant portion of planned growth areas within the Region.

As noted in Staff Report SRPRS.20.003, the Region of York is currently undertaking a comprehensive update to the 2010 ROP to reflect a number of Provincial policy updates affecting population and employment projections and forecasted density targets. The objective of the ROP update is to provide revised policies to manage growth for an extended planning horizon to 2041. As such, to understand the evolving employment trends, York Region released a report on May 9, 2019 assessing employment trends throughout the Region, including the growth in professional and service based industries, the impacts of automation, the changing nature of employment, and the need to provide increased flexibility within employment areas.

Based on the Regional Assessment and Evaluation Criteria established to evaluate conversion requests, the Region is considering these requests in two phases. Staff



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Report SRPRS.20.003 addresses Council's position with respect to the 12 conversion requests received by the City. Once the Region has considered all employment land conversion requests, recommendations will be provided in a further Staff Report and the updated ROP which will be presented to Regional Council for adoption.

The municipally initiated OPA 18.1, as outlined in Staff Report SRPRS.20.097 and the subject site specific OPA and ZBA applications have been circulated to the Region of York for review, and their comments are provided in the comments section below. While the conversion request is under consideration with respect to the MCR process, the site specific Official Plan and Zoning By-law Amendment applications were circulated to the Region of York for review and comment. Their response from the 2017 circulation of the subject applications confirms the City and the Region's position that the proposed OPA represents an employment land conversion, and the need for it to be considered through the Regional MCR process. Staff will confirm with the Region the applicability of their 2017 comments in light of the Region's MCR process and the City's municipally initiated OPA 18.1. An evaluation of the proposed amendments in the context of the applicable policies in the ROP will form part of the future recommendation report to City Council.

### City of Richmond Hill Official Plan

As noted previously, the subject lands are designated **Employment Area** on Schedule "A2 - Land Use" of the Plan (refer to Map 3). The **Employment Area** designation permits a range of high performance industrial and office uses, including high-tech industries, knowledge-based businesses, manufacturing plants, corporate headquarters and research and development facilities. While the designation also permits automotive service commercial and automotive repair uses, such uses are restricted to the Newkirk Business Park Area and therefore the proposed automobile dealerships are not permitted on the subject lands.

As noted previously, City staff is currently undertaking a municipally initiated OPA as outlined Staff Report SRPRS.20.097 which is to be considered by Council. Proposed OPA 18.1 intends to expand the list of permitted uses to include automobile sales, repair and service facilities within **Employment Area** designations, subject to specific criteria. As part of the municipally initiated OPA, City staff will also provide additional clarity for automobile repair and service facilities without a retail component, continuing to restrict these uses to the Newkirk Business Park west of the Canadian National Railway (CNR).

### Department and External Agency Comments:

The subject Official Plan and Zoning By-law Amendment applications and the associated background studies and reports submitted in support of same have been circulated to various City departments and external agencies for their review and comment. City staff will be seeking confirmation that any comments received from the departments and agencies in 2017 remain applicable. The following is a summary of the comments received as of the time of writing of this report:

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### Development Planning Section

In consideration of the policies of the Plan which are relevant to the consideration of the proposed development, staff provides the following preliminary comments.

- the subject lands are designated **Employment Area** and are specifically located within the Headford Business Park;
- in accordance with **Policy 4.8.1** of the Plan, the **Employment Area** designation does not permit retail commercial uses as a primary use as proposed by the subject applications;
- the applicant has submitted a request for consideration by York Region to permit automobile dealerships as part of the Regional MCR process;
- the City is undertaking a municipally initiated OPA to permit automobile dealerships in **Employment Areas** as part of the MCR process;
- while the **Employment Area** land use designation permits automotive service commercial and automotive repair uses, **Policy 4.8.1.1.2 (h)** geographically restricts these uses to the Newkirk Business Park, west of the CN Rail corridor. For all **Employment Areas**, automobile dealerships are not permitted. It should be noted that the proposed OPA does not contemplate amending the designation, but proposes a site specific amendment to permit the use;
- the applicant must satisfactorily address comments and/or requirements identified by City departments and external agencies that have been requested to review the proposed development. In this regard, it is noted that the applications are still under review by a number of City departments and external agencies;
- the application will be reviewed in the context of the municipally initiated Section 26 OPA 18.1, and should Council adopt this amendment, the requested land use permissions will be considered. The comments received for the site specific applications will inform the recommendations to Council with respect to OPA 18.1;
- staff will continue to work with the applicant through the review of the form, content and appropriateness of the proposed draft OPA and draft Zoning By-law; and,
- should Council endorse the subject OPA, the applicant will be required to submit a Site Plan Application to inform the contents of the site specific Zoning By-law prior to enactment.

A comprehensive review of the OPA application will be conducted following the receipt of comments and feedback from City departments, external agencies, Council and the public. This detailed review will be completed in advance of and addressed as part of a recommendation report to be prepared for a future Council meeting.

### Urban Design Section

The City's Urban Design and Heritage Section has reviewed the proposal and advises that the development proposal is to be designed in accordance with the provisions of the Headford Business Park Urban Design Guidelines and the City-wide Urban Design Guidelines.

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With respect to the abutting Hendricks-Brodie Heritage House and future public park, the applicant is required to provide a Cultural Heritage Impact Assessment (CHIA) in accordance with the requirements of the *Ontario Heritage Act*. The CHIA is to demonstrate how the proposed development will mitigate any potential impacts upon the heritage resource, including screening the parking area and enhancement of the interface between the proposed uses and the heritage house and future park.

### **Building Services Division – Zoning Section**

The City's Building Services Division has reviewed the draft Zoning By-law submitted by the applicant and has advised that in the absence of a Site Plan application, they are unable to provide a detailed analysis of the application. However Building staff recommend that the applicant ensure all appropriate definitions are included for the list of proposed uses. A comprehensive review of the draft amendment will be required upon the receipt of a formal Site Plan application.

### **Park and Natural Heritage Planning Section**

The City's Parks and Natural Heritage Planning Section has reviewed the applicant's development proposal and recommends that the applicant include additional landscape islands to allow for a minimum of 5% tree coverage within the parking areas. Additional comments include that all dimensions be shown on the drawings to ensure the minimum required setbacks abutting streets have been met, and that a minimum 3.0 metre side yard setback be included for lands abutting the City owned parcel to facilitate the successful growth of trees and future landscaping.

### **Development Engineering Division**

The City's Engineering Division has noted additional information is required to support the proposed Functional Servicing for the site, as well as the need for confirmation that adequate water supply and pressure is available. All other detailed review, including that related to stormwater management, will be deferred to the Site Plan application. Furthermore, the applicant is required to provide an updated Traffic Impact Study which includes a number of considerations, including traffic counts at the intersection of Leslie Street and 16<sup>th</sup> Avenue, an additional scenario that includes the provision of the Orlando Avenue connection over Highway 404, and the removal of the access from Orlando Avenue to the site. The study will also be required to demonstrate that there is a sufficient number of proposed loading spaces and accessible parking available in accordance with the applicable policies and regulations.

### **York Region**

As noted previously, York Region has opined in their August 10, 2017 correspondence that the proposed Official Plan Amendment represented an employment land conversion in accordance with the existing policies in City of Richmond Hill and the York Region Official Plans. As such, the addition of a non-employment use would be considered a conversion and the appropriateness of the request should be determined through the MCR process. Until such time as the employment land conversion has been addressed,

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York Region staff shall reserve comments with respect to the site specific applications to a future date.

### **Toronto and Region Conservation Authority (TRCA)**

The Toronto and Region Conservation Authority advised in their 2017 comments with respect to the applications that the subject lands are located outside of TRCA's Regulated Area, and as such, permits are not required for this development. As a technical advisor in support of York Region's area municipalities, the TRCA provided comments regarding matters related to stormwater management and drainage, erosion and sediment control and low impact development opportunities for the site. Furthermore, the TRCA has advised that the subject lands are located within a highly vulnerable aquifer area and recommend that the applicant contact York Region to determine if there are any further requirements in this regard. City staff will be seeking confirmation that the aforementioned comments remain applicable.

### **Other City Departments and External Agency Comments**

Comments with respect to the 2017 submission have been received from Alectra Utilities, Canada Post, and the City's Financial Services Division. These external agencies and internal departments have no objection to the applications subject to their technical comments or conditions being addressed by the applicant through a future Site Plan application. City staff will be seeking confirmation that these comments remain applicable.

As of the writing of this report, the applications are still under review by Enbridge and Bell Canada. A comprehensive review of the subject Official Plan and Zoning By-law Amendment applications will be conducted following receipt of comments and feedback from City departments, external agencies, Council and members of the public.

### **Financial/Staffing/Other Implications:**

The recommendation of this report does not have any financial, staffing or other implications

### **Relationship to the Strategic Plan:**

The recommendation of this report does not have any direct implications with respect to the City's Strategic Plan. An overview of how the subject applications are aligned with the Strategic Plan will be included in a future recommendation report to Council following a comprehensive review and evaluation of the applicant's development proposal.

### **Conclusion:**

The applicant is seeking Council's approval of its Official Plan and Zoning By-law Amendment applications to permit three automobile dealerships on its land holdings. The purpose of this report is to provide Council and the public with an overview of the development proposal and to discuss the regulatory regime governing the evaluation of these planning applications. This report has been structured for information purposes

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only, with a recommendation that all comments be referred back to staff for final consideration.

### **Appendix Contents and Maps:**

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.

- Map 1: Aerial Photograph
- Map 2: Neighbourhood Context
- Map 3: Official Plan Land Use Schedule
- Map 4: Existing Zoning
- Map 5: Proposed Site Plan
- Map 6: Proposed Elevations
- Appendix A – Council Extract – SRPRS.20.003

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### Report Approval Details

Document Title:	SRPRS.20.098 - Request for Comments - Official Plan and Zoning By-law Amendment Applications - 0 Orlando and 0 Brodie.docx
Attachments:	<ul style="list-style-type: none"><li>- MAP_1_AERIAL_PHOTOGRAPH.pdf</li><li>- MAP_2_NEIGHBOURHOOD_CONTEXT.pdf</li><li>- MAP_3_OFFICIAL_PLAN_LAND USE.pdf</li><li>- MAP_4_EXISTING_ZONING.pdf</li><li>- MAP_5_PROPOSED_SITE_PLAN (003).pdf</li><li>- MAP_6_PROPOSED_ELEVATIONS.pdf</li><li>- Appendix A - Council Extract re SRPRS.20.003.pdf</li></ul>
Final Approval Date:	Jun 9, 2020

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

**Gus Galanis - Jun 9, 2020 - 8:40 AM**

**Kelvin Kwan - Jun 9, 2020 - 9:36 AM**

**MaryAnne Dempster - Jun 9, 2020 - 10:10 AM**